

Urban Design Brief & Streetscape Analysis

1839 Four Mile Creek Road, Town of Niagara-on-the-Lake, ON



Date: March 2025
Prepared For: Harvest Heights
Prepared By: NPG Planning Solutions Inc.

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1.0 Introduction

NPG Planning Solutions Inc. (NPG) were retained as planning consultants for Harvest Heights, “Owner” of approximately 0.3 hectares (3,078 square metres) of land in Virgil, Niagara-on-the-Lake. The Subject Lands are municipally known 1839 Four Mile Creek Road and legally described as Part of Lot 4, TP Plan 163, Town of Niagara-on-the-Lake.

The Owner proposes a 3 storey apartment building consisting of 29 dwelling units and 32 parking spaces in addition to landscaped open spaces and common outdoor amenity areas.

To implement the proposed development, an Official Plan Amendment application (OPA) and a Zoning By-law Amendment application (ZBA) are required to redesignate the Subject Lands to a residential exception designation, subject to the requirements of the Medium Density Residential Designation, and rezone to a site-specific Residential Multiple 2 (RM2) Zone, respectively. The site-specific zoning amendments are related to buffer between residential and agricultural uses, front, rear and interior side yard setbacks, building height, lot area and lot coverage. The purpose of this Urban Design Brief and Streetscape Study is to illustrate how the Proposed Development will achieve compatibility with the immediate and surrounding site context and respect and implement relevant urban design policies and guidelines in the Town of Niagara-on-the-Lake’s Official Plan (Town OP) and Region’s Model Urban Design Guidelines (MUDG). The Conceptual Site Plan is attached to this Brief as Appendix A, and a Streetscape Character Analysis is provided as Appendix B.

2.0 Site Contextual Analysis

2.1 Existing Site Conditions

The Subject Lands are located south of East & West Line and east of Four Mile Creek Road. The Subject Lands consist of two land parcels, which will be merged to facilitate the proposed development. The consolidated frontage will measure 38.1 metres while the lot depth is approximately 80.8 metres, and the total area is approximately 3,080 square metres. The lands are currently designated Low Density Residential and zoned Residential 1 (R1) in the Town OP and Town’s Zoning By-law No. 4316-09, respectively.

As of November 2024, the site is vacant of any structures, although there was previously a single detached dwelling with a garage. The site is generally flat and contains several trees of varying sizes throughout the property. There are no areas of natural heritage significance nor archaeological potential identified on the Subject Lands. There is currently one driveway access to the Subject Lands from Four Mile Creek Road.

2.2 Surrounding Contextual Analysis

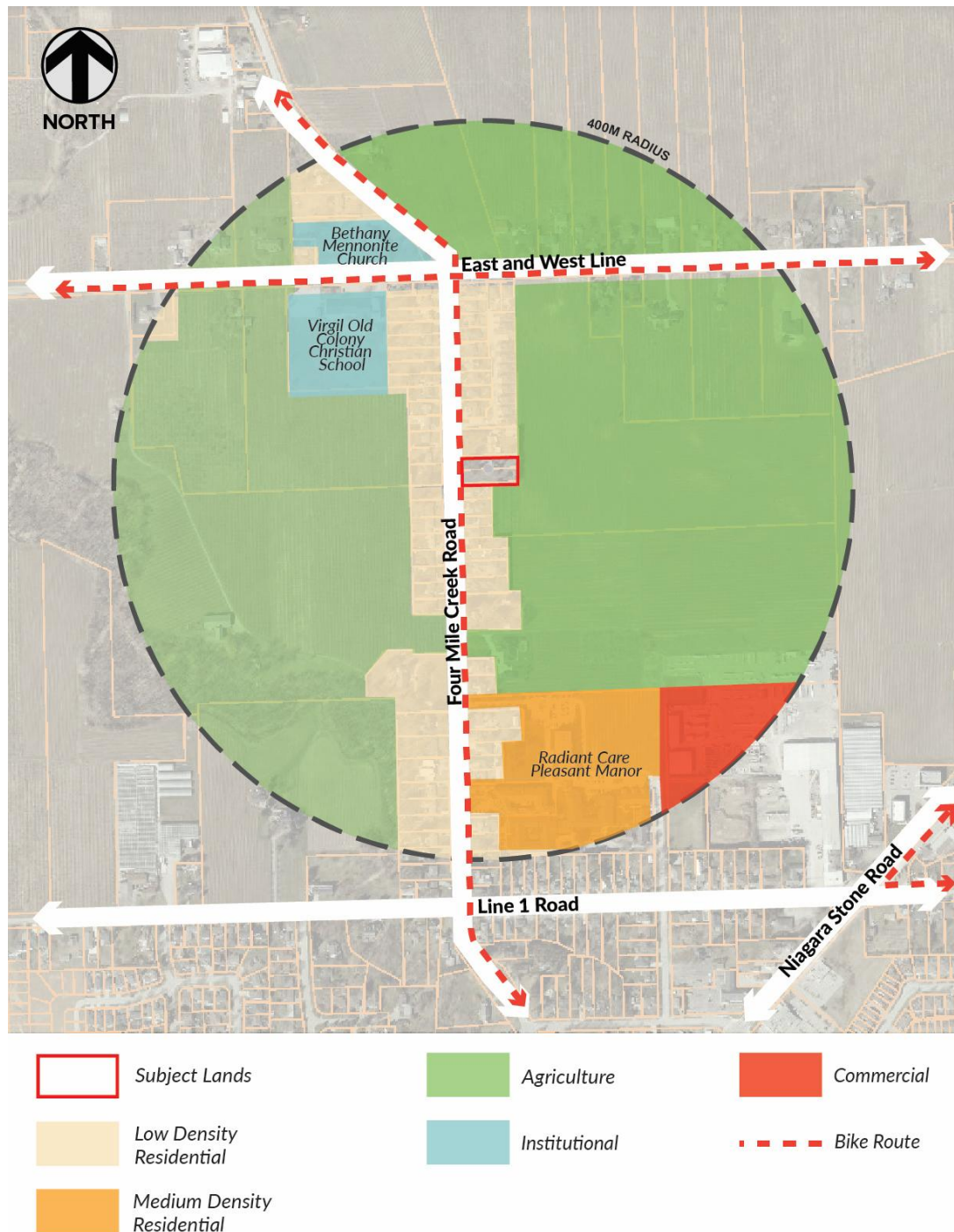


Figure 1: Surrounding Existing Land Uses Context Map

Within a 400-metre radius of the Subject Lands, there is a mix of residential and agricultural uses. The surrounding residential area is predominantly characterized by low-density housing. The Subject Lands are located on Four Mile Creek Road, a local road that is a part of the Region's Strategic Cycling Network, featuring existing cycling infrastructure. There are no public transit services in proximity to the Subject Lands, apart from the Niagara Region's Microtransit, a shared-ride service where residents can request

trips through a mobile app or over the phone by selecting a pickup point and destination throughout the region.

2.2.1 Built Form & Land Use

The following section provides information regarding the built form and land uses of the surrounding areas within a 400-m radius of the Subject Lands.

North: The area to the north of the Subject Lands consists of low-rise residential and agricultural uses. The residential dwellings range between one to two storeys in height. Key architectural elements of these residential properties include gable roofs, front facing garages, and predominantly brick and siding exteriors. The dwellings on the agricultural properties front onto East & West Line Road and are mostly one or two storey structures.

Bethany Mennonite Church is situated at the northwest corner of the intersection of Four Mile Creek Road and East & West Line Road. The structure appears to be more than three storeys tall, featuring an A-framed gable roof, a spire, and a combination of high ceiling and long slit windows.



Figure 2: Google Streetview of Bethany Mennonite Church from East & West Line Road

Opposite to the church building is Virgil's Old Colony Christian School building. The school building is comprised of a one and two-storey brick structure with what appears to be tin sheet roofing. The building is complemented with large north-facing window openings.



Figure 3: Google Streetview of Virgil Old Colony Christian School from East & West Line Road

- East:** To the east of the Subject Lands are predominantly agricultural lands. There are no residences within the 400-metre radius east of the Subject Lands.
- West:** To the west of the Subject Lands, the area is composed of agricultural lands and low-rise residential properties, ranging from one to two stories in height. These homes feature gable roofs, front-facing garages, and predominantly have brick and siding exteriors.
- South:** To the south of the Subject Lands, the predominant use is low-rise residential developments, fronting Four Mile Creek Road and ranging from one to two stories in height. These properties share the same architectural features mentioned previously, including gable roofs, front-facing garages, and brick and siding exteriors.

Pleasant Manor Retirement Village on Pleasant Lane is situated approximately 350 metres to the south of Subject Lands. The complex features a 2-storey retirement facility, 4-storey senior citizen apartment building, along with several one-storey townhouses.

The intersection of Line 1 Road and Niagara Stone Road features various commercial establishments, including a Home Hardware store, Regal Florist and Garden Centre and Cake Café). Virgil's Animal Hospital and a pet supply store are also located in this area.



Figure 4: Google Streetview of 4-storey apartment building from Pleasant Lane

2.2.2 Natural Features, Parks and Open Spaces

There are no parks or open spaces within 400 metres of the Subject Lands. Homestead Park and Centennial Sports Park are the two City owned parks located 1.3 kilometres and 2 kilometres, respectively, from the Subject Lands.

2.2.3 Key Landmarks and View Corridors

The lands are surrounded by agricultural and low-density residential uses. There are no prominent landmarks that serve as a view terminus north and south of Four Mile Creek Road.

2.2.4 Heritage Buildings & Community Facilities

There is no heritage buildings in Virgil identified in Schedule H of the Town Official Plan nor the Town's Register. Fire Department Station 3 is located within a 3-km radius of the Subject Lands.

2.2.5 Key Pedestrian & Active Transportation Connectivity

There is an existing sidewalk on Four Mile Creek Road, immediately in front of the Subject Lands, connecting north to East & West Line and south towards Line 1 Road. This sidewalk continues southward, connecting to city parks and the commercial establishments along Niagara Stone Road. Four Mile Creek Road is part of the Strategic Cycling Network providing connections to Old Town and the Province-wide Cycling Network along Lakeshore Road (RR No 87).

3.0 Proposed Development

The proposed applications for an Official Plan Amendment and a Zoning By-law Amendment are to facilitate the development of a 3 storey apartment building with 29 dwelling units, at an overall density of 94.2 units per hectare.

The Subject Lands will be connected to Four Mile Creek Road via two vehicular accesses and a pedestrian pathway. The 13.61-metre front yard accommodates a drop-off area, landscaping and three (3) visitor parking spaces. A ramp to the partially underground parking structure will be in the northern interior side yard. An outdoor loading area is proposed to the southwest of the building. Two walkways are proposed, one along the south elevation of the building, accessing the loading zone, drop-off area and the playground, and the other along the west elevation of the building, connecting the visitor parking spaces to the building entrance and to the municipal sidewalk.



Figure 5. Architectural rendering of the proposed development

The parking structure is partially underground and partially above grade. It will accommodate 29 parking spaces, including 2 accessible spaces, and 11 bicycle parking spaces. There are three surface-level visitor parking spaces south of the ramp, totaling 32 vehicular parking spaces on site.

Since the parking structure sits partially above-grade, the residential levels begin at 1.83 metre above the ground level.

