Urban Design Brief

Proposed Residential Development
7449 Montrose Road, Niagara Falls

Bayfield Realty Advisors

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ZELINKA PRIAMO LTD
A Professional Planning Practice

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INTRODUCTION

This Urban Design Brief (Brief) has been prepared by Zelinka Priamo Ltd. in support of a proposed redevelopment of the property located at 7449 Montrose Road in Niagara Falls (subject lands). This Brief is prepared as part of applications for an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) submitted on behalf of Bayfield Realty Advisors and 2683421 Ontario Limited.

The goal of this Brief is to identify the existing and planned context of the subject lands, present the design vision of the development and highlight key urban design characteristics, and provide an opinion as to how the development achieves/meets the urban design objectives and standards established by the local and regional Municipality.

It is acknowledged that the proposed development will be subject to Site Plan Approval (SPA). The SPA process will provide opportunity to further consider the urban design directions in consultation with City/Regional Staff, to ensure the development aligns with the design objectives of the municipality.

It is the finding of this Brief that the form of development proposed represents good urban design principles and is appropriate for the existing/planned context. This Brief demonstrates how the proposed development effectively addresses existing urban design direction of the Niagara Falls Official Plan, and Niagara Region's Model Urban Design Guidelines.

SECTION 1 – LAND USE PLANNING CONCEPT

1.1 THE SUBJECT LANDS AND EXISTING/PLANNED CONTEXT

The subject lands are municipally known as 7449 Montrose Road, and are bound by public roads to the west (Pin Oak Drive), north (McLeod Road), and east (Montrose Road). The subject lands are comprised of a parcel of approximately 2.63 ha (6.5 ac) and are currently vacant of any structures. The western portion of the subject lands is occupied by an existing vegetative area. The subject lands are relatively flat in nature. Figure 1 depicts the subject lands.

Figure 1
Locational Setting – 7449 Montrose Road

Location and boundaries are approximate

As noted, the subject lands are bounded on three sides by public roads. The adjacent roads are generally higher order roads that carry large volumes of traffic. McLeod Road provides direct connection to/from the nearby Provincial Highway (Queen Elizabeth Way) located approximately 400m to the east.

The surrounding land use is generally described as follows:

- West of the subject lands, beyond Pin Oak Drive are lands are generally commercial/retail type uses, including a gas station, Tim Horton's Restaurant, and a plaza containing a car rental service as well as automotive repair garages. Further west, beyond the noted existing plazas, are lands currently vacant of structure and covered primarily by existing vegetation. The existing vacant lands are planned to accommodate high density residential development up to 12 storeys in height, according to the Garner South Secondary Plan;
- North of the subject lands, beyond McLeod Road, are existing commercial uses, including a large format retail store occupied by a home improvement store, as well as additional commercial and retail buildings with a variety of tenants, including a number of restaurants. To the northeast of the subject lands is an

existing community centre (MacBain Community Centre), which offers a number of indoor and outdoor community services. To the northwest of the subject lands are existing residential uses, including residential townhouses and an apartment building of approximately 6 storeys;

- East of the subject lands, beyond Montrose Road, are lands that generally appear to used as materials storage. These lands are designated Major Commercial in the Niagara Falls Official Plan. Beyond these lands further east is an existing hotel building, which has approved zoning that would allow for the development of a 13 storey hotel;
- South of the subject lands is an existing commercial and retail plaza, referred to as Niagara Square Shopping Centre. The Niagara Square Shopping Centre primarily consists of a centralized indoor shopping mall, as well as several additional retail pads primarily located towards the periphery of the site. A large format retail outlet (Costco) was recently developed on a portion of these lands.

The specific design direction applicable to the subject lands as it relates to their planned context is further detailed in Section 2.1 of this Brief.

1.2 THE PROPOSAL

The concept Site Plan has been provided in Appendix A, while conceptual renderings are shown in Figures 2-4. The proposed development consists of a mixed residential community, including multiple building sizes and unit types consisting of two apartment buildings (with a total of three towers) and five back-to-back townhouse buildings. Apartment Building A is shown conceptually in Figure 2, Apartment Building B is shown conceptually in Figure 3, and the Townhouse Buildings are shown conceptually in Figure 4.

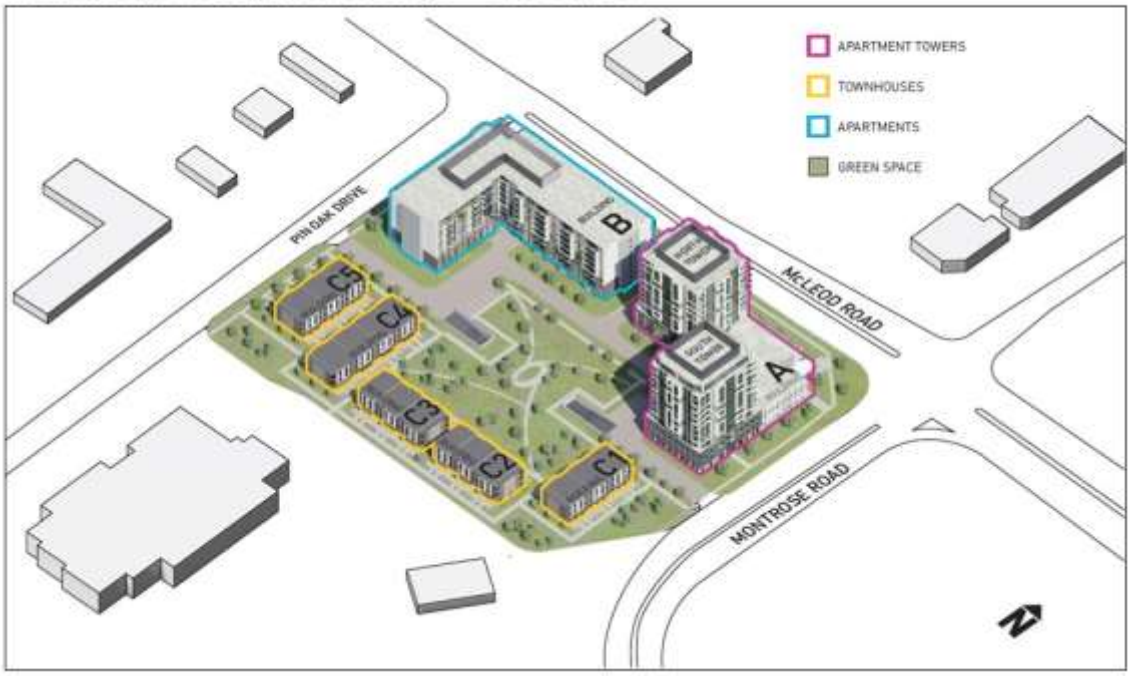
Figure 2
Preliminary Concept Renderings – Building A

Figure 3
Preliminary Concept Renderings – Building B

Figure 4
Preliminary Concept Renderings – Townhouse Buildings

The site has been strategically designed to accomplish numerous site design objectives. The site is unique in that it is surrounded on three sides by public roads, and the positioning of the buildings responds to this context. The apartment buildings are the most evident site feature due to their scale, and are positioned towards the adjacent intersections to reflect this prominence. The “L” shaped design of buildings and their positioning will contribute to framing the adjacent street network, including McLeod Road, Pin Oak Drive, and Montrose Road. At the same time, the “L” shape of the apartments, and their positioning adjacent to the streets, will create a natural courtyard that is central to the site. The 5 back-to-back townhouse buildings are located more internal to the site, towards the south. The townhouses are positioned where possible to frame the internal courtyard. Figure 5 depicts conceptual renderings of the site layout.

Figure 5
Preliminary Concept Renderings – Site Layout



The apartment buildings anticipate 448 total dwelling units, while a total of 64 townhouse units are proposed within the 5 buildings.

A total of 693 parking space are provided for the proposed development, whereas Zoning By-law 79-200, as amended, requires 671. Parking is primarily located in two (2) levels below the building, while minimal parking is accommodated and located at grade in proximity to the apartment building entrances. The surface parking is intended to serve a functional aspect of the site, primarily intended for short term use, including visitor parking and drop-off/pick-up type services. The surface parking has been intentionally located internal to the site where it will be screened from the public realm by the proposed building location.

Vehicular access to the site is proposed from McLeod Road, Pin Oak Drive, and Montrose Road.

Secure bicycle storage is provided internal to the building as well as below grade in the parking area. A total of 558 secure, long-term bicycle storage spaces are provided, which will allow for at least one bicycle parking space per unit. In addition, short term bicycle parking is accommodated at grade and in proximity to building entrances.

The proposed development includes a number of areas dedicated to private/communal amenity space. The layout of the site creates a natural courtyard that is internal, and generally buffered from the broader road network by the proposed built form. To make efficient use of this area, a parkette is proposed in the central area, which will act as a central focal point and gathering space. The parkette is sufficiently sized so as to accommodate a range of amenity and programming opportunity. The preliminary landscape plans prepared by MHBC depict an approximately 160sq.m play area for children in a centralized location and farthest from adjacent roads. A paved gathering space proximate to the play area, with bench seating and a pergola is also anticipated, which will allow sightlines to the play structure. Central to the parkette is a proposed centralized park feature, including potential art features, which will act as a focal point. The central parkette is proposed to contain naturalized green spaces in combination with pedestrian linkages that will connect the central area to the four corners of the parkette.

A variety of other amenity opportunities are provided in addition to the central parkette. Building A offers a rooftop patio, built above the three storey podium base, and acting as a communal outdoor amenity space. In addition, apartment units are generally offered private outdoor balconies, connected directly to the unit. Townhouse units are designed to be able to accommodate a front patio type space, which where possible fronts onto the central parkette. Apartment buildings are also offered private amenity space that is internal, including proposed fitness facilities/yoga studios.

1.3 DESIGN GOALS AND OBJECTIVES

The principal objective of the proposed development is for the intensification of an underutilized vacant site that is located in an urbanized area, in a manner that both aligns with the form and function of the existing and planned area context, and that implements an innovative design framework for the subject lands. The vision of the proposal is to realize a site with strong street presence that is integrated with the surrounding community.

