



The Town of Niagara-On-The-Lake

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1593 Four Mike Creek
Road
P.O. Box 190
Virgil, Ontario
L0S 1T0

Report: UDC-21-003

Committee Date:

March 30, 2021

Report To: Urban Design Committee
Subject: 56 Kenmir Avenue
Proposed New Dwelling

1. RECOMMENDATION

It is respectfully recommended that:

1.1 The Urban Design Committee provides comments on the proposed new dwelling at 56 Kenmir Avenue.

2. PURPOSE / PROPOSAL

The applicant is appearing before the Urban Design Committee (the "UDC") for review of a proposed new dwelling in advance of an anticipated Minor Variance Application. Variance requests pertain to maximum lot coverage, minimum rear yard setback, maximum driveway width, and minimum front porch depth. The comments of the UDC will be considered within the Staff Report prepared for the Minor Variance Application.

The site plan and building elevations are attached as **Appendix I**.

The Subdivision Agreement for St. Davids Estates Subdivision is authorized through By-law 4307-09 and requires the following with respect to urban design approvals in section 8.1.9:

The Developer agrees that building plans for each lot will be required to obtain Urban Design approval in accordance with the St. Davids Urban Design Guidelines and the Director of Planning and Development Services Department with regard streetscape and urban design considerations which includes but is not limited to building scale, massing design and garage location.

3. BACKGROUND

3.1 Site Description and Surrounding Land Use

The subject lands are known municipally as 56 Kenmir Avenue, lying west of

Tanbark Road within the St. David's Estates Subdivision of the urban area of St. Davids (see **Figure 1**).



Figure 1 - Subject lands outlined in yellow

The subject lands are rectangularly shaped and have 18.09 metres of frontage on Kenmir Avenue and an area of 687.59 square metres. The subject lands are currently vacant with a substantial grade increase toward the south (rear) of the property from the street. **Figure 2** shows the subject lands and an adjacent vacant lot.



Figure 2 - Subject lands are currently vacant with steep increase in grade to the rear (south)

Surrounding land uses include primarily single-detached dwellings with some townhouse units to the south in the Tanbark Heights condominium development. To the west are agricultural uses outside the urban boundary of St. Davids.

The Official Plan designation for the subject lands is “Low Density Residential”, and the zoning is “Residential (R1-11) Site Specific Zone.”

4. DISCUSSION / ANALYSIS

4.1 Town of Niagara-on-the-Lake Official Plan, 2017 Consolidation, as amended

The Town Official Plan provides the following applicable policies under Section 6.32.3 Special Policy Area A-3 (St. Davids):

Urban Design

2. All development, redevelopment, and infill in St. Davids shall be designed in a manner consistent with urban design guidelines adopted by Council.

Section 7.3 of the Village of St. Davids Urban Design Guidelines provides the following relevant guidelines for new residential built form:

7.3.1 General Principles

a) New development should be consistent in form and design with the surrounding existing built fabric. Detailed building and garage setbacks and

placement guidelines should be consistent with those for new residential areas.

b) A strong public face should be created. Public streets and open spaces should generally be faced by the primary façades of houses as the houses that line the street substantially create the collective image of the streetscape.

c) Diverse housing types and designs create great streets in which to live and visit. On any given street in St. Davids there is a striking lack of repetition; lot sizes, house types, building heights, materials and colours are consistently different. This rich architectural language should inspire designers of new buildings. On each street, a variety of building types and sizes should be provided to prevent monotony and encourage a diverse community fabric. However, a sub-neighbourhood area may be distinguished by a dominant housing type, provided there is some intermixing of dwelling types and a variety of visible building elements and materials within each block.

i) Automobile storage should be subordinate. Garages should not be readily visible from the street; this allows the house façade to have greater expression through the emphasis on the front entrance, porch, bay windows, etc.

The proposed design is generally consistent in form and design with existing dwellings in the St. Davids Estates Subdivision, which is a sub-neighbourhood defined by large, custom homes of varying architectural styles. The double-wide garage is proposed to project in front of the dwelling facade, which is discouraged in the design guidelines. There are other examples within the subdivision in which garages project in front of the dwelling facade incorporating a balcony directly above (see **Appendix II**). The balcony above the garage creates an active interface with the street, but does not diminish the visibility of the garage.

7.3.3 Guidelines Garages

a) The garage door should not occupy more than 50 percent of the street-facing façade of a house.

b) It should be recessed from the front façade by at least one metre.

c) The garage should not project beyond the main building façade, except where a front porch is applied, in which case the garage may only project to the depth of the front porch.

- Front porches should be a minimum of 2.0 metres in depth.*

- Where houses provide more than one storey and include a projecting garage, a second storey above the garage should be encouraged.*

f) For lots over 12.2m (40 ft.):

- Garage interior widths shall be a maximum of 6.0 metres.*

- Garage widths shall be a maximum of 50% of the lot frontage.*

- Garages are encouraged to incorporate 2 single width garage doors in preference to a double width door.*

Note: "Garage width" as noted above, represents the interior garage width and in most cases the maximum driveway width.

The proposed dwelling design incorporates a 3-car wide garage with a single-car garage door and a double-wide garage door. The total width of the garage doors is approximately 7.3 metres, which is less than 50% the width of the street facing

facade of the house at 15.6 metres.

The design guidelines recommend that garages be recessed from the front facade, however, as noted previously, the garage projects in front of the dwelling facade and front porch. Living space, as well as a balcony are proposed above the garage. The covered portion of the front porch is less than 2 metres in depth as recommended in the design guidelines. A 2 metre depth is encouraged in order to promote the active use of a front porch and more "eyes on the street." However, the applicant is proposing a balcony above the garage, which could serve as an alternative active space on the dwelling facade.

The guidelines state that for lots over 12.2 metres, garage interior widths shall be a maximum of 6 metres in width. The proposed dwelling exceeds the 6 metre maximum and proposes an interior width of 9.4 metres for the proposed 3-car garage. In addition, the guidelines recommend 2 (two) single width garage doors in preference to a double width door. The proposed dwelling includes both a single and double-wide garage door. Staff note that double-wide garage doors are used on many of the surrounding dwellings. The applicant has considered the use of a hidden garage door for the single garage door in order to mitigate the aesthetic impacts of the proposed 3-car garage from the street. Alternate drawings showing a hidden garage door option are provided in **Appendix III**.

