URBAN DESIGN GUIDELINES

Lundy's Lane
COMMUNITY IMPROVEMENT PLAN

Niagara Falls CANADA

wsp

October 2017

CONTENTS

1.0 INTRODUCTION

The Lundy's Lane Urban Design Guidelines complement the Lundy's Lane Community Improvement Plan (CIP) and Land Use Plan. These guidelines should also be read in conjunction with the Lundy's Lane Streetscape Master Plan (November 2016) (LLSMP) which combine to provide a framework for private realm built form along Lundy's Lane regional road within the Community Improvement Project Area. The guidelines will provide direction with respect to urban design requirements that will assist in realizing Lundy's Lane CIP recommendations and creating supportive built form objectives. These Urban Design Guidelines are intended to be read in their entirety to understand the design approaches and objectives proposed for Lundy's Lane.

2.0 PURPOSE OF THE URBAN DESIGN GUIDELINES

The Urban Design Guidelines provide private realm built form design direction and streetscape relationship guidelines and their purpose is to:

- Support design criteria and realization of programs contained in the CIP;
- Complement the land use plan and its implementation;
- Function as a resource for staff's review of development applications, even where the developer is not participating in the CIP's programs; and,
- Provide a framework for appropriate relationships between buildings, streetscapes and public spaces.

More specifically, the Urban Design Guidelines provide criteria to support the following design objectives for Lundy's Lane:

- Providing for and encouraging mixed-use development and a range of residential development within the Community Improvement Project Area, and in accordance with the Land Use Plan's recommendations;
- Encouraging high quality built form to support the Lundy's Lane streetscape through a combination of building setbacks, height and massing;
- Enhancing the pedestrian experience along the corridor and encouraging activity through pedestrian-scaled built form and additional connectivity;
- Addressing gateways and open space public areas through appropriate built form relationship;
- Providing sensitive transition of new built form with existing corridor development and adjacent residential uses;
- Accommodating the existing vehicular uses while providing support for active transportation;

- Supporting building façade and/or signage improvements; and,
- Supporting off-street parking area improvements along the corridor frontage.

3.0 PRIVATE REALM URBAN DESIGN GUIDELINES

The Private Realm Urban Design Guidelines are intended to support the objectives of the Lundy's Lane CIP and the Lundy's Lane Streetscape Master Plan (LLSMP). Together, these documents look to guide future enhancements by informing the design of streetscape and built form development along Lundy's Lane. The guidelines address the following general categories:

- Siting and Building Design Guidelines – providing general siting and building orientation requirements for development along Lundy's Lane;
- Gateways, Enhanced Corners & Open Spaces – providing built form design guidelines that support the Lundy's Lane Streetscape Master Plan;
- Private Realm Streetscape – providing guidelines for the interface private realm frontage and public realm streetscape, parking areas and walkways; and,
- Building Façade Treatment – providing guidelines specific to buildings including facades, signage and materials.

3.1 Siting and Building Design Guidelines

The Lundy's Lane CIP envisions mixed-use development that includes pedestrian scaled and oriented buildings with at grade retail / commercial uses, improved streetscape quality along property edges, and higher density residential forms. These guidelines provide design direction for existing uses and their potential improvement while also accounting for future infill development consisting of a mix of uses and multi-unit residential development. The following guidelines will provide for flexibility while pursuing the objective of providing a more cohesive pedestrian-scaled built form and streetscape edge along Lundy's Lane.

Existing uses will be encouraged to enhance the quality of their frontages in relation to the street edge while new development will establish a built form relationship that supports and reinforces the street edge through orientation, height and massing. All new development within the Lundy's Lane Community Improvement Project Area will be of high-quality design, address the relationship to existing buildings along the corridor, and provide appropriate transition to adjacent low density residential uses.

3.1.1 Siting and Orientation of Buildings

The siting and orientation of new development along Lundy's Lane can support overall objectives of improving streetscape quality, pedestrian activity, mitigating built form impact on adjacent residential uses and addressing gateways and open spaces. Although many properties

along Lundy's Lane have buildings set far back with parking separating them from the street edge, new development is intended to be located closer to the street edge.

Buildings providing a continuous street edge and oriented to street to improve pedestrian experience

1. New buildings shall be oriented to address the street and provide clearly defined entrances that directly connect to the sidewalk along the frontage of the building.
2. Elevations oriented towards the street shall include active uses with clear fenestration to address Lundy's Lane and flankage elevations on corners. Back of house uses and/or their service door entrances shall not be permitted along street frontages.
3. To support the LLSMP and create more pedestrian friendly streetscapes, new buildings should be located close to the street edge. Colonnaded arcades are discouraged due to the narrow portions of the Lundy's Lane pedestrian boulevard.
4. To support street tree planting and outdoor uses (e.g. patio spaces) along Lundy's Lane, some added building setback is encouraged, up to 3.0m, where the pedestrian boulevard is too narrow as noted in the LLSMP.
5. Existing uses, with parking in front of the building, should contribute to a continuous street edge by providing soft and/or hard landscape features to define the pedestrian boulevard edge and mitigate visual impact of parking areas.
6. Where existing buildings are located closer to the street, new infill buildings should be located at a consistent distance from the curb (5.5 - 6.0m) as that of the adjacent existing buildings while still supporting the concept of the Lundy's Lane Streetscape Masterplan.

Figure 3.1: Piers and fences create continuous edge through hard and soft landscape features

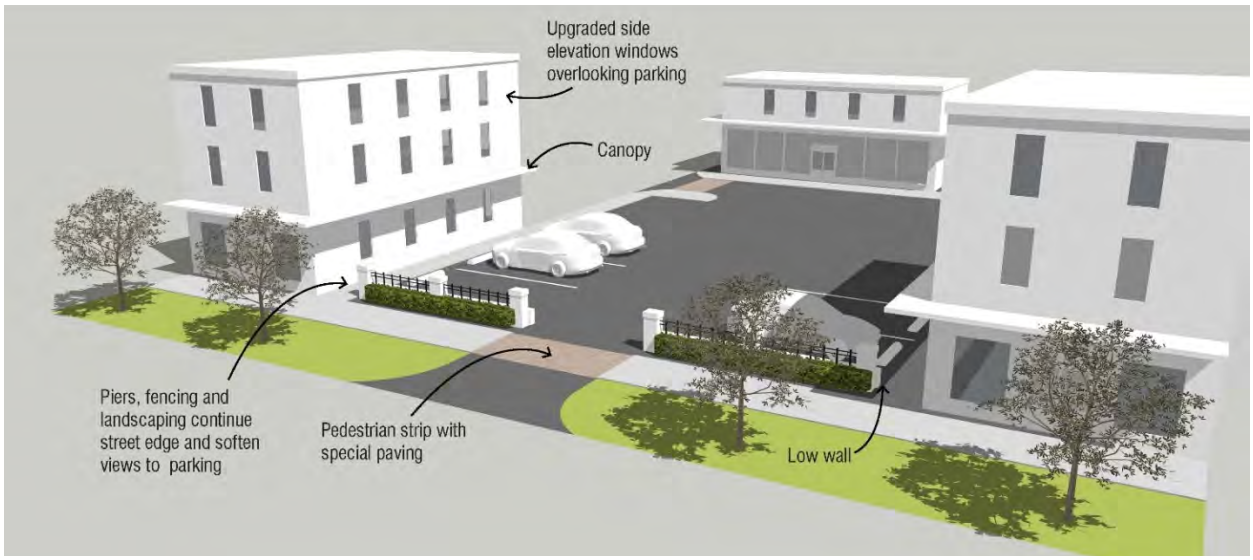


Figure 3.2: Conceptual relationship and streetscape treatment between existing and infill development

