URBAN DESIGN STUDY

2430 ST. PAUL AVE

CITY OF NIAGARA FALLS

Submitted by:

ACK Architects Studio Inc.

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1.0 INTRODUCTION

ACK Architects Studio Inc. in collaboration with NPG Planning Solution has been retained to prepare an Urban Design Report for a proposed condominium development at 2430 ST Paul Ave as part of a Zoning By-law and Official Plan submission (ZBA) to the City of Niagara Falls. Several other technical plans and studies have been prepared to support the ZBA application: Traffic Impact Brief, Functional Servicing and Stormwater Management Report, Tree Inventory, Landscape Design Report and Plans, Wind, and Noise Study. Through a pre-consultation review, in April 2023, of the initial draft concept plans for the proposed development, City staff requested an Urban Design Brief to provide an analysis against the Regions Model Urban Design Guidelines.

The vacant site known municipally as 2430 is on a 1.4 ha parcel of land on the Northeast corner of St Paul Ave and Mountain Rd (refer to **FIGURE 1 – SITE LOCATION MAP** below). The immediate neighbourhood is characterized by a mix of low/medium-density residential, and industrial uses:

North: Golf Course (Zoned Extractive Industrial)
South: Residential (Zoned Development Holding)
East: Golf Course (Zoned Extractive Industrial)
West: Low and Medium-density residential

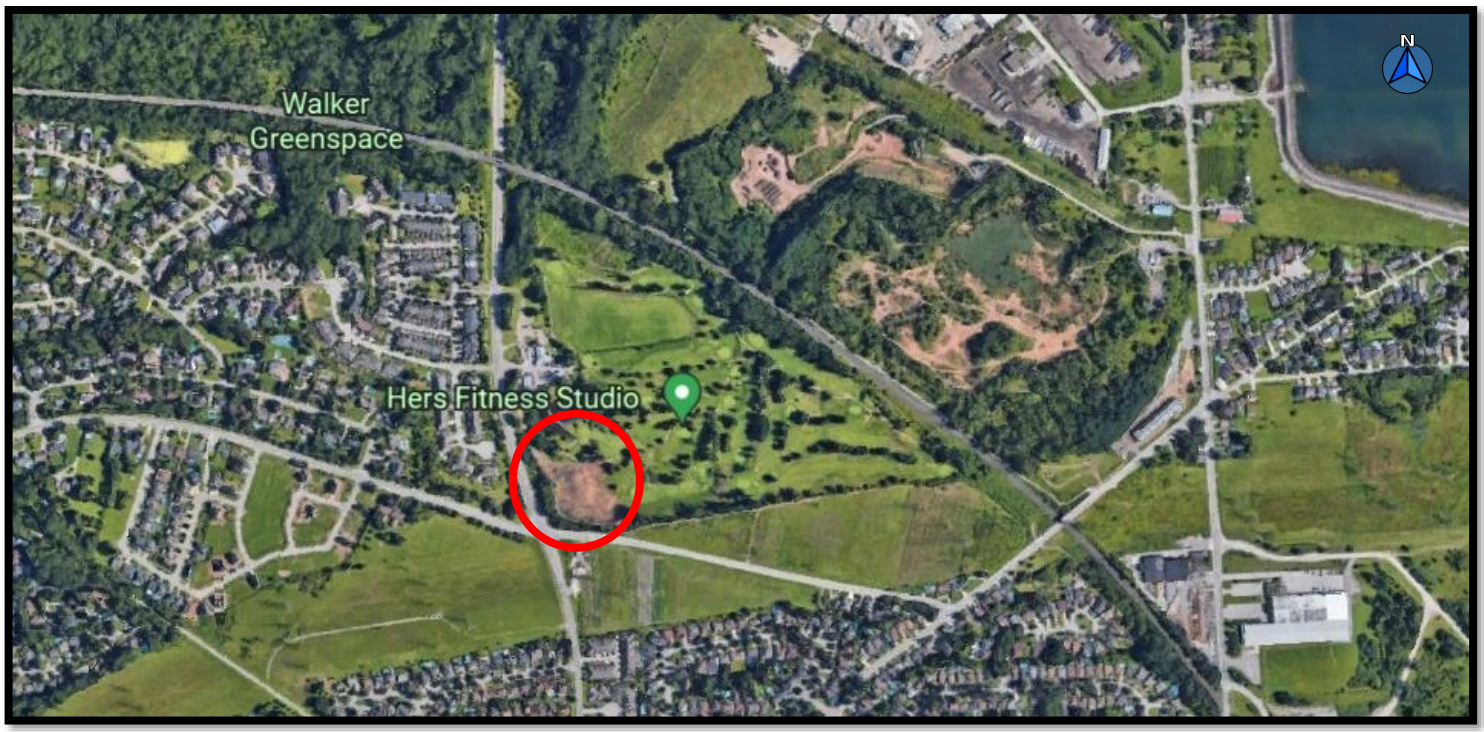


FIGURE 1 – SITE LOCATION MAP

2.0 PROPOSAL

The proposed development will be two condominium residential buildings consisting of a fifteen (15) storey tower with 154 units and a nineteen (19) storey tower with 141 units on the 1.4 ha site. Parking for 373 vehicles is a combination of both underground and surface formats. Refer to **FIGURE 2 – ARCHITECTURAL SITE PLAN** below.

