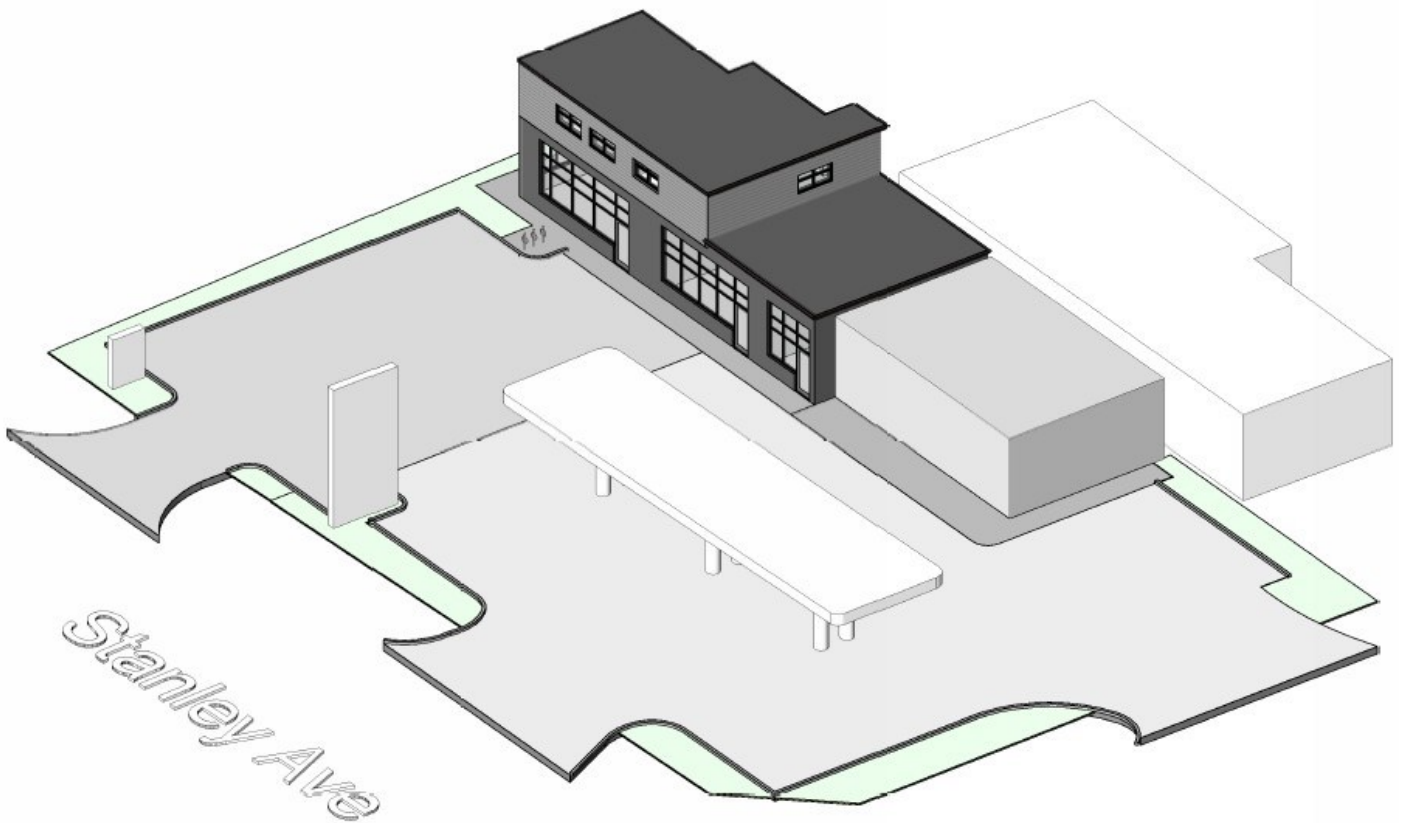


UEM PROJECT NO.: 24-210
DATE: FEBRUARY 12, 2026

URBAN DESIGN BRIEF PREPARED FOR:

2742556 ONTARIO LTD
NIAGARA FALLS, ON

URBAN DESIGN BRIEF OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT 5190 & 5204 STANLEY AVENUE, NIAGARA FALLS



UEM

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1.0 – Introduction

This Urban Design Brief has been prepared by Urban & Environmental Management Inc. (UEM) on behalf of the applicant, 2742556 Ontario Ltd.

The applications (Official Plan amendment and Zoning Bylaw amendment) propose to maintain the existing convenience store (single storey) and gasoline bar at 5204 Stanley Avenue while expanding the footprint of the commercial building (convenience store) into the currently vacant lot at 5190 Stanley Avenue. The new commercial building proposed at 5190 Stanley Avenue will include 3 commercial units at grade and 2 residential apartments on the second floor and involves expansion of the existing surface parking lot from 5204 Stanley Avenue into 5190 Stanley Avenue.

Access to each of the 3 new commercial units will be separate, at ground level, and will face the new surface parking area and the Stanley Avenue right-of-way. Access to the second-storey apartments is proposed through the use of distinct staircases accessed from the north side (rear yard) and east side (interior side yard) of the proposed building.

This Urban Design Brief has been prepared to provide a design overview and rationale for the proposed development in accordance with the applicable urban design policies of the City's Official Plan and the City's Terms of Reference for Urban Design Briefs. This Brief was prepared in conjunction with the project's architectural firm Raimondo and Associates Architects Inc., who provided information regarding the Site Plan (**Appendix A**) and Elevation Drawings (**Appendix B**).

2.0 – Vision & Principles

The Official Plan Amendment and Zoning By-law Amendment applications propose to retain an existing convenience store and gasoline bar on 5204 Stanley Avenue and expand the building footprint of the convenience store into the currently vacant lot at 5190 Stanley Avenue through the construction of a 2-storey mixed-use building.

The proposed development seeks to intensify the commercial and residential density of underutilized lands within the delineated built-up area of Niagara Falls while leveraging existing site characteristics and amenities, minimizing negative externalities on neighbouring properties, meeting the City's parking requirements, optimizing vehicular circulation within the site, all while maximizing the safety and comfort of the pedestrian experience within that context.

3.0 – Policy Context and Site Analysis

3.1 – Policy Analysis

The broad structure of this Urban Design Brief is based on the City of Niagara Falls Urban Design Brief Terms of Reference, which is a document that was referenced under the Urban Design and Landscape Architect comments in the pre-consultation checklist issued during a pre-consultation meeting that was held on March 6, 2025. The Terms of Reference is divided into sections (Vision and Principles, Policy Context & Site Analysis, & Design Considerations), lists an independent set of urban design considerations, and this Brief addresses these considerations accordingly.

Section 2 of the City of Niagara Falls Urban Design Brief Terms of Reference corresponds to **Section 3.1** in this Urban Design Brief. This section requires the proponent to provide a summary of relevant policy documents and issue a response regarding how the proposed development accounts for, and implements, the policies established in:

- Official Plan documents
- Relevant Secondary Plan Policy and/or Guidelines for specific areas
- Applicable Urban Design Guidelines

The Official Plan documents relevant to this urban design policy analysis are the following:

- Niagara Official Plan – Marking Our Mark (May 2024 Consolidation) (see **Section 3.1.1**)
- City of Niagara Falls Official Plan (January 2024 Consolidation) (**Section 3.1.2**)

The subject site is not located in a Secondary Plan policy area or in a part of the City where area-specific urban design guidelines are applicable. Part 3, Section 5, Policy 5.1 of the City of Niagara Falls Official Plan states the following:

The City may prepare urban design plans or neighbourhood plans to implement the Urban Design Policies on specific areas. In the absence of such plans, reference should be made to Niagara Region’s Model Urban Design Guidelines.

Therefore, the urban design analysis will include reviewing the proposed development in relation to Niagara Region’s Model Urban Design Guidelines. For clarity, responses to the policies in this document will be grouped in a subsection under Niagara Region Policies (**Section 3.1.1**).

Many policies are not applicable and therefore excluded from the table.

3.1.1 – Niagara Region Policies

The two Niagara Region policy documents that were considered in the urban design policy analysis for the proposed development were the following:

- The Niagara Official Plan – Marking Our Mark (May 2024 Consolidation), specifically Section 6.2.1 (Excellence in Urban Design).
- Niagara Region Model Urban Design Guidelines (July 2025 Consolidation)

3.1.1.1 – Niagara Official Plan

The proposed development broadly aligns with the policies of the Niagara Official Plan, as outlined in Section 4.2.1 of the Planning Justification Report.

Most applicable urban design policies are referenced in in Section 6.2.1 (Excellence in Urban Design) of the Official Plan, with the exception of Section 2.3.1.5 (Housing). All relevant Niagara Official Plan policies related to Urban Design are addressed in *Table 1* below.

Table 1 - Review of Niagara Official Plan

Policy Section	Policy Section	Response
2.3.1.5	New residential development and residential intensification should incorporate universal design standards to meet housing needs at all stages of life.	Universal design standards are not required for the residential portion of the proposed development for the following reasons: <ul style="list-style-type: none"> • The building is less than 3 storeys in height. • The total building area is less than 600m². • No portion of the building contains specific occupancies requiring accessibility provisions.

Policy Section	Policy Section	Response
6.2.1.1	Excellence and innovation shall be promoted in architecture, landscape architecture, site planning, streetscape design, and overall community design to ensure built environments are attractive, walkable, accessible, diverse, and functional.	<p>Attractive landscape and building architecture will be utilized for the proposed development. The exterior materials of proposed mixed-use building will consist of grey brick cladding for the ground floor commercial units and grey horizontal metal siding for the residential units on the second floor.</p> <p>The provision of a single accessible parking space will also ensure the environment is accessible.</p>
6.2.1.5	The public realm shall be enhanced through urban design and improvements, and investment that contributes to safe, attractive complete streets and desirable communities.	The public realm will be enhanced through investment resulting in the redevelopment of a vacant lot. The street will be made more complete and community more desirable through the addition of new commercial spaces fronting onto a Regional arterial road (Stanley Avenue). A landscaping buffer will be proposed at the site plan approval stage, separating pedestrians from the adjacent surface parking lot, resulting in a safer and more attractive streetscape.
6.2.1.7	Sustainable design principles shall be applied to the public realm, infrastructure, public service facilities, development and streets.	The use of existing municipal infrastructure and the provision of active transportation facilities, such as short-term bicycle parking, contributes to the sustainable design of the proposed development. Additionally, LED lighting and energy-efficient HVAC systems are being incorporated into the proposed mixed-use building.
6.2.1.10	The inclusion of public art into the design of major development, streetscapes, and public spaces will be encouraged.	The proposed development is minor in nature and therefore no public art is being proposed.