The design objectives of the proposed development include establishing a built form and site design which:

- Offers high quality architectural treatment that ensures a consistent streetscape massing while providing variety in façade design/articulation;

- Provides a building design that, through its height, massing and spatial orientation creates a human-scaled pedestrian experience and integrates with the surrounding community;
- Creates an attractive and active interface between the proposed building and the public realm by designing a high-quality streetscape including positioning the building towards the street where main building entrances are to be located and provide direct pedestrian connection, as well as consideration of complementary landscaping treatment;
- Provides high quality building design and materials to further the sense of identity in the surrounding emerging neighbourhood;
- Minimizes visual impact of parking, loading, and servicing areas to the public realm by strategically locating these features internal to the buildings/site and away from public streets;
- Incorporates opportunities for green development for a sustainable design;
- Creates functional communal outdoor and indoor amenity space opportunities throughout the site, and which act as focal points to encourage gathering spaces. In particular, buildings are to be sited around a central parkette at grade, that townhouse entrances will front onto where possible, and that is overlooked by additional rooftop amenity space above the podium and in individual unit balconies, in addition to indoor spaces to promote year round use;
- Creates a safe environment for residential use, primarily in response to the surrounding existing commercial function of the neighbourhood, as well as the surrounding road networks, which carries large volumes of traffic;
- Encourages alternative modes of transportation and the use of existing/planned transportation infrastructure, including the use of adjacent cycling priority networks, and the transit terminal located just north of the subject lands;
- An overall reduction in vehicular miles travelled through the integration of residential uses with the existing commercial function of the surrounding lands; and
- Introducing residential uses in a safe and compatible manner that will adequately minimize the impacts to residents.

SECTION 2 – DESIGN PRINCIPLES AND DESIGN RESPONSES

2.1 DESIGN RESPONSE TO MUNICIPAL DOCUMENTS

The proposed development on the subject lands is subject to several design policies and guidelines. This Brief outlines how the proposed development is consistent with the objectives of the municipal documents as discussed below:

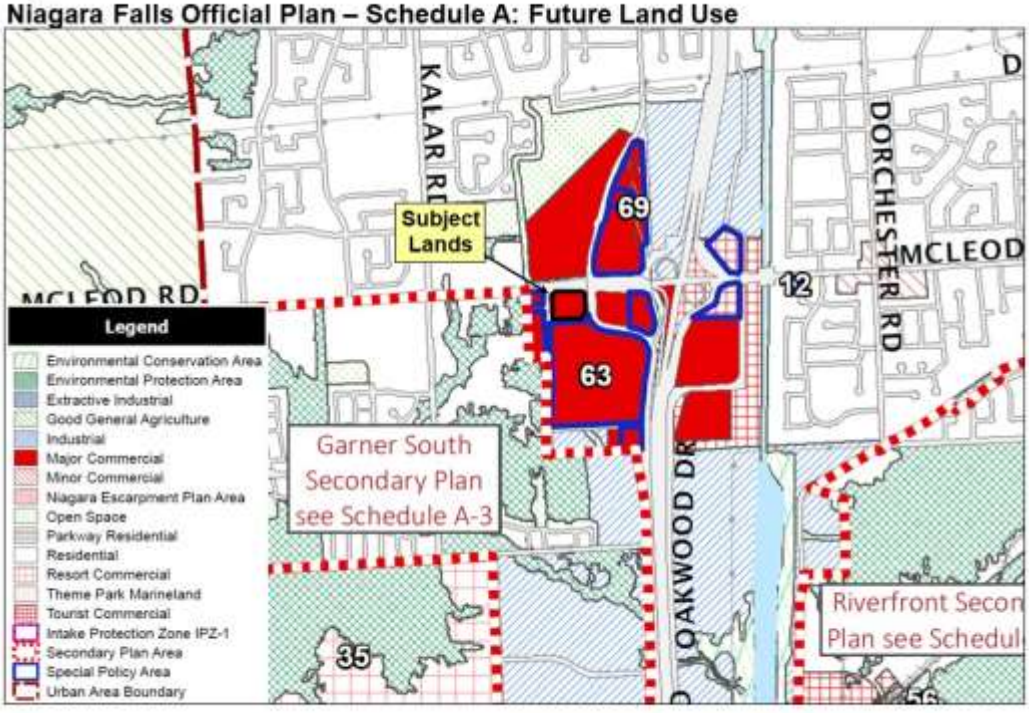
2.1.1 City of Niagara Falls Official Plan

The City of Niagara Falls Official Plan sets policies on how lands in the City should be used and how growth should be managed. The land use direction offered by the Official Plan includes a number of design objectives and guidelines. The following are the design policies applicable to the proposed development:

Land Use

The City of Niagara Falls Official Plan designates the subject lands as Major Commercial, as displayed on Schedule A: Future Land Use (Figure 6).

Figure 6
Niagara Falls Official Plan – Schedule A: Future Land Use



Location and boundaries are approximate

The Official Plan describes Major Commercial Districts as representing (Policy 3.2.1):

> *"the largest concentrations of commercial space in excess of 10,200 square metres of gross leasable retail floor area. The predominant land uses include a full range of retail outlets, personal service shop, accommodations, medical services, and office space to serve the needs of the entire market population and may include mixed use developments, recreational, community and cultural facilities as secondary uses. In addition, residential projects may be permitted subject to appropriate provisions in a zoning bylaw amendment and other relevant sections of this Plan."*

The subject lands are within the Niagara Square Retail District, where specific policies apply. The Niagara Square Retail District is described by the Official Plan as follows (Policy 3.2.3):

> *"The Niagara Square Retail District shall be promoted as a regional retail shopping district providing complete comparison shopping, comprising of three major commercial developments. Free-standing box outlets and/or multiple groupings of medium and smaller retail outlets, together with recreational, community and cultural facilities, will also be permitted to reinforce the function as a regional commercial district. Niagara Square shall be promoted as a full regional shopping centre containing approximately 50,000 square metres of gross leasable floor area."*

We note Policy 3.2.3.4 applicable to the Niagara Square Retail District, which states:

> *"The balance of the lands within the district shall develop in a manner that complements and enhances the function of the district. Accommodations, mixed use commercial/residential, service commercial and personal service facilities may be developed on a limited scale. Recreational, community and cultural facilities may also locate on these lands."*

Policy 3.5.1 of the Official Plan directs that the design of commercial areas will minimize their incompatibility with adjacent residential, institutional, and recreational areas, including the implementation of appropriate screening and landscaping to buffer impacts including visual, noise, dust, and/or light.

The Official Plan provides specific policy direction for lands designated for commercial purposes, where the supply may be in excess of demand, allowing for residential intensification in such scenarios without amendment to the Official Plan. Specifically, we note policy 3.5.3, which states:

> *"Where commercially designated lands are in excess of demand, zoning bylaw amendments for medium and high density apartments as a form of residential intensification may be considered provided the following general criteria are satisfied. The policies of PART 1, Section 3.10 to 3.19 shall apply lands that are designated a Node on Schedule A-2 to this Plan. Intensification is to be consistent with the height and density parameters for each node, should the lands be so designated. For lands not designated a node, height and density should be consistent with the policies of PART 2, Section 1.15.5.5. Development will be arranged in a gradation of building heights and densities. The proposed development is designed to be compatible with commercial development in the surrounding area. The development provides adequate landscaping and separation distances to ensure privacy and overall pleasant living environment. The proposal does not hinder commercial traffic patterns."*

The lands located just west of the subject lands are identified as being within the Garner South Secondary Plan. The lands within frontage along McLeod Road just west of the subject lands are designated Residential High, as well as Environmental Protection Area. According to policy 2.3.3, the lands west of the subject lands designated High Density Residential are permitted to develop as residential apartment dwellings, with a height of up to 12 storeys and in excess of 125 units per net hectare.

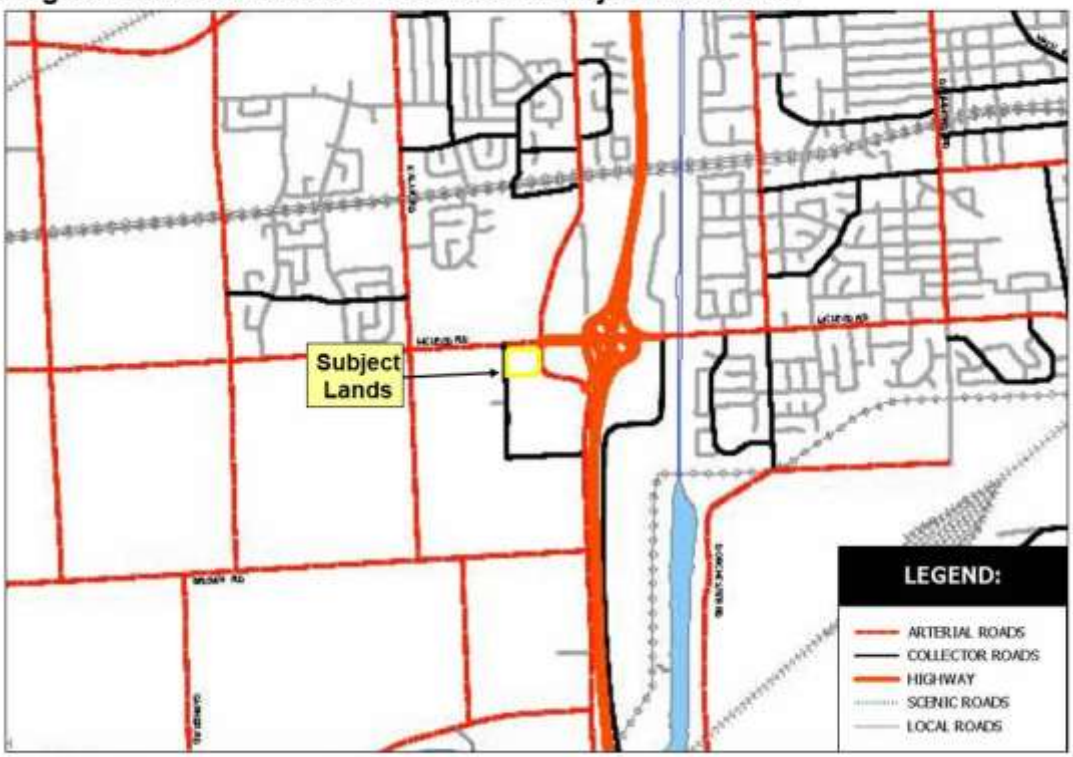
The proposed Official Plan Amendment seeks to establish a policy framework that permits a scale and form of development that is compatible with the existing and planned function of the neighbourhood. The lands are subject to a policy context that currently permits residential uses in apartment buildings, up to and including 6 storeys and a density of 100 units per hectare, as they are not identified in a specific growth area. The subject lands are within an existing commercial node, and are adjacent to lands permitted to develop at heights up to 13 storeys along McLeod Road. The subject lands are appropriate to consider for a height and density that is reflective of their position within a commercial hub, proximate to transit and active transportation networks, at key intersections of major

arterial/collector road networks, and along a corridor that already contemplates this scale of development. The scale of development proposed is an appropriate use and form for the existing/planned context.

