



# Urban Design Brief

NS. St. Catharines Street, West Lincoln

NS. St. Catharines Street, West Lincoln  
ARN: 260203001320700; South Grimsby Con 9 Pt Lot 5

Date: November 2024

For: Kainthville Holdings Inc.  
By: NPG Planning Solutions Inc.  
4999 Victoria Avenue  
Niagara Falls, ON L2E 4C9  
T: 905 321 6743

## Table of Contents

<b>1.0</b>	<b>Introduction .....</b>	<b>3</b>
<b>2.0</b>	<b>Contextual and Spatial Analysis .....</b>	<b>3</b>
<b>3.0</b>	<b>Proposed Development .....</b>	<b>5</b>
3.1	Description of the proposed development.....	5
3.2	Design Goals & Vision .....	8
3.3	Relevant Supporting Studies .....	9
<b>4.0</b>	<b>Applicable Design Guidelines and Policies .....</b>	<b>10</b>
4.1	Township of West Lincoln Official Plan (Township OP) .....	11
4.2	East Smithville Secondary Plan (ESSP) .....	20
4.3	Smithville Urban Design Manual (SUDM) .....	21
4.4	Model Urban Design Guidelines (MUDG) .....	23
<b>5.0</b>	<b>Design Response, Evaluation, and Implementation Strategies .....</b>	<b>23</b>
5.1	Gateway Nodes .....	24
5.2	Streetscapes and Landscaping.....	26
5.3	Walkability and Accessibility .....	31
5.4	Built Form Variety and Compatibility .....	33
5.5	Parking, Driveway and Service Areas.....	40
5.6	Other Design Elements.....	42
5.7	Summary of Implementation Strategies .....	43
<b>6.0</b>	<b>Conclusion.....</b>	<b>46</b>
<b>7.0</b>	<b>Appendices .....</b>	<b>48</b>
	Appendix A: Draft Plan of Subdivision .....	48
	Appendix B: Concept Plan.....	49
	Appendix C: Architectural Drawings for Block 30 and Block 31 .....	50
	Appendix D: Conceptual Parking Plan.....	51
	Appendix E: Angular Plane Analysis .....	52

## 1.0 Introduction

NPG Planning Solutions Inc. (NPG) are planning consultants for Kainthville Holdings Inc., Owner of approximately 7.68 hectares (18.98 acres) of lands north of St. Catharines Street in the Township of West Lincoln (“Subject Lands”). The Owner is proposing a Zoning By-law Amendment application and a Draft Plan of Subdivision application to facilitate the development of 329 dwelling units, 20 business park units, commercial spaces, 0.63 hectares of parkland, an environmental conservation block, a trail block and lands for future development. The proposed development consists of 37 blocks and five (5) public roads which support various land uses and are described in detail in Section 3 of this report.

The requirement for an Urban Design Brief was identified at the pre-consultation meeting dated March 22, 2022, and is required for a complete application. Given that the Township does not have any Terms of Reference for the Urban Design Briefs, this document has been structured based on best practices to evaluate the proposed development against various urban design policy and guideline documents specified in Section 3 of this report.

## 2.0 Contextual and Spatial Analysis

The Subject Lands are situated on the north side of St. Catharines Street and to the east of Industrial Park Road. These lands are bordered by agricultural lands on the west and the Canadian Pacific (“CP”) Railway lands to the north. Further north of the Subject Lands, beyond the CP rail line are industrial uses, while some commercial uses are located on the south side of St. Catharines Street. Lands immediately to the east are slated for future residential development.

Additionally, the Subject Lands are situated within a 500-meter radius of a commercial plaza (The Village Square at 229 - 249 St Catharines Street & 2646 Industrial Park Road) which includes commercial establishments such as restaurants, retail stores and a grocery store. Furthermore, within a 1-kilometer radius of the Subject Lands, there are three parks, namely Hank MacDonald Park, Rock Street Park, and Alma Acres Park, which provide recreational opportunities (Figure 1). St. Catharines Street, running in a general east/west direction is characterized as a mixed use corridor. St. Catharines Street features a range of commercial, institutional, and residential uses including retail, restaurants, grocery stores, automotive services, and service-based uses.

St. Catharines Street is a regional road which currently has public sidewalk on the south side and a bike lane on the north side that connects the Subject Lands to Downtown Smithville in the west and to the West Lincoln and Welland bike route to the south (Figure

**Urban Design Brief – North side of St. Catharines Street**

2). This makes the street highly convenient and accessible for pedestrians and bicyclists alike, providing a safe and efficient means of active transportation.

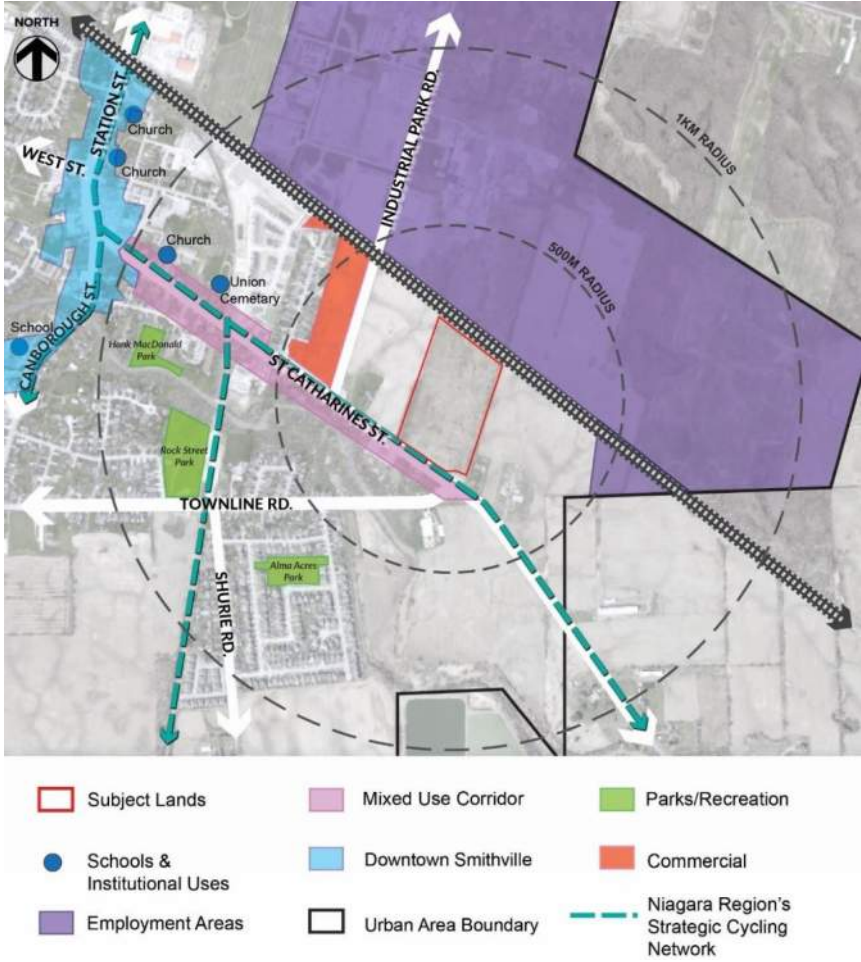


Figure 1: Surrounding Amenities Map



## Urban Design Brief – North side of St. Catharines Street



Figure 2: Images sourced from Google Street View showing the Subject Lands, St. Catharines Street, bike lane and the sidewalk.

### 3.0 Proposed Development

#### 3.1 Description of the proposed development

To facilitate the proposed development consisting of residential, commercial, business park, parkland, environmental conservation uses and lands for future development, a Zoning By-law Amendment application and a Draft Plan of Subdivision application (“Applications”) are required. The Draft Plan of Subdivision for the proposal is shown in Appendix A to this brief. Shown in Appendix B to this brief, a Concept Plan provides more details of the proposed development including the future lot lines that will be created through an Exemption from Part Lot Control application as well as the conceptual locations and layouts of the proposed developments on Blocks 2, 30 and 31. Conceptual Plan for developments on Block 30 and Block 31 has been prepared by Raimondo & Associates Architects Inc. and appended to this brief as Appendix C.

As shown on the Draft Plan of Subdivision included in Appendix A to this brief, access to the Subject Lands would be provided from the 20-metre-wide Street “A”, originating at the roundabout where Townline Road and St. Catharines Street intersect and running north. The eastern half of Street “A” is located on the adjacent lands to the east. The Draft Plan of Subdivision has also provided an opportunity for a second access to the proposed development through Street “B”, running in an east/west direction, originating at Industrial Road located approximately 200 metres west of the Subject Lands, running through abutting lands to the west and the Subject Lands, and connecting to abutting lands to the east. The Street “B” connection to Industrial Road from the proposed development is contingent on the development of the adjacent lands to the west. Both Street “A” and Street “B” are collector roads.

Local Roads being identified as Street “C” and Street “D” are proposed to run in a generally east/west direction originating at Street “A” at the east. Streets “C” and “D”

## Urban Design Brief – North side of St. Catharines Street

would be located to the south of Street “B” and north of St. Catharines Street. It is contemplated that Street “B”, Street “C” and Street “D” will cross into the adjacent lands to the west. As there is currently no development plan for these lands at the moment, temporary turnarounds have been shown at the western ends of Street “B”, Street “C” and Street “D”. Another local road being identified as Street “E” is proposed to run in a north-south direction, connecting Streets “B” and “C”.

The proposed development has been divided into four separate main categories, identified as Groups 1, 2, 3 and 4 in the figure below. The categorization has been structured in such a way that each group will possess comparable land uses, built forms and visual characteristics.

Group No.	Use	Corresponding blocks on Draft Plan (Appendix A)
Group 1	Business park	2 & 38
Group 2	Parks and open space	3 & 37
Group 3	Street townhouse dwellings + Semi-detached dwellings + Single detached dwellings	Street townhouse dwellings: 17, 19, 20, 28 & 29 Semi-detached dwellings: 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 18, 21, 22, 30, 24, 25, 26 & 27 Single detached dwellings: 14, 15 & 16
Group 4	Mixed use apartment dwelling + Retirement home	Retirement home: 30 Mixed use apartment dwelling: 31
-	Environmental conservation	1
-	Future development	32 & 33
-	One-foot reserves	34, 35 & 36

**Urban Design Brief – North side of St. Catharines Street**

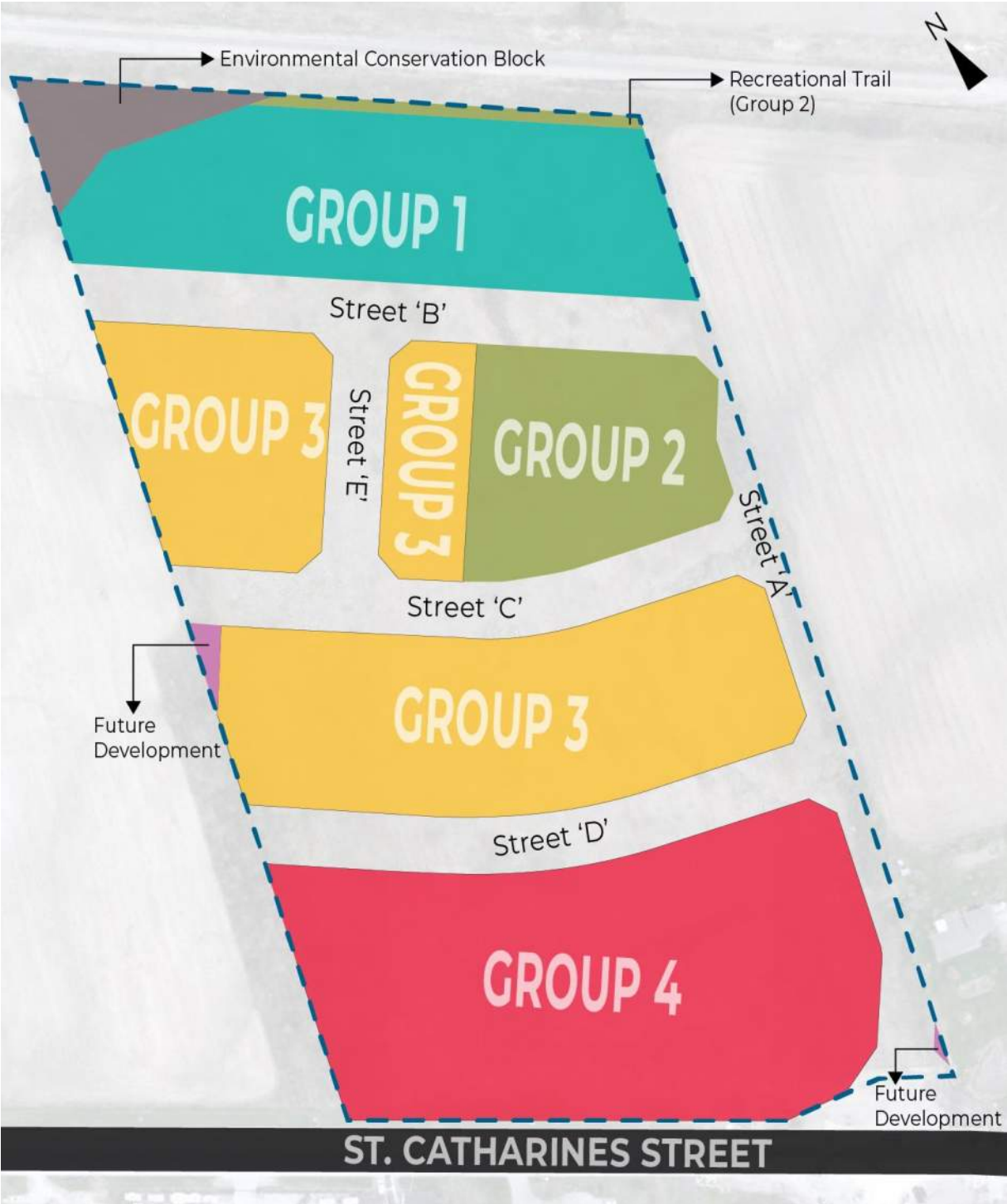


Figure 3: Illustration representing the proposed development.

**Group 1** corresponds to Blocks 2 and 38 of the proposed development and spans an area of 1.13 ha. This group will cater to employment uses with the development of business park units throughout the block. As shown on the Concept Plan, the business

## Urban Design Brief – North side of St. Catharines Street

park use is proposed on Block 2 while Block 38 accommodates the noise-attenuating berm.

**Group 2** corresponds to Block 3 and Block 38 of the proposed development. Block 3 (approximately 0.63 hectares in size) is proposed to be zoned Open Space (OS). Part of Block 3 is proposed to be dedicated to the Township as parkland in accordance with Section 51.1 of the *Planning Act* for the proposed development. Only 0.3 hectares of the proposed parkland is required in accordance with the *Planning Act*. The parkland in excess would count towards the parkland requirement of the proposed development to the east. The Owner of the Subject Lands and the adjacent lands to the east will work collaboratively to proportion the parkland dedication and ensure the proposed parkland is dedicated free and clear to the Township. The Owner plans to design the park for a mix of passive and active recreational uses. The design of the park will be addressed as a condition of subdivision approval. Block 37 is proposed to be dedicated to the Township as a recreational trail. This portion of the trail will connect with the trail proposed on the adjacent lands to the east as well as the environmental block immediately to the west.

**Group 3** corresponds to Blocks 4 to 29 (inclusive) of the proposed development. The proposed building typology in Blocks 17, 19, 20, 28 & 29 is street townhouse dwellings, Blocks 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 18, 21, 22, 30, 24, 25, 26 & 27 semi-detached dwellings and Blocks 14, 15 & 16 single detached dwellings. There will be a total of 3 single detached dwelling units, 36 semi-detached dwelling units and 34 street townhouse dwelling units throughout this group.






**Group 4** of the proposed development corresponds to Blocks 30 and 31, which feature a 6-storey retirement home and a 8-storey apartment dwelling with at-grade commercial uses, respectively. This group features buildings of similar built form and has an interface with Regional Road 20 (St. Catharines Street) and is anticipated to have a total of 256 dwelling units contributing to an estimated density of approximately 138.5 units per hectare.

### 3.2 Design Goals & Vision

After a through analysis of the policy documents and guidelines specified in Section 2, we have established the following objectives for the proposed development.



## Urban Design Brief – North side of St. Catharines Street

	<b>Safety and Walkability</b>	Create a pedestrian friendly community that is accessible and safe for all residents.
	<b>Compatibility</b>	Achieve compatibility between sensitive land uses and employment uses within the Subject Lands and the railway, as well as the employment areas located to the north.
	<b>Connectivity</b>	Develop a well-connected network of streets and pedestrian walkways that allows for efficient and safe mobility.
	<b>Diverse mix of land uses</b>	Encourage a mix of residential, commercial and community spaces to create a vibrant and diverse community that fosters social interaction.
	<b>Sense of Place</b>	Create a unique and cohesive sense of place that fosters a strong sense of community identity and serves as a unique gateway into Smithville.

### 3.3 Relevant Supporting Studies

As part of the Draft Plan of Subdivision and Zoning By-law Amendment applications, a number of required supporting studies have been prepared and submitted. This section of the report outlines the supporting studies that are relevant to the evaluation of the proposed development's urban design characters and overall quality.

#### 3.3.1 Draft Plan of Subdivision

The Draft Plan of Subdivision has been prepared by NPG and included in this report as Appendix A. This drawing shows the overall property boundaries and dimensions of each of the proposed lots in addition to laying out the public road network and the location of the proposed parkland.

#### 3.3.2 Concept Plan & Architectural Drawings

An overall Concept Plan has been prepared by NPG and included in this report as Appendix B. This drawing shows the contemplated future lot lines for the semi-detached and townhouse dwelling units that will be created through exemption from part lot control

## Urban Design Brief – North side of St. Catharines Street

in the future. This drawing also depicts the conceptual locations and layouts of the proposed buildings, parking and service areas on Block 2.

Additionally, a set of architectural drawings including Concept Plan, Floor Plans and Elevation Drawings (Appendix C) has been prepared by Raimondo & Associates Architects Inc. for the proposed buildings on Blocks 30 and 31.

### 3.3.3 Conceptual Parking Plan

A Conceptual Parking Plan has been prepared by NPG and included in this report as Appendix D. This drawing shows 30 informal on-street parking spaces could be provided within the proposed roadways of Street “C” and Street “D”. When Street “D” is extended westward, 5 additional informal on-street parking spaces could be provided on the south side of this roadway, increasing the overall number of informal on-street parking spaces to 35.

### 3.3.4 Angular Plane Analysis

An Angular Plane Analysis (Appendix E) has been prepared to evaluate the potential visual impact on adjacent public realm on St. Catharines Street, Street “A” and Street “D” of the 8-storey mixed-use apartment building on Block 31. For the proposed 6-storey retirement home on Block 30, the Angular Plane Analysis will evaluate its visual impact on St. Catharines Street and Street “D”.

For each public realm, two (2) 45-degree angular planes have been taken: one from the nearest property line across the street and one from the opposite edges of roads. The first group of angular planes (colored blue) are used to analyse the proposed building’s visual impact on properties directly across St. Catharines Street, Street “A” and Street “D” while the second group of angular planes (colored green) are used to evaluate the visual impact on the public realms across these right-of-ways.

## 4.0 Applicable Design Guidelines and Policies

The following section highlights key urban design principles within various planning policies and documents by the Township of West Lincoln and the Niagara Region that have guided the proposed development.

- Official Plan of the Township of West Lincoln (Township OP)
- East Smithville Secondary Plan (ESSP)
- The Township of West Lincoln’s Urban Design Manual (SUDM)
- Model Urban Design Guidelines (MUDG) by Niagara region

#### 4.1 Township of West Lincoln Official Plan (Township OP)

The Township OP contains a comprehensive framework of goals and objectives, land use designations and policies which guides the future development of the Township of West Lincoln. Overall, the Township OP emphasizes the importance of high-quality urban design and the creation of attractive, functional, and sustainable communities. The plan provides specific policies and guidelines to ensure that new development is in keeping with the character and context of the surrounding area while also promoting the development of public spaces and active transportation infrastructure.

Section 6.6 under the Township OP provides Design Policies for Residential Neighbourhoods (Smithville). The objectives of the Township OP include enhancing the livability and physical appeal of the area through the quality, layout, and attractiveness of the public streetscape and private spaces and buildings. The policies aim to create a built environment that provide sensitive integration of new development with existing development and a well-defined public realm, among other features. Additionally, this section of the Township OP outlines design policies and criteria that emphasize compatibility between new and existing buildings, appropriate setbacks and yard requirements, convenient and direct access to primary building entrances, and the use of architectural design guidelines for new and altered buildings.