7. Where increased front yard setbacks are sought they shall be used to increase pedestrian boulevards and allow for amenity/seating areas and/or landscaping.
8. Where new buildings are located next to lots with parking forecourts, the side elevations of the building will need to include detailing, active windows with clear glazing and/or other architectural features to address public views from the street.
9. Building frontage should wherever possible cover the full width of the property. Allowances will be made to accommodate driveway access to parking/service areas or mid-block pedestrian connections.
10. On larger and/or deeper lots, where a development is proposed with multiple buildings, buildings behind the building fronting Lundy's Lane will be permitted where:
11. There is appropriate separation between buildings which may include a minimum distance of 12.0m and/or the application of a 45 degree angular plane where a mix of taller, more than 4 storeys, and low rise residential buildings are proposed;
12. A pedestrian connection is provided from the buildings in the rear to the front building and/or to the sidewalk; and,
13. Vehicular access and landscaped pedestrian access can both be accommodated on the site.
14. Buildings on corner lots shall be oriented to address both streets and generally located close to the street edge. Where corner lot rear elevations are exposed to street view they shall be consistent in architectural design and quality with the front and external side elevations.

3.1.2 Building Height and Massing

Buildings height and massing affect the quality of the streetscape and play a key role in defining the pedestrian experience. Buildings along Lundy's Lane are envisioned to be pedestrian scaled and articulated to support active and animated street edges.

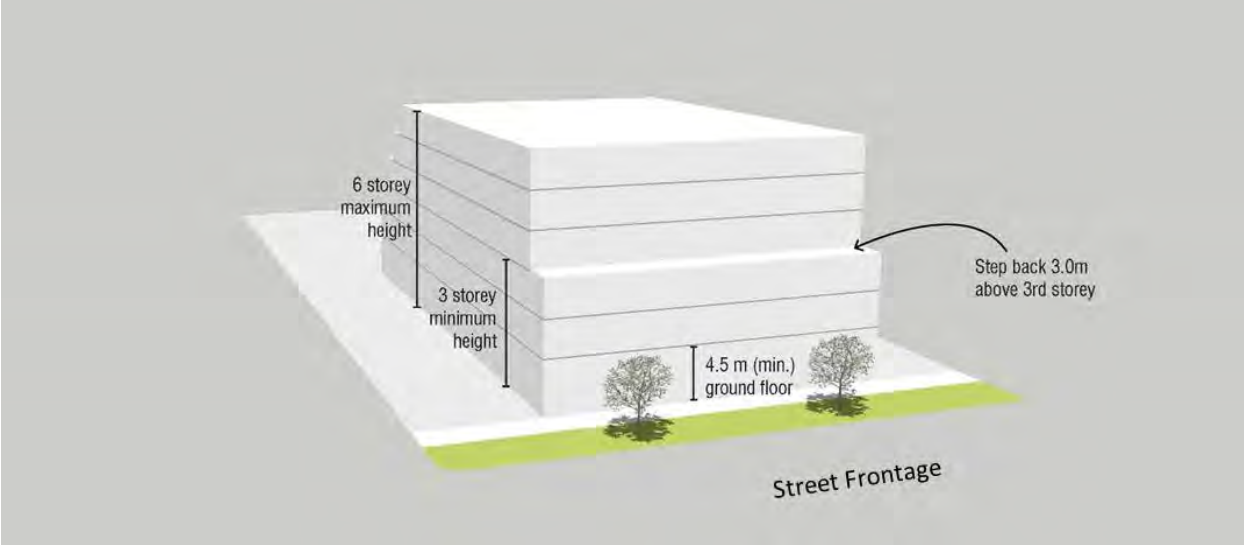


Figure 3.3: Appropriate building and ground floor heights and step backs improve the pedestrian experience

1. Building heights along Lundy's Lane will have a minimum height of 2 storeys, with a preferred height of 4 to 6 storeys, but not exceeding a height of 6 storeys. Where heights exceed 3 storeys, a stepback of 2.0m to 3.0m shall be provided, beginning with the 4th storey.
2. Where infill buildings exceed the height of adjacent existing buildings by at least 2 storeys or 7.5m, the additional infill building height should be stepped back from the street wall height a minimum of 3.0m.
3. Ground floors shall have a minimum height of 4.5m to provide flexibility for retail/commercial uses and a pedestrian-scaled edge.
4. Buildings will have articulated facades with a defined base, middle and building cornice or top.
5. Building massing should reinforce a continuous street wall frontage located close to the front property line to help frame the pedestrian boulevard.
6. Buildings located at Lundy's Lane gateways or at enhanced entry points, as identified in the LLSMP and the Land Use Plan respectively, will have massing that addresses these corners including additional building height at the corners to accentuate these important locations. Section 3.2 describes these features.
7. To provide sensitive transition of built form massing, buildings abutting lots that are zoned for low density residential uses, a 45-degree angular planes should be applied and measured from the abutting property line.

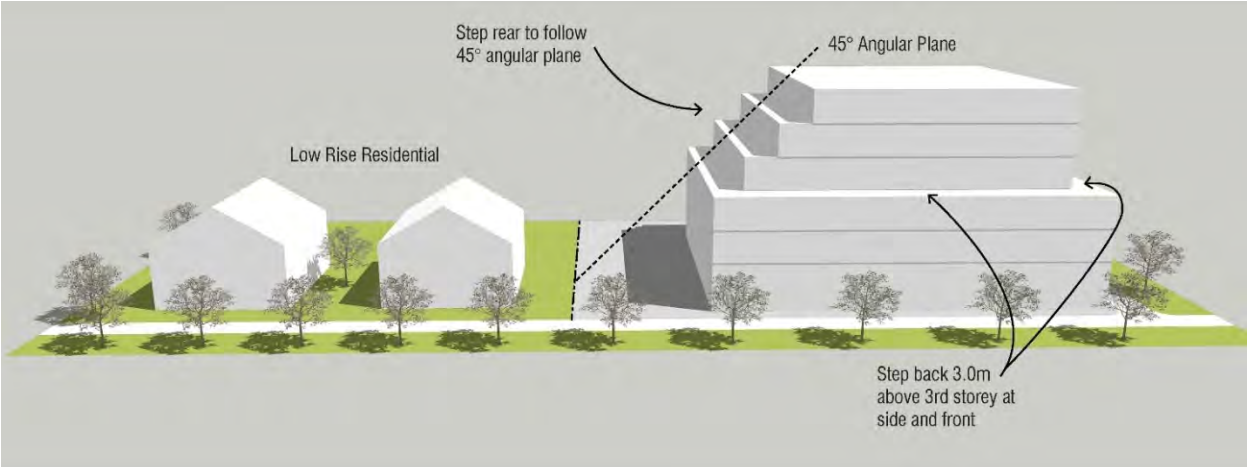


Figure 3.4: Sensitive transition between infill development and existing residential through angular plane

3.1.3 Mechanical Equipment and Utilities

1. Rooftop mechanical equipment shall be screened from public view through location, integration into the architectural design or enclosures clad in complementary materials/colours to the building.
2. Wherever possible, transformers and other utilities should be located within the building, screened from public view or located inconspicuously within the property.

