

February 18, 2025



Niagara District Airport Commission
468 Niagara Stone Road
Niagara-on-the-Lake, ON L0S 1J0

Attention: Daniel Pilon, Chief Executive Officer
RE: 425 York Road (Phase 2),
Niagara-on-the-Lake, ON
St. Catharines Airport Zoning Regulations Exemption
Request for Letter of No Objection

Dear Mr. Pilon,

On behalf of Niagara York Road Inc., HM Aero is preparing a request for exemption from the provisions of the St. Catharines Airport Zoning Regulations (SOR/84-901) for 425 York Road (Phase 2), also known as 524 York Road, in Niagara-on-the Lake. This request is to permit a development consisting of a 10-storey, 207 room hotel with a total of 10,817 m² of floor area supported by two separate 1-storey restaurants.

This request is being prepared pursuant to the authority provided to the Minister of Transport through Section 5.9(2) of the Aeronautics Act. We request that the Niagara District Airport Commission complete a review of the materials contained herein and provide a letter of no objection that will be included in the exemption submission.

We thank you for considering this request. We welcome any questions you may have and the opportunity to meet and discuss the Airport Commission's perspectives further at your convenience.

Sincerely,

HM Aero Inc.

A handwritten signature in black ink, appearing to read 'A. Macdonald'.

Per: Andrew Macdonald
Senior Planner – Aviation

cc: Adam Martin, HM Aero
James Roffey, HM Aero
Peter Horn, Niagara York Road Inc.

Exemption Request:
St. Catharines Airport Zoning Regulations (SOR/84-901)
425 York Road (Phase 2), Niagara-on-the-Lake, ON

February 18, 2025

Prepared For:
Niagara District Airport Commission
468 Niagara Stone Road
Niagara-on-the-Lake, ON L0S 1J0

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1 BACKGROUND

1.1 Glendale District

1.1.1 Glendale District Plan

The Glendale District Plan (the “District Plan”) encompasses an area approximately 700-ha in size. The District Plan is located primarily within the Town of Niagara-on-the-Lake, with a small portion falling within the City of St. Catharines. Based on materials prepared by Niagara Region, the District Plan began in May 2018 and was a result of collaboration between the Region and the local municipalities, as well as extensive consultation including six public engagement sessions, five Technical Advisory Committee meetings, three Community Focus Group meetings and numerous meetings with stakeholders, agencies, and landowners. The District Plan’s vision:

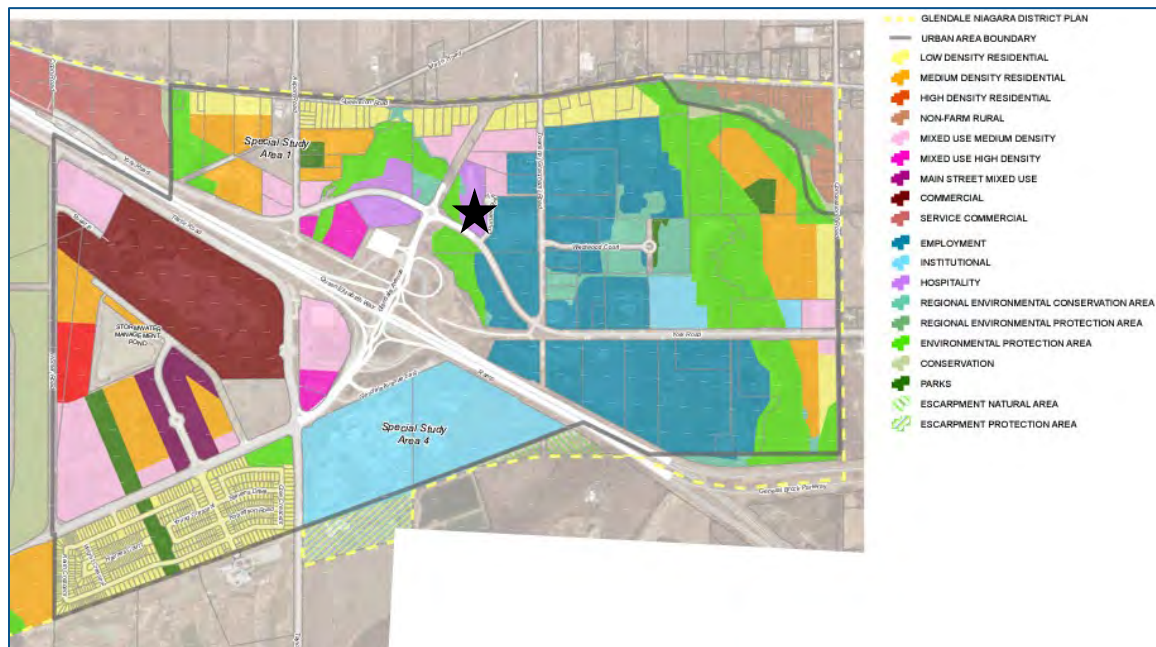
“...directs the transformation of the Glendale settlement area into a vibrant and complete community; a community that celebrates its district character and builds on the unique attributes of the area.”

The vision for the area is that Glendale District will be a:

“...vibrant and complete community for people of all ages, lifestyles, and abilities - a place to live, work, play, learn and grow.”

The Subject Lands, as shown in Figure 1.1, are designated as Hospitality in the District Plan’s Land Use Concept. Direction is provided that the Hospitality District will build upon the existing cluster of hotels and provide opportunities for uses to support the hotels. This location has easy highway access and may cater to the travelling public while also providing additional commercial offerings.

Figure 1.1 - District Plan Land Use Concept (Niagara Region)



The District Plan was endorsed by the Town of Niagara-on-the-Lake in August 2020 and by Niagara Region in September 2020. At the time of the District Plan's endorsement, areas requiring further research through the Glendale Secondary Plan Update included the confirmation of:

- Building heights and densities;
- Population and employment forecasts;
- Traffic and transportation analysis;
- Refinement of land use boundaries; and
- Capital and operating costs/investment.

With respect to building heights and densities, information presented to Regional Council in September 2020 noted that technical studies related to infrastructure and transportation capacity would be needed to inform the built form and building heights, and that heights and densities would be refined through the update to the Secondary Plan.

The Niagara District Airport Commission is understood to have been engaged in the development of the District Plan through the following processes identified by Niagara Region:

- **August 21, 2018:** Presentation of the progress on Phase 1 to the Niagara District Airport Commission and gathering of information on airport regulations and building height restrictions within the area of influence; and
- **September 20, 2018:** Presentation of the Phase 1 vision and land use concept to the Niagara District Airport Commission. Representation of the Airport Commission on the Technical Advisory Committee for Phase 2 of the District Plan process.

1.1.2 Niagara Official Plan

The Niagara Official Plan was adopted in November 2022 and establishes the vision and comprehensive framework for land use and development across Niagara Region. The Glendale District Plan was incorporated into the Official Plan as part of its adoption.

The Official Plan includes policies around intensification generally, pursuant to the Provincial Policy Statement and Growth Plan, and provides specific policy direction for the Glendale area. The Glendale District is identified in Section 2.2.2.1 of the Official Plan as a Strategic Growth Area with a minimum density target of 100 people and jobs per hectare to 2051. Strategic Growth Areas are identified as *“the highest priority for development and intensification, as well as the primary location for major public service facilities, major institutional uses, high density and mixed-use development, major office uses, major commercial uses and major recreational uses.”*

Section 6.1.3 of the Official Plan provides policies specific to the Glendale District, including the vision that the area will transform into a vibrant and complete community for people of all ages, lifestyles, and abilities and with a mix of uses and built forms. The strategic value of the development of the Glendale District near Niagara District Airport is also recognized, with the direction provided that growth in the District will leverage the proximity of the airport to support passenger connections, tourism, and the movement of goods.

The Niagara Official Plan in Section 4.2.6 affirms the need to accomplish regional growth objectives while protecting the operational viability of Niagara District Airport, identified as an economic driver and a valued part of the regional transportation system. Section 4.2.6.7 states that conflict between airport lands and surrounding land uses shall be minimized to ensure:

- There will be no negative impact on airport operations and viability;
- An expansion of airport operations will not be limited;
- Land uses will not cause a potential aviation hazard; and
- Land uses will not limit existing airport operations or future airport expansion.

The compliance of the development being considered for the Subject Lands with these criteria is addressed herein.

1.1.3 Glendale Secondary Plan Update

The Glendale Secondary Plan Update will result in policies and mapping to align the existing secondary plan for the Glendale area with the endorsed District Plan. The purpose of this process is to update the current Glendale Secondary Plan in the Town of Niagara-on-the-Lake Official Plan with a new set of detailed policies and guidelines that establish a framework for growth and development in the Glendale Secondary Plan area to the year 2051. It is intended to build on the vision of becoming a complete community with a mix of built forms and land uses, which protects natural heritage, and supports economic prosperity.

As part of the Secondary Plan Update, Avia NG was retained by Niagara Region in May 2023 to assess aeronautical restrictions applicable to the Secondary Plan Area, including those established through the AZRs described further below. The August 11, 2023 report is entitled *“Glendale Aeronautical Impacts and Proposed Development Restrictions – CYSN Niagara District Airport”*, referred to herein as the 2023 Aeronautical Review. The 2023 Aeronautical Review concluded that *“...compliance with the AZR intends that future developments in the Glendale Secondary Plan Area will be compatible with the Niagara District Airport’s existing operations”* and made the following primary recommendations:

- That the restrictions identified in the 2023 Aeronautical Review are acknowledged by the municipal and/or regional planning departments in the creation of plans for the Glendale Secondary Plan Area;
- That planning approval bodies are informed of aeronautical restrictions such that development proposal approvals can be issued with consideration to these restrictions;
- That aeronautical impact assessments be conducted for each new development in the Glendale Secondary Plan Area prior to being accepted as complete applications;
- That prior to the development of Glendale Secondary Plan Area lands falling below the outer surface, the Aerodrome Reference Point and AZR surfaces be surveyed; and
- That aircraft noise and acoustics studies be completed.

Official Plan Amendment OPA-06-2022 pertaining to the Glendale Secondary Plan was approved by the Town of Niagara-on-the-Lake’s Committee of the Whole – Planning on January 14, 2025.

The Subject Lands are designated as Mixed-Use II in Schedule 1, with consideration provided that these lands will be used for the development of a diverse mixture of retail and service commercial uses, restaurants, cultural, entertainment and recreational land uses, as well as office uses and a range of residential apartment dwellings. The land uses being considered for the Subject Lands are consistent with the permitted uses for the Mixed-Use II designation.

Maximum building heights for locations throughout Glendale are identified on Schedule 2 – Building Height, which are set in compliance with the Airport Zoning Regulations per the 2023 Aeronautical Review. Through Schedule 2 – Building Height, the Subject Lands are designated for up to 6 / 7 storeys (20.25 m). Schedule 2B – Enhanced Building Height identifies that up to 8 storeys (27 m) may be considered for the Subject Lands. Section 5.1.6 of the Secondary Plan Update addresses opportunities for additional building heights, stating that:

- For development to achieve the maximum heights identified on Schedule 2B, the Town shall be satisfied that the building is compatible with, and can be sensitively integrated with, the surrounding and abutting land uses (Section 5.1.6 e));
- Under sub-section 5.9(2) of the Aeronautics Act, the Minister of Transport may exempt an applicant from the application of Airport Zoning Regulations, if the exemption is in the public interest and not likely to affect aviation safety or security and the current or future usability of the Niagara District Airport (Section 5.1.6 a));
- The Town may consider taller and denser buildings in locations identified on Schedule 2B, subject to confirmation from Transport Canada that additional height and/or density can be appropriately accommodated on the subject site without any undue impact on airport operations (Section 5.1.6 d)); and
- Taller and denser buildings in Schedule 2B locations shall be implemented through an Amendment to this Plan, and any Implementing Zoning By-law may be subject to an 'H' Hold Provision (Section 5.1.6 d)).

The Secondary Plan Update further provides direction in Section 5.1.6 b) that Niagara District Airport, Transport Canada, and the Town are encouraged to collaborate in undertaking a comprehensive update to the Airport Zoning Regulations to address provisions related to maximum building heights.

Several references are made to Niagara District Airport through the proposed amendment to Section 6.32.6 – Special Policy Area A-7 (Glendale Secondary Plan):

- In Section 4.2 c) iv., direction is provided that the Town will support a strong and healthy economy within Glendale by supporting the ongoing physical and functional expansion of Niagara District Airport; and
- In Section 8.1.6, the Niagara District Airport is recognized as a significant local and regional asset that enhances the development potential of the lands immediately next to the airport and the surrounding area. This section further recognizes that the Airport Commission conducts its own master planning and is subject to relevant Federal legislation and regulations.