Section 6.6.1 through 6.6.3 of the Township OP provides design objectives and policies for Residential Neighbourhoods in Smithville. The following is an analysis of how the proposed development meets these objectives and policies.

##### **Section 6.6.1: Objectives**

The following is an evaluation of conformity with relevant objectives identified in Section 6.6.1 of the Township OP.

Policy wording	Evaluation
<p>a) To enhance the livability and physical appeal of Smithville through the quality, layout and attractiveness of the public streetscape and private spaces and buildings.</p>	<p>The proposal enhances livability and physical appeal by facilitating appropriately sized public streets and creating consistent lot sizes, widths and depths for a cohesive visual identity for the proposed development. It also includes a mix of housing types and lot sizes for visual variety and encourages social interaction and recreation through the addition of the proposed parkland and recreational trail.</p> <p>As illustrated on both Conceptual Plans, the building setbacks from adjacent streets on Blocks 2, 30 and 31 are sufficient to accommodate landscape treatment which</p>

**Urban Design Brief – North side of St. Catharines Street**

Policy wording	Evaluation
	<p>will contribute to a more attractive streetscape. There is also an opportunity at the Site Plan stage to locate some of the commercial uses on Block 31 along one of the street frontages, especially the St. Catharines Street frontage. This will further animate the street and improve the pedestrian experience.</p>
<p>b) To ensure that development meets Township design criteria.</p>	<p>This Urban Design Brief has assessed multiple Township policy documents, including the Urban Design Manual, West Lincoln Official Plan, and East Smithville Secondary Plan, and has determined that the proposal meets the design standards set by the Township.</p>
<p>c) To create a built environment within the designated Greenfield areas and all Intensification Areas, which provides:</p>	
<p>i. Sensitive integration of new development with existing development</p>	<p>It is noted that there is no existing development adjacent to the proposed subdivision. Taking it one step further, the proposed development has been designed to ensure sensitive integration with potential future development by:</p> <ul style="list-style-type: none"> <li>• Aligning the proposed street network with the street network planned for the developments located both to the east and west of the Subject Lands.</li> <li>• Within the proposed subdivision, land uses have been proposed logically and appropriately to prevent potential land use compatibility issues.</li> <li>• Proposing compatible built form and land uses on Blocks 30 and 31, considering St. Catharines Street is a regional road. The built form of proposed developments on Blocks 30 and 31 is evaluated in detail in Section 4.2 of this Brief.</li> <li>• Closed board fences along the western interior lot line of Block 30 could be considered at the Site Plan stage to protect privacy of the residents from the</li> </ul>

**Urban Design Brief – North side of St. Catharines Street**

Policy wording	Evaluation
	future development to the west.
<p>ii. Visual diversity, interest and character through such techniques as façade and roof line composition, varied materials and colour separation;</p>	<p>The façade and roof design as well as the choice of materials and colour will be finalized at a later stage of the development process. However, visual diversity, interest and character are still achieved through the provision of a diverse mix of land uses, including four different residential built form at various densities. Different land uses and housing typologies are expected to have different façade and roof designs as well as materials and colours.</p> <p>Different housing typologies are strategically placed next to one another within a single streetscape. Examples of these instances include street townhouse dwellings being adjacent to semi-detached dwellings along Streets “C” and “D”. This approach contributes to great visual variety and interests for pedestrians and motorists alike as different housing typologies inherently have different bulk, massing and potentially building height. There are also opportunities at the detailed design stage to incorporate different design language in terms of building materials, colours, roofline among others to augment the visual variety to greater extent.</p> <p>Within a single housing typology, there are also opportunities at the detailed design stage to introduce visual variety through façade design and roofline variation between adjacent dwellings.</p>
<p>iii. A well-defined public realm, including an interconnected open space network;</p>	<p>The proposed development incorporates a well-defined public realm by providing an open space network that includes a parkland block, a trail block interconnected with future landscaping treatment along the private-public interfaces throughout the development.</p>

**Urban Design Brief – North side of St. Catharines Street**

Policy wording	Evaluation
	<p>The public streets within the proposed development have a minimum width of 20 metres, which can accommodate infrastructure that supports active transportation, informal on-street parking, sidewalks and landscaped treatment.</p> <p>The parkland block and enhanced landscaping around this block are expected to encourage social interaction and recreation and to contribute to a strong sense of place for the community.</p> <p>The trail block at the northern end of the Subject Lands is expected to connect the proposed trail on lands adjacent to the east and the environmental block to at the western end. This will improve the connectivity of the open space network in the vicinity.</p>
<p>iv. Good transportation access and pedestrian oriented development patterns; and,</p>	<p>The proposed street network follows the street networks as suggested in the ESSP closely, ensuring good transportation access for the proposed subdivision.</p> <p>By eliminating individual driveways on Street “A”, there will be no curb cuts, resulting in enhanced pedestrian safety for walking and promoting a pedestrian oriented development.</p>
<p>v. A road system that recognizes and preserves the historic character of Smithville.</p>	<p>The Subject Lands are outside the downtown area and are not adjacent to any significant cultural heritage resources. The proposed development would not impact the historic character of Smithville.</p>

**6.6.2 Design Policies and Criteria**

The following is an evaluation of conformity with relevant Design Policies and Criteria identified in Section 6.6.2 of the Township OP:

## Urban Design Brief – North side of St. Catharines Street

Policy wording	Evaluation
a) Each development lot or block will:	
i. Have frontage on a public road; and,	With the proposed road network, all proposed development blocks and eventually development lots will have frontage on at least one public road as shown in Appendix B - Concept Plan.
ii. Be of sufficient size and appropriate configuration to accommodate development that reflects the planning and urban design policies set out in this Official Plan or approved by the Township through the adoption of Urban Design Standards	In Section 5 of this report, a detailed analysis has been conducted for each development typology of the proposed subdivision. In carrying out this assessment, various policy documents, including the Township OP and the SUDM, have been taken into consideration. The analysis conducted in Section 5 indicates that the lot sizes are suitable for their intended purposes.

### 6.6.3 Development Standards

The following is an evaluation of conformity with relevant development standards identified in Section 6.6.3 of the Township OP:

Policy wording	Evaluation
a) New development shall be compatible with adjacent and neighbouring built-form by ensuring that the siting and massing of new buildings does not result in undue adverse impacts on adjacent properties particularly in regard to adequate privacy conditions for residential buildings and their outdoor amenity areas.	<p>The proposed development has been designed in accordance with the ESSP. Abutting lands to the east and west are within the ESSP Area and currently vacant.</p> <p>All proposed developments within the subdivision will be low-rise, except for the proposed buildings on Block 30 and Block 31. Low-rise developments are not expected to cause adverse impacts on adjacent properties, especially with respect to privacy conditions.</p> <p>The proposed land uses on Block 2 though conform with the ESSP could potentially pose land use issues with the adjacent residential uses to the east. The Concept Plan in Appendix B shows the nearest building has been set back 13.4 metres from the easterly</p>

## Urban Design Brief – North side of St. Catharines Street

Policy wording	Evaluation
	<p>lot line while driveway and parking areas have been located at a minimum distance of 6 metres from this shared boundary. This helps facilitate a development of medium density residential on the adjacent lands in accordance with the policy under Special Policy Area 1 of the ESSP.</p> <p>To mitigate land use compatibility conflicts the ESSP directs uses with increased height and density towards St. Catharines Street where Blocks 30 and 31 are located. A 6-storey retirement home (approximately 20.3 metres in height) is conceptually shown on Block 30 while an 8-storey mixed-use apartment building (approximately 27 metres in height) is conceptually shown on Block 31. The height proposed for the buildings can have impacts if inappropriately located or designed. In this case, the proposed height and scale are appropriate and are not anticipated to result in significant impacts for the following reasons:</p> <ul style="list-style-type: none"> <li>• The proposed 6-storey and 8-storey buildings are located in an area planned for increased heights and higher densities in the ESSP. Section 4.2 of this Brief will discuss the proposed height against the ESSP policies in detail.</li> <li>• Blocks 30 and 31 are separated from nearby lands to the north, east and south by public roads which provide significant separation distance.</li> <li>• Both buildings on Blocks 30 and 31 are oriented along and towards St. Catharines Street. The mixed-use apartment building on Block 31 also extends along Street “A” in a perpendicular alignment with Street “D”. The locations and orientations of these buildings ensure minimal shadow impacts on the low-rise properties on the north side of Street “D”.</li> </ul>



## Urban Design Brief – North side of St. Catharines Street

Policy wording	Evaluation
	<ul style="list-style-type: none"> <li>• The proposed retirement home is approximately set back 7.2 metres from the adjacent lands to the west. With additional landscaping treatment along this lot line, this is an adequate setback distance to maintain compatibility with any development on the neighbouring lands. The conceptual elevation design of the retirement home also features limited windows and no balconies which minimizes privacy concern for the future development to the west.</li> <li>• Locating the commercial uses in Block 31 away from Street “D” improves the land use compatibility with the proposed low-rise residential uses on the north side of Street “D”.</li> </ul> <p>Further at the detailed design stage, closed board fences could be provided along the westerly lot line of Block 30 to protect privacy of the residents from the future development to the west of the Subject Lands.</p>
b) To ensure that compatibility is achieved, the implementing Zoning By-law shall establish appropriate setback and yard requirements which recognize the character of the existing build-form,	As the Subject Lands are within greenfield area, there is no existing development on adjacent lands. The proposed Zoning By-law Amendment establishes appropriate setback and yard requirements that will implement the design goals and vision outlined in Section 3.2.
c) For reasons of public safety, the main entrances to homes and multi-residential buildings shall be clearly visible.	<p>The detailed design stage will ensure main entrances to dwellings are clearly visible.</p> <p>There is an opportunity to incorporate building entrances on the street-facing elevations for the proposed developments on Blocks 2, 30 and 31.</p>
d) Access from sidewalks and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in	The proposed development will be designed with accessible pathways that connect sidewalks and open space areas to the

## Urban Design Brief – North side of St. Catharines Street

Policy wording	Evaluation
grade.	<p>building entrance.</p> <p>At the detailed design stage, the Site Plan should incorporate a well-connected network of pedestrian walkways that allows for efficient and safe mobility between the public sidewalks and the building entrances. At-grade commercial uses should be located along a street-facing elevation and be directly connected with the public sidewalks.</p> <p>At Site Plan stage, pedestrian connection from public sidewalks to building entrances could be designed with minimum changes in grade as technically feasible.</p>
e) To minimize disruptions to traffic flow and to maximize safety and the attractiveness of Arterial Roads, individual direct vehicular access shall be minimized, and, in some cases prohibited.	There is no vehicular access proposed from St. Catharines Street and Street "A". Individual vehicular accesses will primarily be from local roads that branch off of collector roads.
f) To enhance the quality and safety of the public streetscape, the construction of parking lots which occupy significant proportions of the at-grade frontage of public roads, shall not be permitted.	<p>Blocks 2, 30, and 31 of the proposed development have surface parking areas as shown in Appendix B and Appendix C.</p> <p>For Block 2, there is a 3-metre distance between the at-grade parking areas and Street "B". This is adequate at accommodating a landscape strip that will maintain the quality if the adjacent streetscape.</p> <p>Block 30 and Block 31 will have surface parking located in the interior of the lots and are screened by buildings from St. Catharines Street and Street "A". However, at-grade parking may be visible from Street "D" which could be mitigated by the provision of landscaping along this street frontage to minimize the visual impact of asphalt on the public realm.</p>
g) Location of Buildings will reinforce the road, land and block pattern by using the following measures:	i. All buildings along public streets in the proposed development are parallel to such streets. Specifically for the developments

**Urban Design Brief – North side of St. Catharines Street**

Policy wording	Evaluation
<p>i. Along the public street, buildings will be aligned parallel to the road;</p> <p>ii. Siting and massing of buildings will provide a consistent relationship, continuity and enclosure to the public roads; and</p> <p>iii. Buildings located adjacent to, or at the edge of parks and open spaces and other natural features are encouraged to provide visual opportunities for the features.</p>	<p>on Blocks 2 and 30, Appendix B and Appendix C show future buildings are aligned parallel to the road. As the boundaries for Block 31 are irregular in shape with multiple lot lines abutting St. Catharines Street and Street “A”, the proposed building on this Block has been sited generally in the alignment of both streets. Although the building is not technically parallel with either street, its L-shape design and general orientation will be able to address the streets effectively and reinforce the road and block pattern of the immediate area.</p> <p>ii. The proposed Zoning By-law amendment enables uniform setbacks from public roads throughout the subdivision. This will create a consistent relationship and continuity between the buildings and the public roads. As can be seen in Appendix B and Appendix C, all buildings within Blocks 2 have the same front yard setback while the proposed buildings on Blocks 30 and 31 provide a consistent setback from St. Catharines Street. This will provide a consistent relationship and continuity to the public roads. At 8 storeys, the proposed mixed use apartment building will frame both Street “A” and St. Catharines Street effectively.</p> <p>iii. Semi-detached dwellings in Blocks 4, 5, 6 and 7 are adjacent to the parkland block. At the Site Plan stage, the design of such dwellings could be explored to determine if it is appropriate to provide visual opportunities for the park. Regardless, the proposed parkland abuts three (3) public streets and will be clearly visible from Street “A”, Street “B” and Street “C”.</p>

## 4.2 East Smithville Secondary Plan (ESSP)

The ESSP envisions East Smithville as a prominent future gateway into the urban area of Smithville with an appropriate mix of uses and densities. It also calls for the provision of an attractive, high-quality, safe, sustainable, interconnected, and pedestrian-friendly community for future residents of all ages and abilities to enjoy. This section summarizes the relevant design policies of the ESSP that guide the design of the proposed development. The detailed evaluation of the proposal against these policies is in Section 5 of this Brief. Section 6.11.5.2 provides land use policies for the ESSP Area.

### East Smithville Secondary Plan

#### **Policy 6.11.5.2 d)**

*vii) The Township may consider a height beyond 6 storeys subject to the submission of a design brief which demonstrates the proposed increase in height will maintain an appropriate public realm and pedestrian streetscape.*

#### **Analysis**

As mentioned, an 8-storey apartment dwelling with at-grade commercial uses is proposed on Block 31 at the intersection of St. Catharines Street and Street “A”. The proposed building has a minimum setback of 6 metres from both St. Catharines Street and Street “A” and incorporates building step-backs at the 7<sup>th</sup> storey and 8<sup>th</sup> storey. In detail, the building is set back approximately 7.9 metres at the 7<sup>th</sup> storey and approximately 13 metres at the 8<sup>th</sup> storey from both St. Catharines Street and Street “A”. From Street “D”, the proposed building has a minimum setback of 6.8 metres while the 7<sup>th</sup> and 8<sup>th</sup> storeys have a minimum setback of approximately 8.8 metres and 17.4 metres from this streetline. The upper levels are stepped back further from this podium, establishing adequate buffer from adjacent streets. In details, the upper floors are set back 12.3 metres from St. Catharines Street and 7.5 metres from Street “A”. The proposed building’s increase in height from the permitted 6 storeys to 8 storeys will be able to maintain appropriate relationship between the building and the adjacent public realm and pedestrian streetscapes on both St. Catharines Street and Street “A” for the following reasons:

- The building is sufficiently buffered from St. Catharines Street and Street “A” to accommodate landscaping in the future. There is also an opportunity to introduce patio spaces for the commercial uses and private outdoor amenity spaces for the residents within these yards at the Site Plan stage. These elements will enliven and beautify the pedestrian streetscapes;
- The top two (2) levels have been further stepped back from the podium to reduce the massing of the building beyond the 6<sup>th</sup> storey;
- The building is generally oriented perpendicular (approximately 83° angle) to St. Catharines Street which further improves the building’s slender appearance from the Regional Road;

## Urban Design Brief – North side of St. Catharines Street

- The proposed building generally fits within both 45-degree angular planes taken across Street “D”, as demonstrated in Section A-A on Appendix E, indicating minimal visual impact on the opposite public realm on Street “D” as well as on proposed development on Block 29. Only the extended portion of the 7<sup>th</sup> floor roof, providing shelter for future residents, enters into the 45-degree angular plane taken from the opposite edge of road. This is minor and will not cause adverse visual impact on the public realm;
- The proposed building also generally fits within the 45-degree angular planes taken from the future development across from Street “A”, as demonstrated in Section B-B on Appendix E, indicating minimal visual impact. A small portion at the top of the proposed 6<sup>th</sup> floor and 7<sup>th</sup> floor as well as the extended roofs of the 7<sup>th</sup> and 8<sup>th</sup> floors encroach into the 45-degree angular plane taken from the opposite edge of road on Street “A”. This small encroachment will not overwhelm the public realm on the opposite side of Street “A”. It is worth noting that the property across Street “A” from Block 31 is designated Mixed Use in the ESSP that permits height of up to 6 storeys.; and
- The proposed building fits completely within both 45-degree angular planes taken across St. Catharines Street, as demonstrated in Section C-C on Appendix E, indicating minimal visual impact on the opposite public realm on this Regional Road as well as on the property municipally known as 314 St. Catharines Street. It is worth noting that this property is designated Mixed Use in the ESSP that permits height of up to 6 storeys.

Under the ESSP, section 6.11.6.1 e) provides urban design policies that advocate for a strong focus on gateway node development, accessibility, streetscape design, sense of identity, pedestrian scale, and walkability, all of which are relevant to the proposed development. These policies have been incorporated into the design of the proposal and will be discussed in Section 5 of this brief.

### 4.3 Smithville Urban Design Manual (SUDM)

The Smithville Urban Design Manual (2016) provides an urban design vision and guidance for the downtown of Smithville, addressing attractive and high-quality buildings, open spaces and streetscapes. It also encourages urban open spaces to be strategically located so as to provide focal points, places for gathering, and passive recreation opportunities. This section summarizes the relevant design guidelines of the SUDM that guide the design of the proposed development. The detailed evaluation of the proposal against these guidelines is in Section 5 of this Brief.

The Smithville Urban Design Manual (SUDM) has identified a community gateway node located at the intersection of St. Catherines Street and the proposed Street “A”, corresponding to Block 31 of the proposed development. The proposal respects and complies with relevant design guidelines for developments within community gateway nodes as outlined in the SUDM. The conceptual building on Block 31 (as shown in Appendix C) standing at 8-storey height will emphasize the entrance characteristics of

## Urban Design Brief – North side of St. Catharines Street

this gateway node while the building step-backs at the top floors help reduce the massing to relate the proposed development effectively to the adjacent public realm. The detailed design stage will ensure this building incorporates design elements such as building materials, façade treatment and landscaping that enhance the public realm and add to the distinctive visual identity of this gateway node. Additionally, public art could be considered at the Site Plan stage to emphasize the building's strategic location as a gateway node. Section 5.1 – Gateway Nodes of this brief will evaluate the proposal in detail against relevant guidelines under of the SUDM.

The Subject Lands are also partially situated within the prestige commercial area and the employment area. However, this brief will not discuss these guidelines as the Subject Lands had been designated differently by the East Smithville Secondary Plan (ESSP).

Sections 6.1 – Residential, Section 6.2 – Mixed Use, Section 6.4 – Industrial and Section 6.6 – Guidelines for landscaping of the SUDM also contains relevant design guidelines related to streetscapes and landscaping, walkability and connectivity, built-form variety and compatibility, parking, driveway and service area as well as other design elements across all land uses proposed on the Subject Lands. As the SUDM does not contain specific guidelines for retirement homes, guidelines for mid-rise apartment developments in section 6.1.5 of the Manual are used to evaluate the proposed development on Block 30. Overall, the proposal respects and complies with these relevant design guidelines as outlined in the SUDM. The below summarizes the proposal's alignment with the guidelines under the SUDM:

- In general, all proposed developments will have adequate and consistent setback from adjacent streets to form continuous street edges and to incorporate attractive landscape treatment for a cohesive interface with the public realm;
- Within the mixed-use designations, parking and loading service areas are screened from the public view on St. Catharines Street and Street "A" by the proposed buildings. Along Street "D", landscaping could be provided to screen the at-grade parking areas. The proposed developments on Blocks 30 and 31 have the opportunity to provide private outdoor amenity areas for future residents and/or outdoor patios associated with its at-grade commercial uses to provide additional "eyes on the street" and to activate the adjacent public realm;
- The inclusion of more than one land uses and/or building typologies on St. Catharines Street, Street "A", Street "B", Street "C" and Street "D" will introduce visual variety to these streets. The detailed design stage will ensure street-facing facades incorporate high quality materials and design treatment that ensure the visual quality of public streets is interesting and varied;
- The proposed widths of all public streets are able to accommodate sidewalks on at least one side of the street while the detailed design stage will ensure future buildings comply with the *Accessibility for Ontarians with Disabilities Act*;

## Urban Design Brief – North side of St. Catharines Street

- Proposed uses on the Subject Lands have compact built form that is also compatible with adjacent uses; and
- For Block 2, Block 30 and Block 31, the number of driveways has been limited to minimize disruption to the pedestrian realm on Street “B”, Street “A” and St. Catharines Street.