The Committee is asked for input on the proposed design and siting of the 3-car garage and any recommended mitigation measures to assist in making the garage visually subordinate.

7.3.4 Guidelines: Massing, Form and Façades

a) Residential buildings should consider overall form, massing and proportions, and the rhythm of major repetitive building elements to create a street façade that is composed of a consistent and attractive variety of building elements.

e) The proportion of rooflines, wall planes and openings should be consistent with other buildings on the street.

The proposed dwelling is generally consistent in form, massing, proportions, and architectural details with adjacent dwellings.

5. STRATEGIC PLAN

Not applicable.

6. OPTIONS

Not applicable.

7. FINANCIAL IMPLICATIONS

There is no fee for UDC Review and Staff review and administrative costs are borne by the Town. The applicant is responsible for all costs related to this application including Building Permit fees and any applicable Development Charges.

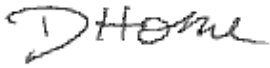
8. COMMUNICATIONS

The Urban Design Committee Minutes will be forwarded to Council as part of the Information Package where all recommendations will be publicly available. The Committee's comments will form part of the anticipated Minor Variance Application.

9. CONCLUSION

Staff respectfully request comments from the Urban Design Committee regarding the proposed new dwelling based on the attached building elevations and site plan. In particular, Staff request comments regarding the siting and design of the proposed 3-car garage.

Respectfully submitted,



**Denise Horne, MA, Diploma Heritage Conservation, CAHP
Planner II**



**Rick Wilson, MCIP, RPP
Manager of Planning**

ATTACHMENTS

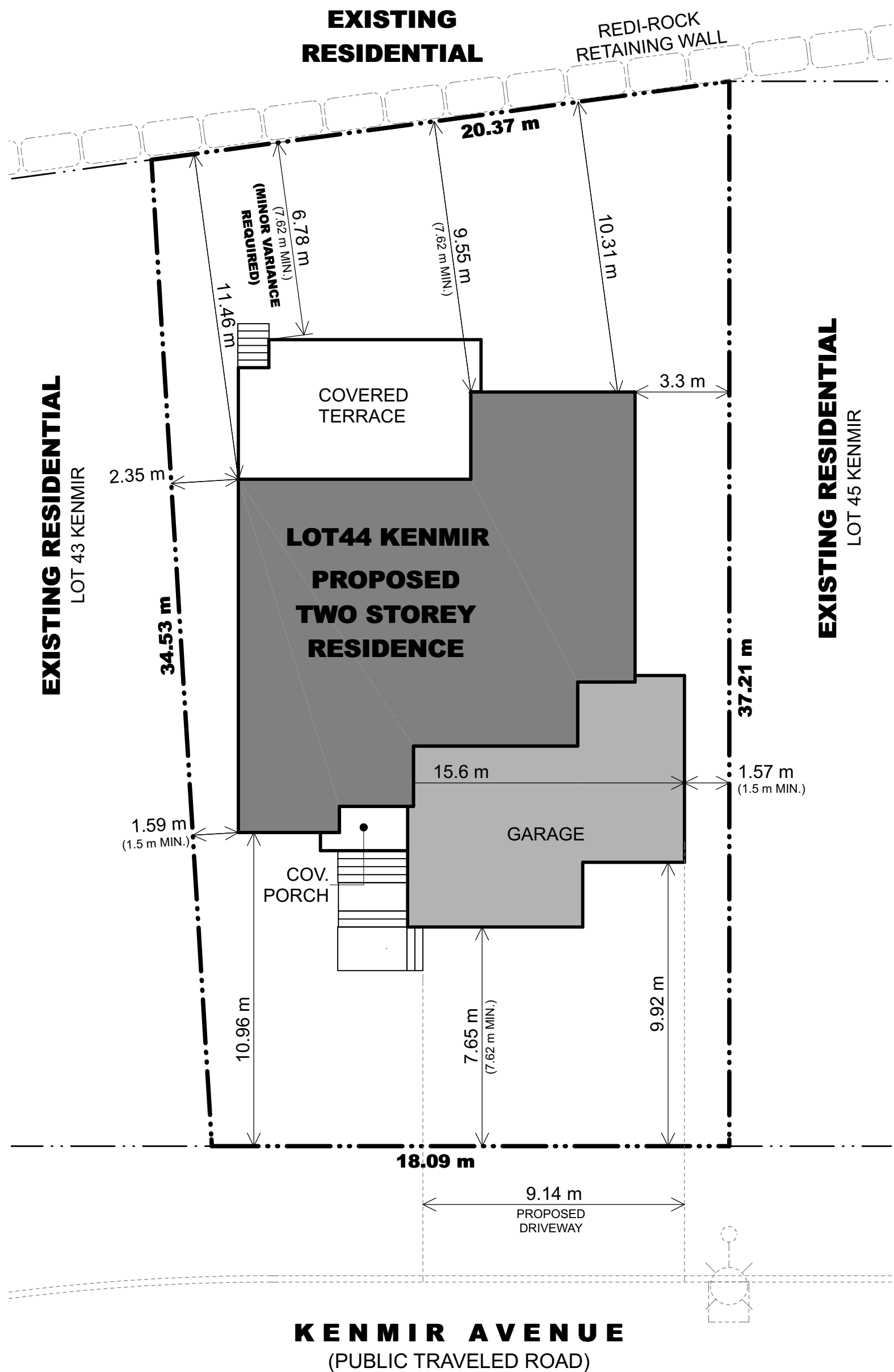


Appendix I - Site Plan and Elevation Drawings.pdf Appendix II - comparative dwellings.pdf