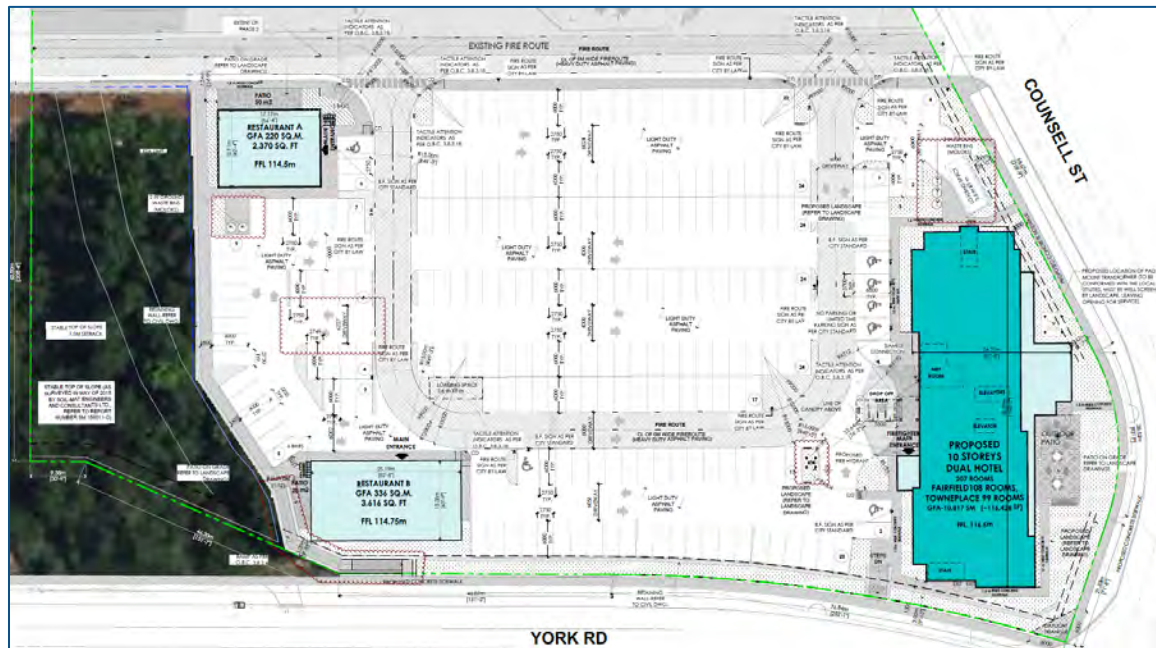
Taken together, the Glendale Secondary Plan Update provides direction for the progressive development of the Subject Lands and consideration that building heights in excess of the limits prescribed through the Airport Zoning Regulations may occur, provided that the operational viability of the Airport is protected, and that Transport Canada's applicable processes are addressed.

1.2 Development Proposal

Niagara York Road Inc. owns approximately 1.5 hectares of vacant land in the Town of Niagara-on-the-Lake, referred to as 425 York Road (Phase 2). The proposed development will consist of the following:

- One 10-storey dual hotel tower with 207 hotel rooms; and
- Two 1-storey restaurant buildings.

Figure 1.2 – 425 York Road (Phase 2) Site Plan (October 2024)



1.3 St. Catharines Airport Zoning Regulations (SOR/84-901)

Section 5.4(2)(b) of the Aeronautics Act states that:

“The Governor in Council may make regulations for the purposes of... preventing lands adjacent to or in the vicinity of an airport or airport site from being used or developed in a manner that is, in the opinion of the Minister, incompatible with the safe operation of an airport or aircraft.”

Pursuant to this authority, the St. Catharines Airport Zoning Regulations (SOR/84-901) were enacted on November 8, 1984. The AZRs apply to all lands described within the Schedule accompanying the AZRs. With respect to the height of new development, Section 4 states that:

“No person shall erect or construct on any land to which these Regulations apply, any building, structure or object or any addition to any existing building, structure or object, the highest point of which will exceed in elevation at the location of that point

- (a) the approach surfaces;*
- (b) the Outer Surface; or*
- (c) the transitional surfaces.”*

The geographic extents of the AZR Outer Surface are depicted visually in the St. Catharines Airport Zoning Plan No. 26-047-81-67 (March 30, 1984). As the Zoning Plan is not publicly available for review, HM Aero mapped the text-based legal descriptions of the lands to which the AZRs apply, as specified in Part VI of the AZRs. The limits of the AZR Outer Surface in the vicinity of the Subject Lands are shown in Figure 1.4. The entirety of the Subject Lands are located within the AZR Outer Surface.

The AZR Outer Surface is a common plane established at 45 m above the elevation of the Aerodrome Reference Point. Per Section 2(2) of the AZRs, the Aerodrome Reference Point's elevation is 95 m Above Sea Level (ASL) – therefore, the AZR Outer Surface has an elevation of 140 m ASL. As per the AZRs, any building, structure, or object on the Subject Lands is limited to 140 m ASL, including parapets, mechanical penthouses, antennae, flagpoles, and all other temporary and permanent appurtenances. This includes cranes and other temporary equipment used during the construction process.

Figure 1.3 - St. Catharines Airport Zoning Regulations Overlay



Note: This figure does not constitute a legal survey and is provided for illustrative purposes only.

2 OBJECTIVES

2.1 Issue Statement

The two 1-storey restaurant buildings comply with the 140 m ASL height limit established for the AZR Outer Surface. The 10-storey hotel tower is proposed to penetrate the AZR Outer Surface by 9.22 m. The extent of the penetration proposed is shown in Table 2.1.

Based on information provided by the proponent to HM Aero, the type and total height of the crane(s) associated with the hotel's construction have not been finalized at this time. However, they are understood to exceed the 140 m ASL limit of the AZR Outer Surface and will require a temporary exemption from the AZRs.

Table 2.1 - Airport Zoning Regulation Outer Surface Penetration Extents

Building	Proposed Elevation (ASL)	Penetration Extent
Hotel Tower (10 Storeys)	149.22 m	9.22 m

2.2 Objectives

The requested relief is being sought to Niagara York Road Inc. from the requirements set out in Paragraph 4 of the AZRs, requiring that no person shall erect or construct, on any land to which the AZRs apply, any building, structure or object or any addition to any existing building, structure or object, the highest point of which will exceed in elevation at the location of that point the Outer Surface. The exemption is intended to be permanent in duration, unless any condition of the exemption is breached, the AZRs are amended, or the exemption is terminated by the Minister.

2.3 Regulatory Basis

The authority for the Minister of Transport to grant exemptions to AZRs is established in Section 5.9(2) of the Aeronautics Act, stating that:

“The Minister or an officer of the Department of Transport authorized by the Minister for the purpose of this subsection may, on any terms and conditions that the Minister or officer, as the case may be, considers necessary, exempt any person, aeronautical product, aerodrome, facility or service, or any class of persons, aeronautical products, aerodromes, facilities or services, from the application of any regulation, order or security measure made under this Part if the exemption, in the opinion of the Minister or officer, as the case may be, is in the public interest and is not likely to adversely affect aviation safety or security.”

Based on the foregoing, two criteria must be satisfied in the opinion of the Minister of Transport for the requested exemption to be granted: 1) the exemption is in the public interest; and 2) the exemption is not likely to adversely affect aviation safety or security. In addition, Section 4.0 of *Staff Instruction REG-010 – Processing Exemptions from Airport Zoning Regulations* (No. Z 5000-32 U, Issue No. 01) states the following (emphasis added):

Pursuant to sub-section 5.9(2) of the Aeronautics Act, exemption requests can be considered for land uses that would not adversely affect aviation safety or security and the current or future usability of the affected airport...

The consistency of the requested exemption to the St. Catharines Airport Zoning Regulations with each of the aforementioned Aeronautics Act criteria for consideration by the Minister is provided in Section 3 – Public Interest and Section 4 – Aviation Safety and Security. Section 4 also addresses the current usability of the airport. Discussion is provided on the future usability of the airport in Section 5.

2.4 Exemption Process

The status of the exemption process is shown in Table 2.2.

Table 2.2 - Exemption Process Steps and Status

Exemption Step	Action(s) Taken	Outcome
5.1 – Impact Assessment	General Submission Form and Multiple Obstacle Template provided to NAV CANADA on November 20, 2024	Letter of No Objection received on December 4, 2024 – See Appendix B and Section 4.4.
5.2 – Obtaining a Letter from the Airport Operator Regarding Impact	Submitted to Airport Commission on February 18, 2025.	In Progress – To be determined
5.3 – Obtaining a Letter of No Objection from the Land Use Authority	Official Plan and Zoning Bylaw Amendment applications in progress	In Progress – To be determined
5.4 – Completing an Aeronautical Obstruction Clearance Form	Submitted to Transport Canada on November 20, 2024	In Progress – To be determined
5.5 – Submitting the Exemption Request Form to Transport Canada	To be completed following Steps 5.2, 5.3, and 5.4.	Not Started – To be determined

3 PUBLIC INTEREST

For an exemption to the AZRs to be considered, it must be demonstrated that the purpose is in the public interest. The public interest is explored in terms of how the hospitality uses proposed will meet the needs of Niagara Region. The 2022 Niagara Region Official Plan identifies that *A Place to Grow: Growth Plan for the Greater Golden Horseshoe* requires:

“...Niagara to effectively prepare for a significant increase in population and employment to the year 2051. Niagara is expected to accommodate a minimum population of 694,000 and 272,000 jobs...”

The Official Plan envisions that Niagara will be a region of distinct, vibrant, and connected urban and rural communities, supporting and growing a sustainable and diversified economy, with an exceptional quality of life. Pillars of the Official Plan include well-planned, high quality development in appropriate locations and a wide mix of housing types that attract diverse populations to Niagara across all ages, incomes, and backgrounds.

Through the Glendale Secondary Plan Update, several Fundamental Principles support the hospitality and service commercial uses being considered for the Subject Lands:

- Principle 4 directs that a full range and mix of land uses will be provided to ensure Glendale becomes a welcoming and inclusive community, including restaurant and service commercial uses;
- Principle 11 supports a flexible approach to economic development to ensure the Town is able to adapt as trends change and remain prosperous. The hospitality and restaurant uses proposed will contribute to the area’s economic development goals and provide employment opportunities for residents; and
- Principle 11 also envisions the Town leveraging Glendale’s proximity to the Niagara District Airport to support and improve social and economic links. The uses proposed for the Subject Lands may result in synergistic value to the tourism and air access goals being advanced for Niagara District Airport.

As identified previously, the hotel and service commercial uses proposed for the Subject Lands are consistent with the vision established for the lands through the Niagara Region and Town planning process and will contribute to its objectives for the Glendale District.

4 AVIATION SAFETY AND SECURITY

4.1 Airport Certification

Niagara District Airport is a Transport Canada-certified facility that must be maintained in accordance with its Airport Operations Manual and the applicable provisions of TP312—Aerodrome Standards and Recommended Practices.

4.1.1 Approach and Transitional Obstacle Limitation Surfaces

Runway 01-19 is certified under TP312 4th Edition as a Code 1B Non-Instrument facility. The most westerly point of the Subject Lands is located 1,024 m from the southern edge of the Runway 01 Approach Obstacle Limitation Surface and approximately 2,350 m from the point where the Outer Obstacle Limitation Surface becomes the controlling surface (Figure 4.1). The Subject Lands are also located outside of the boundaries of the Approach and Transitional Obstacle Limitation Surfaces of Runways 06-24 and 11-29.

4.1.2 Outer Obstacle Limitation / Identification Surface

TP312 4th Edition establishes requirements for Outer Obstacle Limitation Surfaces. In TP312 5th Edition, these are reclassified as Outer Obstacle Identification Surfaces. In both versions of TP312, the Outer Obstacle Limitation / Identification Surface comprises a 4,000 m common plane extending 360° established at a constant elevation of 45 m above the elevation of the Aerodrome Reference Point.

The Aerodrome Reference Point is assigned an elevation of 95 m ASL and is located at point distant 100 m measured northwesterly at right angles to the centreline of Runway 06-24, from a point distant 615 m measured northeasterly along the said centreline from the southwesterly end of the said runway. The Outer Surface is assigned an elevation of 140 m ASL.

The Subject Lands are located within the boundary of the TP312 Outer Surface, as shown in Figure 4.2. As described in Table 2.1, the 10-storey tower will penetrate the TP312 Outer Surface by 9.22 m. The following is provided for Outer Obstacle Limitation Surfaces in TP312 4th Edition (emphasis added):

4.2.1 – General

4.2.1.1 Standard. *An outer surface shall be established where required for the protection of airspace for aircraft conducting a circling procedure or manoeuvring in the vicinity of an aerodrome.*

4.2.2 – Non-Instrument Runways

4.2.2.7 Recommendation. *New objects or extensions of existing objects should not be permitted above the outer surface except when, in the opinion of the certifying authority, the object would be shielded by an existing immovable object, or after aeronautical study it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aircraft.*

4.2.3 – Non-Precision Approach Runways

4.2.3.6 Recommendation. *Existing objects above any of the surfaces required by 4.2.3.1 should as far as practicable be removed except when, in the opinion of the certifying authority, the object is shielded by an existing immovable object, or after aeronautical study it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aircraft.*

This submission demonstrates, through Sections 4 and 5, that the proposed development will not adversely affect safety or the regularity of aircraft operations despite penetrating the Outer Obstacle Limitation Surface.

