



5.0 Site Design

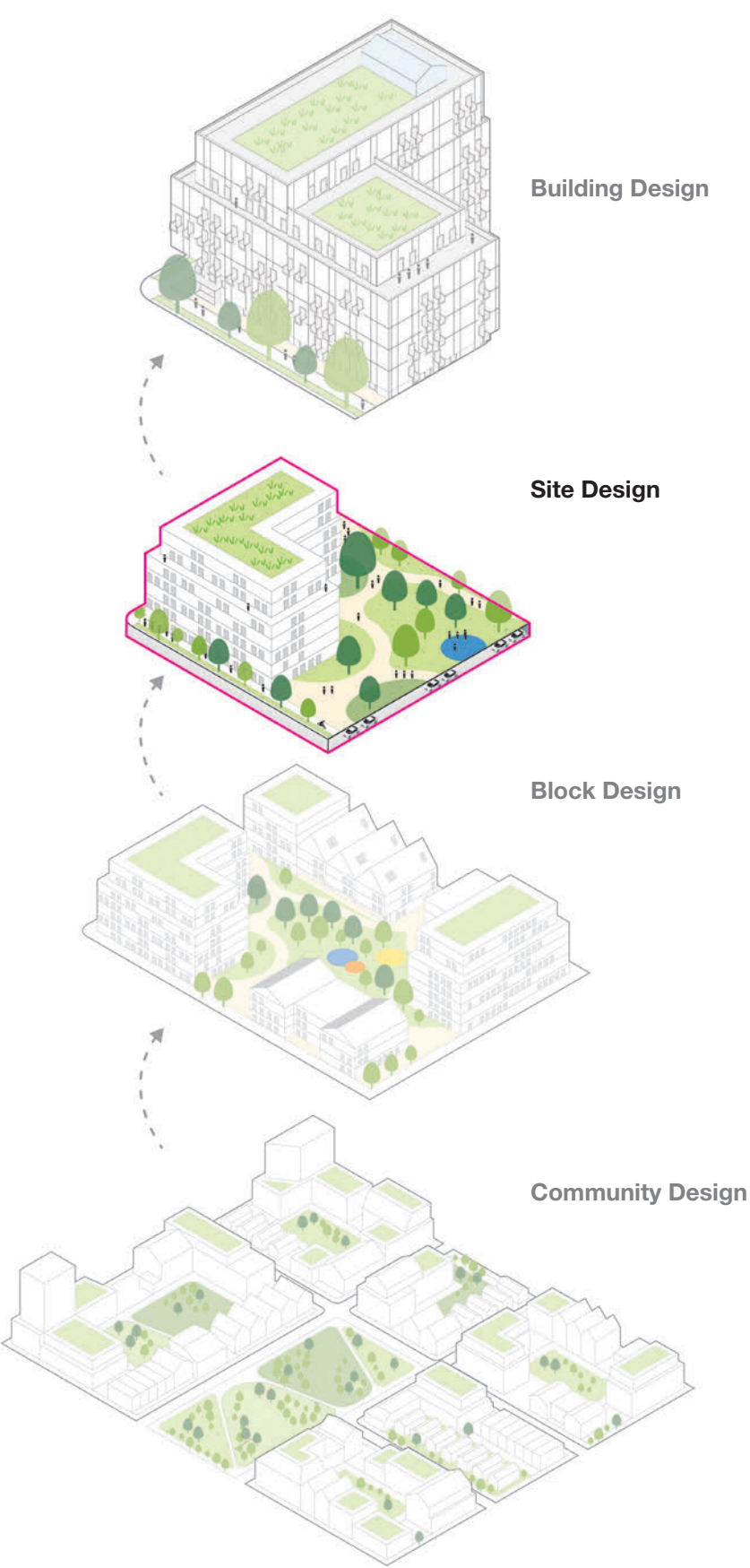
5.1	Sustainability and Well-being
5.2	Infill Development
5.3	Building Location and Orientation
5.4	Landscape Design
5.5	Interface with Cultural Heritage Properties
5.6	Amenity Spaces
5.7	Micro-Climate, Sunlight, Views, and Privacy
5.8	POPS
5.9	Pedestrian and Cycling Connections and Site Furnishings
5.10	Driveways and Parking
5.11	Site Lighting
5.12	Servicing, Loading, and Utilities
5.13	Waste Management

Site design provides an opportunity to positively impact Niagara through the thoughtful integration of buildings, open space, and public realm. Sites should be designed in a manner that responds to existing and planned built open spaces, and adjacent properties to ensure positive interfaces and transitions.

Key elements of comprehensively designed sites include:

- Publicly accessible spaces and private amenities improve the well-being of residents and visitors and support the existing community.
- Thoughtful orientation, location and massing ensures privacy and positive micro-climates on the site and its surroundings.
- Transition between buildings is respectful of adjacent sites and fits within the block.
- Visual buffering of parking areas through landscape interventions should enhance privacy, support beautification and sustainability.
- Unobtrusive access to the site for parcel loading, and servicing.

Sites should support sustainability and well-being, stewarding the land efficiently while also enhancing landscape and biodiversity. Sites should contribute to a vibrant community through good public realm design in keeping with the character of Niagara’s many distinct communities.