Parking: Underground :353 Surface: 20

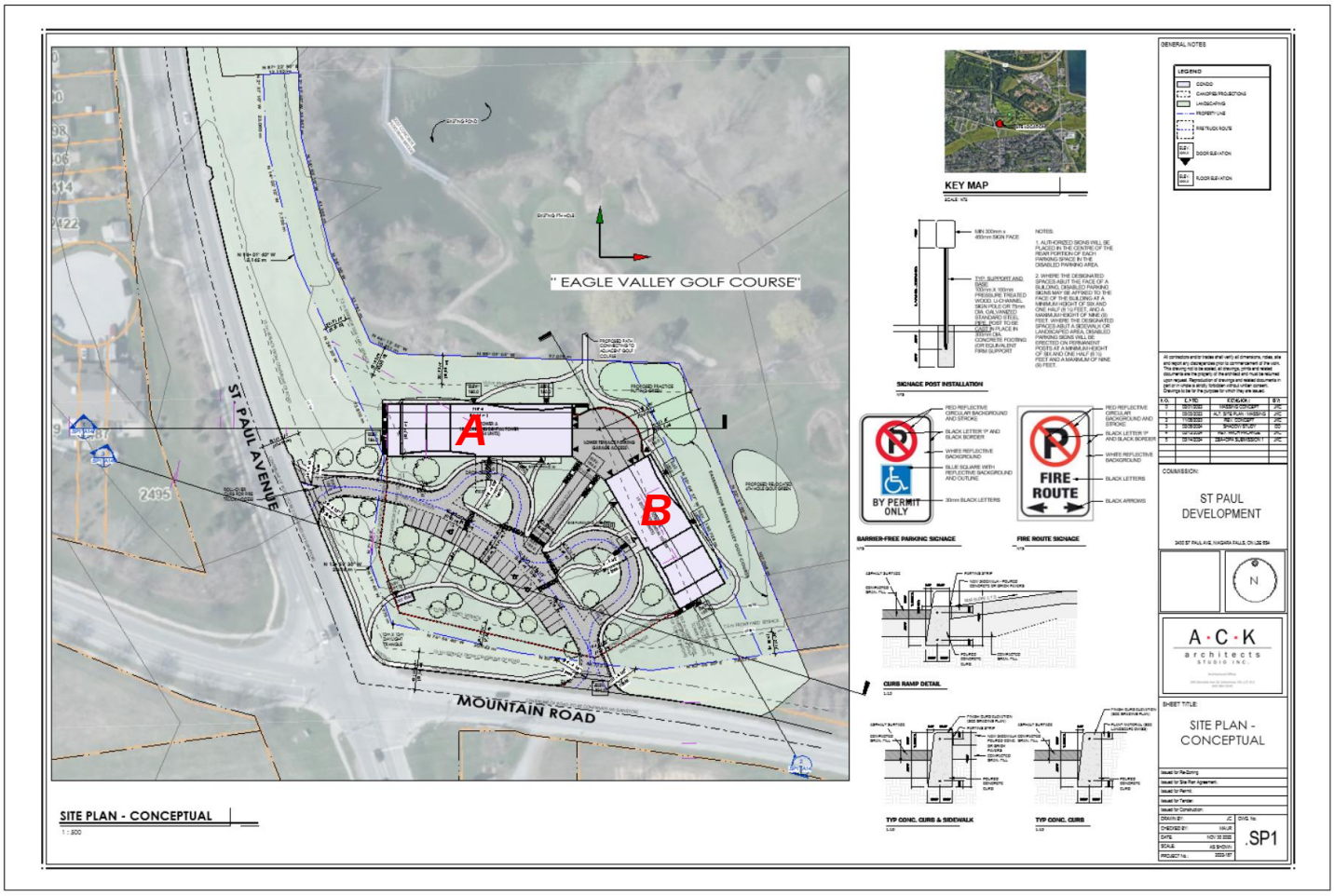


FIGURE 2 – ARCHITECTURAL SITE PLAN

Building A with proximity to St Paul Ave is proposed to have 154 units and ranges/steps from 10 storeys to 15 storeys away from St. Paul Ave.
Building B- With proximity to Mountain Rd is proposed to have 141 units and ranges/steps from 12 to 19 storeys away from Mountain Rd.
The parking of the proposed condominium development will be comprised of 373 vehicular parking spaces in two layers of underground parking and 20 surface-level parking spaces.

3.0 VISION AND PRINCIPALS

Vision Statement

The proposed development, located in the northerly sector of the City's urban limit is outlined by the formation of the Niagara Escarpment, the existing residential communities, the golf course, and the existing infrastructures of the roads, services, etc. The existing context(s) shaped the Vision to establish a viable condominium development for a site that straddles the the urban context of the city and the natural context of the escarpment: The development becomes the bridge/ transition point between the natural and the built form.

Design Principles

The Design Principle(s) aim(s) to establish a built form that will encapsulate the natural surrounding context and utilize the existing infrastructure(s) servicing the existing built-up area; in-turn conserving the impact on the natural setting, and maintaining/supporting the economic viability of this site within the existing urban context: This is reflected in the site orientation for access to and from the site/ considering views & vistas to and from the site/ and the use of materials to the reflect the natural settings surrounding the site. The Overall Design objective is to create a viable condominium development within the existing urban context that is uniquely framed by the natural landscape of the Escarpment.

FIGURE 3 – PINESTONE AND ST. PAUL PRESEPETIVE

4.0 POLICY CONTEXT + SITE ANALYSIS

4.1 NIAGARA REGION URBAN DESIGN GUIDELINES

4d.3 General Location & Orientation

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.

b) High-rise buildings should face adjoining streets and frame the adjoining public open spaces (i.e.. courtyards, gardens, etc.).

c) Active facades and ground-level uses such as retail commercial or habitable living areas should be provided.

d) Entrances should be oriented directly to the street and be accessible from public sidewalks.

e) High-rise buildings with multiple frontages and on-corner sites should provide entrances on both adjoining streets.

f) Parking areas should be located underground wherever possible. Surface parking should be limited and located to the rear of buildings.

Comment:

The proposed buildings with respect to the site and the surrounding context; have been designed to interface with both primary roads (St. Paul Ave & Mountain Rd); with pedestrian connectivity to the streets and with the natural surroundings of the site. The positioning of the buildings will not only highlight the intersection of the public realm, but it will create a natural courtyard for the proposed development that will combine the vehicular and pedestrian circulation within the landscaping of the proposed development. 93% of the required parking will be supported in the proposed underground parking

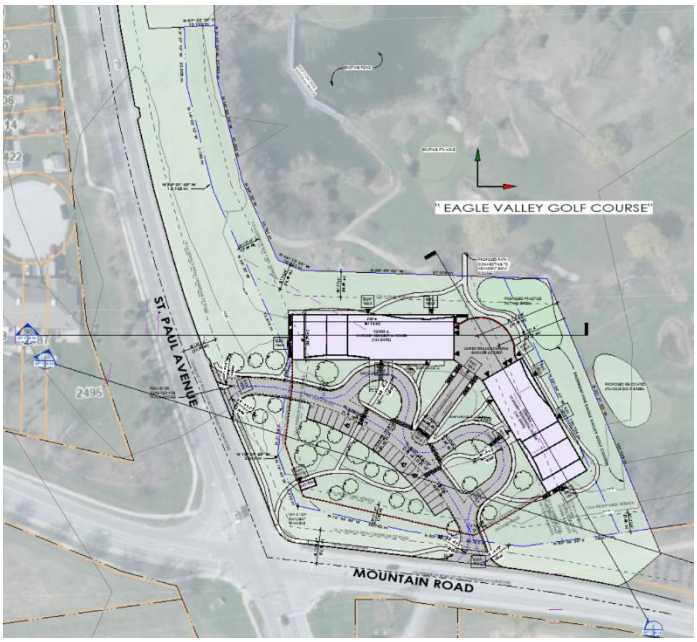


FIGURE 4 – SITE CONTEXT

structure, allowing a majority of the site to be landscaped in combination with the natural setting and the manicured landscaping of the neighbouring Golf course. With multiple pedestrian access points to the site, it is proposed as part of the development to provide pedestrian sidewalks along St. Paul and Mountain Road frontage of the property to improve pedestrian mobility and interaction with the public realm. Vehicular access is proposed at Mountain Road and St. Paul Ave to create a systematic and cohesive flow to the streets that frame the property.

4d.4 Facades & Pedestrian Interfaces

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

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.

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.

d) Facades facing a public street or public area should incorporate weather protection for the comfort of the pedestrian and articulation of the building facade. This may be achieved either by canopy, awning, or colonnade.