Sections 5.2 to 5.6 of this Brief will evaluate the proposal in detail against these relevant guidelines under of the SUDM.

### 4.4 Model Urban Design Guidelines (MUDG)

The model urban design guidelines by Niagara Region are focused on smart growth of cities. The MUDG lays out ten smart growth principles to guide development across various areas. Some of the principles that relate directly and have been taken into consideration while designing the proposed development include the following:

- Create a mix of land uses;
- Promote compact build 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.

The relevant design policies of the ESSP had been developed with references to the Region’s MUDG. As such, this Brief will focus on the ESSP policies instead of the MUDG.

## 5.0 Design Response, Evaluation, and Implementation Strategies

This section will assess the proposed development against various design aspects based on the vision of the development. The vision of the development is guided by the East Smithville Secondary Plan which states the following:

*“East Smithville shall reflect small town character of Smithville and provide an attractive, high quality, safe, sustainable, interconnected and pedestrian-friendly community for future residents of all ages to and abilities to enjoy. Ultimately, East Smithville will become an urban neighbourhood with a strong pedestrian focus enhanced by public green space and trail linkages and a commercial/ mixed use function to support the needs of the neighbourhood residents and the Smithville community.”*

Various design aspects will be investigated throughout this section including:

- Gateway Nodes
- Streetscapes, and Landscaping

## Urban Design Brief – North side of St. Catharines Street

- Walkability and Accessibility
- Built Form Variety and Compatibility
- Parking, Driveway and Service Areas
- Other Design Elements

### 5.1 Gateway Nodes



Figure 4: Gateway node location

The southeast corner of the proposed development or at the intersection of Regional Road 20 and the proposed Street “A” falls within the Gateway area, as shown on the ESSP’s Community Structure Plan. As mentioned, this southeast corner is also within a Gateway Node area as identified under the SUDM.

The ESSP and the SUDM address the significance of gateway nodes as they are the key entry points into Smithville and provide guidance on their design. The policies that specifically speak to this are:

#### East Smithville Secondary Plan

##### **Policy 6.11.6.1 e)**

*ii) Gateway Nodes are defined in the Smithville Urban Design Manual as nodes located at the primary entrances to Smithville. Development within lands identified as a Gateway Node shall adhere to the Gateway Node design guidelines contained within Section 7.2 of the Urban Design Manual.*



## Urban Design Brief – North side of St. Catharines Street

*xii) Buildings at terminating vistas will be encouraged to be designed as landmarks, with architectural innovation and quality urban design that reflects the community character. Incorporation of public art and enhanced landscaping will be encouraged at these areas.*

### Smithville Urban Design Manual

---

#### **Section 5.6.1**

*Four (4) Community Gateways are located near the boundaries of Smithville, along Regional Road 20 and Regional Road 14. These Gateway Nodes will incorporate appropriately placed and articulated buildings and landscaping, public art, and signage to demarcate and welcome residents and visitors to Smithville.*

#### **Section 6.2.1**

*8. Mixed-use buildings located on lots in visually prominent locations are landmark buildings. Landmark buildings include those within Gateway Nodes, on corner lots, and at ‘T’-intersections. Additional articulation is required for publicly visible elevations of landmark buildings.*

#### **Section 7.2**

*Guidelines for Private Development within Gateway Nodes:*

- 1. Emphasize the gateway characteristics of Gateway Nodes with additional building height and massing, where appropriate.*
- 2. High-quality façade articulation is required for publicly visible elevations of buildings located within Gateways.*
- 3. Use high-quality exterior cladding materials, including brick, stone, and precast concrete.*
- 4. Public art and enhanced landscaping is encouraged for private lands in publicly visible and accessible locations within Gateways.*

#### **Analysis**

Block 31 of the proposed development is part of the community gateway node and abuts three public roads (St. Catharines Street, Street “A” and Street “D”) which provide many opportunities for effective place-making.

The proposed building in this block is planned to be located near the southeastern corner to address both St. Catharines Street and Street “A”. The building is envisioned to be 8 storeys with building step-backs at the top two (2) floors, and consists of at-grade commercial uses and residential use on the ground floor and in the upper floors.

At the design stage, the following design elements will be considered to enhance the public realm and to add to the distinctive visual identity of this gateway node:

- Public art;
- Appealing landscaping features;
- Attractive façade; and

## Urban Design Brief – North side of St. Catharines Street

- High quality building material.

For instance, the outdoor commercial patios and residential recreational decks and outdoor amenity areas could be introduced between the building and the public realms on St Catharines Street and Street “A” to enliven these pedestrian areas. In addition, a public art installation/ welcome sign at the southeast corner of Block 31 would act as a focal point for socialization and civic gathering, emphasizing the gateway characteristics of this building and should be considered.

Surface parking for the proposed building will be screened by the building itself from the St. Catharines Street and Street “A” public realms. There is an opportunity for the future Landscape Plan to incorporate landscape treatment along Street “D” frontage of Block 31 to reduce the surface parking area’s visual appearance on the public realm and the gateway node.

### 5.2 Streetscapes and Landscaping

Streetscape design and landscaping are important elements of urban design as they can greatly affect the appearance, functionality, and livability of a neighborhood. The following section evaluates the proposed development against the relevant streetscaping and landscaping policies from the applicable policy documents. The applicable policies are:

#### East Smithville Secondary Plan

**Policy 6.11.6.1 e) v)**

*Streetscapes throughout the East Smithville Community are important components of the public realm. Streetscapes will be designed to enhance community character and sense of place.*

**Policy 6.11.6.1 e) vi)**

*Residential streetscapes shall be designed to ensure the provision of sufficient on-street parking through creative design solutions such as varying housing types and lotting patterns.*

**Policy 6.11.6.1 e) viii)**

*Throughout the neighbourhood, buildings shall be designed to form a well-defined and continuous street edge with subtle variations in height and setbacks and high-quality architectural features.*

#### Smithville Urban Design Manual

**Section 2.1 (Residential)**

*For residential development, the Region encourages sustainable, functional and accessible design that provides an attractive, interconnected, and active transportation friendly streetscape, contributes to a sense of safety within the public realm, and balances the need for private and public space.*

## Urban Design Brief – North side of St. Catharines Street

### **Section 2.1 (Commercial)**

*The Region promotes the ‘Main Street’ form of commercial development, with building façades closer to the street, an efficient use of land, a mix of uses in both new and established areas, and support and access for active transportation.*

### **Section 2.1 (Mixed-use)**

*For mixed-use development, the Region encourages attractive streetscapes with high-quality public realm design. A higher quality of public realm design is expected for mixed use areas compared to other residential areas, as mixed-use areas often have a higher proportion of public space as compared to private space.*

### **Section 5.7.1**

*Landscaping will be designed in a comprehensive manner and not in isolation to ensure the coordination of character-defining elements, such as street trees, sidewalks, street furniture, lighting, and boulevard treatments.*

### **Section 6.1.5**

*3. To promote passive surveillance opportunities (also known as ‘eyes on the street’) for safety and security, enable views between the interior of buildings and exterior public spaces through the location of windows.*

### **Section 6.2.1**

*6. To promote passive surveillance opportunities (also known as ‘eyes on the street’) for safety and security, enable views between the interior of buildings and exterior public spaces through the location of windows.*

### **Section 6.4.1**

*7. Industrial buildings and associated landscaping should be designed to minimize and mitigate negative impacts on adjacent uses.*

*8. When adjacent residential, commercial, or institutional uses, landscape buffers and noise attenuation (noise berms, fences, building design, and site layout) must be provided.*

### **Section 6.6.2**

*1. Outdoor patio areas are encouraged along the street, where appropriate.*

### **Section 6.6.3**

*1. Landscape buffers should be provided along the perimeter of industrial properties.*

*2. Where applicable, provide landscape buffers between parking areas and adjacent streets, including berms, shrub/perennial massing, and deciduous trees placed to allow visual access to signage.*

## **Model Urban Design Guidelines**

---

### **Section 4a.1.1**

## Urban Design Brief – North side of St. Catharines Street

*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.*

### **Section 4a.7.c)**

*Consistent rhythms of similar but not identical details and architectural elements should be used to reinforce the streetscape and a strong neighbourhood image.*

## **Township OP**

---

### **Section 6.6.3**

*e) To minimize disruptions to traffic flow and to maximize safety and the attractiveness of Arterial Roads, individual direct vehicular access shall be minimized, and, in some cases prohibited.*

Section 6.6.7 of the OP provides the provides the following development criteria for apartment buildings.

### **Section 6.6.7**

*a) Apartment buildings shall be oriented to front the public road with attractive façade features. A substantial portion of the building shall front the public road at a minimum setback.*

*b) Entrances shall be located and oriented to public roads.*

*c) Permanent parking, loading and service areas may be located in side or rear yards and set back from the front façade of the building.*

## **Analysis**

All proposed public streets shown on the Draft Plan have a minimum width of 20 metres. This meets the minimum standards that could accommodate landscaped treatment and infrastructure that supports active transportation as well as street parking in addition to the roadway [ESSP 6.11.6.1 e) vi) and SUDM 2.1, 5.7.1].

## **Group 1**

Group 1, consisting of Block 2, contains 20 business park units that are oriented towards Street “B”. All units are set back at an equal distance from the street to form a continuous street edge [ESSP Policy 6.11.6.1 e) viii)]. It is also planned that these units will have similar built form and appearance with potential minor variations to achieve a consistent visual rhythm for the streetscape and to form a strong neighbourhood image [MUDG Policy 4a.7.c)].

As seen in Appendix B - Concept Plan, there is ample space to accommodate landscaping within Block 2, around the perimeter and especially in the westerly and easterly interior side yards where it may interface with future residential uses [SUDM Policies 6.4.1.7, 6.4.1.8, 6.6.3]. In particular, conceptual buildings on Block 2 have a

## Urban Design Brief – North side of St. Catharines Street

minimum setback of 13.4 metres while loading area on this block has a minimum setback of 19.9 metres from the easterly lot line. There is also a minimum setback of 6 metres between this lot line and the nearest driveway that could accommodate future landscaping to provide more screening for the easterly neighbour. Towards the rear, there is also a 17.6-metre-wide strip of lands between the parking area and the proposed trail that could accommodate additional landscaping. Between the adjacent conservation block, i.e. Block 1, to the west and the parking area on Block 2 is also a minimum separation distance of 4 metres which can be used for landscaping purposes.

All proposed buildings and the parking areas have been conceptually shown with a minimum buffer of 3 metres from Street “B”, adequate to incorporate landscape treatment. This ensures the streetscape quality on Street “B” is maintained and not detracted by the visual appearance of surface parking.

### Group 2

The proposed parkland block (Block 3) forms approximately half of the southern streetscape of Street “B” and half of the northern streetscape of Street “C” in addition to interfacing the northern portion of Street “A”. Future design of the park may include enhanced landscaping and park facilities which will encourage social interaction and recreation. As such, the park itself and by extension, Streets “A”, “B” and “C” are expected to contribute to a strong sense of place for the community [ESSP 6.11.6.1 e) v)].

### Group 3

Group 3 consists of street townhouse dwellings in Blocks 17, 19, 20, 28 & 29, semi-detached dwellings in Blocks 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 18, 21, 22, 30, 24, 25, 26 & 27 and single detached dwellings in Blocks 14, 15 & 16. The dwelling placement and front yard setback throughout Group 3 will remain consistent to form a continuous street edge [ESSP 6.11.6.1 e) viii)]. The varied housing types and lot sizes along Streets “B” “C” and “D” enhance the quality and character of the overall streetscapes and neighbourhood and contribute to a positive image for these public streets [ESSP 6.11.6.1 e) vi), MUDG 4a.7.c), MUDG 4a.1.1 and SUDM 2.1 Residential]. The proposed dwellings will allow for a continuous street edge with high quality architectural features and attractive built form. Additionally, slight variation in architectural features and the built form is envisioned at the detailed design stage to add to the visual variety of the streetscape. [ESSP 6.11.6.1 e) viii) and MUDG 4a.7.c)]. The blocks within this group, except for Blocks 12, 13 and 14 have been oriented towards local streets, i.e., Streets “C”, “D” and “E”, to reduce turning movements from Street “A” and preserve the public realm on Street “A” for an enhanced pedestrian experience [Township OP 6.6.7 b)].

### Group 4

Group 4 proposes a retirement home on Block 30 which is sited along St. Catharines Street while at-grade parking is located behind the building and away from public view This will allow the Regional Road’s streetscape to be effectively framed with buildings for

## Urban Design Brief – North side of St. Catharines Street

a well-defined continuous street edge and increase pedestrian safety through the provision of "eyes on the street" and suitable landscaping [ESSP 6.11.6.1 e) viii), SUDM 2.1. Residential and the Township OP 6.6.7 a), b), c)]. As seen in Figure 5, the south elevation of this building features windows and balconies that will increase opportunities for passive surveillance of the public realm on St. Catharines Street [SUDM 6.1.5.3]. On the other hand, landscaping treatment should be provided along the Street "D" frontage of Block 30 to minimize the visual impact of surface parking areas on this streetscape. In addition, closed board fences could also be considered along the westerly interior lot line of Block 30 to protect privacy of the residents from the future development to the west of the Subject Lands [SUDM 6.4.1.8].



Figure 5: South elevation drawing of the proposed development on Block 30.



Figure 6: South elevation drawing of the proposed development on Block 31.

Block 31 is proposed to accommodate a mixed-use development that will have a mix of residential and commercial uses on the ground floor and more residential use on the upper floors. At the detailed design stage, considerations should be made to provide a mix of active uses on the ground floor and adjacent to the public streets to create vibrant and dynamic streetscapes. Such active uses may include commercial units, outdoor patios, residential lobby and amenity areas [SUDM 6.6.2]. As seen in Figure 6, the south elevation of this building features windows and balconies that will increase opportunities for passive surveillance of the public realm on St. Catharines Street [SUDM 6.2.1.6]. As shown in Appendix C, the at-grade parking is located away from the street edges and

## Urban Design Brief – North side of St. Catharines Street

screened by a combination of building and landscaping from St. Catharines Street and Street “A”. This will allow these abutting streetscapes to be effectively framed with buildings for a well-defined continuous street edge. Landscaping treatment should be considered at the Site Plan stage to screen surface parking from Street “D”.

The combination of the proposed 8-storey building with at-grade commercial uses at Block 31 and the 6-storey building at Block 30 contribute to visual variety along St Catharines Street and Street “D” through the variations in building height, setback and massing [ESSP 6.11.6.1 e) viii)].

As demonstrated in Appendix C, no individual driveways are proposed on St Catharines Street or Street “A” to minimize disruptions to traffic and to maximize safety and attractiveness of the roads [Township OP 6.6.3 (e)]

Attractive built form and high-quality architectural features will be considered for incorporation into the building facades to enhance the visual character of the community [ESSP 6.11.6.1 e) v) and 6.11.6.1 e) viii)].

### 5.3 Walkability and Accessibility

Walkability and accessibility are important factors as they promote healthy lifestyles, reduce traffic congestion and air pollution, and increase property values. The specific policies and guidelines that speak to this in the relevant documents are as follows:

#### East Smithville Secondary Plan

##### **Policy 6.11.6.1 e) iv)**

*Development within the Secondary Plan area, including but not limited to areas of public use, shall be designed in accordance with the Accessibility for Ontarians with Disabilities Act, and other applicable Provincial legislation and the Region’s Accessibility Design Standards.*

#### Smithville Urban Design Manual

##### **Section 5.7.1**

*New streets will be organized in a grid pattern to promote connectivity and walkability.*

##### **Section 6.1.5**

*11. Attractive and well-articulated apartment entrances should be incorporated into the building design and be oriented toward the public street.*

*12. Entrances must be physically and visually connected to existing or planned public sidewalks.*

*15. Well-defined pedestrian connections should be provided within parking areas using decorative paving to emphasize and delineate the pedestrian realm.*

## Urban Design Brief – North side of St. Catharines Street

16. *Pedestrian drop-off areas should be designed to minimize conflicts with pedestrian routes.*

25. *Design in accordance with the Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation, as well as the Niagara Region Accessibility Design Standards. Areas of public use and travel in residential developments should be accessible through elements such as curb ramps, tactile warning, and high contrast signage.*

### **Section 6.2.1**

3. *Street-level commercial should support a pedestrian-friendly environment through ample fenestration, vision glass, architectural massing and detailing, and attractive signage.*

13. *Attractive and well-articulated commercial entrances should be incorporated into the mixed-use building design and be oriented toward the public street.*

14. *Access to upper floor residential units may be from the front, side or rear of mixed-use buildings.*

15. *Entrances must be physically and visually connected to existing or planned public sidewalks.*

31. *Design in accordance with the Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation, as well as the Niagara Region Accessibility Design Standards. Areas of public use and travel in mixed-use developments should be accessible through elements such as curb ramps, tactile warning, and high contrast signage.*

## **Model Urban Design Guidelines**

---

### **Section 1.4**

*All roads are designed to support transit and pedestrian activity through villages, towns and city neighbourhoods.*

*Buildings have minimum, regularly spaced setbacks to aid in the comfort and safety of the streetscape realm.*

### **Analysis**

As mentioned earlier, all proposed public streets within the proposed development have a minimum width of 20 metres. This width ensures adequate room for sidewalks on at least one side of the street [MUDG 1.4]. Considerations will be given to providing level access for pedestrians from public sidewalks to the proposed dwellings at detailed design stage [ESSP 6.11.6.1 e) iv]. Though the proposed public streets are not organized in a traditional grid pattern, connectivity and walkability within the proposed subdivision is maintained by the provision of sidewalks and the limited number of individual driveways on all streets [SUDM 5.7.1]. The provision of lands dedicated to a public trail at the northern end of the Subject Lands will promote active transportation within the area by providing a destination for residents to walk or bike to.



## Urban Design Brief – North side of St. Catharines Street

Furthermore, buildings across all groups throughout the proposed development will feature consistent front yard setbacks to create a harmonious, safe and walkable streetscape realm by creating visual cohesion and sense of enclosure [MUDG 1.4].

Additionally, the commercial use on Block 31 would support a pedestrian-friendly environment through the provision of direct pedestrian connection from the public sidewalk at the detailed design stage [SUDM 6.2.1.3]. At the Site Plan stage, the provision of the main pedestrian entrance to the retirement home on Block 30 via the south elevation and a direct connection between this entrance with the sidewalk on St. Catharines Street [SUDM 6.1.5.11 & 6.1.5.12].

As mentioned, there is an opportunity to provide active uses and functions on the building ground floors along St Catharines Street and Street “A”. This design approach will not only improve walkability by providing a destination for pedestrians to walk to but also improve perceived safety as more “eyes on the street” are activated. Such active uses could be in the form of a lobby and common amenity area for the retirement home on Block 30 as well as the outdoor patios, a lobby and common amenity areas for the mixed-use building on Block 31.

Within Block 30 and Block 31, the parking areas should incorporate well-defined pedestrian walkways at the detailed design stage [SUD 6.5.1.14]. The Site Plan in Appendix C shows a dedicated drop-off area for Block 31 that is directly connected to the building entrance via pedestrian walkway [SUDM 6.5.1.15]. A similar drop-off area should be incorporated into Block 30.

Lastly, at the Site Plan stage, details related to buildings will be carefully considered to comply with the *Accessibility for Ontarians with Disabilities Act*, and other applicable Provincial legislation and the Region’s *Accessibility Design Standards* [ESSP 6.11.6.1 (e) (iv), SUDM 6.1.5.25 & 6.2.1.31].

### 5.4 Built Form Variety and Compatibility

The proposed development provides an opportunity for a diverse range of building forms and typologies. This will help create visual interest and variety in the built environment, which will make the urban landscape more enjoyable and attractive for people. Additionally, the mix of uses will help promote a vibrant and active community. The following section evaluates the various building typologies that make up the proposed development.