Transportation

As shown in Figure 7, Schedule C: Major Roads Plan of the Niagara Falls Official Plan, McLeod Road and Montrose Road are identified as Arterial Roads, and Pin Oak Drive is identified as a Collector Road.

Figure 7
Niagara Falls Official Plan – Schedule C: Major Roads Plan



Location and boundaries are approximate

The Official Plan Describes Arterial and Collector Roads as follows:

- *Arterial Roads - include all roadways under the Region's and City's jurisdiction that are designed to accommodate large volumes of traffic between major land use areas in the City. Regional Arterial Roads are designed to accommodate the movement of large volumes of traffic and function as secondary highways and primary arterial roads. Design, road allowance width, use, alignment and access*

are regulated by the Regional Municipality of Niagara. Road widths vary from 20 metres to 42 metres.

City Arterial Roads accommodate two to four lanes of traffic and have a general road allowance width of 26 metres. Direct access to adjoining properties and on-street parking will be restricted as much as possible to enhance the free flow of traffic. The road allowance may accommodate transit routes with bus lay-bays and shelters and/or bicycle facilities such as bike lanes, shared use lanes and paved shoulders. The use of shared driveways to larger development projects will be encouraged in the urban areas. Regional and certain City roadways that function as arterial roads, primarily in the tourist core area, are subject to the policies described in the "tourist commercial roads" classification (Part 3 Policy 1.5.18.4); and

- *Collector Roads - include all roadways under the City's jurisdiction that are designed to accommodate moderate to high volumes of medium distance traffic between the Arterial Road and Local Roads. The roadways in this classification are generally two lanes, undivided with a road allowance width of 20 metres to 23 metres which will allow the addition of turning lanes, bicycle paths, bus lay-bays and shelters, landscaping, sidewalks and utility corridors. Traffic and parking controls should be considered. Access to abutting properties should be regulated to ensure that the normal flow of traffic and pedestrian safety is not adversely impacted (Part 3 Policy 1.5.18.5).*

The subject lands are located at the intersection of primary Arterial and Collector road networks within the City, which provide direct and immediate access to higher order transportation and a range of services. It is appropriate to consider the form of development in response to the higher order nature of the surrounding road network. The proposed development will make efficient use of the subject lands where it would be appropriate to locate such a scale of development from a traffic perspective – being at the intersection of higher order roads where traffic will not need to pass through a local road network, proximate to a provincial highway, and where existing transit and active transportation infrastructure is abundant.

Vehicular site access is minimized and spread across along the adjacent road networks. Individual townhouse units are not provided individual direct vehicular access to the

surrounding road network. The function of the surrounding road network is not anticipated to be compromised by the proposed development, as demonstrated by the supporting Traffic Impact Study.

Urban Design

The Niagara Falls Official Plan recognizes the importance of good urban design and built form in improving the quality of life for residents. Accordingly, Part 3 Section 5 of the Official Plan presents the Urban Design Strategy for the City, including guidance for development in both the public and private sector.

We note the following Urban Design policies which provide direction for the redevelopment of the subject lands:

- *The design of new development and redevelopment shall specifically address height, setbacks, massing, siting and architecture of existing buildings in order to provide a compatible relationship with development in an area (Part 3 Policy 5.1.1);*
- *Development shall be designed and oriented to the pedestrian. As such buildings shall be set as close to the street as possible. Moreover, where development includes multiple buildings, the buildings should be deployed in such a manner that allows pedestrians to move between buildings with a minimum of interference from vehicular traffic. To this end, designated walkways through parking areas and to other buildings are to be provided (Part 3 Policy 5.1.2);*
- *Development and redevelopment shall be designed to minimize microclimatic impacts on adjacent lands. Mitigation measures may be secured through provisions of a site specific zoning by-law, conditions of a minor variance, or within the terms of an agreement pursuant to sections 37 or 41 of the Planning Act (Part 3 Policy 5.1.3);*
- *In prominent landmark locations such as gateway entrances to the City or along important roadway corridors, special attention to high quality design and landscaping shall be encouraged. Furthermore, new development and redevelopment should be designed and sited to minimize the obstruction of scenic views and vistas (Part 3 Policy 5.1.4);*
- *Parking areas are to be minimized within the front yard of development sites. Parking shall primarily be located in the rear or sideyards of development sites with*

sufficient landscaping utilized to create an effective buffer to abutting lands (Part 3 Policy 5.1.5);

- *Appropriately designed and scaled parking structures or underground parking shall be encouraged for large tourist commercial and high density residential developments (Part 3 Policy 5.1.6); and*
- *The number of access points onto arterial roads shall be minimized. Linked parking and driveway areas shall be encouraged. Access points shall be oriented toward major roadways (Part 3 Policy 5.1.7).*

The proposed development specifically responds to the urban design direction for the site and building design/orientation, including notably the following aspects:

- An appropriate height and built form is proposed that is proposed in response to the surrounding land use policies and permitted uses, and in consideration of the existing context of the site as forming a part of a commercial node;
- The apartment buildings are proposed at the intersections of the adjacent road networks, and with minimal setbacks so as to contribute to framing the street. Building podiums are to be implemented, so as to create a more human scale for the type of development proposed;
- The building forms and design are reflective of the prominent location of the site at the intersection of key arterial roadways;
- The townhouse units are provided pedestrian access to public areas, including the internal parkette and the adjacent public roads, where possible;
- The wind and shadow impacts of the proposed development can be adequately minimized as is demonstrated through the supporting technical materials; and
- Parking is primarily located underground, and the minimal surface parking is located internal to the site where it is screened from public view. Vehicular access points to the adjacent roadways are limited to one per street.

Part 3 Section 5.3 offers design direction for landscaping. As it relates to the proposed development, we note the following policies:

- *The orientation of landscaping within development sites should be toward public use areas, realizing the importance of the effective placement and maintenance of such landscaping in creating attractive amenity areas and entranceways. In*

addition, the City shall promote the substantial greening of the area intended for landscaping within development sites (Part 3 Policy 5.3.1);

- *Low maintenance forms of landscaping shall be encouraged, where possible, with the responsibility for maintenance to be placed on the landowner (Part 3 Policy 5.3.2)*
- *The size and extent of new plantings shall be appropriate for the mass and size of the building and surrounding area. Suitable tree types and plant species shall be selected having regard for their purpose, appearance and resilience to conditions of the urban environment (Part 3 Policy 5.3.3);*
- *Landscaping, together with other design measures, can assist in mitigating the impacts of development on surrounding lands. Landscaping, where adjacent to buffer areas of natural heritage features, shall be designed to incorporate native species. The City shall encourage the utilization of adequate buffering, screening and other landscaping measures to ensure separation between potentially incompatible uses (Part 3 Policy 5.3.4); and*
- *The City shall encourage the preservation and the incorporation of existing trees, vegetation, green areas and topography into the design and landscaping plans of proposed developments. Tree Preservation Plans may be required prior to any site alteration in compliance with PART 2, Section 11 (Part 3 Policy 5.3.5); and*
- *Minor variances to zoning provisions and flexibility in site planning may be considered within the urban boundary in order to accommodate building orientation, landscaping designs, lot coverage and other site or building characteristics to provide for increased energy efficiency (Part 3 Policy 5.3.6).*

The proposed development responds to the direction provided that relates to landscaping matters, as largely demonstrated through the preliminary Landscape Plan that has been prepared in relation to the proposal. The Landscape Plan and Arborist Report seek to maintain existing vegetation where possible, and have identified tree protection measures to facilitate the retention of existing trees where possible and appropriate. The size and type of plantings contemplated by the landscape plan are considered in response to the local ecology, soil depths that are to be anticipated, and general conditions of the urban environment that is proposed by the development. The landscaping is spread throughout the site, with particular focus on public use areas, including near the adjacent roadways, entranceways, and the internal parkette feature.

Direction is provided to parking areas, including that parking areas should be designed efficiently to minimize the extent of pavement and provide the opportunity for additional landscaping, as well as the following design direction:

- *Green space and landscaping shall be interspersed throughout the parking area but not affect it's functioning and safety (Policy 5.4.1); and*
- *Traffic islands, paving materials, landscaping and lighting should be used to clearly distinguish between vehicle areas and pedestrian routes to provide safety and amenity (Policy 5.4.2).*

The proposed development appropriately responds to the direction provided to parking areas. Most notably, a majority of parking is located in underground parking structures where the impact to the public realm will be minimized. The minimal surface parking provided serves an essential function to the site, and is buffered from the public view. Parking is coupled in proximity to landscaping, and is to be clearly distinguished from pedestrian routes.