The partially underground structure, with at least 50% of its exterior walls above the average ground level around the building, is considered a basement and therefore not a

storey according to the Zoning By-law¹. For the purposes of the Zoning By-law, the proposal would be considered a 3-storey building.

Three residential levels will be located above the parking structure and will have a smaller floor plate than the parking structure, allowing for terraces around the north, east, and south sides on the roof of the parking. The tentative breakdown of use in the building by floors is as follows:

- **Partially underground Floor:** Vehicular and Bicycle parking spaces
- **1st Floor:** Lobby and Garbage Room (at-grade); 9 Residential units; Community Room; Outdoor Terrace
- **2nd Floor:** 10 Residential units; Mechanical Room; Refuse Area
- **3rd Floor:** 10 Residential units; Mechanical Room; Refuse Area

The lobby area and garbage rooms remain accessible at ground level for entrance to the building and waste pickup purposes. The Community Room and outdoor Rooftop Terrace, located at the 1st Floor, will provide additional amenity space for residents (see Architectural Floor Plan for more information).

The north interior side yard setback will be 9.51 metres to the structure and 11.28 metres to the stepped-back apartment building at the 1st Floor. The stepped-back portion of the building is set back at a 1:1 ratio to the building height. The south interior side yard setback will be 7.24 metres to the parking structure and 9.06 metres to the stepped-back portion of the building. Ample landscaping will be provided in both side yards to visually screen the development from the adjacent dwellings. The rear yard setback will be 5.9 metres to the parking structure, where an on-grade playground is proposed at the southeastern corner of the property. The building steps back to a 9.52-metre setback at the 1st Floor from the rear property line.

It is noted that the two (2) parcels of lands were previously part of a single parcel, created through a consent application (Town File B-08/23). To facilitate the proposed development, the two parcels will be remerged.

4.0 Policy Context & Design Goals

This section provides a summary of the applicable policy documents that guide the design of the proposed development, namely the Region's MUDG and the Town OP. An analysis of how the proposed development responds to these policies and guidelines is also provided. Lastly, based on the surrounding context discussed in Section 2 and the policy

¹ BASEMENT means that portion of a building partially below ground level and having fifty per cent (50 %) or more of its exterior wall area above the average finished grade

context analyzed below, a set of urban design objectives is established for the proposed development.

4.1 Niagara Region Model Urban Design Guidelines 2005 (MUDG)

The Niagara Region Model Urban Design Guidelines (2005) was adopted as part of the Region's Smart Growth Agenda to implement the ten Smart Growth principles for development and redevelopment through the Region, as follows:

1. Create a mix of land-uses
2. Promote compact built form
3. Offer a range of housing opportunities and choices
4. Produce walkable neighborhoods and communities
5. Foster attractive communities and a sense of place
6. Preserve farmland and natural resources
7. Direct development into existing communities
8. Provide a variety of transportation choices
9. Make development predictable and cost effective
10. Encourage community stakeholder collaboration

The Niagara Region Model Urban Design Guidelines further outlines guidelines for the public realm and private realm. Section 4a is most relevant to the proposed application and outlines urban design guidelines for residential developments. Section 4a.1 sets out the following design principles for residential developments:

1. Positive Image
2. Context Sensitive
3. Housing Variety & Choice
4. Flexible & Adaptable
5. Environmentally Sustainable

The Region's Smart Growth principles emphasize the creation of complete communities through walkability, sustainability, and cost-effective development, whereas the design principles for residential developments delve into creating a high-quality architectural design that enhances the surrounding neighborhood, is appropriate for the immediate context, provides a variety of housing options for residents, fosters non-residential opportunities, and is environmentally sustainable.

Policy

Section 4a.2 provides guidance on building variation and density:

4a.2 Building Variation & Density

a) Housing variety should be achieved on each street and block as a means of strengthening neighbourhood character and identity. Repetition of house

type, size and design (style, elevation, materials, etc) should therefore be avoided.

b) A full range of housing types (i.e., detached, semi detached, townhouse, apartments) should be provided to promote variety and diversity, and to address changes in market conditions.

d) Residential density should be increased at appropriate locations to promote transit use. Density is the ratio of residential units on a given area of land, and is typically measured in dwelling units per acre. The following table outlines the target net densities (area exclusive of roads) for common housing types.

Apartment over 25 units/acre

f) High density development should transition to adjacent areas through appropriate setbacks and building form.

4a.3 Orientation

a) All housing should face adjacent streets and open spaces. Rear lotting should not be permitted unless it is required to achieve a reasonable design objective (such as to limit access to environmentally sensitive open space).

4a.4 Setbacks

a) All residential front yards should have a minimum 1.5 metre “no encroachment” area. The balance of the setback may be encroached with non-interior building elements including porches, steps, roof elements, etc.

b) A range of front yard setbacks along any street is recommended in order to achieve a diversity of setbacks on the streetscape. However, front yard setbacks should generally be a minimum of 2.5 metres and a maximum of 4.5m.

c) Side yard setbacks should be a minimum of 1.2m, but 3.5m for lots with a garage located in the rear yard accessed by a driveway.

e) On lots accessed by a driveway, the minimum rear yard setback should remain as 7.5 metres measured from the rear face of the garage, or rear property line to the rear face of the dwelling.

4a.6 Building Height

a) The following table summarizes the range of appropriate heights for typical housing types.

Apartment: 5 ~ 8+ storeys

d) Buildings over 3 storeys should have a base building height of no greater than 2 storeys above adjacent development. Upper floors should step back to reduce visual impact and building mass as perceived at street level and from

adjoining properties. The total building height, and upper floor step-backs should be designed according to appropriate visual angular plane analysis.

Analysis

The proposed development includes apartment dwelling units, contributing to housing variety on the immediate street and block and strengthening the neighbourhood character and identity. Additionally, the proposal will augment the range of housing types in the area which is predominantly characterized by single detached dwellings.

Further, the proposed increase in residential density at this location will promote the use of the existing bike network and regional transit and optimize existing municipal infrastructure. The development achieves an overall density of 94.2 units per hectare or 38.1 units per acre, exceeding the density expectations of 25 units per acre for an apartment type housing.

The proposed development is oriented towards Four Mile Creek Road fulfilling Section 4a.3 a). The proposed street-facing development will increase natural surveillance and improve accessibility for residents, visitors and emergency responders, and contribute to the visual appeal of the neighbourhood.

The proposed building height is 3 storeys, measuring 11.28 metres high. The massing of the proposed development is a low-rise apartment building that is below the recommended height range in the MUDG (4a.6 a)) to be compatible with the surrounding context. Despite being 3 storeys high, the building is designed to respect the guidelines by incorporating features discussed in detail below.

The development transitions to adjacent areas through appropriate setbacks and building form to ensure a smooth integration with the surrounding neighbourhood. The development provides generous side yard setbacks (9.5 metres to the north lot line, 7.2 metres to the south lot line) as shown in the Site Plan in **Appendix A**. At the 1st Floor, the building steps back from all four sides, and impacts on each side is discussed in detail below:

- **North:** The stepped-back portion achieves a 1:1 ratio between building setback and height. In other words, the proposed development will fit within a 45-degree angular plane taken from the northerly lot line (as shown in A7 in the Architectural Drawing Set). Ranging between 9.51 metres and 11.28 metres, the proposed setbacks exceed the minimum setback recommended by the MUDG.

Additionally, private amenity spaces in the form of balconies are located 11.28 metres away from this property line to reduce overlook impact into the neighbouring property. Lastly, landscaping improvements in the form of deciduous and coniferous trees, flowering shrubs and a 1.8-metre-high wooden fencing are provided along the northern perimeter of the property to provide increased screening.

- East: The distance between the easterly lot line and the parking structure is 5.99 metres, and with the upper levels of the building is 9.52 metres. The adjacent farmland is not a sensitive land use, and the proposed setback and step-back are appropriate. As per the Shadow Study and **Figure 7** below, this portion of the property is anticipated to receive shadowing in the evening hours between 4 to 6 PM. The abutting farmland is not anticipated to be affected negatively due to the proposed development.
- South: The minimum southerly side yard setback is 7.22 metres. Part of the upper levels along this elevation is further stepped back to a distance of 9.06 metres from this lot line. This setback exceeds the minimum setback recommended by the MUDG. The proposed setback is appropriate as no shadowing impacts onto properties to the south of the Subject Lands are anticipated based on the Shadow Study. For privacy, the separation distance achieved between the proposed building and the nearest dwelling at 1831 Four Mile Creek is roughly 13 metres. Adequate landscaping treatments in the form of a 1.8-metre-high wooden privacy fencing and large deciduous trees can ensure potential overlook impacts are effectively mitigated.
- West: The proposed 13.6-metre front setback, although exceeds the recommended range of 2.5 to 4.5 metres (Section 4a.4 b)), is consistent with the existing streetscape condition. The proposed building will also not overwhelm the public realm on Four Mile Creek at this setback and height.

These setbacks ensure sufficient space between the proposed building and adjacent properties, maintaining a sense of openness and reducing potential impact such as shadowing and privacy concerns on neighbouring homes.

The proposed building height of 11.28 metres (3 storeys) is within the range for apartments as per Section 4a.6 a). The building design includes a base height of 1.83 metres, with upper floors stepping back to reduce visual impact and building mass as perceived from the street and adjoining properties.

Another potential impact generated by the proposed development is shadow. A Shadow Study prepared by ACK Architect's informs that much of the shadowing is contained within the property during the months of April through September. Majority of the shadowing is anticipated during the winter months in the morning hours, as illustrated in **Figure 6** below. Shadows are typically longer in winter since the Sun is at a lower angle in the sky. The proposed setback and building stepback play an important role to ensure an appropriate interface between the north elevation of the building and the adjacent dwelling at 1845 Four Mile Creek. Between September and December, shadow appears to move northwards into the northerly neighbouring property before reducing in expanse and moving southwards between December and April. During this time, the shadow generated by the proposed development does not appear to cover the entire front yard and rear yard of this property at any one time in the day. The majority of the front yard appears to be

shadowed in the morning while the rear yard is shadowed in the afternoon. This provides the neighbouring property to the north with access to sunlight throughout the day.



Figure 6. Shadow Study Illustrations for April, June, September, and December for 10-11AM



Figure 7. Shadow Study Illustrations for April, June, September, and December for 4-6 PM

In order to assess shadowing impacts on the public realm, an evaluation of the shadows on the west side of the building has been conducted. Due to the known movement of the sun, any shadows cast on the west side of the building are primarily in the early morning hours. The shadow study illustrations for April, September, and December (see **Figure 6** above) show that shadows are present on the west side until around 10 AM. However, these shadows quickly pass over as the sun continues its path across the sky. Overall,

the analysis indicates that any shadowing on the west side of the building is minimal and primarily occurs in the early morning hours. The proposed front yard setback is adequate at minimizing any prolonged shadowing impacts on the public realm.

There is no shadowing impact south of the proposed building and the farmland to the east of the Subject Lands is only shadowed from the late afternoon, i.e. 4pm throughout the year. The proposed development will not cause adverse shadowing impacts to the lands to the south and east.

Policy

Section 4a.7 provides guidance on architectural features:

4a.7 Architectural Features

a) Architecture expressed throughout residential buildings should be varied and recognize its local context.

b) Despite the use of various architectural styles, quality should be consistent and building materials and finishes should be complementary.