3.1.1.2 – Niagara Region’s Model Urban Design Guidelines

The following table outlines the proponent response to policies regarding site design and mixed-use buildings found in Niagara Region’s Model Urban Design Guidelines:

Table 2 – Review of Niagara Region Model Urban Design Guidelines

Policy Section and Category	How the policy will be addressed
<p>5.1 Sustainability and Well-Being</p>	<p>The connection to surrounding street networks, trail systems, and pathways is safe, accessible, and walkable for pedestrians, as sidewalks exist on both Stanley Avenue and McRae Street. A pedestrian walkway currently exists in front of the existing convenience store and will be extended further north, in front of the proposed mixed-use building. Moderate glazing will be provided along the windows of ground floor commercial units in the form of low-emissions, argon gas filled thermal units.</p> <p>The proposed mixed-use building will minimize energy consumption through the use of LED lighting and energy-efficient HVAC systems. Further to this, the ecological footprint of the building will be reduced through the inclusion of short-term bicycle parking.</p> <p>Details regarding stormwater management and low-impact development techniques are described in the Functional Servicing Report and associated Stormwater Management Report included in the Official Plan Amendment and Zoning By-law Amendment application. Furthermore, as it relates to sustainability and well-being, more detail on landscaping will be described in the landscape plan submitted at Site Plan Approval stage.</p>

Policy Section and Category	How the policy will be addressed
<p>5.2 Infill Development</p>	<p>The proposed mixed-use building on 5190 Stanley Avenue is an extension of the existing commercial footprint (convenience store). The proposed mixed-use building will reference the convenience store volumetrically in terms of building depth and interior side yard setbacks, notwithstanding the larger interior side yard setback on the northern portion of the site (currently 5190 Stanley Avenue), wherein the lot shape will be irregular upon consolidation. For this reason, as well as the City’s minimum parking requirements and accommodation of the existing gasoline bar, a continuous street wall fronting directly onto the sidewalk with minimal setbacks cannot be accommodated, but instead a street wall of commercial uses will be set back significantly from the road right-of-way.</p> <p>For the reasons described above, surface parking cannot be accommodated along the rear yard or interior side yards of the existing and proposed buildings. Landscaping strips along Stanley Avenue will minimize the view of the parking area from the road to some degree.</p> <p>The Minor Commercial area (5233 Stanley Avenue) the subject area is adjacent to contains a large surface parking area and substantial building setbacks. The proposed development is consistent with the existing streetscape.</p> <p>The front entrances of the proposed mixed-use building will have commercial units facing Stanley Avenue. Exterior materials will complement those of the convenience store, being comprised of brick cladding on the commercial ground floor and horizontal metal siding for the residential portion above.</p>
<p>5.3 Building location and orientation</p>	<p>Due to the Policy 5.2(d) requirement in the Niagara Region Model Urban Design Guidelines that building additions reference the building to which they are being added, volumetrically, and through the accommodation of the existing gasoline bar, it is not possible to enclose the required parking spaces within the building envelope or within the rear or side of the buildings, away from public view.</p>
<p>5.4 Landscaping</p>	<p>Detailed landscape plans will be provided Site Plan Approval stage, addressing the policies in this section.</p>

Policy Section and Category	How the policy will be addressed
5.6 Outdoor Amenity Spaces	Due to the small nature of the site and need to meet the City’s minimum parking, setback, and landscaping requirements, no outdoor amenity space is included in the proposed development.
5.7 Micro- Climate, Sunlight, Views and Privacy	<p>The site’s location on the southwest corner of a block will allow ample sunlight over the parking lot and into the front windows of existing and proposed buildings throughout the afternoon and evening (in the summer) hours. For the commercial units, a moderate amount of glazing will be utilized in the form of low-emissions, argon gas filled units, which will mitigate the impact of the sun somewhat.</p> <p>The rear of the existing and proposed buildings is comprised of blank walls, which creates windbreaks and a sense of privacy, but also a more shaded environment. Direct morning sun will be limited for all commercial and residential units and will instead be oriented towards the parking lot and sidewalks.</p> <p>In front of the existing and proposed buildings, the site will be exposed to prevailing winds from the west. The risk of falling snow and ice will be mitigated by the flat nature of the existing and proposed roofs.</p> <p>Proposed landscaping adjacent to the road rights-of-way will have some mitigating impact in cooling the microclimate of the parking lot in the early afternoon and evening as existing and new trees mature. Minor shade impacts over the Stanley Avenue sidewalk will occur in the morning due to existing and future trees as they mature.</p>
5.8 Private- Owned Publicly Accessible Spaces	Due to the small nature of the site, no private-owned publicly accessible spaces are being included as part of the proposed development.
5.9 Pedestrian and Cycling Connections and Site Furnishings	The proposed development includes short-term bicycle parking in front of the northmost commercial unit proposed and a pedestrian walkway connects the main entrances of all existing and proposed commercial spaces, as well as the two (2) residential apartment dwellings.

Policy Section and Category	How the policy will be addressed
<p>5.10 Driveways and Parking</p>	<p>Although Policy 5.10(e) encourages driveway accesses to locate off the minor road (i.e. McRae Street) where intersecting a major road (i.e. Stanley Avenue), the site already has an existing access off of Stanley Avenue to access the convenience store and gasoline bar. However, a second access off Stanley Avenue is being proposed off Stanley Avenue to service the additional parking area, enhancing servicing and traffic flows within the site by preventing vehicular conflicts with customers filling up at the gasoline bar, which represents a safety hazard. A continuous sidewalk is also proposed across all driveway entrances.</p> <p>No parking isle on the site exceeds 30 contiguous spaces in length and all spaces on the north side of the subject lands are oriented perpendicular to the primary commercial entrances of the proposed mixed-use building. An accessible parking space will be located at the nearest point to entrances of the commercial units within the proposed mixed-use building and separated from adjacent parking stalls with a 1.5-metre-wide elevated platform. The accessible parking stall will be identified by signage and located directly adjacent to a walkway connected to the doors of all commercial and residential units in the proposed building.</p> <p>Landscape buffers are proposed to frame the surface parking lots. A Landscape Plan will be submitted at the Site Plan Approval stage providing more detail regarding the vegetation types to be used, spacing of trees, and the screening of both storage and utility areas.</p> <p>Due to the small nature of the site, no landscaped islands are proposed to separate the parking spaces on the north side of the subject lands from the fire access route or the neighbouring paved area associated with the gasoline bar.</p>
<p>5.11 Site Lighting</p>	<p>Detailed information on lighting will be submitted at the Site Plan Approval stage.</p>

Policy Section and Category	How the policy will be addressed
<p>5.12 Servicing, Loading, and Utilities</p>	<p>Per Section 4.20.1 of the City of Niagara Falls Zoning By-law, the proposed development requires a single loading space due to the gross commercial floor area proposed for the site. The loading space will be situated immediately south of the existing convenience store, partially screened from Stanley Avenue by landscaping. From McRae Street, the loading space will be located behind two (2) regular parking spaces, which will provide partial screening when other vehicles are parked.</p> <p>The connected walkway between the existing convenience store and proposed mixed-use building encourages user safety. From a site circulation perspective, commercial vehicles can turn into the loading space by driving north off McRae Street along the fire access route, reversing towards one of the southwest parking spaces, and pulling forward into the loading space when congestion at the gasoline bar is not prohibitive.</p> <p>Site circulation provides an efficient route for the filling of existing underground tanks at the existing gasoline bar. Additionally, trucks will not be required to reverse or maneuver on public streets, per the fire access route illustrated in the Site Plan (Appendix A).</p>
<p>5.13 Waste Management</p>	<p>The location of the waste receptacles, on the landscaping strip immediately south of the existing convenience store, minimizes disruption to regular vehicle and pedestrian access. Waste management vehicles are proposed to enter through the driveway off McRae Street, pull forward slightly underneath the canopy of the existing gasoline bar, and reverse into the space (the loading space) where the waste management receptacles are proposed when no delivery vehicles are present. The waste management vehicle will wait until there is a break in queued traffic at the gas pumps before making this maneuver.</p>

Policy Section and Category	How the policy will be addressed
7.4 Mixed-Use Buildings	<p>The proposed mixed-use building meets the minimum building height of two storeys to promote compact development, and the ground floor is comprised of commercial units with individual entrances fronting onto a pedestrian walkway.</p> <p>The ground floor has a proposed height of 4.42 metres, which is sufficient for the low-rise form of the building, and doorways are proposed to swing out over the walkway located between the building and the proposed surface parking lot on 5190 Stanley Avenue.</p> <p>No street wall edge is proposed for the building due to the Policy 5.2(d) requirement in the Niagara Region Model Urban Design Guidelines that building additions reference the building to which they are being added, volumetrically. The proposal will retain the existing convenience store in its current location, and the proposed mixed-use building will act as an expansion of the existing commercial footprint, although the building is set significantly back from the Stanley Avenue right-of-way. This absence of a street wall edge is also necessary to accommodate the City’s minimum parking requirements, retain the existing gasoline bar, and ensure efficient servicing and traffic flow for the site.</p> <p>Bicycle facilities consist of short-term bicycle parking in front of the northmost commercial unit proposed, as indicated in the Site Plan (Appendix A).</p>

3.1.2 – Niagara Falls Official Plan

In general, the City of Niagara Falls Official Plan supports intensification, compact and efficient land use patterns, the provision of a mix of land uses, and a mix of residential housing options, including apartments. The Official Plan also contains established targets for the provision of affordable housing.

The subject lands are proposed to be re-designated as Minor Commercial under the City’s Official Plan Schedule A (Future Land Use).

3.1.2.1 – Minor Commercial Land Use Designation

The Minor Commercial Land Use designation encourages the introduction or expansion of residential uses to create the mixed-use areas, which the proposed development would be.



The proposed building is being oriented toward Stanley Avenue in the form of a plaza with multiple commercial and residential units.

Consolidation of properties and the enlargement of continuous, cohesive commercial districts is encouraged, as is being proposed. This proposed consolidation will result in Stanley Avenue, an arterial road, having the largest frontage.

The 2-storey height of the proposed mixed-use building on 5190 Stanley Avenue is compatible with the adjacent 1 and 2-storey heights (excluding basements) of the adjacent residential dwellings and the commercial plaza at 5233 Stanley Avenue.

Existing and proposed fencing will be situated along the north and east sides of the site, as well as a landscaping buffer in the rear yard (north side) of the property. This will visually shield the existing and proposed buildings from the adjacent low-rise residential neighbourhoods and buffer noise, light, and dust. Existing and proposed landscaping will be employed along Stanley Avenue to compensate for the large, paved areas required for on-site vehicular movements associated with the gasoline bar and the required parking spaces associated with the proposed commercial and residential units.

3.1.2.2 – Urban Design Strategy

Table 3 outlines the proponent response to the City of Niagara Falls Urban Design Strategy, found in Part 3, Section 5 of the City of Niagara Falls Official Plan. Only those policies applicable to the proposed development were addressed. Reasons for not addressing individual policies include the following:

- The proposed development is a small mixed-use building. No underground parking or parking structures are being proposed.
- The policy, related to design elements within the road right-of-way, is tailored towards a subdivision that includes new roads. Design considerations within an existing road right-of-way are the City's responsibility to address.
- The site is not located within a Secondary Plan, Community or Neighbourhood Plan, or Community Improvement Plan area.
- The site is small and no public use area is being proposed.
- No natural heritage features are located nearby and therefore an adjacent landscaping buffer is not applicable.
- The site is not located downtown, within the Drummondville district, or within any of the City of Niagara Falls sign districts.

Table 3 – Review of City of Niagara Falls Urban Design Strategy

Policy Section	Policy	Response
5.1	New development, redevelopment and public works projects shall utilize building, streetscaping and landscaping designs to improve the built and social environment of the City and to enhance quality of life. Development should integrate and be compatible with the surrounding area including natural and cultural heritage features.	Refer to <i>Table 2, Niagara Region Model Urban Design Guidelines</i> , and how Policy 5.1 was addressed with respect to the pedestrian experience and landscaping buffers.
5.1.1	The design of new development and redevelopment shall specifically address height, setbacks, massing, siting and architecture of existing buildings in order to provide a compatible relationship with development in an area.	The proposed redevelopment of the property will result in a two-storey building that will be compatible with low-rise residential land uses on adjacent properties in terms of height and massing. Setbacks greater than the existing gas station and convenience store will be utilized for the mixed-use extension of the commercial footprint from 5204 Stanley Avenue into 5190 Stanley Avenue.
5.1.2	Development shall be designed and oriented to the pedestrian. As such, buildings shall be set as close to the street as possible. Moreover, where development includes multiple buildings, the buildings should be deployed in such a manner that allows pedestrians to move between buildings with a minimum of interference from vehicular traffic. To this end, designated walkways through parking areas and to other buildings are to be provided.	Refer to <i>Table 2, Niagara Region Model Urban Design Guidelines</i> , and how Policies 5.2, 5.3, and 5.9 were addressed with respect to building placement and street walls, pedestrian walkways, and the minimization of conflicts with respect to vehicular traffic.