FIGURE 5– FRONT ELEVATION (MOUNTAIN RD)

Comment:

Although the orientation of the buildings does not directly face a public street or public space; the façade design and site design have taken into consideration the interaction of pedestrian and vehicular movement with the façades of the development: The base of the building(s) is proposed to be stone/ limestone complimenting and framing the natural context surrounding the property; as the building accentuates in height, the facades lighten with glazing/ curtain wall facades, and the balconies undulate in shape and material providing a more organic flow, framing an architectural feature to the primary facades: Notably 2 buildings are proposed and both buildings stepping inwards from the street allowing the buildings to maintain a visual through the site as opposed to a continual wall of façade. Entrance canopies, rooftop gardens/covered terraces, and vantage points within the site bring the pedestrian, surrounding public space and natural context together with the design of the proposed development.

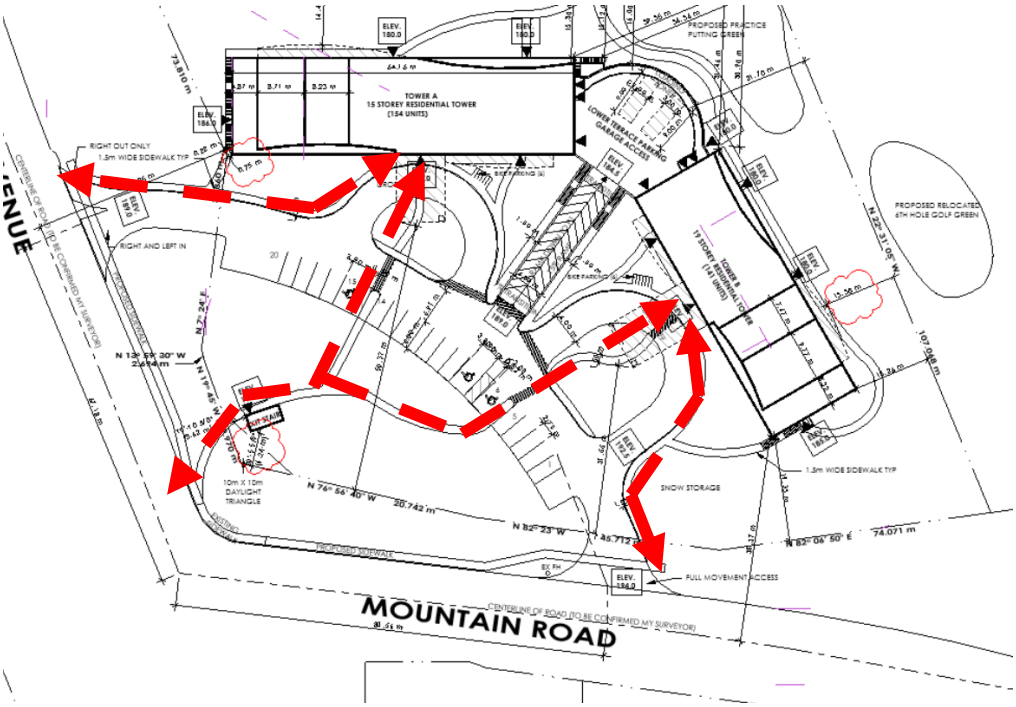


FIGURE 6 – PEDESTRIAN CONENCTIONS

4d.4 Height, Mass, and Transitions

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

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

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

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

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. Setbacks should be considered for buildings above 3 storeys.

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.

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.

Comment: The proposed high rise has been placed at a major intersection. This is an ideal location for accessibility and reduces vehicle traffic impact on the surrounding lower-density neighbourhoods. The building has been set back from the road and the stepping of the building reduces any potential overlook of adjacent buildings. (**SEE APPENDIX B – ANGULAR PLAN SECTIONS**) There would be an overlook of the golf course. However, this is intentional since the building has been designed with golf-themed amenities and encourages the use of the adjacent golf courses. Stepping for Tower A is proposed at levels 2, 10, 12 and 15. Stepping for Tower B is proposed on levels 2, 12, 15, and 18. With the objective of respecting the surrounding context and built form.

As demonstrated in the wind study report the towers do not pose a negative impact on the site or the surrounding public realm. The shadow study shows minimal impact of

shading on the surrounding residential buildings. The golf course receives the greatest amount of shadow. However, the impact on the golf course is minimal since the majority of shadowing occurs during the wintertime when the golf course is not in use. (**SEE APPENDIX A – SHADOW STUDY)**

The base of the proposed towers on the street side is 1 storey, due to the steep natural topography of the site, the rear has a base height of 3 storeys. The design is proposed to reduce the visual impact on the residential properties while still maximizing the space within the building. As well the use of natural material at the base (stone) complements the surrounding natural context as well as the existing residential fabric.

FIGURE 7 – REAR ARTISTIC RENDERING

4d.5 Open Space & Landscaping

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.

Comment: Communal open space has been provided for both towers. The towers will have a large rooftop terrace and have access to recreation open space at the rear of the towers which contains a practice putting green. All landscaped areas to the front and rear of the building are usable and accessible to pedestrians.

