



# Urban Design Brief

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6888 Drummond Road, Niagara Falls, Ontario

TBG Project No. 24132

April 2024



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# 1 INTRODUCTION

A decorative graphic consisting of seven dark blue squares arranged in a grid-like pattern. The squares are arranged in three rows: the top row has one square on the right; the middle row has two squares; and the bottom row has three squares. The squares are positioned to the right of the word 'INTRODUCTION'.



## 1.1. INTENT

The Biglieri Group Ltd. (“TBG”) has been retained by Arcavia Home Care to prepare an Urban Design Brief in support of the redevelopment of the lands municipally identified as 6888 Drummond Road in the City of Niagara Falls (“The Subject Site”). The Subject Site is legally described as XXX. Applications for a Zoning By-law Amendment and an Official Plan Amendment is required to permit the development of a four-storey long-term care home that will offer a total of 192 beds. This Urban Design Brief builds upon the Planning Rationale Report and demonstrates how the proposed development meets design guidelines and principles set out by Niagara Region and the City of Niagara Falls. The goal of this report is to ensure that the proposed development fosters high quality and sustainable urban design.

## 1.2. DOCUMENT STRUCTURE

This document is organized into three sections:

- Section 1 - The Policy Context and Site Analysis (Policies, location and community context);
- Section 2 - Vision and Design Principles;
- Section 3 - The Design Concept that is responsive to the policy context and site analysis

# 2

## **POLICY CONTEXT & SITE ANALYSIS**



## 2.1. Study Area Description

### 2.1.1 Site Location

The Subject Site has approximately 61.7 metres of frontage onto Drummond Road. The Subject Site is 3,166 metres (0.78 acres) in size and is approximately 217 metres deep and forms an irregular triangle shaped. The Subject Site is currently undeveloped.

The proposed development consists of a four (4) storey long-term care building consisting of 192 beds with a gross floor area (GFA) of 13,762 square metres. A commercial component is proposed at grade in the western half of the building. The proposal will see a total of one hundred and one (101) parking spaces and eight (8) bicycle parking spaces. The proposed building is situated towards the northern portion of the subject site and nearly stretches the length of the property. Parking and vehicular circulation are situated south of the proposed building. The primary drop-off loop and main entrance are located towards the west end of the proposed building while waste and loading are situated towards the far end of the Subject Site.

At grade along the western portion of the building are 10-12 commercial units, five of which front along Drummond Road. The eastern portion of the main level is dedicated to long-term care amenities and supporting uses including the cafeteria, place of worship, lounge, meeting rooms and staff support. Receiving and waste are situated at the rear of the building. Levels two to four are comprised of 192 long-term care rooms and the necessary support services for them.

The Subject Topography is relatively flat. The Subject Site gradually slopes down towards the rear of the lot. The topography elevation ranges from approximately 187.5 metres above sea level (ASL) along Drummond Road to approximately 186.5 metres ASL towards the south of the Subject Site.

Examination of the Subject Site larger context reveals the factors that will influence the proposed long-term care home and shape the built form:

- The Subject Site fronts onto a Local Road (Drummond Road) and is located in an established residential neighbourhood.
- The Subject Site is an excellent candidate for a long-term care home being well served by transit and within close proximity to the QEW, and a nearby shopping north of the Subject Site.
- Furthermore, the Subject Sites access to nearby parks and open spaces further contributes to it being an ideal site for intensification
- Drummond Road has an existing right-of-way (R.O.W.) of 20 m making it a prime candidate for a building of 4-storeys.





FIGURE 1: RENDERING (CHAMBERLAIN ARCHITECT SERVICES LTD.)





FIGURE 2: RENDERING (CHAMBERLAIN ARCHITECT SERVICES LTD.)



### 2.1.2 Site Context

The Subject Site is located on the east side of Drummond Road, north of Churchill Street, and south of Collins Drive. The surrounding area is characterized by a mix of one and two storey detached residential houses, small scale retail, institutional and commercial uses, parks and open space.

#### NORTH

Directly north of the Subject Site is a restaurant and to the north-east is Rollingwood Park. Further north at the intersection of Drummond Rd and Dunn St is more commercial uses, multi-family residential and single family homes.

#### SOUTH

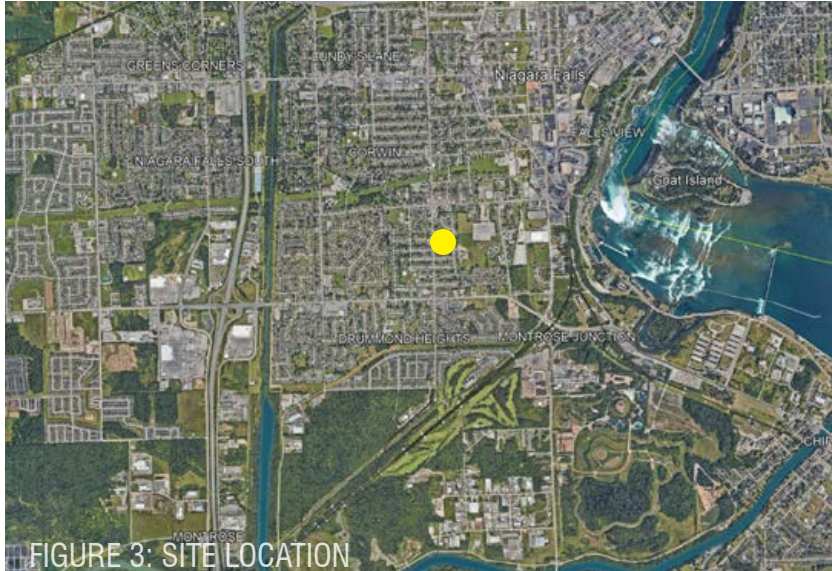
South of the Subject Site there are single detached residential units, as well as Father Hennepin Catholic Elementary School and Prince Charles Park.

#### EAST

C.B. Park is located to the immediate east of the Subject Site as is Father Hennepin Catholic Elementary School. Further East is the Niagara Falls Convention centre followed by the Falls themselves.

#### WEST

To the immediate west of the subject site there are low-rise retail uses that front onto the west side of Drummond Road. Further West of Drummond Road there are single detached residential units.







**NORTH**

**WEST**

**Subject Site**

**EAST**

**SOUTH**

FIGURE 5: SURROUNDING CONTEXT



## 2.2. Study Area Inventory

### **PUBLIC SERVICE FACILITIES**

The Subject Site is located within proximity to many public service facilities including schools, public transit, hospitals, sports facilities, and parks. Many of these facilities would be easily accessible to future residents of the proposed development via active transportation modes such as walking, biking, or by public transit. The following is a list of nearby public services and facilities:

- The Subject Site is within the jurisdiction of the District School Board of Niagara (DSBN) and the Niagara Catholic District School Board (NCDSB). The Subject Site is approximately 200 m from the Father Hennepin Catholic Elementary School, 400 m from Heximer Avenue Public School, 900 m from Notre-Dame-De-La-Jeunesse Catholic Elementary school, 1.0 km from Mount Carmel Catholic Elementary School, and 1.1 km from James Morden Public School.
- C.B. Wright Park is situated approximately 400 m east of the Subject Site and Prince Charles Park is located approximately 450 Southwest of the Subject Site.
- Approximately 350 m North of the Subject Site at the intersection of Dunn St and Drummond Road there is a collection of commercial uses from restaurants, corner stores and personal service stores and a fitness club.
- The Niagara Regional Police Station is approximately 2.4 km north of the Subject Site, while Niagara Parks Police Station is situated 1.9 km to the north east. Niagara Falls Fire Station 3 is the closest fire station approximately 1.5 km south west of the Subject Site.

### **TRANSPORTATION**

The Subject Site has approximately 61.6 metres of frontage on Drummond Road, which is a north/south Local Road. Queen Elizabeth Way (QEW) is a provincial highway located approximately 1.8 km west of the Subject Site. Mcleod Road; a Regional Road can be found approximately 500 m south of the Subject Site

The Subject Site is well serviced by the Regional public transportation network. A bust stop is located approximately 100 m south from the Subject Site. The Subject Site is serviced by the 103 and 103b on Drummond and routes 101 and 112 nearby. These routes provide residents with access throughout the City with many of them passing through the Main Street Hub.

### **ACTIVE TRANSPORTATION NETWORK**

Sidewalks are provided on both sides of Drummond Road as well as on the nearby side streets.

Niagara Region's Transportation Master Plan identifies Drummond Road as a Regional Road having on-road facility which provides connectivity to the surrounding areas within the Region, such as Niagara-on-the-Lake. East of the Subject Site along the Niagara River Parkway are the Greater Niagara Circle Route and the Waterfront Trail.



