

Addendum to the Urban Design Brief & Streetscape Analysis

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

August 2025

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1.0 Introduction

The purpose of this Urban Design Brief and Streetscape Analysis Addendum (“Addendum”) is to evaluate the revised site plan in relation to urban design and streetscape considerations for the active Official Plan & Zoning By-law Amendment applications under File # OPA-03-2025 and ZBA-03-2025. The Subject Lands are located at 1839 Four Mile Creek Road in the Town of Niagara-on-the Lake and owned by Harvest Heights. The information in this Addendum should be read in conjunction with the previously submitted Urban Design Brief and Streetscape Analysis (“UDB & SA”), prepared by NPG Planning Solutions Inc., and dated March 2025.

In response to staff’s comments received since the initial submission in March 2025, several site plan changes were made, as outlined in Section 2 of this Addendum, and the revised site plan was resubmitted on June 19, 2025. The latest Site Plan is attached as an Appendix to this Addendum. Following this, on July 25, 2025, staff requested that the UDB & SA be updated to reflect the revised site design. This Addendum to the UDB & SA has been prepared to address the revised site design and to update our previous analysis. The changes addressed in this Addendum do not significantly impact the policy analysis, the recommendations nor the overall conclusion in the previously prepared UDB & SA.

Section 3 of this Addendum analyzes the applicable urban design guidelines and policies from the Region’s Model Urban Design Guidelines and the Town’s Official Plan (“Town OP” while Section 4 of this Addendum will provide an update to the Streetscape Analysis. A revised Shadow Study has been provided with this submission, and its review is included in Section 5 of this Addendum.

2.0 Site Plan Changes

The following table provides a comparison between the original site plan, dated August 2024 and the revised site plan, dated August 2025, in response to staff comments. Through this Addendum, the revised analysis should be utilized where applicable in the active planning application.

CHANGES	SITE PLAN, DATED AUGUST 2024 (PREVIOUS)	SITE PLAN, DATED AUGUST 2025 (CURRENT)
Front Yard Setback	13.61 m	14.55 m

CHANGES	SITE PLAN, DATED AUGUST 2024 (PREVIOUS)	SITE PLAN, DATED AUGUST 2025 (CURRENT)
Rear Yard Setback	5.99 m 9.52 m from the upper portion	5 m 8.54 m from the upper portion
Northerly Interior Side Yard Setback	9.51 m from the partially underground parking structure; 11.28 m from the upper portion	9.25 m from the partially underground parking structure; 11 m from the upper portion
Southerly Interior Side Yard Setback	7.22 m from the partially underground parking structure; 9.06 m from the upper portion	7.48 m from the partially underground parking structure; 9.32 m from the upper portion
Building Height	11.29 m	11 m
Stepback at 3rd Floor	None.	Stepback along the front (west) elevation. Refer to Figure 1.
Front yard treatment	Concrete pedestrian walkway. Asphalt driveway and parking areas. Landscaping in the front yard.	Interlocking stamped concrete for pedestrian walkway, a portion of the internal driveway and all surface parking areas. Expanded landscaped area in the front yard.
Internal Driving Aisle	Double lane	Single lane
Playground Setback	1.90 m from the rear yard	3 m from the rear yard

CHANGES	SITE PLAN, DATED AUGUST 2024 (PREVIOUS)	SITE PLAN, DATED AUGUST 2025 (CURRENT)
Pedestrian exit	Only one exit through the internal Vestibule Area, containing elevator and stairs.	A stair from the parking structure to grade has been provided in the rear yard.