2.1.2 Niagara Region Model Urban Design Guidelines

The Regional Municipality of Niagara has adopted Model Urban Design Guidelines, which are intended to help facilitate development and redevelopment in a progressive manner that addresses the Region's core objectives. Accordingly, the Region of Niagara has adopted a number of principles for smart growth, which are used as structuring elements for the urban design guidelines. The smart growth principles guiding design and development include the following:

- Create a mix of land uses
- Promote a compact built form
- Offer a range of housing opportunities and choices
- Produce walkable neighbourhoods and communities
- Foster attractive communities and a sense of place
- Preserve farmland and natural resources
- Direct development into existing communities
- Provide a variety of transportation choices
- Make development predictable and cost effective
- Encourage community stakeholder collaboration

Critical to the implementation of established Urban Design Guidelines is the inherent flexibility to allow for good design considerations, and innovation. The following section offers a summary of relevant design guidelines within the Niagara Region Model Urban Design Guidelines, and how the proposed development implements or addresses this direction.

The following design principles are provided for residential development (Section 4a.1):

1. *Positive Image: A positive residential image is a key design consideration for enhancing the quality and character of the overall streetscape and neighbourhood. Housing should incorporate architectural design elements to create a positive street image. Elements such as front-attached garages or blank walls must be avoided.*

   The proposed development presents a positive image, implementing best practices for building and site design.

2. *Context Sensitive: The mass, scale, and architectural elements of residential buildings should be sensitive to adjoining areas. Design elements such as the height, building mass, and architectural features should complement the overall neighbourhood character. Context sensitive design will support the creation of a unique sense of place that respects local cultural and natural environmental features.*

   The proposed development form and scale is in direct response to the surround lands, both from the existing and planned function of these areas. The proposed height and use is consistent with what is planned for the area, and the development will contribute to the burgeoning character of the neighbourhood for this intensified form of use.

3. *Housing Variety & Choice: A full range of housing types (i.e., detached, semi-detached, townhouse, apartments) and tenures (for sale, rent, affordable, and aged-care) should be provided so as to provide options for a wide range of residents/family types (i.e. single parents, couples, families with children, seniors, people with special needs, and others). A range of housing types will address*

changes in market conditions and provide flexibilty for people at a variety of income levels.

The proposed development offers a range of housing opportunity, including townhouse units and apartment units of varying sizes. The proposed unit mix will offer housing opportunity to a range of individuals at various stages of life and family composition.

4. *Flexible & Adaptable: Multiple unit and apartment housing should create opportunities for a wider range of uses, other than residential, such as homeoffice and apartments situated above street commercial. Mixing land uses gives a social and economic focus for new and existing residential neighbourhoods.*

   The subject lands are proximate to existing commercial uses. The development has the opportunity to respond to a changing market, should the demand arise.

5. *Environmentally Sustainable: Residential development should be designed to achieve a high degree of environmental sustainability and address opportunities for solar orientation and water runoff minimization.*

   Specific aspects of environmental sustainability can be presented through the detailed design process, in which the development is further refined. There is opportunity to incorporate sustainable elements, including but not limited to the potential for storm water retention and quality control on site.

Guidelines are provided for the building variation and density for residential uses (Section 4a.2):

a) *Housing variety should be achieved on each street and block as a means of strenthening 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, semidetached, townhouse, apartments) should be provided to promote variety and diversity, and to address changes in market conditions.*
c) *Identical house elevations should not be located on adjacent or opposite lots, including flanking lots. Identical elevations, either in design or color, should not comprise more than 25% of the same street.*

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.*

Townhouse – Up to 40 units/acre
Apartment – Over 25 units/acre

e) *The highest density development should occur at appropriate locations. Appropriate locations include areas that benefit from increased population and have a variety of movement and travel options, including:*
   - *the centre of a neighbourhood;*
   - *larger public open spaces (e.g. neighbourhood parks);*
   - *transit facilities or major transit corridors; and*
   - *larger institutional uses (eg. universities).*

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

The proposed height and density of the townhouse and apartment dwelling uses are in accordance with the applicable guidelines. A mix of uses is provided on the site, and a variety of heights are achieved. The development avoids sameness through unique building elevations and layout. The scale of development proposed is consistent with the location of where this form of development is directed.

Guidelines are provided for the orientation of residential uses including the following (Section 4a.3):

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).*
b) *Dwellings on corner and flanking lots should be designed so both exposed façades are oriented towards the street. At these locations, building elements and design should emphasize their visibility and potential role as landmark or orienting structures within the community.*

The apartment buildings are located at the intersections and oriented towards the adjacent public streets through an “L” shaped building design. Where possible, the townhouse buildings are positioned along the adjacent public streets and internal to the parkette.

Guidelines are provided for building heights for residential uses including the following (Section 4a.6):

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

Townhouse 3-5 storeys
Apartment 5-8+ storeys

The proposed townhouse buildings achieve a height of 3 storeys, and the apartment dwellings achieve building heights up to 12 storeys, in accordance with the design direction.

b) *The design of tall buildings should respond to potential negative impacts on adjacent properties, including overshadowing, overlooking, wind-tunnel effects. Therefore, building height and mass should be appropriate to the type and nature of adjoining development.*
The proposed building heights and massings are appropriate in scale and design, and are accompanied by technical studies including a shadow analysis and wind study to offer recommendations for mitigation where needed.

c) *Height transition should be incorporated into the design of tall buildings, especially when situated adjacent to low density - low rise areas.*
The building heights proposed are appropriate for the existing planned context; the subject lands are not immediately proximate to low-density residential areas.

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.*
The proposed apartment buildings incorporate appropriately sized podiums at the base of the building, which contribute to maintaining a pedestrian scaled environment.

Guidelines are provided for architectural features for residential uses including the following (Section 4a.7):

a) *Architecture expressed throughout residential buildings should be varied and recognize its local context.*
   The architectural design of the proposed building is appropriate for the surrounding context; there is little in terms of reference material for tall buildings in the immediate vicinity.
b) *Despite the use of various architectural styles, quality should be consistent and building materials and finishes should be complementary.*
   The proposed apartment buildings are visually distinct and independent, they are designed in a complimentary fashion and help to create an identity for the area.
c) *Consistent rhythms of similar but not identical details and architectural elements should be used to reinforce the streetscape and a strong neighbourhood image.*
   As shown in the preliminary renderings, a contemporary architectural style is anticipated, which provides for contrasting colours and an interesting façade design.
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.*
   The townhouse dwellings include a high standard of design to create a strong street presence, avoiding the need for front yard garages, and maximize the habitable presence of the building facade.
e) *Flanking walls should include at least 20% surface window area.*
   The building designs include a high degree of surface window areas.
f) *Flanking façades should have a design and materials standard equal to the front façade treatment*
   The building design and architectural styles are generally translated to all sides of the building.
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.*

An appropriate range of materials is considered, and will be finalized through the detailed design process.

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.*

An appropriate range of materials is considered, and will be finalized through the detailed design process.

i) *Wall materials should be selected based on energy and maintenance efficiency*

An appropriate range of materials is considered, and will be finalized through the detailed design process, and will consider the energy and maintenance efficiency.

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.*

The building designs include a high degree of surface window areas, which will allow strong visual connections to the various aspects of the public realm.

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

The building designs include a high degree of surface window areas.

l) *Bay windows are encouraged as they increase visibility from private dwellings to the public realm and add to the building character.*

The specific design of townhouse dwellings, including the location and style of window treatments, will be further refined through the Site Plan Approval process.

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.*

The specific design of townhouse dwellings, including the location and style of window treatments, will be further refined through the Site Plan Approval process.

n) *Centre lines of similar windows should be aligned vertically, and should be set within a sufficient area of wall to avoid an overcrowded composition of wall openings.*

The specific design of townhouse dwellings, including the location and style of window treatments, will be further refined through the Site Plan Approval process.

o) *Skylights and clerestory windows are encouraged. Skylights should be treated as distinct roof elements and be coordinated with other roof and building elements.*

Skylights are encouraged and should be located behind the roof ridge, away from the street view. Clerestory windows should be detailed to provide a structural and coordinated junction between the building wall and roof.

The specific design of townhouse dwellings, including the location and style of window treatments, will be further refined through the Site Plan Approval process.

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.*

The specific design of townhouse dwellings, including the front entrance and relationship to the grade level will be further refined through the Site Plan Approval process.

q) *Porch and deck dimensions should be large enough to accommodate furnishings and ensure their active use. The minimum depth for porches and decks should be 2.0m (6.5 feet).*

The specific design of townhouse dwellings, including the front entrance and relationship to the grade level will be further refined through the Site Plan Approval process.

r) *Steps to porches should have generous proportions and a gentle rise and run to encourage safety and active use (e.g. step sitting).*

The specific design of townhouse dwellings, including the front entrance and relationship to the grade level will be further refined through the Site Plan Approval process.

s) *The design of porch railings and columns should be integrated and use complementary materials.*

The specific design of townhouse dwellings will be further refined through the Site Plan Approval process.

t) *Finish materials should extend to all sides of the porch and stairs. The underside of the porch should not be exposed to the street.*

The specific design of townhouse dwellings will be further refined through the Site Plan Approval process.

v) *Continuity of front porch design is recommended between detached and semi-detached dwellings. Material and detail variations may occur between porches provided there is an accordance of scale and proportion. Townhouse and multiplex*

dwelling porches should be the same, or establish a clear rhythm of variation between every second or third unit.

The specific design of townhouse dwellings will be further refined through the Site Plan Approval process.

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.*

The specific design of townhouse dwellings will be further refined through the Site Plan Approval process.