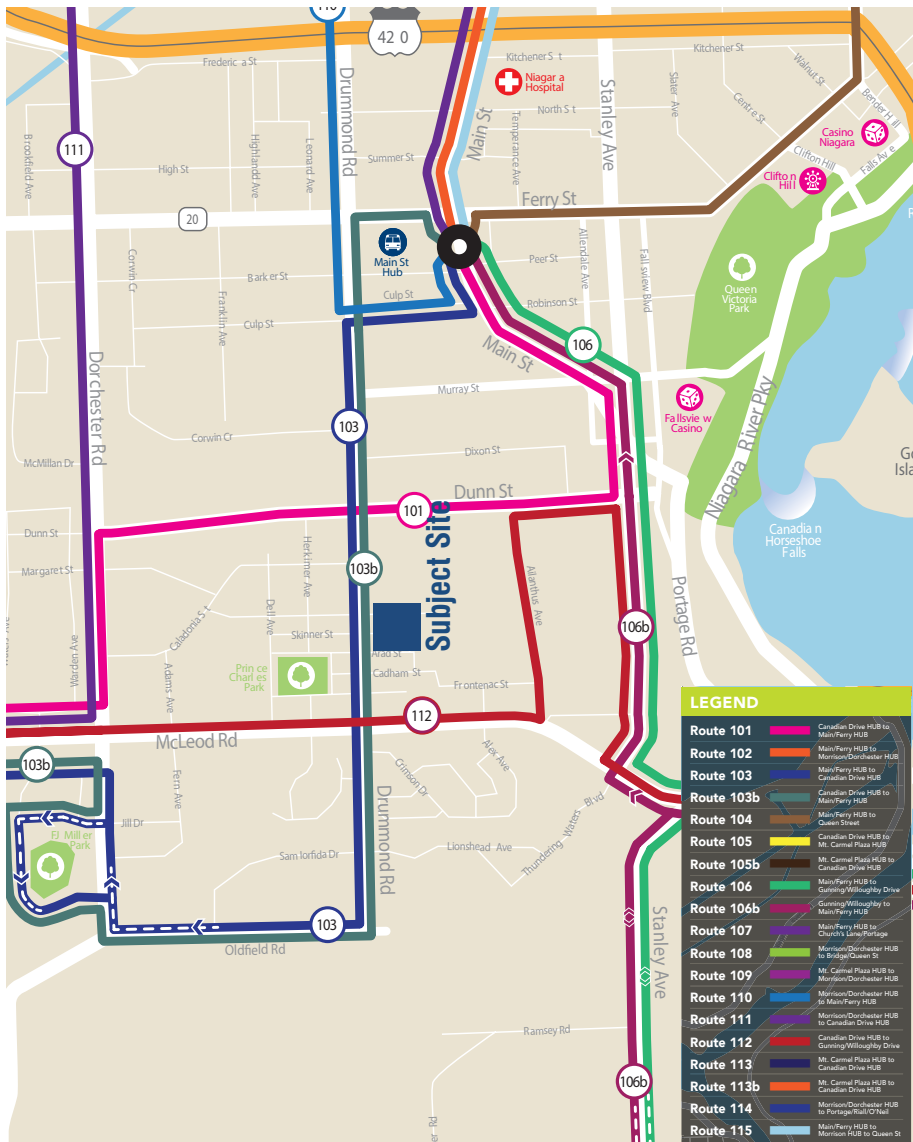


FIGURE 6: NIAGARA REGION TRANSIT MAP

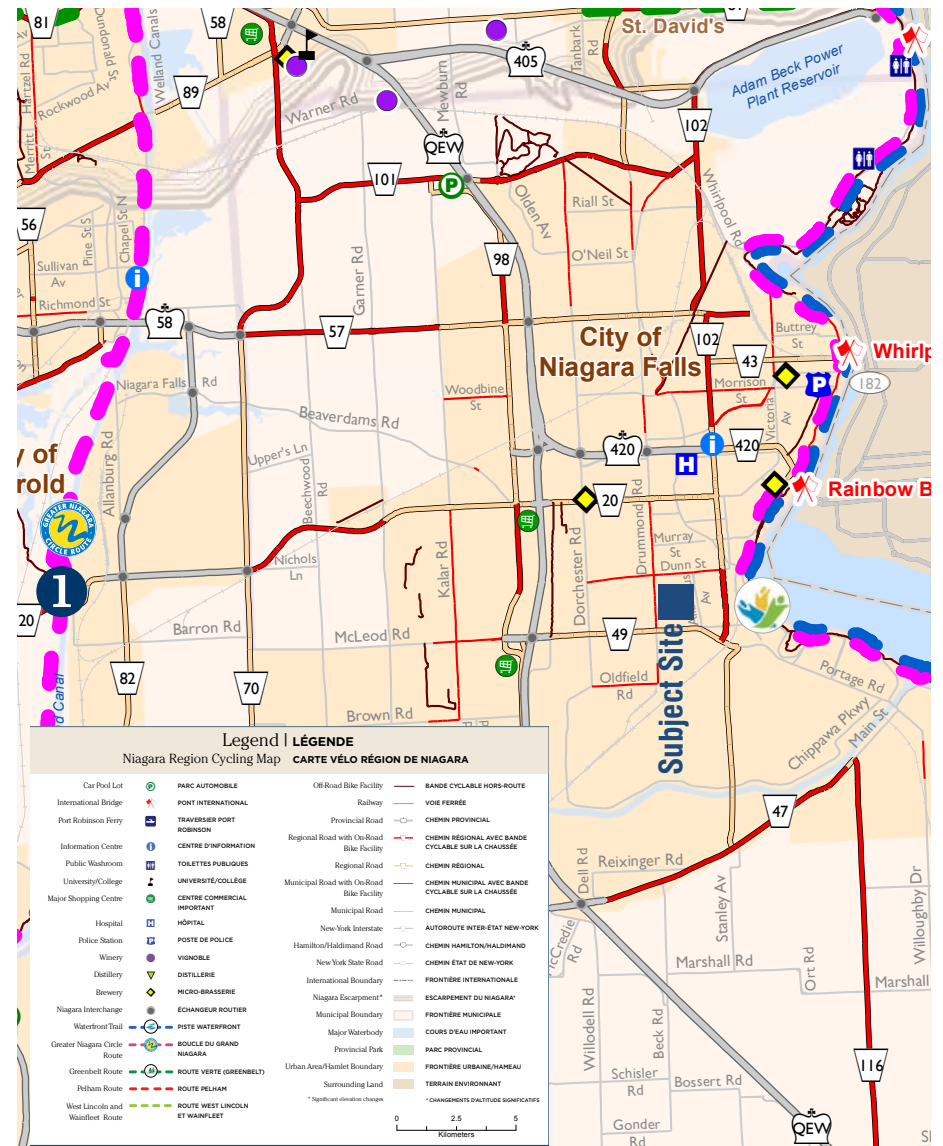
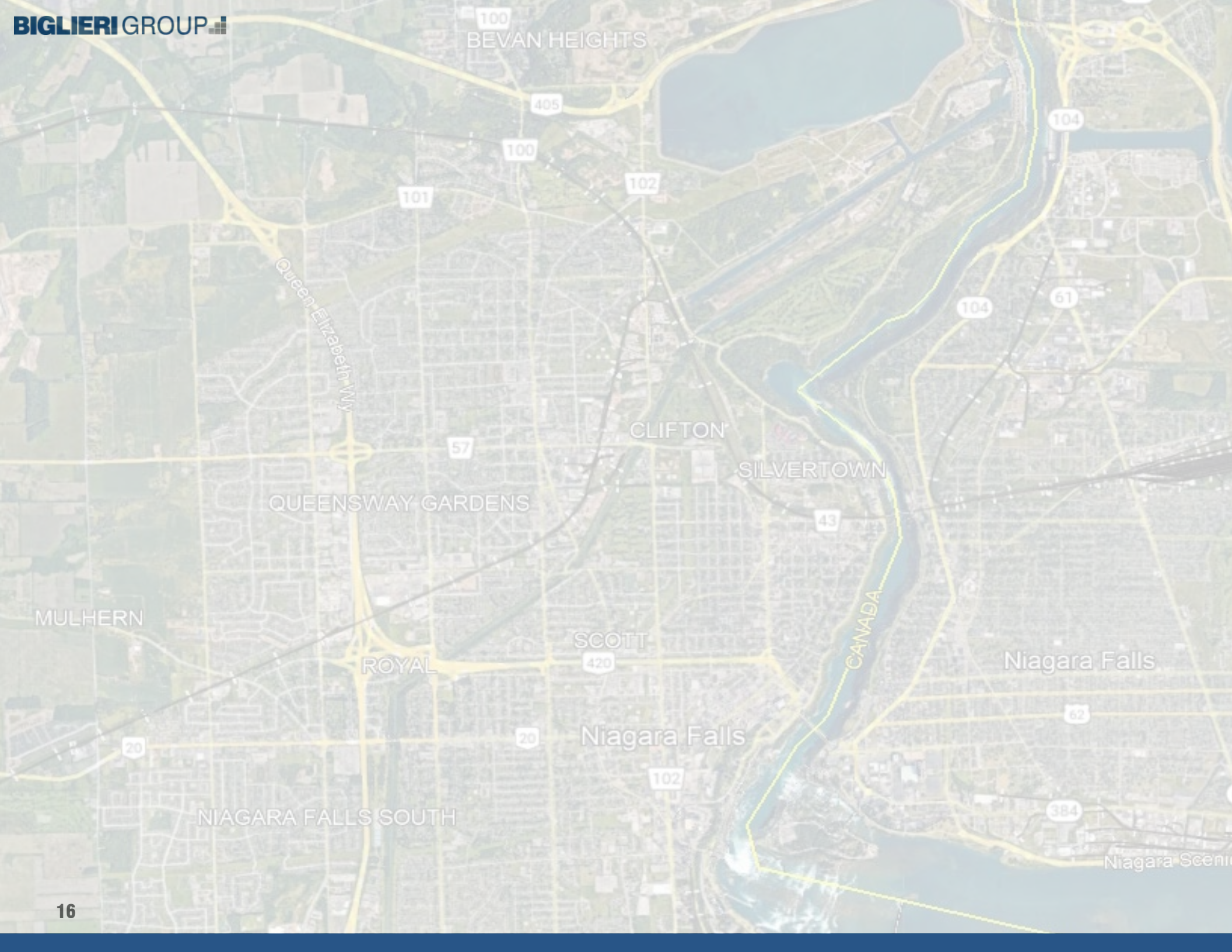