TP312 5th Edition provides the following direction for the Outer Obstacle Identification Surface (emphasis added):

4.3 Obstacle Identification Surfaces (OIS)

Note: Obstacle identification surfaces (OIS) are provided for the purposes of identifying obstacles that require assessment as part of airspace protection for aircraft manoeuvring in the vicinity of an aerodrome. Objects that protrude into an OIS may under certain circumstances cause an increase in the obstacle clearance altitude/height for an instrument approach procedure or any associated visual circuit procedure.

4.3.2 Outer Obstacle Identification Surfaces

Application

4.3.2.1 An outer obstacle identification surface is established at the aerodrome.

4.3.3 Obstacle Identification Requirements

4.3.3.2 An object infringing upon an OIS is reported to both the aeronautical information service provider and TCCA for further assessment regarding:

- (a) the requirement to light, mark or chart the object;
- (b) any impact on VFR arrival/departure and circuit procedures;
- (c) any impact on IFR arrival/departure procedures; and
- (d) any impact on aerodrome zoning regulations, where applicable.

Marking, lighting, and charting requirements will be determined by Transport Canada through the Aeronautical Assessment Form process that was submitted on November 20, 2024 (Section 4.6). Impacts to VFR arrival, departure, and circuit procedures are assessed in Sections 4.2 and 4.3, and NAV CANADA's assessment of impacts to Instrument Flight Procedures is documented in Section 4.4. Taken together, this submission demonstrates that the infringement proposed to the Outer Obstacle Identification Surface addresses the assessment requirements of 4.3.3.2 and is supportable from an aviation safety and operational viability perspective, supporting the request for AZR exemption.

Figure 4.1 - TP312 4th Edition Code 1 Non-Instrument Approach Obstacle Limitation Surface

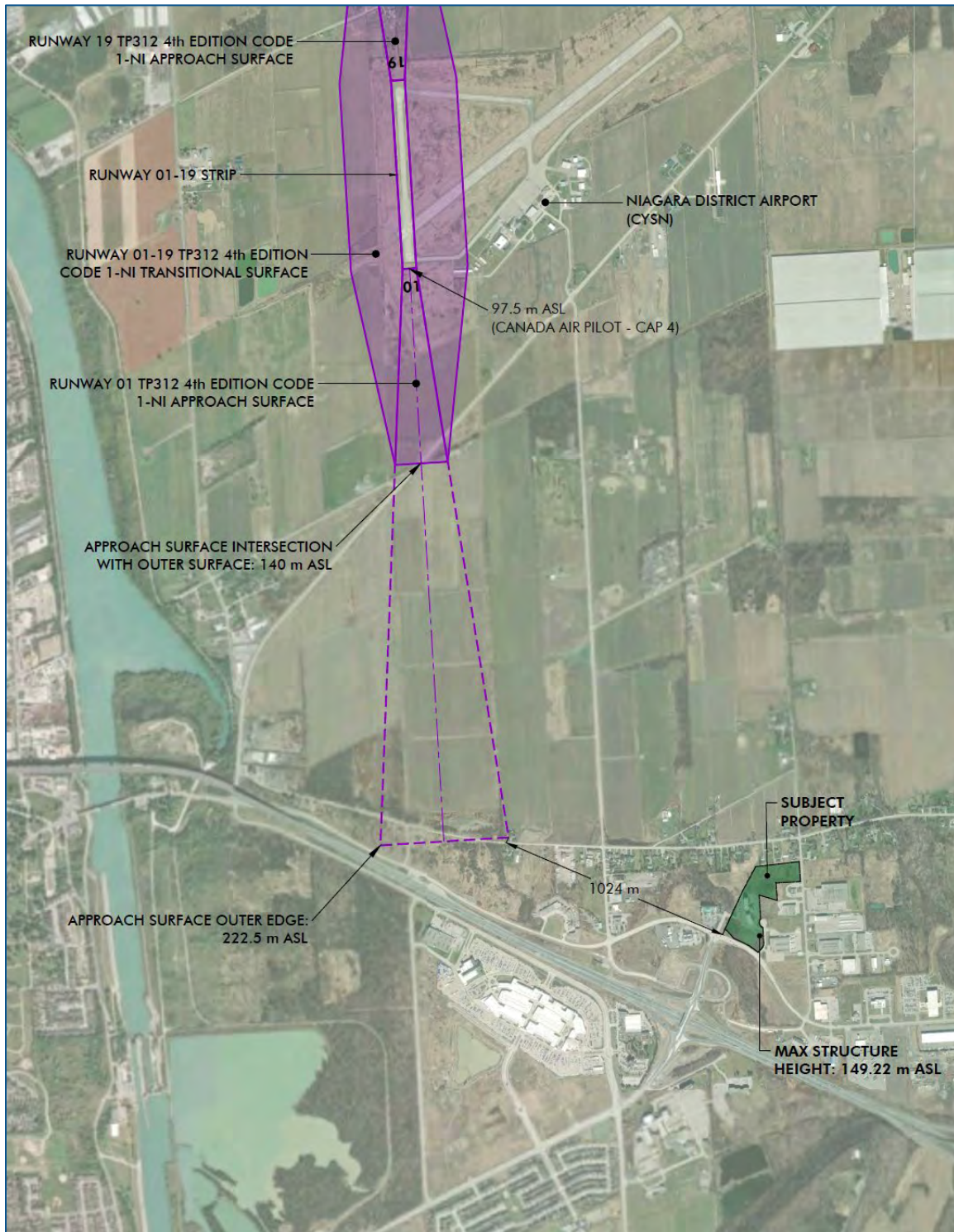
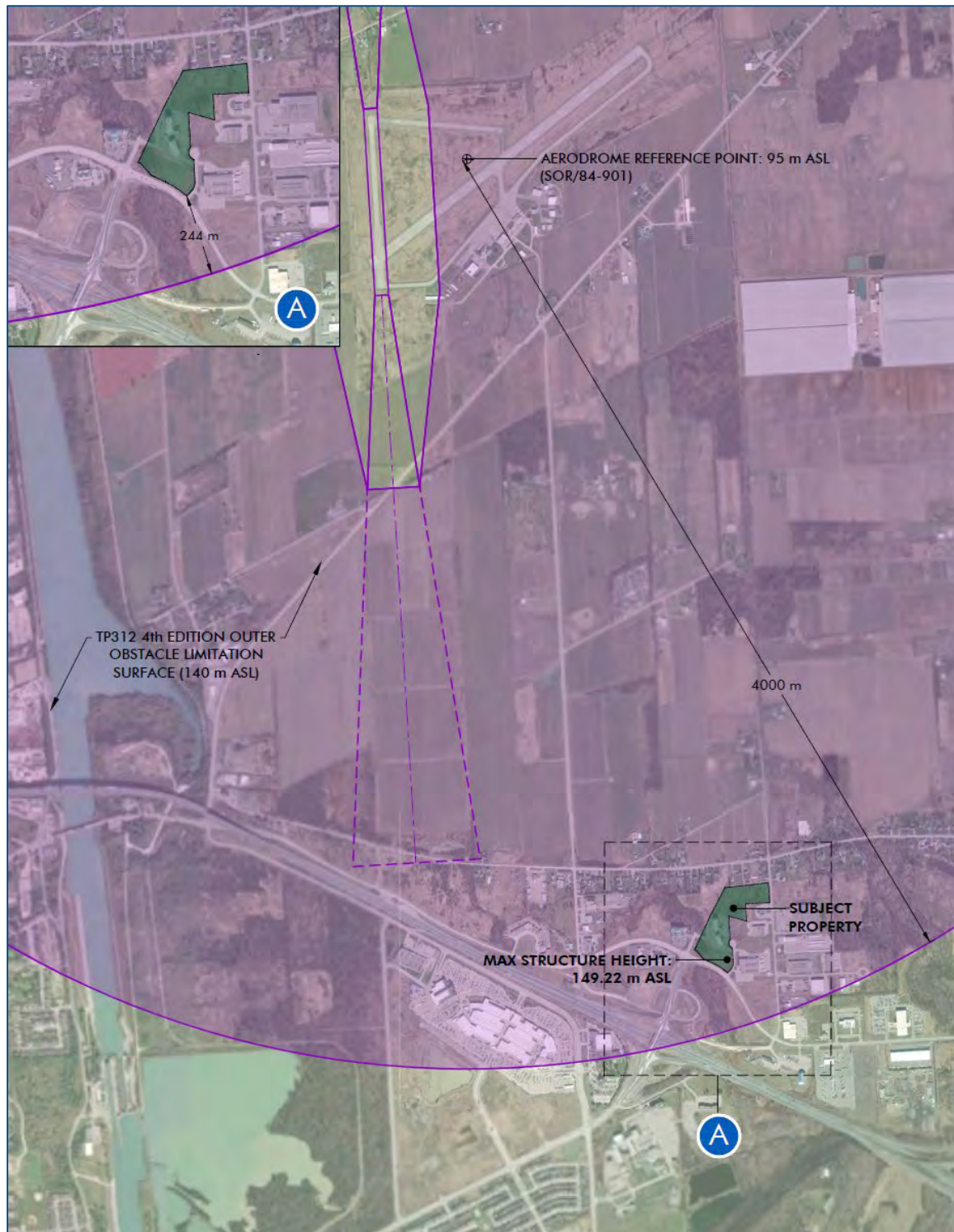


Figure 4.2 - TP312 4th Edition Outer Obstacle Limitation Surface



4.1.3 Obstacle Protection Surfaces

Runway 01-19 is not equipped with a visual approach slope indicator system. Therefore, no Obstacle Protection Surface is established. The Subject Lands are located outside of the boundaries of the Runway 06-24 Obstacle Protection Surfaces.

4.1.4 Conclusions – Airport Certification

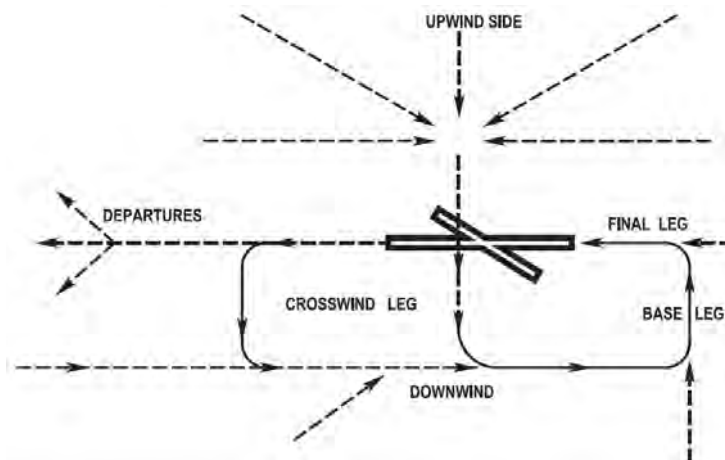
The development proposed for the Subject Lands will not impact the airport's certification in terms of its Approach and Transitional Obstacle Limitation Surfaces or Obstacle Protection Surfaces. The 10-storey tower will penetrate the TP312 4th Edition Outer Obstacle Limitation Surface; however, both TP312 4th Edition and 5th Edition accommodate for penetrations following fulsome aeronautical assessment, as is completed through this submission.

4.2 Traffic Circuits

Pilots operating under Visual Flight Rules (VFR) fly by means of visual reference to the ground. While operating VFR, pilots are responsible for obstacle identification and avoidance. Pilots operating VFR at an aerodrome follow traffic circuits that are standardized nationally to ensure a predictable and safe flow of aircraft. Left-hand traffic circuits are defined for aircraft operating at the airport on Runways 06-24, 01-19, and 11-29. The Airport's traffic circuit altitude is 1,322 ft. ASL, although actual circuit altitudes may vary based on pilot technique (e.g., flying at 1,300 ft. ASL for a simpler altimeter reading). A traffic circuit consists of the following legs, as described below and shown in Figure 4.3:

1. **Upwind / Departure:** The leg flown after take-off while the aircraft climbs away from the aerodrome. The turn from the upwind to crosswind leg is typically initiated approximately 500 ft. above the airport;
2. **Crosswind:** The path flown perpendicular to the upwind leg;
3. **Downwind:** The path flown parallel to and in the opposite direction of the landing runway at 1,000 ft. AGL. Depending on pilot technique, aircraft may begin descending towards the end of the downwind leg;
4. **Base:** The path flown perpendicular to the downwind and final approach legs while descending to the runway; and
5. **Final:** The path flown in the direction of the landing runway, culminating in the landing.

Figure 4.3 - Standard Left-Hand Traffic Circuit



While the various legs of the traffic circuit, direction of flight, and altitude are standardized, the geographic extents of each circuit flown vary according to aircraft performance, meteorological conditions, pilot technique, and traffic separation requirements, among other factors. To illustrate the relationship between the airport's traffic circuits and the development being considered for the Subject Lands, illustrative traffic circuits are discussed for Runways 24, 01, and 19 in the following subsections. The illustrative circuit paths have been calculated using the performance characteristics of a 1979 Cessna 172N, a representative general aviation and flight training aircraft that commonly operates at the airport.