Walls

d) The front façade of dwellings and garage treatments should maximize the presence of the habitable building façade. A high standard of design, detail and variety of materials should be combined to create front building façades with a distinct street presence.

g) Facing materials including brick, stone, stucco and wood/metal siding are all acceptable. Lintels, cornices, quoins, dentils and other details are recommended to be incorporated within brick and stone walls to reduce the heavy effect of these materials.

h) Changes in the use of wall facing materials should occur at wall setbacks or projections, or to articulate the transition between the building base, middle and top.

Windows

j) Buildings facing or flanking a street, lane or open space should provide a generous amount of window openings to encourage strong visual connections between the private dwelling and public realm.

k) Front dwelling façades should include between 30 to 40% surface window areas.

m) Window design should be primarily an expression of the interior dwelling use. Creative arrangements of windows should have a functional role in providing natural ventilation and light, views, and privacy to the individual and adjacent dwellings.

Porches and Building Projections

p) Building projections including porches, decks, canopies and stairs are encouraged as transitional building elements that provide weather protection, dwelling access and active amenity spaces.

Roofs

w) A variety of roof shapes should occur in each residential block. However, roof forms should apply a consistent roofline in mass and height to adjacent buildings.

x) Roof materials/colours should complement the building materials and the proposed building design.

Garages

a) To reduce the garage dominance on the streetscape, and to achieve the principle of a balanced house façade to garage, attached garages located at the front or side of the house should be no wider than one half the width of the house.

h) Garage design should be complementary in character and quality of detail to the principal dwelling, and include high quality construction materials, adequate windows and appropriate architectural details.

Driveways

i) The width of paved driveways on private property as well as driveway cuts at the curb should be as narrow as possible, and in no case wider than the predominant pattern.

j) Driveway space located between the house and adjacent road should be limited to the width required for access to a garage or other required parking spaces. Permeable surfaces are encouraged for driveway paving.

Analysis

The surrounding single-detached properties are predominantly constructed using a combination of brick, stone and wood or vinyl panel siding, complemented by tiled peak roofs. The proposed development features a mix of building materials, including brick, stucco and wood paneling. The proposed architectural style introduces a contemporary design, via the use of large window openings, façade recessing and protruding, combining different materials to create contrast and a flat roof, among other elements. Many existing dwellings feature recessed and protruding exterior walls, large fenestrations and a combination of different building materials. The proposed building materials and architectural style not only adds visual interest but also ensures the building recognizes and respects the local context.

Large window openings are designed to be flush with the walls, ensuring ample natural light and ventilation. The window arrangement on the front elevation also encourages strong visual connection to the local street. Where balconies are located, they have been recessed to provide private outdoor spaces. This, in contrast to the flush window wall, creates a play of depth and dynamism to the building design. Varied paint styles will also be used to achieve a similar effect where some walls appear forward, and others recessed. The use of lighter materials like wood paneling and vertical stucco treatments will give the building a friendlier, and more inviting effect. The combination of such architectural techniques will break up the building mass and make it more engaging at the street level. The entrance features a large canopy, prominently located at the front, ensuring visibility, easy access, while providing weather protection. Floor-to-ceiling window openings offer clear visibility into the interior lobby area. The recessed balconies, act as transitional elements between the interior and exterior, offering residents private outdoor space, while providing protection from the rain and sun.

The adjacent dwellings feature variations of peaked roofs, typical of single-detached homes. The proposed building incorporates a flat roof to maintain a consistent roofline with the neighbouring dwellings. Not only does the proposed roof design complement the rest of the building materials and design, it also contributes to a wider variety of roof shapes in the residential neighbourhood. Minor variation in the height of the flat roofs introduces a modern element while breaking up the scale of the building.

The partially underground parking structure meets the majority of the development's parking requirements. It can be accessed from the north side of the building. The parking structure door is located on the northern façade, meaning there is no visual impact on the streetscape. It is designed to sit partially below-grade, at 1.83 metres below ground level. Only the lobby and garbage rooms are accessible at the ground level. The parking structure features window openings on all sides to provide ample light and ventilation to the parking area. These window openings complement the window details throughout the building façades and are designed to be consistent in character and quality with the rest of the building.

The property is accessible via two approximately 6-metre-wide driveways, one on the north end and the other on the south end of the property. The driveway width is consistent with the predominant pattern found in the neighbourhood. Both driveways will be utilized for maintaining efficient circulation, which includes access to the parking structure, pick-up/drop-off area, loading and garbage collection.

Policy

Section 4a.9 provides guidance on apartment buildings:

4a.9 Apartment & Mixed Use Buildings

a) The impact of tall buildings on open spaces and adjacent properties should be minimized through adequate height and mass transition, separation, and landscaping.

- b) Buildings should have a strong relationship to the street, both by use or form.*
- g) Primary building entrances should clearly address the street with large entry awnings and provide visibility to interior lobbies to allow for safe and convenient arrival and departure from the building.*
- i) Outdoor amenity areas should be provided wherever possible, either at the front, side, or rear of the building. Outdoor amenity space is preferably located adjacent to indoor recreation space, in view of residential units, and at a location that receives direct sunlight.*
- j) Outdoor amenity areas may be provided as an external garden area, rooftop terrace. Roof terraces require planting, screening, and wind shelter to promote comfort and safety.*
- k) Rooftop mechanical equipment and vents should be incorporated as an integral part of the building design wherever possible. Roof top units and vents should be set back from the roof edge and screened using materials complementary to the building.*

Analysis

The proposed building has a height of 11.28 metres, which is a minor increase from the existing height limit in the R1 zoning (10 metres). Although not considered a tall building, the development provides for increased side yard setbacks and enhanced landscaping in the side and rear yards to mitigate any impacts on neighbouring dwellings. The building steps back at the 1st Floor, reducing the overall mass and increasing the setback from the adjacent homes. A consistent roofline, increased side yard setbacks, enhanced landscaping, and building step-backs collectively help to minimize impacts on adjacent properties.

The primary building entrance is located at the front, clearly addressing the street with a large entry awning that provides shelter and a welcoming appearance. The entrance includes floor to ceiling window openings that provide visibility to the interior lobby area. The entrance treatment coupled with the active at-grade use foster a strong relationship between the proposed building and the street. In addition to this, the building is setback 13.6 metres from the front lot line. Within the front yard is landscaping and a pedestrian access point to ensure safe and convenient access to the building.

Dedicated outdoor amenity areas, including an at-grade playground and a roof-top terrace are located at the back of the property. These areas, located in the south-east side, will receive sufficient sunlight throughout the year. The roof-top terrace, situated next to the Community Room at the 1st Floor, provides recreational spaces that are accessible to residents and offer great locations to socialize safely and comfortably. Landscaped open spaces in the northerly and southerly interior side yards will also function as informal outdoor amenity areas for future residents.

Policy

Section 4a.10 provides guidance on parking areas related to apartment buildings:

4a.10 Apartment Building Parking Areas

- a) Parking areas as part of apartment building development should be located underground, integrated within the building or structured parking.*
- b) Access to underground or structured parking should be provided at the interior of the lot – not at the corner.*
- c) Where structured parking fronts onto a public street or space, commercial retail units should be provided at-grade.*
- d) Surface parking must not be located between the public ROW and the front of the adjacent primary building.*
- e) Where surface parking areas are required, design guidelines outlined in Section 4e should apply.*
- f) Vehicular ramps for underground or structured parking should not exceed 40% of the street frontage.*
- g) Parking within a structure should be screened from view at sidewalk level, and the street-level wall should be enhanced by architectural detailing, artwork, landscaping, or similar treatment that will add visual interest.*
- h) The calculation of parking space requirements allocated for a development should take account the following considerations:*
 - public parking stock with spare capacity within walking distance of the development site.*
 - availability of transit within walking distance of the development site.*
 - availability of sharing parking between different uses that require parking at different times of the day.*

Analysis

A total of 32 parking spaces, including 2 barrier-free spaces, are proposed to meet the parking requirements in the Zoning By-law. To minimize the visual impact of parking areas and maximize the developable area, the proposed development includes a partially underground parking structure. Access to the parking structure is provided from the north side of the building, away from the street, ensuring minimal disruption to the streetscape. In response to Section 4a.10 c), residential space in the form of a lobby area is proposed to activate and create a more engaging streetscape. It also promotes natural surveillance and makes the street safer for pedestrians.

While majority of the parking is integrated within the building, three visitor parking spaces are located at-grade close to the building entrance. Section 4a.10 e) refers to Section 4e

of the MUDG for design guidelines related to surface parking. Section 4e of the MUDG speaks to Private Realm of Industrial developments and is not applicable to the proposed development. Section 4f of the MUDG provides guidance on off-street surface parking, more specifically for 'large format' developments. The three surface spaces were analyzed and found to adhere to the applicable design principles outlined in Section 4f:

- **Scale & Positive Appearance:** The three surface parking spaces are not anticipated to visually dominate the public ROW. Further, landscaping along the front yard will ensure that these spaces are screened from the public realm.
- **Pedestrian Friendly Access:** A walkway connection will be provided to the building entrance and the public sidewalk, providing safe and convenient access to-and-from the parking spaces.
- **Environmental Sustainability:** Details such as landscaping materials will be discussed at the site plan application stage.

With regards to the vehicular ramp frontage, it measures roughly 6 metres in width, which is roughly 16% of the property frontage. The proposed ramp does not exceed 40% of the street frontage and complies to Section 4a.10 f of the MUDG.

As previously discussed, the majority of the parking spaces will be provided within the parking structure that is partially underground. The portion of the parking structure that is above-grade, is enclosed on all sides and therefore, screened from view at the sidewalk level. The street-level wall is enhanced with architectural detailing, such as brick, stucco paneling and window openings, and landscaping along the front yard.

Policy

Section 4g.2 and 4g.6 provides guidance on site landscaping and solar orientation from the lens of environmental sustainability.

4g.2 Site Landscaping

- a) Landscaping, as a percentage of the total site area, should be maximized to increase the total amount of water consumed by plants.*
- b) Native plant materials should be used wherever possible. Naturalistic plantings should be provided at the interface of parking areas with adjacent watercourses and natural heritage areas.*

4g.6 Solar Orientation

- a) Solar access involves the planning of a site layout to maximize the unobstructed availability of direct sunlight into habitable rooms during the winter months and to minimize it during the summer months.*
- b) Buildings should be designed to provide significant glazed surfaces that face south in order to maximize solar orientation.*

c) The long axis of a building (attached and detached residential) should be oriented east-west so that the broad face of the building façade faces south, thus maximizing the incidence of south facing windows.

f) New buildings should not be located so as to result in substantial shading of existing adjacent private or public open spaces that presently have substantial sun exposure.

Analysis

The proposed development includes landscaping in the front, side and rear yards, ensuring approximately 42% of the property is dedicated to greenery, surfaced walkways and open play area. The Landscape Plan prepared by Landscape Florida, suggests a combination of trees and shrubs that will support stormwater retention and curb runoffs from the property. Although specific details regarding the plant species is not available at this stage, they will be included as part of the Site Plan Approval process.

The proposed building is oriented such that its long-axis is east-west, ensuring the broad face of the building faces south. This orientation maximizes sun exposure, especially during the winter months. Large windows provide ample sunlight to habitable rooms, improving energy efficiency of the building and indoor comfort of the residents.

As previously discussed, the proposed yard setbacks and building stepbacks will ensure sufficient space between the proposed building and adjacent properties, reducing potential shadowing impacts on neighbouring homes and the agricultural lands. The findings in ACK's Shadow Study confirms this analysis.