FIGURE 7: NIAGARA REGION CYCLING MAP



## 2.3. Planning Policy Enforcement

This Urban Design and Brief includes a summary of the planning and policy framework and documents at provincial, regional, and municipal levels, that guide and regulate planning decisions in the City of Niagara Falls. Each of the below sections outlines the applicable policies from the different documents and how the proposed development addresses the different goals, directives, and standards.

The proposed development is consistent with the Provincial Policy Statement (2020) and is conforms to the following policies:

- A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020);
- The Niagara Regional Official Plan (2022 Provincial Approved);
- The City of Niagara Falls Official Plan (Office Consolidation, 2019);
- The Niagara Region Model Urban Design Guidelines.



## 2.3.1 Provincial Policy Statement (2020) (“PPS”)

### Policy

The PPS guides the growth and development within urban and rural settlement areas across Ontario. The policy document directs for efficient land use patterns that support current and future population needs across the province. Policy 1.1.1 of the PPS states that healthy, livable and safe communities are sustained by promoting the integration of land use planning, growth, transit-supportive development, and infrastructure planning that minimizes land consumption and servicing costs; and by promoting development and land use patterns that conserve biodiversity.

In section 1.1.1 of the PPS encourages efficient land use and development patterns to support healthy, livable and safe communities by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. An appropriate and market-based range and mix of residential types is also required.

Section 1.1.3.3 of the PPS directs opportunities for transit supportive development that accommodate a significant supply and range of housing options through intensification and redevelopment be promoted where appropriate.

### Response

The proposed residential development is consistent with the PPS’s intensifications, mixed land uses policies.

The proposed development will:

- Intensify lands within the municipal Built-up Area of Niagara Falls;
- Diversify the housing supply mix and range of residential typologies within Niagara Falls;
- Increase housing supply and housing choice availability in the area;
- The proposed development will make use of existing municipal infrastructure and transit.





## 2.3.2 Growth Plan for the Greater Golden Horseshoe (2020)

### Policy

The Growth Plan is part of the provincial planning framework that builds upon the PPS to direct how and where growth will occur within the Greater Golden Horseshoe area. Objectives guiding the Growth Plan include supporting the development of complete communities, a thriving economy, a clean and healthy environment, and social equity. The Subject Site is within the designated Built-Up Area of the Growth Plan and is approximately 2.6 kms east of the Committed GO Transit Rail Extension on Schedule 5.

Policy 2.2.1 of the Growth Plan stipulates that the majority of growth will take place within the delineated built boundary of the plan in areas that have existing or planned municipal water and waste water systems and can support the achievement of complete communities. Further to this directive, policy 2.2.2.1 sets a target that a minimum of 50 per cent of all residential development occurring annually within the Niagara Region will be within the delineated built-up area.

Policy Section 2.2.6, Housing, directs that municipalities will support the achievement of complete communities by planning to accommodate forecasted growth; planning to achieve minimum intensification and density targets set out by the plan; considering the range and mix of densities of the existing housing stock; and planning to diversify their overall housing stock across the municipality.

### Response

The proposed development will provide a long-term care home on a vacant and underutilized site. It will support the creation of complete communities by:

- Providing housing options for people as they age;
- Promoting urban infill through a higher density and more compact built form;
- offering healthcare related retail uses; and
- creating jobs within the community.

Furthermore, the Subject Site is well supported by Niagara Regional Transit as outlined in section 2.2.

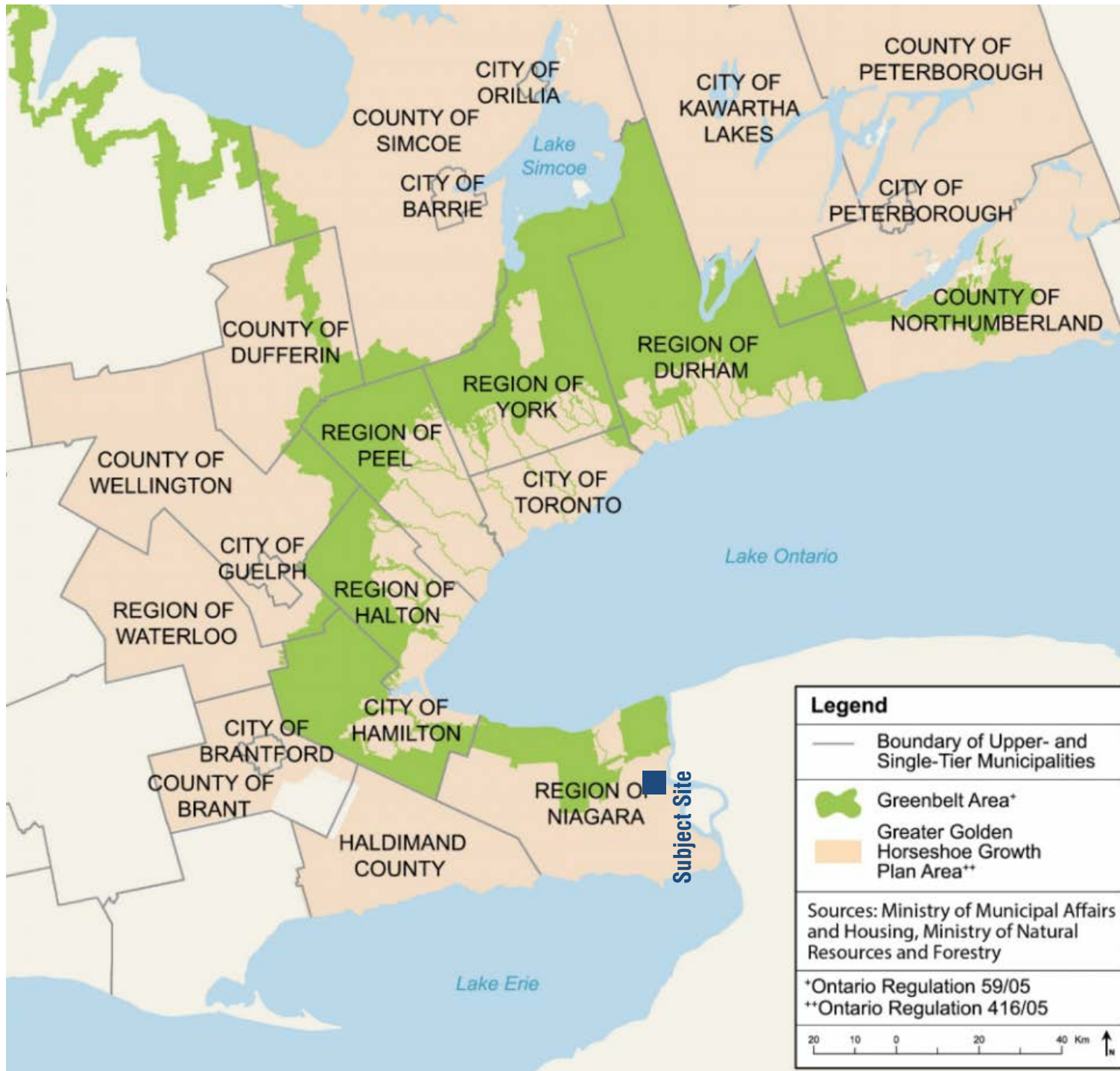


FIGURE 9: GREATER GOLDEN HORSESHOE GROWTH PLAN AREA

## 2.3.3. The Niagara Regional Official Plan (2022 Provincial Approved) (“ROP”)

### Policy

The Niagara Regional Official Plan is consistent with the policies of the Province, and sets the land use and planning framework for local Official Plans. The policies of the Niagara Regional Official Plan guide the physical, economic and social development of the Region to manage growth and economic development, to protect the natural environment, resources and agricultural lands, and to provide long-term goals for infrastructure investment.