The Runway 06 and 11 traffic circuits direct aircraft to the north of the airport away from the Subject Lands and are not assessed. The Runway 29 traffic circuit routes aircraft to the south towards the Subject Lands but is appropriately assessed through the other discussions. It should be noted that Runway 11-29 has been closed by NOTAM for multiple years.

4.2.1 Runway 01 and 19 Traffic Circuits

The north edge of the Subject Lands is located approximately 1,800 m from the point at which aircraft would be turning from their base to final leg in the illustrative Runway 01 traffic circuit (Figure 4.4). At this point, aircraft would be established in their descent from the traffic circuit altitude and would be operating at approximately 800 ft. ASL.

The Subject Lands are located approximately 1,000 m from the crosswind leg of the illustrative Runway 19 traffic circuit, as shown in Figure 4.4. At this point, aircraft would be climbing to the traffic circuit altitude and would be between approximately 800 ft. ASL and 1,322 ft. ASL.

Although Canadian Aviation Regulation 602.14(2) does not apply as aircraft flying the Runway 01 and 19 traffic circuits are doing so as part of a take-off, approach, or landing, the separation requirements from obstacles in a built-up area for airplanes are noted. For airplanes, aircraft shall be operated at an altitude that is not lower than 1,000 ft. above the highest obstacle located within a horizontal distance of 2,000 ft. (610 m). Therefore, sufficient lateral separation is provided between the Subject Lands and the illustrative Runway 01 base to final legs and Runway 19 upwind to crosswind legs to permit safe aircraft operations in the traffic circuit.

The Runway 01 base and Runway 19 crosswind legs may be flown further to the south and closer to the Subject Lands, illustrated by the operational buffer surrounding each circuit path, due to variability in pilot technique and to account for other aircraft in the traffic circuit. During such instances, the lateral separation between aircraft in the circuit and the buildings proposed for the Subject Lands may be reduced. The effects of this reduced lateral spacing would be mitigated by aircraft having achieved greater vertical separation during their climb-out, when considering the southward shift of the Runway 19 crosswind leg; or maintaining circuit altitude and not initiating their descent for the shifted Runway 01 base leg.

Figure 4.4 - Runway 01 and 19 Illustrative Traffic Circuits

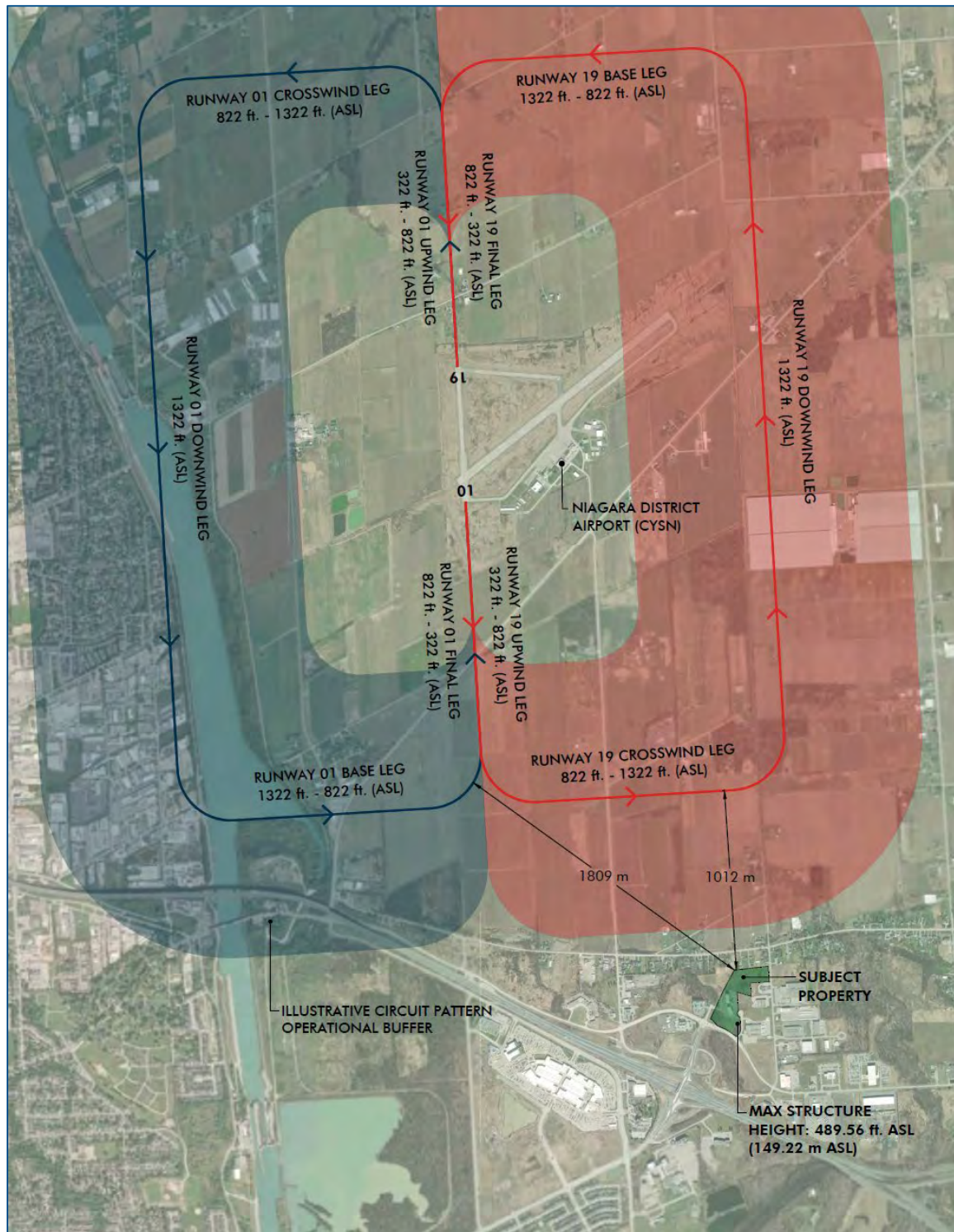
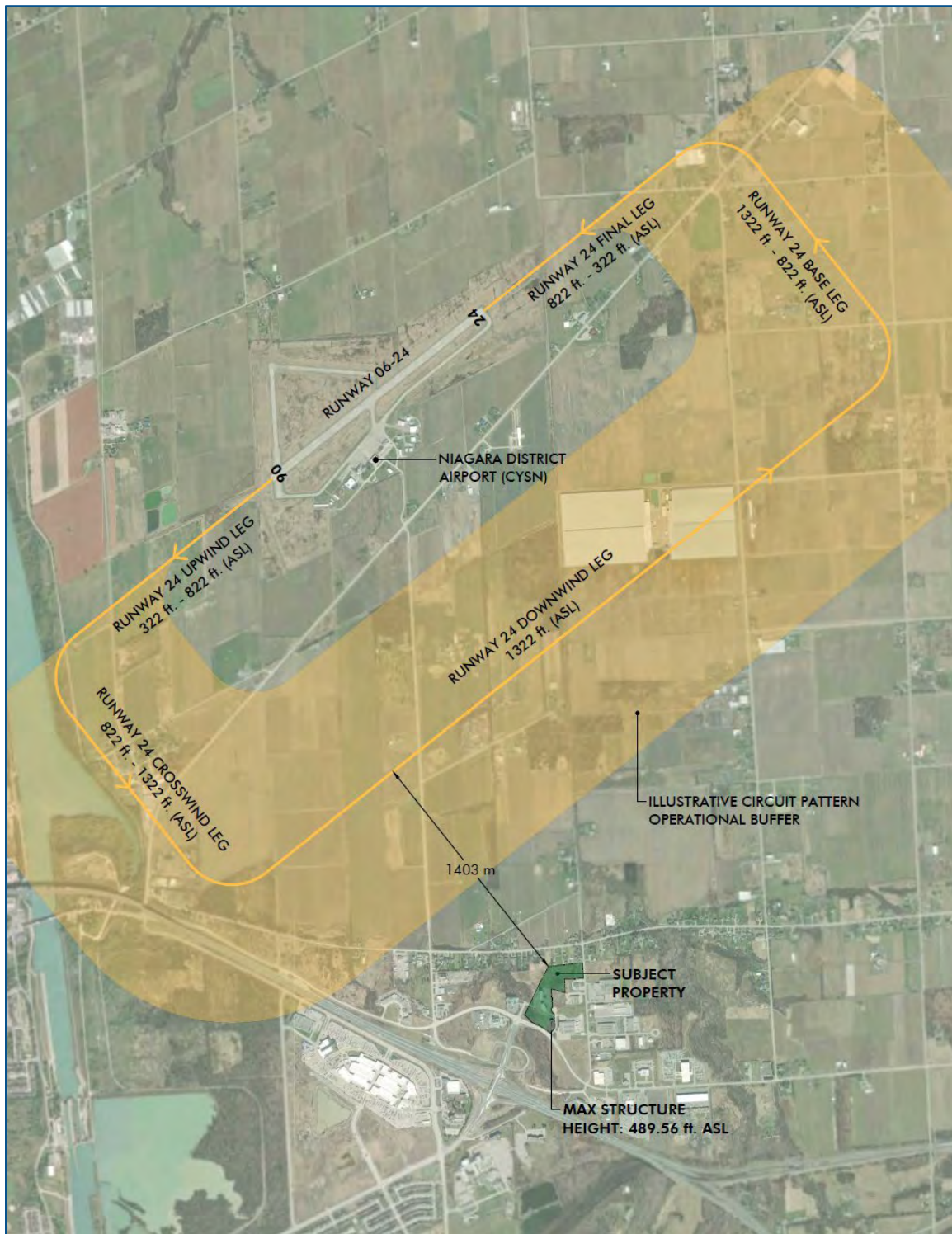


Figure 4.5 - Runway 24 Illustrative Traffic Circuit



4.2.2 Runway 24 Traffic Circuit

The northern edge of the Subject Lands is located approximately 1,400 m from the illustrative Runway 24 downwind leg (Figure 4.5). Aircraft operating in the Runway 24 traffic circuit at their closest proximity to the Subject Lands would be established at the circuit altitude of 1,322 ft. ASL, or as varies based on pilot behaviour (e.g., 1,300 ft. ASL). Sufficient lateral separation would therefore be provided from aircraft flying the Runway 24 traffic circuit, including additional space permitting variability in pilot technique.

4.2.3 Conclusions – Traffic Circuits

While factors such as variable pilot technique and traffic separation requirements may change the shape and size of the traffic circuits flown at the airport, between 1,000 m and 1,800 m of lateral separation is provided between the Subject Lands and the three closest illustrative traffic circuits. Aircraft in the Runway 01, 19, and 24 traffic circuits are not anticipated to experience operational constraints as a result of the development considered for the Subject Lands.

The requirement for marking, lighting, and / or identification in aeronautical publications may be identified and will be implemented if required through the Transport Canada Aeronautical Assessment Form process currently underway.

4.3 Arrival and Departure Paths

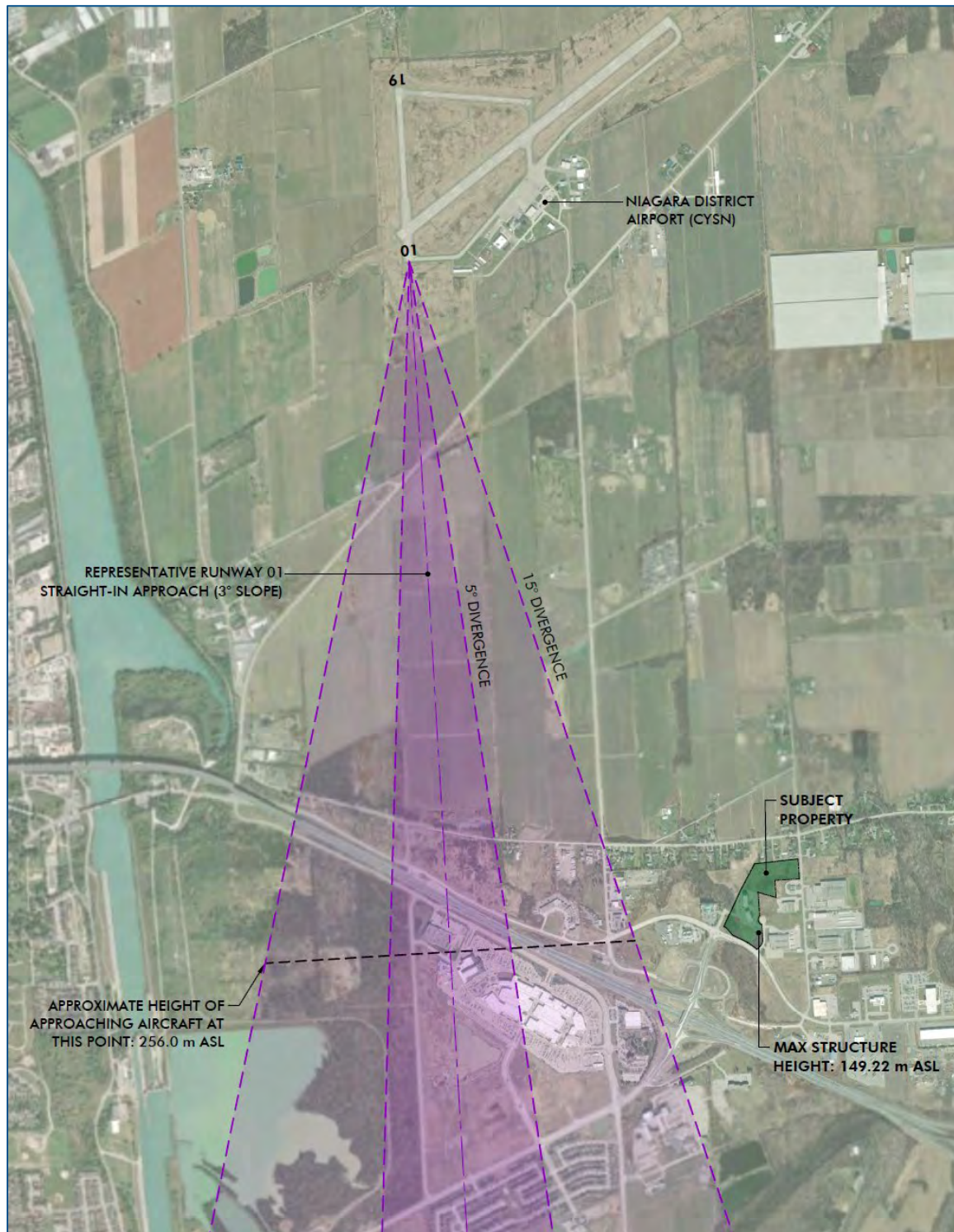
The Subject Lands are located to the east of the extended centrelines of Runways 01 and 19 and their associated arrival and departure paths, respectively.