#### 5.4.1 Group 1 (Business Park Typology)

##### East Smithville Secondary Plan

###### **Policy 6.11.6.1 e) ix)**

*Human scale buildings will be required and be achieved through siting and orientation of a building on a lot and the distribution of building heights and massing. Consideration of*

## Urban Design Brief – North side of St. Catharines Street

*building materials and architectural articulation must have regard for maintaining a human scaled form of development. Building heights shall provide appropriate transition between the higher intensity areas to the surrounding lower intensity areas.*

### **Policy 6.11.6.1 e) xv)**

*Business Park lands are:*

- a. expected to have a high degree of urban and architectural design;*
- b. expected to have buildings facing the street;*
- c. expected to have parking areas located at the side or rear of buildings. If parking is located in front of the building, there shall be landscaped buffers between the parking area and the street; and,*
- d. expected to have site and building design controlled through the site plan approval process.*

## **Smithville Urban Design Manual**

---

### **Section 6.4.1**

- 1. Industrial buildings should generally be oriented parallel to the street with well articulated façades and located close to the minimum front yard setback, as per the Zoning By-Law.*
- 2. Building elevations visible from Industrial Park Road must exhibit a clean, corporate character through attractive signage, quality building materials, and the appropriate screening of servicing, loading, and open storage areas.*
- 3. Industrial buildings located on lots in visually prominent locations are landmark buildings. Landmark buildings include those within Gateway Nodes, on corner lots, and at 'T'-intersections. Additional articulation is required for publicly visible elevations of landmark buildings.*

## **Model Urban Design Guidelines**

---

### **Section 4e.3**

*Business Parks*

*Business Park buildings require a higher design standard than typical Light and General Industrial uses that are situated on less visible sites. The standards and guidelines relating to built form, architectural detail, and site plan design, including aspects such as site access, parking, landscaping and pedestrian amenities, should help to achieve the superior standard of development envisioned for Niagara Region.*

- k) Buildings should occupy a minimum 60% of the total lot frontage.*

### **Analysis**

Block 2 features 20 business park units and are envisioned to have a high degree of urban and architectural design [ESSP 6.11.6.1 e) xv)]. Human-scaled buildings will be incorporated throughout the proposed development to promote walkability by creating a

## Urban Design Brief – North side of St. Catharines Street

sense of intimacy and connection between people and the built environment [ESSP 6.11.6.1 e) ix)]. Lower building heights of up to 10 metres in residential groups 2 and 3, located closer to the streets will create a sense of enclosure for pedestrians.

All required loading for the proposed use will be located behind the buildings. Appendix B - Concept Plan shows the nearest parking area to be 3 metres away from the street line. Where parking area is not screened by buildings, attractive landscaped buffers could be provided for screening purposes. Further site and building design details will be finalized through the site plan approval process [ESSP 6.11.6.1 e) xv)].

The Zoning By-law Amendment is proposed to reduce the minimum front yard setback to 3 metres and the building is proposed at this front yard setback [SUDM 6.4.1.1]. As shown on the Appendix B - Concept Plan, the buildings on this block are planned to be oriented towards street with buildings occupying a minimum of 55% of the total lot frontage. This is only slightly less than the recommended 60% in the of the MUDG and the proposed development on Block 2 will still be able to frame Street “B” effectively [MUDG 4e.3 k)].

As shown in Appendix B, Street “E” is perpendicular to the frontage of Block 2. This forms a T-intersection with the proposed building acting as a terminal vista for pedestrians and motorists coming along Street “E”. Attractive façade articulation and high-quality materials will be considered at the site plan stage for incorporation into the street-facing elevation of buildings on this block [SUDM 6.4.1.2 and SUDM 6.4.1.3].

### 5.4.2 Group 3 (Low-Rise Typology)

#### East Smithville Secondary Plan

##### **Policy 6.11.6.1 e) xi)**

*Buildings on corner lots should articulate facades on both street frontages.*

##### **Policy 6.11.6.1 e) xiii)**

*Dwellings located on lots in visually prominent locations are priority lot dwellings. Priority lots include corner lots, at ‘T’- intersections, or directly adjacent to open spaces, parks, trails natural areas or agricultural lands. Priority lot dwellings shall be identified as such on plans of subdivision and the treatment of priority lots shall be described in the design brief to be submitted in support of a development application.*

#### Smithville Urban Design Manual

##### **Section 1.4.2**

*Promote compact built form: Compact built form is accommodated within a range of development types including low rise, mid and higher rise built form.*

##### **Section 6.1.1**

*3. Dwellings located on lots in visually prominent locations are priority lot dwellings. Priority lot dwellings include those within Gateway Nodes, on corner lots, at ‘T’-*

## Urban Design Brief – North side of St. Catharines Street

*intersections, or directly adjacent open spaces, parks, trails, natural areas, or agricultural lands. Additional articulation is required for publicly visible elevations of dwellings on priority lots.*

*6. Reverse lot frontages (backyards facing the street) are discouraged. Window streets or rear-lane based dwelling arrangements are preferred.*

*10. Height and massing compatibility should be achieved for adjacent dwellings.*

### **Section 6.1.3**

*8. For townhouses, the maximum width of a single townhouse block should not exceed 8 units. Appropriate separation between townhouse blocks should be provided.*

## **Township OP**

---

### **Section 6.6.5**

*a) Buildings must have front and exterior side facades parallel to the road with front doors, windows and entry features facing the road to create a consistent street wall.*

*d) Corner lots and homes facing or abutting parks are priority lots within the development. The design of these homes shall include the following considerations:*

*i. Where sides or flankage of buildings are visible, they will have windows, materials, and other architectural treatments equal to the front elevation of the house; and*

*ii. The primary entrance shall be located on the main public street side of a corner lot, and corner windows and wrap-around porches shall be included to emphasize the corner location.*

*g) Shared or grouped driveways will be encouraged to reduce the amount of asphalt on front yards*

### **Section 6.6.6**

*d) Garages shall be accessed from a rear lane. Where they are not, garages are encouraged to be paired to allow for more substantial front yard green space. Garages shall not protrude beyond the main front wall or porch of the dwelling unit.*

### **Analysis**

Blocks 4 to 29 are all designated solely for residential use. All the proposed residential blocks feature vehicular accesses from the front lot lines while all buildings are contemplated to have front and exterior side facades parallel to the road [Township OP 6.6.5 a) & SUDM 6.1.1.6]. As rear lane access to garages is not possible, the proposed Zoning By-law Amendment is structured to provide for increased front yard setbacks to encourage garages to be setback from the front wall of the dwelling units in alignment with Policy 6.6.6 (d) of the Township OP.

## Urban Design Brief – North side of St. Catharines Street

Blocks 17, 19, 20, 28, 29 will contain street townhouse dwellings. The Zoning By-law Amendment seeks to rezone these blocks to Residential Medium Density RM2. The front facades of the street townhouse dwellings will be aligned parallel to the street whereas the corner lot townhouse dwellings will be designed to address both street frontages appropriately through fenestration, façade and roof articulation, and architectural detailing. In particular, the lot frontages for the corner lots in Blocks 28 and 29 as shown on Appendix B are wide enough to incorporate measures such as corner windows, bay windows and wrap-around architectural elements to emphasize the corner location and address both streets [*ESSP 6.11.6.1 E) xi) & xiii)*]. Moreover, the main entrances to the dwellings in these blocks will be oriented towards the main street side to allow for greater convenience and accessibility. The maximum width of a single townhouse block will not exceed 8 units [*SUDM 6.1.3.8*]. This will provide appropriate privacy and personal space for residents. Additionally, appropriate separation between townhouse blocks will be provided which prevent overcrowding and provide visual separation and privacy between the dwellings.

Blocks 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 18, 21, 22, 23, 24, 25, 26, 27 will contain semi-detached dwellings. These will add to the diversity of type of housing in the neighbourhood. In particular, Blocks 18 and 21 to 27 (inclusive) feature more compact semi-detached dwelling typology as the Zoning By-law Amendment seeks to rezone these blocks to Residential Medium Density RM2 zone while the other semi-detached blocks are requested to be rezoned Residential Low Density R3 zone. This facilitates an appropriate transition in scale and density from the mixed-use and high density blocks along St Catharines Street to the low density development proposed between Street “B” and Street “C” [*SUDM 1.4.2 & 6.1.1.10*]. Particularly, Blocks 4, 7, 8 and 11 are wide enough to incorporate measures such as corner windows, bay windows and wrap-around architectural elements to emphasize the corner location and address both streets [*ESSP 6.11.6.1 E) xi) & xiii) & Township OP 6.6.5 d)*]. At the Site Plan stage, the design of these semi-detached dwellings will consider pairing garages and driveways to allow for more green space, having front building facades parallel to the street and locating main entrances facing the road to create a consistent street wall.

Blocks 14, 15 and 16 will contain single detached dwellings. This will augment the variety of low-density housing in the subdivision. The Zoning By-law Amendment seeks to rezone these blocks to Residential Low Density R3 zone. At the Site Plan stage, the design of these detached dwellings will consider having front building facades parallel to the street, locating main entrances facing the road to create a consistent street wall.

### 5.4.3 Group 4 (Mid-Rise Typology)

#### Smithville Urban Design Manual

---

**Policy 2.4 (Commercial)**

*Design objectives for commercial development in Smithville include:*

*Maintaining, strengthening, and extending the ‘Main Street’ built form and streetscape character of Smithville through intensification and redevelopment*

**Section 6.1.5**

- 1. Apartment buildings must be oriented to front the public street with attractive façade features. Approximately 50% of the building should front the public street at the minimum front yard setback.*
- 2. Publicly visible elevations must include appropriate massing, façade articulation, roof variation, and ample fenestration.*
- 6. Rooftop mechanical equipment must be screened with materials that are complimentary to the building and incorporated into the building’s architecture.*
- 7. Apartment buildings should be compatible in design and massing with adjacent buildings.*
- 8. Apartment buildings should be designed to be compatible with adjacent low-rise residential uses and incorporate appropriate landscaping and fencing.*
- 10. Ensure built form compatibility and transition of building heights with adjacent detached and semi-detached dwellings by providing a maximum 45 degree angular view plane projected from the rear property line.*

**Section 6.2.1**

- 1. Mixed-use buildings must be oriented to front the street with attractive façade features. Approximately 50% of the building should front the public street at the minimum front yard setback.*
- 2. Publicly visible elevations must include appropriate massing, façade articulation, roof variation, and ample fenestration.*
- 4. Mixed-use buildings must have a minimum height of 2 storeys*
- 9. Mixed-use buildings should be compatible in design and massing with adjacent buildings.*
- 10. Mixed-use buildings should complement adjacent low-rise residential uses and incorporate appropriate landscaping and fencing.*
- 12. Ensure built form compatibility and transition of building heights with adjacent detached and semi-detached dwellings by providing a maximum 45 degree angular view plane projected from the rear property line.*

**Township OP**

---

**Section 6.6.7**

*f) Where adjacent lands are designated Low or Medium Density Residential, the height of all new buildings within 25 metres of the property line of these designations shall not be greater than 2 storeys above the existing adjacent buildings, or, if vacant, 2 storeys above the maximum permitted height in the adjacent designation. Alternate building height can be considered based on supporting impact studies and through Rezoning.*

## Urban Design Brief – North side of St. Catharines Street

### Analysis

Block 30 is planned for a 6-storey retirement home with 104 units. This use is highly appropriate for this location as this block is adjacent to a regional road. The proposed retirement home building is more than 65 metres from the nearest low-rise residential uses, being townhouse and semi-detached dwellings, and will therefore be compatible with these uses [*SUDM 6.1.5.8 & 6.1.5.10*]. The front façades of the buildings in this block are parallel with the streets, as illustrated in the Site Plan in Appendix C. There is an opportunity to occupy the street-facing portion of the ground floor with active uses such as lobby and amenity areas and to provide outdoor amenity areas within this yard to strengthen the relationship of the built form with the street and promote “eyes on the street”. Moreover, as can be seen through the Floor Plans and Elevation Drawings in Appendix C, utility components and mechanical penthouses are architecturally integrated into the building design and appropriately screened from the public view by the building facades [*SUDM 6.1.5.6*].

Block 31 consists of a mixed-use development with retail and other commercial uses at grade and residential use on and above the ground floor. The building in this block will be oriented toward Streets “A”, “D” and St. Catharines Street and will have attractive architectural features to emphasize its landmark location. The current elevation design of this building supports a pedestrian-friendly environment through ample fenestration and provision of balconies. Although the proposed mixed-use building is not located at the minimum front yard setback, the existing building setbacks from St. Catharines Street and Street “A” facilitate outdoor patios, enhanced landscaping and residential outdoor amenity areas between the building and the streets. This design approach still enables the proposed development to address these public streets effectively, improve pedestrian engagement, generate pedestrian activities, and strengthen St. Catharines Street’s status as a traditional main street.

The northwest corner of St Catharines Street and Street “A” is an important gateway location that acts as the first point of entrance into the proposed subdivision as well as the Township of Smithville from the east. The proposed 8-storey mixed-use building has an appropriate height to be an architectural landmark for the vicinity. The enhanced treatment of the yards abutting these streets and incorporation of active uses along the street-facing elevations will further establish a distinctive sense of place for this gateway.

The south elevations of the proposed developments on Blocks 30 and 31 directly influence the built form and streetscape character of St. Catharines Street. Both buildings have been sited with similar setback from this street, contributing to a consistent streetwall. Both building south elevations feature extensive windows and balconies without large expanses of blank walls (Figure 5) [*SUDM 6.1.5.2*]. There are also opportunities to located commercial uses and other active uses along the street-facing portion of the ground floors in both buildings to further engage with the streetscape. Selection of building materials at the detailed design stage should support the vision for

## Urban Design Brief – North side of St. Catharines Street

high level of articulation as it is a priority lot within a gateway node as shown on figure 4. Overall, the proposed developments on these blocks will maintain and extend the ‘Main Street’ built form and character of Smithville to this vicinity [SUDM 2.4]. Both buildings have been designed with consistent and compatible designs and massing with one another [SUDM 6.1.5.7 & 6.2.1.9].

To the north of Blocks 30 and 31 are lands designated medium density residential. The proposed buildings on Blocks 30 and 31 are located more than 26 metres from the lot lines of the street townhouse and semi-detached dwellings to the north. As such, height of buildings on Blocks 30 and 31 are not subject to Policy 6.6.7 of the Township OP and can be more than 2 storeys above these lower-rise dwellings. As shown in Appendix C, proposed buildings on Blocks 30 and 31 do not feature reverse frontage pattern and instead, effectively address St. Catharines Street and Street “A”. The proposed height of the mixed-use building on Block 31, i.e., 27 metres, also complies with policy 6.2.1.12 of the SUDM. In detail, the proposed building will fit within the 45-degree angular planes taken from the northerly lot line of Block 31.

Lastly, the minimum front yard setback for developments on Block 30 and Block 31 is 3 metres (based on the CM zone). More than 50% of the proposed retirement home and the proposed mixed-use building are located 6 metres away from their respective front lot lines. This is appropriate as the retirement home has a height of approximately 20 metres and the mixed-use building has a height of approximately 27 metres. The increased front yard setback ensures the public realm on St Catharines Street is not overwhelmed, provides additional space for landscaping [SUDM 6.1.5.1 & 6.2.1.1].

## 5.5 Parking, Driveway and Service Areas

### East Smithville Secondary Plan

#### **Policy 6.11.6.1 e) vi)**

*Residential streetscapes shall be designed to ensure the provision of sufficient on-street parking through creative design solutions such as varying housing types and lotting patterns.*

### Smithville Urban Design Manual

#### **Section 6.1.1**

*18. Garages should not dominate the streetscape and must be complementary in character and quality to the principal [sic] dwelling.*

#### **Section 6.1.5**

*13. Vehicle accesses must be located to minimize conflicts with pedestrians, cyclists, and other vehicles.*

*14. Where possible, driveways should be combined with the driveways of adjacent properties, where possible, to reduce the frequency of vehicle entrances along the street.*



## Urban Design Brief – North side of St. Catharines Street

17. *Parking, loading, and service areas must be located within side or rear yards, set back from the front façade of the building, and screened from adjacent streets.*

19. *Landscaped parking islands should be provided within parking areas as appropriate to visually and functionally define smaller parking courts to reduce the visual impact of parking areas.*

### **Section 6.2.1**

16. *Vehicle accesses must be located to minimize conflicts with pedestrians, cyclists, and other vehicles.*

17. *Driveways should be combined with the driveways of adjacent properties, where possible, to reduce the frequency of vehicle entrances along the street.*

20. *Parking, loading, and service areas must be located within side or rear yards, set back from the front façade of the building, and screened from adjacent streets.*

21. *On corner lots, parking, loading, and service areas must not be located between the building and adjacent streets.*

22. *Landscaped parking islands should be provided within parking areas to visually and functionally define smaller parking courts to reduce the visual impact of parking areas.*

### **Section 6.4.1**

15. *Parking, loading, and service areas must be located within side or rear yards, set back from the front façade of the building, and screened from adjacent streets.*

## **Township OP**

---

### **Section 6.6.6**

d) *Garages shall be accessed from a rear lane. Where they are not, garages are encouraged to be paired to allow for more substantial front yard green space. Garages shall not protrude beyond the main front wall or porch of the dwelling unit.*

## **Analysis**

As illustrated in Appendix D, which details the Conceptual Parking Plan, the proposed subdivision is able to provide a maximum of 35 informal on-street parking spaces along Streets "C" and "D". The proposed subdivision design and lotting pattern allow no driveways to be on the northern side of Street "C", allowing for the provision of 17 informal on-street parking spaces. Similarly, because of the proposed land use and housing typology for Blocks 30 and 31, the number of driveways on the south side of Street "D" is limited to only three, making it possible to accommodate up to 18 informal on-street parking spaces. Overall, this approach ensures that an adequate number of informal on-street parking spaces is available throughout the Subject Lands.

The proposed development includes garages in group 3 typology. These garages will be accessed from the front of the lots via Streets "B", "C", "D" and "E". The Zoning By-law amendment ensures these garages will be set back at an appropriate distance from the

## Urban Design Brief – North side of St. Catharines Street

front lot line and will not dominate the streetscape. As mentioned, pairing of garages and driveways will be explored at the Site Plan stage to reduce pedestrian and traffic conflict.

Group 4 proposes a retirement home on Block 30 and a mixed-use apartment dwelling with at-grade commercial uses on Block 31. Both blocks feature parking and service areas at grade towards the rear of the proposed buildings. The surface parking is located away from the street edges and will be mostly screened by the proposed buildings. At the Site Plan stage, landscaping treatment should be provided along Street “D” frontages of Blocks 30 and 31 to ensure the abutting streetscapes are not visually dominated by parking and services areas. The Site Plan in Appendix C proposes one (1) vehicular access for Block 30 and two (2) vehicular accesses for Block 31 and confine these accesses to Street “D” to increase pedestrian safety and improve the quality of the St. Catharines Street and Street “A” public realms [SUDM 6.5.1.12]. Landscape islands are also conceptually shown within the surface parking areas in Blocks 30 and 31 to further reduce the visual impact of asphalt (Appendix C) [SUDM 6.1.5.19 & 6.2.1.22].

During the site plan stage, loading and service areas will be carefully planned out and emphasis will be placed on locating them at the side or the rear of the blocks with appropriate screening. At the moment, the Concept Plan (Appendix B) illustrates loading areas for Block 2 being located at a significant distance from adjacent uses and screened by the proposed buildings. At the Site Plan stage, there is an opportunity to integrate required loading spaces architecturally with the proposed buildings on Block 30 and Block 31. If the loading spaces are to be provided within the surface parking areas, landscaping treatment to screen them should be considered.

### 5.6 Other Design Elements

#### Urban Design Manual

---

##### **Section 5.7.1**

*Public art will be installed in the Downtown streetscape and Gateway Nodes to add vibrancy and interest.*

*Street furniture will be visually interesting, functional, durable, and accessible.*

##### **Section 6.1.5**

*5. Awnings, canopies, or building cantilevers/ overhangs should be provided above entrances to apartment buildings to improve pedestrian comfort and visual interest.*

##### **Section 6.2**

*5. Awnings, canopies, or building cantilevers/ overhangs should be provided above entrances to apartment buildings to improve pedestrian comfort and visual interest.*

#### Township OP

---

##### **Section 6.6.7**

## Urban Design Brief – North side of St. Catharines Street

- d) Rooftop mechanical equipment shall comply with all applicable Provincial legislation and shall be screened with materials that are complimentary to the building.*
- e) Collection and storage of recyclable waste shall be provided on-site.*

### **Analysis of other design elements**

The design of Block 31 prioritizes enhancing the public realm's interest and vibrancy. It provides an adequate open area between the building and St. Catharines Street and Street "A", providing an excellent opportunity for public art placement which could be considered at the detailed design stage.