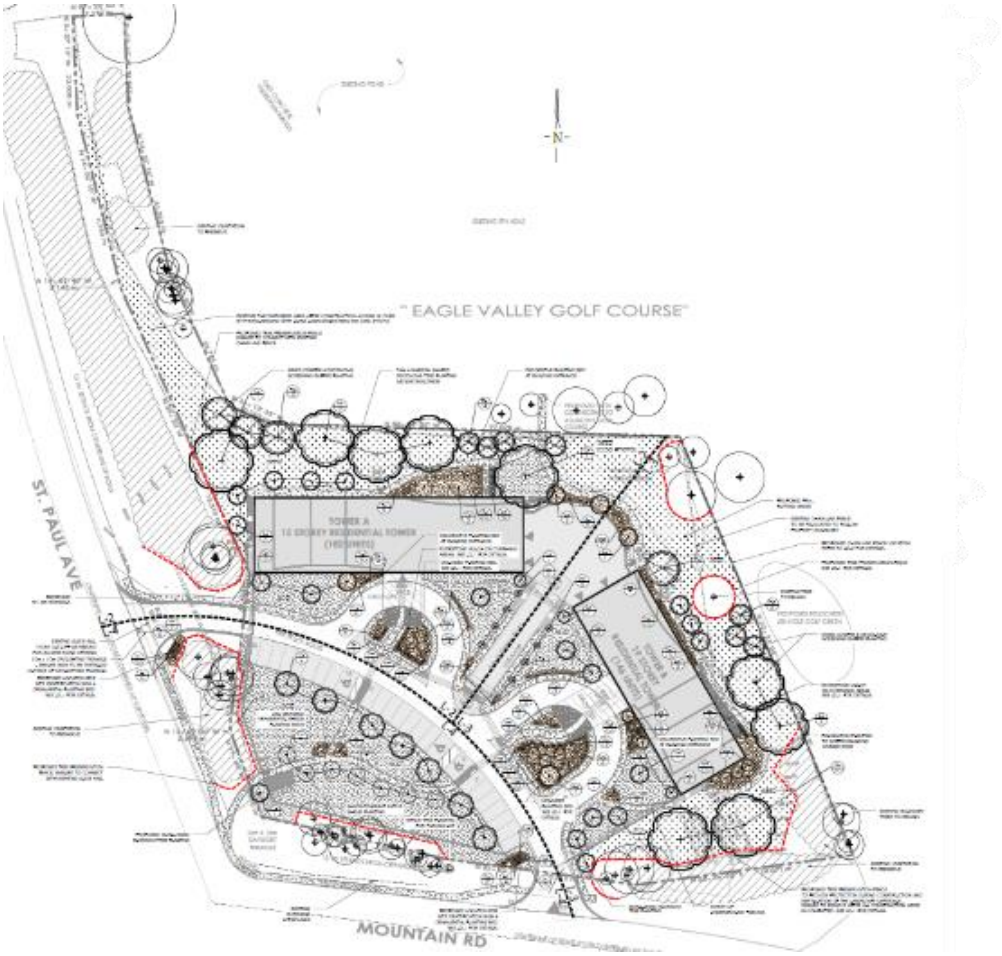


FIGURE 8– LANDSCAPE PLAN

4d.6 Parking Areas

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

b) Access to underground or structured parking should be provided at the interior of the lot - not at the corner.

c) Where structured parking fronts onto a public street or space, commercial retail units should be provided at-grade.

d) Surface parking must not be located between the public ROW and the front of the adjacent primary building.

e) Where surface parking areas are required, design guidelines outlined in Section 4e should apply.

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

g) Parking within a structure should be screened from view at sidewalk level, and the street-level wall should be enhanced by architectural detailing, artwork, landscaping, or similar treatment that will add visual interest.

Comment: 95% of all parking is proposed to be underground parking. 5% is proposed to be surface parking. The small amount of surface parking is ideal for visitors or vehicles not suitable for underground parking. Due to the natural topography of the site, surface parking is proposed at the front. Allowing the rear of the development to be landscaped and blend with the natural context of the golf course. A large landscape buffer has been provided to reduce views of the parking from the public view. The proposed surface parking follows the guidelines

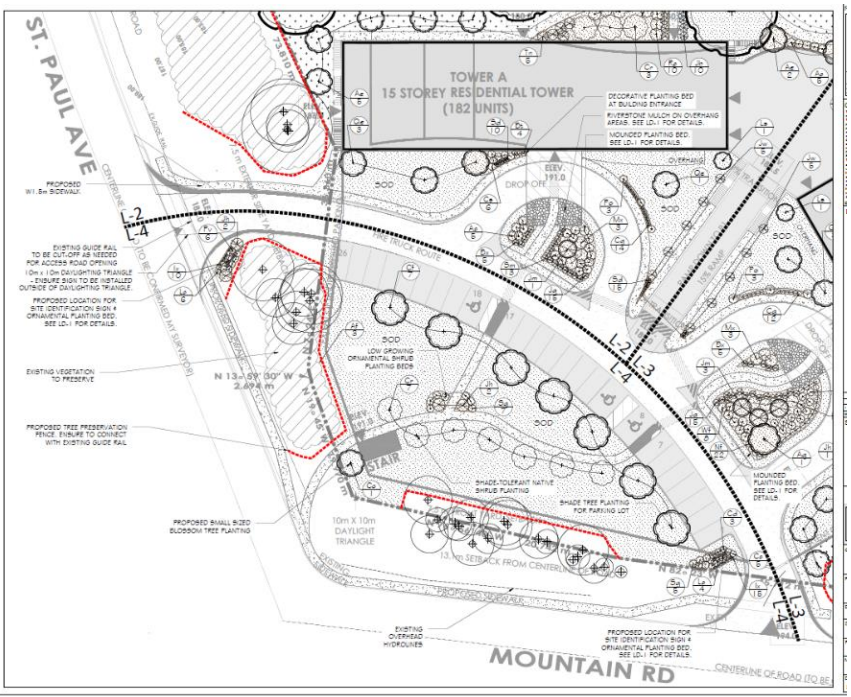


FIGURE 9 – PARTIAL LANDSCAPE PLAN – FRONT

for section 4e that apply to the proposed surface parking. (Landscape buffer, landscape screening, snow storage and landscaped islands)
The ramp to the underground parking structure is located between the towers and set 100+ feet from the public roads. The ramp will also be blocked from view public view by landscaping.

4d.7 Architectural Quality

The design and architectural quality of a new development should be measured according to some of the following principles:

1. ***Identity***
2. ***Expressive forms***
3. ***Building Entrances***
4. ***Mechanical Penthouses***
5. ***Rooftop Gardens***
6. ***Privacy***
7. ***Safety and Security***
8. ***Exterior Materials***
9. ***Signage***

Comment:
Identity: The proposed development is identified by several components.

1) Firstly, the site and the orientation of the buildings within the site.

2) The use of natural stone as the base podium/ stepping the building(s) to reflect the stepping and undulation of the natural setting beyond the site: The stepping of the buildings combined with the organic form/flow of the balconies and the glass curtain wall creates a unity of the built form with the built environment.

3) The building entrances will be defined by the landscaping and the drop-offs for each building: The main entrance to each building will be framed with the stone façade but inviting with the glass entrance and the protective canopy.

4) The mechanical penthouse will form part of the roof feature as a cascading roof line.

5) Both buildings will incorporate a rooftop terrace and gathering space: Green roofs and roof terraces will be incorporated on the roofs as the building steps in height.

6) A significant amount of curtainwall will provide a vast visual exposure: The buildings have been positioned so that neither of the buildings will be viewing into the other, instead being able to view the surrounding landscape. The Angular Plane from adjacent properties and stepping of the buildings has been considered in positioning the buildings so that privacy to the surrounding properties has been respected.

7) Safety and security will be reinforced with site lighting, electronics and cameras/technology: The resident parking is underground in a secured access parking structure/entrance to the buildings will be secured and only permissible by the residents. As a condominium complex, concierge service may be considered.

8) A combination of Limestone/ Curtain wall-glazing/ and metal panelling will define the facades: The landscape material and hard surface material will be incorporated to compliment the built form.

9) Signage is proposed to be minimal to define the entrance and address number of the buildings: required parking signs and fire route signs will be incorporated within the landscape and site design.