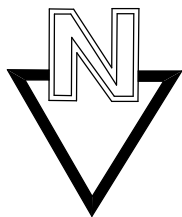
Appendix III - hidden garage.pdf

PROPOSED TWO STOREY
LOT 44 KENMIR, NIAGARA-ON-THE-LAKE

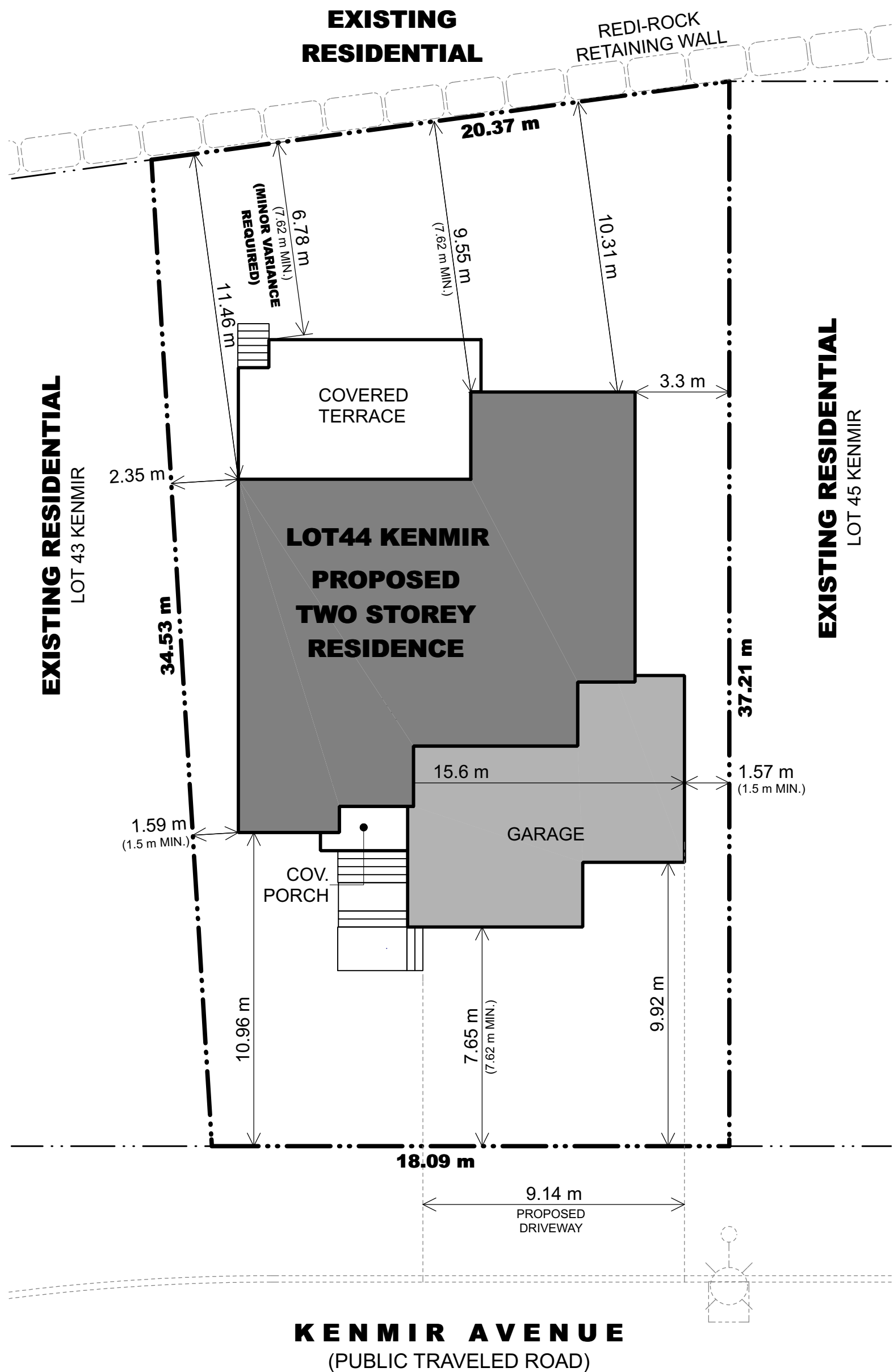


SITE STATISTICS:	
LOT AREA	- 687.59 m ²
LIVING AREA	- 158.49 m ²
GARAGE	- 61.78 m ²
COV. PORCH	- 4.27 m ²
COV. TERRACE	- 40.41 m ²
TOTAL	- 264.95 m ² (38.6%)
MINOR VARIANCE REQUIRED FOR LOT COVERAGE (33% MAX)	

SITE PLAN
SCALE = 1:150

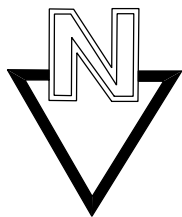


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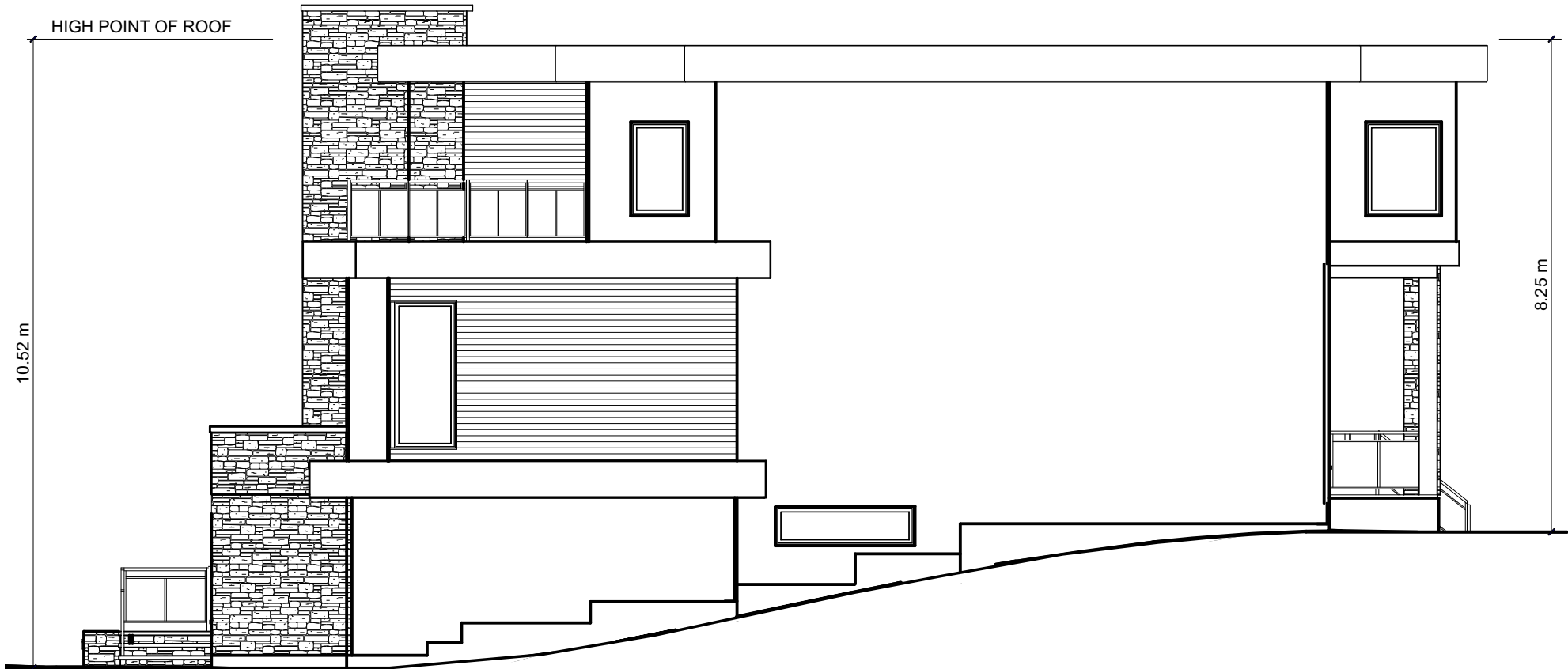
SITE PLAN
SCALE = 1:150