As shown in the Floor Plans and Elevation Drawings in Appendix C, utility components and mechanical penthouses of Blocks 30 and 31 are architecturally integrated into the building design and appropriately screened from the public view by the building facades. Finally, the waste storage for the proposed mixed-use building on Block 31 is provided on the ground floor of the building and away from both St. Catharines Street and Street "A". It is contemplated that recyclable waste will be provided on site in accordance with the Niagara Region policies.

During the detailed design stage, careful consideration will be given to the selection of building materials, signages and incorporation of awnings, canopies on this block. These elements will be taken into account to enhance the visual appeal of the block and to improve pedestrian comfort.

### **5.7 Summary of Implementation Strategies**

This section provides a summary of design strategies and recommendations to implement the design goals and vision outlined in Section 3.2 of this report. These include strategies that have already been incorporated into the proposal, as well as opportunities for further enhancement in subsequent stages of development applications. In the current proposal, the design strategies are embedded through the proposed uses, street and lot layout, and requested zoning relief.

The below illustrations outline the implementation strategies for each of the Groups. The design goals and vision that such strategies aim to achieve are highlighted at the bottom of each illustration through their respective icons as seen in Section 3.2 of this brief. The illustrations also feature precedent photos of developments that incorporate the suggested implementation strategies.

## Urban Design Brief – North side of St. Catharines Street



Figure 6: Implementation strategies for Group 1



Figure 7: Implementation strategies for Group 3 – Semi-detached Dwellings & Single Detached Dwellings

<sup>1</sup> Artist's Aerial Rendering of Skylar Townhomes, Chestermere

## Urban Design Brief – North side of St. Catharines Street



Figure 8: Implementation strategies for Group 3 – Street Townhouse Dwellings



Figure 9: Implementation strategies for Group 3 – Single Detached Dwellings

<sup>2</sup> HOU-605, Houston, Texas

<sup>3</sup> Detached dwellings on Brock Street, Niagara-on-the-Lake (Google Street View)



Figure 10: Implementation strategies for Group 4

## 6.0 Conclusion

The proposed development offers a thoughtful and comprehensive approach to urban design that enhances the livability and physical appeal of Smithville. The development ensures the sensitive integration of new development with planned development. This is achieved through the incorporation of public and private spaces, varied land uses and built form, a wide range of housing choices, ample open space and recreational facilities, and convenient access to transportation options. The result is a well-defined public realm that reflects the planning and urban design policies set out in policy documents laid out in section 3 of this brief. In conclusion, the proposed development represents good urban design and aligns with the design goals established as well as the policies and guidelines of the Township of West Lincoln. This Urban Design Brief contains implementation strategies and recommendations that ensure the detailed design of the proposed development continues to respect and maintain the outlined design goals and relevant policies and guidelines.

---

<sup>4</sup> Artist's Aerial Rendering of Amsterdam Urban Townhomes, Toronto

**Urban Design Brief – North side of St. Catharines Street**

Brief prepared by:



---

**Asawari Modak, MPlan**  
Planner  
*NPG Planning Solutions Inc.*



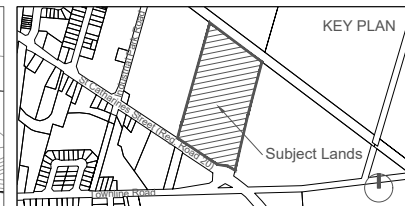
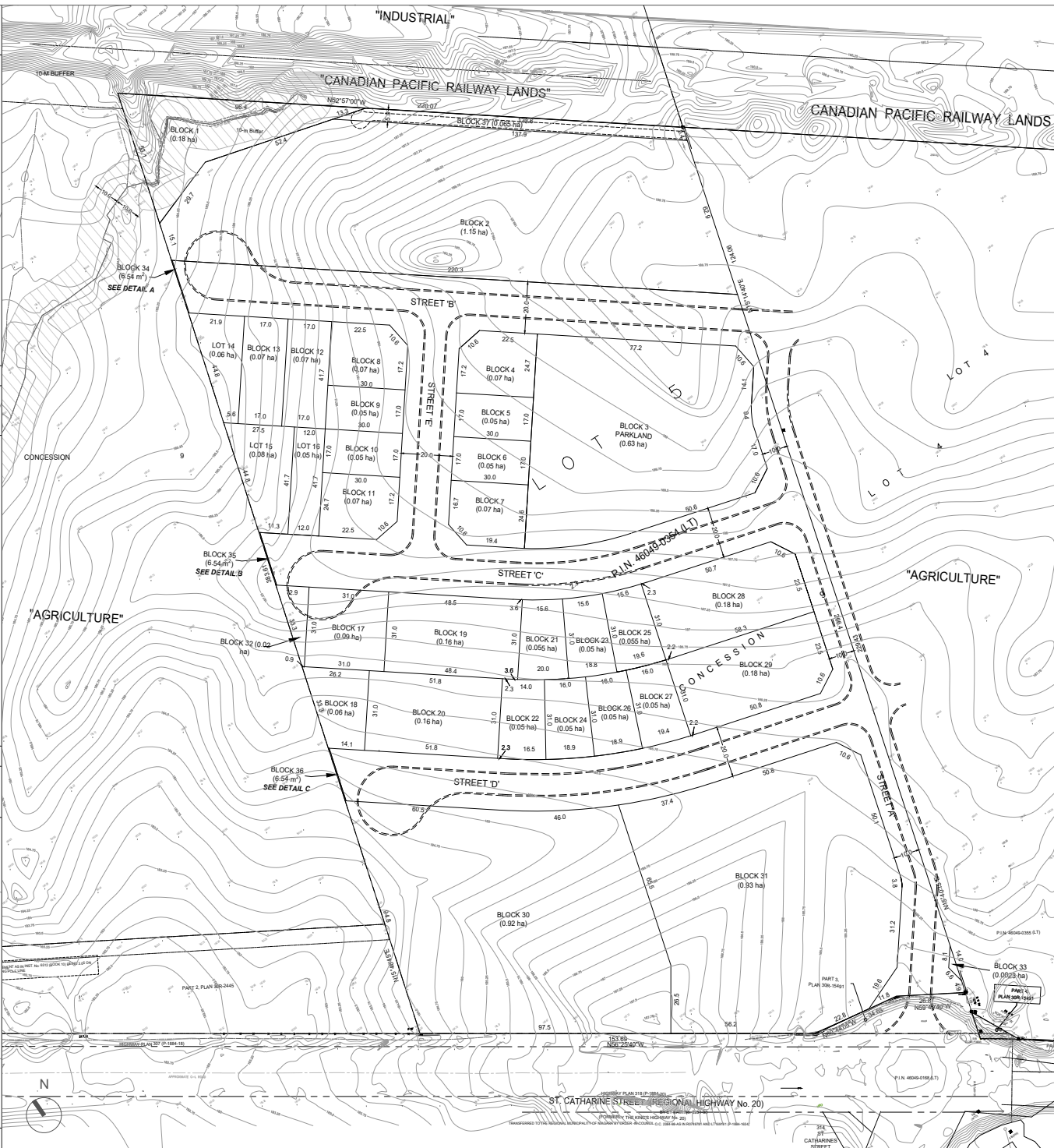
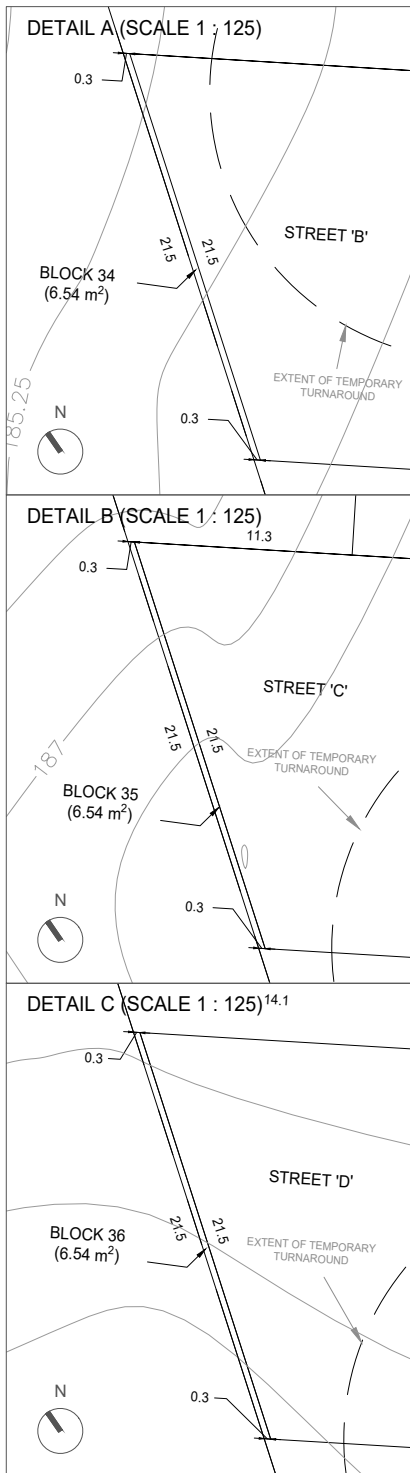
---

**Jeremy Tran, MCIP, RPP, MPlan**  
Senior Planner / Urban Designer  
*NPG Planning Solutions Inc.*

## 7.0 Appendices

### Appendix A: Draft Plan of Subdivision





**LEGAL DESCRIPTION**  
 PART OF LOT 5, CONCESSION 9, GEOGRAPHIC TOWNSHIP OF SOUTH GRIMSBY (AS IN R0691284), SAVE AND EXCEPT PART 3, PLAN 30R-15491 TOWNSHIP OF WEST LINCOLN, REGIONAL MUNICIPALITY OF NIAGARA

**OWNER'S CERTIFICATE**  
 I hereby authorize the firm of NPG Planning Solutions Inc. to submit this proposed Plan of Subdivision.  
 \_\_\_\_\_ Date  
 Owner (KAINTHVILLE HOLDINGS INC.)

**SURVEYOR'S CERTIFICATE**  
 I hereby certify that the boundary of the lands to be subdivided as shown on this plan and their relationship to the adjacent lands are accurately and correctly shown.  
 \_\_\_\_\_ Date  
 HARRY KALANTZAKOS  
 Ontario Land Surveyor

**REQUIREMENTS UNDER SECTION 51(17) OF THE PLANNING ACT, 1990 (AS AMENDED)**

- a) SEE PLAN
- b) SEE PLAN
- c) SEE KEY PLAN
- d) RESIDENTIAL, COMMERCIAL, EMPLOYMENT AND PARK BLOCK
- e) SEE PLAN
- f) SEE PLAN
- g) SEE PLAN
- h) MUNICIPAL PIPED WATER
- i) SILTY CLAY, SAND AND GRAVEL
- j) SEE PLAN
- k) MUNICIPAL PIPED WATER AND SANITARY SEWER
- l) SEE PLAN

**LAND USE SCHEDULE**

LAND USE	BLOCK/ LOT NO.	NO. OF UNITS	AREA (HA)	AREA (%)
Environmental Conservation	1	0	0.18	2.3%
Business Park	2	20	1.15	15.0%
Parkland Dedication (for Subject Lands)	3	0	0.30	3.8%
Parkland Dedication (for Other Lands)			0.33	4.4%
Single Detached	14, 15, 16	3	0.18	2.4%
Semi-Detached	4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 18, 21, 22, 23, 24, 25, 26, 27	36	1.07	14.0%
Street Townhouse	17, 19, 20, 28, 29	34	0.79	10.2%
Retirement Home	30	104	0.92	12.0%
Mixed Use Apartment	31	152	0.93	12.1%
Future Development	32, 33		0.02	0.3%
One-Foot Reserve	34, 35, 36		0.002	0.03%
Trail	37		0.065	0.85%
Right of way			1.74	22.7%
<b>TOTAL</b>			<b>349</b>	<b>7.68 100%</b>

**REVISIONS**

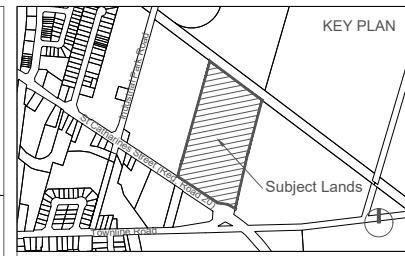
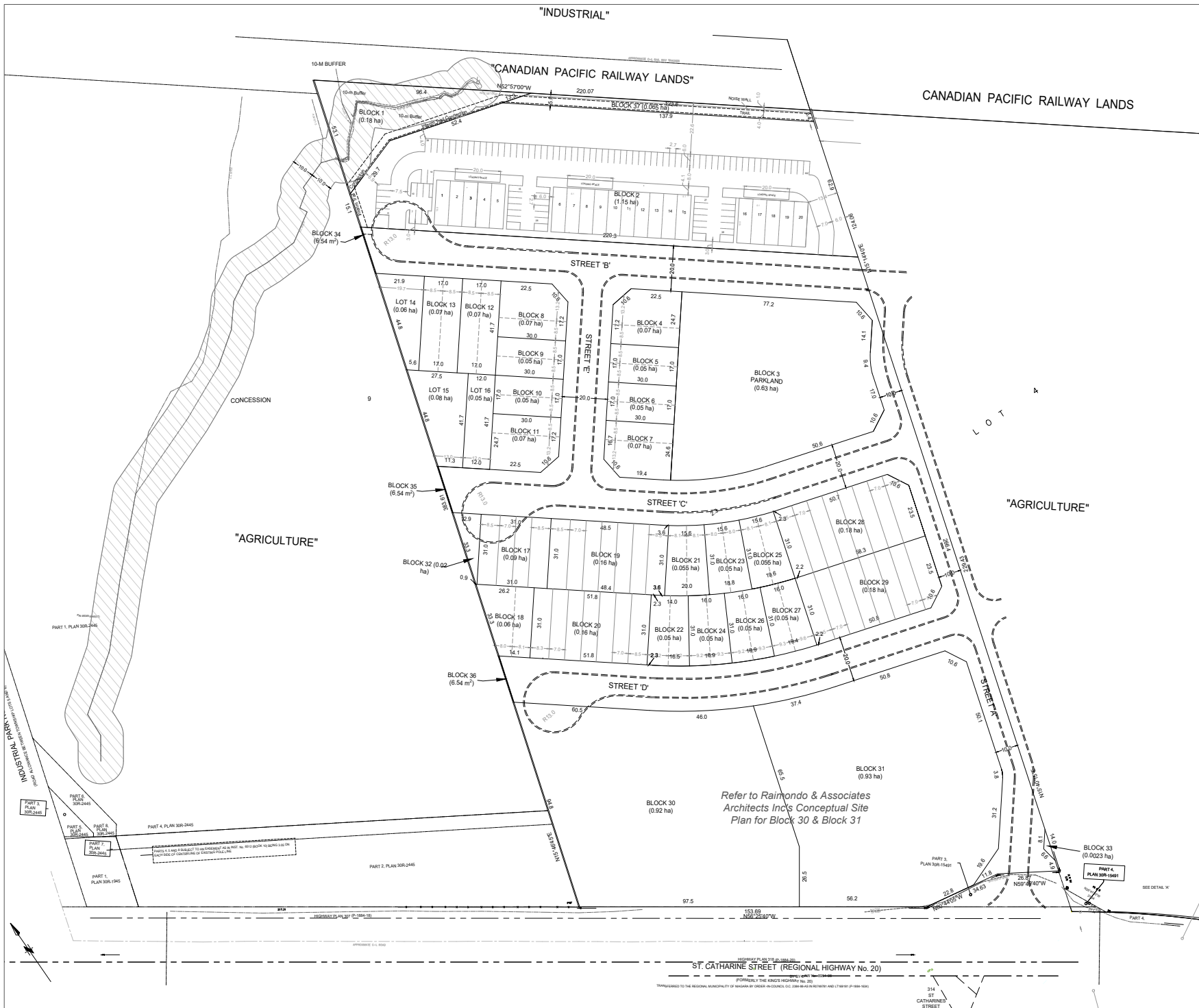
NO.	DATE	REVISION	BY	NO.	DATE	REVISION	BY
1	2023-08-14	Draft Plan (Rev. 0)	JT	4	2023-12-04	Draft Plan (Rev. 3)	JT
2	2023-08-12	Draft Plan (Rev. 1)	JT	5	2024-08-22	Draft Plan (Rev. 4)	JT
3	2023-11-01	Draft Plan (Rev. 2)	JT				

**DRAFT PLAN OF SUBDIVISION**  
**LANDS ON THE NORTH SIDE OF ST. CATHARINES STREET, TOWNSHIP OF WEST LINCOLN**  
 For: KAINTHVILLE HOLDINGS INC. Scale: 1:750  
 Drawing No: 21751.3.7 Date: August 22, 2024

THIS DRAWING SHALL ONLY BE USED IN CIRCUMSTANCES FOR WHICH IT WAS ORIGINALLY PREPARED AND FOR WHICH NPG PLANNING SOLUTIONS INC. WAS RESPONSIBLE.  
 NPG PLANNING SOLUTIONS INC. DOES NOT TAKE RESPONSIBILITY FOR THE ACCURACY OF THE LOCATION INFORMATION OR OTHER INFORMATION FOR WHICH OTHER SOURCES OR OTHER PERSONS ARE RESPONSIBLE. THE INFORMATION SHOWN MAY BE CONFIDENTIAL AND MUST NOT BE USED OTHER THAN BY THE INTENDED CLIENT UNLESS AUTHORIZED BY NPG PLANNING SOLUTIONS INC. WHO IS PROVIDING THIS DRAWING TO THE CLIENT. THE CLIENT IS RESPONSIBLE FOR THE USE OF THIS DRAWING FOR THE INTENDED PURPOSE AND FOR THE CONNECTION WITH THE USE OR MISUSE OF THE INFORMATION ISSUED.  
 ALL DIMENSIONS ARE THE PROPERTY OF NPG PLANNING SOLUTIONS INC. AND MAY NOT BE ALTERED WITHOUT WRITTEN PERMISSION FROM NPG PLANNING SOLUTIONS INC.  
 DO NOT SCALE THE DRAWING.



Appendix B: Concept Plan



**LEGAL DESCRIPTION**  
 PART OF LOT 5, CONCESSION 9, GEOGRAPHIC TOWNSHIP OF SOUTH GRIMSBY (AS IN R08R1284) SAVE AND EXCEPT PART 3, PLAN S0R-15491 TOWNSHIP OF WEST LINCOLN, REGIONAL MUNICIPALITY OF NIAGARA

**LAND USE SCHEDULE**

LAND USE	BLOCK/ LOT NO.	NO. OF UNITS	AREA (HA)	AREA (%)
Environmental Conservation	1	0	0.18	2.3%
Business Park	2	20	1.15	15.0%
Parkland Dedication (for Subject Lands)	3	0	0.30	4.4%
Parkland Dedication (for Other Lands)			0.33	4.4%
Single Detached	14, 15, 16	3	0.18	2.4%
Semi-Detached	4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 18, 21, 22, 23, 24, 25, 28, 27	36	1.07	14.0%
Street Townhouse	17, 19, 20, 28, 29	34	0.79	10.2%
Retirement Home	30	104	0.92	12.0%
Mixed Use Apartment	31	152	0.93	12.1%
Future Development	32, 33		0.02	0.3%
One-Foot Reserve	34, 35, 36		0.002	0.03%
Trail	37		0.065	0.85%
Right of way			1.74	22.7%
<b>TOTAL</b>		<b>349</b>	<b>7.68</b>	<b>100%</b>

**REVISIONS**

NO.	DATE	REVISION	BY	NO.	DATE	REVISION	BY
1	2023-08-14	1st Draft Plan	JT	6	2023-11-20	Interim Trail	JT
2	2023-09-12	2nd Draft Plan	JT				
3	2023-10-23	Edits to blocks	AM				
4	2023-12-12	Address comments	JT				
5	2024-05-20	Address comments	JT				

**PRELIMINARY CONCEPT PLAN**  
 LANDS NORTH OF ST. CATHARINES STREET,  
 TOWNSHIP OF WEST LINCOLN

For: KAINTHVILLE HOLDINGS INC. Scale: 1:750  
 Drawing No.: 21751.3.8 Date: November 11, 2024

THIS DRAWING SHALL ONLY BE USED IN CIRCUMSTANCES FOR WHICH IT WAS ORIGINALLY PREPARED AND FOR WHICH NPG PLANNING SOLUTIONS INC. WAS RETAINED.  
 NPG PLANNING SOLUTIONS INC. DOES NOT HAVE RESPONSIBILITY FOR THE ACCURACY OF THE LOCAL INFORMATION OR OTHER INFORMATION PROVIDED FROM SECONDARY SOURCES SHOWN ON THIS DRAWING. THE INFORMATION SHOWN MAY BE CONSIDERED FINAL AND MUST NOT BE USED OTHER THAN IN THE EXTENDED RECORD SET FOR THE PROJECT FOR WHICH IT WAS PREPARED BY NPG PLANNING SOLUTIONS INC. ACCEPTS NO LIABILITY OR RESPONSIBILITY FOR ANY LOSS OR DAMAGE SUFFERED BY THE RECIPIENT ARISING OUT OF, OR IN CONNECTION WITH, THE USE OR MISUSE OF THE INFORMATION ISSUED.  
 ALL DRAWINGS ARE THE PROPERTY OF NPG PLANNING SOLUTIONS INC. AND MAY NOT BE ALTERED WITHOUT WRITTEN PERMISSION FROM NPG PLANNING SOLUTIONS INC.  
 DO NOT SCALE THE DRAWING.