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

The specific design of townhouse dwellings will be further refined through the Site Plan Approval process.

y) *Where sloped roofs are required, a minimum 30- degree slope is recommended.*

The specific design of townhouse dwellings will be further refined through the Site Plan Approval process.

z) *Townhouse and multiplex dwellings should express individuality of address through defined roof forms that express individual dwellings and contribute to a residential character for the overall development.*

The specific design of townhouse dwellings will be further refined through the Site Plan Approval process.

aa) *Roof elements including chimneys, dormers, pitches, cupolas and vents should be incorporated as distinct elements providing the potential for additional variety in the image of one dwelling to the next.*

The specific design of townhouse dwellings will be further refined through the Site Plan Approval process.

bb) *The use of dormers on sloped roofs is encouraged to ensure liveability of top storeys, or to allow future conversion of attic spaces. Dormer windows should be of the same type and proportion as those used for windows in the lower storeys.*

The specific design of townhouse dwellings will be further refined through the Site Plan Approval process.

The following guidelines are applicable to apartment buildings, intended to provide a built form that respect the human scale of residential and mixed-use areas. The relevant guidelines include the following (Section 4a.9):

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

   The design and massing of the building provides for an appropriate transition to the surrounding lands, and the design incorporates podiums where appropriate to ensure a human scale is achieved.

b) *Buildings should have a strong relationship to the street, both by use or form.*

   The apartment buildings are oriented towards the street both in form and use, by minimizing setbacks, the inclusion of a podium, and the locating of communal amenity spaces that will overlook the street frontage (including fitness facilities at grade).

c) *Mixed use buildings with retail located at grade are encouraged within the neighbourhood centre or other appropriate locations. Mixed use building should be at least 3 storeys in height.*

   The proposed development is located within a mixed-use area where ample commercial opportunity exists.

d) *Higher density development at major intersections should be developed to reinforce the prominence of these locations through appropriate massing, building projections, and recesses at grade, pedestrian-scale buildings, and open space treatments.*

   The proposed buildings reflect the prominent location of the site through the building design and positioning towards the primary intersections. A strong presence is achieved through an appropriate building height, while maintaining a pedestrian scale through a podium base.

e) *High quality pedestrian infrastructure should be provided on all public streets and public spaces adjacent to apartment development to support vibrant street environments, pedestrian access and comfort.*

   A high quality of pedestrian realm is anticipated in the areas adjacent to the proposed development. In particular, along McLeod Road, an expanded sidewalk area is anticipated

f) *Ground floor units should have individual at grade access where possible. Upper floor units should be emphasized through articulations of the exterior wall plane and roof, and the use of pronounced building elements including bay windows, balconies and dormers.*

Upper floors of the building are articulated through projections and architectural detailing. Units are generally offered private balconies.

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.*

The primary entrances to the apartment buildings have been positioned in prominent locations and designed as visually distinguishable, so as to allow for safe and convenient access to the building.

h) *Pedestrian entrances to parking and service areas within the principal building should be combined with exposed communal areas such as exercise areas or meeting rooms to provide casual surveillance opportunities*

Stairwells are positioned proximate to building lobbies and communal areas.

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.*

The site has been designed around an internal parkette, that will provide amenity for residents and operate as a gathering space. This is in addition to the rooftop patio above the podium, as well as the numerous indoor amenity opportunities that the buildings will offer. The site design ensures adequate sunlight for the proposed outdoor amenity areas.

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.*

A rooftop terrace above the building podium is proposed as amenity for residents. Various design aspects will be incorporated in the rooftop terrace to enhance comfort, and the technical submission materials offer recommendations to the building design to mitigate wind impacts on these areas.

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.*

Rooftop mechanical equipment has been incorporated within the design of the building.

Guidelines are provided for apartment building parking areas for residential uses (Section 4a.2):

a) *Parking areas as part of apartment building development should be located underground, integrated within the building or structured parking.*
   A majority of parking is located in two levels underground structure.
b) *Access to underground or structured parking should be provided at the interior of the lot - not at the corner.*
   Access to the underground parking is provided interior to the lot.
d) *Surface parking must not be located between the public ROW and the front of the adjacent primary building.*
   A minimal amount of surface parking is accommodated, and is strategically located behind the building and interior to the site.
f) *Vehicular ramps for underground or structured parking should not exceed 40% of the street frontage.*
   Vehicular ramps do not exceed 40% of street frontage.
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*
   The proposed rate of parking has been considered in the context of the Traffic Impacts Study prepared for the development.

The following design principles are provided for high rise development (Section 4d.2):

1. *Human Scale: The human scale should be reinforced through appropriate building height, mass and architectural design.*
   A human scale is anticipated through the design and positioning of the building towards the street frontages, and an appropriately sized podium base.
2. *Minimum Impact: The impact of high rise buildings on open spaces and adjacent properties should be minimized through adequate height and mass transition, separation, and landscaping.*
   The anticipated impact of the proposed development on surrounding lands is anticipated to be minimal with respect to wind and shadow impacts.

3. *Relate to Street: High rise buildings should have a strong relationship to the street, both by use and form.*
   The proposed development addresses the street through the positioning of the building, and the locating of uses with a grade relationship.
4. *Mixed Use: Retail Commercial uses are encouraged at-grade, especially for buildings with a total height of 5 storeys or greater. Office and/or Residential uses are encouraged above at-grade commercial.*
   The subject lands are in an area that offers ample commercial opportunity.
5. *Environmentally Sustainable: High rise buildings should be designed to achieve a high degree of environmental sustainability and address opportunities for solar orientation and water runoff minimization.*
   The buildings and site can be designed in a sustainable manner, which can be further implemented through the detailed design.

The following guidelines are offered for the general location and orientation of tall buildings (Section 4d.3):

a) *Generally, high rise buildings should be located at major road intersections or neighbourhood 'nodes' and preferably adjacent to public open space. High rise buildings should reinforce the prominence of these locations through appropriate massing, setbacks, building design, and open space treatments.*
   The apartment buildings are located at the intersections and oriented towards the adjacent public streets through an "L" shaped building design.
b) *High rise buildings should face adjoining streets and frame the adjoining public open spaces (ie. courtyards, gardens, etc).*
   The apartment buildings are located at the intersections and oriented towards the adjacent public streets through an "L" shaped building design, and are oriented around a central parkette.
c) *Active facades and ground level uses such as retail commercial or habitable living areas should be provided.*
   Active uses are contemplated at grade. In particular, individual dwelling units are proposed at grade, as well as communal amenity spaces including fitness facilities.
d) *Entrances should be oriented directly to the street and be accessible from public sidewalks.*

The pedestrian entrances to the apartment buildings are prominently located and designed, and are oriented towards the adjacent streets.

e) *High rise buildings with multiple frontages and on corner sites should provide entrances on both adjoining streets.*
Primary building entrances are located generally at the intersections of the adjacent streets. Alternative building entrances are also provided towards the ends of the buildings.

f) *Parking areas should be located underground wherever possible. Surface parking should be limited and located to the rear of buildings.*
A majority of parking is located within two level of underground parking.

The following guidelines are offered relating to the facade and pedestrian interface of tall buildings (Section 4d.4):

a) *Blank facades should be avoided and must not face a public street or public space.*
Blank facades are avoided.

b) *Facades facing a public street or public area should incorporate 60% glazing at-grade and the first two storeys to encourage pedestrian interaction and safety. Transparent areas should allow views into the structure or into display windows from the outside.*
Street facing facades incorporate a significant degree of glazing and opportunities for windows.

c) *Building facades should be articulated with architectural features such as awnings, pilasters, bay windows, a distinct base, recessed display windows, a cornice or varied roof line.*
Architectural features are anticipated to provide a distinct and welcoming façade, and will be further refined through the detailed site plan approval stage.

d) *Facades facing a public street or public area should incorporate weather protection for the comfort of the pedestrian and articulation of building facade. This may be achieved either by canopy, awning or colonnade.*
As depicted in the elevations, the design of primary building entrances anticipates and incorporates weather protection in the form of the building.

The following guidelines are offered for the height, mass and transition of tall buildings (Section 4d.4):

a) *The design of high rise buildings should respect potential negative impacts on adjacent properties, including overshadowing, overlooking and windtunnel effects. Therefore, building height and mass should be appropriate to the type and nature of adjoining development.*

   The anticipated impact of the proposed development on surrounding lands is anticipated to be minimal with respect to wind and shadow effects.

b) *Nodes and major intersections are the appropriate locations for the tallest / highest buildings.*

   The subject lands are located at a major intersection and form a part of a major commercial node, and are appropriate to consider for tall buildings.

c) *Wherever possible, high rise buildings greater than 5 storeys should extend vertically with small footprints and include a base height of 3 to 5 storeys.*

   The proposed buildings incorporate appropriately sized building podiums.

d) *The base height should generally be no greater than 2 storeys above adjacent property height.*

   The proposed buildings incorporate appropriately sized building podiums.

e) *New developments should be designed to provide a height transition to lower scale developments and public spaces to minimize impacts of taller buildings, including shadowing and wind acceleration.*

   The proposed development and scale is appropriate for the existing and planned context. The subject lands are not immediately proximate to low density residential uses.

f) *Step backs of upper storeys should be provided so that building bulk is minimally perceived from the vantage of a pedestrian on the street. Step backs should be considered for buildings above 3 storeys.*

   Building podiums are considered, which allow for the building to step back at upper floors and create a more pedestrian friendly scale.

g) *A step back of the building wall should occur above the building base. The step back distance should be a minimum of 2.0m.*

   Building podiums are considered, which allow for the building to step back at upper floors and create a more pedestrian friendly scale.

h) *Visual Angular Plane Analysis should be used to determine appropriate building envelopes. A visual angle is typically measured from pedestrian areas located*

opposite the proposed development or from the boundary of an adjacent property (refer to Figure).

An appropriate building height is achieved in consideration of the surrounding context.