Policy Section	Policy	Response
5.1.3	Development and redevelopment shall be designed to minimize microclimatic impacts on adjacent lands. Mitigation measures may be secured through provisions of a site-specific zoning by-law, conditions of a minor variance, or within the terms of an agreement pursuant to sections 37 or 41 of the Planning Act.	The proposed two-storey building will be compatible with low-rise residential land uses on adjacent properties in terms of height and massing and will be sufficiently set back to minimize shadow impacts and therefore microclimatic impacts on adjacent lands.
5.1.4	In prominent landmark locations such as gateway entrances to the City or along important roadway corridors, special attention to high quality design and landscaping shall be encouraged. Furthermore, new development and redevelopment should be designed and sited to minimize the obstruction of scenic views and vistas.	The proposed two-storey building will not impact any scenic views or vistas, and the site location is not within a prominent gateway entrance to the city. However, Stanley Avenue is an arterial road and McRae Street is a collector road. A high-quality design will be used for the proposed building and landscaping will be utilized along the boundaries of the future consolidated property.
5.1.5	Parking areas are to be minimized within the front yard of development sites. Parking shall primarily be located in the rear or side yards of development sites with sufficient landscaping utilized to create an effective buffer to abutting lands.	Refer to <i>Table 2, Niagara Region Model Urban Design Guidelines</i> , and how Policies 5.2 and 5.3 were addressed with respect to the placement of required parking stalls.
5.1.7	The number of access points onto arterial roads shall be minimized. Linked parking and driveway areas shall be encouraged. Access points shall be oriented toward major roadways.	Refer to <i>Table 2, Niagara Region Model Urban Design Guidelines</i> , and how Policy 5.10 was addressed with respect to the placement of required parking stalls.

Policy Section	Policy	Response
5.3	<p>Landscaping and open space amenity areas can provide an opportunity to enhance the visual image of properties along the streetscape and should be incorporated in development projects to complement boulevard plantings. Landscaping can soften dominant building mass, screen noise and visual intrusion, shield against excessive wind and sun and provide various environmental benefits.</p>	<p>Landscaping is proposed along the perimeter of the consolidated property. A landscape plan will be submitted at site plan approval stage, where details such as boulevard tree plantings will be decided on.</p> <p>The proposed development is small-scale (2-storey) and involves an addition to an existing building, therefore minimizing the extent of visual screening required.</p> <p>Refer to <i>Table 2, Niagara Region Model Urban Design Guidelines</i>, and how Policy 5.7 was addressed with respect to screening noise, visual intrusions, and dealing with microclimatic impacts.</p>
5.3.2	<p>Low maintenance forms of landscaping shall be encouraged, where possible, with the responsibility for maintenance to be placed on the landowner.</p>	<p>Low maintenance forms of landscaping will be utilized, and the responsibility of maintenance will be placed on the landowner. Greater detail will be provided at Site Plan Approval stage.</p>
5.3.3	<p>The size and extent of new plantings shall be appropriate for the mass and size of the building and surrounding area. Suitable tree types and plant species shall be selected having regard for their purpose, appearance and resilience to conditions of the urban environment.</p>	<p>Native tree species will be utilized on the site that are appropriate for the surrounding urban environment and included in the City's approved tree list.</p> <p>Details regarding tree and plant species will be demonstrated on a landscape plan at submitted at Site Plan Approval stage.</p>

Policy Section	Policy	Response
5.3.5	The City shall encourage the preservation and the incorporation of existing trees, vegetation, green areas and topography into the design and landscaping plans of proposed developments. Tree Preservation Plans may be required prior to any site alteration in compliance with PART 2, Section 11.	<p>As a result of the tree assessment undertaken by Summit Professional Consulting Arborists on December 16, 2025, a single tree is recommended for removal. Tree protection zones are recommended for one (1) tree on the subject property and seven (7) trees located on neighbouring properties. See the Arborist Report and Tree Protection Plan (Appendix C) submitted with this application for more detailed information.</p> <p>Details regarding the preservation and incorporation of existing trees, vegetation, green areas and topography will also be reflected in a landscape plan to be submitted at the site plan approval stage.</p>
5.3.6	Minor variances to zoning provisions and flexibility in site planning may be considered within the urban boundary in order to accommodate building orientation, landscaping designs, lot coverage and other site or building characteristics to provide for increased energy efficiency.	Per Section 4.5 of the Planning Justification Report, several variances to zoning provisions are proposed. These are proposed in order to accommodate building orientation (continuity with the existing convenience store), meet the City's minimum parking requirements under Section 4.19.1 of the Zoning By-law, and provide for increased energy efficiency.
5.4	Parking areas should be designed efficiently to minimize the extent of pavement and provide the opportunity for additional landscaping.	The proposed development meets the City's minimum parking requirements and sufficient landscaping is provided on the property. Alternative layouts were explored, and the proposed design was deemed most efficient.

Policy Section	Policy	Response
5.4.1	Green space and landscaping shall be interspersed throughout the parking area but not affect it's functioning and safety.	The size of the surface parking area is minimal and just meets the City's requirements for the proposed development. The proposed landscaping will surround the parking area since there is no room to place the landscaping in between.
5.4.2	Traffic islands, paving materials, landscaping and lighting should be used to clearly distinguish between vehicle areas and pedestrian routes to provide safety and amenity.	The size of the surface parking area is minimal and just meets the City's requirements for the proposed development. Traffic islands are unnecessary for the size of the lot and pedestrians are not required to walk through a parking area that is either large or accommodating of high-speed traffic.
5.5	Signs within the City are regulated by comprehensive sign by-law. The by-law implements the following amenity and design principles:	
5.5.2	Proposed signs should be designed so as not to compete for visual attention and airspace with streetscape elements, existing signage and buildings.	<p>Per the development's Site Plan (Appendix A), two (2) signs are proposed off the Stanley Avenue right-of-way, on each side of the northmost access.</p> <p>The existing first party sign for the convenience store and gasoline bar will be located between the two Stanley Avenue access points, shifted slightly south of its current position. A new directory sign, shorter than the first-party sign, will be added between the northmost access point and the rear lot line, describing the property address and listing all commercial tenants.</p>

Policy Section	Policy	Response
5.5.3	Signs are a part of the streetscape and are to be designed to complement the built form and character of the surrounding area. Signs are not to be intrusive nor add to visual clutter. Separation distance between signs and residential uses are not impacted negatively.	The proposed first-party sign and directory sign be separated by the northernmost access to Stanley Avenue, resulting in separation and preventing clutter.
5.5.4	Signs should be designed to integrate with building architecture and the development in general.	The proposed first-party sign and directory sign will be integrated within the development and complement the building architecture.
5.5.5	Electronic signage should be carefully sited. Due to its illumination and display characteristics, electronic signage should be located such that impacts on vehicular and pedestrian traffic are minimized.	No electronic signage will be included in the proposed development.
5.5.7	<p>Applications for minor variances from the comprehensive sign by-law may be considered by Council or its designated staff member provided that: the general intent and purpose of the Official Plan is maintained;</p> <ul style="list-style-type: none"> • The general intent of the Sign By-law is maintained; • the request is minor in nature; and • is desirable for the appropriate development of the land. 	Applications for a minor variance from the comprehensive sign by-law will be submitted only as required. Review of signage will occur at the Site Plan Approval stage. This Urban Design Brief is a supporting document for an Official Plan and Zoning By-law Amendment application.

Policy Section	Policy	Response
5.5.8	Any major deviations will require Council approval as an amendment to the by-law and will be subject to the submission of an application accompanied by studies and/or reports, to demonstrate the reasons why the by-law regulations cannot be complied with and to address issues of aesthetics and design as well as impacts on the surrounding area, traffic safety and public property.	Any required amendments to the comprehensive sign by-law will be applied for only as required. Review of signage will occur at the Site Plan Approval stage. This Urban Design Brief is a supporting document for an Official Plan and Zoning By-law Amendment application.
5.7	The City may prepare urban design plans or neighbourhood plans to implement the Urban Design Policies on specific areas. In the absence of such plans, reference should be made to Niagara Region’s Model Urban Design Guidelines.	No neighbourhood-specific urban design plans apply to the location where the proposed development is situated. Therefore, in accordance with Part 3, Section 5, Policy 5.7 of the City of Niagara Falls Official Plan, Niagara Region’s Model Urban Design Guidelines apply for the proposed development. See Section 3.1.3.3 of this Urban Design Brief for further information.

3.2 – Site Analysis: Opportunities and Challenges

3.2.1 - Site Overview

The subject lands are located at 5190 and 5204 Stanley Avenue in the City of Niagara Falls, on the east side of Stanley Avenue between McRae Street and Valley Way. An aerial photo of the subject lands is provided in **Figure 1**.



Figure 1 - Aerial View of the Subject Lands (Niagara Navigator, 2023 Imagery)

The subject lands, treated as a single consolidated property, are approximately 0.2 hectares in area and have a lot frontage of 35.4 metres, a lot depth of approximately 56.3 metres, and have an irregular shape, as one of them (5190 Stanley Avenue) has an angled rear lot line.

The site is relatively flat and currently contains a convenience store, gasoline bar, and associated surface parking area at 5204 Stanley Avenue, whereas 5190 Stanley Avenue is a vacant lot containing mostly grass and some brush, bushes, small trees, and the canopy of a large tree encroaching from the neighbouring residential property at 5176 Stanley Avenue.

Both the convenience store and gasoline bar are single storey with flat roofs, set back from Stanley Avenue, with no existing street enclosure. The convenience store has a stucco exterior, is light-coloured, and contains no heritage features. Wooden fencing separates 5204 Stanley Avenue from the vacant lot at 5190 Stanley Avenue and the apartments located to the east along 5439 McRae Street.

Driveway aprons connect both Stanley Avenue and McRae Street to the corner lot of 5204 Stanley Avenue and a first party sign faces Stanley Avenue on the northwest corner of the (un-consolidated) property. On the landscaped strip facing Stanley Avenue, two small trees are located on each side of the driveway apron. The landscaped strips for both Stanley Avenue and McRae Street contain stones, flowers, and grass.

See **Figures 2-3** for photos of 5190 Stanley Avenue and 5204 Stanley Avenue, as seen from the Stanley Avenue right-of-way.



Figure 2 – Streetview Image of 5190 Stanley Avenue



Figure 3 – Streetview Image of 5204 Stanley Avenue



3.2.2 - Area Context

Figure 4 shows the subject lands in their surrounding context (400 metre radius).