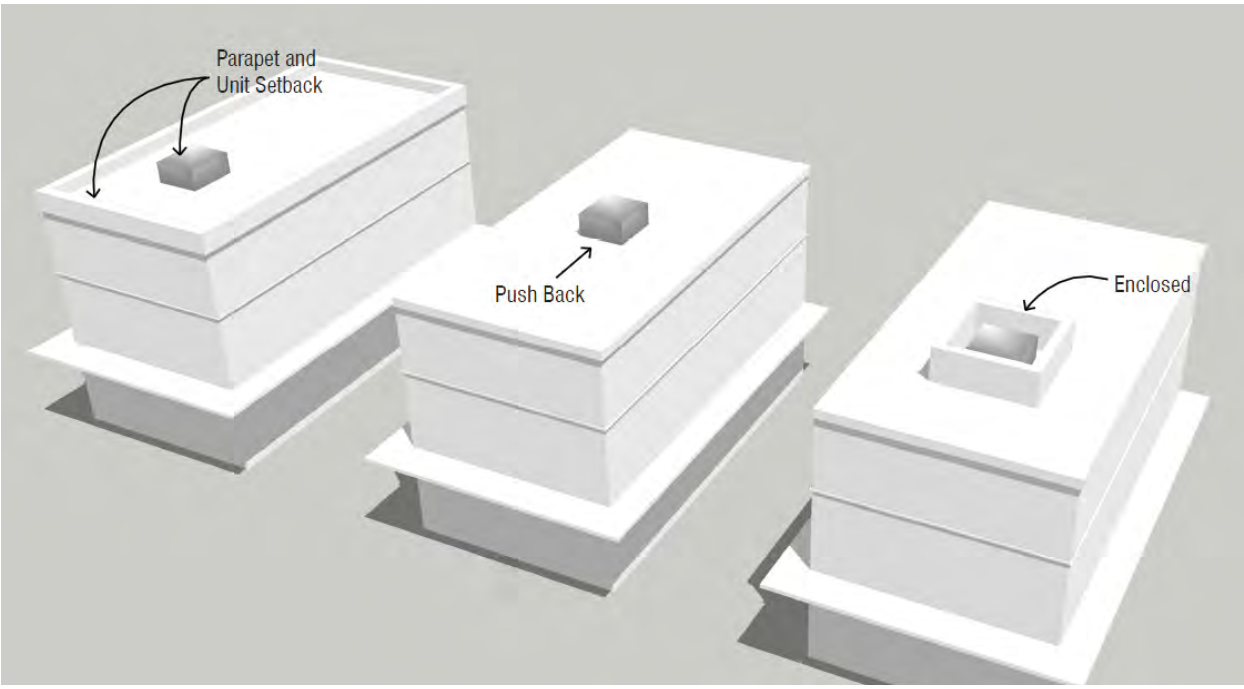


Figure 3.5: Screening rooftop mechanical units from public view

3.2 Gateways, Enhanced Corners & Open Spaces

The Lundy's Lane Land Use Plan (Section 4.4) and the LLSMP both identify enhanced entry points (Drummond, Dorchester, and Kalar Roads) and gateways (Montrose and Garner Roads) that will require built form and landscape enhancements (see image below below).

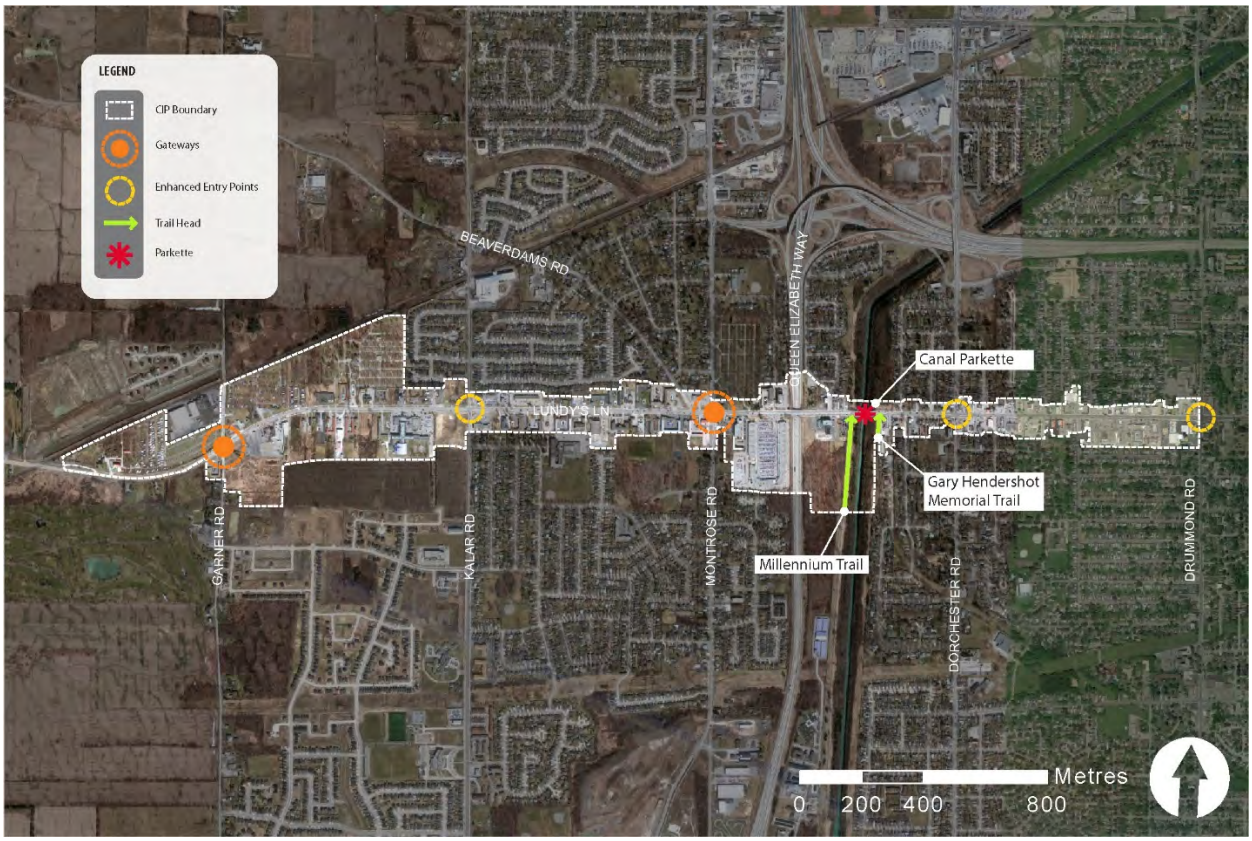


Figure 3.6: Locations of Gateways, Enhanced Corners & Proposed Parkette

Built form at these locations will need to complement and be coordinated with the landscaping proposed to reinforce the importance of them through massing and architectural details. The Lundy's Lane Land Use Plan (Section 4.2) also provides for a new parkette space east of the Canal overpass as well trail head connections at the Canal. Buildings adjacent to these open space features will address them through architectural treatment.

1. Buildings at gateway locations will coordinate with the landscaping feature proposed for the gateways and will include articulated massing and added height at the corner to emphasize these special intersections.
2. Although Section 3.2.2.1 requires a stepback at the 4th storey, at gateway locations, the corner addressing the intersection will be exempted where a tower feature or special roof design element is proposed.