The following guidelines are offered for the consideration of the Open Space and Landscaping components of tall buildings (Section 4d.5):

a) *Private communal open space should be designed to provide a range of recreational opportunities, which may include plazas, children's play equipment, landscaped gardens, tennis courts, etc.*
b) *Pedestrian-scaled lighting must be provided in all open space areas.*
c) *Spaces between structures not occupied by permitted access drives or paved pedestrian routes should be landscaped as usable open space, and accessible to pedestrians.*

The proposed development incorporates a range of private communal spaces, including a variety of outdoor spaces. The site is oriented around a central parkette for resident use, which is a size that will welcome a variety of uses and programming. A rooftop terrace is located above the building podium, overlooking the public areas. Areas for enhanced landscaping and lighting have been identified through the submission materials, and will be further refined through the detailed design of the site.

The following guidelines are offered for the parking areas associated with tall buildings (Section 4d.6):

a) *Parking areas as part of high rise buildings should be located underground, integrated within the building , or structured parking.*

   A majority of the provided parking is accommodated in two levels of underground structure.
b) *Access to underground or structured parking should be provided at the interior of the lot - not at the corner.*

   Access to the underground parking is provided interior to the lot.
d) *Surface parking must not be located between the public ROW and the front of the adjacent primary building.*

Minimal surface parking is accommodated at grade, behind the buildings where it will be screened from public view.

f) *Vehicular ramps for underground or structured parking should not exceed 40% of the street frontage.*
Vehicular ramps to not exceed 40% of the street frontage.

The design and architectural quality of a new development should be measured according to some of the following principles (Section 4d.7):

- ***Identity:*** *New developments should seek to achieve a unique expressive identity respectful of context. The ground floor of buildings should be designed to express the individuality of the commercial or residential unit through architectural expression and the inclusion of entrance doors and windows addressing the street.*
    - The proposed development anticipates the creation of contemporary and complimentary building design, which will create a high quality context for future development to respond to.
- ***Expressive Forms:*** *New developments should be composed of a base at street level, the main body of the building, and a roof form. This may be achieved through various means including setbacks, extrusions, textures and materials. Lower portions of the facades should be strongly articulated to add variety, interest and a human scale dimension.*
    - The proposed tall buildings comprise of distinctive building segments, including a base podium at street level, the main tower, and the building top, each working together to create a unique identity for the buildings.
- ***Building Entrances:*** *The sense of arrival to a building should be expressed through the design and detailing of its entrance. Canopies or colonnades extending towards the street providing weather protection should be provided at all principal entries to residential and commercial buildings where possible.*
    - Building entrances are located so as to be physically prominent along the adjacent streets, and are designed as easily identifiable through architectural detailing.
- ***Mechanical Penthouses:*** *Vents, mechanical equipment rooms and elevator penthouses should be integrated with the architectural treatment of roofs and screened from view. To create greater interest in the skyline, higher buildings should introduce articulation in the upper floors. This can be achieved through the*

use of terracing and/or architectural appurtenances like projecting roof lines, trellises or vertical elements.

- The mechanical penthouses are generally screened from public view, set back and forming a part of the design of the buildings.

- ***Window Design:*** *The detailing of window elements is important to avoid a "tacked-on" appearance. The use of window mullions or recessed windows, set into the facade, will create a more solid expression and increased shadow lines.*
    - The windows and balconies are recessed in appropriate locations, and variety is anticipated, avoiding a "tacked on" appearance.
- ***Balconies:*** *Balconies should be designed as integral parts of the building design. Balconies should be provided for residential apartments wherever possible.*
    - Balconies are generally recessed into the building, and form an integral part of building design. Balconies are generally provided for individual units.
- ***Rooftop Gardens:*** *Roofs and terraces should be usable for private and communal outdoor patios, decks, and gardens. Green roofs are encouraged as a means of retaining stormwater, improving air quality and adding visual interest.*
    - A communal rooftop terrace is provided for the use of residents, above the podium of the proposed easterly building.
- ***Privacy:*** *For residential units with direct access from the street, privacy should be enhanced through the creation of a buffer zone. This can be achieved through private outdoor amenity spaces, landscaping, and shifting grades.*
    - As shown on the preliminary landscape plan, the site anticipates street trees adjacent to the apartments, creating a buffer towards grade related units. Sufficient space is provided to allow for site design to consider buffering opportunities to grade related units, to be refined further through detailed design.
- ***Safety & Security:*** *Residential developments and unit designs should be safe and secure from on-street access. Public and semi-private outdoor spaces should have some degree of overlook from the residential units and good visibility from the street. Landscaping should be illuminated to enhance security. CPTED (Crime Prevention through Environmental Design) principles should be incorporated into building and site design.*
    - Proposed units provide overlook of existing and proposed public spaces.

- ***Exterior Materials:*** *Cladding materials may include brick, stone, metal, wood, glass, insitu concrete, and pre-cast concrete. Stucco should not be used as a principal wall material at the lower levels of a building. Vinyl siding, plastic, plywood, concrete block, tinted and mirrored glass and metal siding utilizing exposed fasteners are discouraged.*
    - Materials will be further refined through the detailed design, and are anticipated to present a high degree of detailing and consist of high quality, durable forms, which may include a combination of masonry and glass composite.
- ***Signage****: For residential buildings, signage should be closely related to the principal building entrance and generally placed in a low wall element. Commercial signage should add diversity and interest to retail streets, and be compatible with the building design in scale, material and colour. Signage guidelines should be developed tailored to specific precincts and their character. In general, the following signage types are discouraged: Backlit sign boxes; Billboards; Revolving signs; Roof signs.*
    - Signage will be further considered and presented through the future site plan application that will present detailed aspects of the design.

A minimal amount of off-street parking is provided to accommodate short term visitation and functional aspects of the building. The following design principles are provided for Off Street Surface Parking (Section 4f.1):

1. *Scale: Off-Street Surface Parking should be configured and designed to reduce the overall mass and visual dominance of paved areas.*
   Off-street surface parking is minimized, and is spread across two smaller parking areas that will minimize the scale of parking.
2. *Pedestrian Friendly Access: Off-Street Surface Parking should incorporate walkway infrastructure as an integral element of the design to safely separate pedestrian and vehicle movements.*
   Off-street surface parking is located adjacent to proposed sidewalk infrastructure, and will be effectively separated from vehicular movements through the design and surface treatments that can be implemented.

3. *Positive Appearance: Off-Street Surface Parking should be designed to provide a strong visual quality through the use of high quality landscaping, lighting, and pavement materials.*

   Surface parking is positioned where there will be ample opportunity for surrounding lands to be treated with landscaping, creating a more positive appearance for this site function.
4. *Environmental Sustainability: Off-Street Surface Parking should be designed according to environmental sustainability principles, including the minimization of surface water runoff and 'heat island' effects.*

   Surface parking is minimized, reducing potential environmental concerns by locating a majority of parking underground.

The following direction is provided to the layout & orientation of surface parking areas (Section 4f.2):

a) *No more than 50% of the total off-street parking area for 'large format' development (10% for all other nonresidential), should be located between the front façade of the principal buildings and the adjacent public street. Parking should be located at the rear or behind buildings.*
b) *The total amount of parking should be minimized through shared parking between adjacent properties, particularly in the evenings, weekends and other offpeak periods.*
c) *Internal vehicular routes should be clearly defined by raised and curbed landscape islands planted with trees and low level vegetation. Internal drive aisles should be a minimum 6.0m wide. Parking bay dimensions should comply with municipal standards.*
d) *Parking aisles should not exceed 30 contiguous spaces in length and should have a consistent design angle perpendicular to primary building entrances.*
e) *Surface parking areas may be lowered by 0.5m from the adjacent street grade to reduce visual prominence.*
f) *Appropriate lighting levels and consistency of coverage should be provided in parking areas to assist both pedestrian and vehicular circulation. The height and intensity of light standards should be sensitive to adjacent land uses.*

g) *Designated handicapped and mobility impaired parking spaces should be located as close as possible to building entrances and be clearly identified by signs or markings.*

The surface parking areas have been minimized, and are intended for the functionality of the site including short term visitation opportunities. Accordingly, there are a total of 11 surface parking spaces, split over two parking areas, which are screened from the public view through the positioning of the building. The parking is intended to be shared throughout the site. Vehicular routes are clearly defined through the site design, and are in accordance with municipal standards. Accessible spaces are located at grade, and are positioned where they are closest to building entrances.

The following direction is provided for landscape buffers related to surface parking areas (Section 4f.3):

a) *High quality landscaping treatments should be used to define site boundaries, provide buffers between adjoining developments, and screen storage and utility areas.*
b) *The property setback of all parking areas should provide a landscaped area a minimum of 3.0m wide.*
c) *Trees at the perimeter of parking areas should be planted every 6 to 9.0m on centre.*
d) *To ensure opportunities for surveillance from adjacent areas, perimeter hedge and shrub screening should not exceed 1.0m in height.*
e) *Selection of plant materials should consider the following: - year-round appearance; - seasonal variety; - hardiness & resistance to disease; - maintenance requirements; and - tolerance of plant materials to salt and urban conditions.*

The locations of parking spaces is adjacent to the internal parkette, where there will be sufficient opportunity for landscaping treatment and buffering to surface parking. The landscape plan provides a preliminary concept for landscaping treatment, including surrounding the parking areas. The preliminary landscape plans identify opportunities for vegetation adjacent to parking areas, which can help to buffer these spaces from other areas of the site. Appropriate types of vegetation will be considered and implemented. The landscaping of parking areas can be further refined through the detailed design of the site.

The following direction is provided for pedestrian access as it relates to surface parking areas (Section 4f.4):

a) *Pedestrian walkways should be contiguous to main drive aisles opposite primary building entrances to enable safe and direct pedestrian movements.*
b) *An internal pedestrian walkway network should define visually and functionally smaller parking 'courts'.*
c) *Walkways should be a minimum of 3.5m wide, including a pedestrian zone of 1.5m wide and a landscaping zone of 2.0m wide.*
d) *Walkways should include pedestrian-scaled amenities wherever possible, such as benches, trash receptacles and lighting.*
e) *Drive aisle crosswalks should be signed and constructed of materials that are different to the drive aisle, such as interlocking brick paving.*

A continual sidewalk area is provided around the internal parkette, to which the parking areas are located adjacent, creating a network of pedestrian paths to link key aspects of the site including the primary building entrances, parking areas, and amenity functions of the space. The sidewalks are appropriately sized and designed for pedestrian use, and provide opportunity for additional landscaping or amenity features for the comfort of the pedestrian.