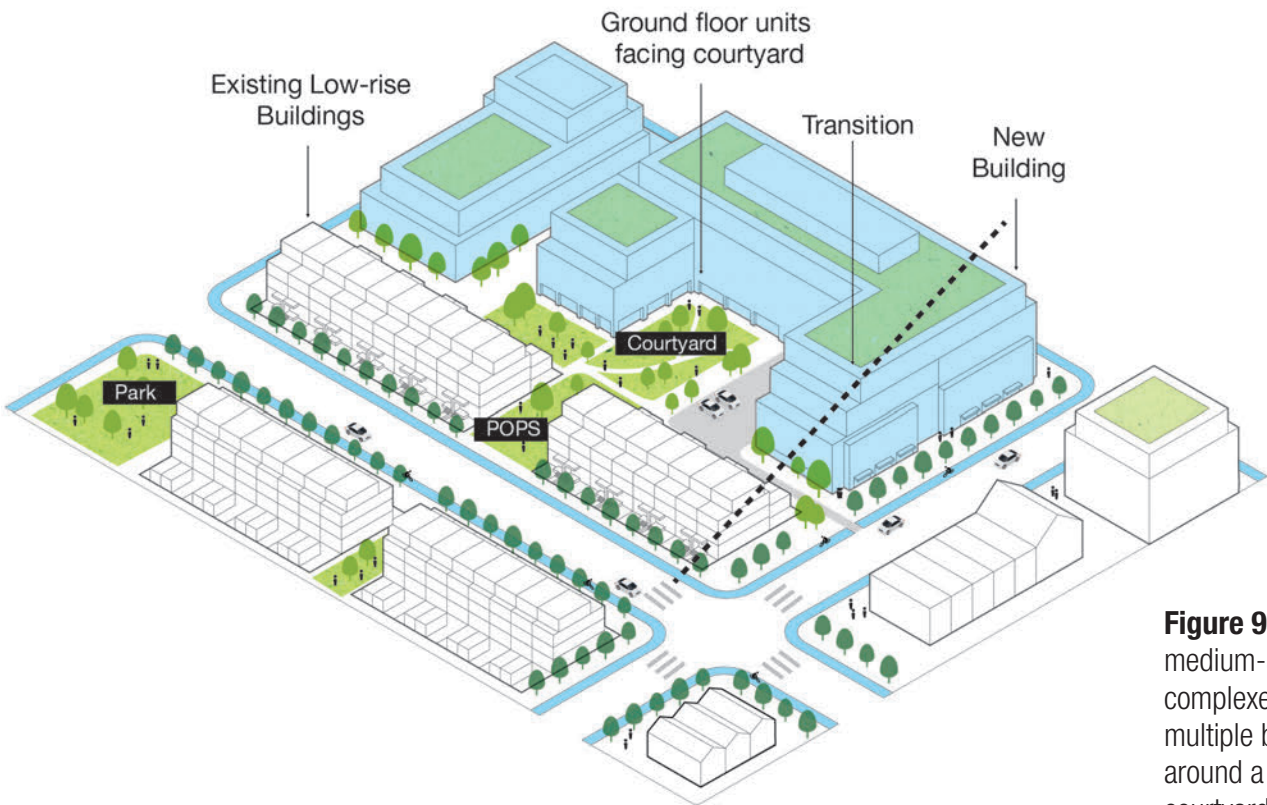


Design Guidelines:

- a. Infill sites may contain a variety of building scales. Height transitions should be accomplished within the site to the surrounding context.
- b. Generally, infill development should match the pre-established ‘street wall’ setback of adjacent buildings in order to maintain a street wall and maintain appropriate spatial definition.
- c. Where no uniform

Courtyard Complexes:

- o. On deep lot sites where mid-rise buildings are contemplated, townhouse blocks or similar low rise forms may be used to transition to neighbourhoods beyond.
- p. Where two or more buildings are proposed for a site, central courtyard areas or open spaces between the two buildings are strongly encouraged to create a unifying design of the development and promote privacy for at grade units
- q. Buildings surrounding a central courtyard should provide positive sightlines and access from units to promote use of the courtyard. Ground floor units of multi-unit buildings should have ground-related access to the courtyard. Townhouses, singles, semi-detached houses or ADUs should have access to the courtyard, as well as generous front or side porches overlooking the courtyard space.
- r. Central courtyards should provide opportunities for socializing and play. Surface parking should be avoided within courtyard spaces.
- s. Where two or more buildings or building components of differing heights are located adjacent to one another or integrated together within one overall development, the required separation distance between the buildings is the greater of the separation distance required for each of the constituent buildings.
- t. Infill sites with a variety of buildings should ensure buildings are architecturally distinct yet harmonious through the introduction of architectural unifying elements. Landscape architecture can also be used to knit together sites with multiple buildings.