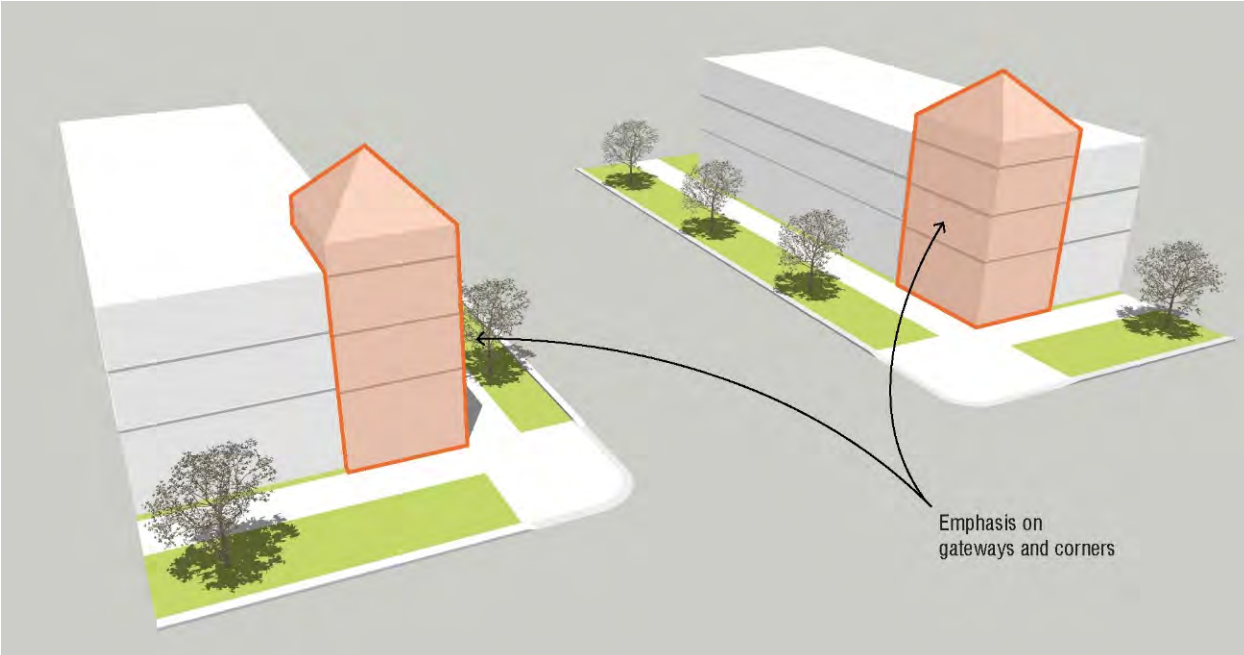


Figure 3.7: Buildings define gateways and enhanced entry points through added height and articulation

3. Gateway buildings can include a variety of features or details to announce a significant entry into Lundy's Lane including:
    a. Building wall articulation and increased fenestration;
    b. Rooftop detailing distinctive but complementary to the roof style of the rest of the building;
    c. Building wall planes that are either projected or recessed significantly to anchor and indicate entry to the corridor;
    d. Locating primary entrances to the building at the gateway corner and accentuating the entrance though canopies, overhangs or architectural detailing;
    e. Differentiation of immediate corner element through colour and material variation that are complementary to each other (e.g. fully glazed corner feature, stone and brick variation or introducing a second colour where identical masonry types are used); and,
    f. The introduction of hardscaped plazas in front of recessed corner designs that include a public art component to accentuate the gateway.
4. Gateway buildings may be set back further from the corner where there is a potential to improve the adjacent streetscape boulevard and pedestrian quality by creating a wider pedestrian and planting zone.
5. Where possible, landscape materials and building cladding should be coordinated to create a complementary relationship at this important corner.
6. Buildings located at enhanced corners should incorporate the same architectural treatments as noted for gateway buildings. Although added massing/height is preferred at the corners, it is not required.

7. Entrance and entry features (e.g. canopies) at corners are encouraged where possible to further emphasize their importance along Lundy's Lane.
8. Ground floors shall have a minimum height of 4.5m to provide flexibility for retail/commercial uses and a pedestrian-scaled edge.
9. Parking, servicing, utilities and loading or similar functions, are located away from highly exposed elevations facing the two street frontages. Where located internally and exposed to view they shall be additionally screened through landscaping.
10. Buildings located adjacent to the proposed Canal parkette and the Canal trail heads shall address these spaces as follows:
    a. Be oriented parallel to these features;
    b. Provide extensive fenestration and/or balcony features to provide overlook opportunities and passive surveillance of these spaces;
    c. Ensure materials and architectural details on these exposed elevations are consistent with those of the front elevation; and,
    d. Articulate through architecture and fenestration of these building elevations to provide visual interest and address public views from Lundy' Lane. Long, blank uninterrupted wall faces shall not be permitted.

3.3 Private Realm Streetscape & Parking Areas

Noting that the LLSMP provides guidance with respect to the public realm in Lundy's Lane, this section of the guidelines focuses on the private realm frontages and parking plazas that separate the pedestrian boulevards and built form setback that historically catered to automobile-based uses. The treatment of building frontages and the existing large parking forecourts will be important in supporting the evolution of Lundy's Lane to a more pedestrian friendly corridor that continues to accommodate existing conditions. The objective is to create a continuous street edge through a combination of built form and hard and soft landscaping to define it.

General objectives include:

- Assist in widening of pedestrian boulevards by providing additional "breathing space" by providing a setback at the street frontage to allow for more active uses and landscaping along Lundy's Lane where the boulevard is too narrow to accommodate street trees and planting;
- Ensure that large parking areas adjacent to the streetscape include landscape or architectural treatments that mitigate visual impact while providing a continuous street edge;
- Create safe and direct pedestrian connections to new development and enhanced walkways to existing buildings;
- Apply landscaping to create appropriate and defined street edges to parking lots and vacant sites as an interim improvement measure; and,
- Limit impact to pedestrian circulation by minimizing the number and impact of driveways by narrowing driveway width, consolidating with adjoining properties, reducing curb radii and defining walkways through different paving materials.

3.3.1 Private Realm Streetscape Frontage

The LLSMP has indicated that there are numerous locations along the corridor where the pedestrian boulevard is too narrow to accommodate street trees and landscaping. The pedestrian boulevard should be increased where possible to accommodate and support pedestrian activity along Lundy's Lane. Where this is physically not possible, consideration should be given to providing a setback along the building frontage to allow for a more comfortable pedestrian experience. This setback could either apply to the extent of the building's street wall or can be restricted to the ground floor retail/commercial level.

1. Where the public realm sidewalk boulevard is less than 3.0m in width, new buildings should include a ground floor setback of 2.0m to 3.0m from the front property line to provide a 5.0m to 6.0m boulevard width to accommodate landscaping street furniture, pedestrian circulation space and/or sidewalk patio spaces.
2. Frontages should include pedestrian weather protection in the form of canopies or awnings that are consistent with the style of the building. These features may require encroachment agreements with Niagara Region.


Articulated building frontages with pedestrian scaled storefront/unit widths

3. Existing building frontages with large parking areas adjacent to the pedestrian boulevard shall have a defined front yard edge through a combination of hard and soft landscaping. This feature will line up with adjacent building frontage and provide openings for walkways that lead to the building's entry.

Gateway massing and articulated building facades provide visual interest for pedestrians and driver

4. Buildings should be articulated to provide pedestrian scaled storefronts and ideally have narrow store frontages (8.0m to 12.0m) to create opportunities for visual interest and pedestrian activity. Where larger frontages are proposed, articulation in the form of vertical piers/projections should be introduced to provide a finer grain of building frontage.
5. Signage proposed for new building frontages shall be of high quality and the use of backlit signage will be discouraged (see section 3.5.4).

3.3.2 Parking, Driveway Access and Walkways

Minimizing the visual impact of large parking forecourts while improving the quality of pedestrian circulation along Lundy's Lane will be important to improving streetscape quality and experience. In addition, limiting the number of driveway access points from Lundy's Lane will further improve the quality of experience in the pedestrian boulevard while limiting potential conflicts with pedestrians.