The following direction is provided for internal landscaping related to surface parking areas (Section 4f.5):

a) *Internal landscaping elements should define visually and functionally smaller parking 'courts' and reduce the overall impact of surface parking areas.*
b) *A landscaped island should be located at each end of every parking aisle. Landscaped islands should be a minimum width of 2.5m wide and include one tree per parking row.*
c) *A landscaping island should be provided at the mid point of the parking aisle, and/or every 13 ~ 15 parking bays (whichever provides a greater number of islands). The landscaping island should be a minimum width of 2.5m and include one tree per parking row.*
d) *Planting beds and landscaped islands should include a 4 inch curb to prevent damage caused by vehicular movements and snow clearing.*

e) *Permanently installed irrigation systems should be provided for all internal landscaping.*
f) *Where possible, internal landscaping should incorporate existing vegetation and significant tree planting.*

The minimal grade related parking is generally not considered a broader surface parking area, which would require additional landscape treatment to define smaller parking areas. The minimal parking at grade can be effectively buffered and appropriately landscaped, as shown on the preliminary landscape plans.

The following design principles are provided for environmental sustainability (Section 4g.1):

1. ***Build 'Green'****: Green buildings are resource efficient, use less energy, utilize construction materials efficiently (including recycled, renewable, and reused resources), are designed reduce internal and external impacts on the environment, and can reduce operating costs. Green building methods should be considered for both large and small projects.*
   Specific building design aspects will be finalized through the detailed design process, and will seek to incorporate contemporary practices for green buildings.
2. ***Recycle & Reuse****: Heritage structures were often built for long term value. As these buildings outlive their intended purpose, opportunities for adaptive reuse should be explored to find new uses while retaining their historic features. Similarly, old materials can be given new life through recycling.*
   The lands are not an existing developed site.
3. ***Sustainable Site Plan****: The site plan should also address environmental sustainability principles. Water quality, consumption, and runoff are key site sustainability issues. A range of appropriate design measures should be considered such as the preservation of natural features, reduction of hard surfaces and addition of extensive landscaping*
   The site plan is presented in a way that can incorporate sustainable building practices through the detailed site design.

The following direction is provided for site landscaping (Section 4g.2):

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.*
c) *Existing significant trees, tree stands, and vegetation should be protected and incorporated into site design and landscaping.*
d) *Landscape design should incorporate a wide range of strategies to minimize water consumption, e.g. native species, use of mulches and compost, alternatives to grass, rainwater collection systems.*
e) *The width of all planting beds should be at least 2.5m wide to enable plant material to be massed to create a healthy and sustainable landscape.*
f) *Impervious areas directly connected to the storm drain system are the greatest contributor to storm water pollution. Breaks in such areas, by means of landscaping or other permeable surfaces should be provided to allow absorption into the soil and avoidance or minimization of discharge into the storm drain system.*
g) *The distribution of outdoor lighting should be controlled according to outdoor lighting design recommendations of the Royal Astronomical Society of Canada to minimize light pollution and maintain a dark, night sky*

The preliminary landscape plans seek to maximize vegetative areas and greenspace, while appropriately accommodating impervious surfaces, including pedestrian linkages. Landscape design seeks to generally reduce impervious surfaces, particularly towards the perimeter of the site, and breaks up these areas through vegetation. The landscape plans identify opportunities and locations where vegetation can be appropriately introduced, and will be further refined through the detailed design phase of the development, including the identification of appropriate vegetative species.

The following direction is provided for new building design (Section 4g.3):

a) *New buildings should be designed to meet and preferably exceed environmental standards such as the Model National Energy Code of Canada for Buildings (MNECB), C-2000, ISO 14000, or ASHRAE/ IESNA 90.1-1999.*

b) *New development should seek LEED or Green Globes certification. LEED and Green Globes certification distinguishes building projects that have demonstrated a commitment to sustainability by meeting higher performance standards in environmental responsibility and energy efficiency.*
c) *Building construction and operation methods should aim at reducing dependence on non-renewable resources by using appropriate recycled materials and by promoting adaptive reuse of existing structures. Marginal energy costs should be reduced by promoting selection of locally manufactured or fabricated products and materials.*
d) *A high degree of indoor environmental quality should be achieved through design techniques including daylighting and the use of low-emission finishes formulated to low or zero volatile organic compounds (VOC) standards.*
e) *Building flexibility should be maximized to satisfy the varied demands of current and future users and residents.*
f) *Building energy consumption and site systems (HVAC, hot water, lighting) should be reduced through the use of appropriate mechanical and construction technology (natural cooling, light recovery, passive solar design, etc.).*
g) *Renewable energy systems should be considered to power on-site light standards and to supplement building power requirements.*
h) *Innovative wastewater treatment, water reduction and sustainable irrigation strategies are encouraged, including the use of water efficient plumbing fixtures.*
i) *Natural ventilation systems should be considered as an alternative means to air conditioning through the promotion of passive convection cooling and ventilation. Passive systems can minimize or eliminate mechanical systems for heating, cooling and ventilating buildings.*
j) *Efficient lighting equipment should be used and unnecessary lighting of occupied space should be eliminated by using room and task light switches, occupancy sensors and photocells as energy efficient occupant controls.*
k) *Green roofs should be developed to minimize water runoff and improve building insulation. Roof design should also incorporate daylighting to reduce dependence on internal artificial lighting.*

The building design and details for construction will be further refined through the detailed design process. The design of the building will seek to establish contemporary best

practices for efficiency and environmental sustainability, where appropriate and feasible to do so.

The following direction is provided for water runoff (Section 4g.5):

a) *Multi-storey development is preferred over singlestorey buildings with the same total floor area, to reduce the building footprint and maximize permeable surfaces.*
b) *Roof drainage should flow, in part or fully, into landscaped areas on site where lot size and soil conditions are adequate to absorb such runoff. Several downspouts should be provided to better distribute rain run off into various areas of the adjacent landscape. Downspouts should be directed to the front or rear yards to avoid impacts on abutting properties.*
c) *Paved areas, such as suface parking, should be minimized wherever possible in order to maximize permeable surfaces that absorb and biodegrade certain toxins. This will also reduce the volume of runoff into the storm drainage system.*
d) *Streets, driveways and parking areas should be as small as possible within allowable standards.*
e) *Parking areas should drain into vegetative or grassy swales that are incorporated into large common landscaped areas within a project or perimeter landscaping.*
f) *Driveways, where possible, should drain into adjacent on-site landscaped areas.*
g) *Bioswales should be created next to parking lots and walkways to collect stormwater runoff to minimize the dependency on stormwater sewers. Bioswales should be planted with salt-tolerant shrubs and grasses to filter water before it percolates into the ground. They should be graded to direct water away from paved areas.*
h) *Drainage basins should be located throughout parking lots to collect stormwater. These basins should be planted with native plant materials that thrive in wet conditions.*
i) *A well-drained snow storage area should be provided in a location that enables melting snow to leach into drainage courses and storm drain inlets to prevent toxic materials from being washed into streams.*

The proposed development makes efficient use of the subject lands. The proposed multi-storey development reduces the overall footprint of impervious surfaces through building vertically. The management of stormwater on site anticipates a stormwater retention tank,

contained within the underground parking. Surface parking is minimized. A preliminary stormwater strategy is presented in support of the proposed zoning by-law amendment. The specific details and methods to manage stormwater on site can be further refined through the detail design phase.

The following direction is provided for solar orientation (Section 4g.6):

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.*
d) *Wide, south facing walls with windows should preferably abut front yards, rear yards or common open spaces, to facilitate solar access and to avoid solar obstruction from other nearby buildings.*
e) *To achieve optimal solar orientation, streets should be oriented within 30 degrees of true east-west axis.*
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.*
g) *Landscape plans should use deciduous street trees and on-site trees where these trees will grow to shade windows of residential structures. Such trees provide shade and help reduce temperatures inside adjacent units during the warmer months and shed their leaves to allow sunlight and better heat penetration during cooler months.*

A sun/shadow study is prepared in relation to the proposed building massings and site layout. As demonstrated, the internal parkette space will be provided appropriate levels of sunlight, as will the rooftop amenity. The building design seeks to minimize shadow impacts on adjacent surrounding lands and public areas.

2.2 SITE DESIGN AND BUILT FORM

The proposed development includes the establishment of a contemporary residential development in both building and site design. The site is designed so as to position buildings to frame adjacent streets, and be reflective of the prominent site location. At the same time, the site design creates opportunities for quiet and recreation, as one travels internal to the site. The site is designed primarily from the perspective of the pedestrian.

The apartment buildings are appropriately scaled and consider the impact on the pedestrian. Building A is positioned at the intersection of McLeod Road and Montrose Road, with two towers that have a maximum building height of 13 storeys, above a three storey podium base linking the towers. The “L” shaped design of Building A frames the adjacent streets, and is at a scale reflective of the prominent location at a major intersection within the City. The podium helps to create a pedestrian scaled environment, and is an appropriate means for the upper levels to be stepped back. Building B is similarly “L” shaped in design, framing the adjacent road network. Building B is proposed as 8 storeys, at a more mid-rise scale. Combined, the buildings provide variation in building mass, including 3 towers or various sizes.

The design and orientation of the apartment buildings, jointly creates a natural courtyard internal to the site. The internal area is generally buffered from the adjacent road network by the proposed building layout. This creates the opportunity for internal amenity and pedestrian connectivity, discussed further below.

It is appropriate to consider the proposed townhouse dwellings as offering an additional housing type/opportunity, and contributing to a more complete community. The townhouse uses are appropriately located towards the south of the site, where they will frame adjacent streets and the internal parkette. The townhouses are sufficiently separated from the higher density of development, being the apartment buildings, and offers transition towards the south.