As shown in Figure 4.6, aircraft operating on an illustrative straight-in approach to Runway 01 (i.e., arriving from the south without joining the traffic circuit) would overfly to the west of the Subject Lands, allowing for a divergence of more than 15° to the east. While noting that an aircraft on a straight-in approach to Runway 01 is unlikely to overfly the Subject Lands even when allowing for divergence to the east, approximately 106 m of vertical clearance (348 ft.) would be provided between the highest structure and an aircraft following a 3° approach path.

The illustrated surface shown in Figure 4.6 is separate from the airport's protective Obstacle Limitation Surfaces discussed in Section 4.1.1. The vertical slope of the 3° approach path shown is 5.24% versus the 5% vertical slope protected through the airport's current TP312 Approach Obstacle Limitation Surface.

Similarly, an aircraft on an illustrative straight-out departure from Runway 19 would pass the Subject Lands to the west. Vertical clearances would vary with aircraft performance but would be expected to meet or exceed the clearances described with reference to an arriving aircraft on a 3° approach path. Further, pilots whose next waypoint is not to the south may choose to make their enroute turn to the west, north, or east prior to the Subject Lands once established at a safe altitude, potentially increasing separation.

Figure 4.6 - Runway 01 Illustrative Straight-In Approach



4.4 Electronic Systems and Instrument Flight Procedures

The assessment of interference with electronic systems and Instrument Flight Procedures is the responsibility of NAV CANADA through its Land Use Program. A General Submission Form and Multiple Obstacle Template were provided to NAV CANADA on November 20, 2024. A Letter of No Objection was received from NAV CANADA on December 4, 2024 (Appendix B). A separate Crane Submission Form was also submitted on November 20, 2024. As of the time of this report's completion, a response from NAV CANADA with respect to the crane had not been provided.

4.5 Bird Hazards

Section 6 states that lands within the boundaries of the AZRs shall not be used for the disposal of waste that is edible or attractive to birds. An exemption from Section 6 is not being requested as part of this process, and bird hazards and mitigation measures (if required) will be addressed through the Site Plan Control process in the future.

4.6 Obstacle Marking and Lighting

The requirements for marking and / or lighting buildings proposed for the Subject Lands will be determined by Transport Canada. An Aeronautical Assessment Form was provided to Transport Canada on November 20, 2024. If the need for markings and / or lighting is identified by Transport Canada, these features will be integrated in the building designs. A separate Aeronautical Assessment Form specific to the crane to be used during construction was also submitted on November 20, 2024.

5 FUTURE AIRPORT USABILITY

The Aeronautics Act requires that exemption requests be considered in light of whether they are in the public interest and whether they will adversely affect aviation safety or security. Acknowledging the additional guidance in Transport Canada’s Staff Instructions, consideration is provided herein on the impacts of the proposed land uses to the future usability of Niagara District Airport.

5.1 2020 Feasibility Study and Business Case

In 2019, Niagara Region commissioned a Feasibility Study and Business Case that was completed in January 2020. The 2020 Feasibility Study and Business Case identified several aeronautical growth opportunities for business expansion at Niagara District Airport, including passenger air services to Quebec and New York on sub-78 seat regional aircraft, a Fixed-Base Operator, additional aircraft hangars, an Aircraft Maintenance Organization, aviation education partnerships with Brock University and Niagara College, charter passenger air services to “sun” destinations, and charter air cargo services.

With respect to Runway 01-19, the report recommended that the facility be rehabilitated in the immediate-term planning period. However, the report also noted that there is uncertainty in the value of investing in Runway 01-19 as a crosswind runway that has reached the end of its service life. The recommendation was made for its long-term need in terms of crosswind availability to be assessed as part of an Airport Master Plan. Upgrades were not recommended regarding its certification, lighting, or Instrument Flight Procedures.

5.2 2020 Master Planning Exercise

Consulting services were retained by Niagara Region in 2020 to prepare Master Plans for Niagara District Airport and Niagara Central Airport. The document outlines the strategic goals related to future business objectives and short-term infrastructure improvements. This document remains as a draft and has not been adopted by the Commission.

5.3 Ongoing Master Planning Exercise

The Niagara District Airport Commission has announced its intent to prepare a comprehensive Airport Master Plan. Based on comments shared at the October 29, 2024 meeting of Town Council, it is understood that work on the Airport Master Plan is underway with completion targeted for Q2 2025.

5.4 Future Planning Considerations

Given the availability of the 5,000 ft. x 100 ft. AGN IIIA Non-Precision primary runway and the airport's current and anticipated airport users and aircraft types, it is expected that Runway 01-19 will continue to serve as the airport's secondary runway. Accordingly, projects that would change the runway's airspace protection requirements and influence the Subject Lands are not anticipated, including the:

- Extension of the runway and shifting of the Approach and / or Takeoff Obstacle Limitation Surfaces further to the south;
- Changing of the certification of the runway to more limiting Approach and / or Takeoff Obstacle Limitation Surfaces (e.g., transitioning from AGN I – Non-Instrument to AGN II – Non-Precision). The buildings proposed for the Subject Lands would not penetrate AGN II – Non-Precision Obstacle Limitation Surfaces, as shown in Figure 5.1;
- Implementation of Instrument Approach Procedures; and
- Installation of Precision Approach Path Indicators with associated Obstacle Protection Surfaces. The buildings proposed for the Subject Lands would not penetrate AGN II Obstacle Protection Surfaces, as shown in Figure 5.2.

Based on the foregoing, the development of the Subject Lands is not expected to influence the future usability of Niagara District Airport.

Figure 5.1 - Hypothetical Runway 01 AGN II Non-Precision Approach and Take-Off Obstacle Limitation Surfaces (TP312 5th Edition)

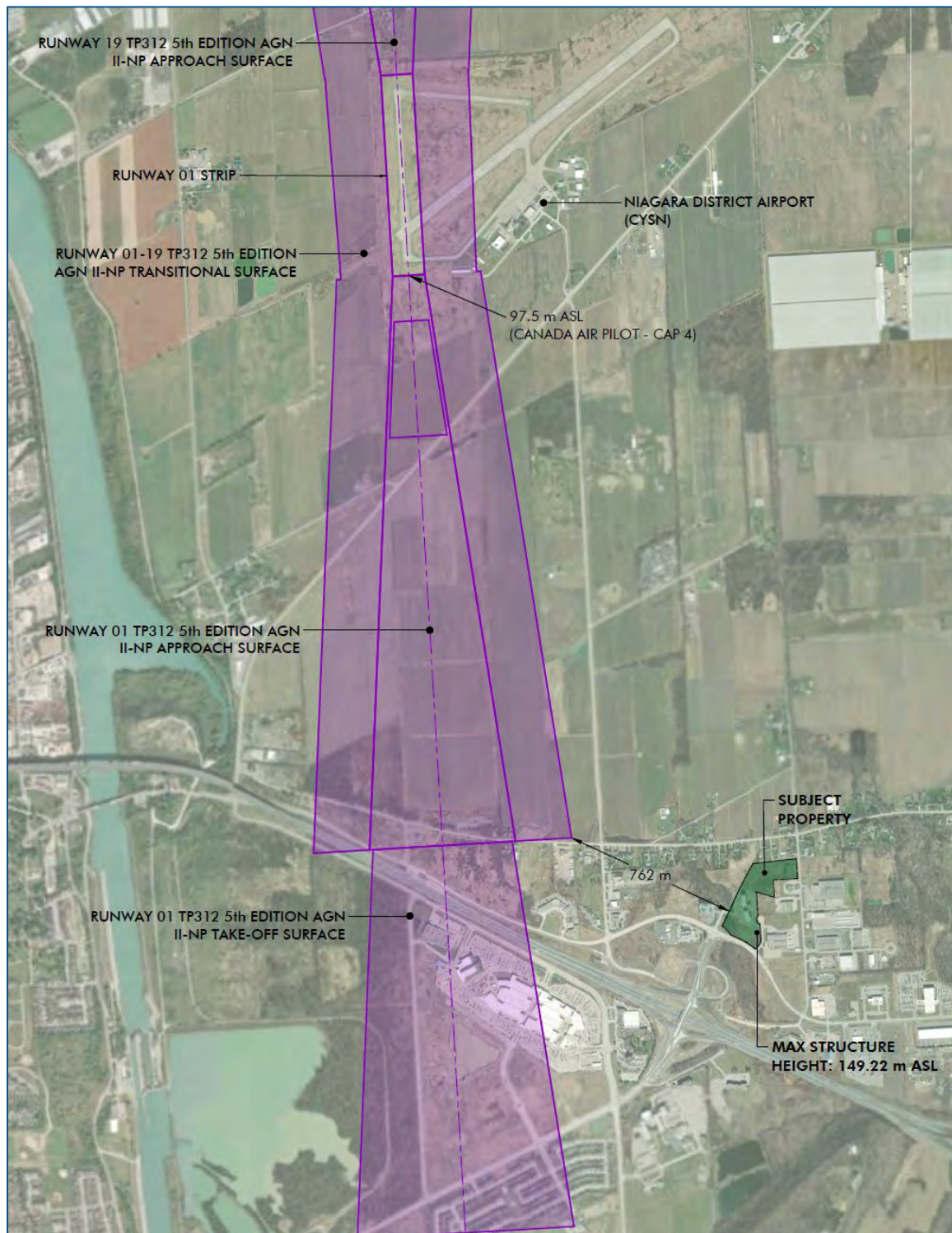
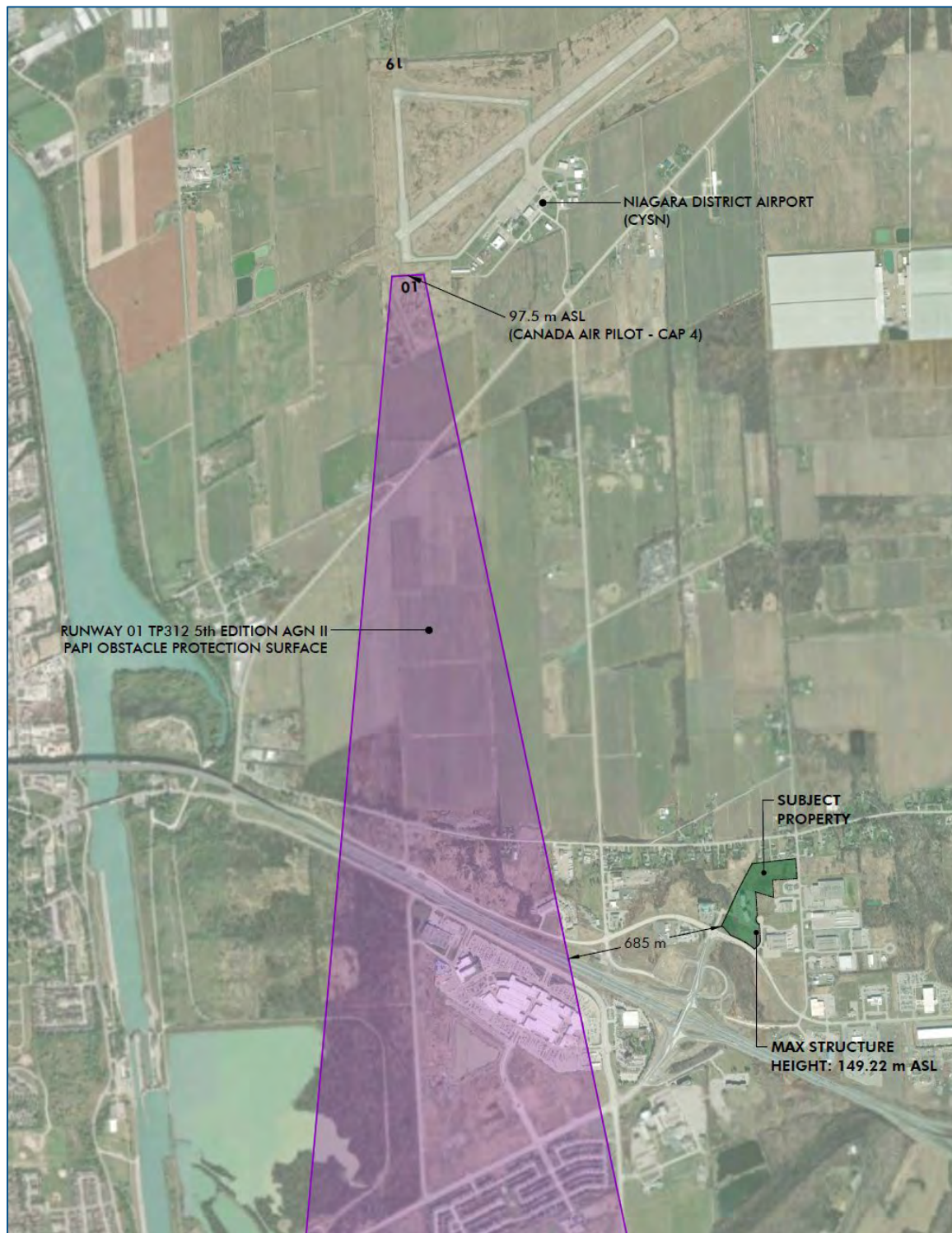