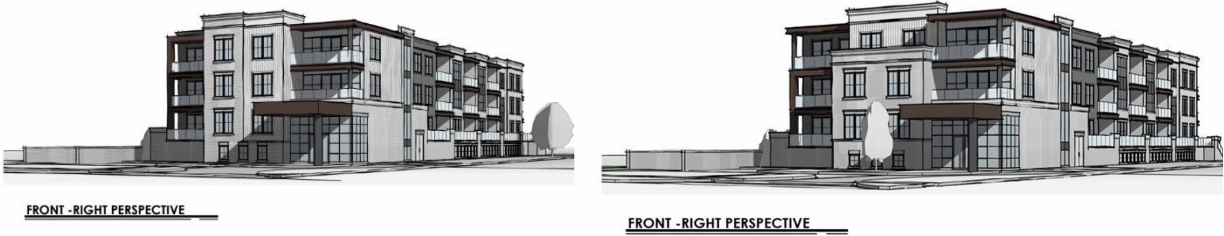


Figure 1. Stepback at the 3rd floor is proposed in the front elevation (right picture) whereas the previous design (left picture) does not incorporate stepback.

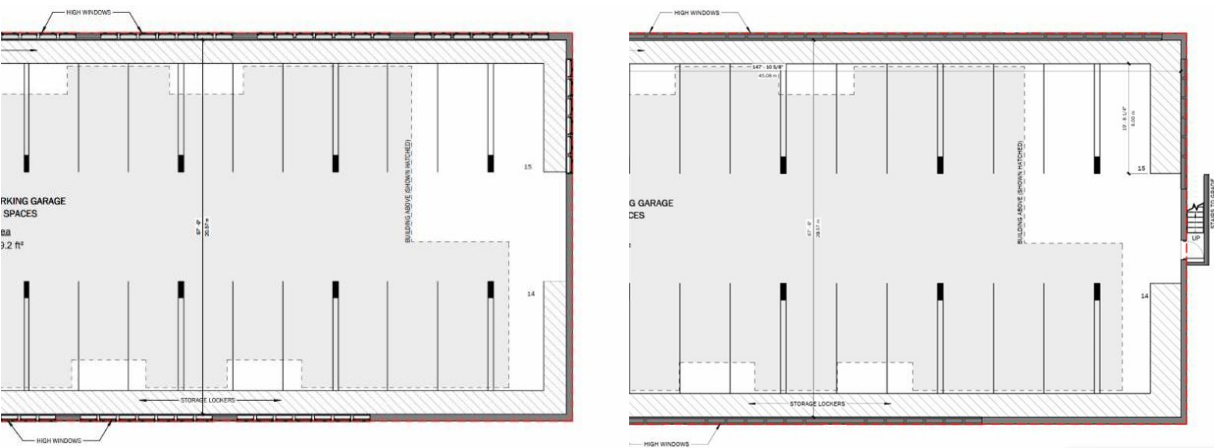


Figure 2. A new pedestrian exit from the parking structure to grade has been provided in the rear yard (right picture) whereas the previous design (left picture) does not have any exit at this location.

3.0 Urban Design Brief

This section reviews the Region's MUDG and the Town's Official Plan in the context of the revised site plan. It also provides an analysis of how the proposed changes respond to the applicable policies and guidelines.

3.1 Niagara Region Model Urban Design Guidelines 2005 (MUDG)

3.1.1 Building setbacks

Section 4a.4 provides guidance on building setbacks. The proposed development exceeds the recommended front yard setback of 2.5 metres to 4.5 metres in the MUDG, achieving the intent of the policies to create visual diversity through setbacks and reinforce a human-scaled environment:

- By relocating the building further back, the massing and scale of the proposed building is reduced when viewed from the Four Mile Creek's public realm.
- Increased setback provides more space to accommodate enhanced landscaping treatments, which contributes positively to the streetscape and public realm.
- The increased setback is also within the range of existing front yard setbacks in the immediate neighbourhood and is closer to the streetscape's average than previous site plan. A more detailed analysis is conducted in Section 4 of this Addendum.

The increased southerly interior side yard further improves built form compatibility between the proposed apartment building and the residential use to the south. The slight reduction in the northerly interior side yard still maintains a 1:1 building height-to-setback ratio from the northerly lot line. Please refer to Section 5 of this Addendum confirming that no significant shadow impacts are anticipated for the adjacent dwelling to the north. Generous side yard setbacks of 9.25 metres (north) and approximately 7.5 metres (south) also exceed the MUDG's minimum 1.2-metre requirement.