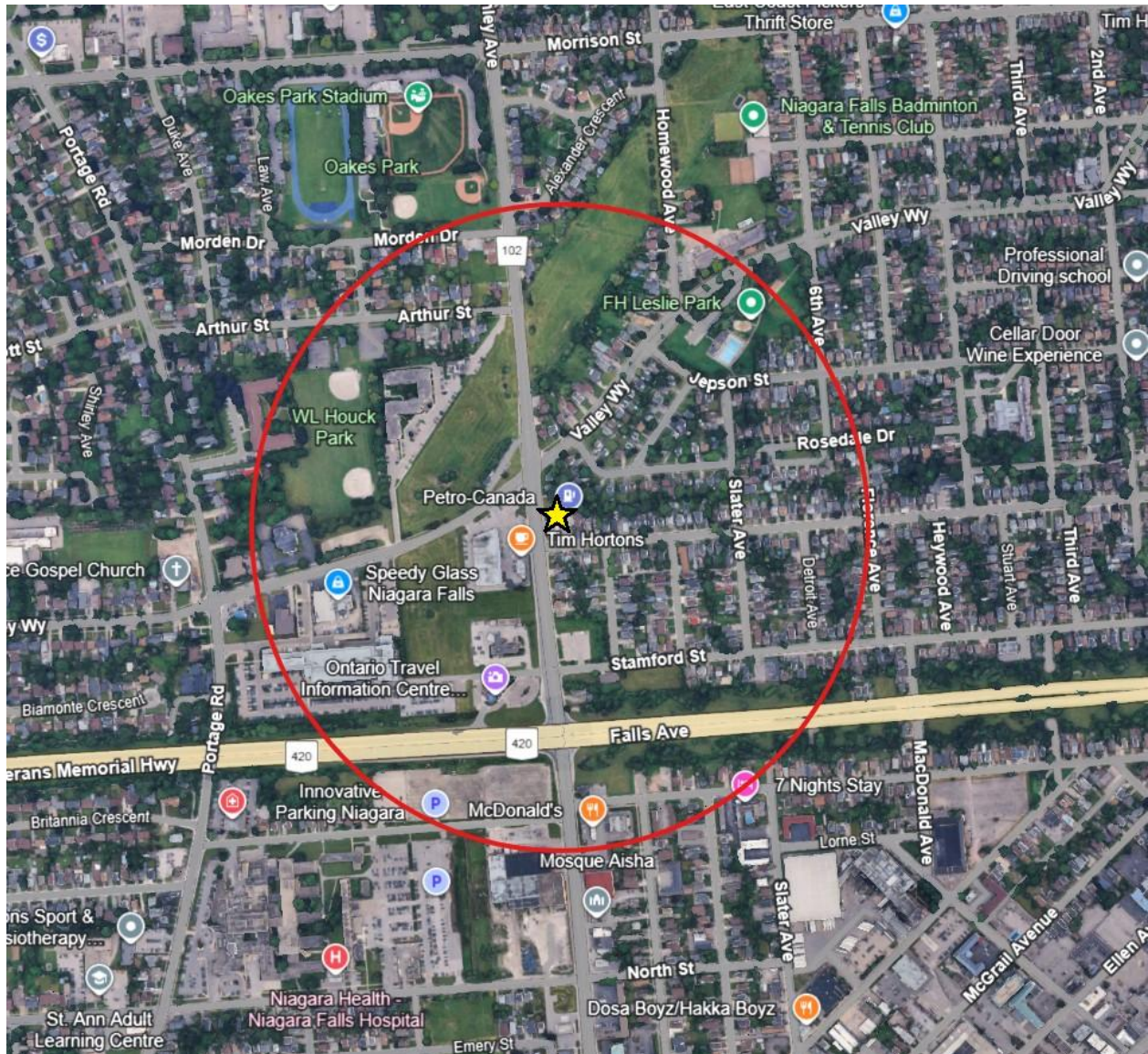


Figure 4 – Subject Lands within an approximately 400-metre radius (Google, 2025)

The collector roads that the subject lands are bound by include Valley Way in the north and McRae Street to the south. The lands are also located 245 metres north of the Falls Avenue/ Highway 420 intersection.

The lotting pattern in the area is varied with small lots for the single-detached residential properties and larger lots allocated for non-residential and multi-residential land uses.

Residential blocks are generally under 200 metres in length and single-detached residential lots are generally under 50 metres in depth. Just beyond Town Centre Plaza and the motel on the northwest corner of Stanley Avenue and Valley Way, there is a wide, high-voltage transmission corridor and parks (open space) along the edges of the 400-metre radius such as WL Houck Park and FH Leslie Park. A provincial highway and regional roadway cuts through the southern portion of the 400-metre radius.

The road network in the study area is a modified grid pattern, transected by the high-voltage transmission corridor and a curving roadway, Valley Way. The subject lands have access to Niagara Transit Routes 102 and 115 which connect the site to destinations such as the Main-Ferry Hub (Drummondville), the Morrison-Dorchester Hub (“big-box” commercial retail district), and the Niagara Falls Terminal (Downtown). Stanley Avenue is designated part of the Strategic Cycling Network by Niagara Region and sidewalks are provided on both sides of Stanley Avenue, granting pedestrian access to a number of commercial businesses.

The subject lands are currently located within a Residential Land Use Designation (Official Plan) and are bordered by 1 and 2 storey residential properties to the north, east, and south of the site. On the west side of Stanley Avenue, between Valley Way and Falls Avenue/Highway 420, the lands are designated Minor Commercial in the Official Plan and are comprised of the following buildings:

- The Town Centre Plaza at 5233 Stanley Avenue
- Ontario Provincial Police (OPP) Niagara District Office at 5345 Stanley Avenue
- The Ontario Travel Information Centre at 5355 Stanley Avenue

The Town Centre Plaza has a design similar to the proposed development located on the subject lands, with large setbacks between the buildings and the roadway (Stanley Avenue). Similarly, the Ontario Travel Information Centre and OPP Niagara District Office are set back significantly from Stanley Avenue.

The lands immediately west of the above buildings include the Niagara Regional Police Headquarters and 2 District at 5700 Valley Way. The GO Transit Park and Ride (Stanley & Hwy. 420) is located on the northeast corner of Stanley Avenue and Stamford Street, approximately 105 metres of the subject lands.

The tallest buildings in the 400-metre radius include the Niagara Regional Police Headquarters and 2 District, at 4 storeys, followed by a 3-storey apartment building on the north side of Valley Way, both set back from the street and located on the other side of a

high-voltage transmission corridor from the subject lands. Otherwise, the residential and commercial buildings in the area are 1 and 2 storeys in height.

All commercial, industrial, and institutional buildings are characterized by large, street-facing surface parking lots, have flat roofs, and are set back from the roadway with limited visual buffering from the street. Buildings have minimal interaction with the pedestrian realm as they tend to be separated from the sidewalk by their parking lots. The single-detached housing stock in the area primarily consists of Victory housing that features moderate setbacks from the street, sloped roofs, and paved driveways extending from the roads. See **Figures 5-8** for photos of the surrounding area.



Figure 5 – Stanley Avenue streetscape, looking north along the frontage of the subject lands towards single-detached housing and a single-storey motel located on the northwest corner of Stanley Avenue and Valley Way.



Figure 6 – Stanley Avenue streetscape, looking south along the frontage of the subject lands. The intersection of Stanley Avenue and McRae Street, and detached housing beyond that, can be seen on the east (left) side of the roadway. Part of Town Centre Commercial Plaza is seen on the west (right) side of Stanley Avenue



Figure 7 – Looking east from Stanley Avenue down McRae Street, access to the existing convenience store and gasoline bar (5204 Stanley Avenue) is visible on the left (north) side of the street, and the rest of the view is comprised of low-rise residential properties.



Figure 8 – Looking west from the subject lands, the Town Centre Plaza contains ample surface parking and significant building setbacks from the street, with no visual buffering.

4.0 – Design Considerations

The following section describes the design rationale for the proposed development, as requested in the City of Niagara Falls Urban Design Brief Terms of Reference.

4.1 – Site Design

The subject lands are not part of any landmark or gateway location in the City of Niagara Falls, and no heritage attributes need to be considered, whether on-site or on adjacent properties.

The low-rise nature of the proposed building is compatible with existing buildings on-site as well as 1 and 2-storey buildings (residential and commercial) on adjacent lands. Currently, a planning application is under review for a 6-storey mixed-use building at 4981 Stanley Avenue, but this is located approximately 260 metres north of the subject lands.

The proposed 2-storey mixed-use building on 5190 Stanley Avenue has a height of 7.32 metres and will be located adjacent to and north of the existing 1-storey convenience store

on 5204 Stanley Avenue. Existing setbacks will be maintained for the convenience store and gasoline bar, while the mixed-use building has a proposed 3.0 metre rear yard setback and an interior side yard setbacks range from 0.44 metres on what is currently 5204 Stanley Avenue and 2.73 metres on what is currently 5190 Stanley Avenue.

Parking will exclusively take the form of surface parking and be located in front of the proposed building (11 spaces), south of the existing convenience store (2 spaces), and on the southwest corner of the consolidated property (2 spaces). Due to the commercial floor area proposed on the site, a single loading space is required, which will be provided immediately south of the existing convenience store.

Waste management vehicles can access waste collection through the driveway off McRae Street. The waste management receptacle will be located south of the existing convenience store, on the landscaping strip between the proposed loading space and the interior side lot line and will be partially visually screened from the road rights-of-way by landscaping (from Stanley Avenue) and by any occupied parking spaces (from McRae Street).

A pedestrian walkway connects the existing and proposed commercial units, as well as the staircases to the residential units proposed on 5190 Stanley Avenue. Outside the subject lands, sidewalks exist along a well-connected street and block pattern, connecting to a variety of destinations in the area including the Town Centre Plaza (5233 Stanley Avenue), WL Houck Park, FH Leslie Park, among others. Niagara Transit Routes 102 and 115 operate on Stanley Avenue, which is also part of the Niagara Region Strategic Cycling Network. Connecting to this strategic cycling network, short-term bicycle parking will be located in front of the northmost commercial unit in the proposed development. Vehicular access is proposed through the existing driveways off 5204 Stanley Avenue and a proposed driveway from Stanley Avenue into the 5190 Stanley Avenue property, situated roughly where a driveway used to exist for a former single-detached residential dwelling that has since been demolished. From the east side of the new parking lot proposed on 5190 Stanley Avenue, a 6-metre access route is proposed to go south into 5204 Stanley Avenue where room is provided to navigate the gasoline bar, and some parking spaces are provided at the south end of the lot.

Due to the low-rise nature of the proposed development, minimal microclimatic impacts are anticipated along pedestrian walkways as a result of the proposed development. Privacy from neighbouring properties will be maintained using fencing to be constructed in the rear and interior yards of the future consolidated property.

Information on low-impact development and stormwater retention are included the Functional Servicing Report and associated Stormwater Management Report submitted as part of the broader Official Plan Amendment and Zoning By-law Amendment application.

At the Site Plan Approval stage (future approval), a Landscape Plan will be submitted to the City of Niagara Falls with a detailed description of landscaping elements that include:

- Planting areas
- Landscape elements (fencing, walls, landscape structures)
- Areas used for landscape buffering, setbacks, or screening
- Integration with the streetscape

Pre-development and post-development drainage area plans, as well as a proposed servicing sketch, will be included in the Functional Servicing Report as part of the combined Official Plan and Zoning Bylaw Amendment application. Drainage from the proposed development will be directed towards catch-basins and detailed grading plans will be provided at the Site Plan Approval stage.

LED lighting and energy-efficient HVAC systems are being incorporated into the interior of the proposed mixed-use building. Exterior lighting across the site will feature low-intensity and energy-efficient lights that will be downward-facing and turned inward towards the parking lot. More detailed photometric plans will be provided at Site Plan Approval stage.

4.2 – Built Form Massing

The proposed mixed-use building has a long, narrow, and mostly linear floor plan design. The building has a height of 1 and 2-storeys at different ends of the building. The single-storey portion on the south side, towards the existing convenience store on 5204 Stanley Avenue, has a proposed height of 4.42 metres. The 2-storey portion, on the north side, has a proposed height of 7.32 metres and the relatively short nature of the building means no step-backs are included in the design. The proposed building will have an interior side yard setback of 0.44 metres at the closest point, a rear yard setback of 3.00 metres, and a front yard setback of 26.19 metres from the McRae Street.