FIGURE 10 – REAR ARTISTIC RENDERING

4.2 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 several 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 Residential, as displayed on Schedule A: Future Land Use

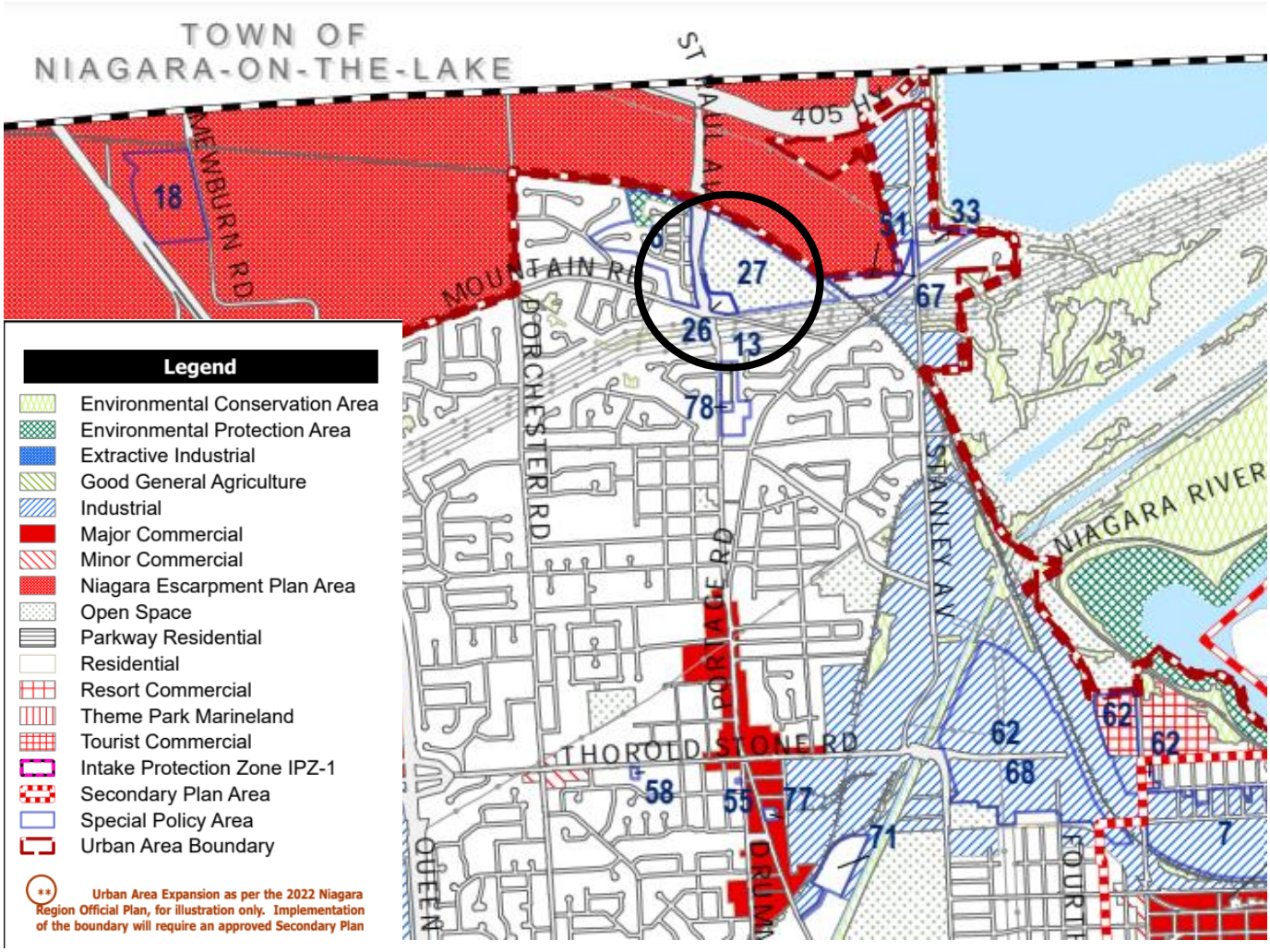


FIGURE 11 – SCHEDULE A: LAND USE

The Official Plan Describes Residential as:

> *"The predominant use of land in areas designated Residential shall be for dwelling units of all types catering to a wide range of households. Predominant uses shall include single detached and semi-detached dwellings, duplexes, triplexes, quadruplexes, townhouses, apartments, group homes and other forms of residential accommodation*."

The City of Niagara Falls also designates the subject site as part of the Built-Up Area, as displayed on Schedule A-2: Urban Structure Plan

FIGURE 12 – SCHEDULE A-2: URBAN STRUCTURE

The subject lands are within the Built-up Area which, The Official Plan describe as:

> *"Intensification, while maximizing the density of a given land area, shall be designed to integrate into the surrounding neighbourhood. The following policies are to be considered in the design of residential development, intensification and infilling and read in conjunction with the policies of PART 1, Sections 2 and 3"*

Comment: The subject site is within the built-up area and as such should have a higher density than what currently exists in the neighbourhood that would provide a harmonious mix of a variety of housing types. (OP1.10.3). The proposed development is currently adjacent to medium-density and vacant residential lands. This development will provide a higher density as well as provide a different housing type within the neighbourhood. The proposed development is an infill site and uses the existing site topography to provide visual separation between the towers and adjacent residential uses (OP 1.10.2). Additionally, the site currently approved for a condominium development, was chosen for this proposed development as it fronts onto arterial roads and is supported by existing City & Regional services/infrastructure as recommended/supported in the Official Plan(1.10.5iii).

Transportation

As shown in Figure 12, Schedule C: Major Roads Plan of the Niagara Falls Official Plan, St. Pual Ave and Mountain Road are identified as Arterial Roads.

FIGURE 13 – SCHEDULE C: MAJOR ROADS PLAN

The Official Plan Describes Arterial 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*

  Comment: The subject site is located at the intersection of the primary arterial road network within the city, which provides direct and immediate access to higher-order transportation and a range of services. The proposed development will make efficient use of the subject lands where it would be appropriate to locate development of this scale from a traffic perspective. – being at the intersection of Arterial roads (Mountain and St Paul), traffic will not need to pass through a local road network, and it's proximity to a provincial highway. 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 sectors.

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

5.1 New development, redevelopment and public works projects shall utilize building, streetscaping and landscaping designs to improve the built and social environment of the City and to enhance quality of life. Development should integrate and be compatible with the surrounding area including natural and cultural heritage features.

5.1.1 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.

5.1.2 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.

5.1.3 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.

5.1.4 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.

5.1.5 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.

5.1.6 Appropriately designed and scaled parking structures or underground parking shall be encouraged for large tourist commercial and high-density residential developments.

Comment: The proposed development specifically responds to the urban design directive for the site and building design/orientation:

- An appropriate height and built form are proposed in response to the surrounding land use policies and permitted uses, and consideration of the surrounding existing natural context of the site as forming a part of a built-up residential area.
- The condo buildings are proposed at the intersections of arterial roads. These towers have been setback from the roads to allow for ample landscaping that shields the surface parking and allows pedestrians to walk through a natural space to the buildings. Walkways have been provided to connect the two towers to the public realm.
- The wind and shadow impacts of the proposed development are minimal.
- The placement of the towers on the site and the natural site topography reduces visual obstructions for neighbouring residential areas. The proposed rooftop terraces allow for residences to have excellent views of the surrounding area; 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.