Section 4a.4 requires a rear yard setback of 7.5 metres for residential dwellings to ensure there is sufficient space for private outdoor amenity areas and to ensure there is sufficient separation to buffer adjacent properties. The slight reduction in the rear yard setbacks still ensures there is appropriate buffer provided for the adjacent uses. Although the currently proposed rear yard setback of 5 metres is less than the 7.5 metres outlined in the MUDG, the upper floors are still set back 8.5 metres from the rear lot line. Further, the adjacent land is in agricultural use, which is not a sensitive use and will not be impacted by the proposed development. The suggested reduction in setback still preserves private outdoor space for residents in the rear yard.

Overall, the proposal continues to uphold the intent of the MUDG setback guidelines by ensuring there is positive streetscape presence, while maintaining appropriate separation from adjacent uses, and providing adequate amenity space for future residents.

3.1.2 Height

Section 4a.6 provides guidance on building height. The proposed building height has also been reduced from 11.28 metres to 11 metres, which is below the MUDG's recommended range for low-rise apartment buildings. Combined with the generous setbacks, these revisions continue to preserve a sense of openness and mitigate potential shadow and privacy impacts, supporting compatibility with adjacent dwellings.

As part of the revisions, a stepback has been introduced at the 3rd Floor to further reduce perceived massing at the pedestrian level.

3.1.3 Driveways

Section 4a.8 provides guidance on driveways. While the Subject Lands remain accessible via two 6-metre-wide driveways, located at the north and south ends of the property, the internal drive aisle in front of the building has been reduced from a double lane to a single lane. This redesign creates space for additional landscaping and contributes to a more pedestrian-friendly environment, while maintaining safe and efficient vehicular circulation on-site.

3.1.4 Landscape buffers

Section 4f.3 provides guidance on landscape buffers for off-street parking areas. A revised Landscape Plan, reflecting the updated building setbacks, has been prepared by Landscape Florida, dated June 12, 2025. A larger landscaped area near the building entrance has been expanded to consist more ornamental trees, flowering shrubs and coniferous shrubs. The additional landscaping space is further complemented by the use of interlocking stamped concrete for the single lane drive aisle, which helps soften the appearance of hardscaping in the front yard. The reduction to a single lane and use of interlocking stamped concrete also supports internal traffic calming and improves pedestrian safety.

3.1.5 Apartment building

Section 4a.9 provides guidance on apartment buildings. The reduction in building height to 11 metres further mitigates any visual impacts on adjacent properties. It is also noted that the surrounding R1-zoned properties have an as-of-right maximum height of 10 metres.

As previously mentioned, generous side yard setbacks and enhanced landscaping along the side yards continue to mitigate potential impacts on neighbouring properties. The building maintains a positive street presence with enhanced landscaping treatment in the front yard and a reduced width of the internal driveway. The interlocking stamped concrete paving materials is proposed for the pedestrian walkway from the public sidewalk, portions of the internal driveway and all visitor parking spaces. This special paving material will highlight the primary building entrance, strengthen the connection to the street and enhance pedestrian safety within driveway and parking areas.

The revised plan also increases the playground's setback from the rear lot line from 1.9 metres to 3.0 metres. Although this change reduces the playground area, the provision of a variety of amenity spaces, including a rooftop terrace and an indoor Community Room located on the 1st Floor, will continue to benefit future residents.

3.1.6 Summary

Based on the above analysis, revisions to the proposed development continues to respect and implement the design objectives of the Region's MUDG.

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

Section 6A 4.4 of the Town OP outlines urban design guidelines for intensification in Virgil and Old Town. One of the requirements is to ensure that the new development match the average building setbacks of adjacent properties, per Policy 6A 4.4 a), and more specifically the front and rear yard setbacks, per Policy 6A 4.6 c) (OPA 78). The revised front yard setback of 14.55 metres remains within the established front yard setback range of 2.4 metres to 57.5 metres of the immediate neighbourhood, and it is now closer to the existing average setback of 15.20 metres, aligning with the existing neighbourhood character. Section 4 of this Addendum provides more analysis of how the revised front yard setback helps maintain a consistent streetscape character and positively contributes to the overall quality and safety of the public realm.