At ground-level, the interior side yard behind the proposed building will be sheltered from wind impacts, but the small and enclosed nature of the area means shadow impacts will likely be high, and the micro-climate will likely be cool as a result. By contrast, the microclimate in the proposed parking lot expansion onto 5190 Stanley Avenue is likely to be warm in the summer months due to the asphalt surface and high sun exposure. Some minor shading as a result of landscaping on the Stanley Avenue boundary may assist in mitigating

these impacts. The entirety of the subject lands will have exposure to winds from the west and south, with less exposure to winds from the north and east.

4.3 – Building and Architectural Design

The proposed mixed-use building has no garages, covered or underground parking. Two (2) driveways currently exist on 5204 Stanley Avenue (one from Stanley Avenue and the other from McRae Street) for the existing convenience store and gasoline bar. 5190 Stanley Avenue used to have a single-detached residential dwelling with a driveway on-site, and although the site is currently vacant, a driveway will be reinstated to access the proposed mixed-use building and related parking area proposed for the property.

The location of utilities and mechanical equipment is not shown on the site plan (**Appendix A**) or architectural elevation drawings (**Appendix B**) for the purposes of the Official Plan and Zoning By-law Amendment application. However, mechanical equipment will be installed on the roof of the proposed building. More detailed information can be provided at the Site Plan Approval stage and in the Building Permit application.

Illumination proposed for the property will include low intensity, downward facing lights that will be turned inward towards the parking area. The 3 commercial units included in the proposed mixed-use building, located exclusively on the ground floor, will have doors and large windows that face the Stanley Avenue right-of-way. The middle and south commercial units each have a single window facing the road and the northmost commercial unit will have 2 windows; one facing the road and the other facing north towards the rear lot line and 5176 Stanley Avenue. These commercial spaces provide opportunities for informal surveillance. For the exterior cladding materials, grey-coloured brick will be used, and the windows will utilize moderate amounts of glazing in the form of low emission, argon gas filled thermal units.

The 2nd storey apartments in the proposed mixed-use building each have a door on the rear side of the building, facing east toward the interior side yard. Stairways with a north-south orientation will be provided to access the units. No windows are proposed at the rear of the apartments, facing the interior side yard, therefore establishing greater privacy for the neighbouring single-detached homes on Houck Drive. Suite 1 will feature 3 windows, with 2 facing the Stanley Avenue road right-of-way and 1 facing the rear lot line and 5176 Stanley Avenue. Suite 2 will feature 1 window, with one facing the Stanley Avenue right-of-way and the other facing in the direction of McRae Street. For the exterior cladding materials, grey-coloured metal panels will be used on the second-storey apartments, differentiating them from the ground-level commercial units.

The proposed mixed-use building's architectural features will contrast with but also complement the existing convenience store in terms of both the colour scheme and exterior cladding materials. The existing convenience store has light-coloured (tan) cladding, and a grey brick is the proposed cladding for the bottom (commercial) storey of the mixed-use building. The residential upper storey of the building will feature a dark grey metal siding and a flat roof.

5.0 - Conclusion

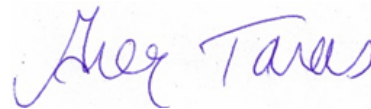
In addition to providing additional commercial amenities and rental housing, utilizing existing municipal and regional infrastructure, and supporting the City's priorities related to intensification, the proposed 2-storey mixed-use building addition aligns with good urban design principles as envisioned in Section 6.2.1 (Excellence in Urban Design) of the Niagara Official Plan, Part 3, Section 5 (Urban Design Strategy) of the City of Niagara Falls Official Plan, the Niagara Region Model Urban Design Guidelines, and the City of Niagara Falls Urban Design Brief Terms of Reference.

Report Prepared By:



Michael Benson, RPP
Planner

Report Reviewed By:



Greg Taras, RPP
Senior Planner

Appendix A

Conceptual Site Plan

Name of Practice: Raimondo + Associates Architects Inc. 4687 Queen Street, Niagara Falls ON		Reference: 1.1.2.4 [A]
Name of Project: 5190 Stanley Ave Project Location: 5190 Stanley Ave, Niagara Falls, ON L2E 5A4		
Item 9.01	Project Type: <input type="checkbox"/> New Construction <input checked="" type="checkbox"/> Addition <input type="checkbox"/> Renovation <input type="checkbox"/> Change of Use <input type="checkbox"/> Addition & Renovation Description: Group C + Group E	9.10.2
9.02	Major Occupancy(s) Classification: Group C + Group E	9.10.2.3
9.03	Superimposed Major Occupancies: Description: <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	1.4.1.2 [A]
9.04	Building Area (m ²): Description: Building footprint Area Existing: New: Total: 209 MP 209 MP	1.4.1.2 [A]
9.05	Gross Area (m ²): Description: Ground Floor 2nd Floor Existing: New: Total: 209 MP 103 MP 304 MP	1.4.1.2 [A]
9.06	Mezzanine Area (m ²): Description: Existing: New: Total: 304 MP 304 MP	9.10.4.1
9.07	Building Height: Stores Above Grade: 2 Stores Below Grade: 0 Meters Above Grade: 7.3 M	1.4.1.2 [A] & 9.10.4
9.08	Number of Streets / Fire Fighter Access: 2 Street(s)	9.10.20
9.09	Sprinkler System: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Not Required Provided: <input type="checkbox"/> Entire Building <input type="checkbox"/> Select Compartments <input type="checkbox"/> Select Floor Areas <input type="checkbox"/> Basement Only <input type="checkbox"/> In Lieu of Roof Rating <input type="checkbox"/> None	9.10.8.2.4, & 3.2.4.8 (4)
9.10	Fire Alarm System: <input checked="" type="checkbox"/> Required <input type="checkbox"/> Not Required Type Provided: <input checked="" type="checkbox"/> Single Stage <input type="checkbox"/> Two Stage <input type="checkbox"/> None	9.10.18
9.11	Water Service / Supply is Adequate: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	9.31.3
9.12	Construction Type: Restriction: <input type="checkbox"/> Combustible Permitted <input type="checkbox"/> Non-Combustible Required <input type="checkbox"/> Encapsulated Mass Timber Actual: <input type="checkbox"/> Combustible <input type="checkbox"/> Non-Combustible <input checked="" type="checkbox"/> Combination of Combustible and Non-combustible <input type="checkbox"/> Encapsulated Mass Timber <input type="checkbox"/> Combination of Encapsulated Mass Timber and Non-combustible Heavy Timber Construction: <input type="checkbox"/> No <input type="checkbox"/> Yes	9.10.6, 3.1.5, & 3.1.4.7
9.13	Post-disaster Building: <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	3.2.1.4, [A] 1.1.2.2 (2) & Part 4
9.14	Occupant Load: Floor Level / Area Occupancy Type Based On Occupant Load (Persons) Posted Limit Required	9.9.1.3, Table 3.1.17.1
9.15	Barrier-Free Design: <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Explanation:	9.5.2 & 3.8
9.16	Hazardous Substances: <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Explanation:	9.10.1.3
9.17	Required Fire Resistance Rating (FRR): Horizontal Assemblies Rating (FRR) Supporting Assembly (H) Noncombustible in lieu of rating? Floors Over Basement Floors Mezzanine Roof	9.10.8 and 9.10.11
9.18a	Spatial Separation: Wall EBF Area (m ²) L.D. (m ²) LH or HL Req. FRR (H) % Unprotected Openings Permitted % Unprotected Openings Provided	9.10.14, 9.10.15
9.18b	Wall Construction Type Cladding Type North West South East	
9.19a	Plumbing Fixture Requirements: Ratio: Male/Female = 50/50 Except as noted otherwise Floor Lvl./Area Occ. Load OBC Ref. W/C Req. W/C Provided	9.31 & 3.7.4
9.19b	Floor Lvl./Area BIF/WIC Req. BIF/WIC Prov. Univ W/R Req. Univ W/R Prov.	
9.20	Energy Efficiency: Compliance Path: <input type="checkbox"/> SB-10 Prescriptive (Div.4) <input type="checkbox"/> SB-10 Performance (Div.2) <input type="checkbox"/> SB-10 Prescriptive (Div.2) Residential Compliance Option: <input type="checkbox"/> SB-12 Prescriptive Compliance Packages <input type="checkbox"/> SB-12 Performance Compliance <input type="checkbox"/> SB-12 Other: Energy Star for New Homes <input type="checkbox"/> EnerGuide for New Homes Project Design Conditions: Climatic Zone: Fenestration: Gross Above Grade Wall or Roof Area (m ²) Gross Fenestration Area (m ²) Fenestration Ratio Vertical (W+D) Skylights Space Heating Fuel: <input type="checkbox"/> Natural Gas <input type="checkbox"/> Oil <input type="checkbox"/> Electricity <input type="checkbox"/> Propane <input type="checkbox"/> Solid Fuel <input type="checkbox"/> Earth Energy Heating Equipment Efficiency: <input type="checkbox"/> ≥92% AFUE <input type="checkbox"/> ≥84% - 92% AFUE Other Conditions: <input type="checkbox"/> ICF Basement <input type="checkbox"/> ICF Above Grade <input type="checkbox"/> Walk-out Basement <input type="checkbox"/> Slab-on-Ground <input type="checkbox"/> Log/Post & Beam <input type="checkbox"/> Blow-in Ins. Above Grade Wall <input type="checkbox"/> Spray-applied Foam Insulation Above Grade Wall <input type="checkbox"/> Drain Water Heat Recovery Unit Provided Compliance Package: Is there more than 1 dwelling unit per building? <input type="checkbox"/> No <input type="checkbox"/> Yes Option Implemented: Notes: Notes:	12.2.1.2
9.21	Sound Transmission Design: Is there more than 1 dwelling unit per building? <input type="checkbox"/> No <input type="checkbox"/> Yes Option Implemented: Notes: Notes:	5.8.1.2, 5.8.1.4, & 9.11.1.4
Notes	--	

Property Identification

PART OF LOT --, CONCESSION --,
GEOGRAPHIC TOWNSHIP OF --
in the
TOWN OF ----
REGIONAL MUNICIPALITY OF ----

Key Name

Zoning By-Law Requirements GC

GC ZONE	As Per Zoning By-law Number 2667 PERMITTED	PROPOSED
MINIMUM FRONT YARD DEPTH FROM THE MCRAE STREET CENTRELINE	10m	26.19m
REAR YARD DEPTH	10m	3m
INTERIOR SIDE YARD SETBACK	3m	0.44m
MINIMUM EXTERIOR SIDE YARD DEPTH FROM THE STANLEY AVENUE CENTRELINE	13.10m	39.53m
MAXIMUM LOT COVERAGE	70%	16.56%
MINIMUM PARKING	15	15
MINIMUM LOADING SPACE	1	1

Site Statistics

Area Name	Area M ²	Area FT ²	% of Total Area
Proposed Sidewalk	156.02	1,679.43	7.78%
Proposed landscape	240.80	2,591.99	12.00%
Proposed Hardscape	1,277.34	13,749.14	63.66%
Proposed Building	209.10	2,250.70	10.42%
Existing building	123.18	1,325.92	6.14%
Lot Area Totals	2,006.44	21,597.18	100.00%

Floor Areas

Name	Area
Existing retail Area	123.182 m ²
Ground Floor leasable Gross Floor Area	187.134 m ²
Residential Area	103.304 m ²