PROPOSED TWO STOREY
LOT 44 KENMIR, NIAGARA-ON-THE-LAKE



FRONT ELEVATION
SCALE = 1:100

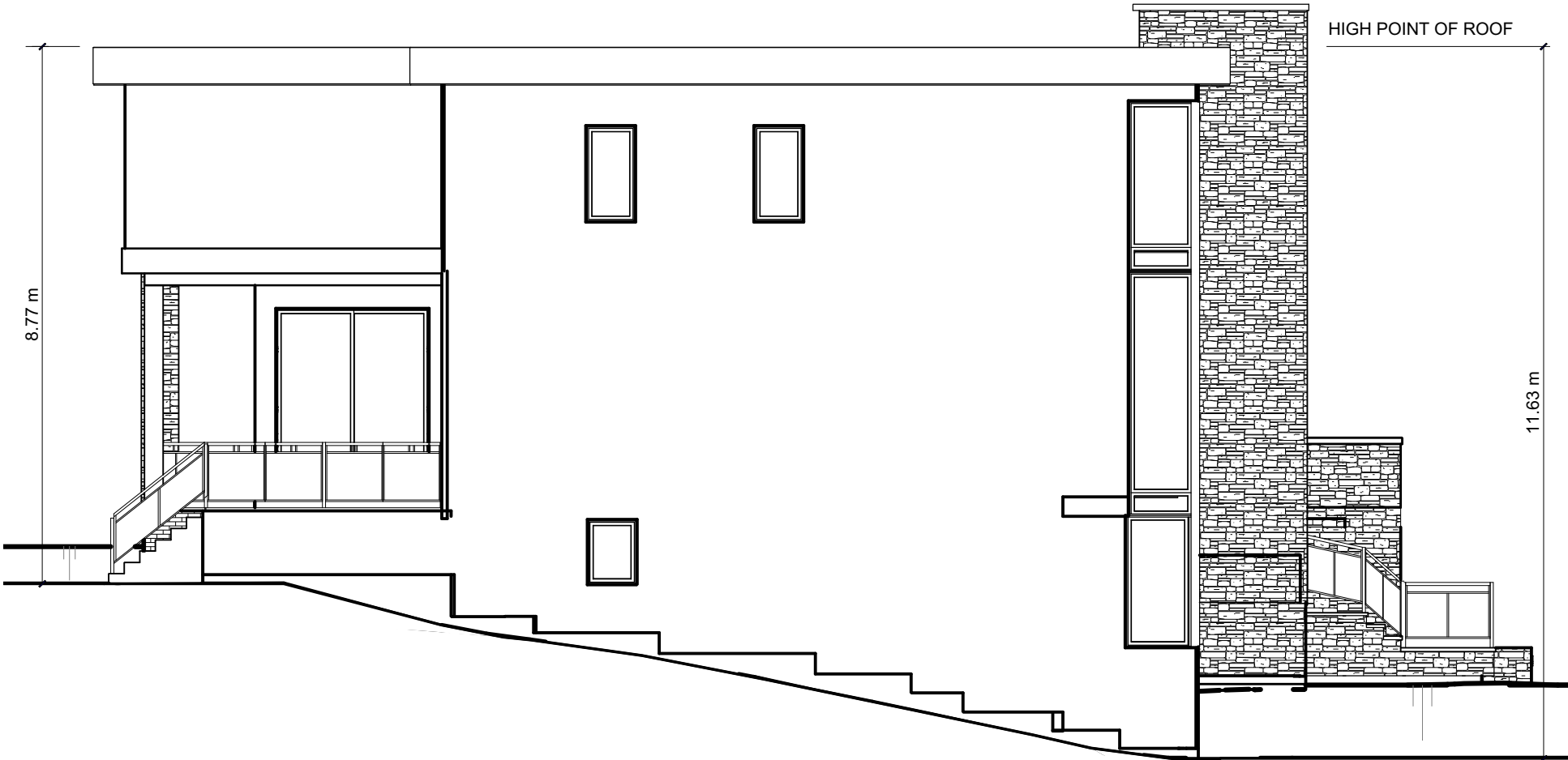


RIGHT ELEVATION
SCALE = 1:100

PROPOSED TWO STOREY
LOT 44 KENMIR, NIAGARA-ON-THE-LAKE



REAR ELEVATION
SCALE = 1:100



LEFT ELEVATION
SCALE = 1:100



SCALE = 1:100





Appendix II

Existing dwellings within the St. Davids Estates Subdivision



Photo 1 - 54 Kenmir Avenue, directly adjacent to subject lands