As for the rear yard setback, it has been reduced to accommodate an increased front yard setback, resulting in the building being shifted slightly eastwards. From the partially underground parking structure portion, the setback to the rear lot line has been reduced from 5.99 metres to 5.0 metres, while the apartment building portion has been reduced from 9.52 metres to 8.54 metres setback, and continues to meet the Town's Zoning By-law's minimum requirement of 7.5 metres. The revised rear yard setback remains compatible for several reasons. First, the adjacent farmland is not considered a sensitive land use, and the proposed setback continues to be appropriate. Second, a review of shadow impacts, as outlined in Section 5 of this Addendum, confirms that the farmland to the east of the Subject Lands receives only limited late-afternoon shadowing throughout

the year, resulting in no adverse impacts. Finally, Section 6A 4.6 c) (OPA 78) of the Town OP requires that rear yard setbacks for new buildings be consistent with the rear yards that exist on the same side of the street. The rear yard setback varies along the east side of Four Mile Creek Road due to differing lot sizes, ranging from roughly 4 metres to 20 metres. The reduced rear yard setback does not impact the adjacent agricultural operations and still falls within the range of existing rear yard setbacks that exist on the east side of Four Mile Creek.

Policy 6A 4.6 d) (OPA 78) requires interior side yard setbacks to reflect increases in lot frontage. Although no changes are proposed to the lot frontage, the revised interior side yard setbacks consider potential impacts on neighbouring properties. On the north side, the setback from the partially underground parking structure has been slightly reduced to 9.25 metres, and to 11 metres from the apartment building portion above. This minor reduction maintains a 1:1 ratio with the building height, which is important given that this is the area where most shadowing is anticipated. The proposed northerly side yard setback ensures adequate separation and preserves sunlight access for the adjacent dwelling, with no significant shadow impacts expected, as per the revised Shadow Study, prepared by ACK Architects (see Section 5 of this Addendum). On the south side, the interior side yard setback has increased slightly to 7.48 metres from the parking structure and to 9.32 metres from the apartment building portion, further increasing separation from the neighbouring property. The revised Landscape Plan illustrates landscaping and buffering 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.

Policy 6A 4.4 b) encourages a secondary entrance at the side or back of the parking structure. Although no changes are proposed to the partially underground parking structure, a second pedestrian exit has been added at the rear through the site plan revision. Additionally, the internal drive aisle in front of the building has been reduced from a double lane to a single lane. This redesign allows for additional landscaping and fosters a more pedestrian-friendly environment, aligning with the intent of Policy 6A 4.6 g).

Policy 6A 4.4 d), 6A 4.6 b) (OPA 78) and 9.3.2 (3) a) speaks to the bulk, mass, and scale of new development to fit within its surrounding context. Further, Section 6A 4.6 e) provides guidance on land use compatibility, requiring development to demonstrate integration and compatibility with adjacent uses. As previously mentioned, the building height has been reduced to 11 metres, which continues to remain a minor increase over the 10-metre as-of-right height of the surrounding R1 Zone. Design refinements such as a third-floor stepback, increased front yard setbacks, reduced single-lane internal driveway and enhanced landscaping will ensure the visual impact of massing from the streetscape is further reduced and ensures compatibility with the surrounding context.

The revised north and south side yard setbacks maintain sufficient separation distances to limit shadowing (see Section 5 of this Addendum) and privacy impacts on adjacent dwellings. Overall, these revisions support a low-rise built form, consistent with the Town OP policies and maintain appropriate scale, massing, and integration with the surrounding neighbourhood.

Based on the above analysis, revisions to the site plan ensures the proposed development's greater conformity with the Town OP policies.

4.0 Streetscape Analysis

Section 6 of the UDB & SA conducts a streetscape analysis for the proposed development. To evaluate the 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 main entrances were inventoried. As a result of the site plan revisions, only the front yard setback necessitates re-evaluation. Analysis of the other previously assessed streetscape components remain unchanged.

