

URBAN DESIGN BRIEF & STREETSCAPE STUDY

PREPARED FOR:

Zoning By-Law Amendment

Times Group Corporation
1544 & 1546 Four Mile Creek Road
Town of Virgil, Niagara-on-the-Lake

File no. 22221 F

April, 2025



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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1.0

Introduction

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by Times Group Corporation (the "Owner") to prepare this Urban Design Brief in support of a proposed in support of removing the holding provision as required under Zoning By-law 4316-09, section 10.7.4. for the property municipally known as 1544 & 1546 Four Mile Creek Road in the Town of Niagara-on-the-Lake (the Subject Lands).

The proposed development aims to introduce infill development on a large lot along Four Mile Creek Road, a Regional (Arterial) Road, to help expand the housing supply in Niagara-on-the-Lake on a site well suited for development.

The project includes two buildings: a two-story commercial building and a four-story residential building, along with a new private road connecting two access points on Four Mile Creek Road. The commercial building features 1,749 square meters of Gross Floor Area (GFA), including 79 square meters of service space on the ground floor and a 222-square-meter mechanical penthouse, for a total of 3,417 square meters GFA. An outdoor patio of 390 square meters is planned at the rear.

The residential building comprises 974 square meters of GFA on the ground and second floors, 778 square meters on the third and fourth floors, and a 195-square-meter mechanical penthouse and stairwell, totalling 3,699 square meters GFA. It will include 29 residential units, offering a mix of two-bedroom, one-bedroom plus den, and three-bedroom layouts. Additionally, a private playground of 77 square meters is proposed at the northern corner of the residential building, and a 2,390.60-square-meter road allowance is included in the plan.

Please do not hesitate to contact us if you have any questions or wish to discuss the brief in further detail.

Sincerely;

MHBC



Eldon C. Theodore, BES, MUDS, MLAI, MCIP, RPP
Partner | Planner | Urban Designer



Nimita Chandiramani, B.Arch
Sr. Urban Designer | Landscape Designer

2.0

How To Read This Brief

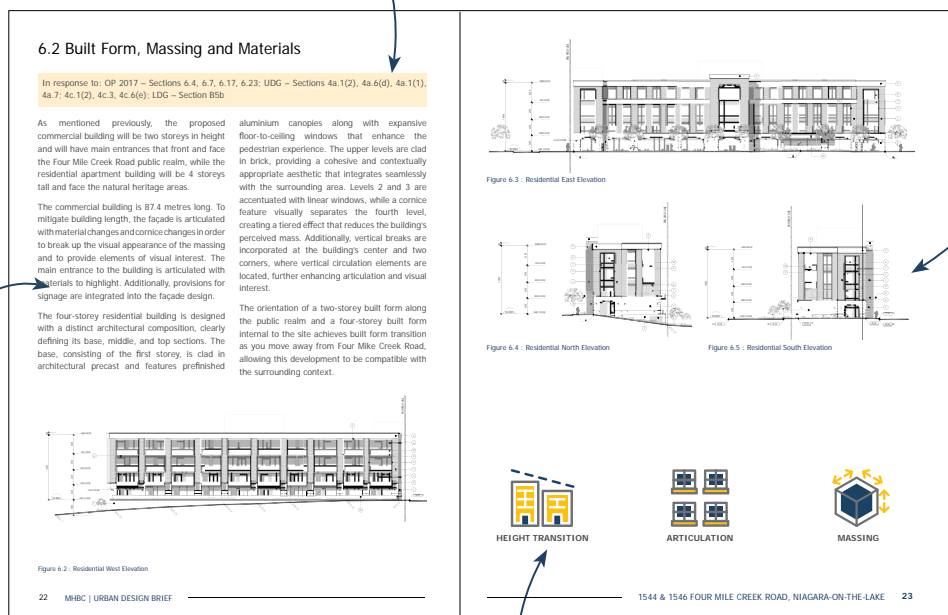
This Urban Design Brief organizes key urban design principles into categories. Within each category, a written response demonstrating adherence to those principles is provided. In some cases where strict compliance is not feasible, a design rationale is provided to outline how the design intent continues to be respected. Well-designed developments can help to connect

people with places, balance the protection of the environment with emerging built form, and achieve development that promotes a sense of place and local identity within a community. Key urban design terms have been used in this brief to further articulate how the proposal achieves good design principles and enhances the relationship with the surrounding community.

Applicable design
policies and guidelines

Figure illustrating adherence
where applicable

Response to design
policy and guidelines



Reference to key
design principle being
acknowledged

3.0

Subject Lands & Context Analysis

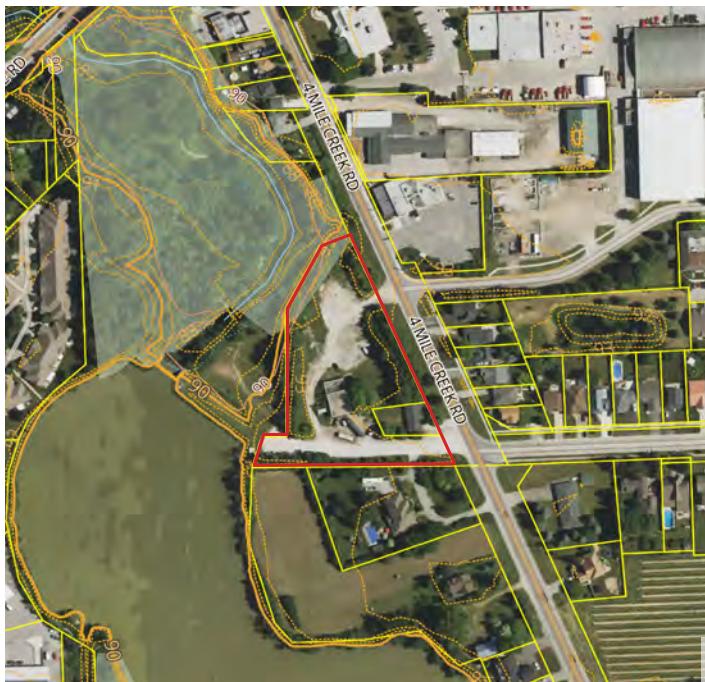
3.1 The Subject Lands

The Subject Lands are situated at the north-west corner of Four Mile Creek Road and Line Two Road in the Community of Virgil, Niagara-on-the-Lake. Comprising two parcels, they cover approximately 1.07 hectares (2.64 acres) with about 165 meters of frontage along Four Mile Creek Road. The Lower Virgil Reservoir, designated as Niagara Peninsula Conservation Authority (NPCA) regulated land, is located to the north-west.

Currently, the Subject Lands contain two low-rise buildings used for residential and storage purposes. The property at 1544 Four Mile Creek Road features a single detached dwelling with

a private driveway accessing Four Mile Creek Road. At 1546 Four Mile Creek Road, there is a single detached dwelling functioning as a small warehouse garage for marine and construction vehicle maintenance and repair, along with a private dirt road providing two access points to Four Mile Creek Road.

The surrounding area includes a mix of village commercial, residential, institutional, open space, and agricultural uses. Four Mile Creek Road runs along the eastern boundary of the Subject Lands, with Line Two Road to the east and Niagara Stone Road to the north.



 Subject Lands



Figure 3.1 : Aerial View of the Subject Lands

3.2 Surrounding Context

Figure 3.6 illustrates the surrounding context of the Subject Lands, which can be generally described as follows:

North: Village commercial and institutional uses are located immediately north, with the Niagara Stone Road Corridor further beyond.

East: Four Mile Creek Road runs along the eastern boundary, lined with low-rise residential dwellings. Further east, the area includes open space and institutional uses, such as Virgil Skatepark and Splash-pad.

South: Directly south are single detached residential dwellings, with lands outside the Urban Area Zone District located further beyond.

West: The western boundary features NPCA-designated non-provincially significant wetlands and non-sensitive treed woodland open space. Further west, the area transitions into residential and employment lands.



Figure 3.2 : View to the north along Four Mile Creek Road



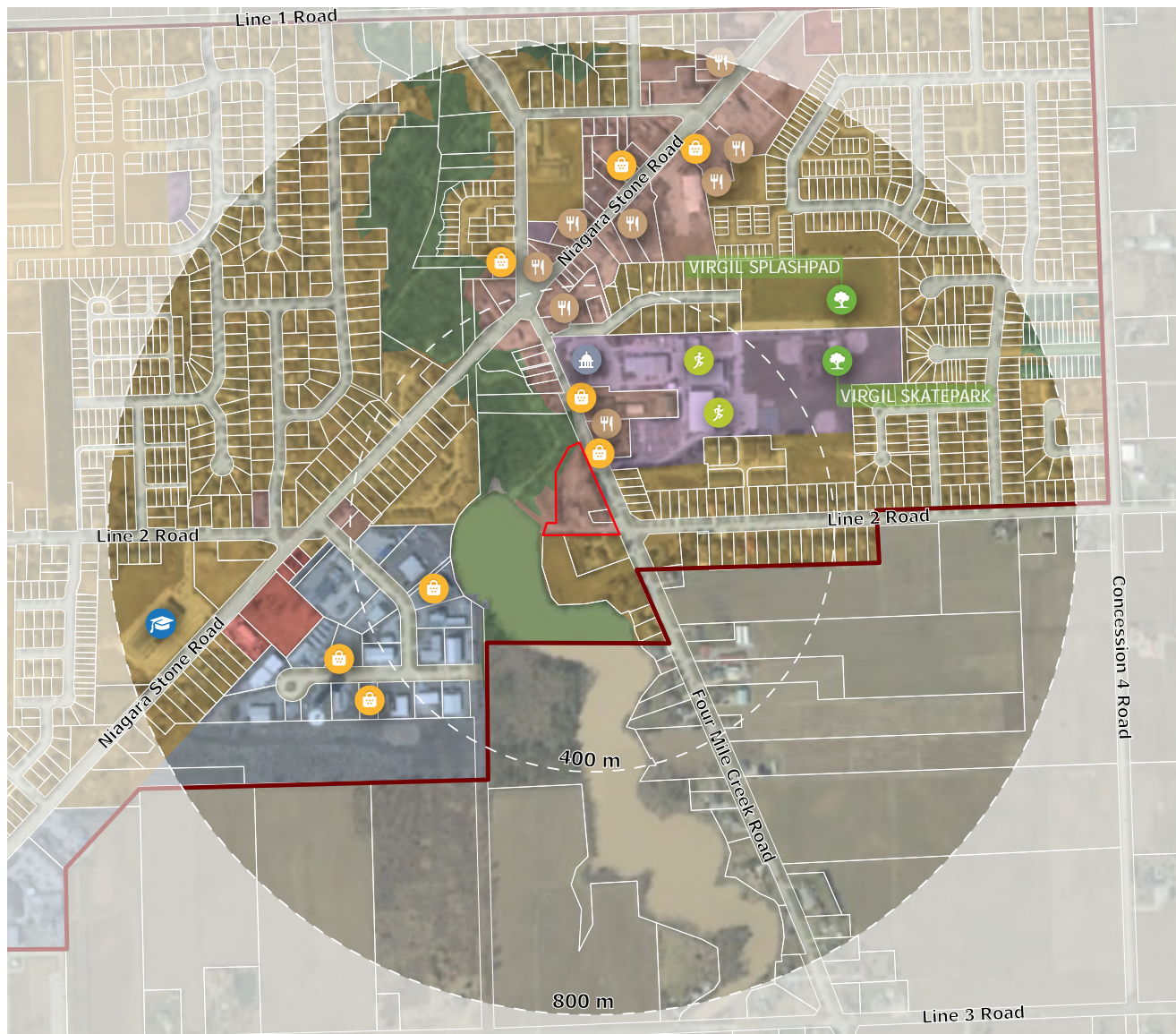
Figure 3.3 : Low density residential to the east



Figure 3.4 : View to the south along Four Mile Creek Road



Figure 3.5 : Wetlands to the west



LEGEND

- | | |
|--------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
| Subject Lands |  Parks |
| Settlement Area |  Arenas |
| Residential |  Restaurants |
| Mixed Use |  Commercial |
| Commercial |  Institutional |
| Employment |  Municipal Office |
| Community Facilities | |
| Conservation | |



Source : Niagara-on-the-Lake Official Plan Review -
Schedule B3 Land Use Plan-Virgil, Google Maps 2025,
VuMaps

Figure 3.6 : Context Map

3.3 Recent Development Context

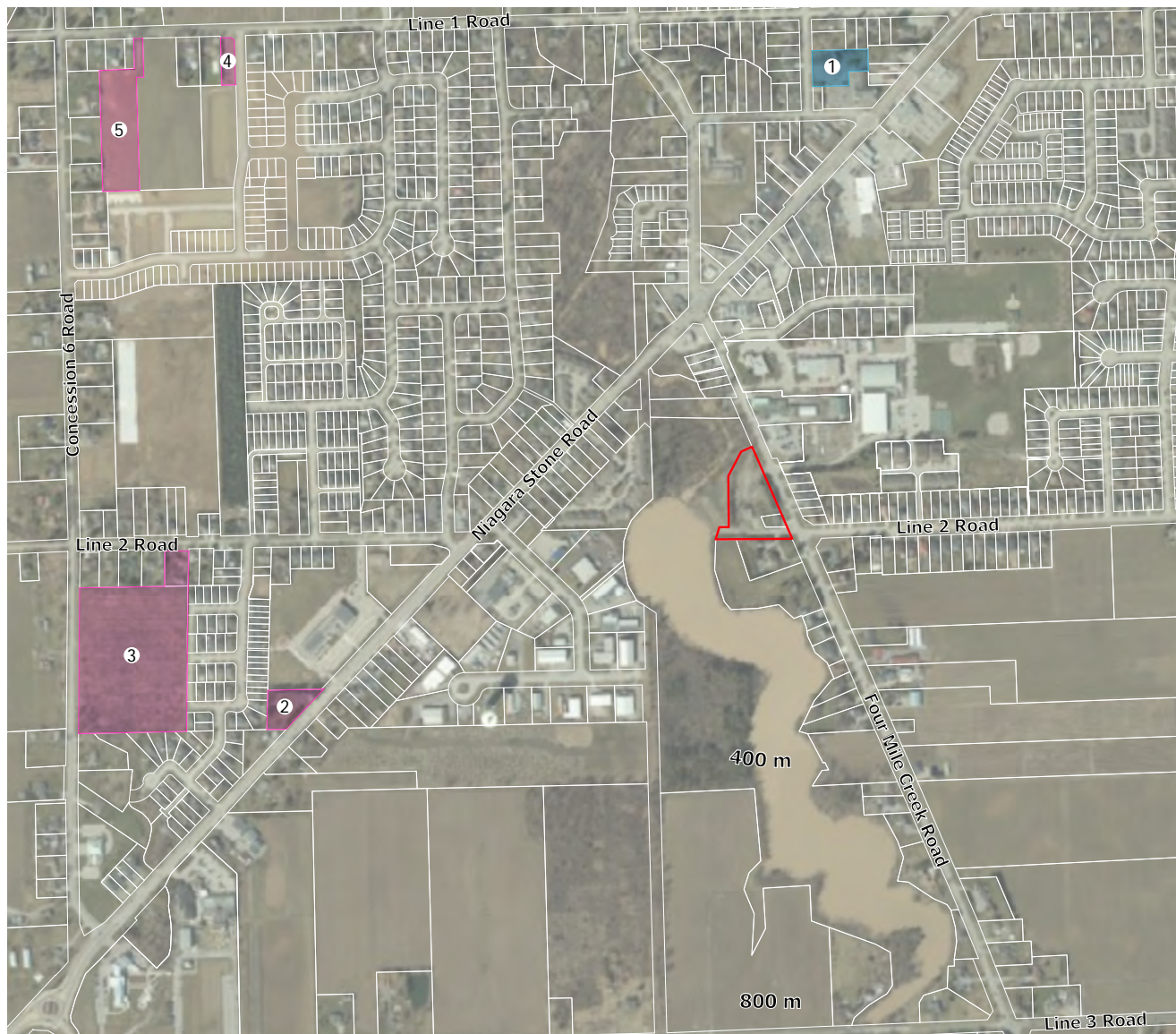
A review of the Town's development application database within a 1.5 km radius of the Subject Lands reveals several rezoning applications aimed at further subdividing single lots to intensify development and increase housing supply. Additionally, the research identified applications

for townhouse units and apartment buildings offering a variety of unit sizes as housing options in the Town of Virgil.