Appendix II



Photo 2 - 15 Kenmir Avenue at left and 17 Kenmir Avenue at Right

Appendix II

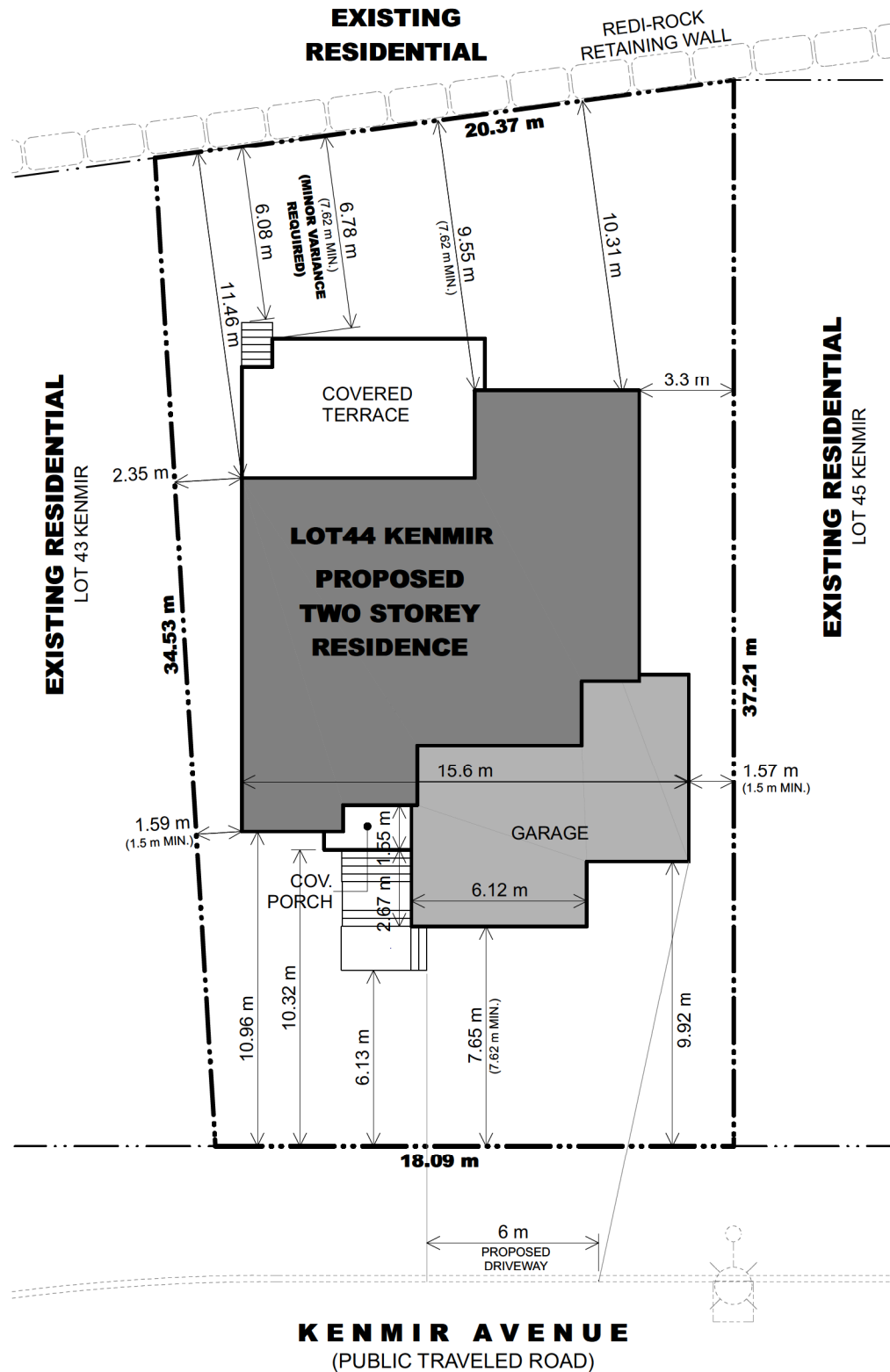


Photo 3 - 5 Kenmir Avenue at left, 7 Kenmir Avenue at right

Appendix III - Hidden Garage Door

PROPOSED TWO STOREY

LOT 44 KENMIR, NIAGARA-ON-THE-LAKE



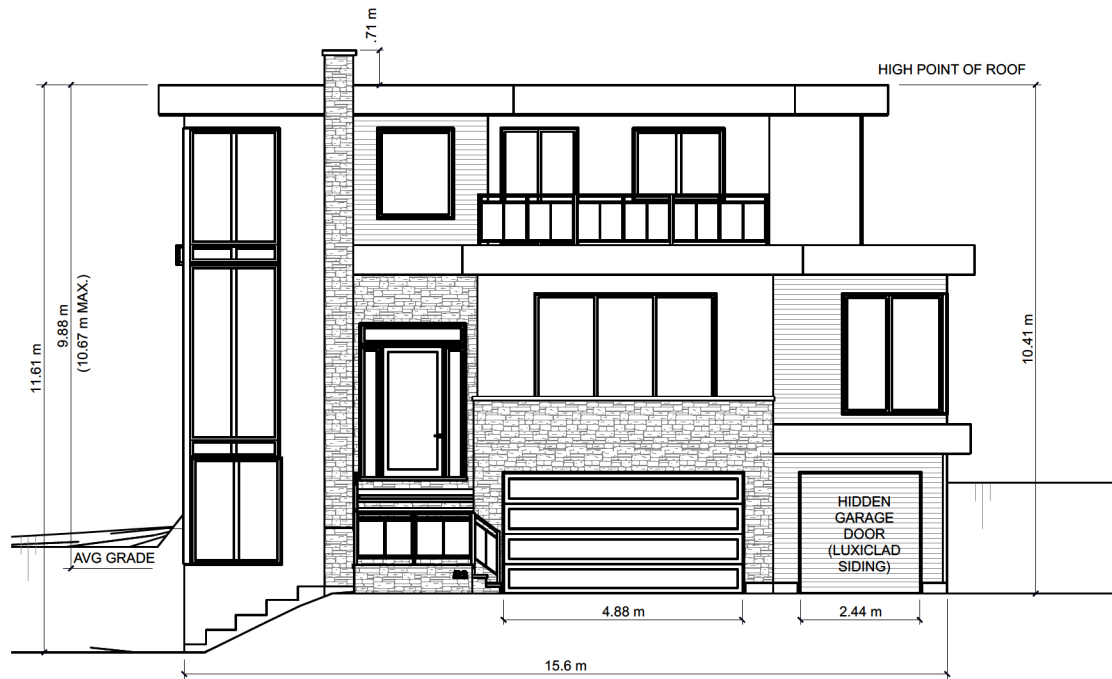
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SITE PLAN