Based on the above analysis, the proposed development respects and implements the design objectives of the Region's MUDG.

4.2 Niagara-on-the-Lake Official Plan (Town OP)

The Town's current OP sets out the land-use planning guidance for infill, intensification, and design of new developments in the community. The following sections relate to the urban design considerations that should be given to new developments in the Town to ensure compatible built forms.

Section 6A Growth Management, Section 4.4 Urban Design sets out the urban design guidelines that will apply to intensification proposals in Virgil and Old Town and Section 4.6 speaks to the Land-Use Compatibility policies. Both sections are discussed in this Brief. Additionally, the Town passed residential infill and intensification policies (OPA 78, By-law 5193-19) for development approval in Old Town and Virgil in November 2019. Table 2 outlines the urban design and streetscape analysis with respect to OPA 78 policies. Lastly, Section 9.3.2 (3) lays out design and location considerations for Medium Density Residential developments, which are discussed in Table 3.

Policy & Analysis

Section 6A – 4.4 Intensification Objectives of the Town Official Plan provides relevant urban design criteria for intensification proposals in Virgil.

Table 1. Policy Analysis for Section 6A 4.4 of the Town Official Plan

Policy Wording	Design Response & Evaluation
a) <i>Infill and intensification sites should match the average pre-established building setback of adjacent buildings within the block face.</i>	Section 6.0 of this Brief conducts a detailed analysis of the streetscape characteristics. The existing front yard setbacks in the study area ranges between 2.4 metres to 57.5 metres, averaging 15.20 metres. The proposed setback of 13.61 metres is within this range, closer to the existing average setback of the area, and therefore, fits in with the neighbourhood character on this matter.
b) <i>Parking for commercial, mixed use and apartment buildings should be located at the rear of the buildings, with a secondary entrance at the side or back of the building. The main entrance to the building should front onto the street.</i>	<p>The primary intention of this policy is to locate parking areas away from the public view to maintain an attractive streetscape and ensures that the focus remains on the pedestrian experience rather than on parked cars.</p> <p>In this development, the parking structure is proposed partially underground, keeping the parking area out of direct view from the street. The ramp to the parking structure is located at the side of the building, providing convenient access to the parking areas without detracting from the building's main entrance. Ample landscaping around these parking spaces and the use of privacy fence will enhance the visual appeal and minimize impact on the surrounding properties.</p> <p>Additionally, the building's front façade wall is recessed where the surface parking and ramp entrance is located and protrudes at the lobby area. This interplay of walls enhances the prominence of the</p>

	<p>building's entrance, drawing attention away from the parking entrance.</p> <p>Only three (3) visitor parking spaces are provided in the front of the building for ease of access to the main building entrance. Sufficient landscaping around these parking spaces and connection to the internal walkway will be provided.</p> <p>Lastly, the main entrance of the apartment building fronts onto Four Mile Creek Road, contributing positively to the public realm.</p>
<p><i>c) Where appropriate, the design of the commercial, mixed use and apartment buildings development should provide linkages and connections to existing and proposed pedestrian and bicycle networks.</i></p>	<p>There is an existing sidewalk on the east side of Four Mile Creek Road, directly in front of the Subject Lands. This sidewalk connects north to East & West Line Road and south towards Line 1 Road, providing convenient pedestrian access to key destinations such as parks, commercial areas and other neighbourhoods. The design includes a pedestrian pathway that connects the main building entrance to the existing sidewalk network, promoting walkability and use of pedestrian routes for residents' daily activities.</p> <p>Four Mile Creek Road is also part of the Strategic Cycling Network, supporting safe and efficient cycling routes for both local and long-distance destinations. The inclusion of 11 bike parking spaces within the development encourages residents to use bicycles, reducing reliance on cars and promoting healthier lifestyles.</p>
<p><i>d) Bulk, mass and scale of new development shall fit the context within which it is located.</i></p>	<p>The Subject Lands have a wider and deeper lot compared to adjacent lots, making them more suitable for an apartment building. This allows for gentle densification, providing 29 dwelling units, and a more efficient use of the land.</p> <p>The intent of this policy is to ensure new developments are compatible with the</p>

	<p>existing buildings in the area. Most importantly, it is to ensure there are no adverse impacts to the existing residents with respect to shadowing and privacy.</p> <p>The proposed development is predominantly surrounded by one- and two-storey single detached dwellings. While the proposed building's height is 3 storeys, it still fits within the context of the neighbourhood through thoughtful design considerations that reduce the proposed building's mass and scale visually:</p> <ul style="list-style-type: none"> • The proposed building has a setback of 13.61 metres from the front property line, which was found to be within the existing range and complies with the neighbourhood character (refer to Section 6.3 of this Brief). • The proposed building is narrow in design, with its shorter side facing the public realm. Although the building is 3 storeys tall, the combination of front yard setback, building stepback at the 1st Floor, and its slim profile reduces its visual presence from the streetscape. This allows the development to blend more seamlessly with the surrounding properties. • The development provides generous side yard setbacks (9.5 metres to the north lot line, 7.2 metres to the south lot line). The combination of yard setbacks and building stepbacks ensure sufficient space between the proposed building and adjacent properties, maintaining a sense of openness and reducing potential impact such as shadowing and privacy concerns on neighbouring homes. A detailed discussion on compatibility to adjacent dwellings is provided in the following section of this Brief.
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	The above analysis informs that the development can fit into the existing neighbourhood without necessarily being identical to neighbouring structures. The proposed development's bulk, mass and scale are appropriate and compatible with the surrounding neighbourhood.
e) Garages for single, semi and townhouse units shall not exceed 50% of the building façade and shall be setback from the front face of these units.	This policy is not applicable to the proposed development.
f) The design of infill and intensification development should be consistent with the Land Use Compatibility criteria of this Plan.	The following section discusses in detail the Land Use Compatibility Criteria (Section 6A 4.6) of the Town OP.

Policy

Section 6A 4.6 provides policy guidance on land use compatibility, the relevant policies are discussed below:

- a) *The existing and/or planned built form and heritage of the property and surrounding neighbourhood;*
- b) *The existing and/or planned natural heritage areas of the site and within the surrounding neighbourhood;*
- c) *The existing and/or planned densities of the surrounding neighbourhood; and,*
- d) *The existing and/or planned height and massing of buildings within the surrounding neighbourhood.*
- e) *Development proposals will demonstrate compatibility and integration with surrounding land uses by ensuring that an effective transition in built form is provided between areas of different development densities and scale. Transition in built form will act as a buffer between the proposed development and existing uses and should be provided through appropriate height, massing, architectural design, siting, setbacks, parking, public and private open space and amenity space.*
- f) *Intensification and/or redevelopment shall be compatible and integrate with the established character and heritage of the area and shall have regard to:*

- *Street and block patterns*
- *Lot frontages lot area, depth*
- *Building Setbacks*
- *Privacy and overview*
- *Lot grading and drainage*
- *Parking*
- *Servicing*

Analysis

The proposed apartment building has been sensitively designed in order to be compatible and integrate with the context of the surrounding low-rise built forms, and was found to align with the policy considerations related to land use compatibility through:

- **Built Form, Height and Massing:** The massing of the proposed development is a low-rise apartment building, measuring 11.28 metres high at 3 storeys. This is also consistent with Section 6.4 of the Town's Official Plan, which aims to maintain the Town's low-rise character. Surrounding properties are zoned R1 which permit a height of 10 metres. The following design considerations ensure that the development is compatible with the streetscape and its surrounding area with respect to its height and massing.
 - From the Streetscape - The building height is mitigated by its slim profile and sufficient setback from the front property line, ensuring it does not dominate the streetscape. The building's orientation and front yard setback will reduce the overall perceived massing from the street level.
 - From the Adjacent Dwellings - With adequate setbacks and additional stepbacks on all four building sides at the 1st Floor, it achieves sufficient separation distance to reduce shadowing and privacy impacts on the adjacent dwellings. Private amenity areas, such as the balconies, are further recessed from the building face to mitigate potential overlook impacts.
- **Natural & Built Heritage:** The Subject Lands are not in proximity to any natural heritage features or any built heritage resources. Therefore, the development does not impact any existing or planned natural heritage areas nor the heritage of the surrounding neighbourhood.
- **Density:** The lot shape and size present an opportunity for development at a greater density than it is intended to accommodate. The proposed 3 storey apartment building utilizes the Subject Land efficiently to achieve a higher density in a built form that is appropriate for the surrounding uses.
- **Compatibility and Integration with Surrounding Land Uses:** The proposal is residential in nature, with a gentle increase in height and density. Recognizing the higher density proposed on this property, the development incorporates substantial side yard setbacks to minimize any negative impacts on the neighboring properties. The development's siting, setbacks, location of parking and landscaped

areas are all carefully planned to provide an effective buffer and integration with the surrounding neighbourhood.

- **Compatibility with Established Character and Heritage:**

- The development fits into, respects and maintains the established character of the street. Section 6.3 of this Brief provides analysis of the Streetscape Study with respect to the proposed development, confirming that the development aligns with the key streetscape attributes to ensure that the streetscape character is maintained in the immediate neighbourhood.
- The lot's wider and deeper dimensions make it suitable for an apartment building, allowing for efficient land use and gentle densification.
- Appropriate setbacks have been proposed to ensure the building does not overpower the pedestrian realm and minimizes privacy and overview concerns for adjacent properties.
- The development includes appropriate lot grading and drainage plans to ensure no adverse impacts on the neighbouring properties. It utilizes the existing infrastructure to support the new residential units.
- Parking is provided both underground and at the surface level, ensuring sufficient spaces for residents and visitors without harming the character and appearance of the neighbourhood.

Policy & Analysis

In addition to the above policies under Section 6A 4.6, OPA 78 also introduced additional policies under Development Criteria – Residential Infill and Intensification in Old Town and Virgil which are applicable to the proposed development. These policies provide that in considering an application for development approval on lands designated 'Low Density Residential', 'Medium Density Residential' and 'Established Residential', Council shall ensure infill and intensification development and redevelopment respects and reflects the existing pattern and character of adjacent development, by adhering to the development criteria outlined in the below table, unless otherwise specified in a heritage conservation district plan:

Table 2. Policy Analysis for Section 6A 4.6 of the Town Official Plan

Policy Wording	Design Response & Evaluation
a) the lot frontage(s) and lot area(s) of the proposed new lot(s) shall be consistent with the sizes of existing lots on both sides of the street on which the property is located;	Section 6.3 of this Brief compares the existing neighbourhood characteristics with the proposed development in terms of lot frontage and lot area. Based on the analysis, the proposed frontage of 38.1 metres falls within the existing range, and therefore, consistent with the existing lots in the study area.