Some of these applications are illustrated in Figure 3.7 and summarized in Table 3.1.

No.	ADDRESS	TYPE	DESCRIPTION	STATUS
1	1570 Niagara Stone Road	OPA, ZBA, DPC	The applications would permit the condominium development of 14 townhouse dwelling units on a private road, in addition to a 4 storey apartment building consisting of 24 dwelling units.	Under Review
2	1320 Niagara Stone Road	ZBA	Rezone to "Virgil Community Zoning District - Residential (R1) Site-Specific Zone" to facilitate the creation of three new lots for new single-detached dwellings with shared driveway access to Niagara Stone Road.	Approved
3	431 Line 2 Road	ZBA	Rezoning received to permit future residential development.	Approved
4	451 Line 1 Road	ZBA	Rezone to "Virgil Community Zoning District - Residential (R2) Site-Specific Zone" to facilitate a severance to create a total of three lots for new single-detached dwellings.	Approved
5	Lands South of 419 Line 1 Road	OPA, ZBA, DPC	The applications would permit the condominium development of 10 townhouse blocks consisting of a total of 50 townhouse dwelling units on a private road.	Approved

Table 3.1 : Surrounding Developments Table



LEGEND

- Subject Lands
- Under Review
- Approved

Development Applications

- 1** 1570 Niagara Stone Road
Under Review // 14 townhouse dwellings and a 4 storey apartment 24 units
- 2** 1320 Niagara Stone Road
Approved // Single detached dwellings
- 3** 431 Line 2 Road
Approved // Rezoning to permit future residential development
- 4** 451 Line 1 Road
Approved // Single detached dwellings
- 5** Lands South of 419 Line 1 Road
Approved // 10 townhouse blocks 50 townhouse units



Source : Public Planning Notices and Planning Application Materials, Niagara-on-the-Lake, VuMaps

Figure 3.7 : Development Context

3.4 Transportation Context

The Subject Lands are situated east of Four Mile Creek Road, north of Line 2 Road, and south of Niagara Stone Road. A brief overview of the transportation context follows in this section, and

a comprehensive analysis of the transportation context is provided in the Transportation Impact Study (TIS) by LEA Consulting, prepared in support of this proposal.

3.4.1 ROAD NETWORK

Four Mile Creek Road is designated as an Arterial Road (Regional Road 100) in multiple planning documents, including Schedule J1 of the Niagara Regional Official Plan (ROP), Schedule G of the In-Effect Niagara-on-the-Lake Official Plan (OP), and Schedule E1 of the New Niagara-on-the-Lake OP. The maximum right-of-way (ROW) width is set at 20.1 metres, as outlined in Schedule M of the ROP.

Currently, Four Mile Creek Road is approximately 9.3 metres wide, featuring a two-lane roadway with curbed shoulders and a sidewalk on the east side that ends at Line 2 Road. The Niagara Region Transportation Master Plan (TMP) 2017 does not

indicate any planned or phased improvements to Four Mile Creek Road through 2041.

East of Four Mile Creek Road, Line 2 Road is classified as a Collector – Local Road in Schedule G of the In-Effect Niagara-on-the-Lake OP (Figure 3.8) and as a Collector – Municipal Road in Schedule E1 of the New Niagara-on-the-Lake OP (Figure 3.9), with a maximum ROW width of 26.21 metres, as identified in Schedule E2(i). Presently, Line 2 Road is approximately 9.7 metres wide and consists of a two-lane roadway with curbed shoulders, as well as bicycle lanes and sidewalks on both sides.

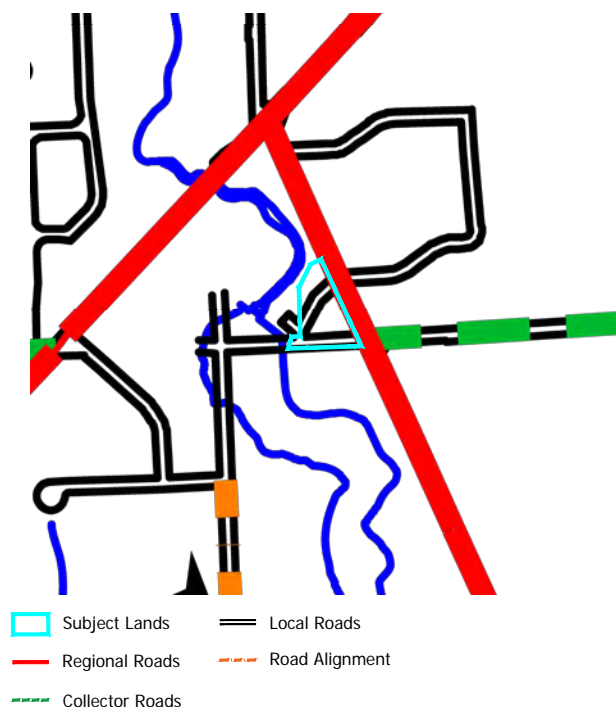


Figure 3.8 : Niagara on the Lake in effect OP Schedule G

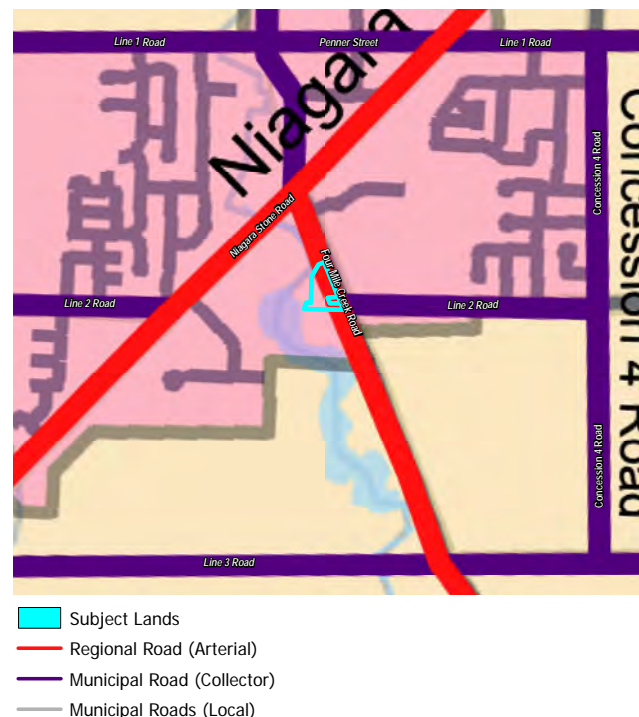


Figure 3.9 : Niagara on the Lake OP Review Schedule E1

3.4.2 PUBLIC TRANSIT

The Subject Lands are not currently served by a local or regional public transit system. However, the Niagara Region Transportation Master Plan (TMP) identifies plans to introduce both fixed-route and demand-responsive inter-

municipal transit as part of its Action Plan. Map 4 – Conceptual Transit Network of the TMP designates the Community of Virgil for Fixed-Route Transit implementation by 2041.

3.4.3 CYCLING & ACTIVE TRANSPORTATION

Cycling infrastructure near the Subject Lands is currently limited. Notwithstanding this, Niagara-on-the-Lake has a strong cycling infrastructure which connects through the Virgil Settlement Area. The Niagara Region Official Plan (OP) designates Four Mile Creek Road as part of the Strategic Cycling Network on Schedule J2 (Figure 3.10). The New Niagara-on-the-Lake OP identifies on-road cycling routes along Line 2 Road, as well as Four Mile Creek Road north of Niagara Stone Road and south of Line 2 Road on Schedule F (Figure 3.11). Additionally, multi-use

trails are planned along Niagara Stone Road and west of the Subject Lands, while municipal parks are located to the east.

The Niagara Region Transportation Master Plan (TMP) does not indicate any planned or infill link improvements to Four Mile Creek Road through 2041. Currently, Four Mile Creek Road has a sidewalk on its east side. The proposed development includes the addition of a sidewalk on the west side, providing street access to the planned commercial units.

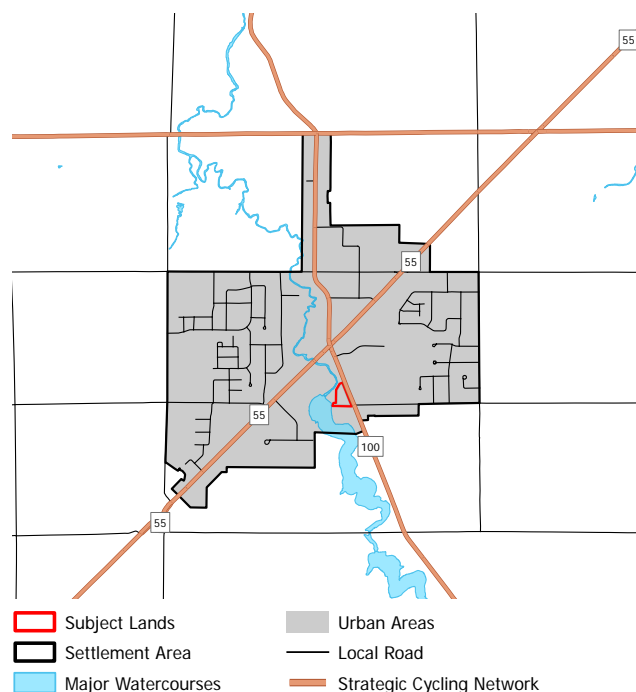


Figure 3.10 : Niagara ROP Schedule J2

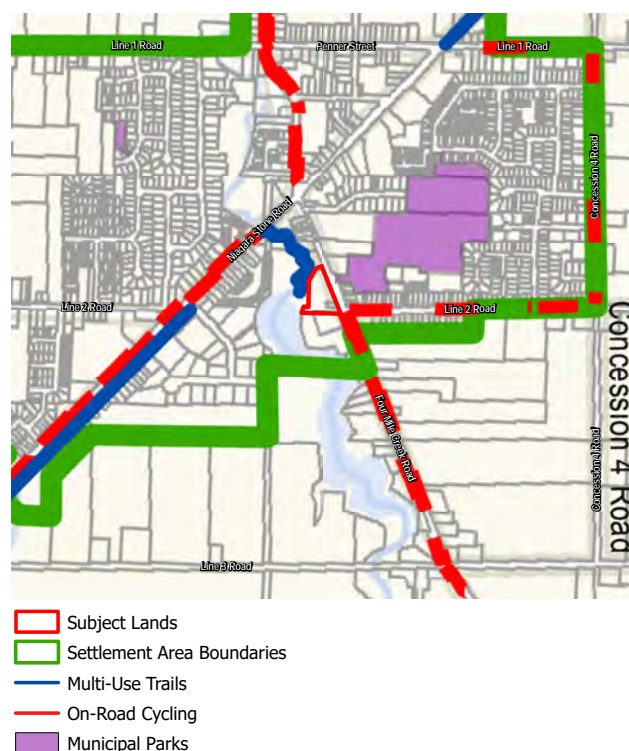


Figure 3.11 : Niagara on the Lake OP Review Schedule F

3.5 NATURAL FEATURES

According to Ministry of Natural Resources (MNR) mapping, the north-west portion of the Subject Lands is within NPCA Approximate Regulation Lands and contains a non-sensitive, wooded area. The natural features on and around the Subject Lands have been evaluated through an

Environmental Impact Study (EIS) conducted by Terrastory Environmental, as well as Phase One and Two Environmental Site Assessments prepared by EXP Services Inc., included with this application.

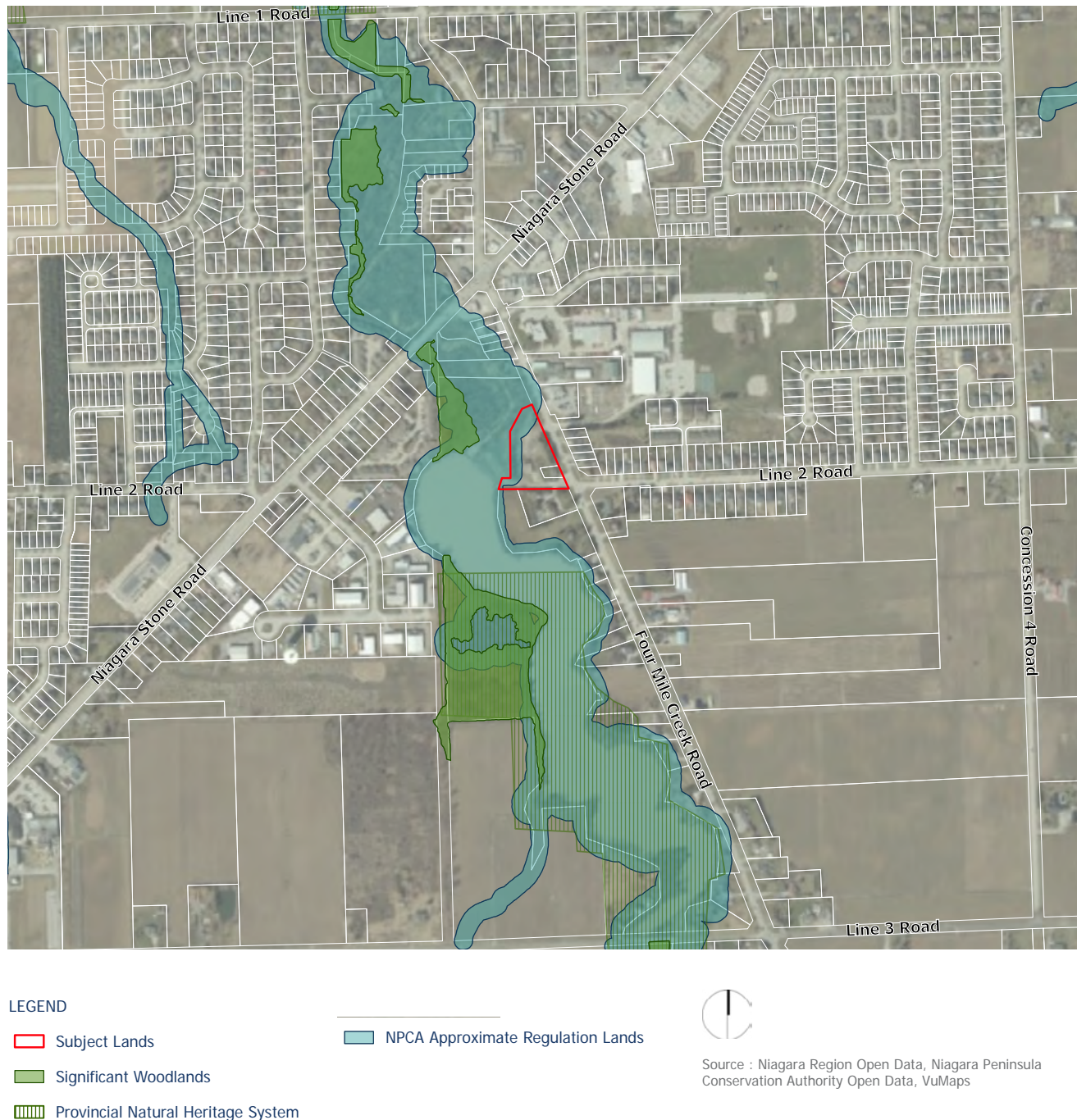


Figure 3.12 : Natural Heritage Systems, Wetlands, and Woodlands

4.0

The Proposal

4.1 Development Proposal

The proposed development application takes into account the provincial growth policies, the Town's objectives for employment and residential development, and the surrounding area's context. The proposed development aims to introduce a comprehensive mixed-use infill development on an underutilized 1.07-hectare site within the Virgil Community's Settlement Area, which is well-suited for redevelopment and intensification.