SCALE = 1:150

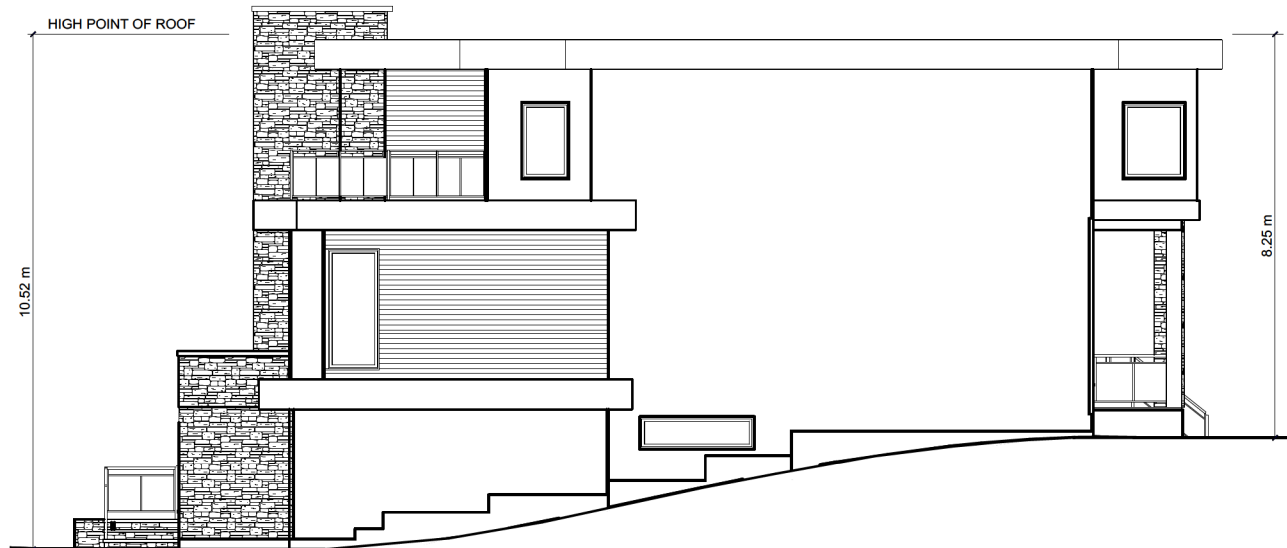


Appendix III - Hidden Garage Door
PROPOSED TWO STOREY
LOT 44 KENMIR, NIAGARA-ON-THE-LAKE



FRONT ELEVATION

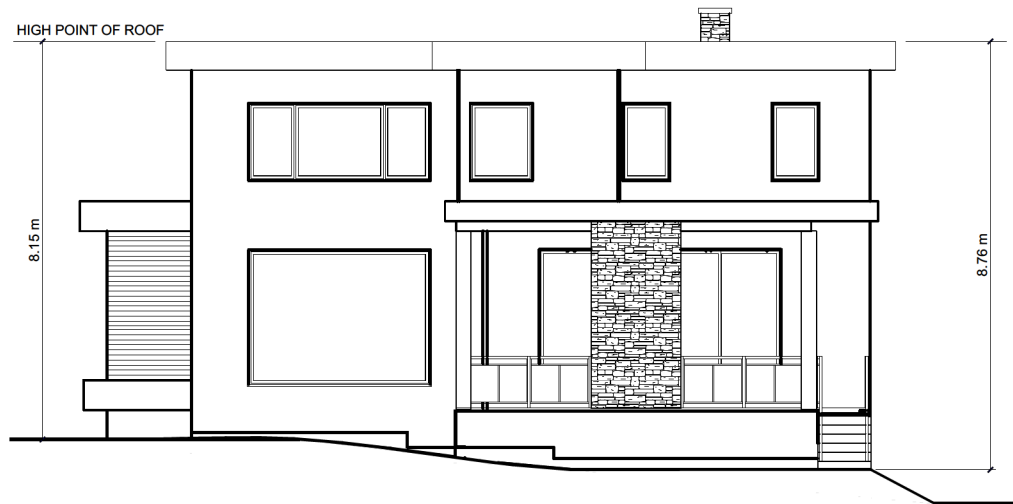
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RIGHT ELEVATION

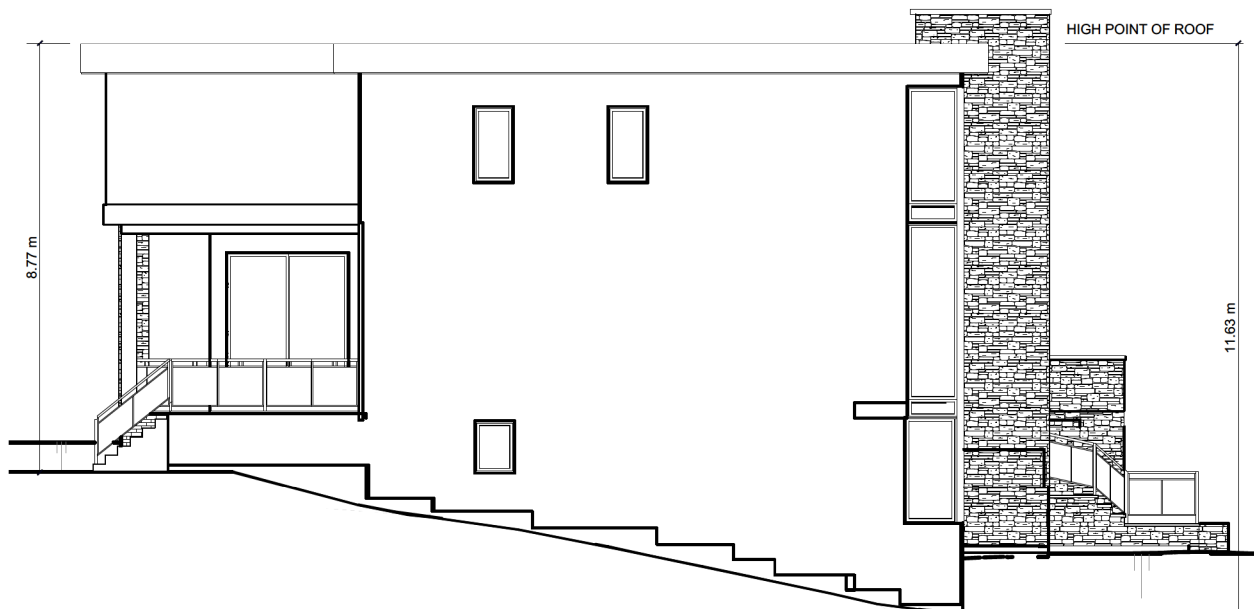
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Appendix III - Hidden Garage Door
PROPOSED TWO STOREY
LOT 44 KENMIR, NIAGARA-ON-THE-LAKE