Policy Wording	Design Response & Evaluation
	<p>The proposed development will have a lot area of approximately 3,078 square-metres. The larger area is due to the merging of the parcels, as well as the existing lot depth which is significantly deeper than the lots in the surrounding neighbourhood. Lot depth generally cannot be perceived from the public realm and therefore has less impact on streetscape characters. Nevertheless, the proposed lot depth of 80.8 metres falls within the neighbourhood range, as described in Section 6.3.3 of this Brief. Although the Subject Lands are larger than the average lot sizes in the study area, there are other properties in the study area that are bigger than the Subject Lands. The proposed lot area of the Subject Lands is appropriate for its proposed use, while remaining consistent and compatible with the surrounding neighbourhood.</p>
<p><i>b) the proposed new building(s) shall have heights, massing and scale appropriate for the site and generally consistent with that permitted by the zoning for adjacent properties and properties on the same street;</i></p>	<p>The surrounding neighbourhood is zoned R1 which allows a maximum height of 10 metres. The proposed building's height of 11.28 metres is a minor increase. Adequate side yard setbacks and landscaping have been proposed to mitigate any negative impacts on neighbouring dwellings. As mentioned, the Subject Lands' size and configuration is highly appropriate for the height and massing of the proposed low-rise apartment building as it can provide adequate setbacks to the streetscape and the adjacent dwellings.</p> <p>As discussed in the policy analysis of Section 6A – 4.4 and 4.6, the proposed development' can fit into the existing neighbourhood and was found to be compatible with the surrounding neighbourhood.</p>

Policy Wording	Design Response & Evaluation
<p>c) <i>front and rear yard setbacks for the new building(s) shall be consistent with the front and rear yards that exist on the same side of the street;</i></p>	<p>The front yard setbacks are varied from north to south on the east side of the street. For instance, the dwelling on 1831 Four Mile Creek Road is setback 11.6 metres from the street, while the dwelling on 1845 Four Mile Creek Road is 40.4 metres from the road.</p> <p>The proposed front yard setback at 13.61 metres, is within the existing front yard setback range of the adjacent neighbours on the same side of the street. This setback is also notably larger than the proposed height of the building, indicating reduced impact due to building height on the adjacent streetscape. Further analysis is discussed in Section 6.3 of this Brief.</p> <p>As for the rear yard setback, the parking structure portion (1.83 metres above grade) is 5.99 metres from the rear lot line, whereas the apartment building portion is 9.52 metres from this lot line. The apartment building portion will comply with the minimum rear yard setback requirements under the Zoning By-law.</p> <p>The lot sizes greatly vary from north to south in the surrounding neighbourhood along the east side of Four Mile Creek Road, resulting in varied rear yard setbacks. For instance, the ten (10) dwellings at 1849 Four Mile Creek Road demonstrate a rear yard setback of 6 metres with a 4 metre setback to the covered porches (as per Section 10.12.35.2 of the Town's Zoning By-law). While the dwelling immediately north of Subject Lands is more than 20 metres away from the rear property line. The dwelling south of the Subject Lands has a rear yard setback of roughly 17 metres. Since the rear yard of the Subject Lands abuts an agricultural property, the smaller yard width does not disrupt agricultural</p>

Policy Wording	Design Response & Evaluation
	operations resulting in land use incompatibility.
<p>d) <i>the setback between new building(s) and the interior side lot line shall increase as the lot frontage increases;</i></p>	<p>The proposed RM2 Zone requires interior setback that is equal to the building height to reduce the impact of the building's height on neighbouring properties.</p> <p>The interior setbacks from the parking structure portion, which is 1.83 metres above grade in height, are smaller, while the setbacks from the apartment building portion are larger because of the stepbacks. The parking structure portion achieves a minimum setback of 9.51 metres on the northerly side and 7.22 metres on the southerly side. The apartment portion achieves a minimum setback of 11.28 metres on the northern side and 7.22 metres on the southern side. Notably, the northerly side yard is larger as the proposed development interfaces more with the dwelling to the north and it is also where majority of shadowing is anticipated. Along the southerly side yard, minimum building setback above the parking structure (1.83 metres above grade) is increased to 9.06 metres from the southerly lot line. Only a small rear portion of the dwelling to the south interfaces with the proposed development. The proposed setbacks and the recommended landscaping features are sufficient to mitigate any impacts from the proposed development.</p>
<p>e) <i>the new building(s) shall have a complementary relationship with existing buildings, while accommodating a diversity of building styles, materials and colours;</i></p>	<p>The proposed development is expected to respect the overall character and aesthetic of the surrounding neighbourhood, while having different styles, materials and colours, adding variety and interest to the neighbourhood.</p> <p>The proposed building, at 11.28 metres, is slightly higher than the maximum</p>

Policy Wording	Design Response & Evaluation
	<p>building height permitted by the R1 Zone that the surrounding properties are zoned, i.e. 10 metres. With sufficient setback from the front lot line, the new building will blend in with the surroundings, while bringing in some diverse architectural elements previously discussed in Section 4.1 of this Brief.</p>
<p>f) <i>existing trees and vegetation shall be retained and enhanced through new street tree planting and additional on-site landscaping;</i></p>	<p>The proposed development will implement the recommendations of Jackson Arboculture's Tree Inventory and Preservation Plan (TIPP) for removal and preservation of existing trees. The proposal is supported by a Landscape Plan, prepared by Landscape Florida, which recommends new tree plantings and shrubs along the front and side yards of the Subject Lands.</p>
<p>g) <i>the width of the garage(s) and driveway(s) at the front of new building(s) shall be limited to ensure that the streetscape is not dominated by garages and driveways;</i></p>	<p>Access to the underground parking area is provided on the north side of the building, which hides it from the street view. In addition, the driveway accesses measure roughly 6 metres in width and located on either side of the frontage to allow landscaping to break up the visual dominance of driveways.</p>
<p>h) <i>new driveways and service connections shall be sited to minimize tree loss;</i></p>	<p>Trees #1-5 and #24, as identified in Jackson Arboculture's Tree Inventory and Preservation Plan, are affected by the proposed driveway and loading accesses. Section 6.1 of the Tree Inventory and Preservation Plan report identifies these trees for removal. Although Tree #1 could be preserved, it was identified as a weed species with large pruning wounds. The arborist recommends replacing it with a species more suitable for urban conditions. Lastly, the Landscape Plan, prepared by Landscape Florida includes new trees to be planted along the front</p>

Policy Wording	Design Response & Evaluation
	and sides of the building, compensating for the trees that need to be removed.
<p>i) <i>impacts on adjacent properties shall be minimized in relation to grading, drainage, access and circulation, privacy and microclimatic conditions such as shadowing;</i></p>	<p><u>Grading & Drainage</u></p> <p>The site's grading is designed to contain drainage within the Subject Lands to ensure there are no adverse effects on neighbouring properties. Please refer to the servicing reports, prepared by Upper Canada Consultants, for further information.</p> <p><u>Access & Circulation</u></p> <p>With respect to access and circulation, most of it is planned along the building front. Two driveway accesses are proposed to ensure safe and efficient vehicular movement internally. Given the consolidation of parcels for this development, this setup is comparable to each lot having its own double-wide driveway access. The driveways will be designed to have no impact on the two adjacent properties. Further, the ramp to the underground parking is located along the north lot line and does not impact the adjacent resident to the north, as their dwelling is situated westward and deeper into their lot. Additionally, the ramp walls will act as a barrier to reduce light trespass.</p> <p><u>Shadowing & Privacy Impacts</u></p> <p>There are no shadowing impacts on the dwelling to the south, as most shadowing will occur on the north side. For the dwelling to the north, there are no significant shadowing concerns anticipated.</p> <p>The proposed buildings also provide adequate building setbacks, specifically along the interior side yards to mitigate</p>

Policy Wording	Design Response & Evaluation
	any shadow and privacy impacts. The building further steps back at the 1 st Floor (1.83 metres above grade) and the balconies facing the north and south dwellings are recessed. Both these design considerations aim to minimize privacy impacts on adjacent residential properties.
j) the orientation and sizing of new lots shall not have a negative impact on significant public views and vistas that help define a residential neighbourhood;	No new lots are proposed with the applications. There are no significant public views or vistas in the immediate area either.
k) road and/or municipal infrastructure shall be adequate to provide water and wastewater service, waste management services and fire protection.	Existing municipal infrastructure will be utilized for all the servicing needs for the proposed new development. Please refer to the servicing reports, prepared by Upper Canada Consultants, dated January 2025, for further information.

Policy

The proposal is to redesignate the Subject Lands to a residential exception designation, subject to the requirements of the Medium Density Residential Designation. Section 9.3.2 (3) of the Town OP provides design and location considerations for Medium Density Residential development; the relevant policies are discussed below:

Table 3. Policy Analysis for Section 9.3.2 (3) of the Town Official Plan

Policy Wording	Design Response & Evaluation
a) The height, bulk and arrangement of buildings and structures will achieve a harmonious design and integrate with the surrounding area and not negatively impact on lower density residential uses.	<p><u>Height & Bulk</u></p> <p>The proposed development is 11.28 metres high, which is not significantly higher than the as-of-right height (10 metres) of the surrounding residential uses.</p>

At 11.28 metres, the proposed development is not expected to generate adverse shadow impacts on the surrounding dwellings as illustrated in the Shadow Impact Study conducted by ACK Architects. Additionally, the building's adequate setbacks and further stepbacks at the 1st Floor reduces the visual mass of the building and minimizes overshadowing on the neighbouring low-density properties.

Site Layout & Orientation

The building is carefully sited and oriented to ensure appropriate spacing with adjacent dwellings. By incorporating stepbacks, recessed balconies, and landscaped open spaces, the proposed development minimizes opportunities for overlook into the neighbouring dwellings.

In addition, the building is setback 13.6 metres from the front lot line, which ensures that the new development is well-integrated and does not detract from the quality or character of the existing lower-density residential uses. The slim profile when viewed from the street helps improve the building's relationship with the adjacent public realm.

Setbacks

The proposed development abuts existing single-detached residences to the north and south property lines. The parking structure portion is setback at 9.51 metres on the north side and 7.22 metres on the south side, while the apartment portion achieves a setback of 11.28 metres on the north side and 7.22 metres on the south side. The larger setback on the north side reflects the closer interface with the neighbouring dwelling and where majority of shadowing is anticipated. On the south side, only a small rear portion of

	<p>the dwelling to the south interfaces with the proposed development.</p> <p>The provided setbacks will ensure that fundamental quality of life aspects, such as access to natural light, sky views and privacy, continue to be provided for the neighbouring properties.</p>
<p><i>b) Appropriate open space, including landscaping and buffering, will be provided to maximize privacy and minimize the impact on adjacent lower density uses.</i></p>	<p>The proposed development will provide approximately 41.5% of the lot area as landscaped area. These spaces will contain an outdoor playground, walkways and enhanced landscaping.</p> <p>Landscaping and buffering are proposed around the perimeter of the Subject Lands in the form of tree plantings and a 1.8-metre-high wood privacy fence to maximize privacy and minimize impacts on adjacent uses. These design features address potential light and noise concerns.</p>
<p><i>c) Parking areas shall be required on the site of each residential development that are of sufficient size to satisfy the need of the particular development and that are well designed and properly related to buildings and landscaped areas.</i></p>	<p>The proposal features a partially underground parking structure, providing a sufficient number of parking spaces to comply with the Town's zoning requirements. A total of 32 vehicular spaces, including two (2) barrier-free spaces, and 11 bike parking spaces are provided. The three (3) visitor parking spaces provided in the front of the building will ensure convenient access to the main building entrance. Ample landscaping around these parking spaces will enhance the visual appeal along the streetscape.</p> <p>Elevators located in the underground garage parking structure provide convenient and barrier-free access to the residential units in the upper floors. Perimeter landscaping treatment effectively screens the parking areas from neighboring properties.</p>