The Subject Site is designated as Built-Up Area under the Urban Area designation in the ROP. Per Policy 2.2.2 Built-up Areas will be the focus of residential intensification and redevelopment within the Region over the long term. The Region implements several policies to promote intensification within the Built-Up Area and directs for local municipalities to generally encourage intensification throughout the Built-up Area (Policy 2.2.2.9 and 2.2.2.10.). The Regional OP provides an intensification target of 10,100 units to be built in Niagara Falls by 2051, and that 50% of all new residential growth annually should be within the delineated built-up area.

Section 2.3 provides the Region's direction on housing. Policy 2.3.1, states that the Region encourages the provision of a variety of housing types within urban communities and neighbourhoods to serve a variety of people as they age through the life cycle. Policy 2.3.2 states that the Region encourages the development of both affordable and attainable housing. Minimum targets are set.

### Response

The proposed development will help the Niagara Region to achieve the highlighted intensification targets set out by the Region. The proposed development will support intensification efforts through the provision of long-term care units within the Built-Up Area that supports the existing transit routes and active transportation infrastructure.

The proposed development will provide 192 long-term care units, a specialized housing type as defined by the Niagara ROP which provides housing opportunities for individuals as they age.



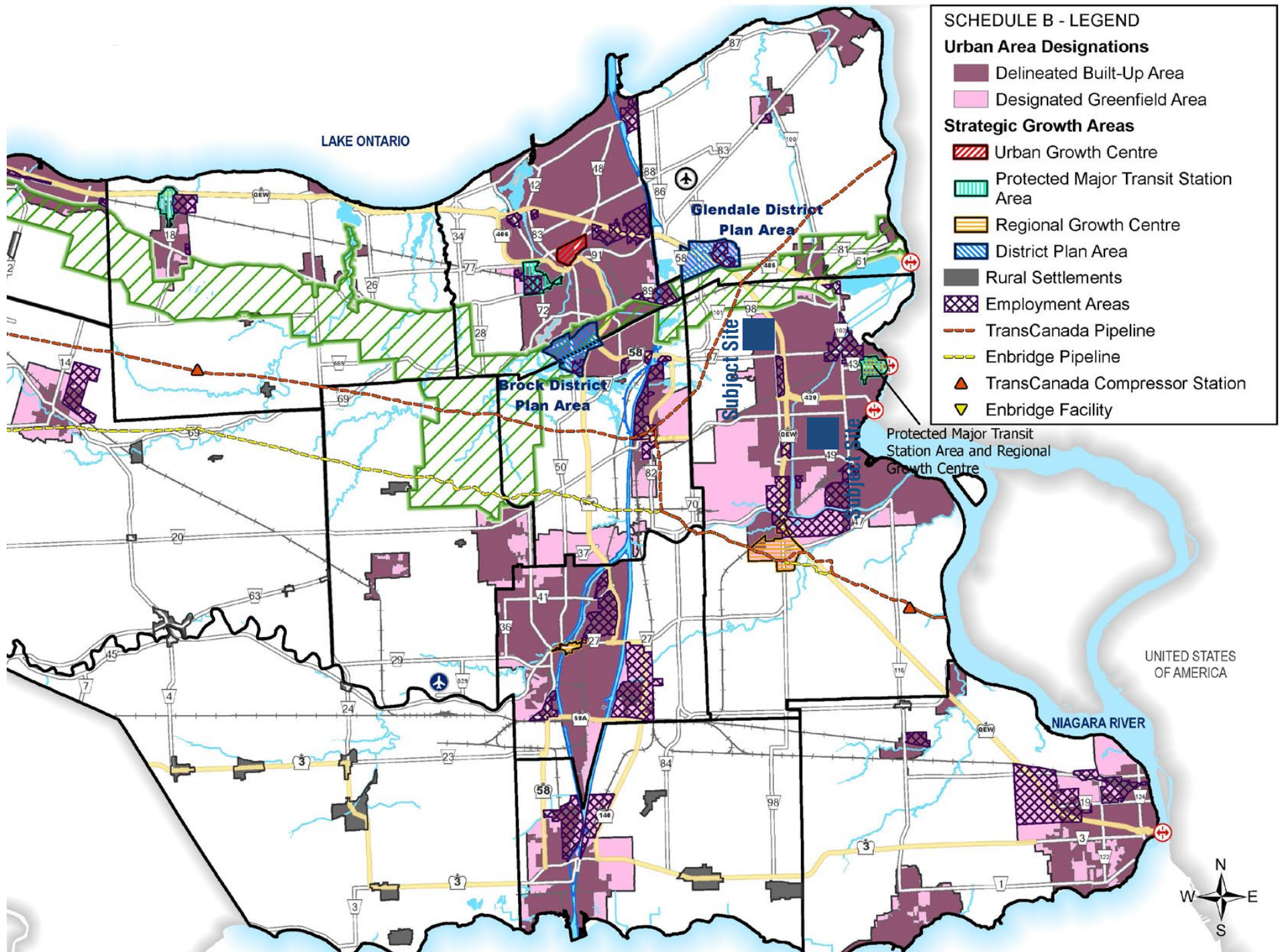


FIGURE 10: NIAGARA REGION OFFICIAL PLAN: SCHEDULE B - REGIONAL STRUCTURE

## 2.3.4. The City of Niagara Falls Official Plan (Office Consolidation, 2014) (“NFOP”)

### Policy

The main purpose of the NFOP is to create a long-term vision for the City to guide local growth and development by designating land for various land uses and providing policies that will guide development and use of land City-wide. The Subject Site is located within the Built Area Boundary as identified on Schedule A-2 of the NFOP. As per Schedule A of the NFOP, the Subject Site is designated as Residential. There is no Natural Heritage designation for the Subject Site under Schedule A-1 of the NFOP. The Site is not subject to any secondary plans or area specific policies. Drummond Road is classified as an Arterial Road on Schedule C of the NFOP.

Section 2 of the NFOP provides Growth Objectives in Section 2, under the heading of Strategic Policy Direction. Objectives that are relevant to the proposal are as follows:

- To direct growth to the urban area and away from non-urban areas (Objective 1)
- To protect Natural Heritage Areas and their functions (Objective 2)
- To support increased densities, where appropriate, and the efficient use of infrastructure within the Built-Up section of the urban area (Objective 3)
- To meet the targets as established by the Province through the Greater Golden Horseshoe Growth Plan and through the Region of Niagara Comprehensive Review (Objective 5)
- To accommodate growth in accordance with the household, population and employment forecasts of the Region’s Comprehensive Review (Objective 6)

- To encourage alternative forms of transportation such as walking, cycling and public transit (Objective 9)
- To develop a transit and pedestrian friendly, sustainable and livable City through the use of urban design criteria and guidelines (Objective 13)

Further, Policy 1.2 outlines that ancillary uses are permitted within the Residential land use designation, which includes neighbourhood commercial uses. As per Policy 1.2.1 ancillary residential uses are encouraged to be located on arterial roads if they may generate larger traffic volumes, are encouraged to be located such that area residents can easily access by walking, cycling or public transit, and are encouraged to be located within proximity to a transit stop.

Section 5 of the City OP discusses the importance of Urban Design and its impacts on the quality of life for citizens of Niagara Falls. This section identifies the importance for new developments to maintain the height, massing and architecture of the surrounding buildings to produce a compatible relationship within the community of the development. Moreover, Policy 5.1.2 indicates that development should be designed and orientated with pedestrians in mind. Pedestrians should be able to move freely within buildings and development should be set as close to the street as possible. On this note, parking should be located in the rear or side yard of developments with sufficient landscaping.



## Response

The proposed development aligns with the objectives set forth by the City OP. The Subject Site is located within an urban, Built-Up area with no Natural Heritage constraints. Due to this location, the Subject Site is located in a suitable area for development. As previously mentioned, the proposed development meets the targets established by the Province outlined in the Greater Golden Horseshoe Growth Plan and the Region of Niagara Official Plan.

Furthermore, the the proposed health-related ancillary commercial uses are appropriate given the location of the Subject Site.

The proposed development aligns with the policies discussed in the City OP by providing more efficient use of the vacant spaces surrounding the current single-detached dwelling on the Subject Site. The proposal provides additional housing and different typologies to the community in an innovative manner. Furthermore, parking is situated towards the back of the Subject Site away from Drummond Road and the public eye.

## 2.3.5. Niagara Falls Zoning By-Law 79-200

### Policy

The Subject Site is regulated by the City of Niagara Falls Zoning By-law No. 79-200. The Subject Site is zoned Residential Apartment 5B Density (R5B) Special Provision 627. This proposed rezoning to Institutional with a special provision will allow for a four-storey long term care facility and health-related commercial uses.