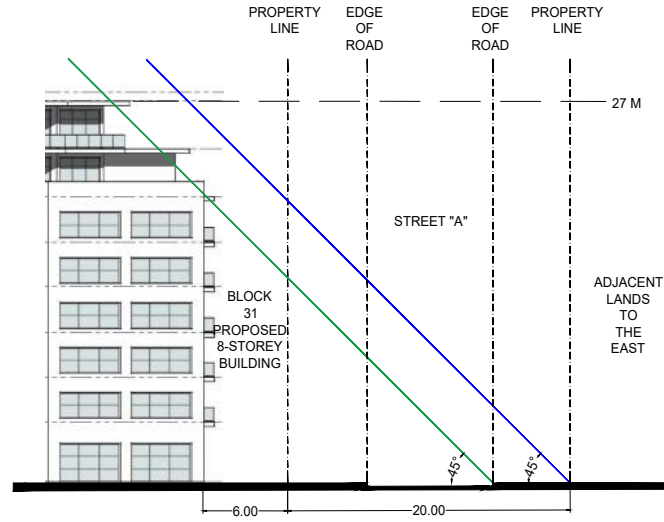
ST. CATHARINES STREET (REGIONAL HIGHWAY No. 20)  
 FORMERLY THE KING'S HIGHWAY No. 20  
 TRANSFERRED TO THE REGIONAL MUNICIPALITY OF NIAGARA BY ORDER IN COUNCIL, C. 2006-140, REVENUE AND UTILITIES (P. 108-109)

Refer to Raimondo & Associates  
 Architects Inc's Conceptual Site  
 Plan for Block 30 & Block 31

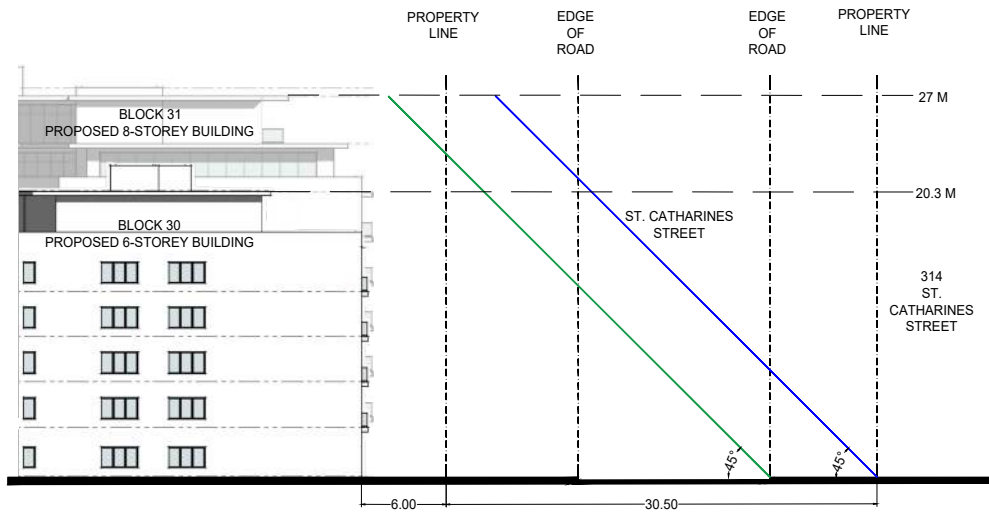
Appendix C: Architectural Drawings for Block 30 and Block 31



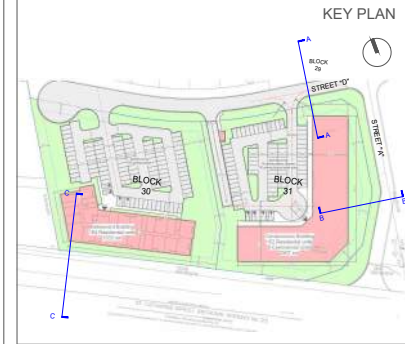
SECTION A-A  
45-DEGREE ANGULAR PLANE ANALYSIS FOR STREET "D" PUBLIC REALM



SECTION B-B  
45-DEGREE ANGULAR PLANE ANALYSIS FOR STREET "A" PUBLIC REALM



SECTION C-C  
45-DEGREE ANGULAR PLANE ANALYSIS FOR ST. CATHARINES STREET PUBLIC REALM



**LEGAL DESCRIPTION**

PART OF LOT 5, CONCESSION 9, GEOGRAPHIC TOWNSHIP OF SOUTH GRIMSBY (AS IN R0891284), SAVE AND EXCEPT PART 3, PLAN 30R-16491 TOWNSHIP OF WEST LINCOLN, REGIONAL MUNICIPALITY OF NIAGARA

**ANGULAR PLANE ANALYSIS**

LANDS NORTH OF ST. CATHARINES STREET,  
TOWNSHIP OF WEST LINCOLN

For: KAINTHVILLE HOLDINGS INC. Scale: 1:750  
Drawing No.: 21751.4.1 Date: September 3, 2024

THIS DRAWING SHALL ONLY BE USED IN CIRCUMSTANCES FOR WHICH IT WAS ORIGINALLY PREPARED AND FOR WHICH NPG PLANNING SOLUTIONS INC. WAS RETAINED.  
NPG PLANNING SOLUTIONS INC. DOES NOT TAKE RESPONSIBILITY FOR THE ACCURACY OF THE LOCATIONAL INFORMATION OR OTHER MAPPED FEATURES FROM SECONDARY SOURCES SHOWN ON THIS DRAWING. THE INFORMATION PROVIDED MAY BE CONFIDENTIAL AND MUST NOT BE USED OTHER THAN BY THE ENTITLED RECIPIENT UNLESS AUTHORIZED BY NPG PLANNING SOLUTIONS INC. NPG PLANNING SOLUTIONS INC. ACCEPTS NO LIABILITY OR RESPONSIBILITY FOR ANY LOSS OR DAMAGE SUFFERED BY THE RECIPIENT ARISING OUT OF, OR IN CONNECTION WITH, THE USE OR MISUSE OF THE INFORMATION ISSUED.  
ALL DRAWINGS ARE THE PROPERTY OF NPG PLANNING SOLUTIONS INC. AND MAY NOT BE ALTERED WITHOUT WRITTEN PERMISSION FROM NPG PLANNING SOLUTIONS INC.  
DO NOT SCALE THE DRAWING.

# Proposed Residential Development

Torval Consultants Limited

St. Catharine Street (Regional Highway No. 20), Smithville, Ontario

DRAWING LIST

ISSUED DRAWINGS LIST

D:\Projects\24-050 Apartments\Revit\24-050 site.rvt

SHEET NAME

Title Page

# RAIMONDO + ASSOCIATES

4687 QUEEN STREET, STUDIO 2  
NIAGARA FALLS, ONTARIO  
L2E 2L9



TEL | 905-357-4441  
FAX | 905-357-9203  
EMAIL | [mail@raimondoarchitects.com](mailto:mail@raimondoarchitects.com)  
WEB | [www.raimondoarchitects.com](http://www.raimondoarchitects.com)

## ARCHITECTS INC.

SHEET #

A0-000



HIGHWAY PLAN 318 (P-1884-20)  
**ST. CATHARINE STREET (REGIONAL HIGHWAY No. 20)**  
 (FORMERLY THE KING'S HIGHWAY No. 20)  
 TRANSFERRED TO THE REGIONAL MUNICIPALITY OF NIAGARA BY ORDER -IN-COUNCIL O.C. 2384-98-AS IN R0749781 AND LT169181 (P-1884-1634)  
 BY BY-LAW No. 8954-98

**Site Plan**  
 scale: 1" = 30'-0"

**Property A (Condominium Building - with Commercial)**

Property Area	9287 sm
Building Area	2907 sm
Paving Area	2867 sm
Landscaped Area	3513 sm

152 Residential Units  
 9 Commercial Units  
 224 parking Spaces

**Property B (Retirement Building)**

Property Area	9194 sm
Building Area	1933 sm
Paving Area	3142 sm
Landscaped Area	4119 sm

104 Residential Units  
 104 Parking Spaces



4687 Queen Street Suite 2,  
 Niagara Falls, ON, L2E 2L9  
 T | 905-357-4441  
 F | 905-357-9203  
 W | www.raimondarchitects.com  
 E | mail@ramondarchitects.com

CLIENT NAME  
 Torval Consultants Limited

PROJECT NAME  
**Proposed Residential Development**

PROJECT ADDRESS  
 St. Catharine Street (Regional Highway No. 20), Smithville, Ontario

SHEET NAME  
**Site Plan**

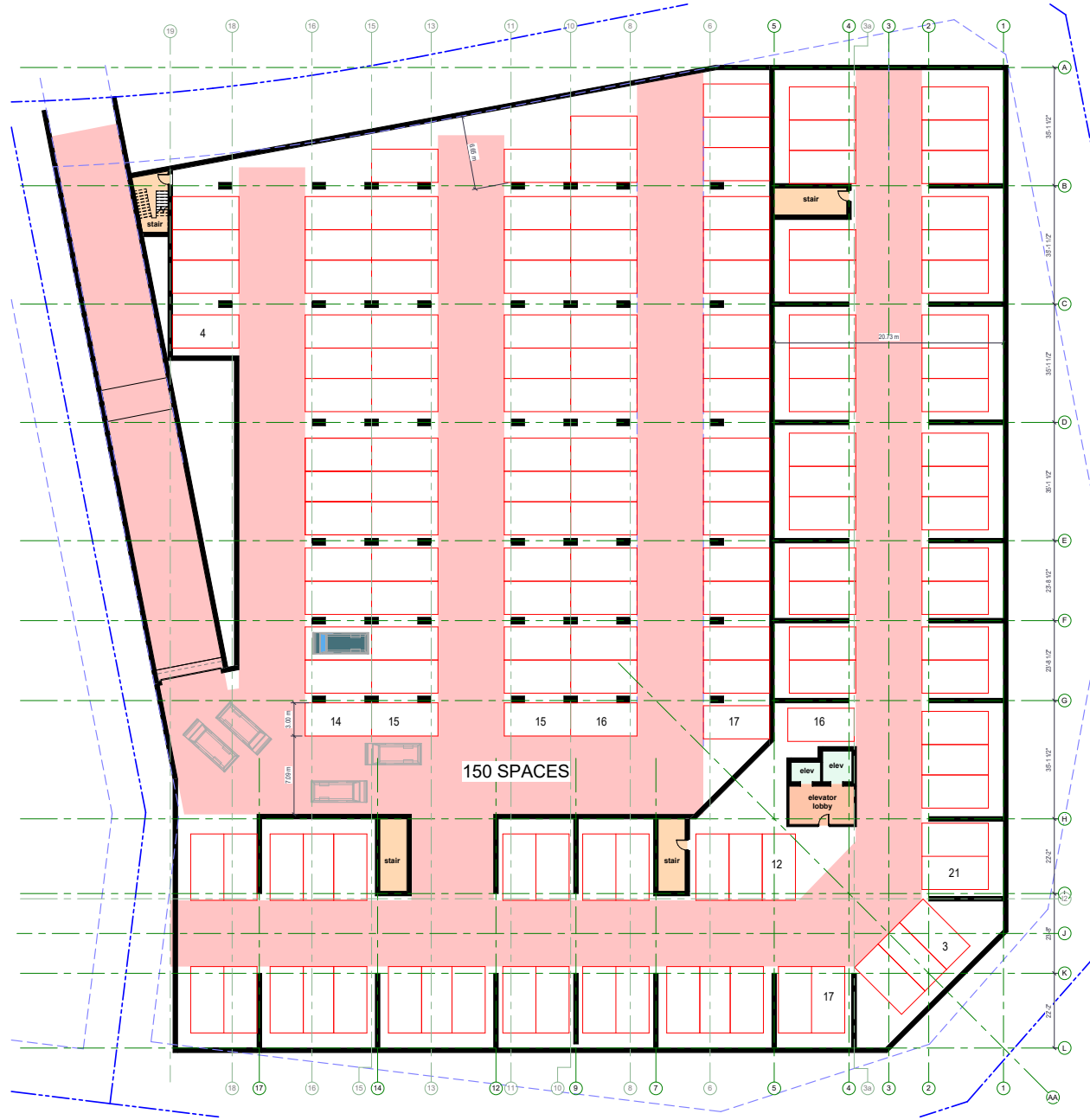
DRAWN BY: **RM**  
 DATE: **2024-08-19 10:45:29 PM**  
 SCALE: **1" = 30'-0"**  
 PROJECT NO.: **24-050**  
 CHECKED: **---**

DRAWINGS ARE NOT VALID FOR CONSTRUCTION UNLESS SEALED AND SIGNED BY THE ARCHITECT  
 DO NOT SCALE DRAWINGS. REPORT ALL DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING. ALL DIMENSIONS AND DECISIONS REMAIN THE PROPERTY OF THE ARCHITECT, AND ARE PROTECTED UNDER COPYRIGHT.  
 THESE DESIGN DOCUMENTS ARE PREPARED SOLELY FOR THE USE OF THE PARTY WHO HIRED THE DESIGN PROFESSIONAL. HAS ENTERED INTO A CONTRACT AND THERE ARE NO REPRESENTATIONS OF ANY KIND MADE BY THE DESIGN PROFESSIONAL TO ANY PARTY WHO HAS NOT HIRED THE DESIGN PROFESSIONAL HAS NOT ENTERED INTO A CONTRACT.

SHEET #

**A1-000**

REV.#



Parking Garage Level  
scale: 1/16" = 1'-0"



4687 Queen Street Suite 2,  
Windsor, ON, L2E 2L9  
T | 905-337-4441  
F | 905-337-0203  
W | www.raimondoarchitects.com  
E | mail@raimondoarchitects.com

CLIENT NAME  
Torval Consultants Limited

PROJECT NAME  
Proposed Residential  
Development -  
Condominium Building

PROJECT ADDRESS  
St. Catharine Street (Regional Highway No.  
20), Smithville, Ontario

SHEET NAME  
Floor Plan - Parking  
Garage Level

DRAWN BY: RN  
DATE: 2024-08-19 10:49:54 PM  
SCALE: 1/16" = 1'-0"  
PROJECT NO.: 24-050  
CHECKED: ---

DRAWINGS ARE NOT VALID FOR CONSTRUCTION UNTIL SEALED AND  
SIGNED BY THE ARCHITECT  
DO NOT SCALE DRAWINGS. REPORT ALL DISCREPANCIES TO THE  
ARCHITECT BEFORE PROCEEDING. ALL DIMENSIONS AND DETAILS  
REMAIN THE PROPERTY OF THE ARCHITECT, AND ARE PROTECTED  
UNDER COPYRIGHT  
THESE DESIGN DOCUMENTS ARE PREPARED SOLELY FOR THE USE  
OF THE PARTY WHO OWNS THE DESIGN PROFESSIONAL. HAS  
ENTERED INTO A CONTRACT AND THESE ARE NOT REPRESENTATIONS  
OF ANY KIND MADE BY THE DESIGN PROFESSIONAL. TO ANY PARTY  
WHO HAS NOT ENTERED INTO A CONTRACT WITH THE DESIGN PROFESSIONAL, HAS NOT ENTERED INTO A CONTRACT.

SHEET #

A2-000

REV.#







**residential unit count**

ground floor	14
2nd floor	24
3rd floor	24
4th floor	24
5th floor	24
6th floor	24
7th floor	10
8th floor	8
<b>total</b>	<b>152</b>



D:\Projects\24-000 Apartments\Rev\24-030 Condo Building.rvt



**CLIENT NAME**  
Toryal Consultants Limited

**PROJECT NAME**  
Proposed Residential Development - Condominium Building

**PROJECT ADDRESS**  
St. Catharine Street (Regional Highway No. 20), Smithville, Ontario

**SHEET NAME**  
Floor Plan - Levels 2 to 6

**DRAWN BY:** RN

**DATE:** 2024-08-19 10:49:57 PM

**SCALE:** 1/16" = 1'-0"

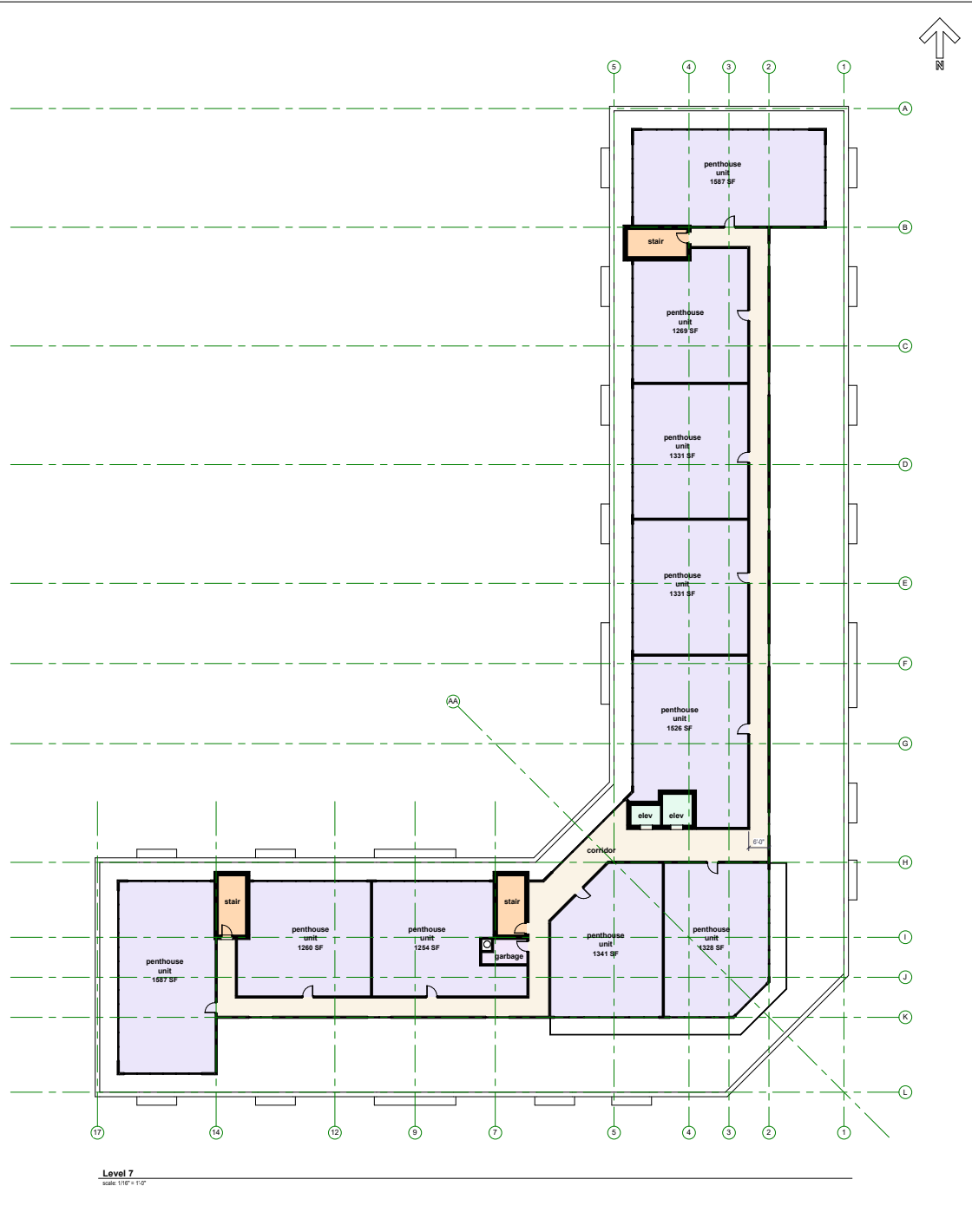
**PROJECT NO.:** 24-050

**CHECKED:** -

DRAWINGS ARE NOT VALID FOR CONSTRUCTION UNTIL SEALED AND SIGNED BY THE ARCHITECT.  
DO NOT SCALE DRAWINGS. REPORT ALL DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING. ALL DIMENSIONS AND NOTATIONS REMAIN THE PROPERTY OF THE ARCHITECT, AND ARE PROTECTED UNDER COPYRIGHT.  
THESE DESIGN DOCUMENTS ARE PREPARED SOLELY FOR THE USE OF THE PARTY WHO ORDERED THEM. DESIGN PROFESSIONAL HAS ENTERED INTO A CONTRACT AND THESE ARE NOT REPRESENTATIONS OF ANY WORK MADE BY THE DESIGN PROFESSIONAL. TO ANY PARTY WHO INquires THE DESIGN PROFESSIONAL HAS NOT ENTERED INTO A CONTRACT.