- aa. Landmark buildings can be arranged and oriented in unique ways so as to provide a visual reference point and element within a landscape.
- ab. Infill development should reflect the desirable aspects of the established streetscape character and contribute to the improvement
- ac. Developments on corner lots should consider the frontage on both streets and provide transparency between the indoors and outdoors to promote activation and safety within the public realm. Development should avoid blank walls wherever possible.
- See Also

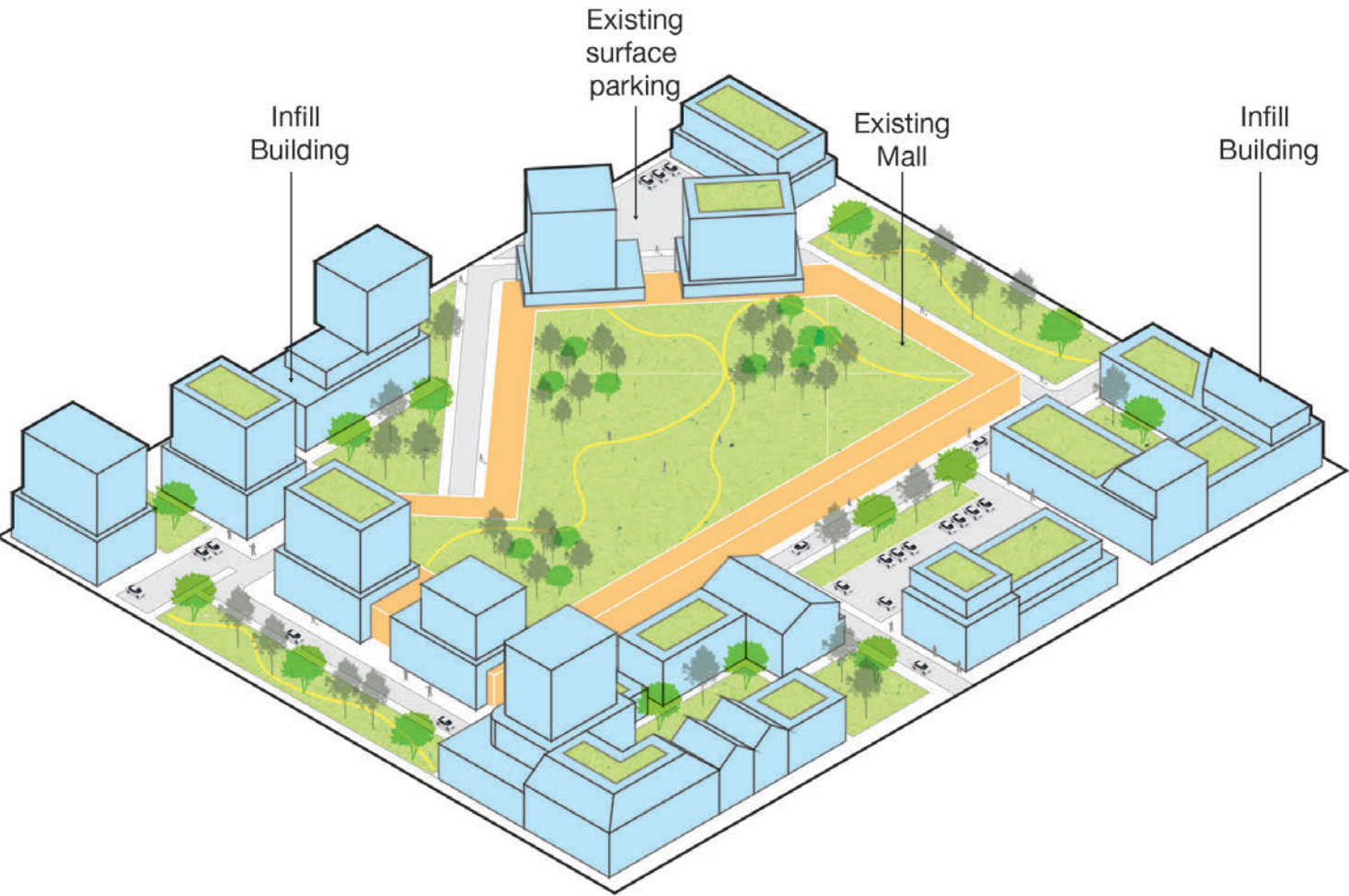


Figure 101: Large sites may be redeveloped in a manner that intensifies the property and improves existing resources on site.