1. Where possible and as lot depths permit, a continuous block rear lane should be considered to provide access to parking and avoid the fragmentation of the Lundy's Lane street edge through multiple driveway access points.
2. Where access to parking cannot be provided by a rear lane, property owners should be encouraged to consolidate parking areas across properties. A contiguous and connected parking area will provide better vehicle circulation and minimize the number of interruptions to the pedestrian boulevard.
3. Where the rear and the side yards of the lots are not connected to adjacent properties, a continuous 3.0m planted side yard buffer and a 3.0m rear yard planted buffer with 1.8m high privacy fencing should be provided.
4. For new developments, parking shall not be provided in front of buildings between the street right-of-way and building frontages. Parking areas and servicing for new development shall be located in the rear of the development or, where possible, below grade.
5. Parking within interior side yards adjacent to buildings will be considered where the parking areas:
    a. Occupy a width of 50% or less of the lot's street frontage;
    b. Have a 3.0m deep landscaped edge along the street in line with its adjacent building located at the front property line;
    c. Provide a 2.0 to 3.0m planted side yard setback; and,
    d. Include a defined pedestrian walkway from parking to the building's front entrance. Building entrances facing parking areas will only be considered where an entrance onto Lundy's Lane is provided.
6. No parking should be permitted at the front of buildings; all required parking should be accommodated through consolidated rear parking lots or within internal parking courtyards where screened by buildings fronting Lundy's Lane.
7. Where surface parking or service areas are exposed to public view, their visual impact shall be mitigated with landscaping and/or other design measures.
8. Although within the public realm, driveway access curb radii should be reduced to increase areas for planting and to help compress the pedestrian crossing of the driveway leading to the parking areas.
9. Where parking access can only be accommodated from Lundy's Lane, the driveway widths shall be kept to a minimum (7.0m maximum or minimum width permitted in the zoning by-law) to limit streetscape and pedestrian path interruption.
10. Existing large parking areas should be broken up into smaller courts of parking and include planted medians that could integrate defined pedestrian paths or walkways to buildings with greater setbacks from Lundy's Lane.
11. The introduction of planted medians at the end of each parking aisle are encouraged to help mitigate the visual impact of large parking areas viewed from Lundy's Lane, minimize 'heat island' effects and improve water infiltration on the site.

12. Defined walkways should be provided within new development to provide a safe connection between rear parking areas and rear entries to the building.

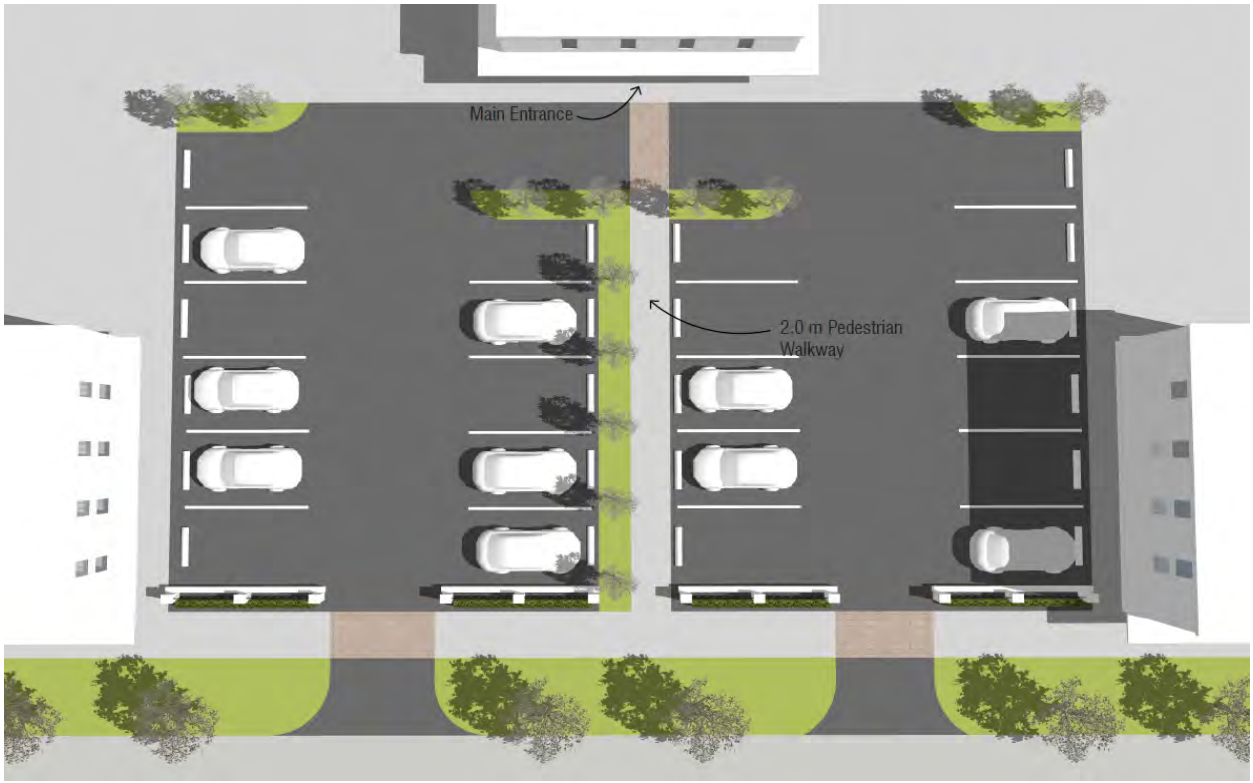
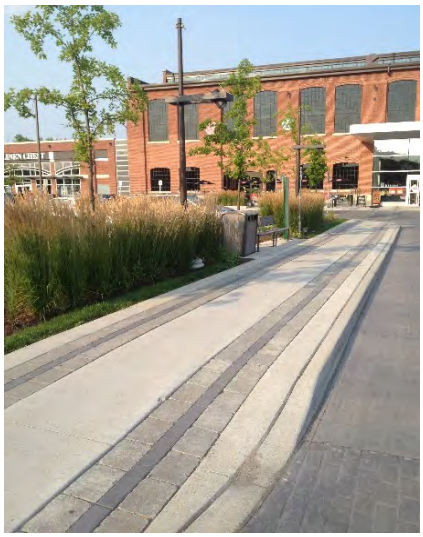
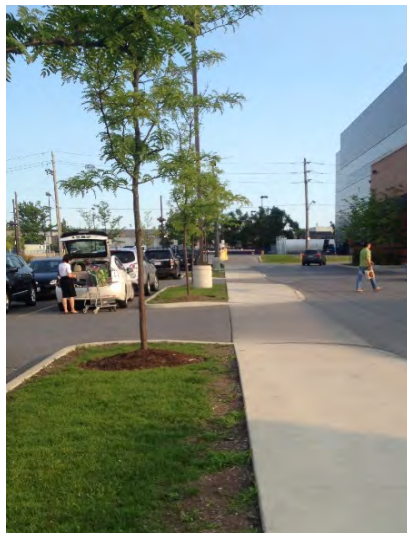


Figure 3.8: Defined walkways and landscaping for redesigned parking areas for enhanced safety and experience

13. Existing developments that have a substantial setback from Lundy's Lane are encouraged to provide a direct tree planted walkway connection between the building and sidewalk through the parking area.
14. Pedestrian walkways and drive aisle crossings through parking shall be clearly demarcated and barrier-free for safe pedestrian movement within parking areas.
15. Where there are opportunities to create mid-block connections on the south side of Lundy's Lane (from Westlane Secondary School and Ker Street), for added pedestrian connectivity, they should be connected to Lundy's Lane with defined walkways.
16. Mid-block connections shall include appropriate lighting, be pedestrian scaled, accommodate cycling and should be framed by buildings with windows overlooking the connection.