The analysis conducted in the UDB & SA focused on 21 properties identified in Figure 8 in the UDB & SA as the "Study Area". These properties demonstrate the existing character of the immediate neighbourhood.

Table 4 of the UDB & SA summarizes the streetscape character analysis, highlighting the variability of these characteristics among neighbouring properties. The table has been updated as Table 1 below to reflect the revised front yard setback value.

Table 1: Updated Streetscape Character Analysis (for Front Yard Setback)

	FRONT YARD SETBACK (M)
Average/ Dominant Character	15.20
Proposed Development (Previous)	13.61
Proposed Development (Current)	14.55

Front yard setbacks in the Study Area range from 2.4 metres to 57.5 metres, with an average of 15.20 metres. The proposed setback of 14.55 metres is still within this range and is closer to the streetscape's average than previously. The development was previously aligned with the front yard of the dwellings to the south, however, based on staff feedback, it has been slightly shifted to the east. The adjustment continues to be

compatible with the established streetscape character. The internal drive aisle has been reduced from a double lane to a single lane, creating space for enhanced landscaping and a more pedestrian-friendly frontage without compromising vehicle circulation.

A review of the revised Shadow Study (see Section 5 of this Addendum) indicates minimal early-morning shadowing on the west side of the building, with no effects for the remainder of the day. The proposed setback will further minimize any prolonged shadowing impacts on the public realm.

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

5.0 Revised Shadow Study

Due to revisions made to the building height and setbacks, a revised Shadow Study has been prepared by ACK Architects, dated July 26, 2025. The revised shadow impacts continue to be minimal and acceptable as outlined below:

- North: The majority of shadowing is still anticipated on the north side of the proposed building. The minor reduction of the northerly side yard setback is countered by the reduction in building height, resulting in no significant additional shadow impact on the adjacent dwelling at 1845 Four Mile Creek. Overall, the revised design still generates minimal shadow impacts on the northerly neighbouring property between April and September. Even in December, the shadow generated by the proposed development does not appear to cover the entire front yard and rear yard of this neighbouring property at any one time in the day, ensuring adequate access to sunlight.
- East: Although the rear yard setback is slightly reduced, the reduction in building height has reduced the shadow impacts generated by the proposed development on the easterly farmland, especially in April and September evenings. The farmland to the east of the Subject Lands is only shadowed from the late afternoon, i.e. 3 PM throughout the year. Shadow generated in December continues to impact a similarly sized area of the farmland. However, this is less impactful as farming activities are not expected in winter. The rooftop terrace on the west side of the building continues to receive adequate sunlight in the mornings year-round.
- South: There are still no shadow impacts to the lands south of the proposed building.
- West: The larger front yard setback and reduced building height result in no part of the Four Mile Creek's public realm being shadowed by the development at all test dates and times. The majority of the front yard is shadowed in the morning hours, typically until around 10 AM. However, most of the front yard is no longer shadowed in the afternoon and evening hours throughout the year.

As such, the proposed development is not anticipated to result in any adverse shadowing impacts on the public realm, the farmland to the east and the adjacent dwellings to the north and south.

6.0 Summary and Conclusion

Based on the above analysis, the proposed revisions do not alter the conclusions of the original UDB & SA, given the minor nature of the changes. The adjustments have no significant impact on shadowing, overlook, massing, or the ability to provide adequate landscaping. The revised setbacks and height, coupled with the front yard treatment changes improve the development's compatibility with adjacent properties and the public realm and bring the development in more keeping with the neighbourhood characters.

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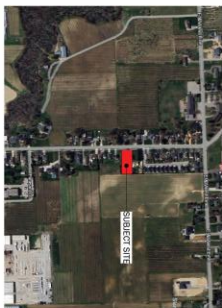


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NOT TO SCALE

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NOT! RESIDENTIAL DEVELOPMENT

1839 FOUR MILE CREEK ROAD, NIAGARA-ON-THE-LAKE, ON, L0S 1J0

A·C·K
architects
STUDIO INC.

SITE PLAN

.SP1

SCALE	AS SHOWN
DATE	AUGUST 2025
PROJECT No.	2024-159