5.3 Building Location and Orientation

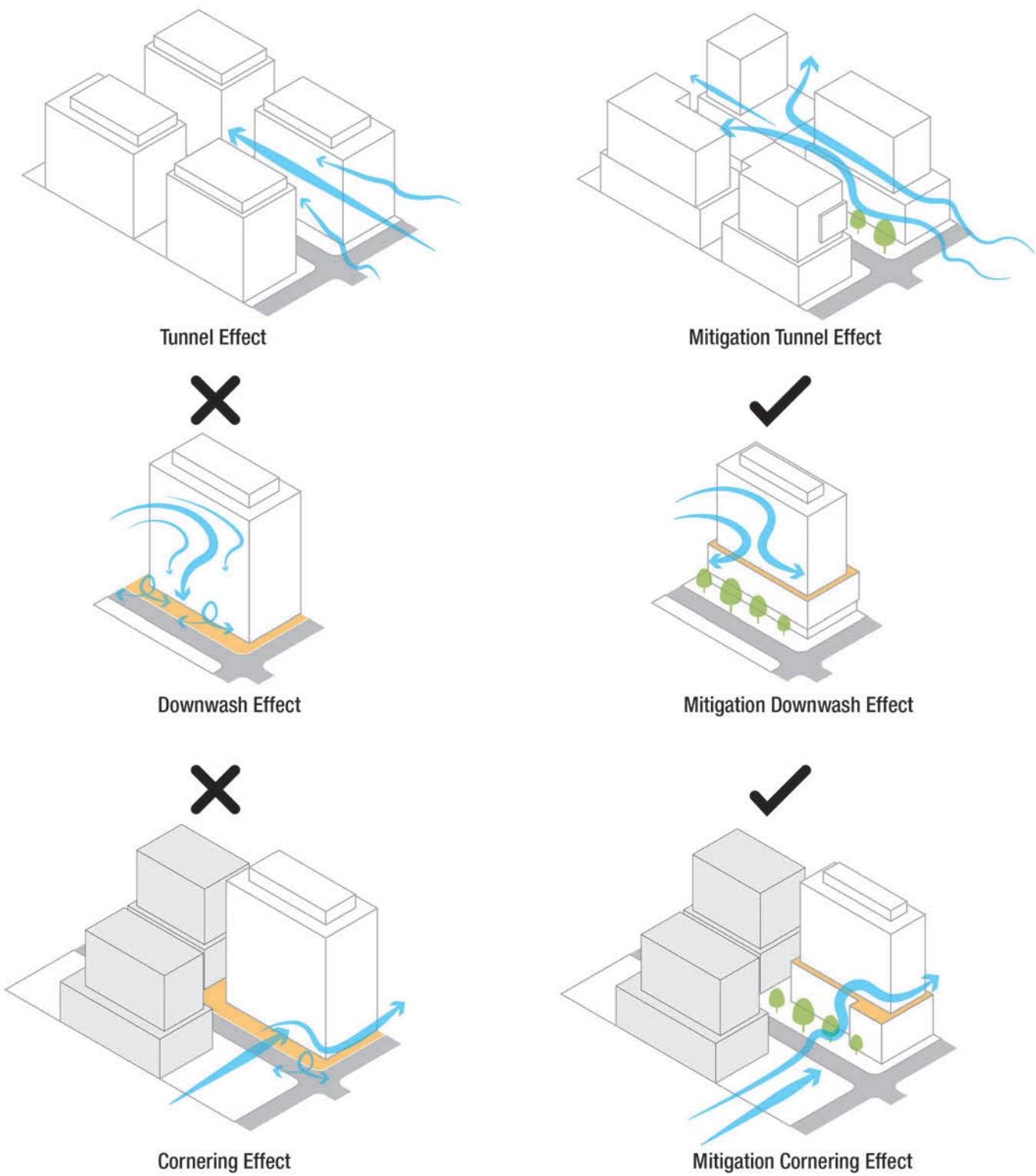
Buildings should be located, oriented and articulated to promote privacy and positive microclimates, compact development, pedestrian friendly environments, and sustainability. Buildings should frame abutting streets, open spaces and amenity areas and have a positive interface with the public realm that enhances the character of Niagara’s communities. New buildings should consider the existing context, maintain proportionate street wall heights, reflect the surrounding character, include

- d. New development adjacent to designated heritage properties should be compatible in design and massing to the identified heritage resources. Compatibility can be achieved with the following considerations:

 - Comparable building or volume height and width ratios.
 - Providing a street wall and base building height that is compatible with the existing heritage resources.
 - Maintaining comparable floor to ceiling heights and fenestration patterns.
- Setbacks and setbacks that create a respectful transition to

Design Guidelines:

- a. Orient buildings and outdoor spaces, to maximize sun exposure and penetration in winter and shade in the summer. Avoid adverse microclimatic effects related to wind.
- b. Incorporate tree planting and outdoor shade structures for weather protection during the warmer months.
- c. Int



Circulation Design Guidelines:

- **Ensure Legibility and Safety:** Complete streets will balance many needs and support multi-modal transportation. Pedestrian and cycling pathways should be designed with clear distinctions between uses, ensuring safety and accessibility.
- **Durable and High**

Driveway Guidelines:

- a. The number and size of curb cuts should be minimized along a block or site to reduce potential conflict points between vehicles, pedestrians, and cyclists.

b. Provide a continuous sidewalk across driveway entrances wherever possible.

c. Driveway widths of low-rise grade related residential forms should be limited to the width of the garage. Where there is no garage, the minimum width should be 3.0m and the maximum width 6.0m. The minimum length of a driveway should be 6.0m within the private realm.
- d. Driveway space located between a house and adjacent road should be limited to the width required for access to a garage or other required parking spaces. Permeable surfaces are encouraged for driveway paving.

e. Corner lots located at the intersection of major and minor roadways should generally have driveway access from the minor road.