REAR ELEVATION

SCALE = 1:100



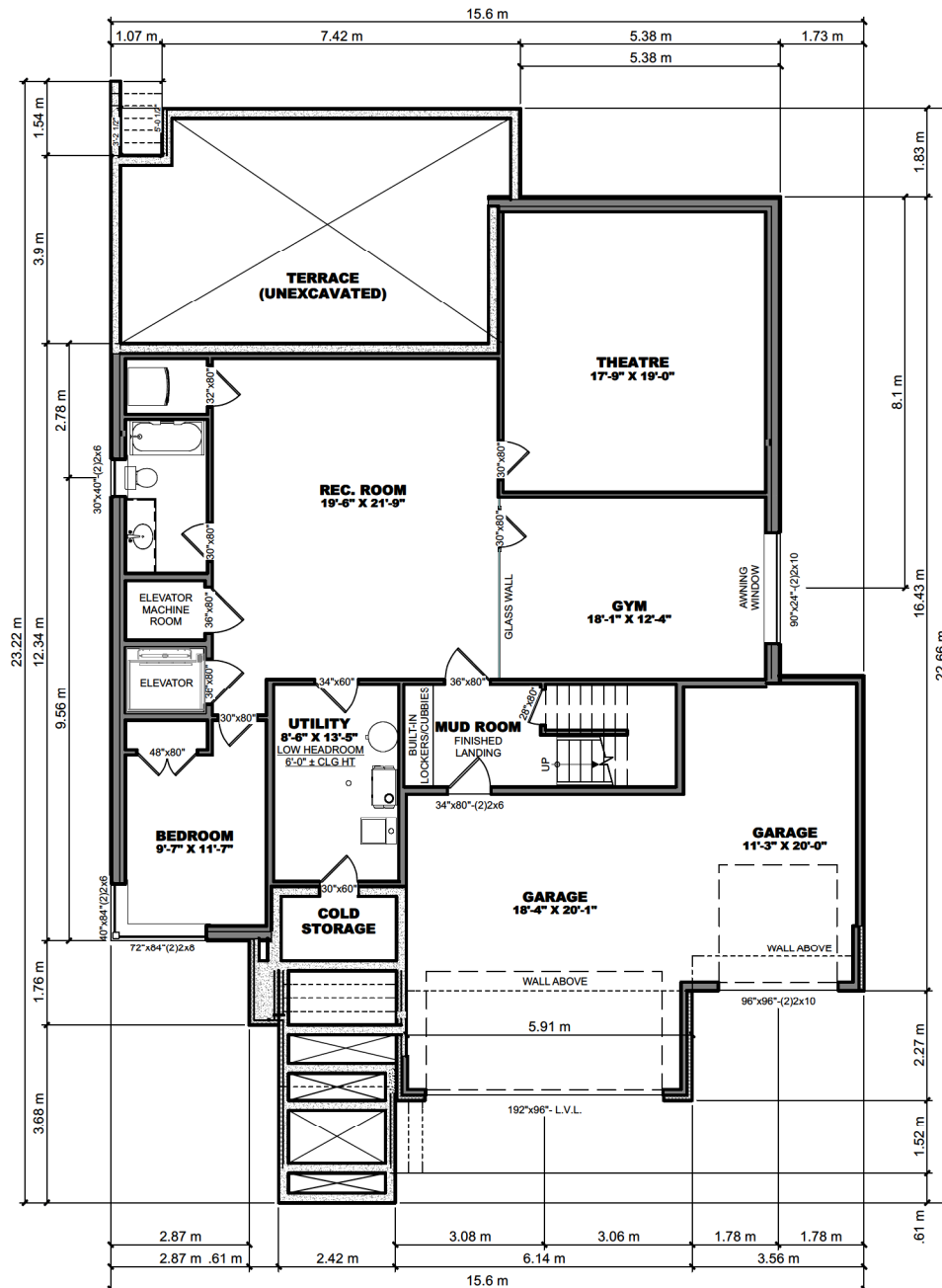
LEFT ELEVATION

SCALE = 1:100

Appendix III - Hidden Garage Door

PROPOSED TWO STOREY

LOT 44 KENMIR, NIAGARA-ON-THE-LAKE



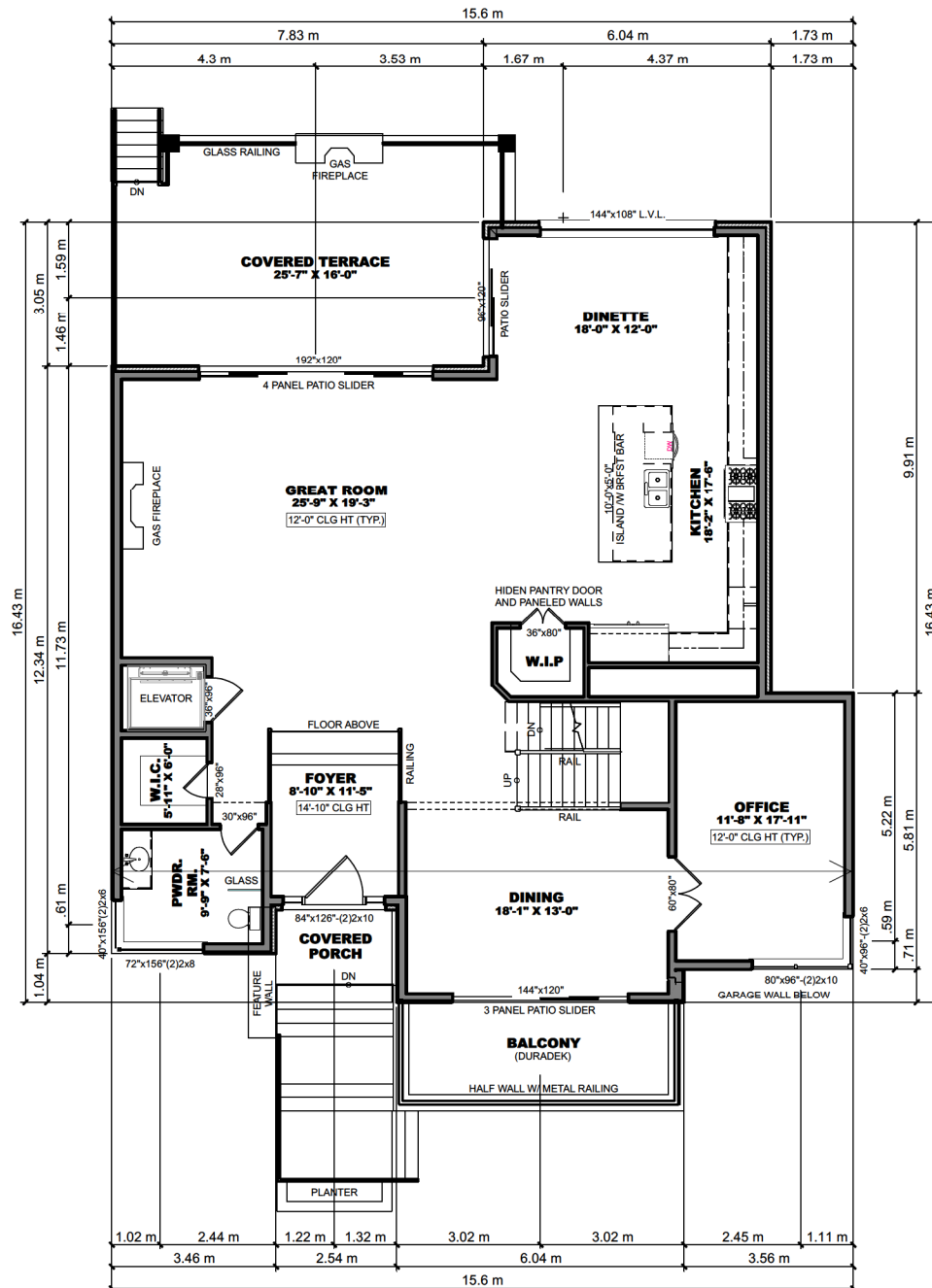
LOWER FLOOR PLAN

SCALE = 1:100

Appendix III - Hidden Garage Door