### Response

The rezoning to Institutional will permit the long-term care use as outlined in the City of Niagara Falls Zoning By-law No. 79-200. In order to permit the proposed development, the Subject Site must be rezoned to a Site-Specific Institutional (I) use.

A Site-Specific provision is needed permit the 8.59 metre frontyard depth instead of the required 10.0 metre setback as well as permitting health-related commercial uses and a reduction to the required parking spaces.



## 2.3.6. The Niagara Region Model Urban Design Guidelines

### Introduction

The Niagara Region Model Urban Design Guidelines are intended to help facilitate development and redevelopment in a progressive manner. The guidelines contain 10 principles for smart growth which are the structural element for the urban design guidelines. They are as follows:

- 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; and
- Encourage community stakeholder collaboration.

### Policy: 3a Neighbourhood Structure

Section 3a Neighbourhood Structure contains guidelines for Lot Size & Variety (subsection 3a.4) stating that lot shapes should be simple and rectilinear so as to not limit design and siting options. Corner lots should have adequate width to permit appropriate building setbacks from both streets. Subsection 3a.6 relates to Transit Supportive Design and states that neighbourhoods should provide a mix of land uses and higher densities at key locations to generate pedestrian traffic.

### Response

The proposed development takes advantage of an existing lot which is flanked by single family home sized lots to the east, south and west. The current lot is rectilinear in nature with a chamfered portion towards the rear of the lot. The larger nature of this lot coupled with the surrounding smaller lots will ensure a variety of lot sizes remain in the neighbourhood.

Figure: Standard size residential blocks (approx. 200m long and 55m deep) should achieve a variety of lot sizes and configurations.

It is possible to achieve a range of housing forms and densities, including detached, semi-detached, townhouses, and also apartment buildings (not shown) within the same block.

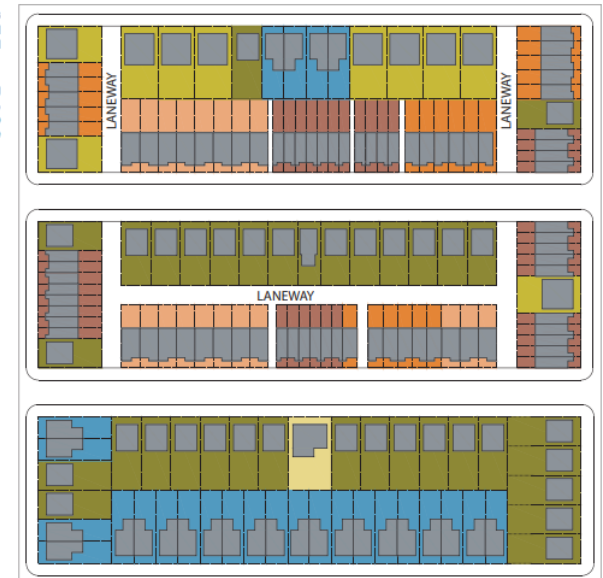


FIGURE 12: BLOCK SIZE

**Policy: 3c Sidewalks & Streetscaping**

Section 3c Sidewalks & Streetscaping outlines 4 Design principles to be applied including:

- 1. Public spaces: Sidewalks should be designed as high quality public spaces, promoting active uses by residents and visitors and enhancing the pedestrian experiences.
- 2. Scale: Sidewalks should be designed according to the function and nature of adjoining land uses.
- 3. Safety: Sidewalks should provide safe environments and provide unobstructed pedestrian movements along the street. Key elements of safe design include lighting and buffers from fast-moving traffic.
- 4. Connections: Sidewalks should be located so that the majority of residents are conveniently connected between destinations.

The use of Street Trees are encouraged to provide shade and comfort to pedestrians and enhance the visual and environmental qualities of the street (subsection 3c. 7). Native species for street trees should be used wherever possible.

**Response**

The proposed development includes a pedestrian access point to the commercial units towards the north of the site fronting onto Drummond Road. An additional sidewalk/walkway is provided linking the commercial space entrances and the long-term care pedestrian entrance. There is also a pedestrian connection for the long-term care units beside the vehicular entrance along the south side of the site along Drummond Road. Sidewalks are provided along the extent of the southern portion of the building providing connections from the street, the long-term care primary entrance, the covered patio and the outdoor greenspace.

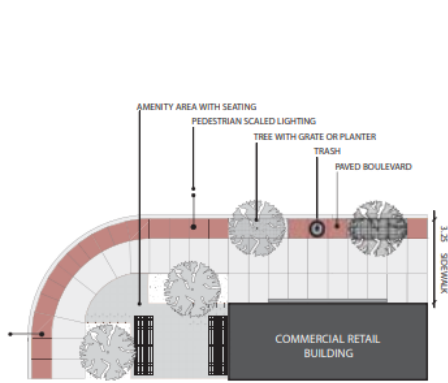


Figure: Commercial area sidewalks should include a paved boulevard, accommodating street trees, pedestrian-scaled amenities and lighting.

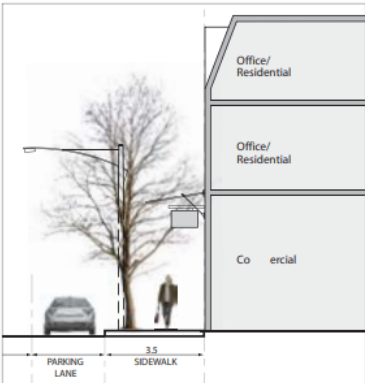


Figure: Commercial area sidewalks should be at least 3.5m wide and may be integrated with the boulevard (above). Tree grates should be used for commercial sidewalks.

**FIGURE 13: SIDEWALKS & STREETSCAPING**

**Policy: 3h Environmental Sustainability**

Section 3h.1 Design Principles outlines 4 guidelines to encourage Environmental Sustainability:

1. Conserve Land: Development of the public realm should be compact. Development and intensification should occur within existing urban areas to reduce pressure on natural features, open spaces, rural and agricultural lands.
2. Conserve Energy: The design of blocks, streets, transit facilities, collocation of uses, and recycling, can help to reduce energy consumption at the neighbourhood level.
3. Reduce Water Runoff: Through the preservation of natural vegetated environments, extensive landscaping, and the appropriate use of porous surfaces, urban design strategies can reduce water runoff and improve water quality. Reducing water runoff helps control erosion, river and stream pollution, and can recharge depleted groundwater resources.
4. Promote Alternative Modes of Travel: Alternative modes of travel, such as walking, bicycling and public transit can be promoted through the design of high quality streets with adequate sidewalks, bicycle lanes, and transit facilities (bus stops, seating, etc).

**Response**

The proposed development will increase the density of the subject site from a vacant underutilized site with the addition of a new 4 storey long-term care building. The Subject Site is within an urban, Built-Up area and will be able to capitalize on existing services and amenities in the area.

The proposed development will implement sidewalks throughout the site linking commercial spaces, the long-term care uses as well as the green open space. As previously indicated bicycle parking is provided on the site to encourage cycling. Short-term bicycle stalls are provided adjacent to the commercial entrances along Drummond Road. The Subjects Site's close proximity to existing public transportation infrastructure will further encourage the use of alternative forms of transportation.



**Policy: 4a Residential**

Section 4a Residential includes a series of principles and guidelines to direct the design and development of residential projects. Subsection 4a.1 includes 5 design principles:

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.
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.
3. **Housing Variety & Choice:** A full range of housing types (i.e., detached, semi-detached, townhouse, apartments) and tenures should be provided so as to provide options for a wide range of residents/family types. A range of housing types will address changes in market conditions and provide flexibility for people at a variety of income levels.
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.
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.

4a.6 Building Height includes guidelines for appropriate height ranges for typical building types. Tall buildings should respond to potential negative impacts on adjacent properties and transition should be incorporated when tall buildings are situated adjacent to low density areas.

Type	Height
Single Detached	2~3 storeys
Semi-Detached	2~3 storeys
Townhouse (ROW)	3~5 storeys
Apartment	5~8+ storeys

4a.7 Architectural Features provides guidelines to achieve a visually rich residential building fabric that promotes a distinct neighbourhood image through the use of materials, building form, and architectural styles. Architectural expression should be varied and recognizable in its local context and quality should be consistent and building materials should be complimentary. Buildings should have consistent rhythms of similar but not identical details. Building projections such as porches, decks and canopies and stairs are encouraged.

4a.9 Apartment & Mixed Use Buildings contains guidelines to ensure apartment buildings respect the human scale of residential and mixed use areas. Buildings should have a strong relationship with the street, provide high quality pedestrian infrastructure and clear building entrances. Retail at grade is encouraged and mixed use buildings should be at least 3 storeys tall.

## Response

The proposed townhouse design includes a variety of architectural features and materials as indicated in the renderings (figure 19 and 20) included in section 3.1. As previously outlined, the buildings frontage frames Drummond Road and is characterised by grade related retail with numerous entrances. The massing of the proposed building pushed towards the north property line while the vehicular access and parking is focused in the southern portion of the Subject Site.