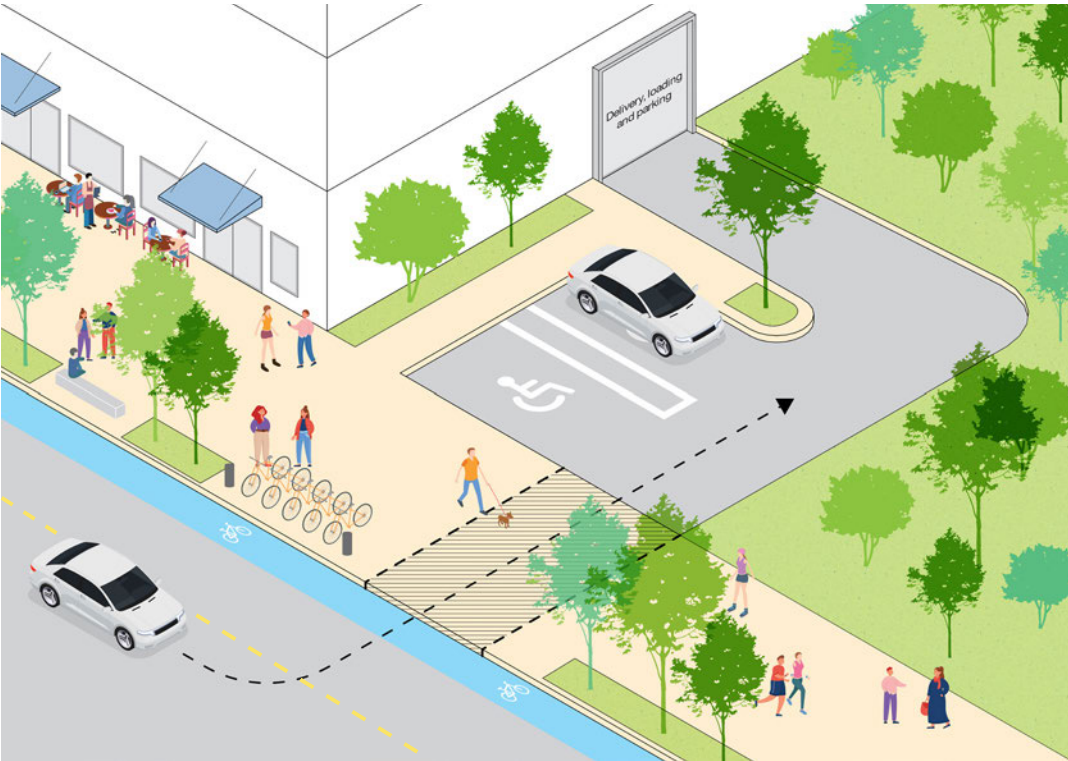


Figure 131: Arrange vehicular circulation, arrival and drop-off zones to prioritize public spaces. Limit the number of driveways that cross sidewalks and preserve pedestrian priority.

- ab. Parking within an above-grade structure should be screened from view at sidewalk level and second storey levels, and the street-level wall should be enhanced by architectural detailing, artwork, landscaping, or similar treatment that will add visual interest and integrate well with the surrounding built form.
- ac. Long term bicycle parking areas may be located in structured parking areas and should be consolidated and located in close proximity to an elevator. Such bicycle parking areas should have safe and direct access and egress routes from the public realm, located

5.13 Servicing, Loading, and Utilities

Servicing, loading and utility areas should be designed to minimize their impact on the public realm and conflict with uses, and should be considered as an integral component of site and building design. This section should be read with Section 5.14 Waste Management.

5.13 Waste Management

Waste management areas are necessary components of any site design. To allow for safe and efficient removal of waste, these service areas need to be functional and easily accessible without disrupting building use or traffic. Their visual impact should be minimized through strategic location, placement, and screening. These guidelines apply to private collection only