Figure 5.2 - Hypothetical Runway 01 AGN II Obstacle Protection Surface (TP312 5th Edition)



6 REQUESTED CONSIDERATION

Based on the foregoing, the following conclusions are made regarding the merits of the AZR exemption request in terms of Section 5.9(2) of the Aeronautics Act:

- Commercial and hospitality-related growth on the Subject Lands is foreseen as part of the comprehensive planning process led by Niagara Region and the Town of Niagara-on-the-Lake through the Glendale District Plan and Secondary Plan Update;
- The preservation of the long-term viability of Niagara District Airport is also in the public interest as a key regional transportation, economic development, and emergency services asset. The preservation of aviation safety, security, and the airport's future usability must therefore be ensured;
- Matters of aviation safety and security have been assessed in terms of impacts to the airport's current certification, traffic circuits, arrival and departure paths, Instrument Flight Procedures, bird hazards, and requirements for obstacle marking and lighting. The development of the Subject Lands is not anticipated to compromise aviation safety and security; and
- Runway 01-19 is expected to continue to serve as the airport's secondary runway without major projects that would influence its airspace protection requirements. Accordingly, the development of the Subject Lands is not anticipated to influence the future usability of Niagara District Airport.

The consideration of these materials by the Niagara District Airport Commission is therefore requested, culminating in a letter of no objection if the Commission is satisfied with the analysis provided to support the exemption request.

Appendix A - 425 York Road Phase 2 (524 York Road) Development Concept Drawings



TOWNEPLACE SUITES & FAIRFIELD COMBO HOTEL

524 YORK ROAD, NIAGARA ON THE LAKE, ON L0S 1J0

ISSUED FOR REZONING APPLICATION; DT. 2024-10-31

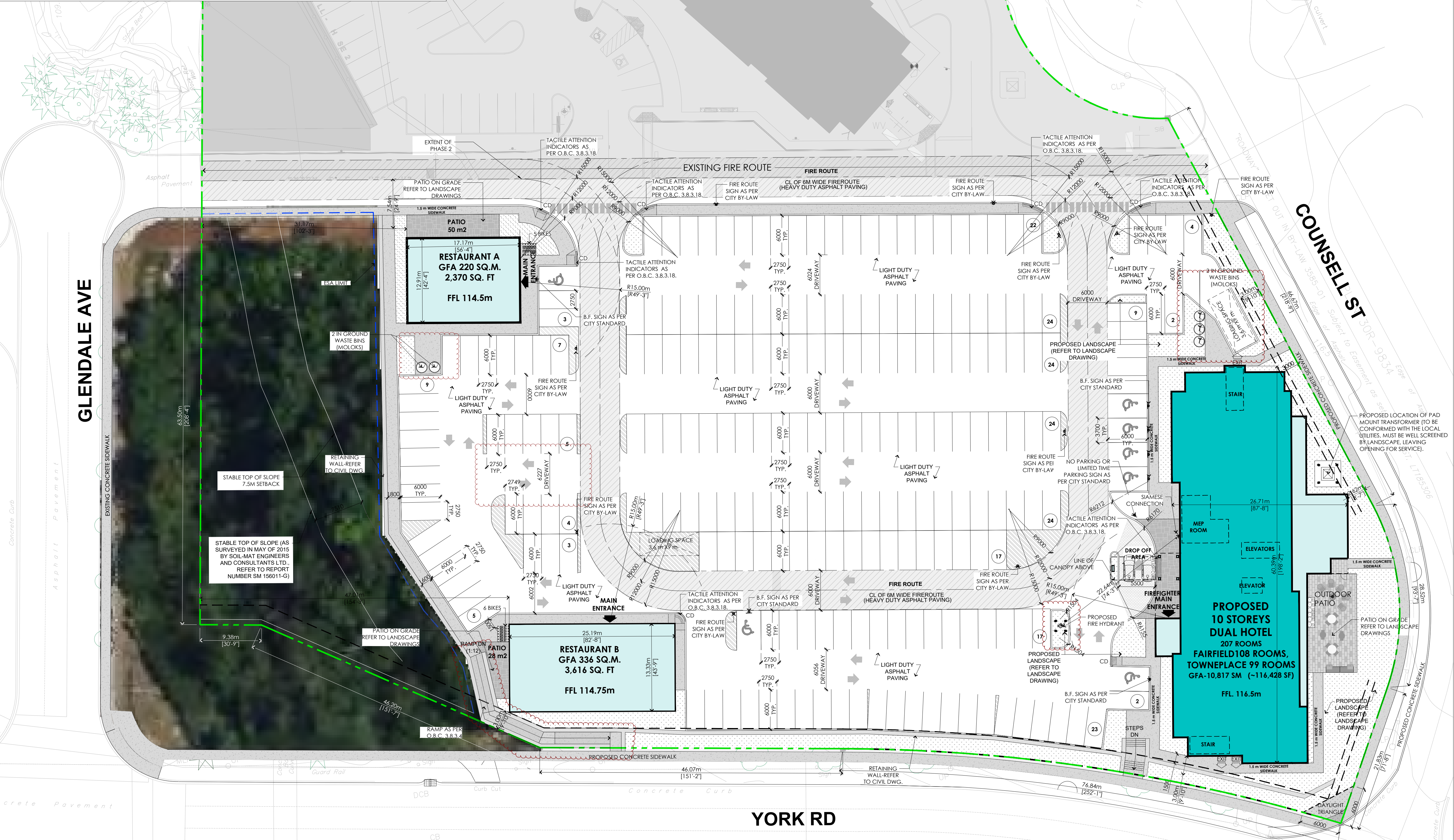


ARCHITECTURAL
MATAJ ARCHITECTS INC.
418 Iroquois Shore Road Unit 206.,
Oakville, On L6H 0X7
Eva Mataj
eva@matajarchitects.com
phone: 905.281.4441 x 101

ARCHITECTURAL DRAWING LIST	
A.000	COVER SHEET
ASP-1	OVERALL SITE PLAN
ASP-2	SITE STAT, DETAILS, LEGENDS, LOCATION MAP & GENERAL NOTES
A.201	GROUND FLOOR PLAN
A.202	TYPICAL FLOOR PLAN (2ND - 10TH)
A.203	ROOF PLAN
A.301	NORTH ELEVATION
A.302	SOUTH ELEVATION
A.303	WEST ELEVATION
A.304	EAST ELEVATION
A.305	3D RENDERINGS
A.305a	3D PERSPECTIVE_ SOUTH-EAST VIEW
A.305b	3D PERSPECTIVE_ NORTH-WEST VIEW

SITE PLAN LEGEND	
	PROPERTY LINE
	BUILDING SETBACK LINE
	LANDSCAPE BUFFER
	CURB RAMP AS PER OBC 3.8.3.2
	PRINCIPLE ENTRANCE
	OTHER ACCESS POINTS
	EXISTING TOWN HYDRANT
	PROPOSED LOCATION OF NEW FIRE HYDRANT W/ STEEL BOLLARDS -REFER TO CIVIL DWGS
	FIRE DEPARTMENT CONNECTION
	HOSE BIB (REFER TO MECHANICAL DWGS)
	PAD MOUNTED HYDRO TRANSFORMER W/ STEEL BOLLARDS

	SINGLE HEADED LIGHT FIXTURE ON CONCRETE BASE -REFER TO ELECTRICAL
	DOUBLE HEADED LIGHT FIXTURE ON CONCRETE BASE -REFER TO ELECTRICAL DWGS
	WALL MOUNTED LIGHT FIXTURE -REFER TO ELECTRICAL DWGS
	NEW HEAVY DUTY ASPHALT PAVING (REMINDER OF THE SITE TO RECEIVE LIGHT DUTY ASPHALT PAVING)
	UNIT PAVING (REFER TO LANDSCAPE DWGS)
	LANDSCAPED AREA



Key Plan:

1	24/10/31	Issued for Rezoning	A.B.
No.	Date:	Issue/Revision	By:

Drawing Issues/Revisions:

Note:

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Architect's Stamp

MATAJ ARCHITECTS INCORPORATED

206-418 Incaquois Shore Rd
Oakville, ON L6H 0X7
T 905.281.4444

Project:

TOWNEPLACE SUITES & FAIRFIELD COMBO HOTEL

Fairfield BY MARRIOTT

TOWNEPLACE SUITES BY MARRIOTT

524 YORK ROAD, NIAGARA ON THE LAKE

Sheet Title:

SITE PLAN

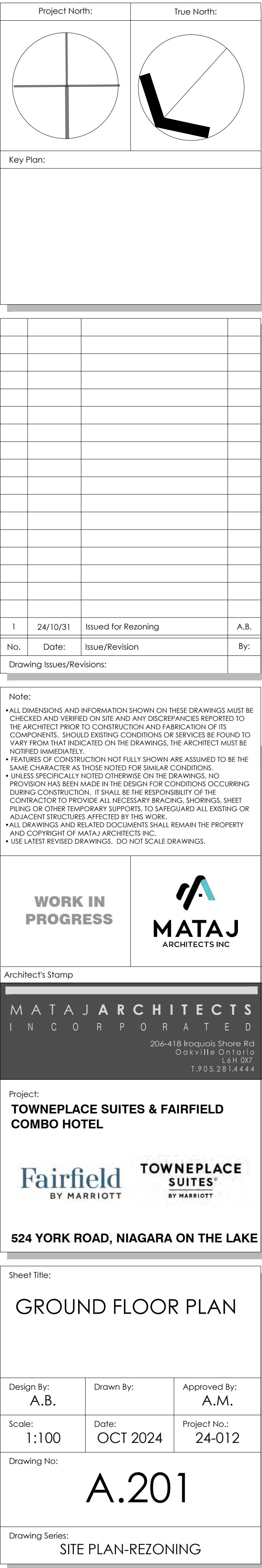
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M.A./A.B.	A.B.	A.M.
Scale:	Date:	Project No.:
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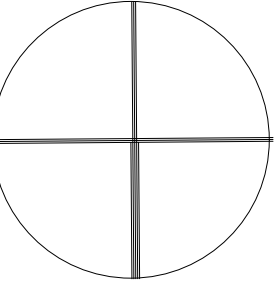
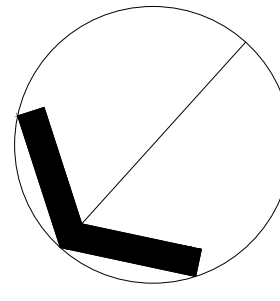
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ASP-1

Drawing Series:

SITE PLAN-REZONING



Project North:	True North:
	
Key Plan:	

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Note:

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A graphic divided into two vertical sections. The left section is white with the text "WORK IN PROGRESS" in bold, black, sans-serif capital letters. The right section is light gray and contains the MATAJ ARCHITECTS INC logo, which features a stylized 'M' and 'A' icon above the company name in bold, black, sans-serif capital letters.