5.3 Landscaping and open space amenity areas can provide an opportunity to enhance the visual image of properties along the streetscape and should be incorporated in development projects to complement boulevard plantings. Landscaping can soften dominant building mass, screen noise and visual intrusion, shield against excessive wind and sun and provide various environmental benefits.

5.3.1 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.

5.3.2 Low maintenance forms of landscaping shall be encouraged, where possible, with the responsibility for maintenance to be placed on the landowner.

5.3.3 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.

5.3.4 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.

5.3.5 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.

Comment: 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 plans also considered the Honey Locust Report which notes specific notable trees to remain. 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 are proposed by the development. The landscaping is spread throughout the site, with a particular focus on public use areas, including near the adjacent roadways, entranceways, and the internal parkette feature.

5.4 Parking areas should be designed efficiently to minimize the extent of pavement and provide the opportunity for additional landscaping.

5.4.1 Green space and landscaping shall be interspersed throughout the parking area but not affect it's functioning and safety.

5.4.2 Traffic islands, paving materials, landscaping and lighting should be used to clearly distinguish between vehicle areas and pedestrian routes to provide safety and amenity.

Comment: The proposed development appropriately responds to the direction outlining parking areas. Most notably, a majority of parking is located in underground parking structures where the impact on the public realm will be minimized. The minimal surface parking provided serves as an essential function of 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.

5.0 DESIGN CONSIDERATIONS

Site Design

The proposed development includes the establishment of a contemporary residential development in both building and site design. The site is designed 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 internally to the site.

The design and orientation of the apartment buildings jointly create a natural courtyard at the front corner of the site. The landscape area provides a buffer from the adjacent road network. This creates the opportunity for pedestrian connectivity, discussed further below.

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. Public sidewalk elements are anticipated to seamlessly integrate into main building entrances and grade-related uses through landscaping treatment that places the pedestrian experience at the forefront.

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 land.

Built Form / Tall Building Massing

The Condo towers are appropriately scaled and consider the impact on the pedestrian. The two towers have a one-storey podium that helps create a pedestrian-scaled environment. The towers have multiple steps that, step away from the road and other surrounding residential lots.

Tower A is 15 storeys and Tower B is nineteen storeys. Since the towers are set back from the road there is minimal environmental impact and surrounding properties. As demonstrated in the wind study the proposed building does not create any adverse effects on the surrounding public realm. The shadow study (Appendix A) shows minimal shading on neighbouring residential properties. Most of the shadowing is on the adjacent golf course and the majority of it occurs during off-peak golf times meaning there is a limited negative impact on the use of the golf course.

Building and Architectural Design

The proposed development site is in a predominantly Residential area, the surrounding lands are generally residential and some vacant lands. 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 the goal of the proposed development to establish a high degree of architectural & site design to influence future development & redevelopment & preservation within the existing community.

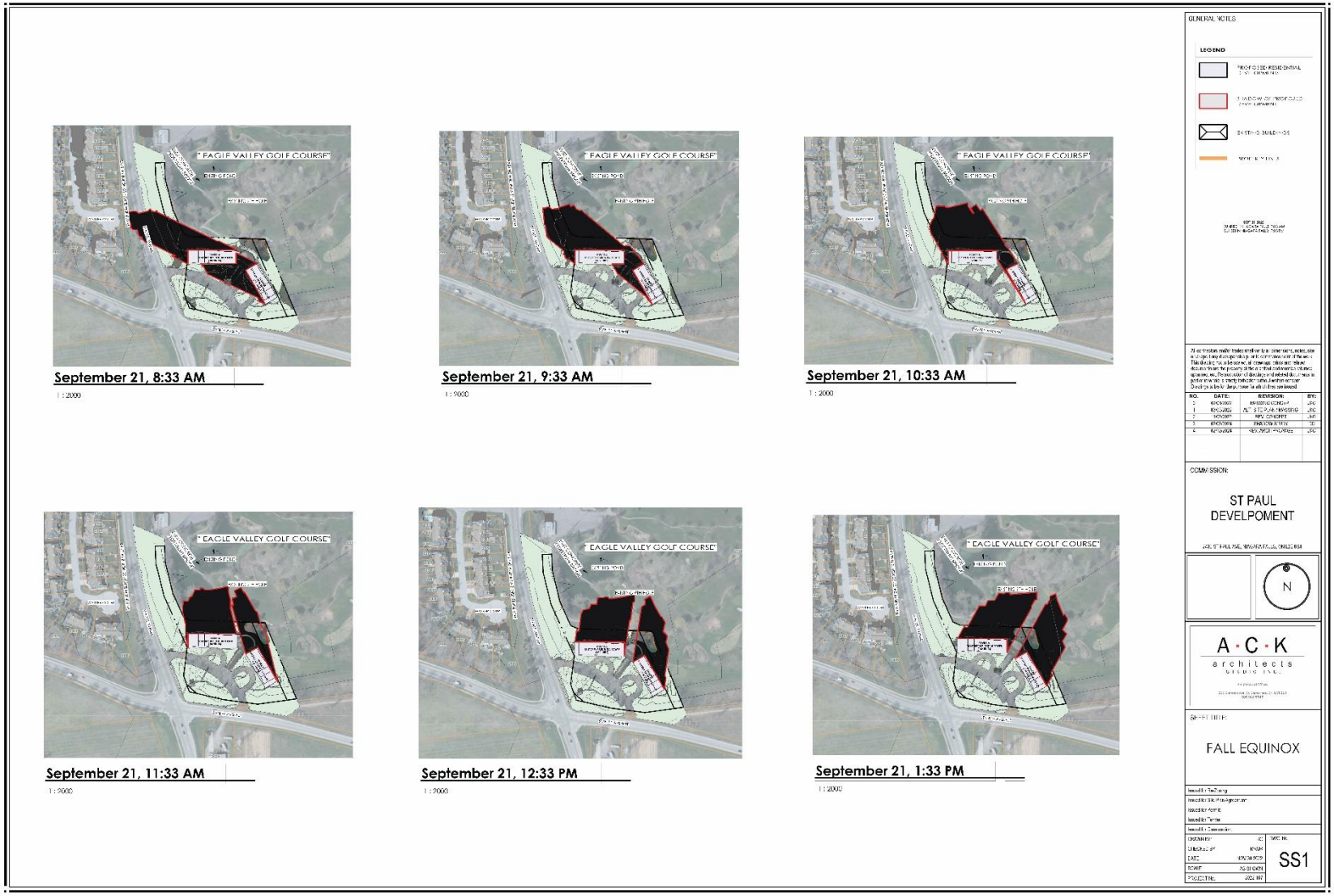
The development anticipates a contemporary building design, that is of high quality in form and function. The design of building(s) is to be consistent and complimentary throughout the site. The building generally anticipates a degree of glazing/transparency, through the incorporation of glazing on all sides of the building. The buildings will utilize architectural detailing, and contrasting building materials/colours to create a vertical aesthetic. Further, primary building entrances are enhanced with weather protection and landscape elements that will be considered integral parts of the building itself and will contribute to a massing that is complete and cohesive.