6.0 Building Design

6.1 Sustainability and Well-being

6.2 Heritage Building Guidelines

6.3 Low-Rise Building Guidelines

6.4 Mid-Rise Buildings Guidelines

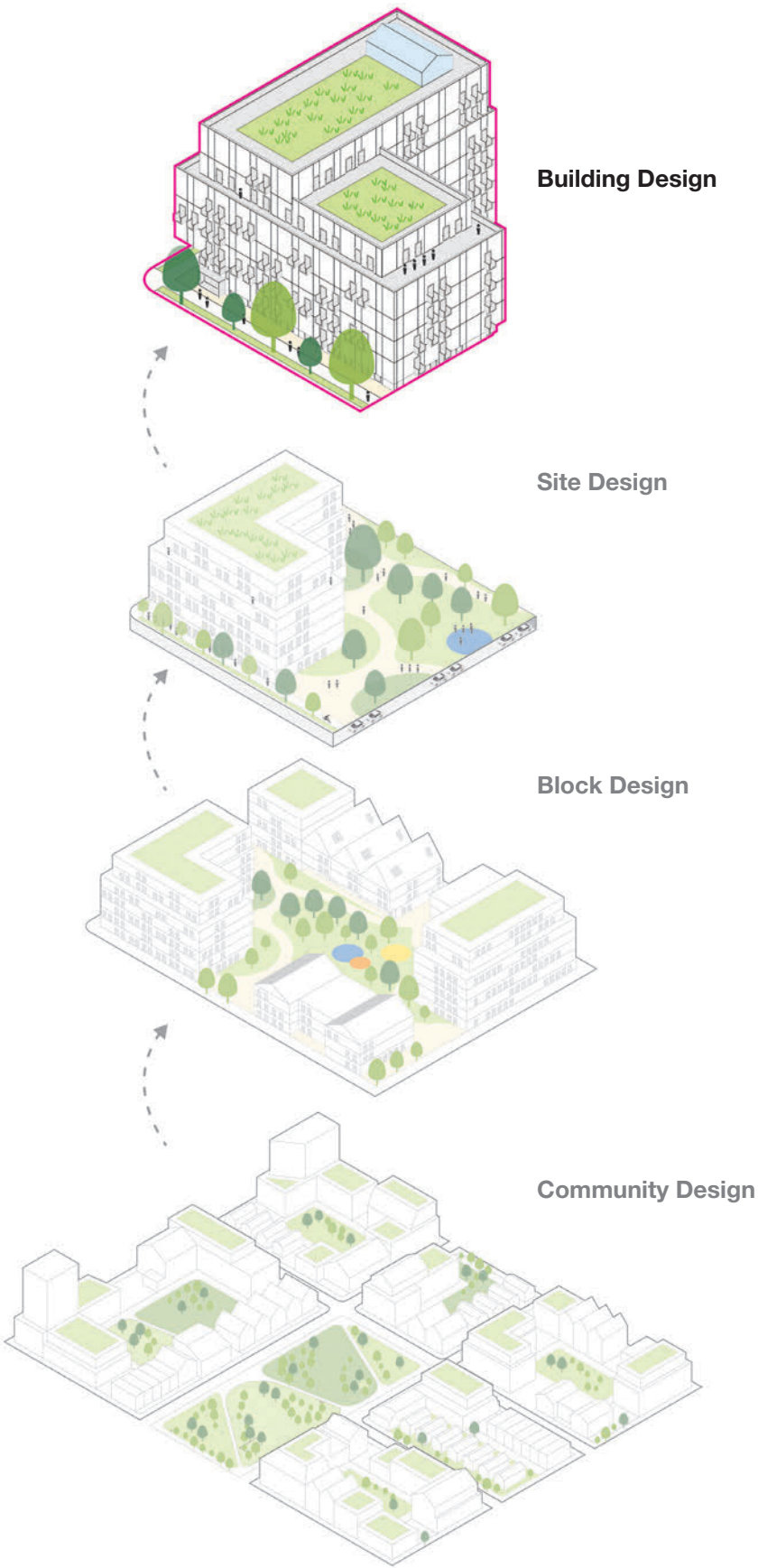
6.5 Tall Buildings Guidelines

The design of buildings can influence the look and feel of neighbourhoods and communities throughout Niagara and contribute to local well-being and prosperity. Buildings should be designed in a sustainable manner that integrates well with the surrounding area. It is a best practice to construct buildings to be flexible, with durable materials, and high quality architectural design. Good design that provides lasting visual value and durability is strongly encouraged in Niagara.

Key elements of high quality buildings include:

- Functional building layouts and space allocations to meet the needs of occupants or building users.
- Natural light, ventilation, acoustics and thermal comfort to promote well-being and enjoyment of building spaces.
- Building components, massing and heights can support transition to lower scale areas.
- Visually appealing proportions, scale, harmony and balance with high quality materiality.

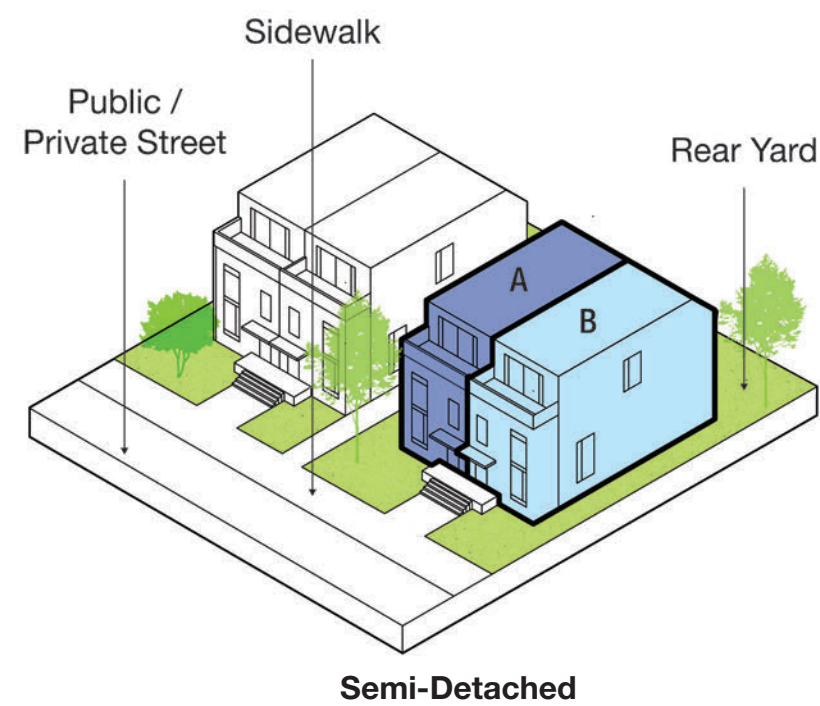
Buildings should be designed to respect the unique character of Niagara’s communities and transition to the surrounding planned area by applying a best practice approach. The following guidelines address common building types.