The proposal includes a two-storey commercial building that features 1,670 sq. m of commercial space fronting on to Four Mile Creek Drive, 79 sq. m of service space on the ground floor, and 1,749 sq. m of office space on the second floor. In addition, outdoor patios of 390 sq. m is also planned. The commercial uses will be aligned with Niagara-on-the-Lake's character, with potential tenants including a spa, coffee shop, or local convenience store that offers value to the community and activates the street. Specific uses will be confirmed at the site plan application stage.

The four-story residential building will feature 30 units of varying sizes, catering to a diverse range of potential residents. The development will also feature indoor and outdoor amenity spaces, such as balconies, a private playground (77 sq. m), an outdoor public art installation, a party room, a lounge, and a fitness centre. The development will include a total of 200 parking spaces across surface and underground parking. These spaces will be allocated at a rate of 1.17 spaces per residential unit, 1 space per 30 sq. m of outdoor patio space, 1 space per 28 sq. m of office space, and 1 space per 18.5 sq. m of commercial space. Additionally, short-term bicycle parking will be provided throughout the site, with 36 spaces for commercial and office users. For long-term storage, 29 residential lockers will be provided at a rate of one per unit.

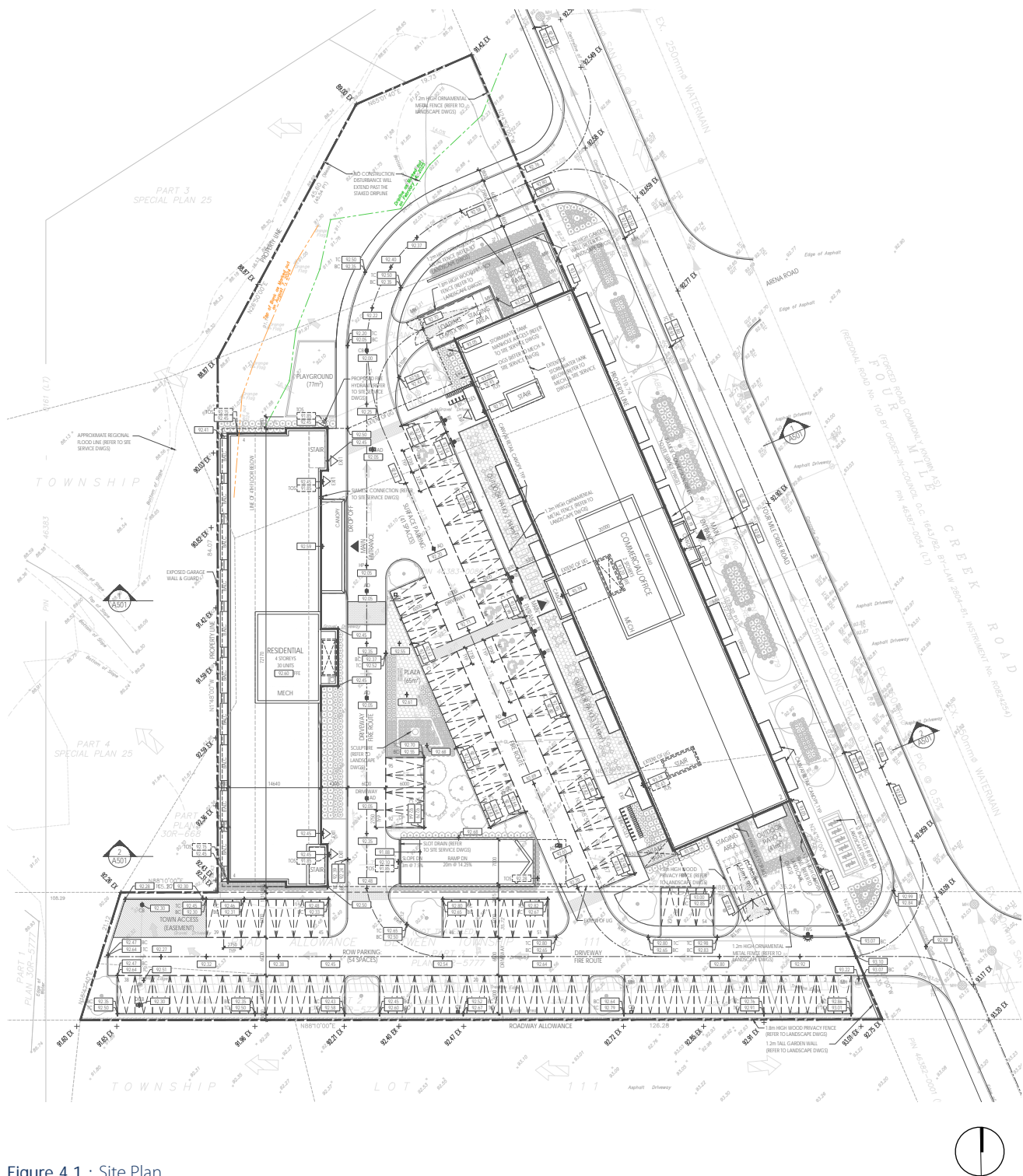


Figure 4.1 : Site Plan

4.2 Building Design & Site Planning

The proposed buildings are strategically located to optimize land use by providing commercial frontage along the main street and views towards the natural heritage areas. The development is designed to increase the local housing stock and integrate well within the surrounding neighbourhood, respecting the existing built form.

The total building footprint is 8,297.8 sq. m, with an FSI of 0.69. The site will provide a total of 3,508.4 sq. m of landscaped open space (33% of the site), including the private playground and green areas surrounding the buildings. A private local road will run through the site, with two access points off Four Mile Creek Road, improving connectivity between the site and surrounding areas for future residents and the broader community.

4.3 Transportation & Site Circulation

The development is designed to enhance connectivity for vehicles, pedestrians, and cyclists. The proposed private road will be 6 meters wide with two access points off Four Mile Creek Road, providing direct access to the buildings. A total of 200 vehicle parking spaces will be included, with 95 surface spaces for commercial and patio use and 105 underground spaces for office and residential use. Additionally, two loading spaces are planned within the commercial building, and six barrier-free spaces are included in the surface and underground parking areas.

Pedestrian access will be provided through internal sidewalks and pathways linking buildings, the playground, and public spaces, and a new sidewalk will be added along the west side of Four Mile Creek Road to improve walkability and activate the street along the commercial

frontage. The development will also support active transportation with access to existing cycling networks on Four Mile Creek Road and Line 2 Road. Short-term bicycle parking at grade will be provided to encourage visitors and commercial patrons to use non-vehicular modes of transportation.

As noted in the Traffic Impact Study and Parking Impact Analysis prepared by LEA Consulting, the development proposal supports multi-modal transportation, balancing the needs of vehicular and active transportation.

5.0

Policy Context

The existing design-related policy framework for the Subject Lands includes the Niagara Region Official Plan (ROP), the Town of Niagara-on-the-Lake's in-effect Official Plan (OP), the Niagara Model Urban Design Guidelines, and the Landscape Design Guidelines for Development Applications. This section delineates urban design-related objectives and policies within this regulatory framework relevant to the proposed

development. The following sections offer a summary of different aspects of the proposed design and their correlation with the key policies.

For a full analysis of the policy and regulatory framework, this Urban Design Brief should be read in conjunction with the Planning Justification Report prepared in support of this application.

5.1 Niagara Region Official Plan (May 2024)

The Niagara Region Official Plan (ROP) is the primary document guiding land use planning across the Region's twelve local municipalities. It outlines the goals, objectives, pillar statements, and policies that manage growth and direct physical change, while considering its impacts on the social, economic, and natural environments of the Region.

Adopted by Regional Council in June 2022 and approved with modifications by the Province on November 4, 2022, the ROP was later amended by Bill 150, the Planning Statute Law Amendment Act, 2023, and Bill 162, the Get it Done Act, 2024.

In the ROP, the Subject Lands are designated

within the 'Urban Area' structure and the 'Virgil Settlement Area,' as shown on Schedule A – Local Area Municipalities. They are also located within the 'Delineated Built-Up Area' on Schedule B – Regional Structure (Figure 5.1) and fall under the 'Natural Environment Systems Overlay' on Schedule C1 – Natural Environment System Overlay and Provincial Natural Heritage Systems (Figure 5.3). According to the Ministry of Natural Resources (MNR) online mapping, the natural heritage areas north-west of the Subject Lands are classified as a 'Non-Sensitive Treed Wooded Area'. Additionally, in the ROP, Four Mile Creek Road is designated as a 'Regional Road' and part of the 'Strategic Cycling Network'.

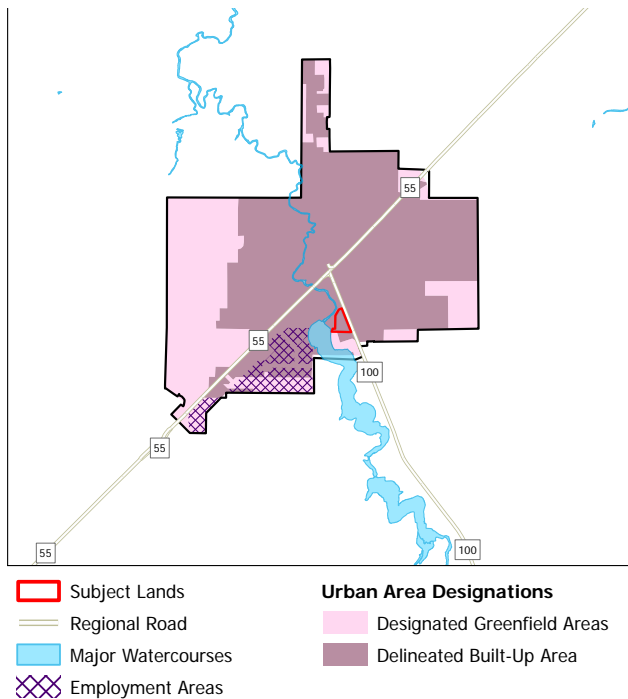


Figure 5.1 : NROP Schedule B – Regional Structure

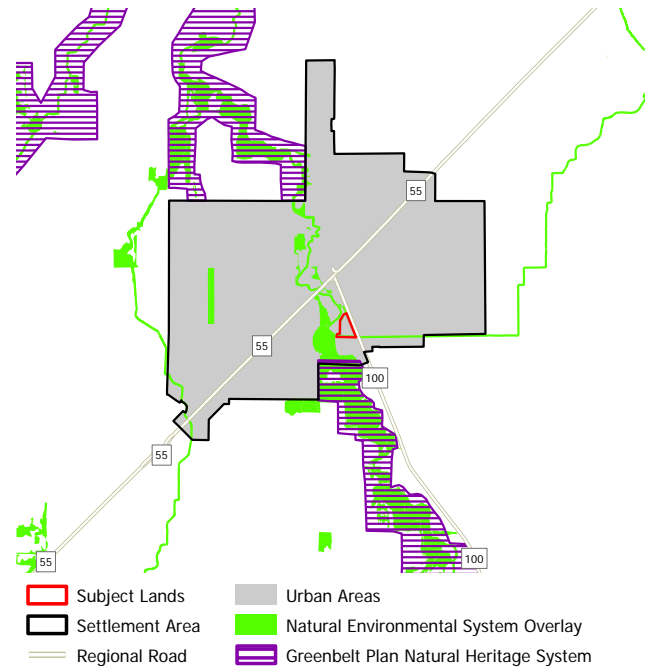


Figure 5.3 : NROP Schedule C1 – Natural Environment System Overlay and Provincial Natural Heritage Systems

5.2 Town of Niagara-on-the-Lake Official Plan (July 2017)

The Niagara-on-the-Lake Official Plan (OP) was adopted by the Town Council in 1994, with the most recent consolidation dated July 17, 2017. It outlines the Council's vision for the Town's long-term growth and development, serving as the framework for managing change through 2014.

The Subject Lands are designated as 'Service Commercial' and 'Conservation' and are located within the 'Wetlands Area,' as shown on Schedule C– Land Use Plan – Virgil (Figure 5.2). Additionally, they are identified as part of the 'Built-Up Area' within the 'Urban Area Boundary,' as outlined in Schedule I-2 – Official Plan Amendment #43.