**SHEET #**  
**A2-101**

**REV.#**



**Level 7**  
Scale: 1/16" = 1'-0"



4687 Queen Street Sub 2,  
Vaughan, ON L2B 2L3  
T | 905-337-4441  
F | 905-337-0203  
W | www.raimondoarchitects.com  
E | mail@ramondoarchitects.com

CLIENT NAME  
Torval Consultants Limited

PROJECT NAME  
**Proposed Residential Development - Condominium Building**

PROJECT ADDRESS  
St. Catharine Street (Regional Highway No. 20), Smithville, Ontario

SHEET NAME  
**Floor Plan - Level 7**

DRAWN BY: RM

DATE: 2024-08-19 10:49:58 PM

SCALE: 1/16" = 1'-0"

PROJECT NO.: 24-050

CHECKED: ---

DRAWINGS ARE NOT VALID FOR CONSTRUCTION UNTIL SEALED AND SIGNED BY THE ARCHITECT

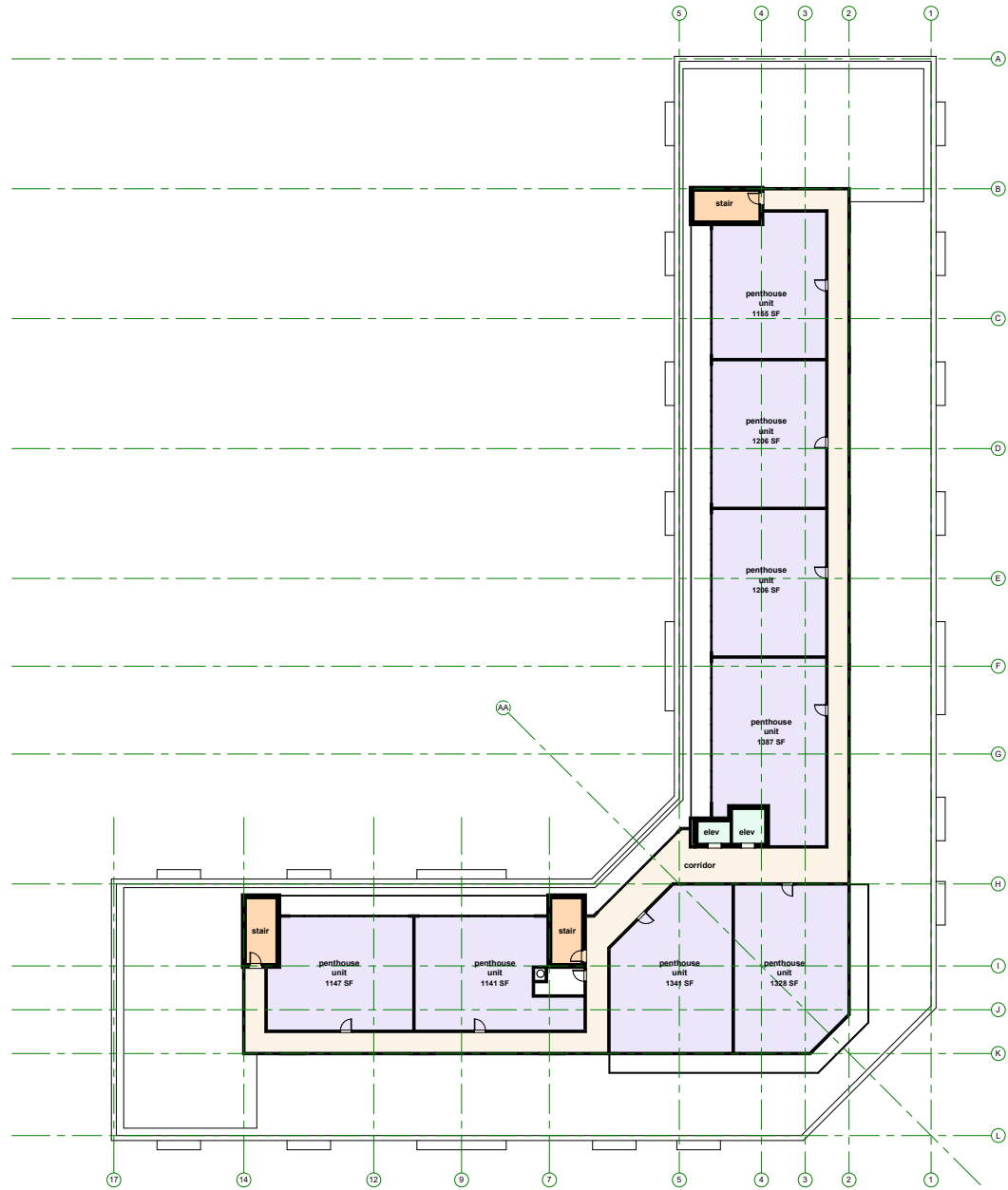
DO NOT SCALE DRAWINGS. REPORT ALL DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING. ALL DIMENSIONS AND DECISIONS REMAIN THE PROPERTY OF THE ARCHITECT, AND ARE PROTECTED UNDER COPYRIGHT.

THESE DESIGN DOCUMENTS ARE PREPARED SOLELY FOR THE USE OF THE PARTY WHOSE DESIGN PROFESSIONAL HAS ENTERED INTO A CONTRACT AND THESE ARE NOT REPRESENTATIONS OF ANY KIND MADE BY THE DESIGN PROFESSIONAL TO ANY PARTY WHO HAS NOT ENTERED INTO A CONTRACT WITH THE DESIGN PROFESSIONAL. THE DESIGN PROFESSIONAL HAS NOT ENTERED INTO A CONTRACT WITH YOU.

SHEET #

**A2-102**

REV.#



**Level 8**  
Scale: 1/16" = 1'-0"



4687 Queen Street Suite 2,  
Niagara Falls, ON L2E 2L3  
T | 905-357-4441  
F | 905-357-0203  
W | www.raimondoarchitects.com  
E | mail@raimondoarchitects.com

CLIENT NAME  
Torval Consultants Limited

PROJECT NAME  
Proposed Residential Development - Condominium Building

PROJECT ADDRESS  
St. Catharine Street (Regional Highway No. 20), Smithville, Ontario

SHEET NAME  
Floor Plan - Level 8

DRAWN BY: RN

DATE: 2024-08-19 10:49:59 PM

SCALE: 1/16" = 1'-0"

PROJECT NO.: 24-050

CHECKED: ---

DRAWINGS ARE NOT VALID FOR CONSTRUCTION UNTIL SEALED AND SIGNED BY THE ARCHITECT

DO NOT SCALE DRAWINGS. REPORT ALL DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING. ALL DIMENSIONS AND DECISIONS REMAIN THE PROPERTY OF THE ARCHITECT, AND ARE PROTECTED UNDER COPYRIGHT

THESE DESIGN DOCUMENTS ARE PREPARED SOLELY FOR THE USE OF THE PARTY WHO OWNS THE DESIGN PROFESSIONAL, AND ARE NOT TO BE USED IN ANY OTHER PROJECT OR FOR ANY OTHER PARTY WITHOUT THE WRITTEN CONSENT OF THE DESIGN PROFESSIONAL. TO ANY PARTY WHO HAS NOT ENTERED INTO A CONTRACT WITH THE DESIGN PROFESSIONAL, THESE ARE NOT VALID FOR CONSTRUCTION.

SHEET #

**A2-103**

REV.#



Elevation - North  
scale: 1/16" = 1'-0"



Elevation - South  
scale: 1/16" = 1'-0"

D:\Projects\24-000 Apartments\Rev\24-000 Condo Building.rvt



CLIENT NAME

Torval Consultants Limited

PROJECT NAME

Proposed Residential Development - Condominium Building

PROJECT ADDRESS  
St. Catharine Street (Regional Highway No. 20), Smithville, Ontario

SHEET NAME

Building Elevations

DRAWN BY: RN

DATE: 2024-08-19 10:50:04 PM

SCALE: 1/16" = 1'-0"

PROJECT NO.: 24-000

CHECKED: --

DRAWINGS ARE NOT VALID FOR CONSTRUCTION UNTIL SEALED AND SIGNED BY THE ARCHITECT  
DO NOT SCALE DRAWINGS. REPORT ALL DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING. ALL DRAWINGS AND DESIGNS REMAIN THE PROPERTY OF THE ARCHITECT, AND ARE PROTECTED UNDER COPYRIGHT

THESE DESIGN DOCUMENTS ARE PREPARED SOLELY FOR THE USE OF THE PARTY WHOSE NAME THE DESIGN PROFESSIONAL HAS ENTERED INTO A CONTRACT AND THERE ARE NO REPRESENTATIONS OF ANY KIND MADE BY THE DESIGN PROFESSIONAL TO ANY PARTY WHO HAS NOT ENTERED INTO A CONTRACT WITH THE DESIGN PROFESSIONAL.

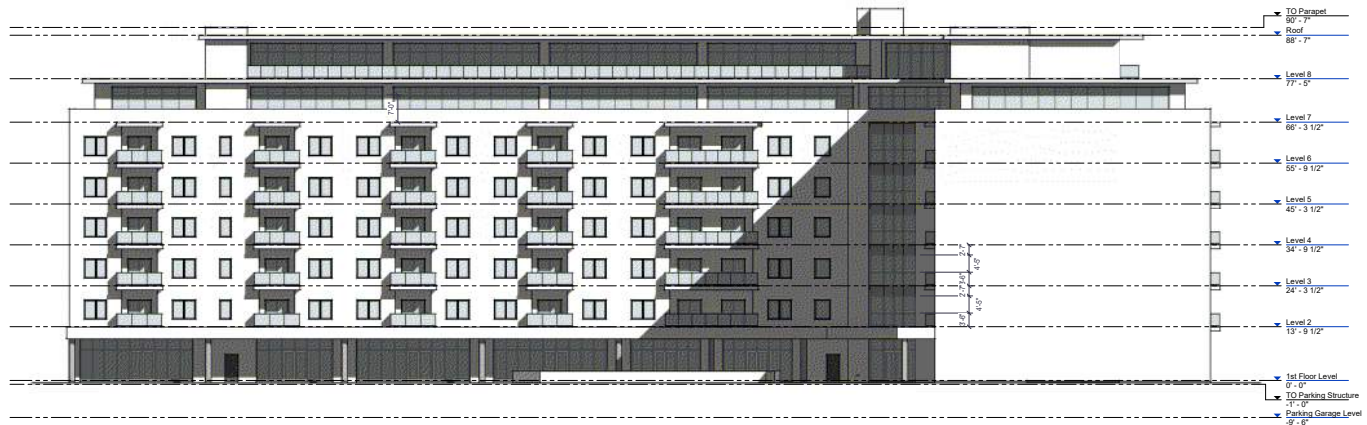
SHEET #

A3-000

REV.#



Elevation - East  
scale: 1/16" = 1'-0"



Elevation - West  
scale: 1/16" = 1'-0"

D:\Projects\24-000 Apartments\Rev\24-000 Condo Building.rvt



CLIENT NAME  
Torval Consultants Limited

PROJECT NAME  
Proposed Residential Development - Condominium Building

PROJECT ADDRESS  
St. Catharine Street (Regional Highway No. 20), Smithville, Ontario

SHEET NAME  
Building Elevations

DRAWN BY: RN

DATE: 2024-08-19 10:50:10 PM

SCALE: 1/16" = 1'-0"

PROJECT NO.: 24-000

CHECKED: ---

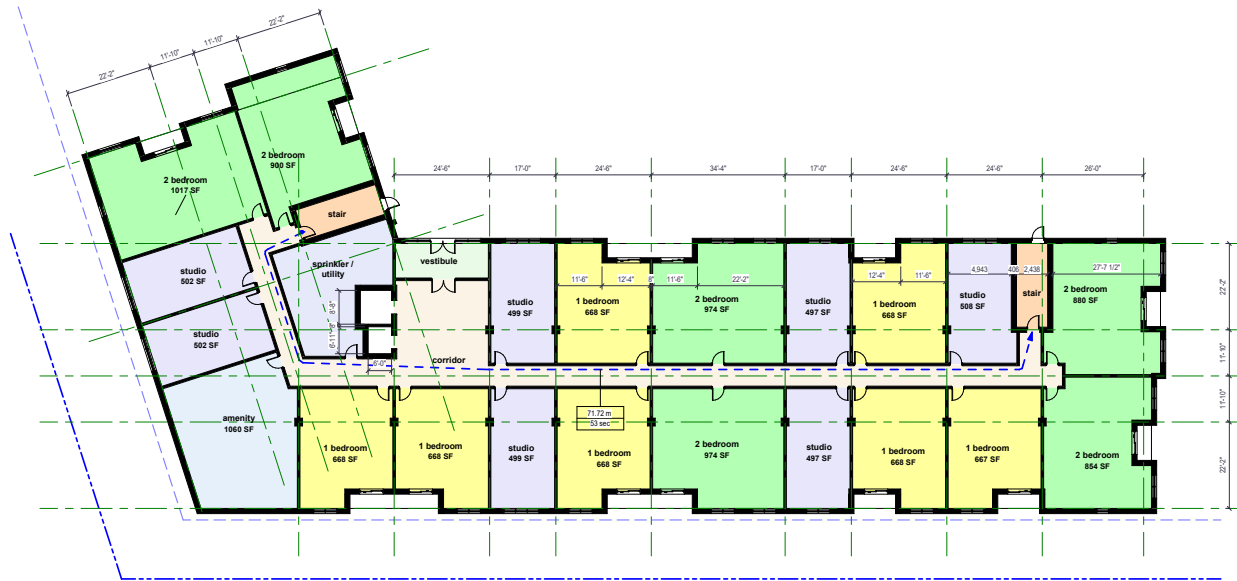
DRAWINGS ARE NOT VALID FOR CONSTRUCTION UNTIL SEALED AND SIGNED BY THE ARCHITECT

DO NOT SCALE DRAWINGS. REPORT ALL DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING. ALL DIMENSIONS AND DETAILS REMAIN THE PROPERTY OF THE ARCHITECT AND ARE PROTECTED UNDER COPYRIGHT

THESE DESIGN DOCUMENTS ARE PREPARED SOLELY FOR THE USE OF THE PARTY WHOSE DESIGN PROFESSIONAL HAS ENTERED INTO A CONTRACT AND THERE ARE NO REPRESENTATIONS OF ANY KIND MADE BY THE DESIGN PROFESSIONAL TO ANY PARTY WHO HAS NOT ENTERED INTO A CONTRACT WITH THE DESIGN PROFESSIONAL.

SHEET #  
**A3-001**

REV.#



**Ground Floor Plan**  
Scale: 1/8" = 1'-0"



4887 Queen Street Suite 2,  
Windsor, ON, L2B 2L9  
T | 905-357-4441  
F | 905-357-0203  
W | www.raimondoarchitects.com  
E | mail@ramondoarchitects.com

CLIENT NAME  
Toryal Consultants Limited

PROJECT NAME  
**Proposed Residential  
Development - Retirement  
Building**

PROJECT ADDRESS  
St. Catharine Street (Regional Highway No. 20), Smithville, Ontario

SHEET NAME  
**Floor Plan - Ground Floor  
Level**

DRAWN BY: RN  
DATE: 2024-08-19 10:48:15 PM  
SCALE: 1/8" = 1'-0"  
PROJECT NO.: 24-050  
CHECKED: ---

DRAWINGS ARE NOT VALID FOR CONSTRUCTION UNLESS SEALED AND SIGNED BY THE ARCHITECT.  
DO NOT SCALE DRAWINGS. REPORT ALL DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING. ALL DRAWINGS AND DECISIONS REMAIN THE PROPERTY OF THE ARCHITECT AND ARE PROTECTED UNDER COPYRIGHT.  
THESE DESIGN DOCUMENTS ARE PREPARED SOLELY FOR THE USE OF THE PARTY WHO ENTERED THE DESIGN PROFESSIONAL AND ARE NOT TO BE REPRODUCED OR USED IN ANY MANNER WITHOUT THE WRITTEN CONSENT OF THE DESIGN PROFESSIONAL. IF ANY PARTY ENTERS INTO A CONTRACT WITH THE DESIGN PROFESSIONAL, THAT PARTY SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY PERMISSIONS FROM THE DESIGN PROFESSIONAL TO REPRODUCE OR USE THE DESIGN DOCUMENTS IN ANY MANNER THAT THE DESIGN PROFESSIONAL HAS NOT ENTERED INTO A CONTRACT.