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- l. Vehicle-related frontages (garage doors, carports, parking spaces, loading docks, and/or loading areas) should be minimized along street edges where possible and located at the rear of the building to enhance walkability along the public-facing façade.
- m. Secondary (side and/or rear) façades should maintain consistency in materials and design to that of the primary façade.
- n. Tripartite building expression (base, middle, and top

Setback Provisions: Single, Semi-detached, Duplex and Townhouse Dwellings	Proposed Standard (metres)
Minimum Front Yard Setback	
• From property line to front face of attached garage;	6.0
• On a lot with a front porch permits porch, steps and rails max. encro	



Setback Guidelines:

- i. Front yard setbacks should generally be within a range of 0 to 4.5 metres. In circumstances where the public right-of-way is narrow, or building forecourts, front gardens or plaza spaces are planned, deeper setbacks for those areas of the building may be considered.
- j. Patios and terraces at grade-level should have barrier free access, enclosure that provides clear site lines into the space, be well-lit and incorporate opportunities for edge planting.
- k. Portions of a mid-rise building may project into the front setback by 2.0 to 2.5 metres where they contain active building uses, such as community facilities, commercial and retail uses, and interior amenity spaces.
- l. Building projections into the front setback may be included up to the first 4 storeys, for a maximum of 50% of the street wall width. The projection can be provided as a single building expression, or within a series of ‘bays’ that express grade level uses, the building form and function and the objective of achieving human scale within the lower building design. A “fine grain” building scale should be achieved at the discretion of the architect, through a variety of façade designs and materials.
- m. Front yard building projections should be balanced with streetscape design and front yard landscape design, to promote usable outdoor space along the building frontage.
- n. Rear setbacks of 7.5 metres are recommended and may include outdoor amenity spaces or laneways as required.



- i. Where a tall building is proposed within an existing streetscape with an established primary street wall height, a base building should be incorporated into the design which reinforces the existing primary street wall with a similar setback and height. Above the primary street wall, a minimum 2.5-metre-deep step-back should occur.

j. Tower floor plates above a base building should be limited to a maximum of 750 square metres to mitigate the perceived mass of the upper building, reduce shadow impacts on adjacent lands and to maximize sunlight access and sky views between adjacent tall buildings.

k. In specific cases, floor plates for tall building floor plates can be increased up to 850 square metres where it can be demonstrated that the site size and location, architectural design and other design measures successfully mitigate impacts described in guideline (g) above.

l. Tall buildings within waterfront development areas are recommended to retain slender tower floor plates of 750 metres or less, and to increase minimum separation distances between adjacent towers to 30 metres.
- m. Tall building tower elements should be located and oriented to maximize sky views and to allow appropriate privacy and dynamic skylines by providing:
 - Minimum separation distances of 25 metres between all tower elements.
 - Minimum side and rear setbacks of 12.5 metres from the associated property line or from the centre line of a rear laneway.
 - Building heights that respond to the existing and planned context, including consideration of shadow effects.

n. Where tower elements are integrated into a base building podium, the base building podium should have a height between 2 and 4 storeys. Any podium taller than 4 storeys should be no taller than 6 storeys where the building design demonstrates massing and architectural design that integrates well with the site and local context.

o. Protruding balconies are recommended to provide private amenity space and passive shading for southwest facing units.

p. Ground floor awnings are recommended to provide protection from inclement weather.

7.0 Building Types

- 7.1 Commercial Buildings
- 7.2 Multi-Unit Residential Buildings
- 7.3 Affordable/ Attainable Residential Units
- 7.4 Mixed-Use Buildings
- 7.5 Community Facilities and Amenities
- 7.6 Employment Buildings



Mixing a range of uses within buildings, and across sites, and blocks contributes to the creation of vibrant and complete communities and neighbourhoods within the Region of Niagara. A mix of uses creates vibrant and diverse economies that are resilient to change and encouraging of growth. Building uses should ensure compatibility with adjacent and surrounding uses through key considerations for site and building design.