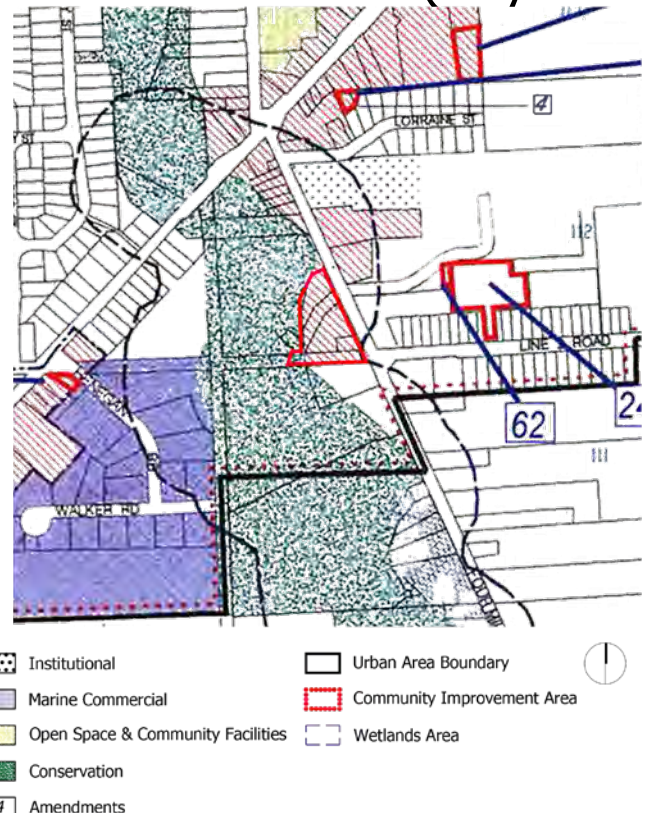
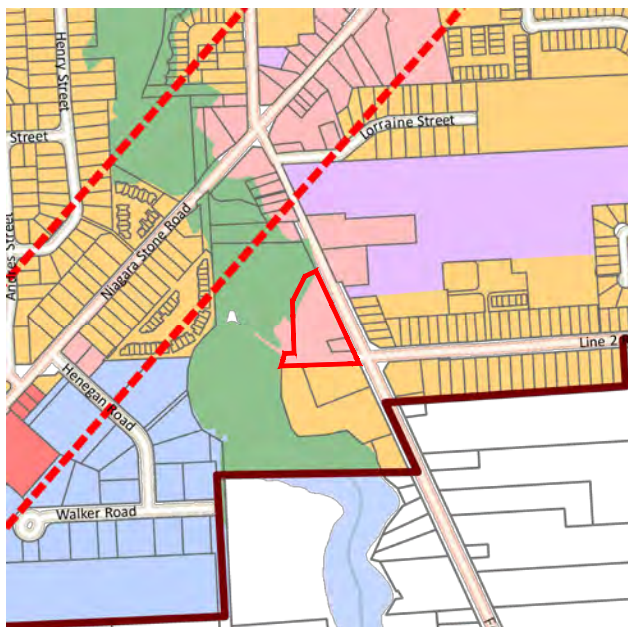


Figure 5.2 : OP 2017 Schedule C – Land Use Plan – Virgil

5.3 Niagara-on-the-Lake Official Plan Review (Aug 2019)

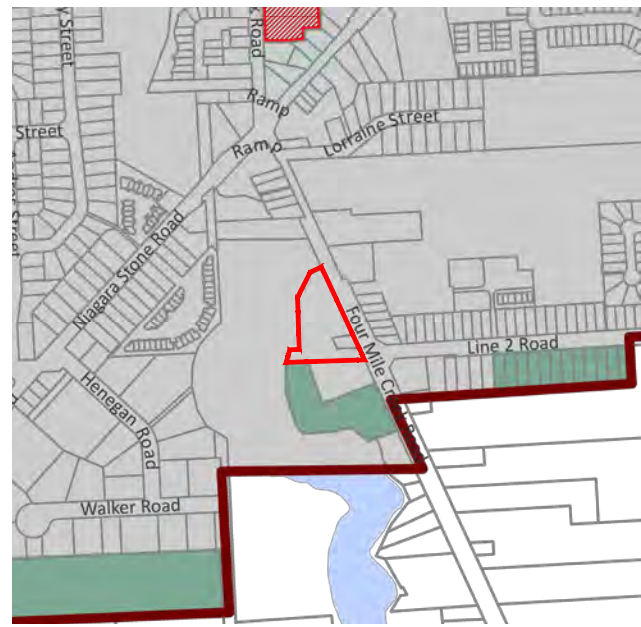
In July 2013, the Town initiated a review of its Official Plan (OP) and new OP was adopted by Town Council in October 2019 and submitted to the Region for approval. However, in March 2020, the Region paused the review process to focus on developing the new Niagara Region Official Plan (ROP). In December 2024, the Town resumed its OP review to update the adopted plan to align with the ROP, address various provincial policy and legislative changes introduced since 2019, and plan through to the 2051 horizon.

Currently, the Subject Lands are designated as 'Commercial' and 'Conservation,' as shown on Schedule B3 – Land Use Plan – Virgil (Figure 5.4). They are also identified as part of the 'Built-Up Area' within the 'Existing Settlement Area,' as per Schedule B7 – Growth Plans – Virgil (Figure 5.5), and are recognized within the Niagara-on-the-Lake Natural Heritage Features, as outlined in Schedule C – Natural Heritage System.



- | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|
| Subject Lands | Commercial |
| Settlement Area | Employment |
| Residential | Community Facilities |
| Established Residential | Conservation |
| Mixed Use | Niagara Stone Road Corridor |

Figure 5.4 : OP 2019 Schedule B3 – Land Use Plan – Virgil



- | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| Subject Lands |
| Existing Settlement Area |
| Intensification Areas |
| Greenfield Areas |
| Built Up Areas |

Figure 5.5 : OP 2019 Schedule B7 – Growth Plans – Virgil

5.4 Niagara Model Urban Design Guidelines (April 2005)

The Regional Municipality of Niagara's Model Urban Design Guidelines (April 2005) provide a framework for achieving high-quality urban design across the region. These guidelines establish best practices for creating vibrant, sustainable, and pedestrian-friendly communities by addressing elements such as streetscapes,

building form, public spaces, and landscaping. They serve as a reference for municipalities to adapt and refine based on local needs, ensuring new developments contribute to cohesive, aesthetically pleasing, and functional urban environments.

5.5 Landscape Design Guidelines for Development Applications, Niagara-on-the-Lake (2021)

The Landscape Design Guidelines for Development Applications, Niagara-on-the-Lake (2021), provide direction on landscaping requirements for new developments, including site plans and subdivisions. These guidelines ensure that landscaping enhances streetscapes, public spaces, parking areas, and building

surroundings while promoting sustainability, aesthetics, and ecological integrity. They help maintain the Town's character by outlining best practices for plant selection, hardscaping, and green space integration, contributing to a visually appealing and functional built environment.

6.0

Detailed Design Direction

This section provides a review and assessment of the policy and regulatory framework applicable to the Subject Lands and the proposed development. Each sub-section analyses and identifies how the proposed development complies with the policies and guidelines, and contributes positively to the area.

The following are the abbreviations used in this section:

- Niagara Region Official Plan (2022) – **NROP**
- Town of Niagara-on-the-Lake Official Plan (July 2017) – **OP 2017**
- Niagara-on-the-Lake Official Plan Review (August 2019) - **OPR 2019**
- Niagara Model Urban Design Guidelines (2005) - **UDG**
- Landscape Design Guidelines for Development Applications, Niagara-on-the-Lake (2021) - **LDG**

6.1 Building Placement & Setbacks

In response to: NROP – Section 6.2.2.10; OP 2017 – Sections 6.7(a), 6.21, 6.29; UDG – Sections 4a.2(f), 4a.3(a), 4c.2(a,b), 4c.6(f), 4g.6(c); LDG – Section B8.1

The Subject Lands are situated west of Four Mile Creek Road and east of the NPCA lands. The development is oriented to address Four Mile Creek Road, with the commercial building framing and providing presence along the streetscape, while the quieter residential building faces the natural heritage area. A central courtyard between the two buildings provides circulation space and outdoor amenities.

The commercial building is positioned at the eastern property line, reinforcing a strong street presence with active ground-floor uses and direct pedestrian access from the public sidewalk. Public realm enhancements along Four Mile Creek Road will further contribute to a vibrant streetscape.

The residential building is set back 3.1 metres from the western property line, offering unobstructed views of the natural heritage area. Each unit features a private outdoor space with 2.12-metre-deep balconies on the ground floor, 2.7-metre-deep balconies on the second, and 4.28-metre-deep balconies on the third and fourth floors, overlooking the conservation lands, enhancing the connection to nature as a feature to the development.

Vehicular access is provided via two entry points on Four Mile Creek Road, located on either side of the commercial building, forming a functional loop for circulation.

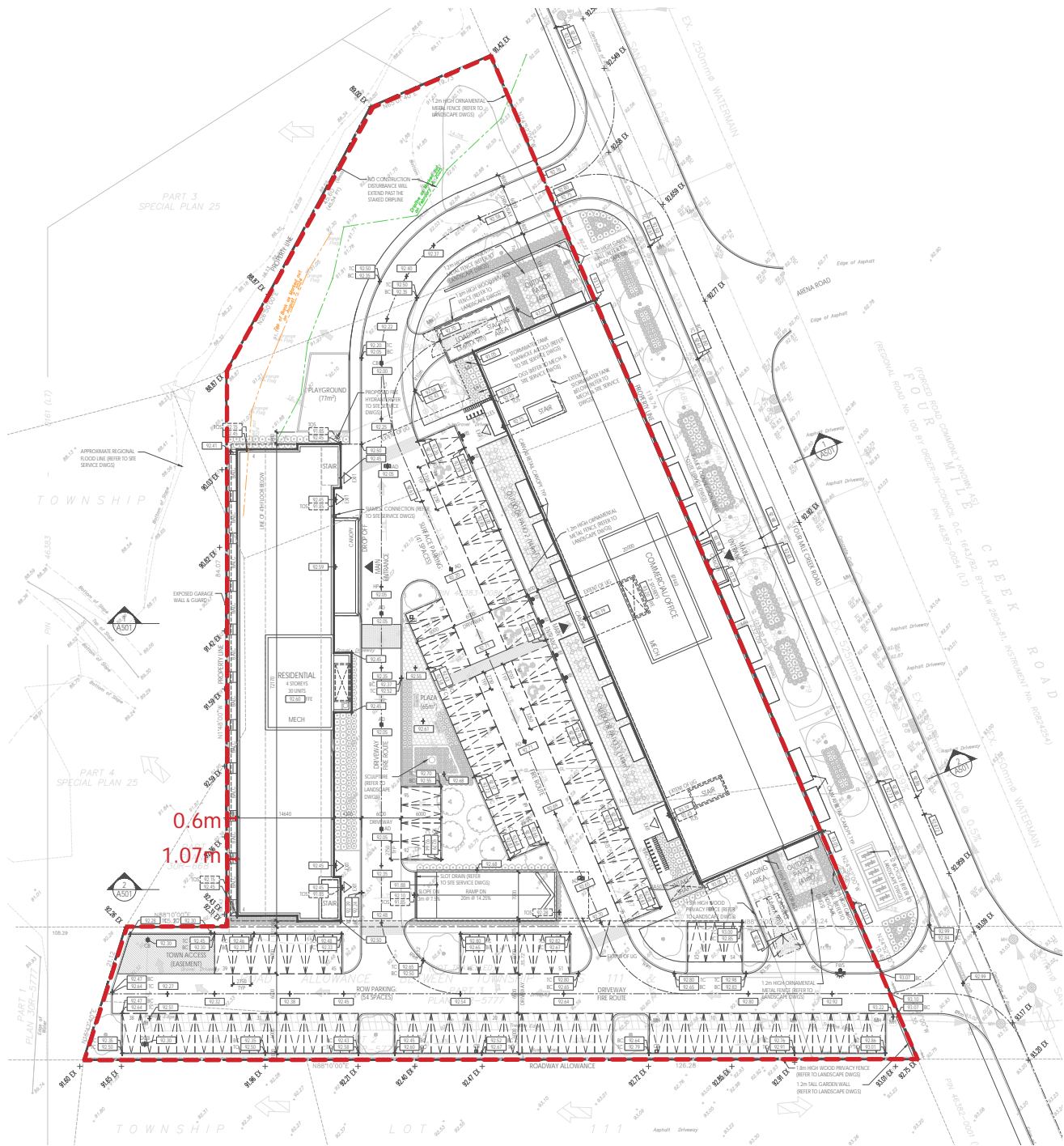


Figure 6.1 : Site Plan with Setbacks

6.2 Built Form, Massing and Materials

In response to: OP 2017 – Sections 6.4, 6.7, 6.17, 6.23; UDG – Sections 4a.1(2), 4a.6(d), 4a.1(1), 4a.7; 4c.1(2), 4c.3, 4c.6(e); LDG – Section B5b

As mentioned previously, the proposed commercial building will be two storeys in height and will have main entrances that front and face the Four Mile Creek Road public realm, while the residential apartment building will be 4 storeys tall and face the natural heritage areas.

The commercial building is 87.4 metres long. To mitigate building length, the façade is articulated with material changes and cornice changes in order to break up the visual appearance of the massing and to provide elements of visual interest. The main entrance to the building is articulated with materials to highlight. Additionally, provisions for signage are integrated into the façade design.

The four-storey residential building is designed with a distinct architectural composition, clearly defining its base, middle, and top sections. The base, consisting of the first storey, is clad in architectural precast and features prefinished

aluminium canopies along with expansive floor-to-ceiling windows that enhance the pedestrian experience. The upper levels are clad in brick, providing a cohesive and contextually appropriate aesthetic that integrates seamlessly with the surrounding area. Levels 2 and 3 are accentuated with linear windows, while a cornice feature visually separates the fourth level, creating a tiered effect that reduces the building's perceived mass. Additionally, vertical breaks are incorporated at the building's centre and two corners, where vertical circulation elements are located, further enhancing articulation and visual interest.

The orientation of a two-storey built form along the public realm and a four-storey built form internal to the site achieves built form transition as you move away from Four Mile Creek Road, allowing this development to be compatible with the surrounding context.