PARKING REQUIREMENT

Retail:
1 Parking space per every 25 sqm
187.134 sqm / 25sqm = 7.48

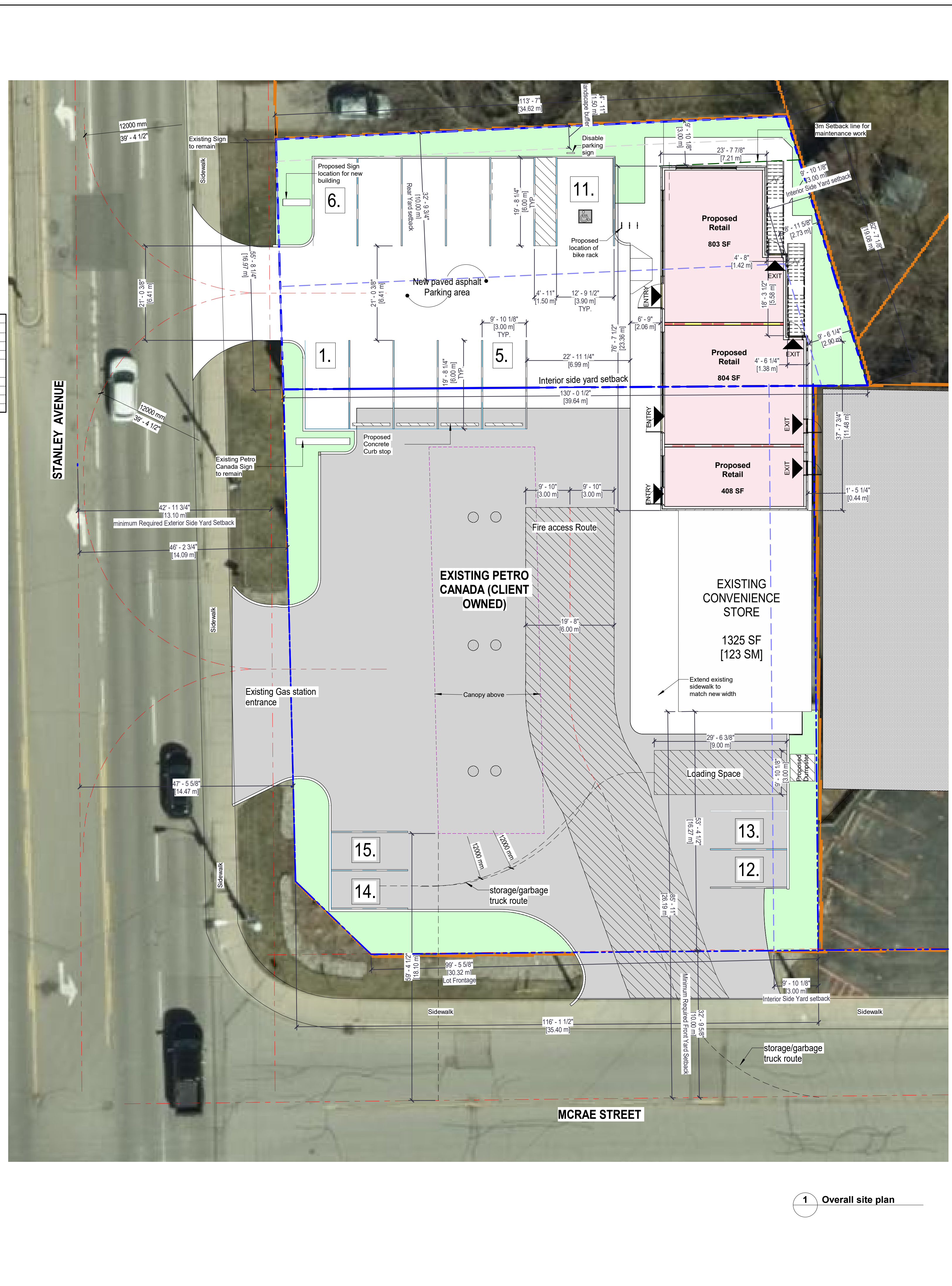
Existing Retail:
123 sqm / 25 sqm = 4.92

Dwelling:
1.4 Parking space for each unit
1.4 x 2 units = 2.8

Total with proposed area
7.48 + 2.80 = 10.28 spaces

Total with Existing Gas station
7.48 + 2.80 + 4.92 = 15.2 round to 15 spaces

loading space req 300sqm and above: 1 space



1 Overall site plan

Issued for Precon
1 May 08, 2025
2 Nov 17, 2025
3 Nov 26, 2025
4 Dec 17, 2025

Revision 1
Revision 2
Revision 3

RAIMONDO
+ ASSOCIATES
ARCHITECTS INC.

CLIENT NAME
Wang

PROJECT NAME
5190 Stanley Avenue

PROJECT ADDRESS
5190 Stanley Ave, Niagara Falls, ON L2E 5A4

SHEET NAME
Overall site plan and Ground Floor plan

DRAWN BY: AL
DATE: 2026-02-06 4:09:39 PM
SCALE: As Indicated
PROJECT NO.: 24-102
CHECKED: ER

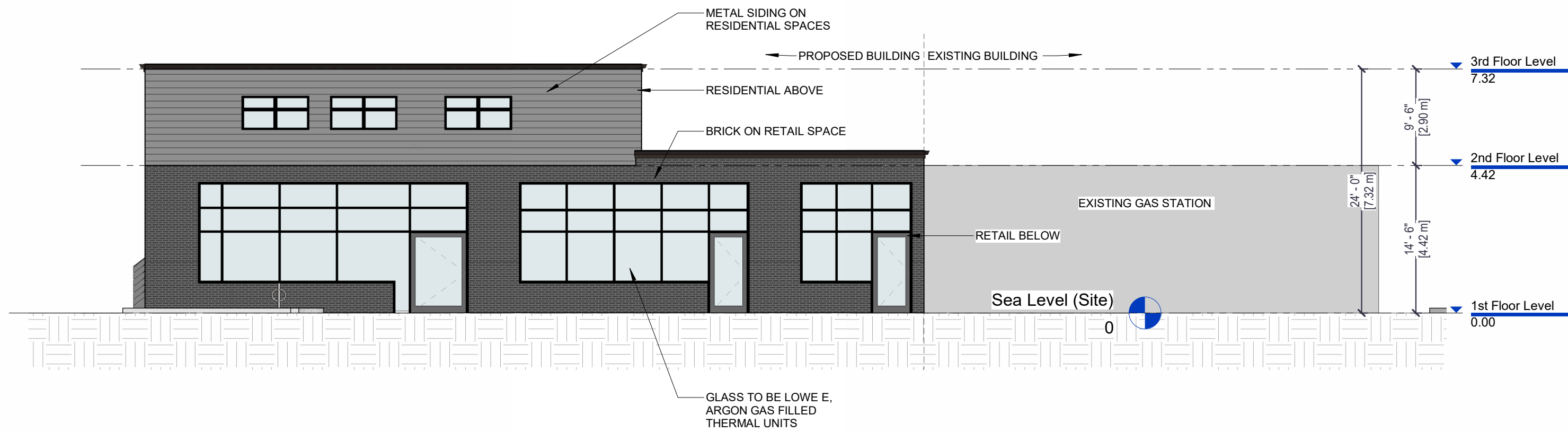
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A1-001

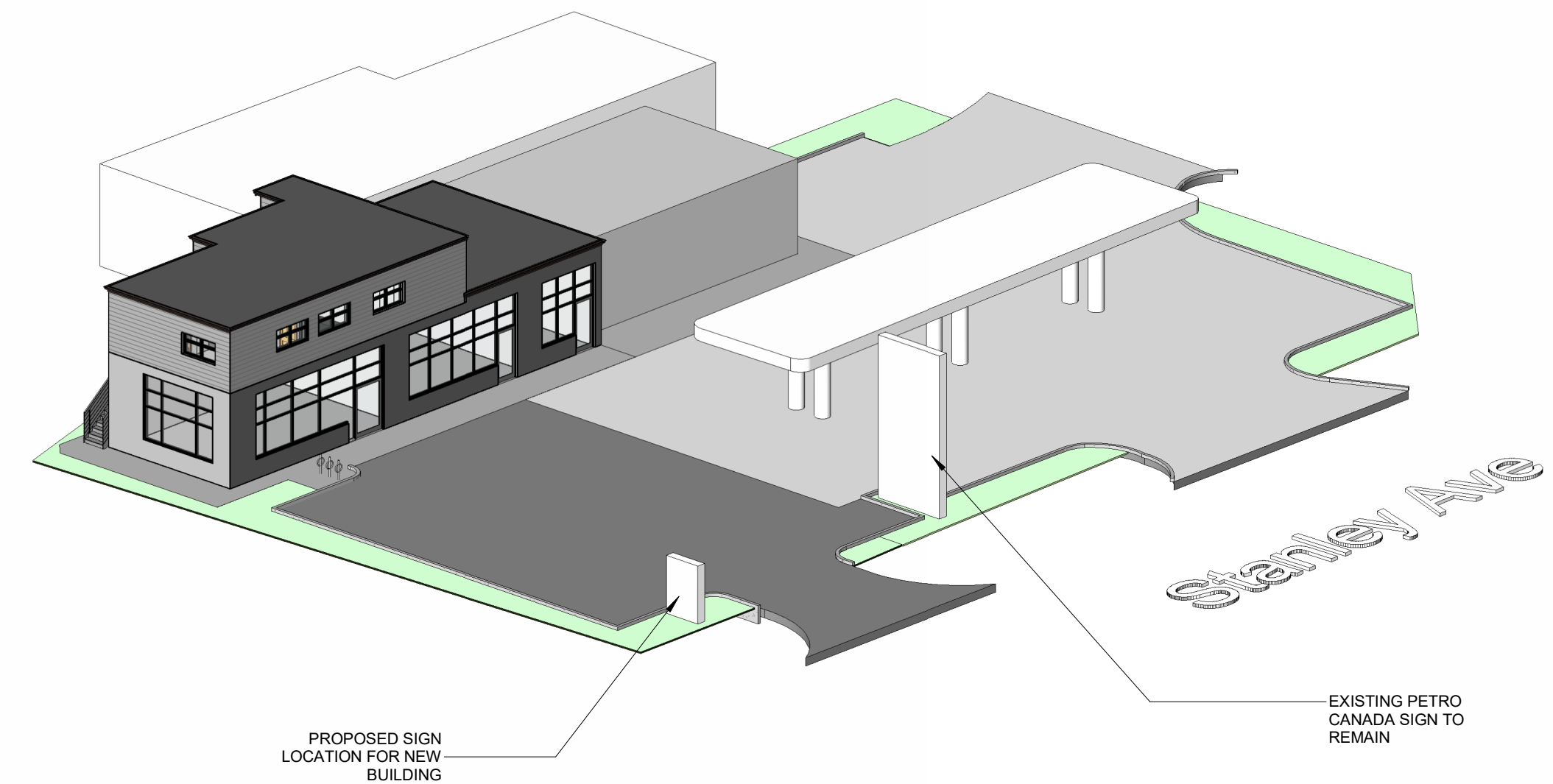
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Appendix B