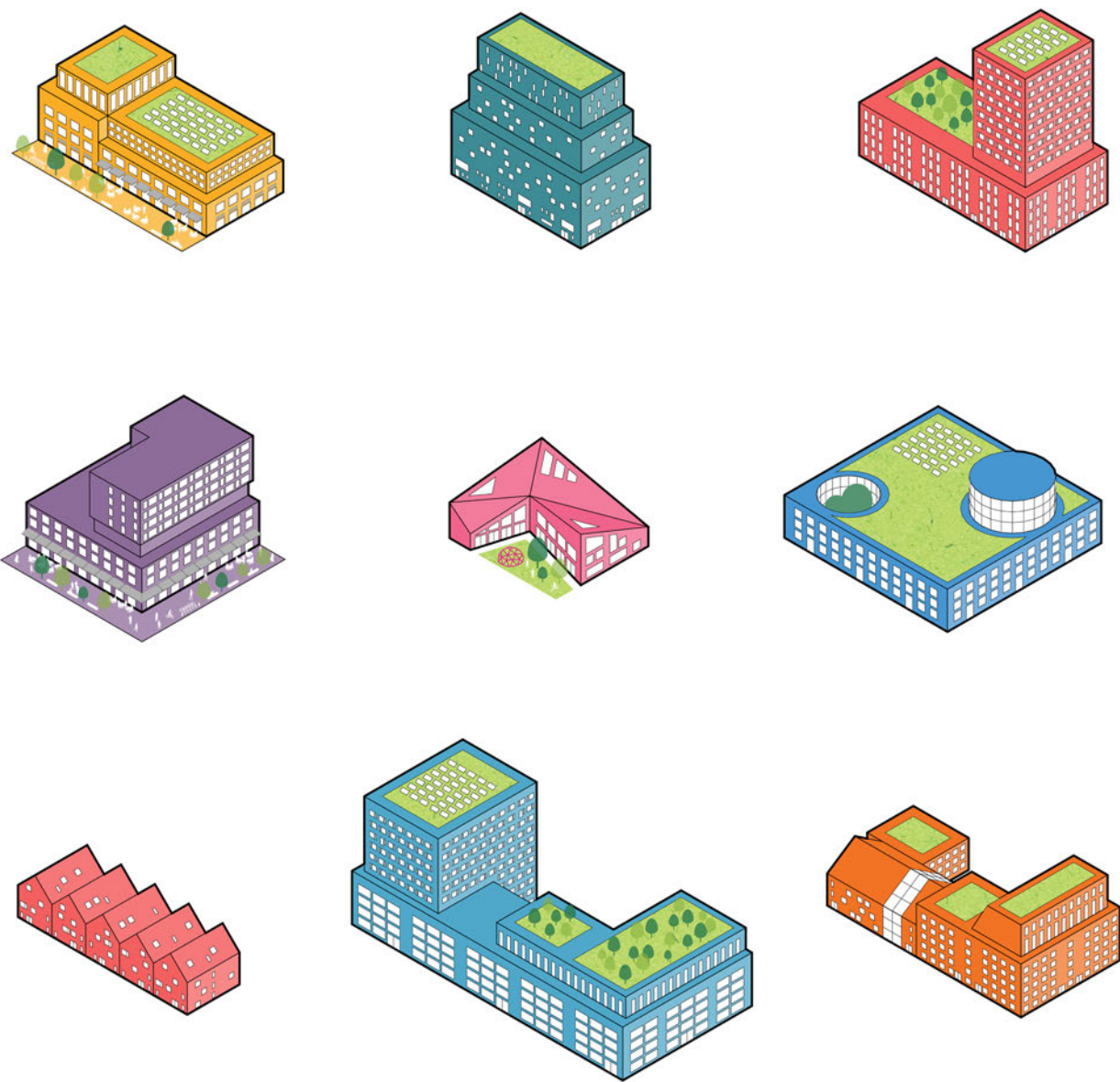


Figure 188: Building type matrix

- o. Small areas of visitor parking, accessible parking spaces, and pick up/drop off areas may be permitted at the front of the building in employment areas. These areas should be buffered from the street through landscaping design.
- p. Shared driveways are encouraged to reduce the number of curb cuts along the public right-of way.
- q. Employment buildings within employment areas should provide common outdoor amenity spaces located away from areas of high noise and odour. Rooftop amenities or at-grade amenity spaces are encouraged.



Figure 208: Architectural screening and buffering can assist in buffering employment buildings from the public realm.

Transition Guidelines:

- r. Employment areas facing residential areas should be a maximum of 3-storeys and compatible in mass and form to the residential built form.
- s. Employment buildings should transition appropriately to sensitive uses through design measures to minimize impacts of noise and odour. Stepbacks, setbacks, landscape treatments and architectural screening elements are encouraged.
- t. Landscape buffers and bioswales should contribute to onsite stormwater management and will provide a transition to adjacent uses.
- u. Minimum building setback lines should be no less than 3.0m and no greater than 12.0m to define a more urban street edge.
- v. Buildings should face the public street with well considered elevations facing on to courtyards and walkways.
- w. Active at-grade building uses with at least 60% glazing should be located along public walkways to reinforce a sense of animation and safety.
- x. Transitional building zones including uses such as retail, cafés, etc. should be incorporated to help connect public activity with the building, street and open spaces.

Relevant Policies:

- Niagara Region Official Plan (2.1, 4.2, 4.5)

8.0 Glossary of Terms



- **Animation:** A quality of the built environment supporting activity within the public realm, often supported by architectural expression, accessibility, and supportive facilities and amenities.
- **Angular Plane:** A conceptual plane rising over a lot, drawn at a specific angle from the horizontal, which helps to shape the maximum bulk and height of buildings to ensure adequate access to privacy, sun, and sky views.
- **Backlotting:** Buildings which present rear yards or back-of-house functions to high-order roadways such as arterial or collector roads.
- **Barrier-Free Design:** Building and site design which is accessible to all people, regardless of age and abilities.
- **Bay:** A vertical division of a façade marked by column spacing, fenestration, or architectural articulation.
- **Boulevard:** A boulevard is the area of the street between the building face or the front property line, and the edge of the curb.
- **Buffer:** Land which separates two land uses or properties, typically developed as a landscaped area.
- **Compatibility:** Characteristics of buildings, including scale, height, materials, and landscaping, which allow buildings to be complementary in design with the existing area but does not require them to look exactly the same.
- **Complete Streets:** Streets which accommodate multiple modes of transportation, people of all ages and abilities, and supports adjacent and often mixed land uses.
- **Curbless Street:** Also known as tabletop streets, curbless streets mix vehicle and pedestrian traffic without elevated sidewalks, promoting flexibility and traffic calming.
- **Cycling Facility:** Cycling infrastructure, inclusive of a cycling path or cycle tracks.
- **Facade:** The exterior wall of a building that faces public view, usually referring to the front wall.
- **Landmarks:** Buildings, structures or spaces that provide a sense of location to the observer within the area, such as that created by a significant natural feature or by an architectural form which is culturally significant or distinctive relative to its surrounding context.
- **Low Impact Development (LID):** A design approach to manage stormwater runoff and promote green infrastructure. LID techniques promote increased evapotranspiration, infiltration, and groundwater recharge and also lower surface runoff volumes and flow rates.
- **Mass:** Length, height, and depth which

Model Urban Design Guidelines

Niagara  Region

BrookMcIlroy/

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