Figure 6.2 : Residential West Elevation



Figure 6.3 : Residential East Elevation

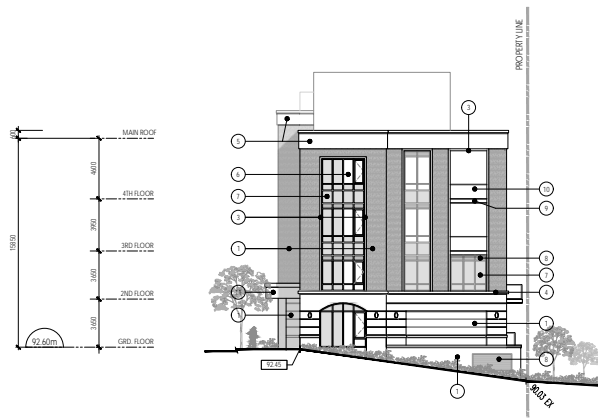


Figure 6.4 : Residential North Elevation

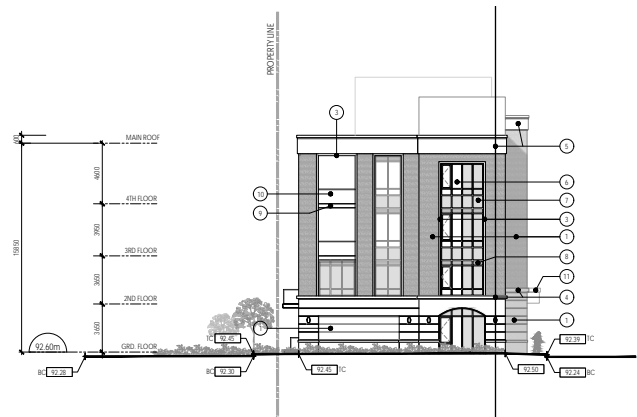
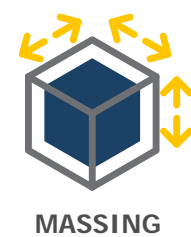
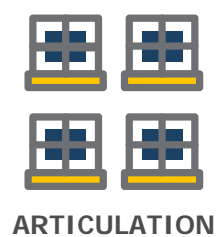


Figure 6.5 : Residential South Elevation



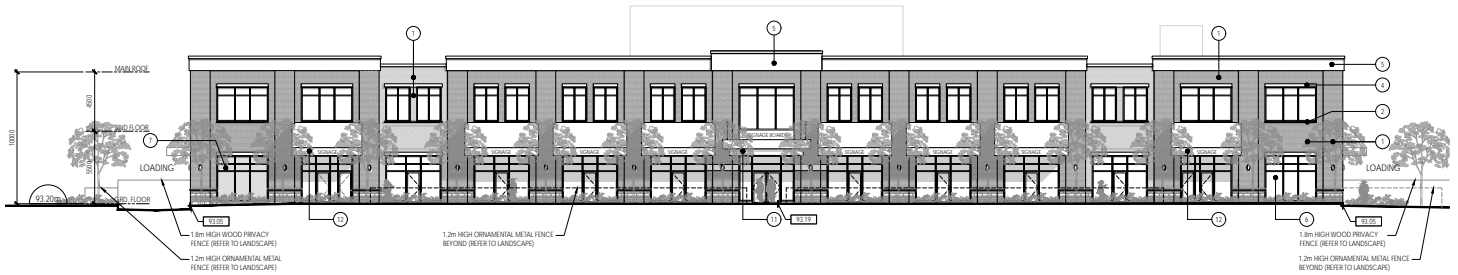


Figure 6.6 : Commercial West Elevation

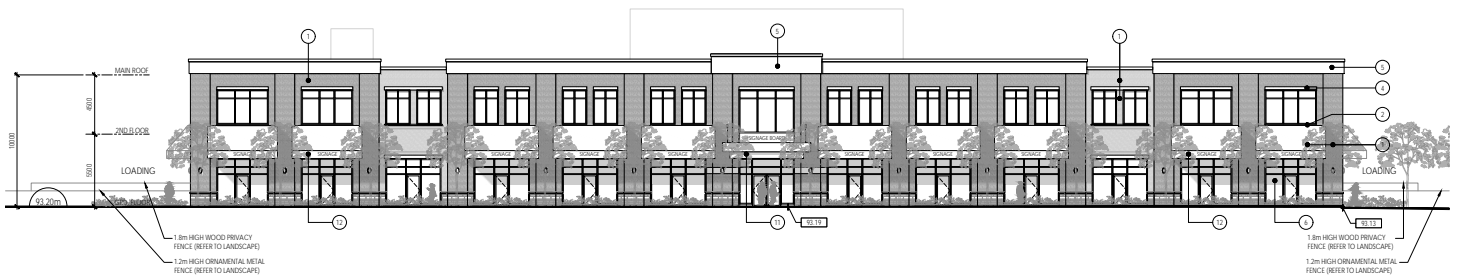


Figure 6.7 : Commercial East Elevation

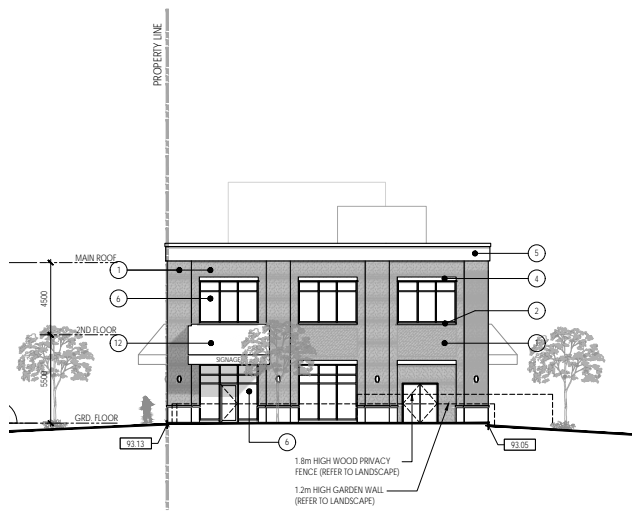


Figure 6.8 : Commercial North Elevation

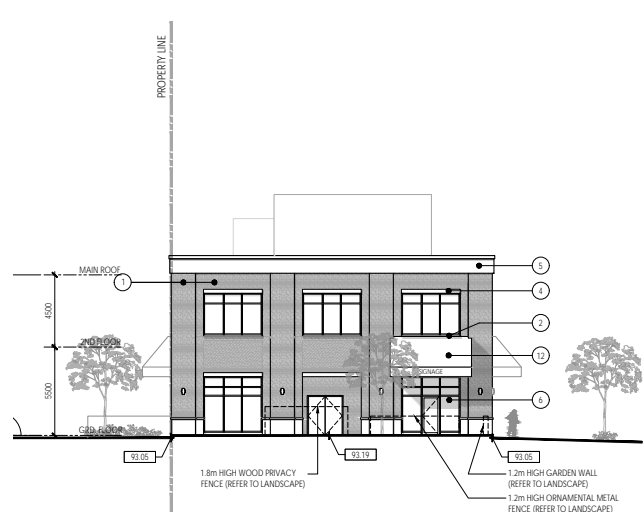


Figure 6.9 : Commercial South Elevation

6.3 Access and Circulation

In response to: NROP – Section 6.2.2; UDG – Section 4c.3(m,n,o); 4c.5(d), 4c.7; LDG – Section 4.2, 20.2 (3)(6), 20.3(6)

The proposed development features two points of vehicular access from Four Mile Creek Road, which connect via an internal looped private drive aisle situated within the central courtyard between the two buildings. The southern private road also includes an access easement to accommodate the Town's access needs to the rear of the property.

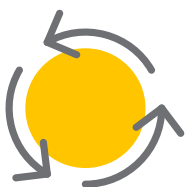
Surface parking is provided along portions of the internal driveway, primarily adjacent to the commercial building. In contrast, the section of driveway in front of the residential building remains free of surface parking to maintain an unobstructed, pedestrian-friendly environment. This area includes a dedicated drop-off zone near the building's main entrance. Sidewalks line both buildings, promoting safe and accessible pedestrian circulation throughout the site.

The central courtyard also includes a discreetly located ramp leading to the underground parking garage, positioned to remain out of public view.

Active transportation is supported by the inclusion of bike parking facilities within the courtyard, strategically placed near key access points to the commercial building. A total of 29 surface bike parking spaces are provided at various locations for all users, and 7 underground bike spaces are provided for office users.

The commercial building is oriented to Four Mile Creek Road, with ground-floor retail and service units accessed directly from the public sidewalk. Additional pedestrian access to the upper office spaces is provided at the rear of the building, with a primary entrance centrally located and two secondary entrances at either end.

The main entrance to the residential building is located on the eastern façade, slightly north of centre, and is complemented by additional access points at the building's corners through the stairwells, ensuring convenient access for residents and visitors alike.



CIRCULATION



ACTIVE

TRANSPORTATION

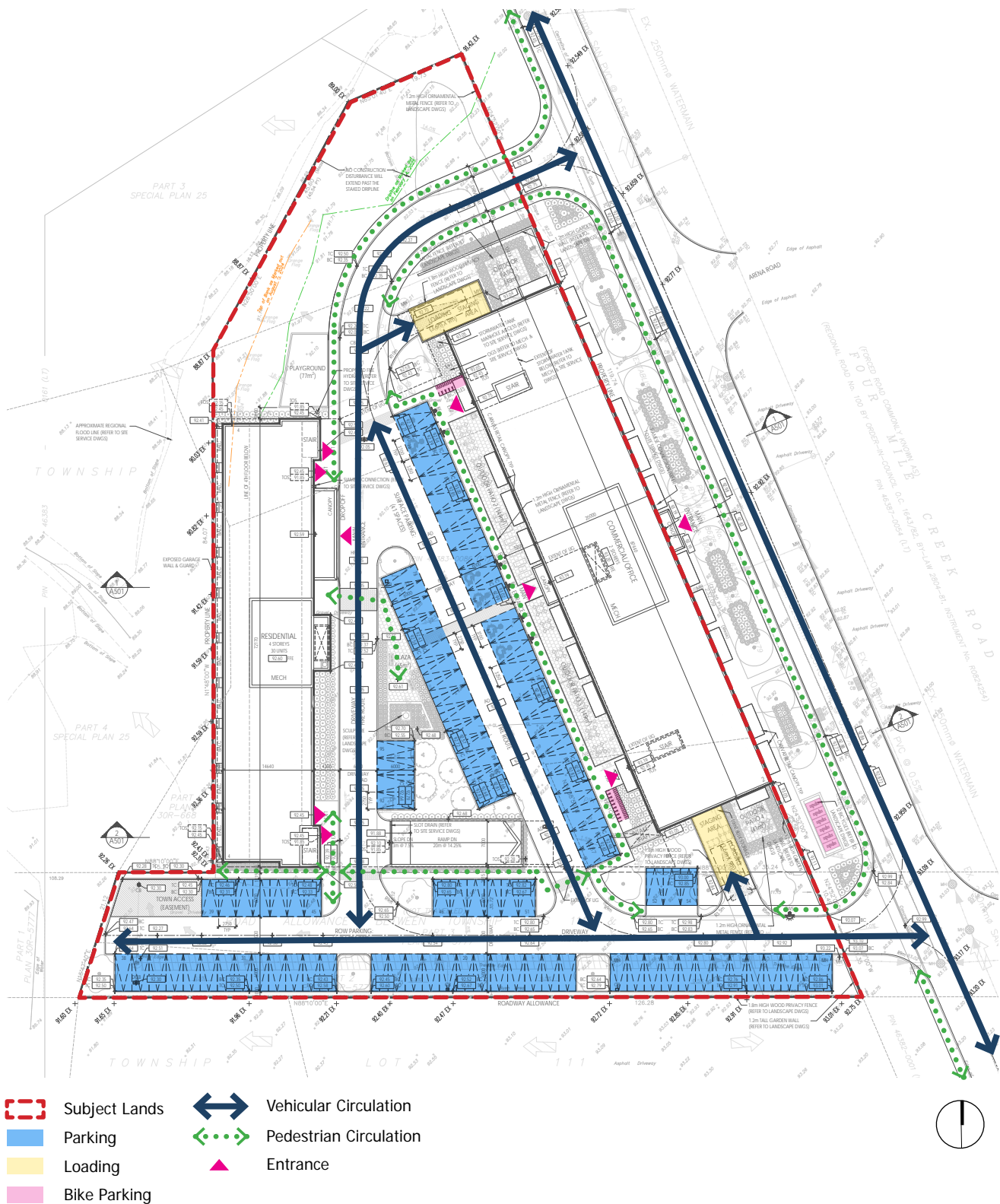


Figure 6.10 : Site Access and Circulation

6.6 Landscape & Amenity Areas

In response to: OP 2017 – Sections 6.7(b), 6.18, 6.22; UDG – Sections 4c.5(a,c), 4g.2(a); LDG – Section A4.5-4.8, B1a&b, B2b 2.5, B3a&b, B5a, B6, B8.2, B9.2-3

The proposal includes a mix of outdoor amenity areas to serve residents and users of the commercial and office components, with a strong emphasis on functionality, comfort, and visual appeal.

Public realm enhancements along Four Mile Creek Road feature generously sized planting beds with flowering shrubs, street trees and other street furniture that contribute to a welcoming streetscape. Short-term bicycle parking is proposed along the public sidewalk to promote active transportation and convenient access to the site.

Outdoor patios are located on both sides of the commercial building, providing a total of 89 sq.m. of usable space for patrons. These patios are buffered with landscaping to ensure a safe and comfortable environment. On the west side of the commercial building, additional landscaped areas accommodate two more patios totalling 298 sq.m., framed by low plantings that enhance visual interest while maintaining sightlines.

At the heart of the site, the central courtyard serves as a multifunctional space that includes surface parking, access to the underground

parking via a ramp, a shared plaza of 65 sq.m., and a landscaped area. This space is enhanced with buffer plantings, trees, and shrubs where appropriate. A public art sculpture anchors the plaza, offering a visual landmark and a focal point for the development's central gathering space.

Around the perimeter of the residential building, planting beds filled with shrubs soften the building edges and provide a natural transition to surrounding spaces. A 77 sq.m. playground is located to the north of the residential building, offering a safe and engaging space for children.

In addition to outdoor amenities, the residential building includes interior shared spaces such as a lounge and a fitness room on the ground floor, totalling to 85 sq.m. Each residential unit is also provided with private outdoor space in the form of patios at ground level and balconies on upper floors, oriented toward the adjacent natural heritage features.

Overall, the landscaping and amenity strategy is designed to offer a variety of high-quality spaces that accommodate users of all ages, support seasonal use, and contribute to a vibrant, liveable community.



PUBLIC REALM



STREET FURNITURE



FOCAL POINT



- Subject Lands
- Planting Areas
- Amenity Space
- Buffer Enhancement and Proposed Tree Replacement Area



Figure 6.11 : Landscape and Amenity Area

6.7 Parking, Loading & Service Areas

In response to: OP 2017 – Sections 6.7 (d), 6.21, 6.30; UDG – Sections 4a.8(f?, k), 4a. 10, 4c.6 (a-c); LDG – Section B1b 1.2, B8

As mentioned previously, a looped drive aisle connecting the buildings is contemplated. The proposed development funnels parking and loading towards the interior of the site with minimal vehicular obstructions along the main frontages.

Loading and staging areas are provided on either side of the commercial building and are accessed via the internal drive aisle, screened from public view through buffer planting.

The parking ramp to the underground parking level is located within the central courtyard and is screened from view with planting.

Surface parking is focused along the driveways, including the east-west drive aisle, and are avoided in front of the residential building. A total of 95 surface parking spaces are provided. Underground parking is provided over one level and totals 105 parking spaces for the office and residential users.



Figure 6.12 : Parking and Loading

6.8 Microclimate

In response to: NROP – Section 6.2.2. 11; OP 2017 – Sections 6.7(c?); UDG – Sections 4a.6(b), 4g.6;

A Shadow Study prepared by Icke Brochu Architects evaluates the impacts of the proposed redevelopment on key areas of interest, including adjacent residential properties, outdoor patio spaces, and the active frontage along Four Mile Creek Road. The analysis indicates that in March and September, evening shadows extend over areas such as the playground, central courtyard, and portions of the public realm. However, shadowing remains minimal during the summer months, particularly in June. Based on the simulated modelling, the study concludes that the proposed development will not result in any significant or adverse shadow impacts on these areas.