Architect's Stamp

MATAJARCHITECTS
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206-418 Inglewood Shore Rd
Oakville Ontario
L6H 0X7
T.905.281.4444

Project:

**TOWNEPLACE SUITES & FAIRFIELD
COMBO HOTEL**

Fairfield
BY MARRIOTT

TOWNEPLACE
SUITES®
BY MARRIOTT

524 YORK ROAD, NIAGARA ON THE LAKE

Sheet Title:

GROUND FLOOR PLAN

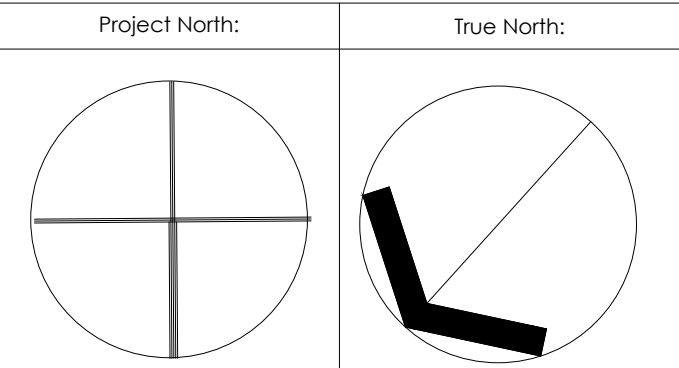
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Scale: 1:100	Date: OCT 2024	Project No.: 24-012

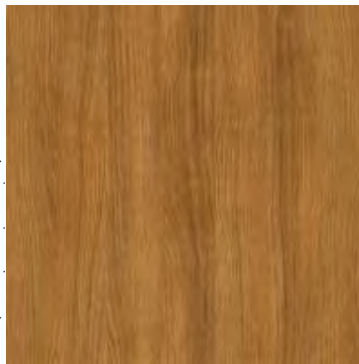

Drawing No:



A.201

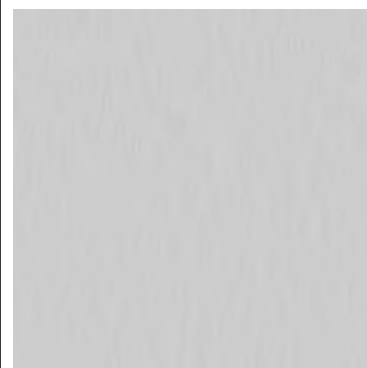

Drawing Series:

SITE PLAN-REZONING



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E02	EIFS BY CORNERPOINT OR EQUIVALENT, KENDALL CHARCOAL BM-HC-166	

MATERIAL LEGEND		
KEYNOTE	DESCRIPTION	REFERENCE IMAGES
E03	EIFS BY CORNERPOINT OR EQUIVALENT, CREATIV GRANITE FINISH (VT221124)	
E03a	EIFS BY CORNERPOINT OR EQUIVALENT, CREATIV ANTHRACITE FINISH (30306 LRV 8)	

MATERIAL LEGEND		
KEYNOTE	DESCRIPTION	REFERENCE IMAGES
E04	EIFS BY CORNERPOINT OR EQUIVALENT, METALLIC FINISH (SILVER)	
E05	ACM PANELS, ANODIZED ALUMINUM (SILVER)	

MATERIAL LEGEND		
KEYNOTE	DESCRIPTION	REFERENCE IMAGES
E09	EIFS BY DURABOND. SMOOTH FINISH, WHITE DOVE OC-17	

NOTES:

- 1 - CM/BUILDER TEXTURE, BE EXTERIOR SIDE
- 2 - CM AND/OVER BEFORE WORK
- 3 - CM/GC TO SIZE/LOCATION

EXTERIOR LIGHTING LEGEND	
L01	4x4 RECESSED POT LIGHTS
L04	ILLUMINATED SIGNAGE - BACKLIT AS PER BRAND STANDARDS
L05	DECORATIVE WALL SCONCE - 3000 K
L07	DIRECTION LIGHT (CYPHER OR EQUIVALENT)

NOTES:

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- 2- CM AND/OR RELATED TRADE TO SUBMIT COLOR OPTIONS FOR ALL EXTERIOR MECHANICAL LOUVERS & CAPS BEFORE BEFORE WORK IS EXECUTED ON SITE SO THAT COLOR MATCHING TO ADJACENT FINISH IS OBTAINED.
- 3- CM/GC TO PROVIDE SHOP DRAWING INDICATING ALL EXTERIOR MECHANICAL PENETRATION AS PERTAINS TO THEIR SIZE/LOCATION & FINISH/COLOR



Project North:	True North:
SPA FILE NO. -	

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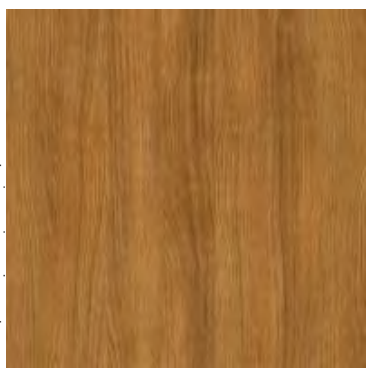

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An architectural rendering of a modern hotel building, identified as TOWNEPLACE SUITES & FAIRFIELD. The building is a multi-story structure with a prominent glass facade and a series of balconies. It is situated on a grassy area with some trees in the background. The rendering is presented in a black and white format, with the building's name and address overlaid in white text.

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Design By: <div style="text-align: center; font-size: 1.2em;">AM.</div>	Drawn By: <div style="text-align: center; font-size: 1.2em;">ND.</div>	Approved By: <div style="text-align: center; font-size: 1.2em;">AM.</div>
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SITEPLAN _ REZONING		

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E03a	EIFS BY CORNERPOINT OR EQUIVALENT, CREATIV ANTHRACITE FINISH (30306 LRV 8)	

MATERIAL LEGEND		
KEYNOTE	DESCRIPTION	REFERENCE IMAGES
E04	EIFS BY CORNERPOINT OR EQUIVALENT, METALLIC FINISH (SILVER)	
E05	ACM PANELS, ANODIZED ALUMINUM (SILVER)	

MATERIAL LEGEND		
KEYNOTE	DESCRIPTION	REFERENCE IMAGES
E09	EIFS BY DURABOND. SMOOTH FINISH, WHITE DOVE OC-17	

EXTERIOR LIGHTING LEGEND	
L01	4x4 RECESSED POT LIGHTS
L04	ILLUMINATED SIGNAGE - BACKLIT AS PER BRAND STANDARDS
L05	DECORATIVE WALL SCONCE - 3000 K
L07	DIRECTION LIGHT (CYPHER OR EQUIVALENT)

PLANE LEGEND	
A	0.00. TYPICAL WALL PLANE
B	1" RECESSED TO 'A'
C	2" RECESSED TO 'A'
D	2" PROJECTION TO 'A'

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 - CM/GC TO PROVIDE SHOP DRAWING INDICATING ALL EXTERIOR MECHANICAL PENETRATION AS PERTAINS TO THEIR SIZE/LOCATION & FINISH/COLOR



Project North:	True North:
SPA FILE NO. -	

1	ISSUED FOR REZONING	2024-10-31
REV	DESCRIPTION	REV. DATE

Drawing Issues/Revisions:

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INCORPORATED
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L4H 0X7
T.905.281.4444

Project:
**TOWNEPLACE SUITES
& FAIRFIELD**

524 YORK ROAD, NIAGARA ON THE LAKE

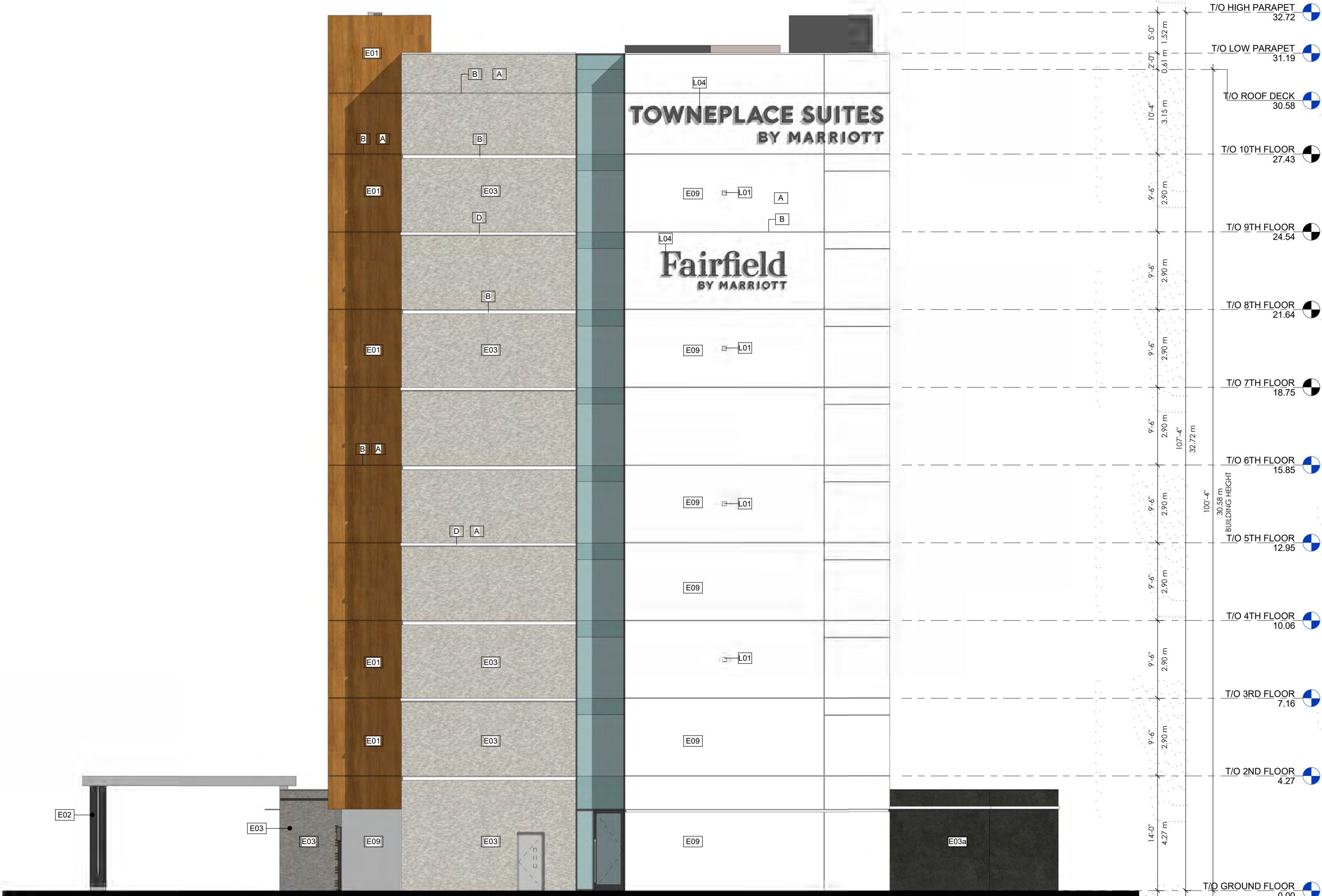
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Design By: AM.	Drawn By: ND.	Approved By: AM.
Scale: 1 : 100	Date: 2024-10-31	Project No.: 24-012
Drawing No: A302 or:		
Drawing Series: SITE PLAN _ REZONING		

MATERIAL LEGEND		
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E03	EIFS BY CORNERPOINT OR EQUIVALENT, CREATIV GRANITE FINISH (VT221124)	
E03a	EIFS BY CORNERPOINT OR EQUIVALENT, CREATIV ANTHRACITE FINISH (30306 LRV 8)	
E04	EIFS BY CORNERPOINT OR EQUIVALENT, METALLIC FINISH (SILVER)	
E05	ACM PANELS, ANODIZED ALUMINUM (SILVER)	
E09	EIFS BY DURABOND. SMOOTH FINISH, WHITE DOVE OC-17	

PLANE LEGEND	
A	0.00, TYPICAL WALL PLANE
B	1" RECESSED TO 'A'
C	2" RECESSED TO 'A'
D	2" PROJECTION TO 'A'

EXTERIOR LIGHTING LEGEND	
L01	4x4 RECESSED POT LIGHTS
L04	ILLUMINATED SIGNAGE - BACKLIT AS PER BRAND STANDARDS
L05	DECORATIVE WALL SCONCE - 3000 K
L07	DIRECTION LIGHT (CYPHER OR EQUIVALENT)

NOTES:	
1 - CM/BUILDER SHALL PROVIDE ALL EXTERIOR SAMPLES TO ARCHITECT/BRAND FOR APPROVAL OF COLOR & TEXTURE BEFORE COMMENCING WORK ON SITE CM/BUILDER SHALL SUBMIT ARCHITECTS & BRAND'S APPROVED EXTERIOR SAMPLES TO OWNER FOR FINAL APPROVAL.	
2 - CM AND/OR RELATED TRADE TO SUBMIT COLOR OPTIONS FOR ALL EXTERIOR MECHANICAL LOUVERS & CAPS BEFORE BEFORE WORK IS EXECUTED ON SITE SO THAT COLOR MATCHING TO ADJACENT FINISH IS OBTAINED.	
3 - CM/GC TO PROVIDE SHOP DRAWING INDICATING ALL EXTERIOR MECHANICAL PENETRATION AS PERTAINS TO THEIR SIZE/LOCATION & FINISH/COLOR	



Project North:

True North:

SPA FILE NO. -

1	ISSUED FOR REZONING	2024-10-31
REV	DESCRIPTION	REV. DATE

Drawing Issues/Revisions:

Note:


ALL DIMENSIONS AND INFORMATION SHOWN ON THESE DRAWINGS MUST BE CHECKED AND VERIFIED ON SITE AND ANY DISCREPANCIES REPORTED TO THE ARCHITECT PRIOR TO CONSTRUCTION AND FABRICATION OF ITS COMPONENTS. SHOULD EXISTING CONDITIONS OR SERVICES BE FOUND TO VARY FROM THAT INDICATED ON THE DRAWINGS, THE ARCHITECT MUST BE NOTIFIED IMMEDIATELY.