<p>d) Service areas shall be required on the site of each development (eg. Garbage storage, recycling containers).</p>	<p>A garbage room is located at the ground level along the south building elevation, with access to a loading area for garbage pick-up. The garbage room is screened by a combination of vegetation and fencing and is not anticipated to cause nuisances for the neighbouring dwelling to the south.</p>
<p>e) The design of the vehicular, pedestrian and amenity areas of residential development will be subject to regulation by the Town.</p>	<p>The primary access to the development will be via two 6 metre- wide (roughly) driveway. Additionally, internal walkways strategically connect the building entrance with the visitor parking spaces as well as the public sidewalk on Four Mile Creek Road. The overall design enhances pedestrian safety and connectivity. Indoor and outdoor amenity areas are proposed with the development for the enjoyment of future residents. These areas are appropriately located and screened by landscaping treatment to minimize potential nuisance on neighbouring residents.</p>
<p>f) Adequate municipal services can be provided to accommodate the needs of the development.</p>	<p>Existing municipal infrastructure will be utilized for servicing the needs of the future residents in the proposed development, as confirmed by Upper Canada Consulting's servicing report, dated January 2025</p>
<p>g) Traffic to and from the location will not be directed towards local streets and the site should be within easy convenient access of a collector or arterial roadway.</p>	<p>Access to the proposed development will be via Four Mile Creek Road, which is a local road (Schedule G of the Town OP). Four Mile Creek Road is designated as a collector road in the Town-approved 2019 Official Plan (not in effect). The scale of development is suitable for the nature of Four Mile Creek Road.</p>
<p>h) Medium Density Residential sites will be placed in separate zoning categories in the Zoning By-law. Regulations will control height,</p>	<p>The proposed applications request for a site-specific RM2 zone, which is intended for medium density residential developments. The site-specific Zoning By-law addresses matters related to</p>

<i>density, coverage, unit size and parking.</i>	height, density, coverage, unit size and parking requirements. Please refer to the supporting PJR, enclosed with this submission, for planning justifications for the requested zoning relief.
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In conclusion, the proposed development conforms to the urban design policies in the Town OP.

4.3 Proposed Development's Urban Design Objectives

In support of the Town of Niagara-on-the-Lake's design-related policies and guidelines as outlined above, the following design objectives have been identified for the proposed development:

	Safety & Connectivity	Provides walkable pedestrian linkages and safe access to bike network to foster a connected and secure community
	Compatibility	Achieves compatibility with the surrounding uses and respects the existing and planned context.
	Positive Image	Enhances the quality and character of the overall streetscape and built environment by incorporating excellent architectural design elements, visual variety and attractive landscaping.
	Environmental Sustainability	Contributes to environmental sustainability through conscious design and landscaping decisions.

5.0 Conceptual Design Considerations

5.1 Site Design

The proposed building is oriented in an east-west orientation with two (2) vehicular accesses from Four Mile Creek Road. The building is sufficiently setback from the two dwellings to the north and south and the agricultural lands to the east. Adequate landscaping is proposed along the perimeter of the property. A common amenity area in the form of an outdoor playground is located at the southeast corner of the building. The following evaluates the proposed development's site design and its effectiveness in achieving the Urban Design Objectives established above:






Interface with
Public Street

Visual Appeal: Attractive landscaping is proposed in the form of a combination of trees and shrubs along Four Mile Creek Road and along the perimeter of the Subject Lands. This not only creates an attractive frontage along the street and ensures compatibility with the surrounding uses as majority of the properties are lined with mature trees.






Accessibility: A walkway connects the development to the public sidewalk on Four Mile Creek Road, providing direct and convenient access for pedestrians.



Building Location	As previously discussed in Table 1, the buildings are appropriately sited with adequate setbacks from low-rise residential uses. Along the site's perimeter is landscaping treatment to enhance aesthetic appeal, mitigate environmental impacts, and improve interfaces with adjacent uses.	  
Building Orientation	<p>The proposed orientation ensures maximum number of units receive sunlight, supporting sustainability.</p> <p>The slim profile of the building, when viewed from the street, helps improve the building's relationship with the adjacent public realm.</p>	 

5.2 Built Form, Height and Massing

The followings evaluate the proposed development's built form and massing and their effectiveness in achieving the Urban Design Objectives established in Section 4.3 of this Brief:

Building Height	The proposed building is 11.28 metres (3 storeys) in height which is not significantly higher than the as-of-right maximum height of the surrounding low-rise residential uses (10 metres). The proposed building is expected to fit in with the surrounding built form at this height. This increased height is mitigated by adequate building setbacks and step-backs.	
Shadow Impact	At 11.28 metres in height, the proposed buildings are not expected to generate adverse shadow impacts on the public realm nor on neighbouring dwellings, as illustrated in ACK's Shadow Study.	
Building Setbacks and Step-backs	<p>At the 1st Floor, a building step-back is incorporated to reduce potential impacts on neighbouring uses. This reduces the scale of the building and promotes solar pass.</p> <p>Adequate setbacks and building step-backs will provide an appropriate transition to minimize impact on adjacent dwellings to the north and south. A greater setback along the north property line has been implemented which will ensure minimal shadowing and overlook impacts.</p>	

Recessed balconies, designed to be flush with the exterior building wall, will reduce overlook impacts and integrate with the public realm.

5.3 Architectural Design

The followings evaluate the proposed development's architectural design and its effectiveness in achieving the Urban Design Objectives established in Section 4.3 of this Brief:

Building Entrance The building's entrance is provided directly adjacent to the internal driveway to ensure convenience and safety for residents. Street-facing building entrances help avoid voids on front elevations and support an overall positive image of the proposed development.

The main building entrance is located to be visible from the street, making it safe for residents and pedestrians. It is also directly connected to the public sidewalk and visitor parking spaces.

A large entry awning provides shelter and a welcoming appearance. The entrance includes floor to ceiling window openings that provide visibility to the interior lobby area.



Building Materials The building façade comprises of stucco, brick, wood paneling and glass windows, providing a contemporary appearance that complements the surrounding area.



Fenestration The proposed development features large openings on the front, sides and rear elevations, enhancing natural light, energy efficiency, and visual appeal. As discussed previously, the windows along the front of the building provide opportunities for passive surveillance of the street.



Treatment at Ground Level The ground-level facades feature a mix of materials and textures, including brick and glass windows, creating visual interest and a welcoming internal streetscape. Recesses and projections in the façade design add depth and break up the building mass.



The living spaces start at the 1st Floor, overlooking the internal driveway and providing effective passive surveillance for the property and the adjacent public realm. Additionally,



the lobby area provides an active at-grade use to foster a strong relationship between the proposed building and the street.

Lighting

The proposed development will include adequate lighting along the internal walkway and driveway, ensuring pedestrian and cyclist safety. Thoughtful placement of lights enhances security while minimizing light pollution.



Building articulation and detailing

The development features varied building articulation with flat roofs at varying heights, large window openings, and façade recessing, creating visual interest and depth. This design approach ensures a dynamic and engaging internal streetscape.



5.4 Landscaping and Amenity areas

The followings evaluate the proposed development's landscaped and amenity areas and their effectiveness in achieving the Urban Design Objectives established in Section 4.3 of this Brief:

Provision of Cycling facilities

The proposed development provides eleven (11) bicycle parking areas that are weather proofed and accessible within the underground parking structure. Residents are encouraged to adopt cycling as an alternative mode of transportation to driving.



Landscaping Treatment and Planting


Proposed landscaping includes a mix of tree and shrub plantings, which supports biodiversity. This landscaping enhances the aesthetic appeal of the public realm by creating a visually pleasing environment. It also improves compatibility with the adjacent residences by reducing overlook and light trespass.




Amenity Areas

The development includes outdoor common amenity area, in the form of a playground and a roof-top terrace and an indoor Community Room on the 1st Floor. These areas will foster social interaction and encourage exercising within the safety of the property.






Fencing	Fencing along all property will ensure privacy and minimize impact from the proposed development to the adjacent properties.	
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Sustainability Features	Approximately 41% of the property is anticipated to be landscaped, assisting with stormwater management and contributing positively to the overall sustainability for the proposal. The supporting Arborist report recommends removal of 18 trees, and the Landscape Plan illustrates the introduction of 11 large deciduous trees, 4 medium deciduous trees, and 19 small columnar coniferous trees. Overall, the proposed development results in a net positive in the total number of trees on the site.	
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5.5 Parking, Service Areas & Circulation

The followings evaluate the proposed development's vehicular and pedestrian circulation, locations of parking and service areas and their effectiveness in achieving the Urban Design Objectives established in Section 4.3 of this Brief:

Parking Areas	Resident's parking spaces are conveniently located in the partially underground parking structure while three visitor parking spaces are provided near the building entrance at grade. The three parking spaces have been consciously located facing away from the main driveway access to ensure they do not detract the visual quality of the adjacent public realm.	
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Vehicular and pedestrian access and circulation	<p>The proposed development is connected from Four Mile Creek Road via two vehicular accesses. Such an arrangement provides a separate drop-off/loading zone and does not disrupt the movement of vehicles/bikes going in and out of the parking structure.</p> <p>Pedestrian connection is provided directly from the public sidewalk on Four Mile Creek Road into the development, providing a convenient access to the residents. Additionally, a walkway is provided on the building's south side to access the garbage room and connect to the playground area at the back.</p>	 
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Service Areas	The proposed development provides an at-grade garbage room that is easily accessible via the loading zone. It is adequately buffered by planting strips from adjacent uses.	
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6.0 Streetscape Study

Section 9.3.3 (3)c) of the Town's Official Plan requires a streetscape study for developments that are proposing changes to the lot frontage and lot depth. The proposed apartment building will be located on a consolidated parcel, which has the potential to affect the character of the streetscape. This section of the brief aims to address the adjacent streetscape character of Four Mile Creek Road in relation to the proposed development to ensure that the character of the area is maintained.

6.1 Methodology

The purpose of this Streetscape Study is to evaluate the potential impacts to the streetscape within the immediate area due to the proposed development. This study is to satisfy the requirements for a Streetscape Study through the:

- Review and inventory of surrounding context informed through measurements based on Niagara Navigator's aerial imagery and GIS mapping using Open Data.
- Identification and assessment of streetscape characteristics with potential for impact. Relevant policies under the Town's Official Plan will also be addressed.
- Provision of conclusion based on the investigation and observation.

6.2 Existing Condition

6.2.1 Description of the Study Area

The analysis focuses solely on 21 properties closest to and excluding the Subject Lands, that directly front onto Four Mile Creek Road and are collectively identified in **Figure 8** below as the "Study Area". These properties demonstrate the existing character of the immediate neighbourhood.