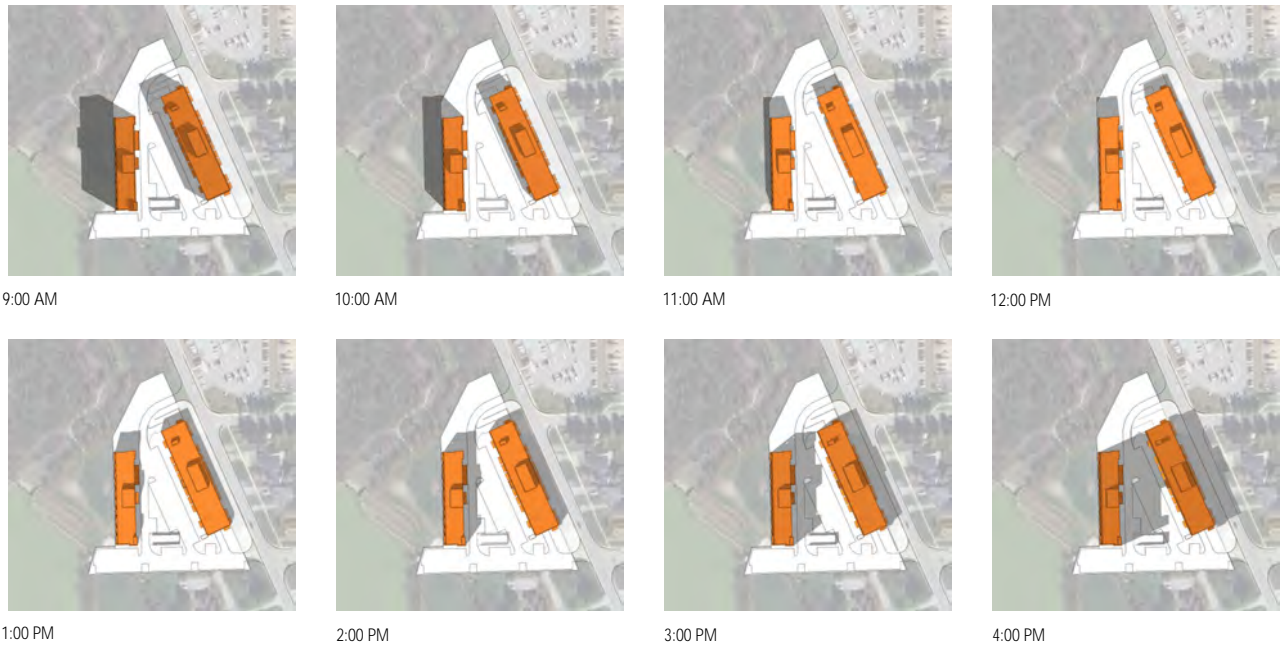


Figure 6.13 : March 21 Shadow Study

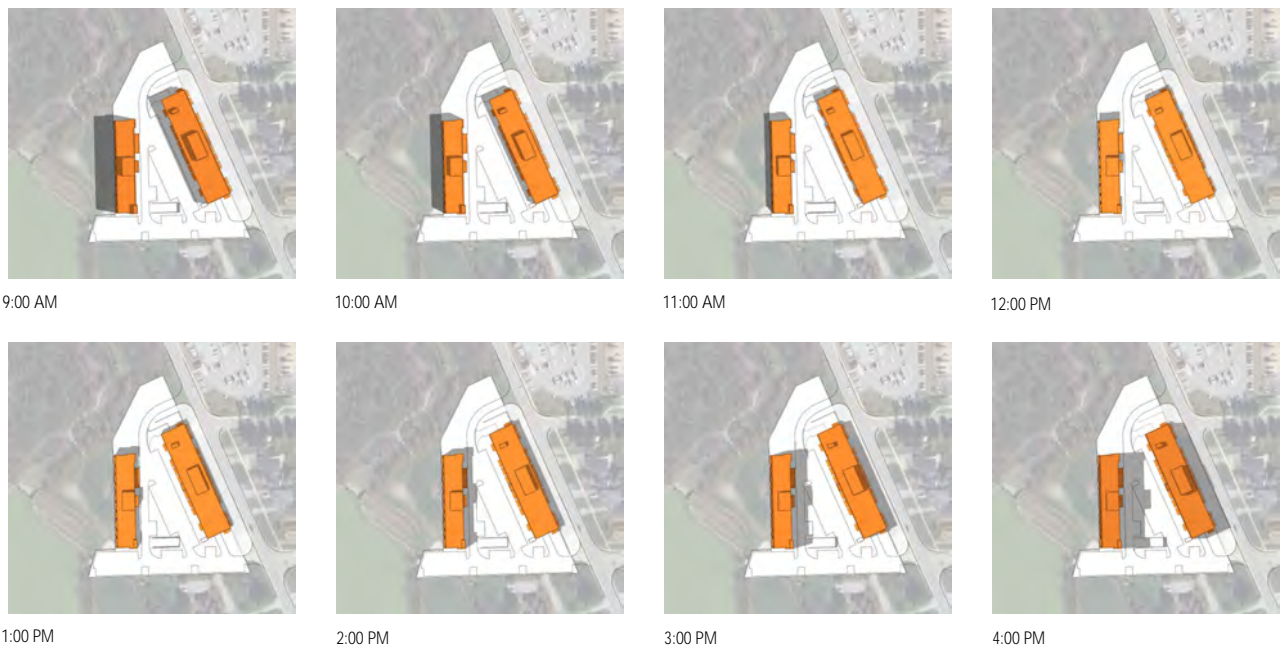


Figure 6.14 : June 21 Shadow Study

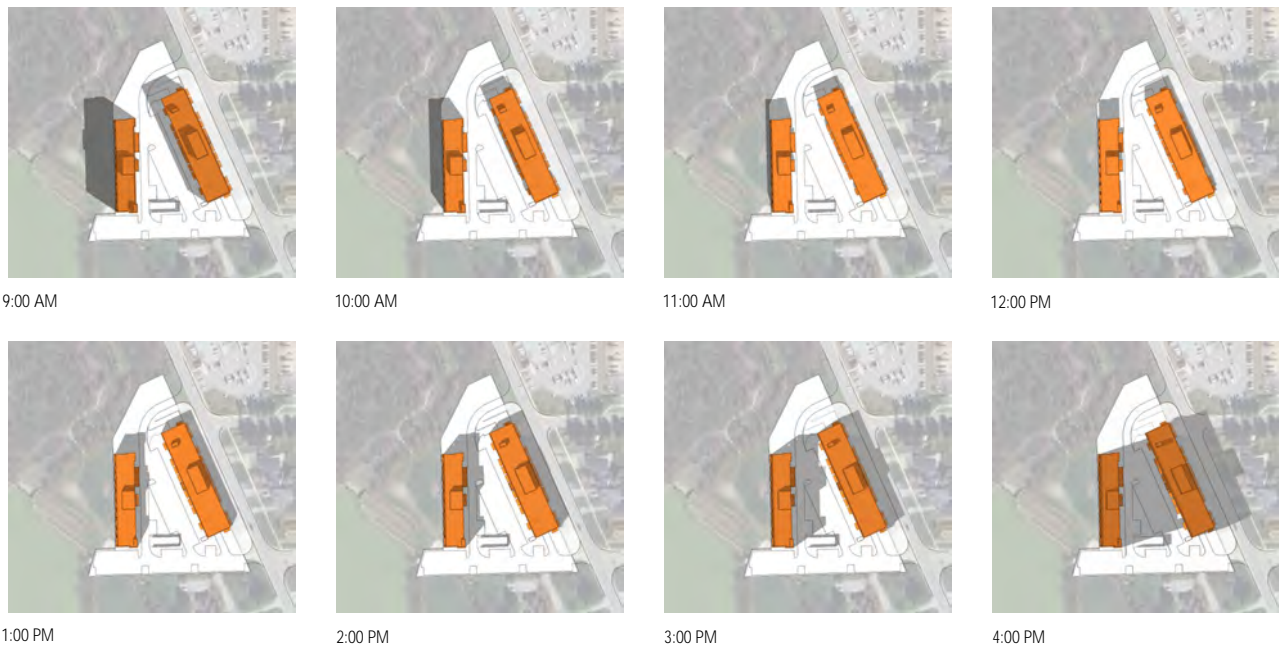


Figure 6.15 : September 21 Shadow Study

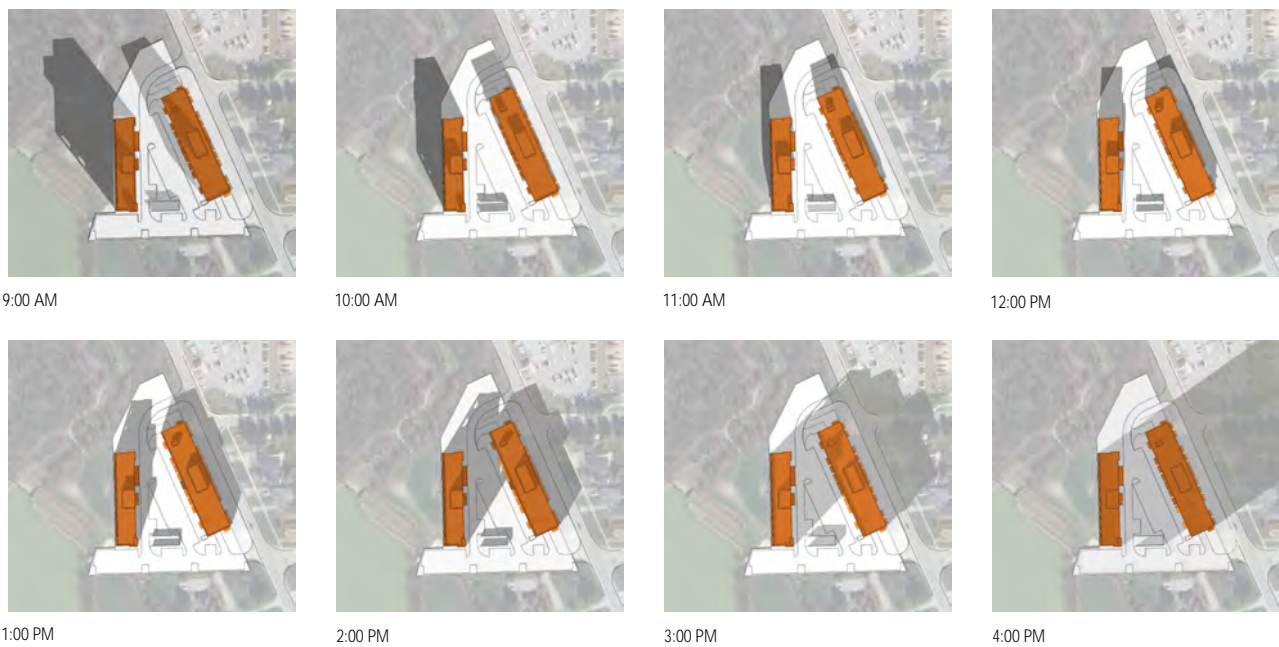


Figure 6.16 : December 21 Shadow Study

6.9 Sustainability

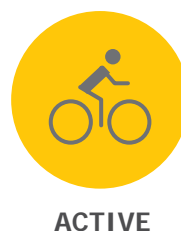
In response to: NROP – Section 6.2.2.10; OP 2017 – Sections 6.7(a), 6.21, 6.29; UDG – Sections 4a.2(c), 4a.2(f), 4a.3(a), 4a.4-5, 4a.6(c), 4c.2(a,b), 4c.6(f), 4g.6(c); LDG – Section B8.1

The proposed development considers several sustainable design practices to ensure the resiliency of the proposal, which will be further developed through the future stages of the design and approval process.

Related to built form, the compact form and shape of the proposed buildings will minimize heat gain and loss, or heat island effect. The mixed use nature of the site supports a live-work potential while also making it convenient to walk to available local shops on site. All buildings will be designed with a balanced glazing to solid-wall ratio, minimizing heat loss and gain while providing access to natural light. Additionally, natural ventilation with operable windows will be provided on all elevations, providing natural ventilation.

With a focus on community well-being, the proposed green spaces are designed to provide year-round amenities that cater to a wide range of users. The landscape design emphasizes the use of diverse, native, and drought-tolerant plant species, carefully selected to suit the site's conditions and ensure the long-term health and sustainability of the planting.

To support active transportation, the development incorporates bike parking both within the site and along the public sidewalk, helping to promote cycling and encouraging future connections to the Town's broader cycling network.



TRANSPORTATION

7.0

Streetscape Study

The Streetscape Study has been undertaken to define the built and natural features that shape the character of the delineated Study Area surrounding the Subject Lands. The Streetscape Study will analyse how the proposed development maintains, reinforces and complements the existing and planned context, having considered several attributes including lot frontage, lot area, lot depth, building setbacks, location of parking

and driveway, and landscaping. These attributes have been selected as they play a role in the visual quality and characters of the pedestrian and vehicular experience along the streetscapes.

The preparation of this Streetscape Study follows the Town of Niagara-on-the-Lake's draft Terms of Reference.