SHEET #

**A2-100**

REV.#



bachelor 35  
 1 bedroom 35  
 2 bedroom 34  
 Total 104 units



Levels 2 to 5  
scale 1/8" = 1'-0"



4887 Queen Street Suite 2,  
 Niagara Falls, ON L2E 2L9  
 T | 905-337-4441  
 F | 905-337-0203  
 W | www.raimondoarchitects.com  
 E | mail@raimondoarchitects.com

CLIENT NAME

Torval Consultants Limited

PROJECT NAME

Proposed Residential  
Development - Retirement  
Building

PROJECT ADDRESS  
St. Catharine Street (Regional Highway No.  
20), Smithville, Ontario

SHEET NAME

Floor Plan - Levels 2 to 5

DRAWN BY: RN

DATE: 2024-08-19 10:48:15 PM

SCALE: 1/8" = 1'-0"

PROJECT NO.: 24-050

CHECKED: —

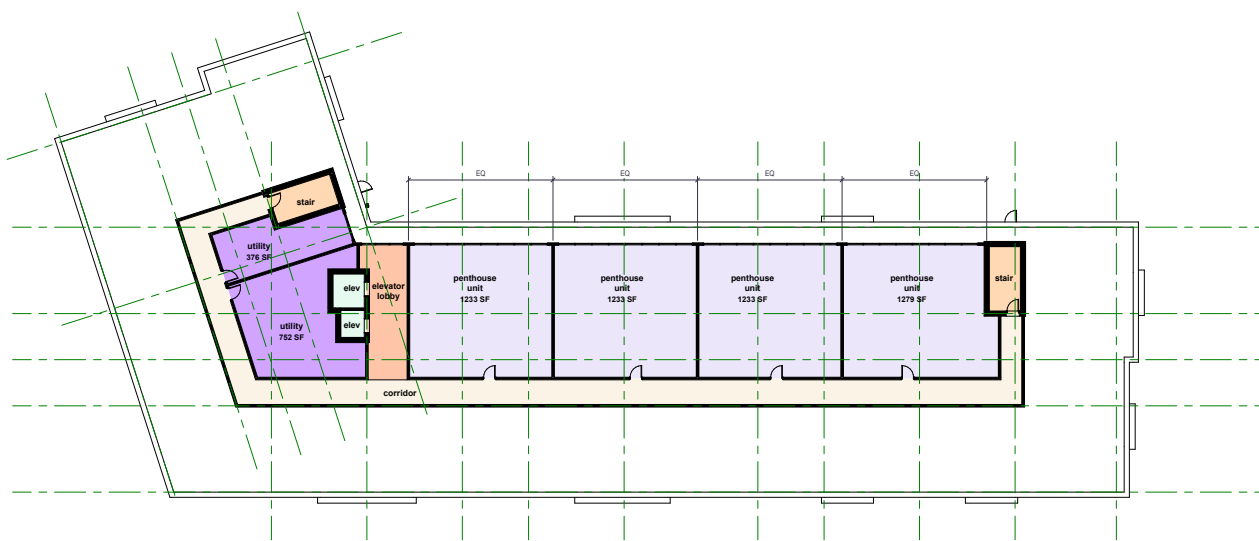
DRAWINGS ARE NOT VALID FOR CONSTRUCTION UNTIL SEALED AND  
 SIGNED BY THE ARCHITECT  
 DO NOT SCALE DRAWINGS. REPORT ALL DISCREPANCIES TO THE  
 ARCHITECT BEFORE PROCEEDING. ALL DRAWINGS AND DECISIONS  
 REMAIN THE PROPERTY OF THE ARCHITECT, AND ARE PROTECTED  
 UNDER COPYRIGHT  
 THESE DESIGN DOCUMENTS ARE PREPARED SOLELY FOR THE USE  
 OF THE PARTY WHO ENTERED THE DESIGN PROFESSIONAL HAS  
 ENTERED INTO A CONTRACT AND THESE ARE NOT REPRESENTATIONS  
 OF ANY WORK MADE BY THE DESIGN PROFESSIONAL. TO ANY PARTY  
 WHO WOULD THE DESIGN PROFESSIONAL HAS NOT ENTERED INTO A  
 CONTRACT

SHEET #

A2-101

REV.#





Level 6  
Scale: 1/16" = 1'-0"



4887 Queen Street Suite 2,  
Niagara Falls, ON L2E 2L9  
T | 905-357-4441  
F | 905-357-0203  
W | www.raimondochitects.com  
E | mail@raimondochitects.com

CLIENT NAME  
Torval Consultants Limited

PROJECT NAME  
Proposed Residential Development - Retirement Building

PROJECT ADDRESS  
St. Catharine Street (Regional Highway No. 20), Smithville, Ontario

SHEET NAME  
Floor Plan - Level 6

DRAWN BY: RN  
DATE: 2024-08-19 10:48:16 PM  
SCALE: 1/16" = 1'-0"  
PROJECT NO.: 24-050  
CHECKED: —

DRAWINGS ARE NOT VALID FOR CONSTRUCTION UNTIL SEALED AND SIGNED BY THE ARCHITECT  
DO NOT SCALE DRAWINGS. REPORT ALL DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING. ALL DRAWINGS AND DECISIONS REMAIN THE PROPERTY OF THE ARCHITECT, AND ARE PROTECTED UNDER COPYRIGHT  
THESE DESIGN DOCUMENTS ARE PREPARED SOLELY FOR THE USE OF THE PARTY WHO ENTERED THE DESIGN PROFESSIONAL INTO A CONTRACT AND THESE ARE NOT REPRESENTATIONS OF ANY WORK MADE BY THE DESIGN PROFESSIONAL TO ANY PARTY WHO HAS ENTERED THE DESIGN PROFESSIONAL INTO A CONTRACT

SHEET #

A2-102

REV.#



Elevation - North  
scale: 1/16" = 1'-0"



Elevation - South  
scale: 1/16" = 1'-0"



Elevation - West  
scale: 1/16" = 1'-0"



Elevation - East  
scale: 1/16" = 1'-0"

D:\Projects\24-000 Apartments\Rev\24-036 Retirement Building.rvt



4687 Queen Street Suite 2,  
Nagawick Falls, ON, L2E 2L3  
T | 905-357-4441  
F | 905-357-9203  
W | www.raimondochitects.com  
E | mail@raimondochitects.com

CLIENT NAME  
Torval Consultants Limited

PROJECT NAME  
Proposed Residential Development - Retirement Building

PROJECT ADDRESS  
St. Catharine Street (Regional Highway No. 20), Smithville, Ontario

SHEET NAME  
Building Elevations

DRAWN BY: RN  
DATE: 2024-08-19 10:48:21 PM  
SCALE: 1/16" = 1'-0"  
PROJECT NO.: 24-050  
CHECKED: ---

DRAWINGS ARE NOT VALID FOR CONSTRUCTION UNTIL SEALED AND SIGNED BY THE ARCHITECT.  
DO NOT SCALE DRAWINGS. REPORT ALL DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING. ALL DIMENSIONS AND NOTATIONS REMAIN THE PROPERTY OF THE ARCHITECT, AND ARE PROTECTED UNDER COPYRIGHT.  
THESE DESIGN DOCUMENTS ARE PREPARED SOLELY FOR THE USE OF THE PARTY WHO OWNS THE DESIGN PROFESSIONAL. HAS ENTERED INTO A CONTRACT AND THERE ARE NO REPRESENTATIONS OF ANY KIND MADE BY THE DESIGN PROFESSIONAL, TO ANY PARTY, WITH REGARD TO THE DESIGN PROFESSIONAL, HAS NOT ENTERED INTO A CONTRACT.

SHEET #

**A3-000**

REV.#



D:\Projects\24-000 Apartments\Rev\Rev04-030 Retirement Building.rvt



4687 Queen Street Sub 2,  
 Niagara Falls, ON L2E 2L3  
 T | 905-357-4441  
 F | 905-357-0203  
 W | www.raimondoarchitects.com  
 E | mail@raimondoarchitects.com

**CLIENT NAME**  
 Torval Consultants Limited

**PROJECT NAME**  
 Proposed Residential  
 Development - Retirement  
 Building

**PROJECT ADDRESS**  
 St. Catharine Street (Regional Highway No.  
 20), Smithville, Ontario

**SHEET NAME**  
 Isometric / Perspectives

**DRAWN BY:** RN  
**DATE:** 2024-08-19 10:48:31 PM  
**SCALE:**  
**PROJECT NO.:** 24-000  
**CHECKED:** Checker

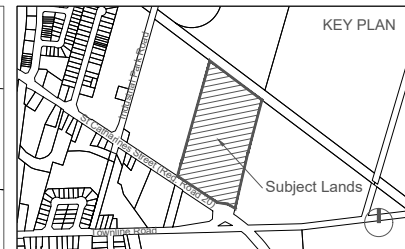
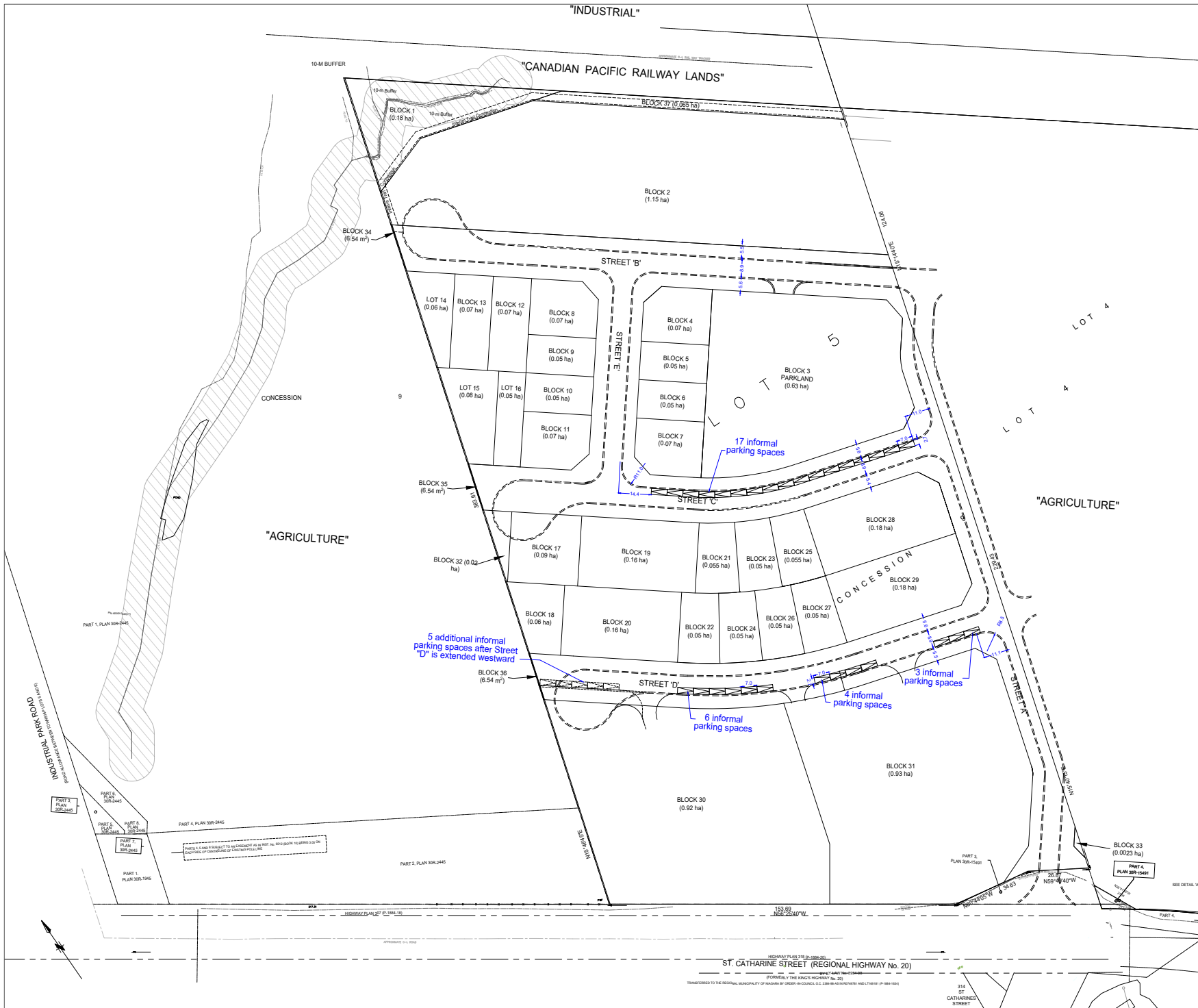
DRAWINGS ARE NOT VALID FOR CONSTRUCTION UNTIL SEALED AND SIGNED BY THE ARCHITECT  
 DO NOT SCALE DRAWINGS. REPORT ALL DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING. ALL DRAWINGS AND DESIGNS REMAIN THE PROPERTY OF THE ARCHITECT, AND ARE PROTECTED UNDER COPYRIGHT  
 THESE DESIGN DOCUMENTS ARE PREPARED SOLELY FOR THE USE OF THE PARTY WHO OWNS THE DESIGN PROFESSIONAL, HAS ENTERED INTO A CONTRACT AND THESE ARE NOT REPRESENTATIONS OF ANY WORK MADE BY THE DESIGN PROFESSIONAL, TO ANY PARTY WHO HAS NOT ENTERED THE DESIGN PROFESSIONAL, HAS NOT ENTERED INTO A CONTRACT.

**SHEET #**

**A3-200**

**REV.#**

Appendix D: Conceptual Parking Plan



**LEGAL DESCRIPTION**  
 PART OF LOT 5, CONCESSION 9, GEOGRAPHIC TOWNSHIP OF SOUTH GRIMSBY (AS IN R0691284), SAVE AND EXCEPT PART 3, PLAN 30R-15491 TOWNSHIP OF WEST LINCOLN, REGIONAL MUNICIPALITY OF NIAGARA

**Disclaimer**  
 Locations of individual properties' accesses are conceptual for the purpose of illustrating the ability to provide on-street parking spaces within the proposed Draft Plan of Subdivision.

**REVISIONS**

NO.	DATE	REVISION	BY
1	2023-09-04	Parking Plan	JT
2	2023-09-07	1st Revision based on Staff's inputs	JT
3	2023-12-04	2nd Revision (coordination with Draft Plan)	JT
4	2024-04-20	3rd Revision (coordination with Draft Plan)	JT
4	2024-11-20	4th Revision (coordination with Draft Plan)	JT

**PRELIMINARY CONCEPT PLAN**

LANDS NORTH OF ST. CATHARINES STREET,  
 TOWNSHIP OF WEST LINCOLN

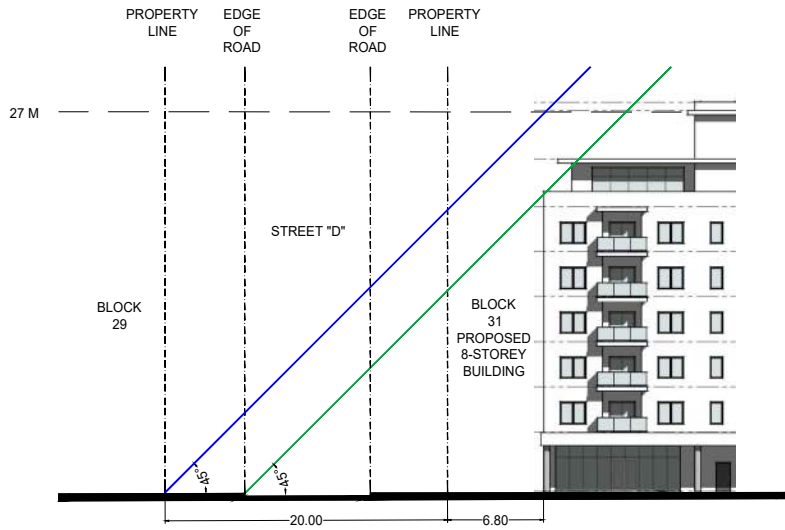
For: KAINTHVILLE HOLDINGS INC. Scale: 1:750  
 Drawing No.: 21751.3.8 Date: November 20, 2024

THIS DRAWING SHALL ONLY BE USED IN CIRCUMSTANCES FOR WHICH IT WAS ORIGINALLY PREPARED AND FOR WHICH NPG PLANNING SOLUTIONS INC. WAS RETAINED.  
 NPG PLANNING SOLUTIONS INC. DOES NOT HAVE RESPONSIBILITY FOR THE ACCURACY OF THE LOCATIONAL INFORMATION OR OTHER MAPPED FEATURES FROM RECENTLY SOURCES SHOWN ON THIS DRAWING. THE INFORMATION ISSUED MAY BE CONFIDENTIAL AND MUST NOT BE USED OTHER THAN BY THE INTENDED RECIPIENT UNLESS AUTHORIZED BY NPG PLANNING SOLUTIONS INC. ACCEPTS NO LIABILITY OR RESPONSIBILITY FOR ANY LOSS OR DAMAGE SUFFERED BY THE RECIPIENT ARISING OUT OF, OR IN CONNECTION WITH, THE USE OR MISUSE OF THE INFORMATION ISSUED.  
 ALL DRAWINGS ARE THE PROPERTY OF NPG PLANNING SOLUTIONS INC. AND MAY NOT BE ALTERED WITHOUT WRITTEN PERMISSION FROM NPG PLANNING SOLUTIONS INC.  
 DO NOT SCALE THE DRAWING.

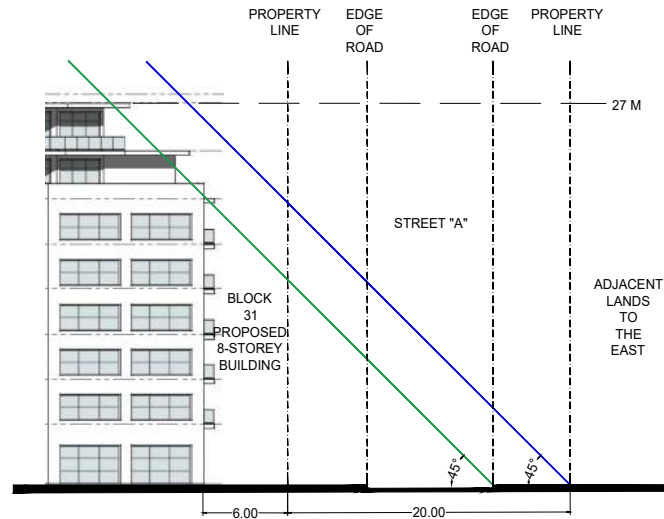


ST. CATHARINES STREET (REGIONAL HIGHWAY No. 20)  
FORMERLY THE KING'S HIGHWAY No. 20  
 TRANSFERRED TO THE REGIONAL MUNICIPALITY OF NIAGARA BY ORDER IN-COUNCIL, C.C. 2004-01-01 (RESOLUTION) AND LTR 01/01 (P. 108)

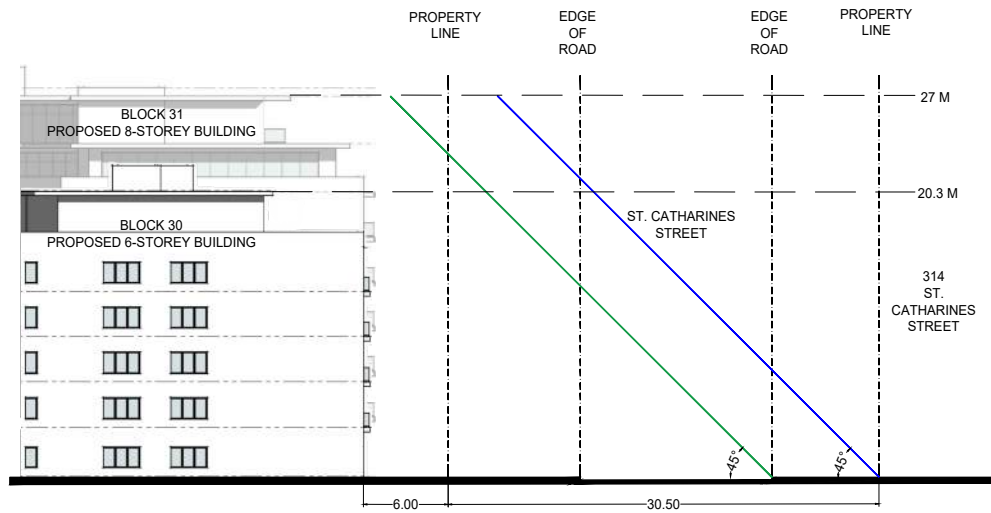
Appendix E: Angular Plane Analysis



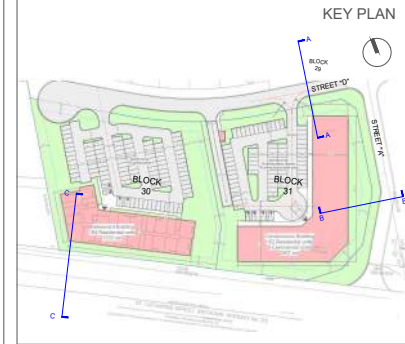
SECTION A-A  
45-DEGREE ANGULAR PLANE ANALYSIS FOR STREET "D" PUBLIC REALM



SECTION B-B  
45-DEGREE ANGULAR PLANE ANALYSIS FOR STREET "A" PUBLIC REALM



SECTION C-C  
45-DEGREE ANGULAR PLANE ANALYSIS FOR ST. CATHARINES STREET PUBLIC REALM



**LEGAL DESCRIPTION**

PART OF LOT 5, CONCESSION 9, GEOGRAPHIC TOWNSHIP OF SOUTH GRIMSBY (AS IN R0891284), SAVE AND EXCEPT PART 3, PLAN 30R-16491 TOWNSHIP OF WEST LINCOLN, REGIONAL MUNICIPALITY OF NIAGARA

**ANGULAR PLANE ANALYSIS**

LANDS NORTH OF ST. CATHARINES STREET,  
TOWNSHIP OF WEST LINCOLN

For: KAINTHVILLE HOLDINGS INC. Scale: 1:750  
Drawing No.: 21751.4.1 Date: September 3, 2024

THIS DRAWING SHALL ONLY BE USED IN CIRCUMSTANCES FOR WHICH IT WAS ORIGINALLY PREPARED AND FOR WHICH NPG PLANNING SOLUTIONS INC. WAS RETAINED.  
NPG PLANNING SOLUTIONS INC. DOES NOT TAKE RESPONSIBILITY FOR THE ACCURACY OF THE LOCATIONAL INFORMATION OR OTHER MAPPED FEATURES FROM SECONDARY SOURCES SHOWN ON THIS DRAWING. THE INFORMATION PROVIDED MAY BE CONFIDENTIAL AND MUST NOT BE USED OTHER THAN BY THE INTENDED RECIPIENT UNLESS AUTHORIZED BY NPG PLANNING SOLUTIONS INC. NPG PLANNING SOLUTIONS INC. ACCEPTS NO LIABILITY OR RESPONSIBILITY FOR ANY LOSS OR DAMAGE SUFFERED BY THE RECIPIENT ARISING OUT OF, OR IN CONNECTION WITH, THE USE OR MISUSE OF THE INFORMATION ISSUED.  
ALL DRAWINGS ARE THE PROPERTY OF NPG PLANNING SOLUTIONS INC. AND MAY NOT BE ALTERED WITHOUT WRITTEN PERMISSION FROM NPG PLANNING SOLUTIONS INC.  
DO NOT SCALE THE DRAWING.