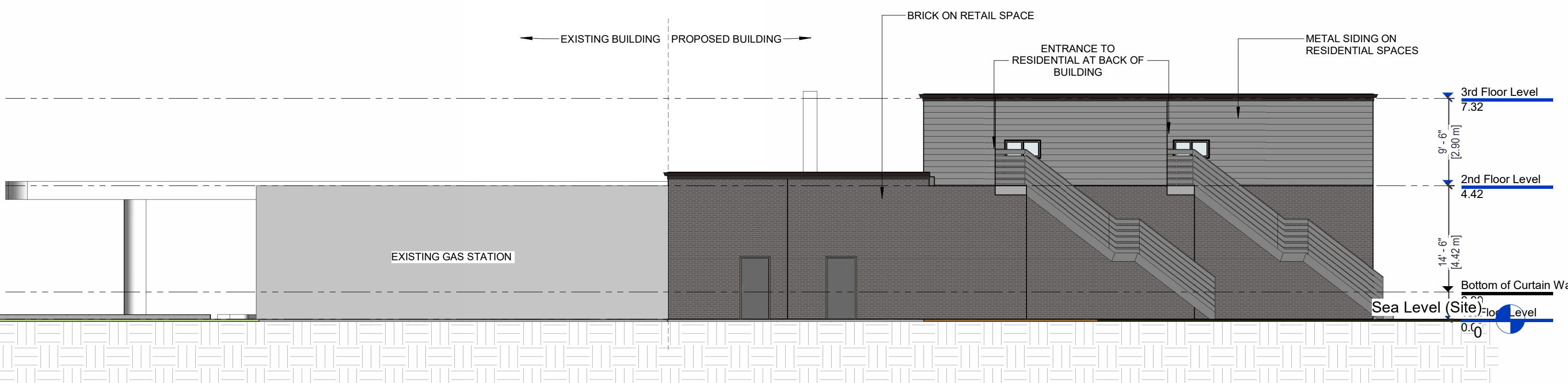
Elevation Drawings



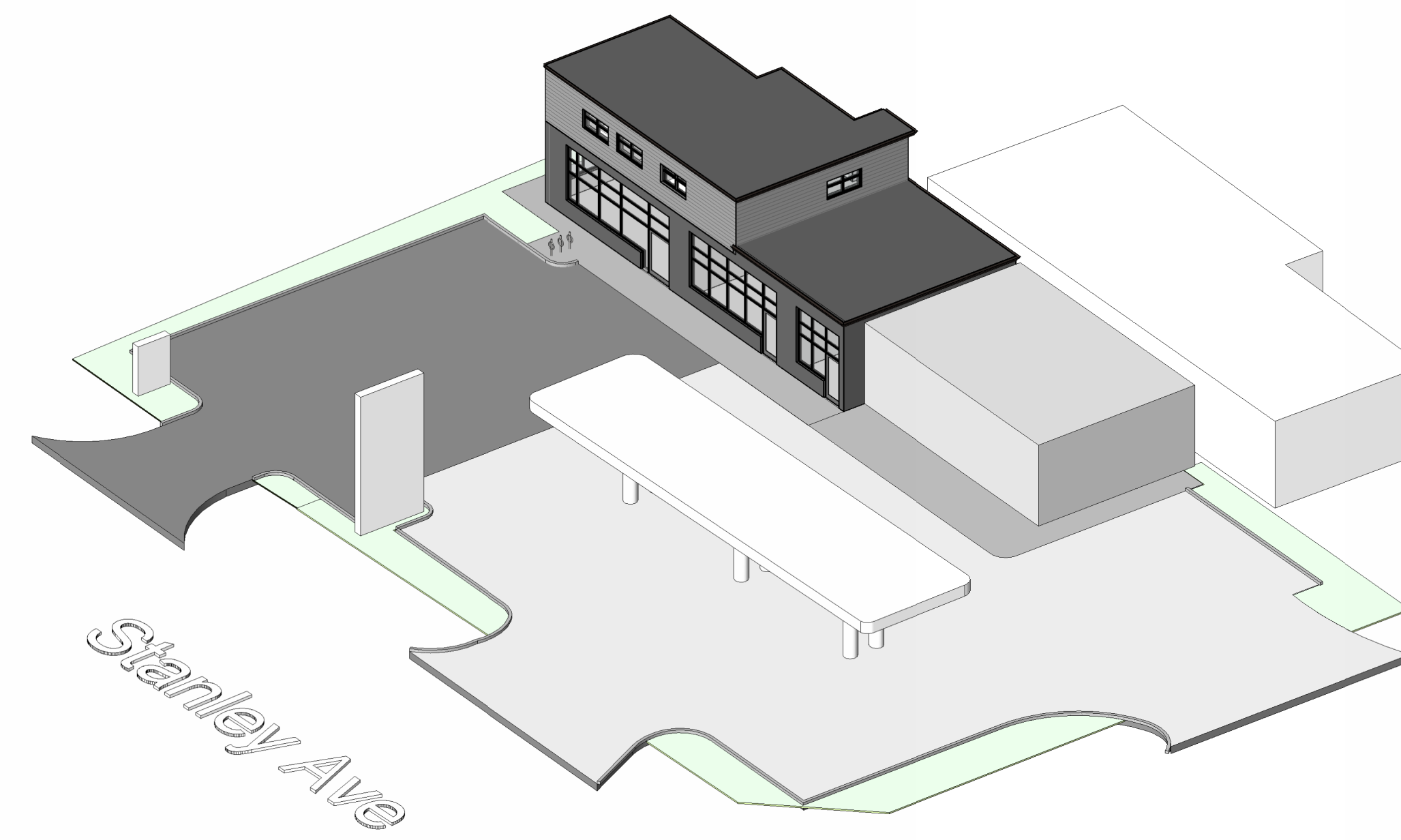
West Elevation - Front of Building



3D Aerial View 2



East Elevation - Back of Building



3D Aerial View

1	May 08, 2025	Issued for Precon
2	Nov 17, 2025	Revision 1
3	Nov 26, 2025	Revision 2
4	Dec 17, 2025	Revision 3



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E | mail@raimondosarchitects.com

CLIENT NAME

Wang

PROJECT NAME

5190 Stanley Avenue

PROJECT ADDRESS

5190 Stanley Ave, Niagara Falls, ON L2E

444

SHEET NAME

Elevation & Renders

DRAWN BY: AL

DATE: 2026-02-06 4:09:41 PM

SCALE: 1" = 10'-0"

PROJECT NO.: 24-102

CHECKED: ER

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SHEET #

A1-003

REV.#

Appendix C

Arborist Report and Tree Protection Plan



Prepared for:

Urban & Environmental Management Inc.
4701 St. Clair Avenue, Suite 301, Niagara Falls, ON
L2E 3S9
T (289) 248-0851

Project Address:

5190 & 5204 Stanley Avenue, Niagara Falls, Ontario

Data Collection and Report Prepared by:

Alex Sharp
info@summitsks.ca
19 December 2025

Arborist Report - 5190 & 5204 Stanley Avenue, Niagara Falls, Ontario

Project Overview	3
Municipal Trees	3
Neighbouring Trees	4
Private Trees	4
Data Graph	4
Limitations of Assessment	5
Author's Qualifications	6
Tree Protection Plan	7

Arborist Report - 5190 & 5204 Stanley Avenue, Niagara Falls, Ontario

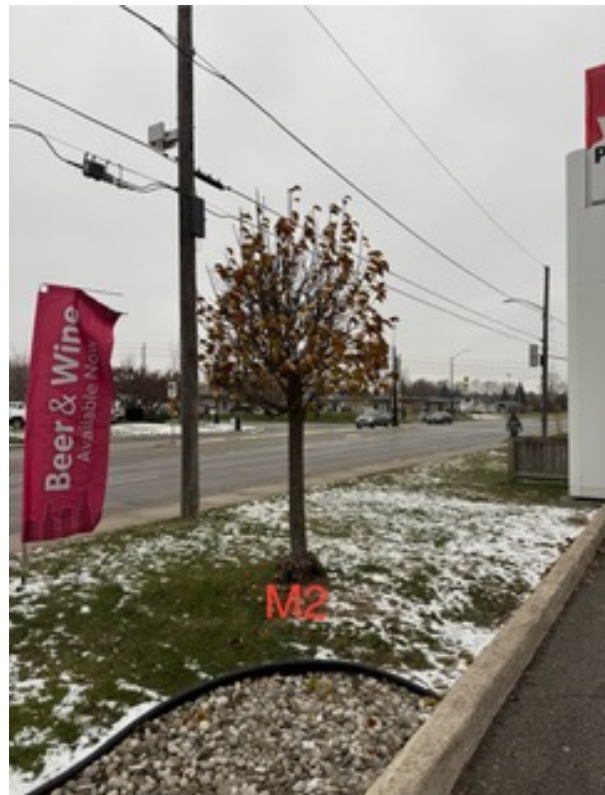
Summit SKS Limited have been retained by the property owner to prepare this Arborist Report and Tree Protection Plan for 5190 Stanley Avenue, Niagara Falls, Ontario. The property owner intends to expand upon the existing commercial footprint (existing convenience store) through the addition of a 2-storey mixed-use building, the installation of new paving surfaces, and by adding new hardscaping elements. The tree assessment was completed on the 16th day of December 2025. All field and appraisal work was conducted by qualified consultants.

The purpose of this report is to inventory and assess trees 15cm in diameter, measured at breast height and larger on the subject property, in the city road allowance adjacent to the property and any trees within 6m of the property line. There is one (1) existing tree that is recommended for removal as a result of this proposed construction.

Municipally Owned Trees

Tree number M1 is a 13cm dbh Pear Common that is growing on the municipally owned boulevard. This tree is in fair condition however it is recommended for removal due to development impacts.

Tree number M2 is a 13cm dbh Pear Common that is growing on the municipally owned boulevard. This tree is in fair condition and requires a tree protection zone of 2.4m.



Tree Number	Tree Species	Diameter of Appraised Tree (cm)	Area Of Appraised Tree (cm)	Diameter of Replacement Tree (cm)	Area of the Replacement Tree (cm)	Cost of Replacement Tree	Basic Price	Species Rating	Basic Value	Location Rating	Condition's Rating	Appraised Value
M1	Pear	13	132.665	6	28.26	750	26.5392781	67.00%	2606.45833	65.00%	80.00%	1355.358333
M2	Pear	13	132.665	6	28.26	750	26.5392781	67.00%	2606.45833	75.00%	80.00%	1563.875

Arborist Report - 5190 & 5204 Stanley Avenue, Niagara Falls, Ontario

Neighbouring Trees

Tree number N1 is a 24cm dbh Elm Chinese that is growing near the south property line of 5176 Stanley Avenue. This tree is in fair condition and requires a tree protection zone of 2.4m.

Tree number N2 is a 86cm dbh Maple Silver that is growing near the south property line of 5176 Stanley Avenue. This tree is in good condition and requires a tree protection zone of 5.4m. An encroachment is expected into this trees recommended tree protection zone to allow for the proposed parking lot. A qualified arborist shall be present to direct, inspect and photo document any excavation required in this encroachment area and to perform any necessary remedial arboricultural actions at that time. This encroachment is minor and no negative impacts to the tree are expected.

Tree number N3 is a 22cm dbh Mulberry White that is growing near the south property line of 5176 Stanley Avenue. This tree is in good condition and requires a tree protection zone of 2.4m.

Tree number N4 is a 20-17cm dbh Heaven Tree Of that is growing near the south property line of 5176 Stanley Avenue. This tree is in fair condition and requires a tree protection zone of 2.4m.

Tree number N5 is a 60cm dbh Maple Silver that is growing near the south corner of the property line in the backyard of 5424 Houck Drive. This tree is in good condition and requires a tree protection zone of 3.6m.

Tree number N6 is a 20-20cm dbh Maple Silver that is growing near the south west corner of the property line in the backyard of 5412 Houck Drive. This tree is in fair condition and requires a tree protection zone of 2.4m.