In response to (including but not limited to):

The Provincial policy Statement, 2020 - Sections 1,1.1 (a), (b), (c), (d), (e), (g); 1.1.3.1; 1.1.3.2; 1.1.3.3; 1.5.1 (a), (b), (d)

Growth plan, 2017 - Section 2.2.1 (a), (b), (c), (c), (e), (f); 2.2.2 (a), (b), (c), (d)

NROP – Sections 2.2.1.1 (a), (b), (c); 6.2.2.2; 6.2.2.3; 6.2.2.7 (a), (b), (c); 6.2.2.8; 6.2.2.9; 6.2.2.10; 6.2.2.11; 6.3.1.1

OP 2017 – Sections 6.4; 6.11; 6.18; 6.21; 6.29; 10.2 (1), (2), (6), (7), (9), (10)

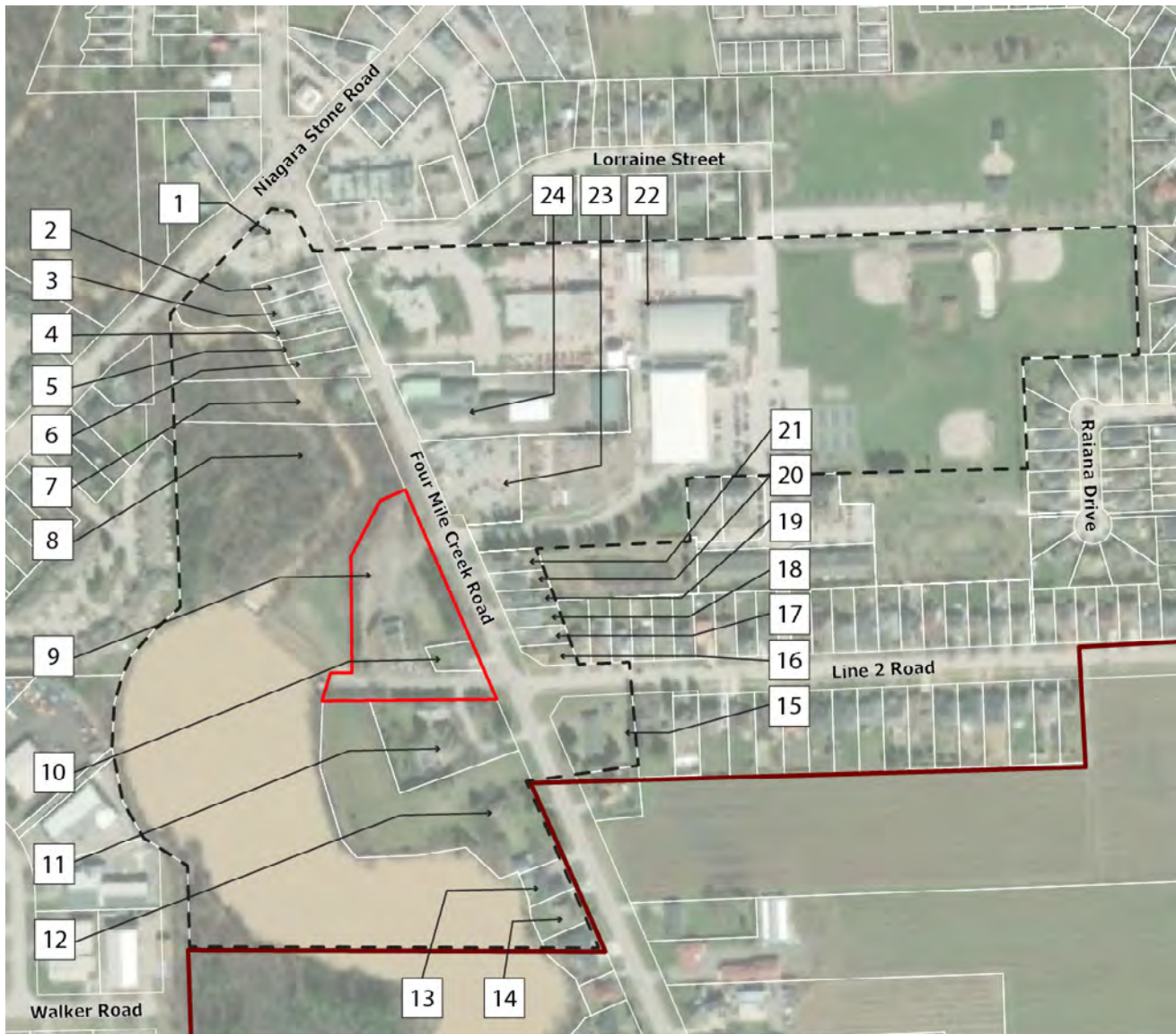
UDG – Sections 3a.1; 3a.2; 3a.3; 3a.5; 3a.6; 3b.1

7.1 Study Area

The Study Area (Figure 7.1) is determined by the Terms of Reference and encompasses the following:

- All the parcels fronting the west of Four Mile Creek Road between Niagara Stone Road to the north and the Settlement Area boundary to the south

- All the parcels fronting the east of Four Mile Creek Road between Lorraine Street to the north and the Settlement Area Boundary to the south.



LEGEND

Subject Lands

Study Area

Settlement Area

Figure 7.1 : Study Area

Source : Niagara Region Open Data, VuMaps

7.2 Block Face Analysis

The streetscape and overall public realm of the Study Area have been assessed through a Block Face Analysis, which examines the frontage width, land use, level of public interaction, and architectural character of individual parcels fronting Four Mile Creek Road.

The table below lists the various attributes of each lot within the Study Area:

Table 7.1 : Attributes Table:

No.	MUNICIPAL ADDRESS	DESCRIPTION	LOT AREA (sq.m)	LOT FRONT-AGE ON FOUR MILE CREEK ROAD	SETBACK FROM FOUR MILE CREEK ROAD (approx.)	HEIGHT (STOREY)	PARK-ING ORIENTATION	LANDSCAPING IN YARD ADJACENT TO FOUR MILE CREEK ROAD
1	1487 Niagara Stone Road	Gas station	4544.56	58.70	35.10	1	N/A	Less than 50%, Bushes/Landscaped Buffer
2	1598 Four Mile Creek Road	Zoned Commercial-Detached House	751.50	18	11.85	2	Front	Less than 50%, No buffer
3	1596 Four Mile Creek Road	Single Storey Commercial Strip	864.35	26.17	22.1	1	Front	Less than 50%, no landscaping
4	1594 Four Mile Creek Road	Detached House	648.74	18.03	11.46	2	Side	More than 50%
5	1590 Four Mile Creek Road	Detached House	734.90	20.94	12.52	1	Side	More than 50%
6	1586 Four Mile Creek Road	Detached House	978.12	33.34	21.08	2	Side	More than 50%
7	1582 Four Mile Creek Road	Detached House	4470.06	50.25	7.93	1	Front	Less than 50%, Bushes

No.	MUNICIPAL ADDRESS	DESCRIP-TION	LOT AREA (sq.m)	LOT FRONT-AGE ON FOUR MILE CREEK ROAD	SETBACK FROM FOUR MILE CREEK ROAD (approx.)	HEIGHT (STOREY)	PARK-ING ORIENT-ATION	LANDSCAPING IN YARD ADJACENT TO FOUR MILE CREEK ROAD
8	Conservation Lands	Conservation Lands	192304.78	71.86	n/a	n/a	n/a	n/a
9	1546 Four Mile Creek Road	Commercial Zone-Industrial?	9996.30	194.53	40.85	2	side	More than 50%
10	1544 Four Mile Creek Road	Detached House	688.35	32.42	9.31	1	Front	More than 50%
11	1536 Four Mile Creek Road	Detached House	5035.70	56.48	50.58	2	Side	More than 50%
12	1526 Four Mile Creek Road	Empty Lot	12116.51	115.43	30.15	2	n/a	More than 50%
13	1516 Four Mile Creek Road	Detached House	886.01	23.59	7.48	2	Front	More than 50%
14	1512 Four Mile Creek Road	Detached House	1030.7	25.75	7.87	2	Front	More than 50%
15	1533 Four Mile Creek Road	Detached House	2971.42	62.71	19.85	1	Front	Less than 50%
16	1541 Four Mile Creek Road	Detached House	491.88	30.60	1.05	1	Back?	More than 50%
17	1545 Four Mile Creek Road	Detached House	516.99	19.83	9.94	1	Front	More than 50%
18	1549 Four Mile Creek Road	Detached House	530.33	19.83	10.18	1	Front	Less than 50%

No.	MUNICIPAL ADDRESS	DESCRIPTION	LOT AREA (sq.m)	LOT FRONT-AGE ON FOUR MILE CREEK ROAD	SETBACK FROM FOUR MILE CREEK ROAD (approx.)	HEIGHT (STOREY)	PARKING ORIENTATION	LANDSCAPING IN YARD ADJACENT TO FOUR MILE CREEK ROAD
19	1553 Four Mile Creek Road	Detached House	543.66	19.83	12.07	2	Front	Less than 50%
20	1557 Four Mile Creek Road	Detached House	557.01	19.83	9.96	1	Front	Less than 50%
21	1561 Four Mile Creek Road	Detached House	678.68	23.55	8.12	1	Front	Less than 50%, bushes, Metal fence
22	3 Four Mile Creek Road	Large industrial block	98127.06	174.5	27.01	1	back	Less than 50%
23	1573 Four Mile Creek Road	Arena and Single Storey Commercial Strip	3730.29	95.02	1.35	1	?	Less than 50%
24	1579 Four Mile Creek Road	Single Storey Commercial Strip	7922.35	81.25	0?	1	Front?	Less than 50%
Average:			14630.01	53.85	16.72	1.36	Mainly Front	Mainly less than 50%

Four Mile Creek Road within the Study Area features a 20.1-metre right-of-way (ROW), comprising two drive lanes (one for each direction), landscaped boulevards with sidewalks located on the eastern side. Buildings fronting Four Mile Creek Road are predominantly one to two storeys in height. The proposed development on the Subject Lands responds to this established massing by situating a two-storey commercial building at the street edge, consistent with the scale of surrounding built form, while positioning a four-storey residential building toward the rear of the site.

The majority of parcels in the Study Area contain detached residential dwellings with an average lot area of 14,630.01 sq. m, generous front yard setbacks (average ranging between 50.58 m and 1.05 m and averaging 16.72 m) and frontage widths ranging between 18 and 50 m and averaging 53.85 m. This established building arrangement contributes to a sense of openness along the public realm, while supporting both passive surveillance (“eyes on the street”) and residential privacy, typical for single detached dwellings which dominate the streetscape. Heights of buildings range between 1-2 storeys with parking orientation mainly at the front, which is anticipated given the prevailing residential nature. While there is ample front yard landscaping adjacent to Four Mile Creek, it is mainly reflected as less than 50% of that front yard.

Within the Study Area, a single large industrial block occupies approximately 98,127.06 square m, with a total frontage of 174.5 m along Four Mile Creek Road. Located toward the northern portion of the site at the corner of Lorraine Street,

a two-storey building- setback approximately 27 m from the street - accommodates the Niagara-on-the-Lake municipal offices. Access and internal circulation are provided via a private driveway known as Arena Road, which serves a range of community-oriented facilities, including the Centennial Arena, Sports Park, baseball diamonds, and a skate-park located toward the rear of the site. Although it constitutes one continuous parcel, the block is functionally and visually fragmented by multiple structures and varied uses, giving the appearance of several smaller blocks. This layered composition helps the site integrate with the surrounding streetscape and neighbourhood character.

Two parcels in the Study Area include commercial uses and are oriented with minimal setbacks from the street, contributing to a more active frontage. These parcels have wider frontages, generally exceeding 80 m. Similarly, the proposed development incorporates commercial uses at-grade with a zero setback along Four Mile Creek Road, enhancing street-level activity. The design also includes upgraded boulevard landscaping to reinforce the pedestrian realm and improve the overall streetscape experience. Access to rear parking areas is discreetly located behind the commercial building, minimizing visual intrusion and maintaining the continuity of the public realm.

Lastly, an established gas station occupies the parcel along the south-west intersection of Four Mile Creek Road and Niagara Stone Road, and provides two small, landscaped islands along the frontages.



PUBLIC REALM



PASSIVE SURVEILLANCE


7.3 Streetscape Character

As mentioned previously, Four mile Creek Road has a ROW width of 20.1 m within this stretch of the Study Area. The following images show the streetscape character along various points of the street, from south to north, within the Study Area:

As illustrated in the images above, the character of Four Mile Creek Road shifts noticeably when

entering the Settlement Area from the south. The transition is marked by a change from wide boulevards without sidewalks to a more walkable, human-scaled environment defined by the introduction of sidewalks and reduced front setbacks. This shift also corresponds with lower vehicular speeds, reflecting a safer and more pedestrian-oriented setting.



 Subject Lands



CHARACTER



Figure 7.2 : Key Map of Streetscape Photos



Figure 7.3 : Streetscape Photo 1



Figure 7.4 : Streetscape Photo 2



Figure 7.5 : Streetscape Photo 3



Figure 7.6 : Streetscape Photo 4



Figure 7.7 : Streetscape Photo 5

The proposed development on the Subject Lands is located just within the boundary of the Settlement Area and serves as a key transition point into this pedestrian-focused zone. Through its active frontage and pedestrian-focused design, the development will contribute to a sense of arrival and reinforce slower driving behaviour.

Below is a street section illustrating the envisioned character along this portion of Four Mile Creek Road, from the natural heritage lands to the west of the Subject Lands to the adjacent property on the east side.

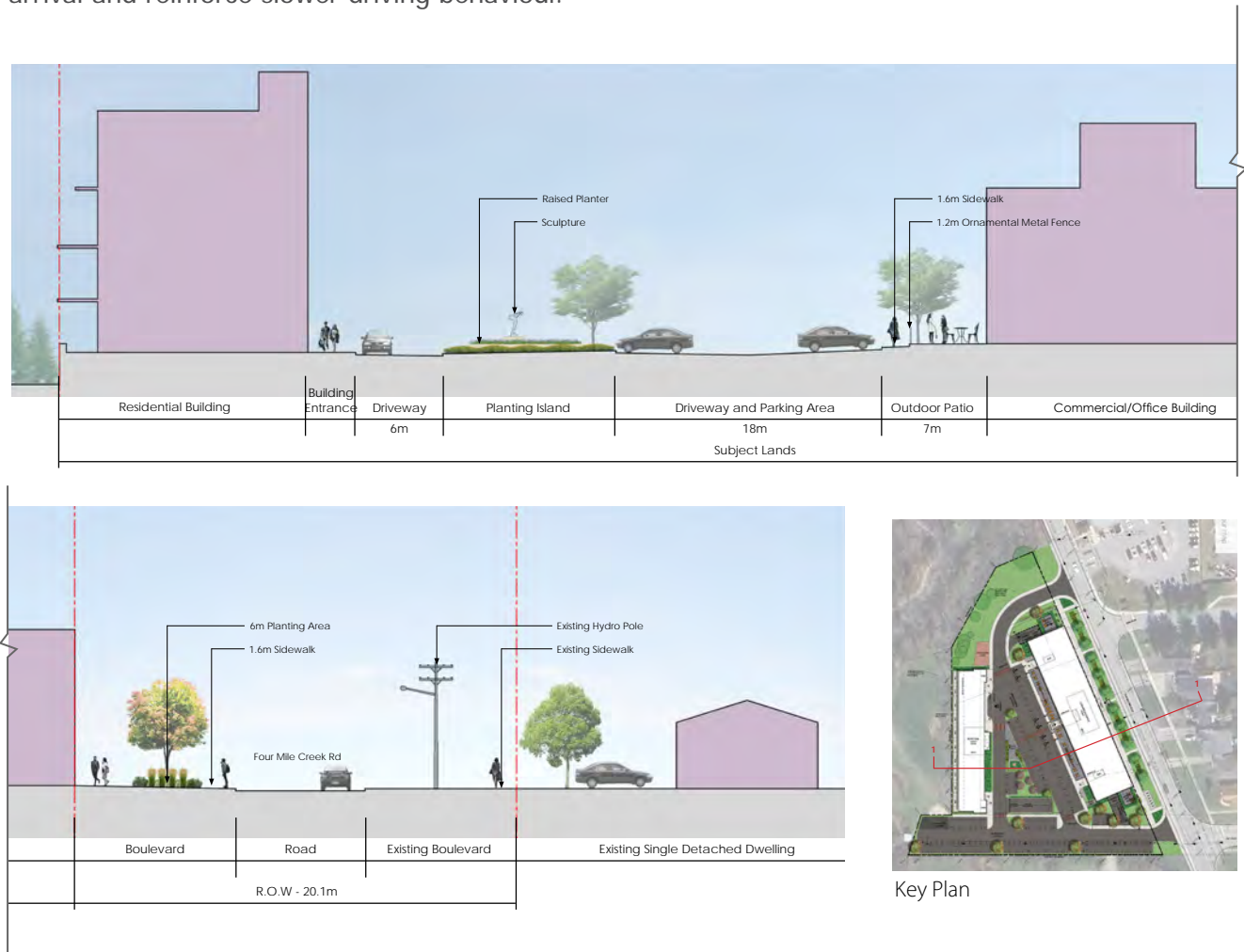


Figure 7.8 : Street Section

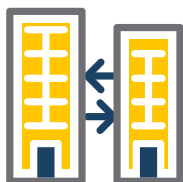
7.4 Architectural Character

The Study Area is defined by a mix of residential and commercial forms and lot configurations, reflecting both the area's rural roots and its gradual evolution into a more diverse and vibrant community centre for NOTL. Lot sizes, frontages, and setbacks vary significantly, contributing to a visually interesting and dynamic streetscape (Figure 7.9 to Figure 7.12).