The proposed massing is sensitive to the surrounding single family residential buildings situated to the east, south and west of the Subject Site. Similarly, the proposed long-term care use will ensure a variety of uses and housing types are availability in the neighbourhood. The proposed building is setback 8.59 metres from the front lot line, 5.91 metres from the north lot line, 34.16 metres from the east lot line, and 15.83 metres from the southern lot line.

## APARTMENT BUILDING

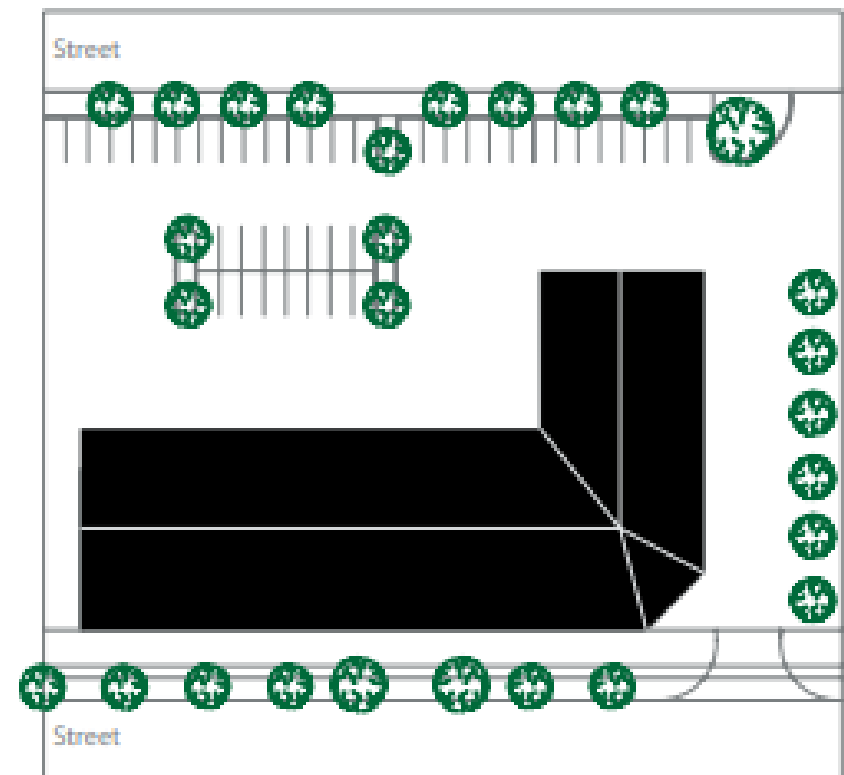
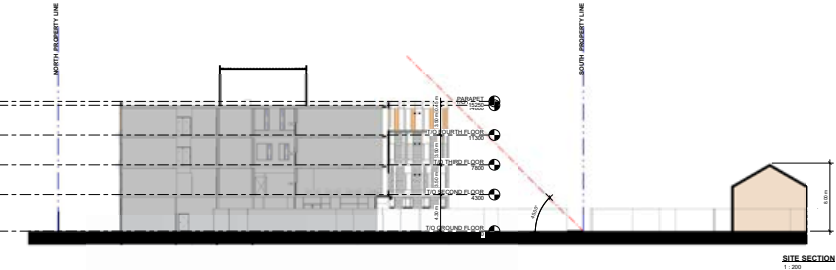


FIGURE 14: 4A.2 RESIDENTIAL TYPOLOGIES - APARTMENT BUILDING

Response

The proposed four storey height is a result of the 45 degree angular plane from the residential property line to the south (figure 13) coupled with the 20.0 metre ROW width of Drummon Road. A shadow study was conducted to ensure shadowing on existing properties to the north is appropriate.

A total of 3,227 square metres of soft landscaped area is provided. An outdoor amenity space is situated directly east of the cafeteria and is accessible by pedestrian sidewalks.



32 FIGURE 15: SITE SECTION (CHAMBERLAIN ARCHITECT SERVICES LTD.)

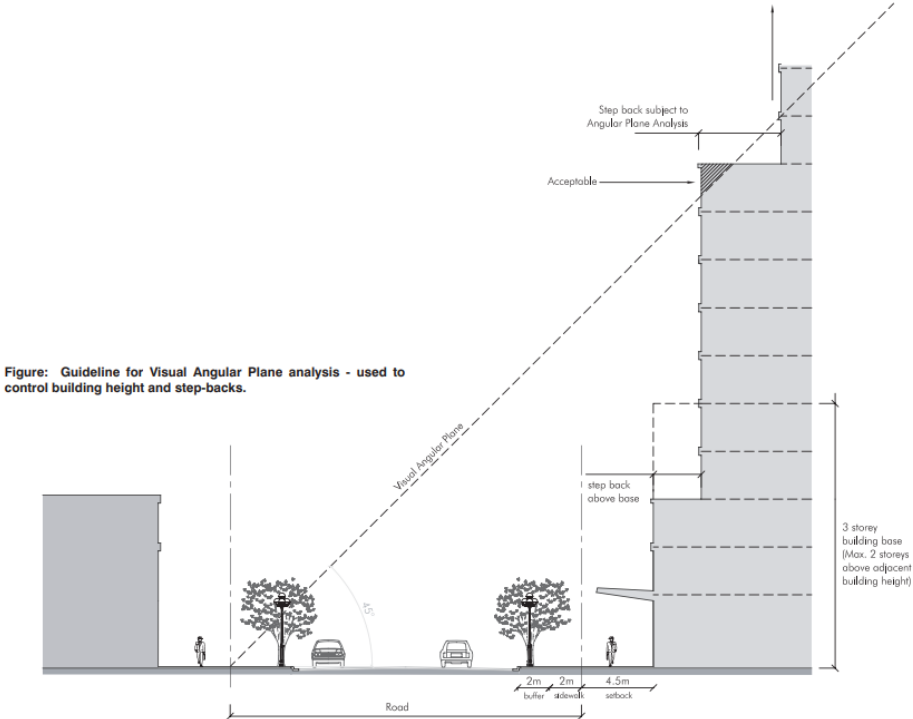


FIGURE 16: 4A.6 RESIDENTIAL BUILDING HEIGHT

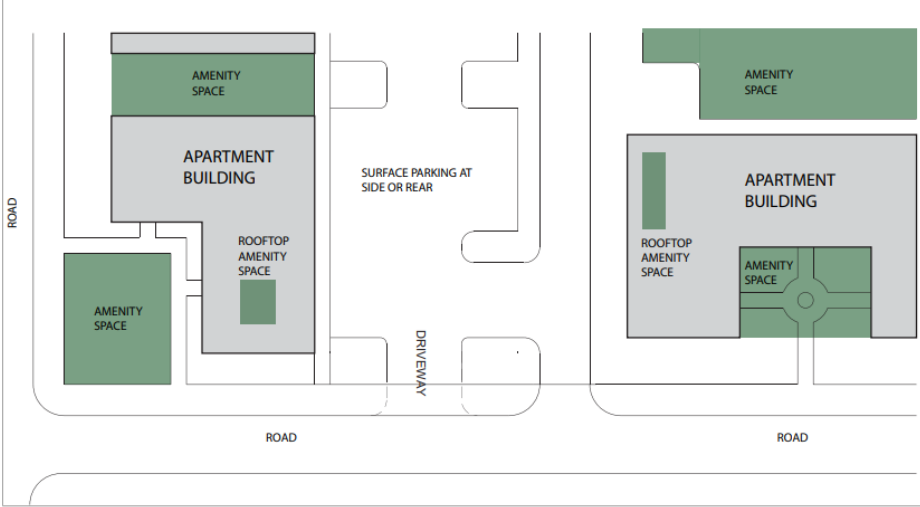


Figure: Outdoor amenity space may be located at the front side or rear of apartment developments. Outdoor amenity space should receive direct sunlight and be in view of residential units.

FIGURE 17: 4A.9 RESIDENTIAL OUTDOOR AMENITY SPACE AND PARKING



**Policy: 4f. Off-Street Surface Parking**

Section 4f Off-Street Surface Parking 4 Design principles to be applied including:

1. Scale: Off-Street Surface Parking should be configured and designed to reduce the overall mass and visual dominance of paved areas.
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.
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.
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.

Furthermore section 4f.2 indicates that no more than 50% of the total off-street parking area should be located between the front facade and the adjacent public street. Pedestrian walkways should be contiguous to the main drive aisles and walkways should include pedestrian-scaled amenities wherever possible, such as benches, trash receptacles and lighting. Internal landscaping elements should define visually and functionally smaller parking 'courts' and reduce the overall impact of surface parking areas.

**Response**

The proposed site plan does not contain any vehicular parking between the buildings front face and Drummond Road. All commercial, visitor, staff and long-term care parking is situated south of the proposed building. Parking stalls are broken into smaller parking groups by raised landscaped peninsula.