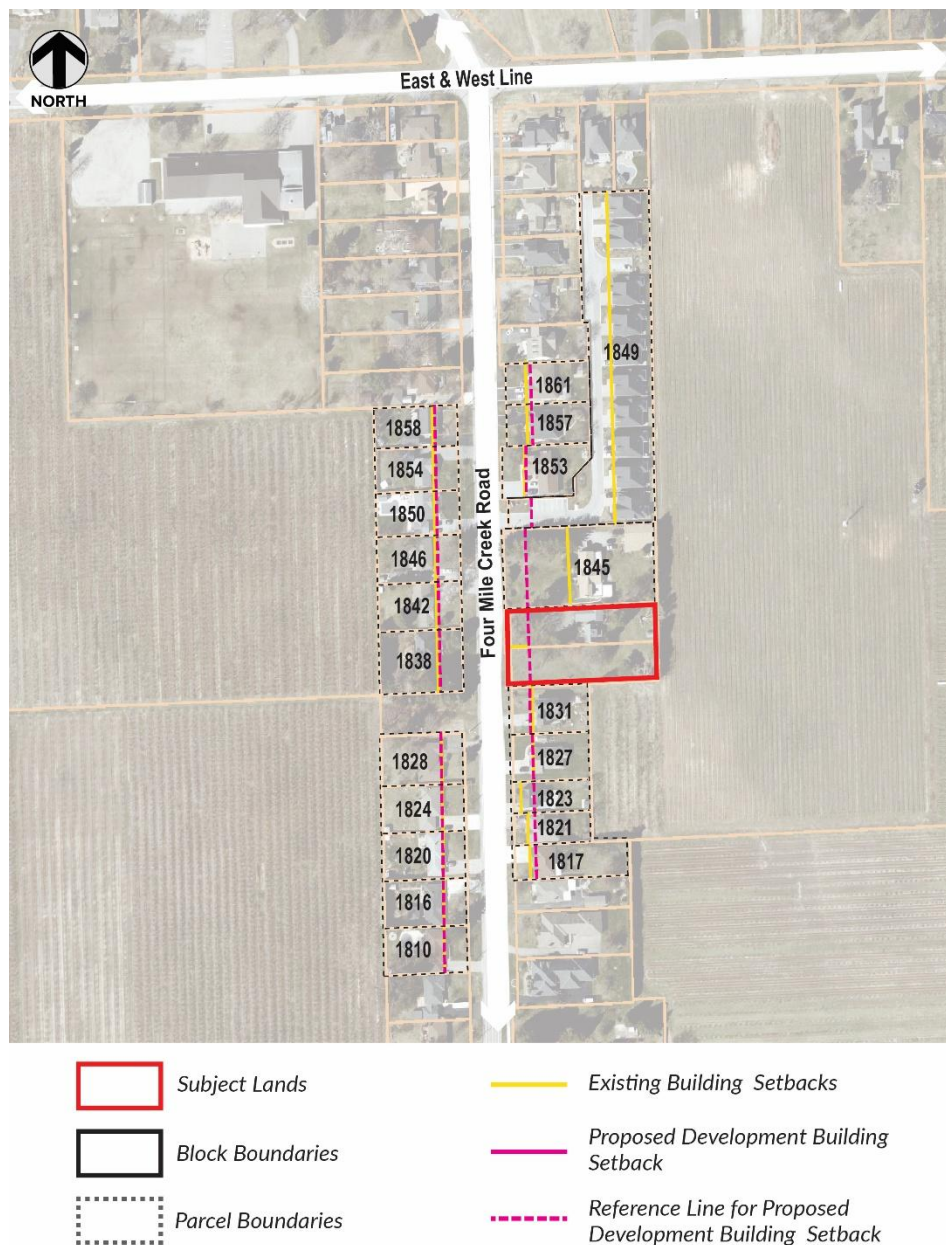


Figure 8: Existing and Proposed Front Yard Setbacks within the Study Area

6.2.1 Streetscape Character

The surrounding neighbourhood is characterized by single-detached residences, consisting of one- to two-storey dwellings. The residences immediately to the north, south and west of the Subject Lands, have low-rise built forms with diverse cottage-style architecture, generous landscaping in the front yard, and a combination of driveway and garage parking. The properties in the surrounding neighbourhood range from shallow to deep rectangular lots.

The front yard setbacks are generally consistent throughout the area, except for the properties at 1845 and 1849 Four Mile Creek Road (immediately north of Subject Lands), as illustrated in **Figure 8**. The street view to the north and south of the road is lined with mature vegetation, with pockets of openings through which dwellings are visible. The municipal sidewalk flanks along the east side of the road.



Figure 9: Northward view of Four Mile Creek Road



Figure 10: Southward view of Four Mile Creek Road

6.3 Evaluation of the Proposed Development

To assess the proposed development's impact on the streetscape and compatibility with the surrounding neighbourhood, key characteristics such as lot area, lot depth, lot frontage, front yard setback, parking location and visibility of the main entrances were inventoried. In particular, "parking character" looks at where parking spaces are provided and how they are accessed on each property with special attention to their potential impacts on the streetscape. "Main entrance visibility" refers to whether the main building entrance is visible from Four Mile Creek.

For context, the Subject Lands were severed into two separate parcels via a consent application (Town File B-08/23) in 2023. To facilitate the proposed development the two parcels will be remerged. Therefore, this Streetscape Analysis has considered the lands as if they have been merged back together.

Table 4 outlines a summary of the streetscape character analysis, illustrating the variability in these characteristics among the neighbouring properties. **Table 5** in **Appendix B** provides more information about these properties and a more in-depth analysis of the streetscape characteristics.

Table 4: Summary of the Streetscape Character Analysis

Municipal Address	Lot Area (sqm)	Lot Frontage (m)	Lot Depth (m)	Front Yard Setback (m)	Parking Character	Main Entrance Visibility
Average/ Dominant Character	1,369.12	22.21	49.57	15.20	Double-wide driveway; Front facing garage;	Main door facing the street
Proposed Development	3,078.4	38.1	80.8	13.61	Underground Parking; Front yard parking; No front facing garage	Main door facing the street

Table 5 in Appendix B shows a wide range in lot area, lot frontage, lot depth, and front yard setbacks within the neighbourhood. As a result of this variability, the proposed development's lot area, lot frontage and lot depth, front yard setback are numerically different from the Study Area's averages for these parameters. These differences will be discussed in the following sections. In order to determine neighbourhood compatibility, the analysis will need to examine where the proposed development falls within the existing range in the neighbourhood.

Similarly, the two (2) qualitative parameters being parking location and main entrance visibility will also be evaluated in the below sections to determine the proposed development's compatibility with the surrounding properties and potential impacts on the adjacent streetscape.

6.3.1 Lot Area

The proposed development will have a lot area of approximately 3,078 square metres, which is much larger than the Study Area's average of 1,369.12 square metres. However, the Subject Lands' lot area falls within the existing range of lot areas within the Study Area. The following lists the two properties within the Study Area that are larger in area than the Subject Lands:

- 1845 Four Mile Creek: 3,233.3 sqm
- 1849 Four Mile Creek: 6,624.6 sqm

Notably, these lands are also used for residential purposes. The Subject Lands' lot area is not out of character for the Study Area which is characterized by varied lot areas, ranging from approximately 909 m² to more than 6,600 m².

The Subject Lands' larger area can be attributed to the merging of the parcels, as well as the existing lot depth which is significantly deeper than most lots in the Study Area. It is noted that the two (2) parcels of land were previously part of a single parcel, created through a consent application (Town File B-08/23). Merging of the parcels back into one consolidated parcel to facilitate the development will revert the streetscape back to its previous condition prior to the approval of the 2023 severance.

In conclusion, the Subject Lands fall within the range of existing lot areas in the Study Area and is not out of character with the existing condition. The proposed development will accommodate a greater density than the neighbouring parcels, which consist of single-detached dwellings. The proposed lot area of the Subject Lands is appropriate for its proposed use, while remaining consistent with the surrounding neighbourhood.

6.3.2 Lot Frontage

The Subject Lands have a lot frontage of 38.1 metres along Four Mile Creek Road, which is larger than the Study Area's average of 22.21 metres.

The property immediately north of the Subject Lands, municipally known as 1845 Four Mile Creek Road, has a lot frontage of approximately 40.4 metres, larger than that of the Subject Lands. The lot frontages in the Study Area range from 15 metres to 38.3 metres. Although the proposed 38.1 metres frontage is greater than the majority of what currently exists in the neighborhood, the varied lot frontages are characteristic of the neighborhood, and the Subject Lands is not an outlier.

The Subject Lands' larger lot frontage can be attributed to the merging of the parcels. It is noted that the two (2) parcels of lands were previously part of a single parcel, created through a consent application (Town File B-08/23). Merging of the parcels back into one

consolidated parcel to facilitate the development will revert the streetscape back to its previous condition prior to the approval of the 2023 severance.

Furthermore, this greater lot frontage is more suitable to accommodate the proposed 3-storey apartment building on the Subject Lands, compared to the majority of the properties that contain single-detached residential dwellings with smaller frontages. Additionally, previous discussion in section 6.3.1 concludes that the proposed development will not overwhelm the adjacent streetscape.

Thus, the proposed lot frontage, as a result of lot consolidation, supports the development of a low-rise apartment building and is compatible with the immediate streetscape.

6.3.3 Lot Depth

The existing lot depth for properties in the neighbourhood range from 42.6 metres to 83.8 metres, with an average lot depth of 49.57 metres. The consolidated parcel for the proposed development will have a lot depth of 80.8 metres, falling within the range of existing lot depths observed in the Study Area. Moreover, lot depth generally has less impact on the streetscape quality as it cannot be perceived from the public realm, especially for a larger lot depth. As such, the Subject Lands' depth is not out of character for the Study Area and will have marginal impact on this streetscape.

In addition, the existing two (2) parcels composing the Subject Lands also have similar lot depths. In other word, the Subject Lands' depth of 80.8 metres is part of the existing streetscape conditions of the Study Area.

In summary, the proposed lot depth is not out of character of this existing streetscape and is compatible with the neighbourhood character in terms of lot depth.

6.3.4 Front Yard Setback

Figure 8 shows the existing front yard setbacks for properties in the Study Area, which range between 2.4 metres to 57.5 metres, averaging 15.2 metres. The proposed front yard setback of 13.61 metres is within this range. The dwellings to the north and the private road development further north have large front yard setbacks that are outliers in the Study Area, skewing the average. To ensure the building is contextually sensitive, it is intentionally placed to align with the front yard of the dwellings to the south, as shown by the Reference Line in Figure 8. While the proposed setback is slightly less than the Study Area's average, it maintains consistency with the established setbacks of the adjacent dwellings and ensures compatibility with the streetscape.

A review of the shadow impacts (refer to Section 4.1 of this Brief) on the public realm indicates that any shadowing on the west side of the building is minimal and primarily occurs in the early morning hours until around 10 AM, with no impact for the rest of the day. The proposed setback will also help minimize any prolonged shadowing impacts on the public realm.

The proposed front yard setback, although lesser than the Study Area's average, is still adequate at accommodating site lighting and landscaping along the front of the property. This will improve visibility and increase safety for pedestrians. A smaller front yard setback will also help the proposed development frame the public realm more effectively, considering the low-rise profile of the building.

Based on this, the proposed front yard setback helps maintain a consistent streetscape character and positively contributes to the overall quality and safety of the public realm.

6.3.5 Parking Character

The dominant parking character of the neighbourhood features front facing attached garages accessed via double-wide driveways from Four Mile Creek Road. Although the proposed underground parking is an anomaly in the neighbourhood, it offers several benefits that enhance the overall streetscape quality and community safety:

- The partially underground parking and its ramp access located at the side of the building minimize the visual dominance of parking spaces along the streetscape. It is intended to create a cleaner and more attractive street view.
- There is more space available at grade for landscaping and stormwater management by moving the parking partially underground.
- The front face of the proposed building will feature windows and balconies, which will provide natural surveillance and contribute to a safer community.