Clearly demarcated pedestrian crossings within parking areas

3.3.3 Landscaping Within At-Grade Parking Areas

1. Planting (trees, shrubs and ground cover) in parking areas in wide, continuous planting beds that serve to define break up large expanses of parking while providing for pedestrian circulation.
2. Crime Prevention Through Environmental Design (CPTED) principles shall guide landscape design and landscaping should not obstruct sight lines for vehicles or pedestrians. To provide for visual surveillance and avoid the creation of hiding spaces hard and soft landscaping features should be specified or maintained so that they are no more than 0.9m in height.
3. Wherever possible the use of permeable or porous pavers along with extensive soft landscaping to minimize stormwater and integrate into stormwater management for the site.
4. The use of native tree and shrub species should be prioritized and be low maintenance, salt tolerant and able to survive urban stress conditions within a parking area. At least 75% of plantings should be native species.
5. Variety of native species is encouraged to ensure diversity of plantings and resiliency. The use of different tree and shrub species are encouraged.
6. Seasonal interest should be considered in the selection of landscaping to ensure year round landscape.
7. Parking should be divided into smaller “parking courts” by landscaped islands with a minimum of 2 deciduous shade trees each and pedestrian pathways.
8. Designated parking (e.g. accessible parking spaces, bicycles, and electric or energy efficient vehicles) should be located close to building main entrances.
9. Tree planting within parking courts should aim to have one tree planted for every 4 or 5 parking spaces.
10. Pedestrian paths with integrated landscaped buffer should include a 2.0 walkway with a 2.5 to 3.0m treed landscaped edge within a continuous planting bed. Pedestrian scaled lighting should be included within the pathway.

11. A minimum of 30 cubic metres of soil per tree should be provided to ensure conditions for successful growth. Where continuous planting beds are proposed or area is shared a reduced soil volume may be considered.
12. If planters are introduced, consideration for raised planters with integrated seating should be provided. A height of between 0.45 and 0.55m can provide for informal seating in front of buildings or along a pedestrian path.
13. Snow storage areas should be identified and incorporated into the overall landscape plan for surface parking areas.
14. Environmentally friendly features within parking courts such as solar canopies or electric vehicle charging canopies are encouraged.

3.3.4 Loading and Service Areas

1. Locate service areas including loading and garbage, in locations that are not directly visible to Lundy's Lane or provide a screening wall integrated into the building design.
2. Where possible, service areas should be integrated and shared between two adjacent buildings.
3. Service areas should be screened from views from upper storeys of buildings and adjacent buildings.
4. Architectural screening or enclosures of service areas should be built with materials/colours complementary to the building style.

Building wing walls provide for screening of loading and service areas

3.4 Built Form & Building Facades

New development will transform the quality and characteristics of the Lundy's Lane streetscapes. Currently there is little consistency or continuity to the built form and style of the façades for the majority of the Lundy's Lane streetscape. The Community Improvement Plan area is envisioned to have new residential and commercial mixed use development ranging in height from 2 to 6 storeys with a preference for 4 to 6 storeys. While general building guidelines have been provided in section 3.2 regarding building relationship, the following guidelines focus on new developments and façade details.

3.4.1 Storefront Design

Storefront design contributes to streetscape quality by providing visual interest and animating the street that in turn encourages pedestrian activity. It is the part of the built form that all pedestrians will experience along Lundy's Lane. Providing a variety of storefront styles, that include substantial clear glazing, will contribute to the vibrancy of the street. New development should reinforce these characteristics according to the following guidelines:

1. Storefronts should have a high-level of transparency, with a minimum of 75% glazing to maximize visual animation.

Figure 3.9: Building and storefront elements/heights to provide visual interest and animate the street

2. Clear glazing should be used for all wall openings (e.g., windows and doors) along the street-level façade. Dark tinted, reflective or opaque glazing shall not be permitted for storefronts.
3. On corner sites, storefronts should address both street frontages through entries and/or clear glazing.

4. To provide flexibility in use and high quality retail/commercial space at grade level, a minimum 4.5 metre ground floor height should be provided.
5. Defined horizontal breaks (e.g. change in material, change in fenestration, storefront band/cornice, or decorative banding) should be provided between the street- level storefront uses and the upper floors of a building to provide visual interest and articulation.
6. Ensure that vertical architectural details, such as building piers or columns, used on the storefront façade visually supporting the upper storeys.
7. Use recessed entrances and/or display windows, where appropriate, to accommodate outdoor sidewalk patio or display areas.
8. Barrier-free access should be provided while not impeding pedestrian travel lanes in front of the building. Ramps and automated doorways are encouraged to be incorporated within vestibules or where entries are set back from the storefront.
9. Storefront entrances should be highly visible and clearly articulated. Entrances should be located at or near grade. Split level, raised or sunken entrances shall not be permitted.

3.4.2 Materials and Colours

Materials and colour play a key role in streetscape quality and the pedestrian experience along corridors such as Lundy's Lane. The materials and colours for new development should support in the development of a harmonious streetscape with consistent with their architectural design. High-quality, predominantly masonry (brick and stone materials) are preferred, however, contemporary materials will be considered where they are complementary to the architectural style of the building. The objective is to balance a consistent architectural design quality and streetscape while allowing for new development to distinguish itself from other developments.

1. Building materials and their finishes should be of high quality, durable, and sustainable and provide for ease of maintenance.
2. Façade materials are to be coordinated and complementary to each other and the architectural style of the building.
3. Building materials shall be consistent on all building elevations.
4. Building materials recommended for new construction includes brick, stone, wood, cementious siding (e.g. hardi-board), clear glass and pre-cast concrete. Other materials may be considered where they are more appropriate to the architectural style of the building proposed.
5. Building materials such as vinyl siding, plastic, plywood, concrete block, darkly tinted and mirrored glass and metal siding utilizing exposed fasteners shall be discouraged.
6. Where stucco is used, excluding openings (e.g. doors and windows), it shall not exceed 50% cladding of any façade and will be earth toned or a tone complementary with adjacent brick and stone clad buildings. A masonry base will be provided to assure durability of cladding at grade.
7. The number of main cladding materials should not exceed more than 3 types.

8. Earth-toned and muted colours are preferred to support a harmonious streetscape experiences as opposed to bold or bright colours. Bold colours may be considered façade details, door/window frames and signage.

3.4.3 Signage

Signage requires careful consideration as it can contribute to streetscape quality but can also detract from it. Signage should be of high quality and designed to relate to the character of the individual building while integrating into the streetscape.