Contiguous pedestrian walkways are provided around the perimeter of the building. A drop-off loop is situated adjacent to the long-term care lobby entrance as well as the internal facing commercial units.

# 3 THE PROPOSAL

## 3.1. DESIGN PRINCIPLES

The urban design vision for the proposed development is to create an innovative and sustainable building and landscape design. Contemporary building solutions will combine with traditional and contemporary architectural styles to maintain the character and image of the community while contributing to a more sustainable future.

The following guidelines provide an outline of design initiatives specific to informing the proposal and conceptual design of development for the subject site. The supporting urban design principles have been summarized and outlined below for the subject site proposal.

The urban design goals and vision are to promote increased density, walkability, encourage cycling, and accommodate a range of architectural elements consistent with the existing character of the neighbourhood. The guiding design principle is to draw on the balance between existing and new, low- and medium-density dwellings.

The detailed design principles are analyzed as per the following:



**SITE DESIGN**



**CIRCULATION & ACCESS**



**ARCHITECTURAL STYLE**

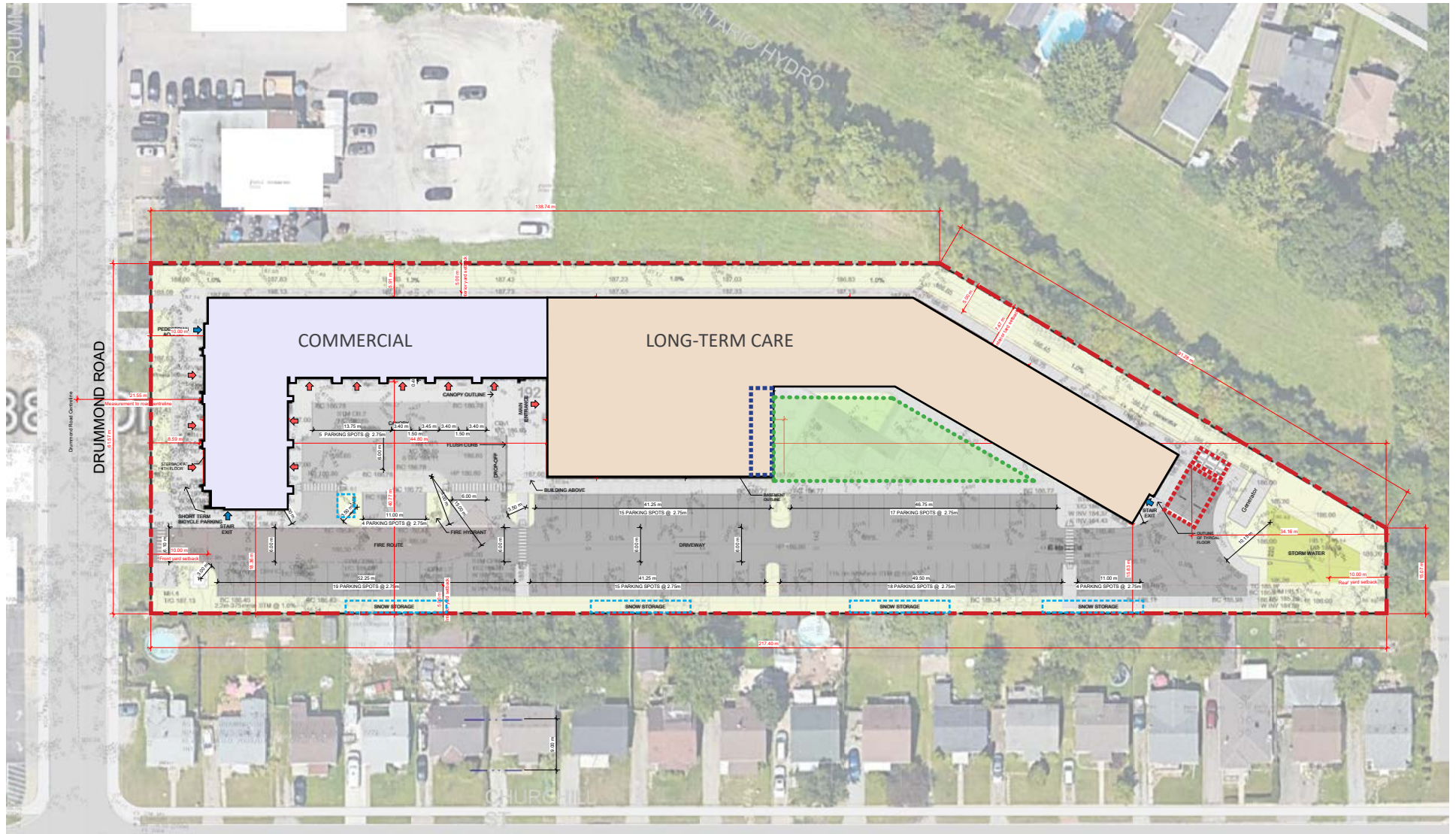


## 3.2. Site Design

The proposed development consists of a four (4) storey long-term care building consisting of 192 beds with a gross floor area (GFA) of 13,762 square metres. The proposal will see a total of one hundred and one (101) parking spaces and eight (8) bicycle parking spaces. The proposed building is situated towards the northern portion of the subject site and nearly stretches the length of the property. At grade the building is comprised of two 'wings'; a commercial wing to the west comprised of 10-12 commercial units, five of which front along Drummond Road. The eastern wing includes services associated with the long-term care facility. Levels two to four are comprised of 192 long-term care rooms and the necessary support services for them.

The proposed building is setback 8.59 metres from the front lot line, 5.91 metres from the north lot line, 34.16 metres from the east lot line, and 15.83 metres from the southern lot line. A 45 degree angular plane from the residential property line to the south was used to establish the 4-storey (15.25 metres) parapet height.

Vehicular access to the site is from Drummond Road south of the proposed building. From there a drop-off loop is provided with access to the long-term care lobby as well as commercial units. Parking is situated south of the proposed building. Shipping and receiving as well as garbage storage is located at the rear of the Subject Site. Snow storage is provided along the southern edge of the Subject Site as well as at one location near the drop-off loop and one near the garbage storage.



**LEGEND**

- Subject Site
- Commercial Uses
- Long-Term Care Uses
- Outdoor Amenity
- Landscaped Area
- Parking
- Snow Storage
- Covered Patio
- Garbage and Loading

FIGURE 18: LAND USE





FIGURE 19: RENDERING (CHAMBERLAIN ARCHITECT SERVICES LTD.)



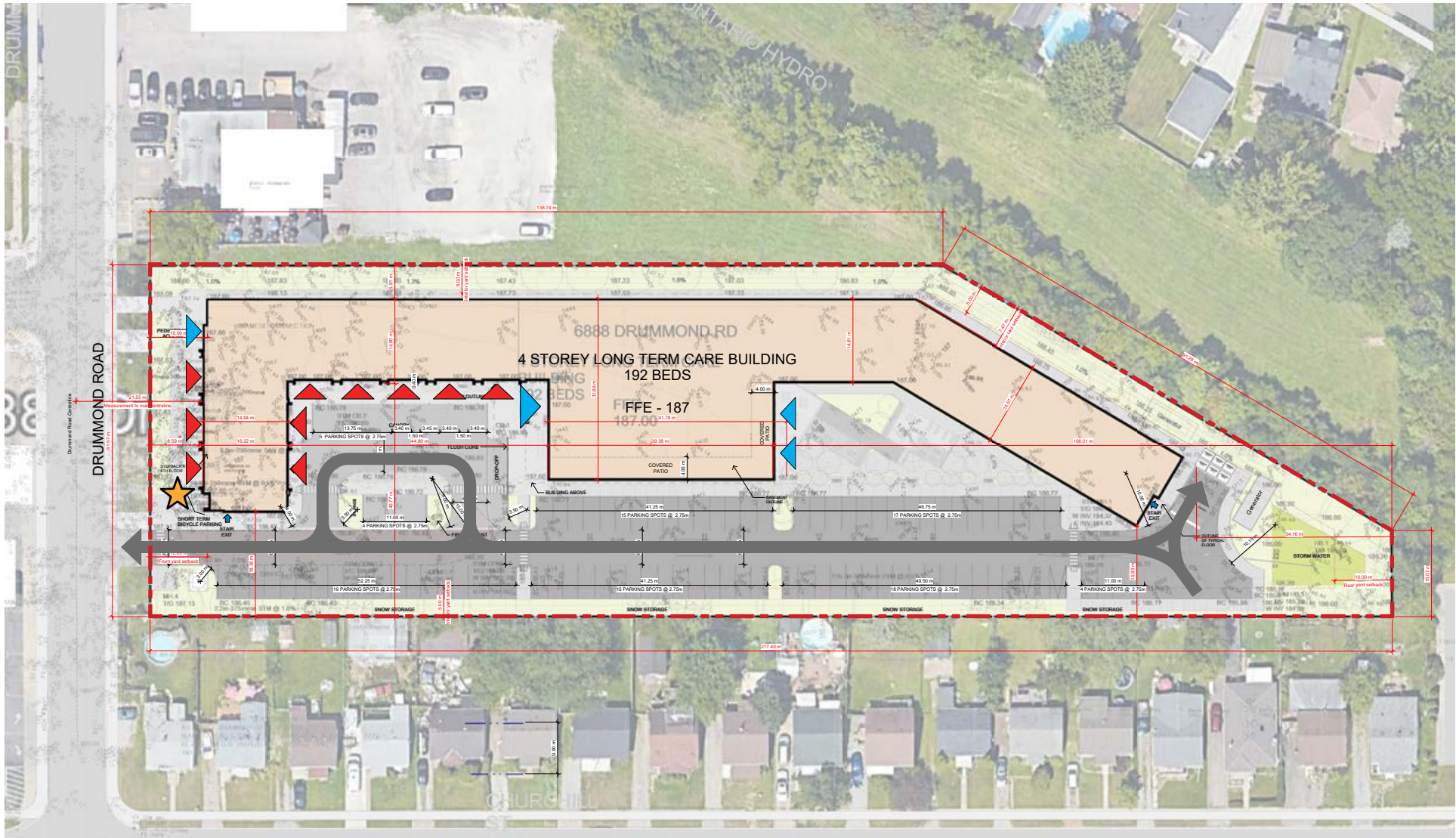
FIGURE 20: RENDERING (CHAMBERLAIN ARCHITECT SERVICES LTD.)