Tree number N7 is a 26cm dbh Willow Corkscrew that is growing near the south west corner of the property line in the backyard of 5412 Houck Drive. This tree is in poor condition and requires a tree protection zone of 2.4m.

Privately Owned Trees

There are no privately owned trees associated with this project.

Tree #	Common Name	Latin Name	DBH (cm)	Height (m)	Crown Reserve (m)	Crown Height (m)	Canopy Cover Area (m)	Health	Structure	TPZ (m)	Site Plan Results
M1	Pear Common	Pyrus communis	13	3	2	1.5	4	fair	fair	2.4m	remove
M2	Pear Common	Pyrus communis	13	3	2	1.5	4	fair	fair	2.4m	preserve
N1	Elm Chinese	Ulmus parvifolia	24	9	9	3	81	fair	fair	2.4m	preserve
N2	Maple Silver	Acer saccharinum	86	18	18	3	324	good	good	5.4m	injure
N3	Mulberry White	Morus alba	22	9	6	3	36	good	good	2.4m	preserve
N4	Heaven Tree Of	Ailanthus altissima	20-17	8	6	3	36	fair	fair	2.4m	preserve
N5	Maple Silver	Acer saccharinum	60	15	15	6	225	good	good	3.6m	preserve
N6	Maple Silver	Acer saccharinum	20-20	10	7	3	49	fair	fair	2.4m	preserve
N7	Willow Corkscrew	Salix matsudana 'Totuosa'	26	9	4	3	16	poor	poor	2.4m	preserve

Arborist Report - 5190 & 5204 Stanley Avenue, Niagara Falls, Ontario

Limitations of Assessment

It is the policy of Summit SKS Limited to attach the following clause in regards to limitations. This is to ensure that the client is fully aware of what is technically and professionally realistic in the preservation and assessment of trees in the urban environment.

The assessment of the trees in this report has been done in conjunction with and according to accepted arboriculture methods and techniques. These include an examination of the above ground parts of the tree for structural defects, scars, cracks, the overall condition of the visible root structures, the severity and direction of lean (if any), the general condition of the trees and the surrounding environment, external indications of decay such as fungal fruiting bodies, evidence of attack by insects, symptoms of infestation and pathogens, discoloured foliage, and the proximity of potential targets should a tree fail. Except where specifically noted, the trees not cored, probed or climbed and there was no detailed inspection of the root crowns involving excavations, or samples taken to be scientifically tested.

Notwithstanding the recommendations and conclusions presented in this report, it must be acknowledged that trees are living organisms. They are not immune to changes in site conditions, dramatic weather events or seasonal variations in climate. Therefore it should always be recognized that trees are ever evolving and their health and vigour constantly vary over time. While all reasonable efforts have been made to ensure that the subject trees are healthy, no guarantees are offered or implied that these trees or part(s) of any trees will remain intact.

It is professionally and practically impossible to predict with absolute certainty the behaviour of any tree or its component parts under all circumstances and variables. Most trees have the potential for failure under adverse weather conditions and the risk can only be completely eliminated if the tree is removed. Inherently, a standing tree will always pose some level of risk. Although every effort has been made to ensure that this assessment is reasonably accurate, trees should be re-assessed periodically. The assessment presented in this report is valid at the time of inspection.

The report is the property of Summit SKS Limited and/or its agents and may not be used until payment is made in full unless written permission is granted to do so. Summit SKS Limited reserves the right to withdraw this report and its recommendations, if any requirements are not met. All details and graphics are copyright of Summit SKS Limited.

On Behalf of Summit SKS Limited



Alex Sharp,
Certified Arborist ON-0542AT





The International Society of Arboriculture

Hereby Announces That

Alex Mackenzie Sharp

Has Earned the Credential

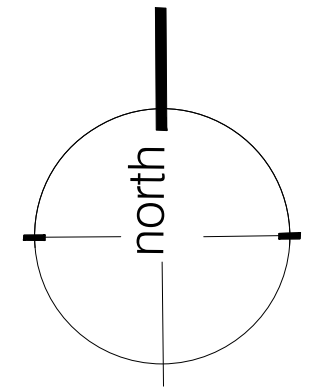
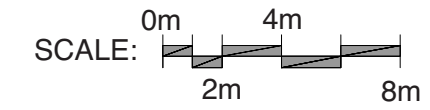
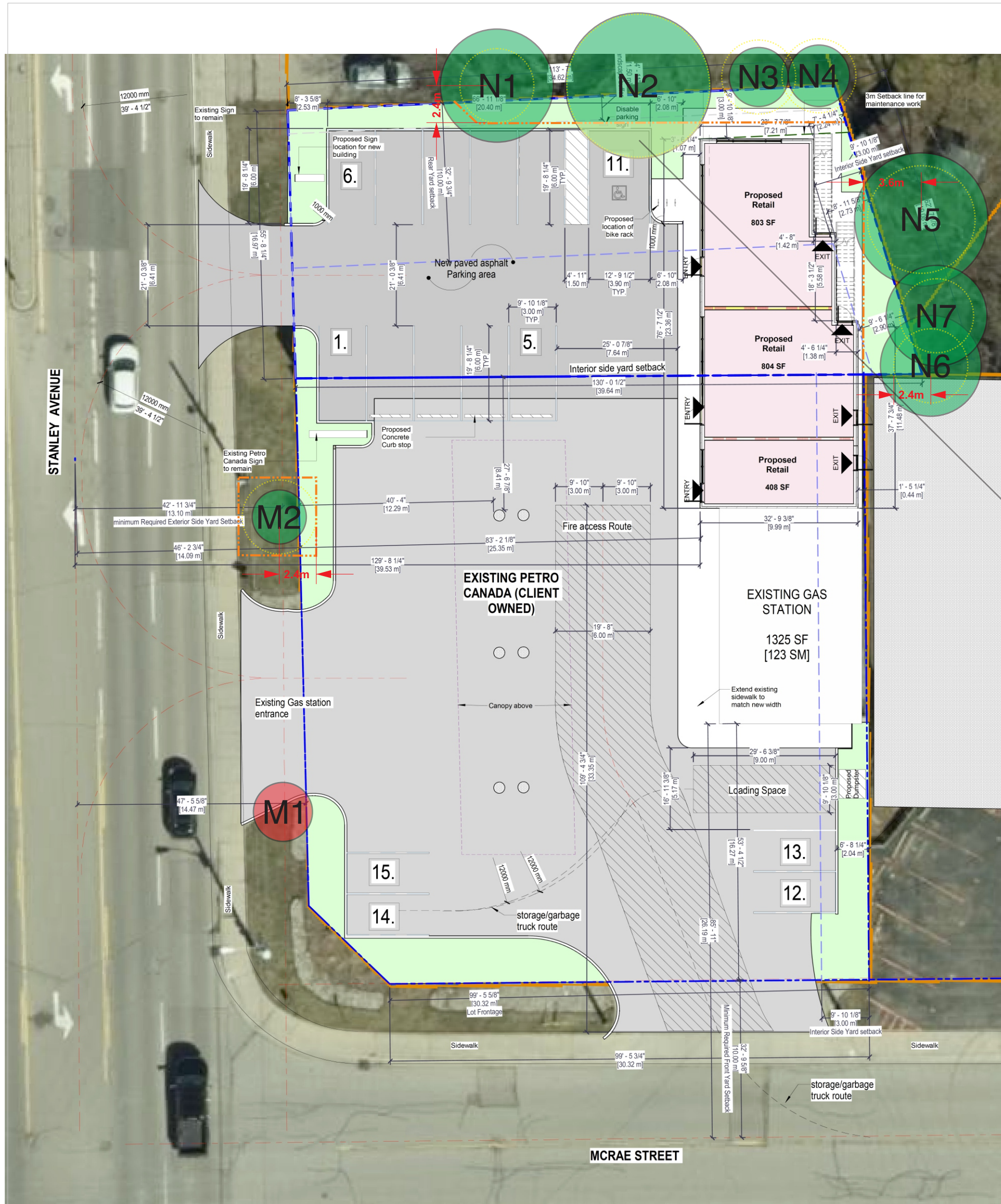
ISA Certified Arborist ®

By successfully meeting ISA Certified Arborist certification requirements through demonstrated attainment of relevant competencies as supported by the ISA Credentialing Council

Caitlyn Pollihan
CEO & Executive Director

9 January 2016	30 June 2025	ON-2026A
Issue Date	Expiration Date	Certification Number

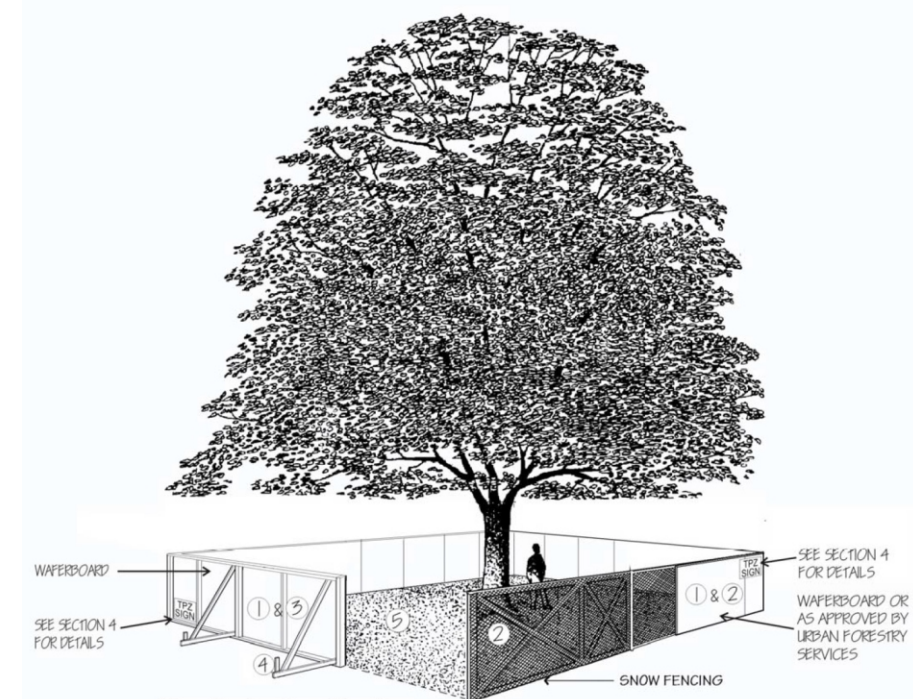




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AREA OF ENCROACHMENT ALL EXCAVATION IN THIS AREA TO BE OVERSEEN BY PROJECT ARBORIST.



Tree Protection Barriers

- Tree protection barriers must be 1.2m (4ft) high, waferboard hoarding or an equivalent approved by Urban Forestry Services.
- Tree protection barriers for trees situated on the Town road allowance where visibility must be maintained can be 1.2m (4ft) high and consist of plastic web snow fencing on a wood frame made of 2"x 4"s .
- Where some excavate or fill has to be temporarily located near a tree protection barrier, plywood must be used to ensure no material enters the Tree Protection Zone.
- All supports and bracing should be outside the Tree Protection Zone. All such supports should minimize damaging roots outside the Tree Protection Barrier.
- No construction activity, grade changes, surface treatment or excavations of any kind is permitted within the Tree Protection Zone.

REVISIONS/ SUBMISSIONS

#	DATE	DESCRIPTION
1	19/Dec/2025	1st Submission
2		
3		
4		
5		



CLIENT
Urban & Environmental Management Inc.
MUNICIPALITY
City of Niagara Falls
PROJECT
5190 & 5204 Stanley Avenue

MUNICIPAL FILE NUMBER
n/a
SHEET
Tree Protection Plan