FEATURES OF CONSTRUCTION NOT FULLY SHOWN ARE ASSUMED TO BE THE SAME CHARACTER AS THOSE NOTED FOR SIMILAR CONDITIONS.

UNLESS SPECIFICALLY NOTED OTHERWISE ON THE DRAWINGS, NO PROVISION HAS BEEN MADE IN THE DESIGN FOR CONDITIONS OCCURRING DURING CONSTRUCTION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE ALL NECESSARY BRACING, SHORINGS, SHEET PILING OR OTHER TEMPORARY SUPPORTS TO SAFEGUARD ALL EXISTING OR ADJACENT STRUCTURES AFFECTED BY THIS WORK.

ALL DRAWINGS AND RELATED DOCUMENTS SHALL REMAIN THE PROPERTY AND COPYRIGHT OF MATAJ ARCHITECTS INC. USE LATEST REVISED DRAWINGS. DO NOT SCALE DRAWINGS.

WORK IN PROGRESS





Architect's Stamp

MATAJ ARCHITECTS INCORPORATED

418 Iroquois Shore Road, Unit 206, Oakville Ontario, L4H 0X7, T. 905.281.4444

Project:

TOWNEPLACE SUITES & FAIRFIELD



524 YORK ROAD, NIAGARA ON THE LAKE

Sheet Title:

EAST ELEVATION

Design By:	Drawn By:	Approved By:
AM.	ND.	AM.
Scale:	Date:	Project No.:
1 : 100	2024-10-31	24-012

Drawing No:

A303

Of:

Drawing Series:

SITE PLAN _ REZONING

MATERIAL LEGEND		
KEYNOTE	DESCRIPTION	REFERENCE IMAGES
E01	ACM, TIMBER TEAK	
E02	EIFS BY CORNERPOINT OR EQUIVALENT, KENDALL CHARCOAL BM-HC-166	
E03	EIFS BY CORNERPOINT OR EQUIVALENT, CREATIV GRANITE FINISH (VT221124)	
E03α	EIFS BY CORNERPOINT OR EQUIVALENT, CREATIV ANTHRACITE FINISH (30306 LRV 8)	
E04	EIFS BY CORNERPOINT OR EQUIVALENT, METALLIC FINISH (SILVER)	
E05	ACM PANELS, ANODIZED ALUMINUM (SILVER)	
E09	EIFS BY DURABOND. SMOOTH FINISH, WHITE DOVE OC-17	

PLANE LEGEND	
A	0.00. TYPICAL WALL PLANE
B	1" RECESSED TO 'A'
C	2" RECESSED TO 'A'
D	2" PROJECTION TO 'A'

EXTERIOR LIGHTING LEGEND	
L01	4x4 RECESSED POT LIGHTS
L04	ILLUMINATED SIGNAGE - BACKLIT AS PER BRAND STANDARDS
L05	DECORATIVE WALL SCONCE - 3000 K
L07	DIRECTION LIGHT (CYTHER OR EQUIVALENT)

- NOTES:
- 1 - CM/BUILDER SHALL PROVIDE ALL EXTERIOR SAMPLES TO ARCHITECT/BRAND FOR APPROVAL OF COLOR & TEXTURE. BEFORE COMMENCING WORK ON SITE CM/BUILDER SHALL SUBMIT ARCHITECTS & BRAND'S APPROVED EXTERIOR SAMPLES TO OWNER FOR FINAL APPROVAL.
 - 2 - CM AND/OR RELATED TRADE TO SUBMIT COLOR OPTIONS FOR ALL EXTERIOR MECHANICAL LOUVERS & CAPS BEFORE BEFORE WORK IS EXECUTED ON SITE SO THAT COLOR MATCHING TO ADJACENT FINISH IS OBTAINED.
 - 3 - CM/GC TO PROVIDE SHOP DRAWING INDICATING ALL EXTERIOR MECHANICAL PENETRATION AS PERTAINS TO THEIR SIZE/LOCATION & FINISH/COLOR



Project North:

True North:

SPA FILE NO. -

1	ISSUED FOR REZONING	2024-10-31
REV	DESCRIPTION	REV. DATE

Drawing Issues/Revisions:

Note:

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WORK IN PROGRESS

MATAJ ARCHITECTS INC

Architect's Stamp

MATAJ ARCHITECTS INCORPORATED
418 Iroquois Shore Road, Unit 206,
Oakville Ontario
L4H 0X7
T.905.281.4444

Project:

TOWNEPLACE SUITES & FAIRFIELD

Fairfield TOWNEPLACE SUITES BY HARRIOTT

524 YORK ROAD, NIAGARA ON THE LAKE

Sheet Title:

WEST ELEVATION

Design By:	Drawn By:	Approved By:
AM.	ND.	AM.
Scale:	Date:	Project No.:
1 : 100	2024-10-31	24-012

Drawing No:

A304

of:

Drawing Series:

SITE PLAN _ REZONING



NIGHT VIEW

DAY VIEW

Key Plan:

[illegible]

Note:

- ALL DIMENSIONS AND INFORMATION SHOWN ON THESE DRAWINGS MUST BE CHECKED AND VERIFIED ON SITE AND ANY DISCREPANCIES REPORTED TO THE ARCHITECT PRIOR TO CONSTRUCTION AND FABRICATION OF ITS ELEMENTS. SHOULD DISCREPANCIES BE NOTICED AFTER CONSTRUCTION HAS VARY FROM THAT INDICATED ON THE DRAWINGS, THE ARCHITECT MUST BE NOTIFIED IMMEDIATELY.
- THE CONTRACTOR SHALL CONSTRUCTION NOT FULLY SHOWN ARE ASSUMED TO BE THE SAME CHARACTER AS THOSE NOTED FOR SIMILAR CONDITIONS.
- UNLESS SPECIFICALLY NOTED OTHERWISE ON THE DRAWINGS, NO PREVIOUS OR OTHER TYPE OF CONSTRUCTION SHALL BE ASSUMED TO EXIST DURING CONSTRUCTION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE ALL NECESSARY BRACING, SHORINGS, SHEET PILING OR OTHER TEMPORARY STRUCTURES TO MAINTAIN AND SECURE ALL EXISTING OR ADJACENT STRUCTURES AFFECTED BY THIS WORK.
- ALL DRAWINGS AND RELATED DOCUMENTS SHALL REMAIN THE PROPERTY AND COPYRIGHT OF MATAI ARCHITECTS INC.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE DRAWINGS, PERMITS AND APPROVALS.

WORK IN PROGRESS



Architect's Stamp

MATA J ARCHITECTS
INCORPORATED

Project:

TOWNEPLACE SUITES & FAIRFIELD COMBO HOTEL

Fairfield
BY MARRIOTT

**TOWNEPLACE
SUITES®**
BY MARRIOTT

524 YORK ROAD, NIAGARA ON THE LAKE

Sheet Title:

3D RENDERINGS

Design By:
A.B

Drawn By:	
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Approved By:	A.M.
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Scale:
N.T.S.

Date: OCT 2024

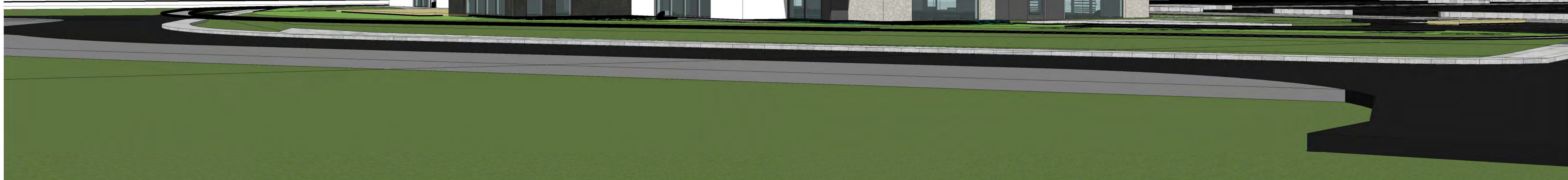
Project No.:	24-012
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Drawing No:

A.305

Drawing Series:

SITE PLAN-REZONING



Case No. _____	
Date _____	
Patient Name _____	
Room No. _____	
Physician _____	
Nurse _____	
Diagnosis _____	
Treatment _____	
Vital Signs _____	
Laboratory Tests _____	
Imaging Studies _____	
Medication Administration _____	
Patient Assessment _____	
Nursing Interventions _____	
Patient Education _____	
Care Coordination _____	
Documentation _____	
Signature _____	
Title _____	

SPA FILE NO. -

Drawing Issues/Revisions:

Note

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WORK IN PROGRESS



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MATAJ ARCHITECTS
INCORPORATED
418 Iroquois Shore Road, Unit 206.
Oakville Ontario
L6H 0X7
T.905.281.4444

Project

TOWNEPLACE SUITES & FAIRFIELD

Fairfield
BY MARRIOTT

524 YORK ROAD, NIAGARA ON THE LAKE

Sheet Title:

GROUND LEVEL SE VIEW

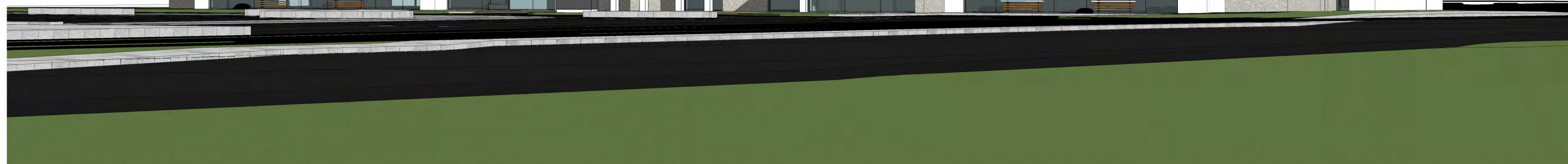
Design By: AM.	Drawn By: ND.	Approved By: AM.
Scale:	Date: 24-10-24	Project No.: 24-012

Drawing No.

A305 ☒ Of:

Drawing Series

SITE PLAN _ REZONING

[illegible]

Appendix B - NAV CANADA Letter of No Objection



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monde en mouvement
navcanada.ca

December 4, 2024

524 York Road Towneplace Suites & Fairfield Combo Hotel Development
Your file
Our file
24-4536

Peter Horn
Niagara York Road Inc
366 King Street West
Hamilton, ON
L8P 1B3

**RE: Building(s): Commercial - Niagara-on-the-Lake, ON
(See attached document(s))**

P. Horn,

NAV CANADA has evaluated the captioned proposal and has no objection to the project as submitted. Our assessment does not constitute an approval and/or permit from other agencies.

Any construction equipment exceeding the height of this submission must be submitted at least 30 business days prior to usage.

The subject proposal data have been distributed to External Design Organizations (EDOs) for their assessment of possible effects on procedures they maintain. They will contact you directly if any concerns arise during their evaluation. If you have any questions or concerns pertaining to their assessment, please contact the EDO directly.

In the interest of aviation safety, it is incumbent on NAV CANADA to maintain up-to-date aeronautical publications. To assist us in that end, we ask that you notify us at least 10 business days prior to the start of construction. This notification requirement can be satisfactorily met by returning a completed, signed copy of the attached form and an Excel copy of the attached spreadsheet by email at landuse@navcanada.ca or fax at 613-248-4094. In the event that you should decide not to proceed with this project or if the structure is dismantled, please advise us accordingly so that we may formally close the file.

If you have any questions, contact the Land Use Department by email at landuse@navcanada.ca.

NAV CANADA's land use evaluation is based on information known as of the date of this letter and is valid for a period of 18 months, subject to any legislative changes impacting land use submissions. Our assessment is limited to the impact of the proposed physical structure on the air navigation system and installations; it neither constitutes nor replaces any approvals or permits required by Transport Canada, other Federal Government departments, Provincial or Municipal land use authorities or any other agency from which approval is required. Innovation, Science and Economic Development Canada addresses any spectrum management issues that may arise from your proposal and consults with NAV CANADA engineering as deemed necessary.

This document contains information proprietary to NAV CANADA. Any disclosure or use of this information or any reproduction of this document for other than the specific purpose for which it is intended is expressly prohibited except as NAV CANADA may otherwise agree in writing.

Regards,

Land Use Office
NAV CANADA

cc ONTR - Ontario Region, Transport Canada
CYSN - NIAGARA DISTRICT
CNG8 - NIAGARA FALLS (GREATER NIAGARA GENERAL HOSP)(HELI)
CPQ3 - NIAGARA FALLS(HELI)
Air Navigation Data
C. Cormier
IDS NA
JetPro
adam.martin@hmaero.ca
james.roffey@hmaero.ca