## 3.3. Circulation & Access

As previously mentioned vehicular access is via Drummond Road at the southern end of the Subject Site. A drop-off loop provides access to the long-term care lobby entrance as well as access to the commercial units. A total of one hundred and one (101) parking spaces are provided along the southern portion of the Subject Site; four (4) barrier free stalls and ninety-seven (97) standard parking stalls. A total of 8 bicycle parking spaces are provided as well as temporary bicycle parking spaces at the south west corner of the building adjacent to Drummond Road.

Two pedestrian access points are provided along Drummond Road; one to the north, another beside the driveway entrance. Walkways are provided around the perimeter of the building as well as along the northern edge of the parking lot. These walkways are partially covered along the primary lobby entrance as well as the inward facing commercial entrances. An additional walkway is provided along the entrances facing onto Drummond road. Three pedestrian oriented commercial entrances and a secondary long-term care entrance front onto Drummond Road.



**LEGEND**

- Subject Site
- Vehicular Circulation
- Pedestrian Circulation
- Primary Long-Term Care Entrance
- Secondary Long-Term Care Entrance
- Short Term Bicycle Parking
- Commercial Entrance
- Parking Spot

FIGURE 21: SITE DESIGN





FIGURE 22: RENDERING (CHAMBERLAIN ARCHITECT SERVICES LTD.)



FIGURE 23: RENDERING (CHAMBERLAIN ARCHITECT SERVICES LTD.)



## 3.3. Architectural Style

The design embraces a contemporary architectural language that establishes a rhythmic flow along the facade and seamlessly integrates with the commercial functions on the ground level. The use of EIFS cladding adds a modern touch to the exterior. The design approach includes two distinct window bay types for the units: Type A features a single large window per unit, while Type B offers two smaller windows per unit, ensuring an equivalent amount of glass area for both types. We have defined the entryway by incorporating a canopy and a curtain wall at the road access to the entrance, enhancing the prominence and visibility of the main access point.



FIGURE 24: RENDERING (CHAMBERLAIN ARCHITECT SERVICES LTD.)



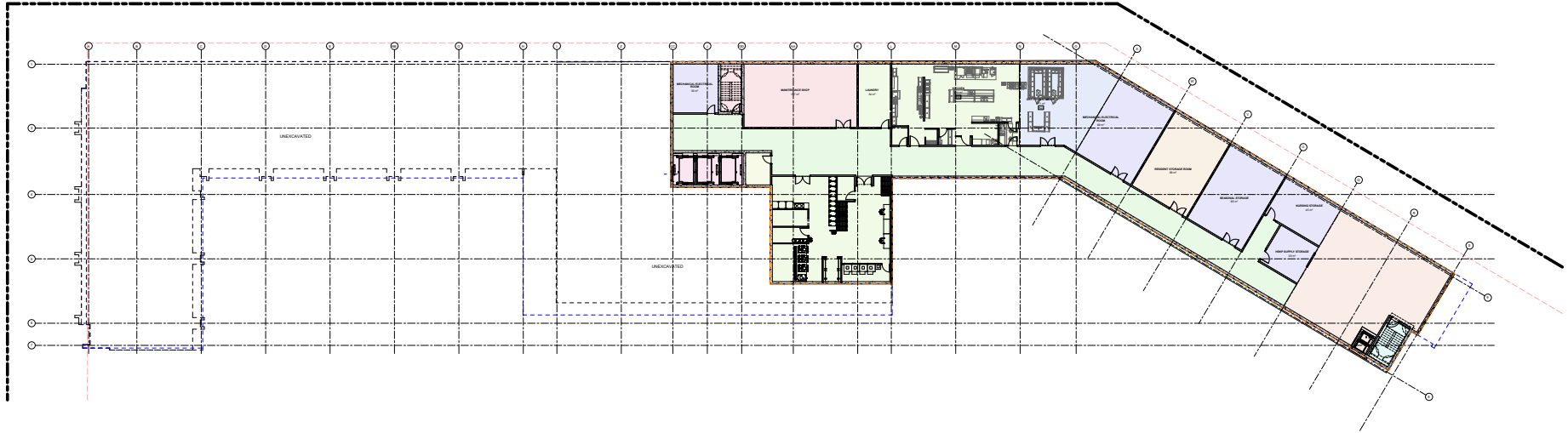


FIGURE 26: BASEMENT FLOOR PLAN (CHAMBERLAIN ARCHITECT SERVICES LTD.)

BASEMENT FLOOR PLAN  
1:100

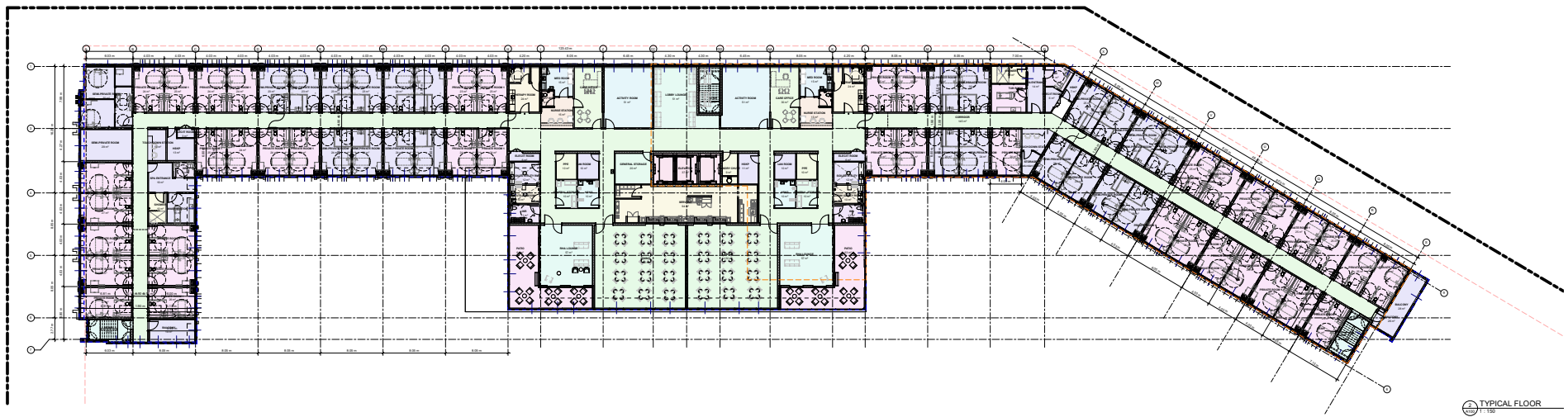


FIGURE 27: TYPICAL FLOOR PLAN (CHAMBERLAIN ARCHITECT SERVICES LTD.)

TYPICAL FLOOR  
1:100





FIGURE 27: ELEVATIONS (CHAMBERLAIN ARCHITECT SERVICES LTD.)



FIGURE 28: RENDERING (CHAMBERLAIN ARCHITECT SERVICES LTD.)





FIGURE 29: RENDERING (CHAMBERLAIN ARCHITECT SERVICES LTD.)

# CONCLUSION

The proposed development conforms with the Regions Urban Design Guidelines and reinforces the commitment to create a sustainable community in City of Niagara Falls. Urban design and architectural strategies will be incorporated in order to promote a safe, pedestrian-friendly and comfortable built environment. The proposed long-term care home will contribute to the variety and type of housing offered in the neighbourhood. The established community character will be expanded and enhanced through complementary building designs strategies.





FIGURE 30: RENDERING (CHAMBERLAIN ARCHITECT SERVICES LTD.)