2.3 STREETSCAPE DESIGN

The proposed development uses building positioning and access to ensure a positive relationship is maintained between the site, site users and the general public. The proposed buildings is appropriately located so as to frame adjacent streets, and to

minimize setbacks. Public sidewalk elements are anticipated to seamlessly integrate to main building entrances and grade related uses through landscaping treatment that places the pedestrian experience at the forefront, as well as an expanded boulevard along McLeod Road.

The buildings have been positioned so as to provide a continuous streetwall particularly along McLeod Road. The site effectively addresses the adjacent intersections, and streetscapes along Pin Oak Drive and Montrose Road through the positioning of the building towers. The development avoids streetscape monotony through stepbacks, architectural detailing, and a sophisticated palate of building materials.

Landscape elements such as mature vegetation and concrete sidewalks, as well as lighting and other matters that impact the relationship between the private and public realm will be generally implemented and refined through the detailed Site Plan Approval phase. Sufficient space has been allocated to allow for the implementation of enhanced streetscape elements, and is generally outlined by the preliminary landscape plans. As shown on the preliminary landscape plans, the pedestrian areas and walkways are designed in conjunction with landscaping and naturalized elements. Pedestrian connectivity is a priority throughout the site, and is developed around a centralized parkette where pedestrian pathways intersect and converge.

2.4 PEDESTRIAN AND VEHICULAR CONNECTIVITY

The proposed development considers pedestrian and vehicular circulation within the site and direct connections to the adjacent sidewalks and public streets, while seeking to enhance the comfort of the pedestrian. The proposal prioritizes the pedestrian while having needed regard for vehicular, loading, and servicing areas that have been located where they will be screened from the public realm, and minimize impacts to the pedestrian.

Continuous sidewalks are proposed with appropriate landscaping treatments to break up large concrete areas. Public sidewalks will be directly connected to key areas throughout the proposed development. An internal sidewalk surrounds the internal parkette, where it will also connect the surface parking areas, and primary building entrances. The pedestrian sidewalk provides connection throughout the site, while being sufficiently sized so as to comfortably accommodate pedestrians, and accommodate for a degree of landscaping. The landscaping plan identifies opportunities for enhancing the pedestrian

experience through the introduction of natural and built elements, primarily located at key pedestrian focal points such as the site access, internal parkette, proximate to parking areas, and the internal sidewalks.

A majority of parking is accommodated underground, with access points to underground parking internal to the site. Underground parking access is intended to be screened from the pedestrian realm, and proposes lattice above the entrance for additional texture and screening.

Minimal grade related parking is provided, primarily intended to service short term visitation, including drop-off/delivery areas. The grade related functions for short term parking are located internal to the site, where they will be effectively screened from the public realm. Minimal grade related parking enhances the functionality of the site, while avoiding large areas of parking, making efficient use of the lands.

2.5 ARCHITECTURAL STYLE

The proposed development is occurring in a predominantly low-rise area, where there exist permissions for a higher density of development to be accommodated. The surrounding lands are generally commercial in nature, and are in some instances generally vacant of structure. It is difficult for the proposed scale of development to respond to and borrow from surrounding developments that are similar in nature. Therefore, it is a goal of the development to establish a high degree of architecture, site design and detailing to influence future redevelopment and set a character for the neighbourhood.

Conceptual building massings are shown in figures 2-4. The development anticipates a contemporary building design, that is of high quality in form and function. The design of buildings is to be consistent and complimentary throughout, while also avoiding sameness. The building generally anticipates a degree of glazing/transparency, through the incorporation of windows on all sides of the building. The building utilizes architectural detailing, and contrasting building materials/colour to create a vertical aesthetic, and which will avoid a monotonous streetwall. The apartment buildings are designed with clear vertical division, including bottom, middle and top segments.

The apartment buildings are designed in a way that incorporates essential building functions, so as to avoid elements feeling “tacked on”. In particular, balconies are generally recessed, and are a part of the building form. Further, primary building entrances are enhanced with weather protection that is considered as part of the building itself. The elements of the building are considered as integral parts of the building itself, and will contribute to a massing that is complete and cohesive.

2.6 AMENITY SPACE

A variety of amenity space is provided for residents, both indoor and outdoor. The site is design around an internal parkette, which is sufficiently sized so as to accommodate a variety of landscaping and programming opportunities. As demonstrated by the preliminary landscape plans, the parkette is proposed to accommodate a children’s play area, which has been located more internal to the park and away from the internal drive aisles and public roads. The parkette also accommodates a gathering space adjacent to the play structure, where there will be opportunities for bench seating, picnic tables, and shading. The co-location of these features allows for a play area that is visible from other communal areas. The center of the parkette is designed to accommodate a focal feature, which can be enhanced with an art feature, and/or decorative plantings, and act as a gathering space. The parkette accommodates pedestrian linkages throughout, and is accessible from all sides.

In addition, the podium of Building A is designed to accommodate a communal rooftop patio. The patio can be enhanced with a variety of features, including seating or communal spaces. The patio is located towards the intersection, providing eyes on the street.

Fitness facilities have been located at grade and adjacent to the public street, in each apartment building. The internal amenity space provides for year-round use for residents. The location of the amenity space also contributes to animating the public realm, by providing eyes on the street for this communal amenity area.

Individual apartment units are generally designed to accommodate balconies for individual private use, which expands the amenity offered to residents.

The townhouse dwellings are oriented generally around the parkette. The townhouse built form creates the opportunity for units to incorporate private grade related patios. The site

has been designed so that patios can provide frontage along the parkette where possible and extend the functionality of the amenity.

2.7 CONCLUSION

This Brief has addressed the established urban design principles and objectives for the Region of Niagara and City of Niagara Falls, and outlined the vision for the proposed residential development at 7449 Montrose Road. The Brief demonstrates how the site design, built form, and sustainability features are compatible with the existing and planned context.

The form of development that is proposed employs the urban design principles deemed appropriate by the City and Region, and results in a highly favourable, contemporary urban expression of these policies. Furthermore it will establish strong design standards and provide effective guidance for future redevelopment of the surrounding lands.

APPENDIX A

M c L E O D R O A D

(ORIGINAL ROAD ALLOWANCE BETWEEN STAMFORD TOWNSHIP LOTS 170 AND 179)

(TRANFERRED TO THE CITY OF NIAGARA FALLS BY ORDER-IN-COUNCIL OC 723/80, INST. NO. RO 352585 – PART 10, HWY. PLAN P-1915-210)

P.I.N. 64263-1038 (LT)
PART 1, PLAN 59R-15765
Subject to Easement as in Inst. No. SN269876

BLOCK WA
(WIDENING BY REG'D PLAN M-40)
P.I.N. 64263-0110 (LT)

BUILDING B
8 STOREY
APARTMENT BUILDING
FFE=182.80

12 STOREY BLDG
(NORTH TOWER)

BUILDING A
FFE=183.10

OUTDOOR
FOURTH LEVEL
PATIO

3 STOREY
LINK

(GROUND FLR)
OUTDOOR
LOUNGE
AREA

13 STOREY BLDG
(SOUTH TOWER)

LOADING AREA

PARKETTE
BLOCK A
PART 1, PLAN 59R-13666
Subject to Easement as in Inst. No. SN269876
P.I.N. 64263-1592 (LT)

REGISTERED PLAN M-40

BUILDING C5
3 STOREY
12 BACK TO BACK
TOWNHOUSES
FFE=182.50

BUILDING C4
3 STOREY
16 BACK TO BACK
TOWNHOUSES
FFE=182.50

BUILDING C3
3 STOREY
12 BACK TO BACK
TOWNHOUSES
FFE=182.50

BUILDING C2
3 STOREY
12 BACK TO BACK
TOWNHOUSES
FFE=182.50

BUILDING C1
3 STOREY
12 BACK TO BACK
TOWNHOUSES
FFE=182.80

TRELLIS
RAMP DOWN
COMMUNITY MAIL BOX
BLOCK 'C' PAD MOUNT TRANSFORMER
UNDERGROUND SWM STORAGE TANK -SEE CIVIL DWGS
EXISTING DRIVEWAY TO BE REMOVED
EX CONC. WALL
EX DITCH INLET
EX GRAVEL
CURB CUT

PART 2, PLAN 59R-16697
Subject to Easement as in Inst. No. SN269876

PART 2, PLAN 59R-13666
Subject to Easement as in Inst. No. SN269876

PART 13, PLAN 59R-16537
Subject to Easement as in Inst. No. SN269876

P.I.N. 64263-1594 (LT)

PART 3, PLAN 59R-16537
Subject to Easement as in Inst. No. SN269876

BRICK BUILDING
(1 STOREY)
"HOOPS SPORTS BAR & GRILL"
No 7555

STAMFORD TOWNSHIP
LOT 179
PART 12, PLAN 59R-16537
Subject to Easement as in Inst. No. SN269876

BLOCK WB
(WIDENING BY REGISTERED PLAN M-40)
P.I.N. 64461-0002 (LT)

P I N O A K D R I V E

M O N T R O S E R O A D
(REGIONAL ROAD 98)

Top of Slope
Bottom of Slope
Asphalt driveway
CONCRETE PRECAST BUILDING

REV	BY	DESCRIPTION	DATE
	MZ	ISSUED FOR OP & ZP AMENDMENT	MAR. 8 2021

REVISIONS

CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS ON SITE.

DO NOT SCALE DRAWINGS

BAYFIELD Realty Advisors Inc.

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PROJECT
PROPOSED RESIDENTIAL DEVELOPMENT
NIAGARA SQUARE
BAYFIELD
7449 MONTROSE ROAD NIAGARA FALLS, ON

DRAWING TITLE
SITE PLAN

DRAWN BY: MZ	COMM. NO.
CHECKED: AZ	DRAWING NO. A100
SCALE: 1:300	
DATE: JANUARY 2 2020	