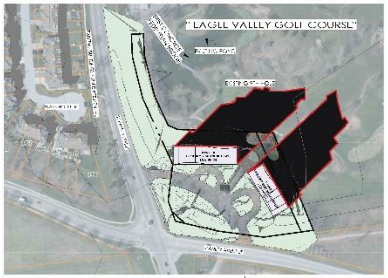
6.0 OPINIONS & CONCLUSIONS

The subject property is located in the Northern sector of the city in an established Residential Zone; the property is framed by the major arterial roads of Mountain Rd and St. Paul Avenue and the natural setting of the existing golf course. The property's close and walking proximity to the Village of St. Davids and the Stamford District makes the development a pinnacle location for urban development. Although the surrounding older residential fabric is a combination of single-family homes and medium-density (townhouses) residential development, the proposed condominium development will provide a variety of housing types to an already established urban community. The proposed development will be an efficient use of lands, resources, and existing city infrastructure(s).

The proposed development has been and will continue to be carefully designed with distinct architectural elements and details, enhanced landscaping features providing a high-quality streetscape(s) in combination with the natural surroundings and the existing golf course: The siting of the buildings being sensitive to the surrounding land-use and built-form context, all with the intent to enhance the community environment and encourage innovative growth to the existing neighboring community.

APPENDIX A – SHADOW STUDY





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GENERAL NOTES

LEGEND

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2	[illegible]	[illegible]	JKC
3	[illegible]	SHADOW STUDY	DC
4	[illegible]	REV. ARCH PACKAGE	JKC

COMMISSION

ST PAUL DEVELPOMENT

A·C·K architects studio inc.

SHEET TITLE

FALL EQUINOX

DRAWN BY:	JC
CHECKED BY:	[illegible]
DATE:	NOV 30 2022
SCALE:	AS SHOWN
PROJECT No.:	2022-[illegible]

DWG No. SS2

April 21, 7:54 AM

1 : 2000

April 21, 8:54 AM

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April 21, 9:54 AM

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April 21, 10:54 AM

1 : 2000

April 21, 11:54 AM

1 : 2000

April 21, 12:54 PM

1 : 2000

GENERAL NOTES

LEGEND

COMM SSION:

ST PAUL
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architects
STUDIO INC.

SPRING EQUINOX

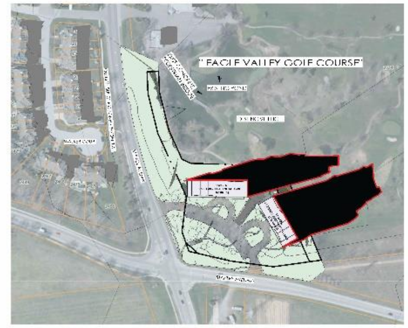
SS3

April 21, 1:54 PM

1 : 2000

April 21, 2:54 PM

1 : 2000



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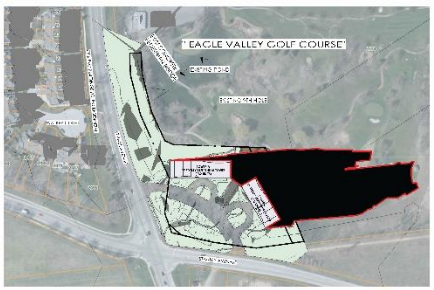

April 21, 4:54 PM

1 : 2000

April 21, 5:54 PM

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April 21, 6:36 PM

1 : 2000

GENERAL NOTES

LEGEND

- PROPOSED RESIDENTIAL DEVELOPMENTS
- SHADOW OF PROPOSED DEVELOPMENT
- EXISTING BUILDINGS
- PROPERTY LINES

All contractors and/or trades shall verify all dimensions, notes, size and report any discrepancies prior to commencement of the work. This drawing not to be scaled, all drawings, prints and related documents are the property of the architect and must be returned upon request. Reproduction of drawings and related documents in part or in whole is strictly forbidden without written consent. Drawings to be for the purpose for which they are issued.

NO.	DATE:	REVISION:	BY:
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1	[illegible]	ALT. SITE PLAN MASSING	JRC
2	[illegible]	REV. CONCEPT	JRC
3	[illegible]	SHADOW STUDY	[illegible]
4	[illegible]	REV. ARCH PACKAGE	JRC

COMMISSION:

ST PAUL DEVELPOMENT

[illegible] ST PAUL AVE, NIAGARA FALLS, ON [illegible]

N

A·C·K architects STUDIO INC.

SHEET TITLE:

SPRING EQUINOX

Issued for Re-Zoning

Issued for Site Plan Agreement

Issued for Permit

Issued for Tender

Issued for Construction

DRAWN BY:	[illegible]	DWG. No.
CHECKED BY:	[illegible]	SS4
DATE:	NOV 30 2022	
SCALE:	AS SHOWN	
PROJECT No.	2022-107	

December 21, 9:15 AM

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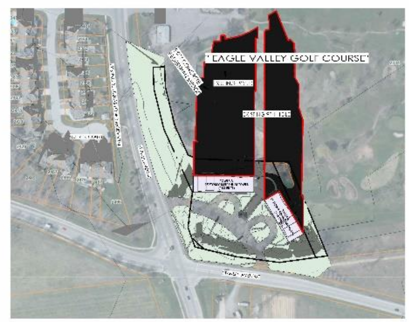
1 : 2000

December 21, 11:15 AM

1 : 2000



December 21, 12:15 PM

1 : 2000

GENERAL NOTES

LEGEND

PROPOSED RESIDENTIAL DEVELOPMENTS

SHADOWS OF PROPOSED DEVELOPMENT

EXISTING BUILDINGS

PROPERTY LINES

NO.	DATE:	REVISION:	BY:
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1	09/05/2022	ALT. SITE PLAN / MASSING	JRC
2	11/05/2023	REV. CONCEPT	JRC
3	02/05/2024	SHADOW STUDY	DD
4	02/12/2024	REV. ARCH FACADES	JRC

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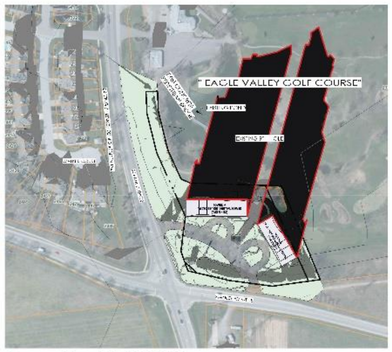
SHEET TITLE:

WINTER SOLSTICE

Issued for Re-Zoning
Issued for Site Plan Agreement
Issued for Permit
Issued for Tender
Issued for Construction