With regards to the driveway, a double-width driveway access of approximately 6 metres in width is prevalent in the Study Area. This development will include two driveway accesses to accomplish safe and efficient vehicular movement internally. Given the consolidation of parcels for this development, this setup is comparable to each lot having its own double-width driveway access. Therefore, having two double-wide driveways for the proposed frontage is not significantly different from the dominant character of the area.

In conclusion, the proposed development's parking character is not only consistent with the streetscape character but also improve the visual quality of the streetscape by the design and location of the partially underground parking structure.

6.3.6 Main Entrance Visibility

The majority of dwellings in the Study Area have their main entrances visible from the street. This characteristic contributes to a welcoming streetscape and improves general safety of the neighbourhood.

The proposed development aligns with the existing character by ensuring the main entrance is prominently visible from the street. It is further enhanced through the use of architectural elements designed to emphasize the entrance, such as large entry awnings and floor-to-ceiling windows. Given the above information, the proposed entrance is compatible with the existing neighbourhood character.

6.4 Summary

Based on the above analysis, the proposed development fits into, respects and reinforces the established character of the street. The analysis also confirmed that the development aligns with the key streetscape attributes to ensure that the streetscape character is maintained and strengthened in the immediate neighbourhood.

7.0 Recommendations

The proposed development aligns with the general intent of the applicable urban design policies and guidelines as evaluated. As the development moves forward, we recommend the following to be considered in the detailed design:

- Utilize native plant species to ensure ecological compatibility and reducing the need for maintenance and irrigation.
- Environmentally sustainable considerations should be incorporated into the design, where possible, such as using sustainably sourced building materials to reduce the environmental impact of construction activities and permeable paving materials in driveways, at-grade parking spaces and walkways to enhance stormwater management and reduce surface runoff.
- The detailed landscape plan should consider a closed board type fence along the north and south property lines to reduce light trespass from vehicles entering and exiting the ramp. Additionally, consideration should be given to the selection, size, number and spacing of plants so that they work cohesively to mitigate overlook concerns for the neighbouring properties and enhance the streetscape experience along Four Mile Creek.
- The treatment of rooftop mechanical equipment and vents should follow one or more of the following recommendations:
 - The equipment is located out of direct line of sight from the public sidewalk.
 - The equipment is architecturally integrated with the building design or
 - The equipment is effectively screened by landscaping.

8.0 Conclusion

The proposed development for the Subject Lands demonstrates a thoughtful and comprehensive approach to urban design that aligns with the general intent of the applicable policies and guidelines in the Town OP and the Region's MUDG. Additionally, the proposed development's design successfully fits into the streetscape of Four Mile Creek Road, ensuring compatibility with the surrounding properties and positively contributing to the urban design quality of the area through its façade design, massing, setback and height.

A summary of the proposal will contribute to the achievement of urban design objectives as outlined in Section 4.3 as follows:

- **Pedestrian Safety and Walkability:** Well-designed internal walkways and convenient building entrance ensures safe and accessible connections throughout the site and to neighboring areas. Several thoughtful elements are included to avoid adverse shadow impacts on the public realm, enhance street safety via passive surveillance and contributes to the overall walkability and livability of the area.

- **Compatibility with Adjacent Lands:** The development's attractive frontage, building setbacks and step-backs minimize privacy and shadowing impacts on neighbouring properties and the public realm. Architectural treatments including contemporary façade materials harmonize with surrounding properties. The building height being slightly higher than the surrounding maximum height, is effectively mitigated by the proposed setbacks and step-backs.
- **Positive Image:** Attractive building articulation and materials create a dynamic and engaging streetscape. Strategic landscaping enhancements along the frontage and thoughtfully placed parking spaces will contribute to a welcoming and visually appealing environment. The design and location of the partially underground parking structure will improve the visual quality of the streetscape.
- **Environmental Sustainability:** Maximum sunlight exposure through building placement and design features such as building step-backs, large opening will enhance energy efficiency. A significant portion of the lands will be landscaped open spaces to support stormwater management. Promoting cycling as an alternative mode of transportation further supports the development's sustainability goals.

The proposed development for the Subject Lands demonstrates a thoughtful and comprehensive approach to urban design, emphasizing pedestrian safety and convenience, compatibility with the adjacent lands, and contribution to an attractive built environment and public realm. It also integrates sustainability elements and aligns with key streetscape attributes to ensure that the character of the streetscape is maintained and strengthened in the immediate neighbourhood.



Rhea Varghese, MPlan

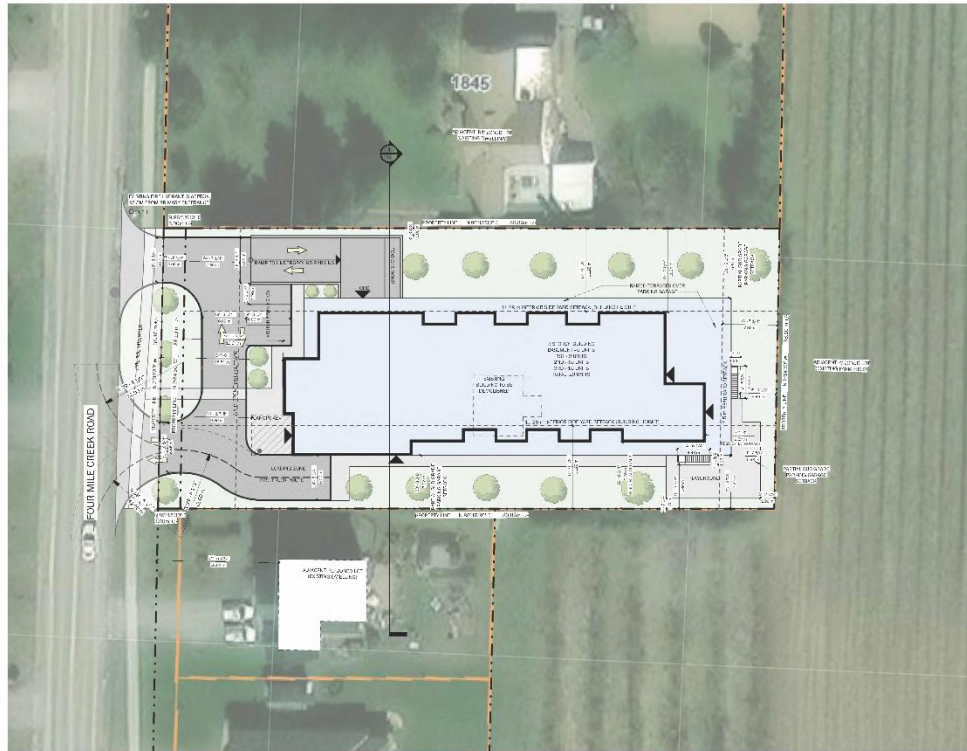
Intermediate Planner
NPG Planning Solutions Inc.



Jeremy Tran, RPP, MCIP, MPlan

Senior Planner and Urban Designer
NPG Planning Solutions Inc.

Appendix A Site Plan



SITE PLAN - CONCEPT

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KEY PLAN

NOT TO SCALE

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* DISCLAIMER: ISSUED FOR PRELIMINARY DESIGN DISCUSSION ONLY

NOTL RESIDENTIAL DEVELOPMENT

1835 FOUR MILE CREEK ROAD, NIAGARA-ON-THE-LAKE, ON L8S 1J3

A · C · K
architects
STUDIO INC.

SITE PLAN

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Appendix B Streetscape Character Analysis

Table 5: Streetscape Calculations

No.	Municipal Address	Lot Area (sqm)	Lot Frontage (m)	Lot Depth (m)	Front Yard Setback (m)	Parking Character	Main Entrance Visibility
1	1817 Four Mile Creek	1057	16.8	63.1	8.3	Double-wide driveway; Front facing garage;	Main door facing the street
2	1821 Four Mile Creek	650.4	15.2	42.7	7.7	Double-wide driveway; Front facing garage;	Main door facing the street
3	1823 Four Mile Creek	649.9	15.2	42.7	2.4	Double-wide driveway; Front yard parking No front facing garage;	Main door accessible but hidden from street;
4	1827 Four Mile Creek	982	23	42.6	8.7	Double-wide driveway; Front facing garage;	Main door facing the street
5	1831 Four Mile Creek (south of Subject Lands)	983.2	23	42.6	11.6	Single-wide driveway; Front facing garage;	Main door facing the street

No.	Municipal Address	Lot Area (sqm)	Lot Frontage (m)	Lot Depth (m)	Front Yard Setback (m)	Parking Character	Main Entrance Visibility
6	1845 Four Mile Creek (north of Subject Lands)	3233.3	38.3	83.8	40.4	Double-wide driveway; Front facing garage;	Main door accessible but hidden from street;
7	1849 Four Mile Creek (Private Road Development)	6624.6	15	80.7	57.5	Double-wide driveway (Private road); Front yard parking (visitor parking); Front facing garage (residential parking);	Main door facing the street
8	1853 Four Mile Creek	1112.8	25.4	49.1	11.5	Double-wide driveway; Front facing garage;	Main door facing the street
9	1857 Four Mile Creek	910.4	19.9	45.8	11.7	Single-wide driveway; Front facing garage;	Main door facing the street
10	1861 Four Mile Creek	910.4	19.9	45.7	12	Double-wide driveway; Front facing garage;	Main door facing the street

No.	Municipal Address	Lot Area (sqm)	Lot Frontage (m)	Lot Depth (m)	Front Yard Setback (m)	Parking Character	Main Entrance Visibility
11	1810 Four Mile Creek	1045.2	22.9	45.7	13.5	Single-wide driveway; Provision of Garage unknown	Main door facing the street
12	1816 Four Mile Creek	1045.1	22.9	45.7	13.2	Double-wide driveway; Front facing garage;	Main door facing the street
13	1820 Four Mile Creek	1045	22.9	45.7	12.7	Double-wide driveway; Front facing garage;	Main door facing the street
14	1824 Four Mile Creek	1045	22.9	45.7	13.9	Double-wide driveway; Front facing garage;	Main door facing the street
15	1828 Four Mile Creek	1114.6	24.4	45.4	12.9	Single-wide driveway; Front yard parking Front facing garage;	Main door facing the street
16	1838 Four Mile Creek	1392.9	30.5	45.4	13.8	Double-wide driveway; Front facing garage;	Main door facing the street

No.	Municipal Address	Lot Area (sqm)	Lot Frontage (m)	Lot Depth (m)	Front Yard Setback (m)	Parking Character	Main Entrance Visibility
17	1842 Four Mile Creek	1045	22.9	45.7	14.6	Double-wide driveway; Front yard parking Front facing garage;	Main door facing the street
18	1846 Four Mile Creek	1045	22.9	45.7	15.1	Double-wide driveway; Front yard parking Front facing garage;	Main door facing the street
19	1850 Four Mile Creek	975.2	21.3	45.7	14.3	Double-wide driveway; Front yard parking Front facing garage;	Main door facing the street
20	1854 Four Mile Creek	975.2	21.3	45.7	12.4	Double-wide driveway; Front facing garage;	Main door facing the street
21	1858 Four Mile Creek	909.4	19.8	45.7	11	Single-wide driveway; Front yard parking Front facing garage;	Main door facing the street

No.	Municipal Address	Lot Area (sqm)	Lot Frontage (m)	Lot Depth (m)	Front Yard Setback (m)	Parking Character	Main Entrance Visibility
Average/ Dominant Character		1,369.12	22.21	49.57	15.20	Double-wide driveway; Front facing garage;	Main door facing the street