The built form includes a blend of one- and two-storey dwellings—ranging from established cottages to larger newly constructed homes with more contemporary designs. This mixture of

traditional and modern architecture reinforces the community's unique charm and layered history.

In this context, the proposed development will integrate seamlessly with the surrounding fabric through the use of similar façade materials and architectural details as the surrounding context. The scale, design, and orientation are consistent with the established neighbourhood character and will contribute to the ongoing evolution of Virgil in a manner that respects its identity and character, and enhances its streetscape (Figure 7.13 and Figure 7.14).



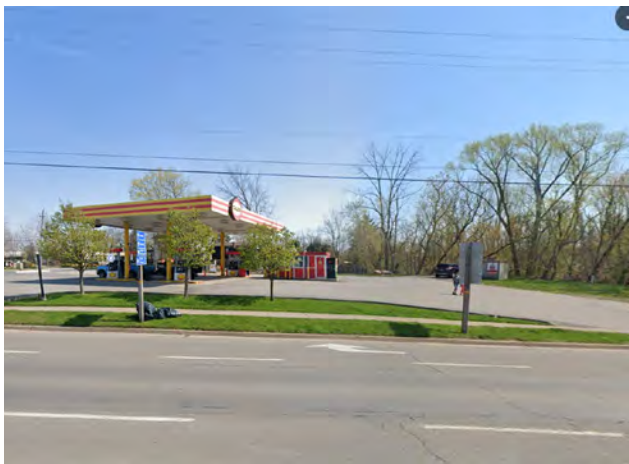
COMPATIBILITY



FACADE



CHARACTER



1487 Niagara Stone Road



1598 Four Mile Creek Road



1596 Four Mile Creek Road



1594 Four Mile Creek Road



1590 Four Mile Creek Road



1586 Four Mile Creek Road

Figure 7.9 : Existing Street Character Photos (Source - Google Earth) (contd.)



1582 Four Mile Creek Road



Conservation Lands



1546 Four Mile Creek Road



1544 Four Mile Creek Road



1536 Four Mile Creek Road



1526 Four Mile Creek Road

Figure 7.10 : Existing Street Character Photos (Source - Google Earth) (contd.)



1516 Four Mile Creek Road



1512 Four Mile Creek Road



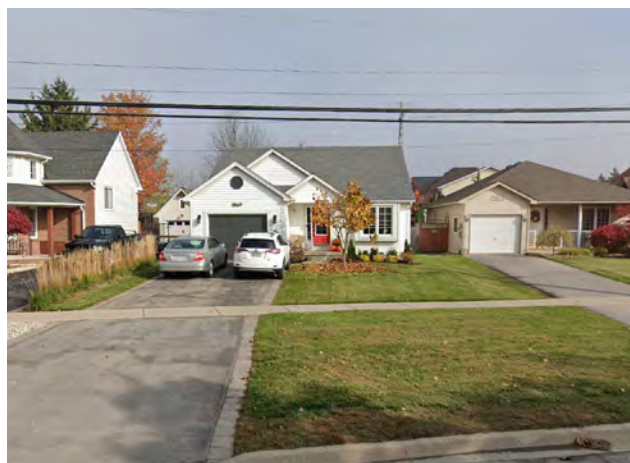
1533 Four Mile Creek Road



1541 Four Mile Creek Road



1545 Four Mile Creek Road



1549 Four Mile Creek Road

Figure 7.11 : Existing Street Character Photos (Source - Google Earth) (contd.)



1553 Four Mile Creek Road



1557 Four Mile Creek Road



1561 Four Mile Creek Road



3 Four Mile Creek Road



1573 Four Mile Creek Road



1579 Four Mile Creek Road

Figure 7.12 : Existing Street Character Photos (Source - Google Earth)

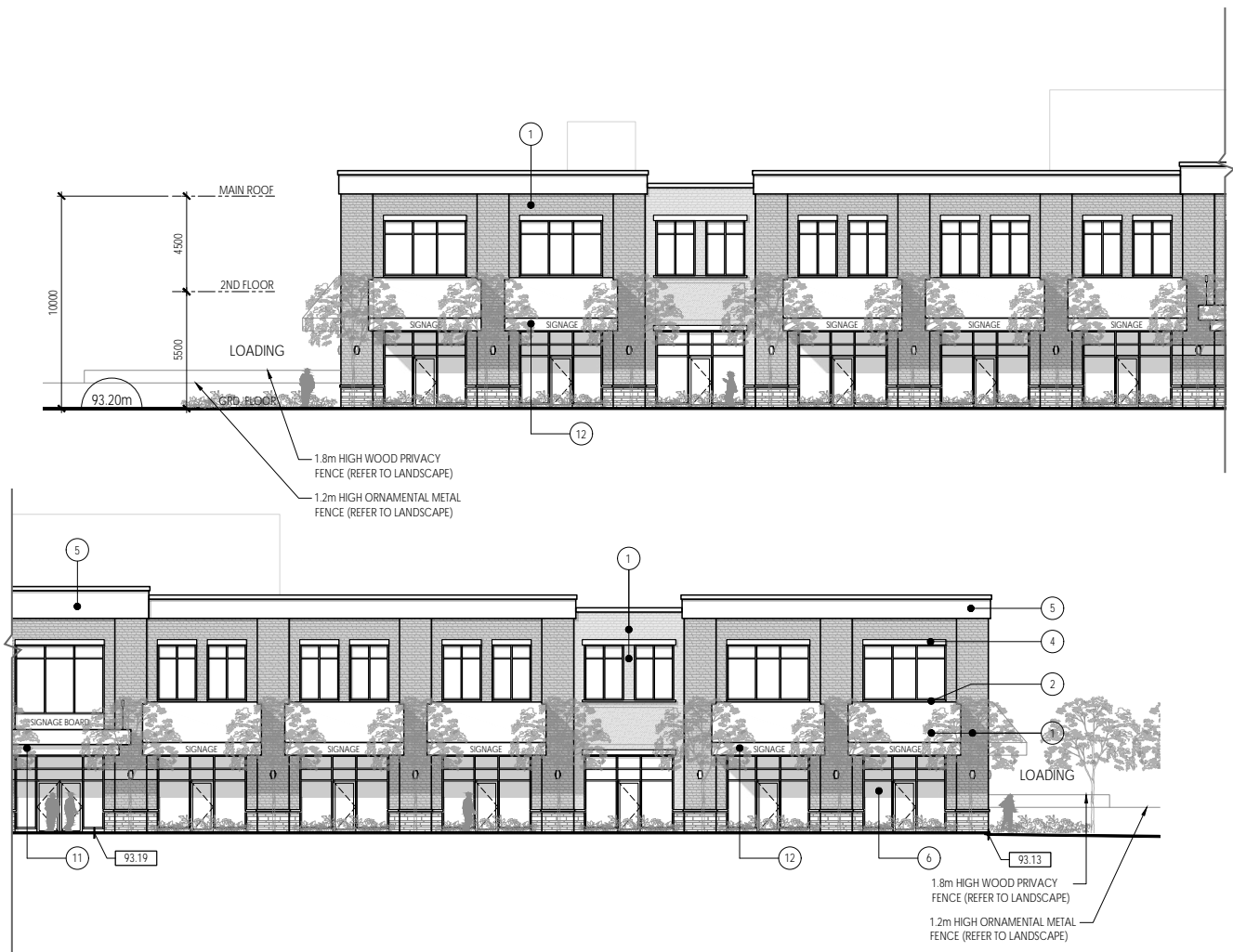


Figure 7.13 : Proposed Commercial Building East Elevation

MATERIAL LIST	
1	- BRICK OR PRECAST PANELS
2	- PRECAST WINDOW SILL
3	- PRECAST SURROUND
4	- PRECAST CORNING
5	- ARCHITECTURAL CORNICE
6	- DOUBLE GLAZED VISION GLASS IN PREFINISHED ALUM. FRAMING
7	- BACK-PAINTED SPANDREL GLASS PANEL IN PREFIN. ALUM. FRAMING
8	- PREFINISHED ALUMINUM LOUVRE (TO MATCH WINDOW FRAME)
9	- PREFINISHED ALUMINUM SLAB COVER (TO MATCH WINDOW FRAME)
10	- RAILING: PREFINISHED ALUMINUM FRAMING, WITH CLEAR GLASS BALCONY PANEL
11	- PREFINISHED ALUMINUM CANOPY
12	- CANVAS RETAIL CANOPY

Figure 7.14 : Material List

7.5 Conclusion

The proposed development on the Subject Lands responds to the existing streetscape character along Four Mile Creek Road by maintaining key elements such as building orientation, active frontages, architectural expression and landscape buffers appropriate for a commercial front facade. Through a careful balance of scale, massing, and setback conditions, the design reinforces the established elective character while introducing compatible new uses that support a vibrant, walkable environment in a gateway location for Virgil. This Streetscape Study demonstrates how the proposal contributes positively to the evolving fabric of Virgil, while respecting the unique context and identity of the community.

7.0

Conclusion

The proposed development represents a context-sensitive addition to the Community of Virgil, aligning with both regional and local planning objectives. It supports compact, mixed-use growth within a delineated built-up area, strengthens the public realm, and enhances connectivity with surrounding uses and natural heritage features. Through a combination of active ground-floor commercial uses, sensitively scaled residential development, and carefully designed outdoor amenity spaces, the proposal delivers a complete community experience.

The built form, landscape design, and circulation patterns have been shaped by the principles

of placemaking, walkability, and sustainability, with special attention given to architectural articulation, streetscape activation, and a strong relationship to the adjacent conservation lands. The proposal advances the Town's goals for intensification, housing diversity, and public realm improvements, while respecting the area's unique character.

In all, the development contributes meaningfully to the ongoing evolution of Virgil as a vibrant, liveable, and resilient community and reflects the Town's vision for responsible and high-quality growth.

MHBC

Design Terms



ACCESSIBILITY
Providing for ease, safety, and choice when moving to and through places



ACTIVE TRANSPORTATION
The use of human-powered transportation as alternative to motorized-transportation



ADAPTIVE REUSE
Converting an existing building uses into a new use



ANGULAR PLANE
A geometric measurement that maintains solar access and height transition



CHARACTER
The look and feel of an area, including activities that occur there



CIRCULATION
The movement patterns of people and vehicles through a site or community



COMPATIBILITY
Ensuring the size, form and character of a building fits relative to others around it



CONNECTIVITY
The ease of movement and access between a network of places and spaces



FINE GRAIN
A pattern of street blocks and building footprints that characterize an urban environment



FOCAL POINT
A prominent feature or area of interest that can serve as a visual marker



GATEWAY
A signature building or landscape to mark an entrance or arrival to an area



HEAT ISLAND EFFECT
Buildings and paved surfaces that retain and re-emit the sun's heat, resulting in higher temperatures in urban environments



MASSING
The effect of modifying the height and bulk of the form of a building or group of buildings



MAJOR TRANSIT STATION AREA
Areas within walking distance of an existing or planned higher order transit station



MICROCLIMATE DESIGN
Design strategies that create comfortable outdoor conditions for year-round use



NATIVE PLANTING
Plants from the same local ecology, used to improve biodiversity, reduce levels of maintenance and conserve water



PUBLIC REALM
Public spaces between buildings including boulevards and parks, where pedestrian activities occurs



RHYTHM AND PATTERN
The repetition of elements such as materials, details, styles, and shapes that provide visual interest



SETBACK
The orientation of a building in relation to a property line, intended to maintain continuity along a streetscape



STEP BACK
A recess of taller elements of a building in order to ensure an appropriate built form presence on the street edge



TRANSIT-ORIENTED COMMUNITY
Compact, mixed-use, pedestrian-friendly developments near public transit



TREE CANOPY
Cover and shade created by the layering of deciduous tree branches and foliage



URBAN FABRIC
The pattern of lots and blocks in a place



VIEW TERMINUS
The end point of a view corridor, often accentuated by landmarks



ANIMATION
Support sustained activity on the street through visual details, engaging uses, and amenities



ARTICULATION
The layout or pattern of building elements (e.g. windows, roofs) that defines space and affects the facade



BARRIER FREE
Public and private places and spaces, designed to accommodate persons of all ages and abilities



BUILT FORM
The physical shape of developments including buildings and structures



DESIRE LINE
Shortest or most easily navigated route marked by the erosion of the ground caused by human traffic



ECOLOGICAL RESTORATION
Strategies to enhance existing natural heritage systems for environmental benefits



FACADE
The exterior wall of a building exposed to public view



FIGURE GROUND
The visual relationship between built and unbuilt space



HEIGHT TRANSITION
The gradual change in height between buildings within a community



INFILL DEVELOPMENT
Development of underused lands within existing built communities to complete or densify those communities



LANDMARK
Highly distinctive buildings, structures or landscapes that provide a sense of place and orientation



LANDSCAPE BUFFER
Enhanced landscaping along property perimeters that protect privacy and promote compatibility



NODE
A place where activity and circulation are concentrated



PASSIVE SOLAR DESIGN
Building design and orientation that utilizes the sun to promote greater use of renewable energy and building comfort



PASSIVE SURVEILLANCE
Design techniques to enhance visibility and safety of public areas



PEDESTRIAN-ORIENTED
An environment designed to ensure pedestrian safety and comfort for all ages and abilities



STREET ENCLOSURE
The ideal ratio of street to building wall that promotes a walkable and comfortable pedestrian realm



STREET FURNITURE
Municipal equipment placed on streets, including light fixtures, fire hydrants, trash receptacles, signs, benches, mailboxes, news-paper boxes and kiosks



STREETWALL
The consistent edge formed by buildings fronting on a street



SUSTAINABILITY
Developing with the goal of maintaining natural resources and reducing human impact on ecosystems



VISTA
Direct and continuous views along straight streets or open spaces



WAYFINDING
Design elements that help people to navigate through an area (e.g. signs, spatial markers)



URBAN INTENSIFICATION
Increasing urban density and land use efficiency through re-development



WATER MANAGEMENT
Management of available water resources to promote water quantity, and its efficient use and reuse