DRAWN BY:	JC
CHECKED BY:	MAJR
DATE:	NOV 30 2022
SCALE:	AS SHOWN
PROJECT No.:	2022-107
DWG. No.	SS5



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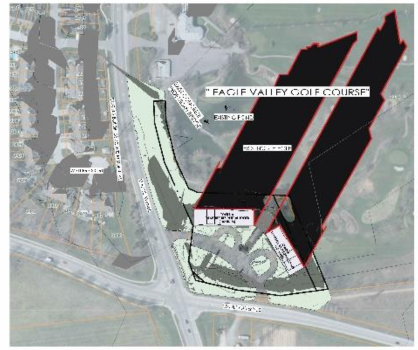

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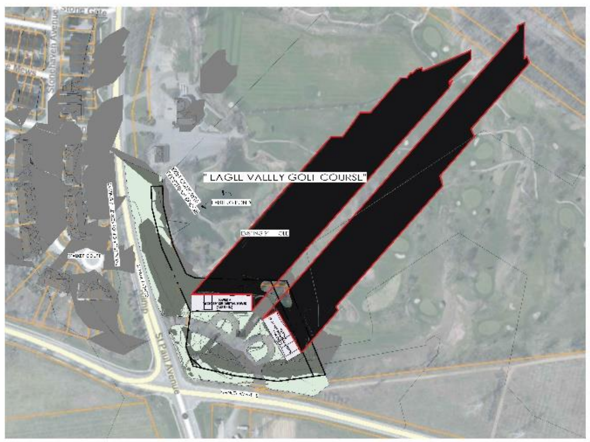

December 21, 3:14 PM

1 : 2000

GENERAL NOTES

LEGEND

PROPOSED RESIDENTIAL DEVELOPMENTS

SHADOW OF PROPOSED DEVELOPMENT

EXISTING BUILDINGS

PROPERTY LINES

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NO.	DATE:	REVISION:	BY:
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2	11/05/2023	REV. CONCEPT	JRC
3	02/05/2024	SHADOW STUDY	DD
4	02/15/2024	REV. ARCH PACKAGE	JRC

COMMISSION:

ST PAUL DEVELPOMENT

240 ST PAUL AVE, NIAGARA FALLS, ON L2E 6S4

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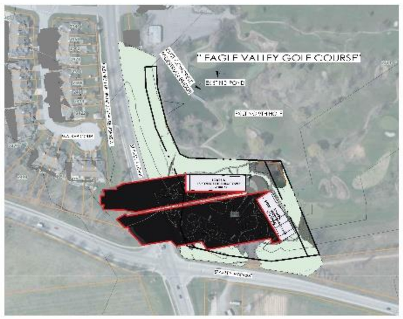
SHEET TITLE:

WINTER SOLSTICE

Issued for Re-Zoning
Issued for Site Plan Agreement
Issued for Permit
Issued for Tender
Issued for Construction

DRAWN BY:	JC	DWG. No.
CHECKED BY:	MAGM	SS6
DATE:	NOV 30 2022	
SCALE:	AS SHOWN	
PROJECT No.:	2022 107	



June 21, 7:07 AM

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June 21, 8:07 AM

1 : 2000

June 21, 9:07 AM

1 : 2000

June 21, 10:07 AM

1 : 2000

GENERAL NOTES

LEGEND

PROPOSED RESIDENTIAL DEVELOPMENT

SHADOW OF PROPOSED DEVELOPMENT

EXISTING BUILDINGS

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NO.	DATE:	REVISION:	BY:
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2	[illegible]	REV. CONCEPT	[illegible]
3	[illegible]	SHADOW STUDY	[illegible]
4	[illegible]	REV. ARCH FACADE	[illegible]

COMMISSION:

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SHEET TITLE:

SUMMER SOLSTICE

Issued for Re-Zoning

Issued for Site Plan Agreement

Issued for Permit

Issued for Tender

Issued for Construction

DRAWN BY:		DWG. No.
CHECKED BY:		SS7
DATE:	NOV 30 2022	
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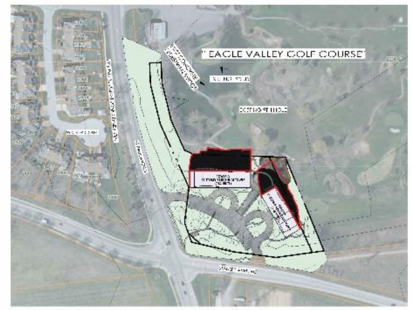
June 21, 11:07 AM

1 : 2000



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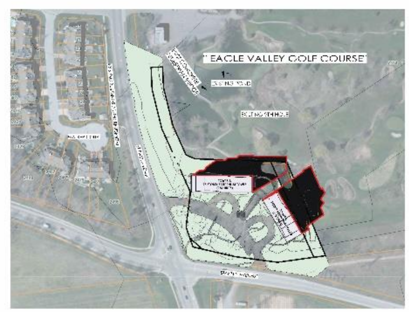

June 21, 2:07 PM

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GENERAL NOTES

LEGEND

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NO.	DATE:	REVISION:	BY:
0	02/01/2022	MASSING CONCEPT	LRC
1	03/03/2022	ALT. SITE PLAN / MASSING	LRC
2	11/05/2023	REV. CONCEPT	LRC
3	02/05/2024	SHADOW STUDY	JD
4	02/12/2024	REV. ARCH FACADES	LRC

COMMISSION:

ST PAUL DEVELPOMENT

2430 ST PAUL AVE, NIAGARA FALLS, ON L2E 6S4

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SHEET TITLE:

SUMMER SOLSTICE

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Issued for Permit
Issued for Tender
Issued for Construction

DRAWN BY:	JD	DWG. No.
CHECKED BY:	MAJR	SS8
DATE:	NOV 30 2022	
SCALE:	AS SHOWN	
PROJECT No.	2022 107	

June 21, 3:07 PM

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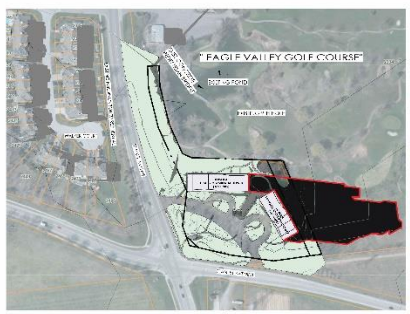

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1 : 2000

June 21, 5:47 PM

1 : 2000

GENERAL NOTES

LEGEND

- PROPOSED RESIDENTIAL DEVELOPMENTS
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0	02/01/2022	MASSING CONCEPT	LRC
1	03/03/2022	ALT. SITE PLAN / MASSING	LRC
2	11/05/2023	REV. CONCEPT	LRC
3	02/05/2024	SHADOW STUDY	DD
4	02/12/2024	REV. ARCH PACKAGE	LRC

COMMISSION:

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DRAWN BY:	JD	DWG. No.
CHECKED BY:	MAJR	SS9
DATE:	NOV 30 2022	
SCALE:	AS SHOWN	
PROJECT No.:	2022-107	

APPENDIX B – ANGULAR PLANE SECTIONS