1. Signs should be placed in a consistent location on all building façades. Generally, signs should be located above the storefront windows and within an articulated sign band, or on canopies over the storefront.
2. Signage should not obscure windows, cornices, columns or other architectural elements and be limited to the storefront of a building, preferably with a maximum total sign area no more than 20% of the storefront area.
3. To minimize visual clutter, signage should be integrated into the design of building façades wherever possible, through placement within architectural bays and friezes.
4. Signage materials should be durable, weatherproof, and complementary to the materials of the building façade.
5. Signs should use simple lettering typefaces that are clear and visible and include easy-to-understand graphics or symbols that relate to the retail/commercial use.
6. Signs that use lettering and/or images that create depth to the sign, such as raised lettering or individually cut lettering and are lit from above or below are encouraged. Box signage with internal lighting are discouraged.
7. Projecting/hanging signs, perpendicular to the building façade, should be permitted as they can add to the pedestrian experience. They may encroach into the public realm provided that they do not project more than 1.0m from the building, and have a minimum 3.0m clearance between the bottom of the sign and grade.
8. Projecting signage should generally be limited to a surface area of 1.0m^2, or to a scale that is in keeping with the storefront, and be limited to one sign per storefront.
9. Large freestanding signs (such as pylons), roof signs, and large-scale advertising (such as billboards) shall be discouraged.
10. Where auto-oriented pylon signage is proposed, the City shall be satisfied that the signage is unique in its character, and clearly embodies the theme of mid-twentieth century automobile tourism. The design of such signage is encouraged to draw from existing examples of this type, as well as historic photographs to meet this criteria.
11. All signage shall conform to City of Niagara Falls' by-laws and regulations.

3.4.4 Awnings & Canopies

Awnings and canopies provide for pedestrian weather protection and contributes to an articulated street frontage. They also help to distinguish grade related retail/commercial activity and define residential building entries. These features may require encroachment agreements with Niagara Region.

1. Continuous awnings or canopies are encouraged to provide weather protection and should provide an identifiable break or gap between storefronts.
2. Awnings or canopies should be designed and located to not interfere with signage or architectural features of the building.
3. The width and shape of the awnings/canopies should be fitted to the storefront or window openings they cover or shade. Wherever possible they should be aligned with adjacent awnings/canopies. Bubble-style or box style awnings/canopies are to be avoided.
4. Multiple smaller width awnings/canopies are preferred over long continuous elements to add to building articulation along the street edge.
5. The bottom of the awning should be between 2.1m and 2.4m above the sidewalk or at a height that does not obstruct store front entrances.

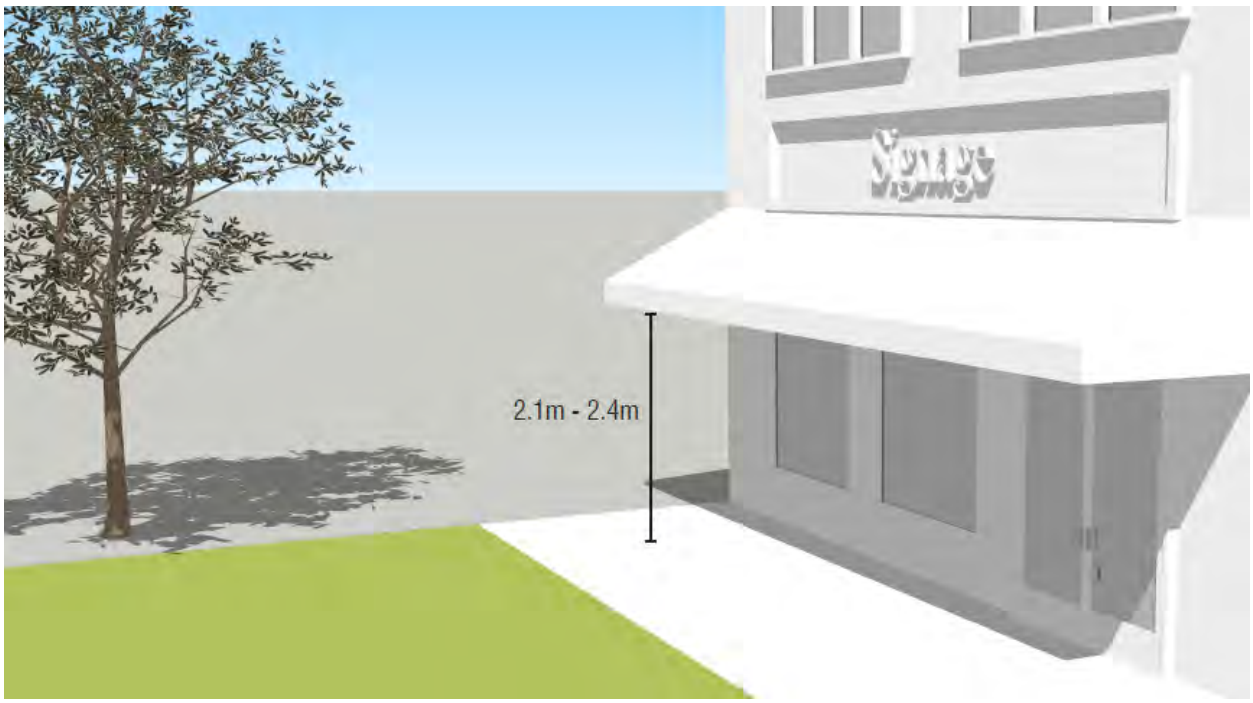


Figure 3.10: Example of sloped awning with appropriate grade level height clearance

6. The colour of awnings/canopies should be coordinated with the colour package of the buildings main cladding materials and color scheme.
7. Large, automobile-oriented, writing on the awning are to be avoided. Additional signage can either be accommodated on the awning valance or should be discreetly displayed on the awning, taking up no more than 20% of the awning /canopy width.

8. Awning/canopy materials should be of high quality materials to ensure durability and preservation of colour including high quality canvas, cloth, metal or glass. The use of aluminum, vinyl or plastic awning/canopies are discouraged and should be avoided.

   Sloped fabric awnings are the most traditional awning type and are encouraged for buildings with traditional architectural styles and can be fixed in place or include mechanisms that allow them to retract and extend.

3.5 Demonstration Redevelopment Plans

The Land Use Plan separated the study area into a westerly precinct, referred to as the West Lane Precinct, encompassing the area between the western extent of the Community Improvement Project Area and the Hydro Canal, and the easterly precinct, referred to as the East Lane Precinct, encompassing the area from the Hydro Canal to the eastern extent of the CIPA. Through consultation with City staff it was identified that demonstration plans be provided for lots in each of the West and East Lane Precincts to inform the different types of redevelopment that could happen in both of these areas.

The East Lane redevelopment concept was developed for what is currently identified as the "No Frills" property (see Figure 3.11) and the West Lane concept includes a demonstration of how redevelopment may occur on a consolidation of deeper lots fronting Lundy's Lane (see Figure 3.15). These demonstration plans provide a potential approach for the redevelopment of the sites and reflect the requirements of these urban design guidelines.

3.5.1 Demonstration Plan 1 – East Lane Concept (No Frills Property)

The East Lane demonstration plan concept provides a potential redevelopment scenario that illustrates a continuous street frontage along Lundy's Lane, a street connection to Highland Avenue to the north, a lane connection to Ker Street to the south and residential variety (type, form, and tenure.

Figure 3.11: Location of Demonstration Plan 1 in East Lane Precinct

Figure 3.12: Demonstration Plan 1 Layout

Figure 3.13: Demonstration Plan - Looking Southeast from Lundy's Lane

The proposed concept is comprised of the following program and features:

1. Two 4 storey mixed use buildings fronting along Lundy's Lane with retail commercial at the ground level with decorative paving, trees within tree grates and a minimum pedestrian and tree planting zone width of 5.0m from the curb to the building frontage;
2. An internal low-rise 4 storey apartment building facing onto an internal central parkette;
3. A central parkette that provides visual relief within the property and an opportunity for a new park / gathering space within the neighbourhood, easily accessed from both the south and north of the site;
4. At-grade parking for visitors and shoppers on the west side of the property and the potential to connect to future parking areas to the west;
5. A continuous planted buffer along the perimeter of the property south of the mixed use building facing Lundy's Lane;
6. Continuous internal pedestrian walkways (2.0m) and tree planting zones (2.5m) within the property;
7. Parking for residents of the mixed-use residential units and apartment building are envisioned to be below grade; and,
8. Lane-based townhouses (2.5 to 3 storeys) are located adjacent to existing residential on Ker Street, providing an appropriate built form transition. They front onto the central park or green space shared with the south side of the apartment building.

Figure 3.14: Demonstration Plan - Looking Northwest

3.5.2 Demonstration Plan 2 – West Lane Concept

The West Lane demonstration plan concept provides a potential redevelopment scenario for very deep lots along Lundy's Lane. The concept illustrates a continuous street frontage along Lundy's Lane, a central spine road fronted with low rise apartment buildings, parkettes and lane based townhouses fronting the parkettes, at the southern end of the site.

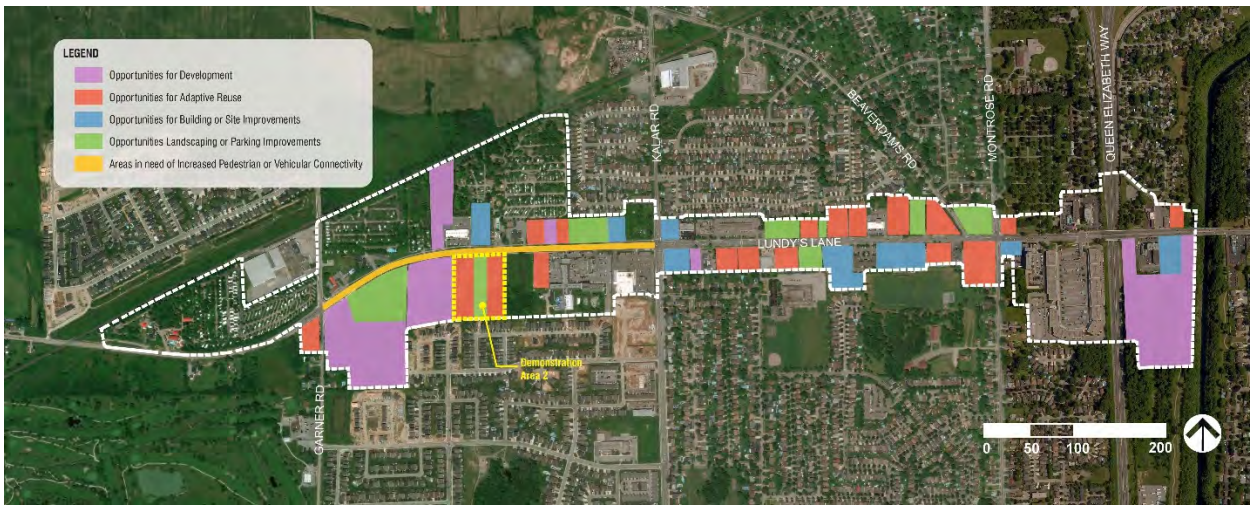


Figure 3.15: Location of Demonstration Plan 2 in West Lane Precinct

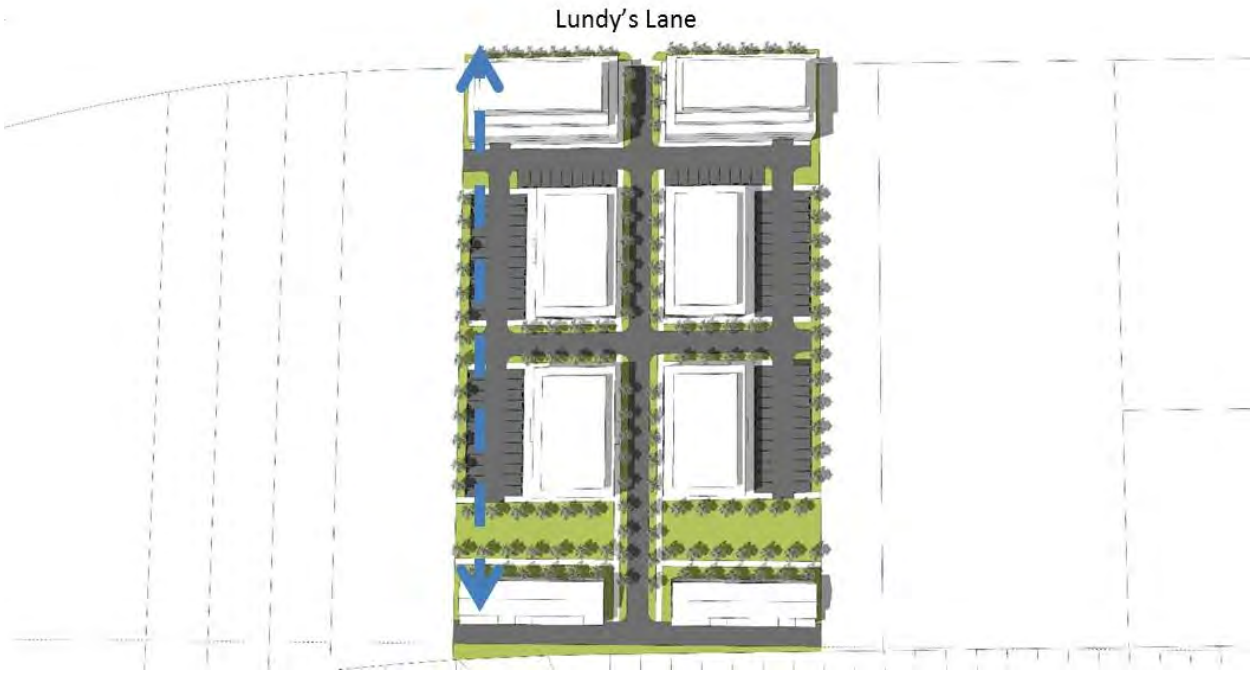


Figure 3.16: Demonstration Plan 2 Layout – Potential Location for 6.0m Secondary Access on West Side (Dashed)

As per the previous demonstration, a variety of housing types is provided within this scenario. Please note that this concept assumes that a second access could either be provided at either

the east or west side of the site or through a potential future east / west connection to the access lane / road shown in the middle of the plan.

The proposed concept is comprised of the following program and features:

1. Two 6 storey mixed use buildings fronting along Lundy's Lane with retail commercial at the ground level and with step backs at each level for built form transition and visual interest through massing articulation;
2. The Lundy's Lane frontage includes a minimum pedestrian and tree planting zone width of 5.0m from the curb to the building frontage with a continuous planted zone in lieu of paving as proposed in Demonstration 1;
3. Four internal low-rise 4 storey apartment buildings that front the internal streets/lanes and parkettes. Include at-grade visitor and retail/commercial parking areas;

Figure 3.17: Demonstration Plan - Looking Southwest from Lundy's Lane

4. East / West road that could potentially connect to future road network or to a secondary access road / lane, at the midpoint of the property and has a right-of-way of 16.5m for a future local road;
5. Two substantial parkettes that provide transition to the townhouse units from the low rise apartments and whose location is within a 2 to 3 minute walk from the Lundy's Lane frontage and will maximize sunlight hours for these amenity spaces and are;
6. A continuous 3.0m planted buffer along the perimeter of the property adjacent to existing lots is provided;
7. The internal street network includes a consistent pedestrian walkway (2.0m) and tree planting zone (2.5m) system throughout the property;

8. Parking for residents of the mixed-use residential units and the apartment building are envisioned to be below grade; and,
9. Lane-based townhouses (2.5 to 3 storeys) are located adjacent to existing residential on Jennifer Crescent to the south, providing an appropriate built form transition.

Figure 3.18: Demonstration Plan - Looking Northwest