PROPOSED TWO STOREY

LOT 44 KENMIR, NIAGARA-ON-THE-LAKE



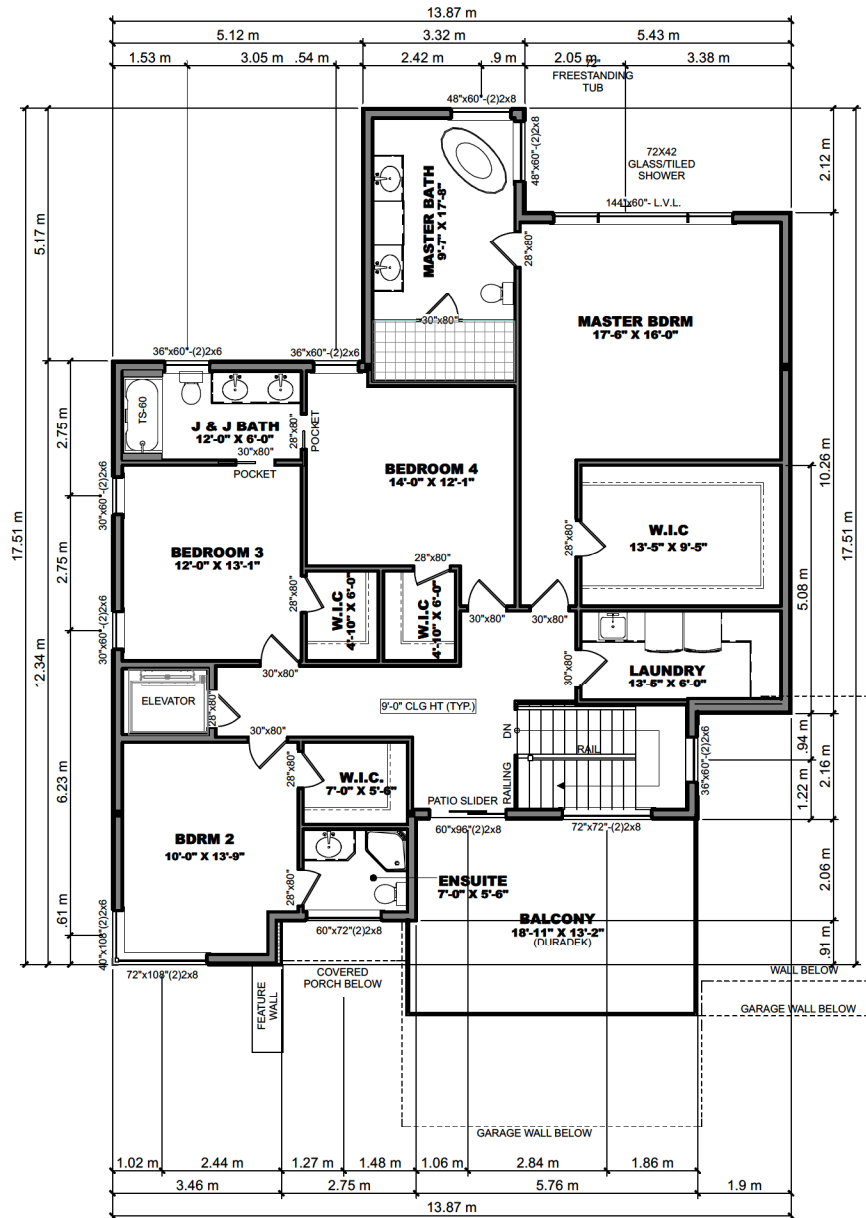
MAIN FLOOR PLAN

SCALE = 1:100

Appendix III - Hidden Garage Door

PROPOSED TWO STOREY

LOT 44 KENMIR, NIAGARA-ON-THE-LAKE



Appendix III - Hidden Garage Door



Appendix III - Hidden Garage Door

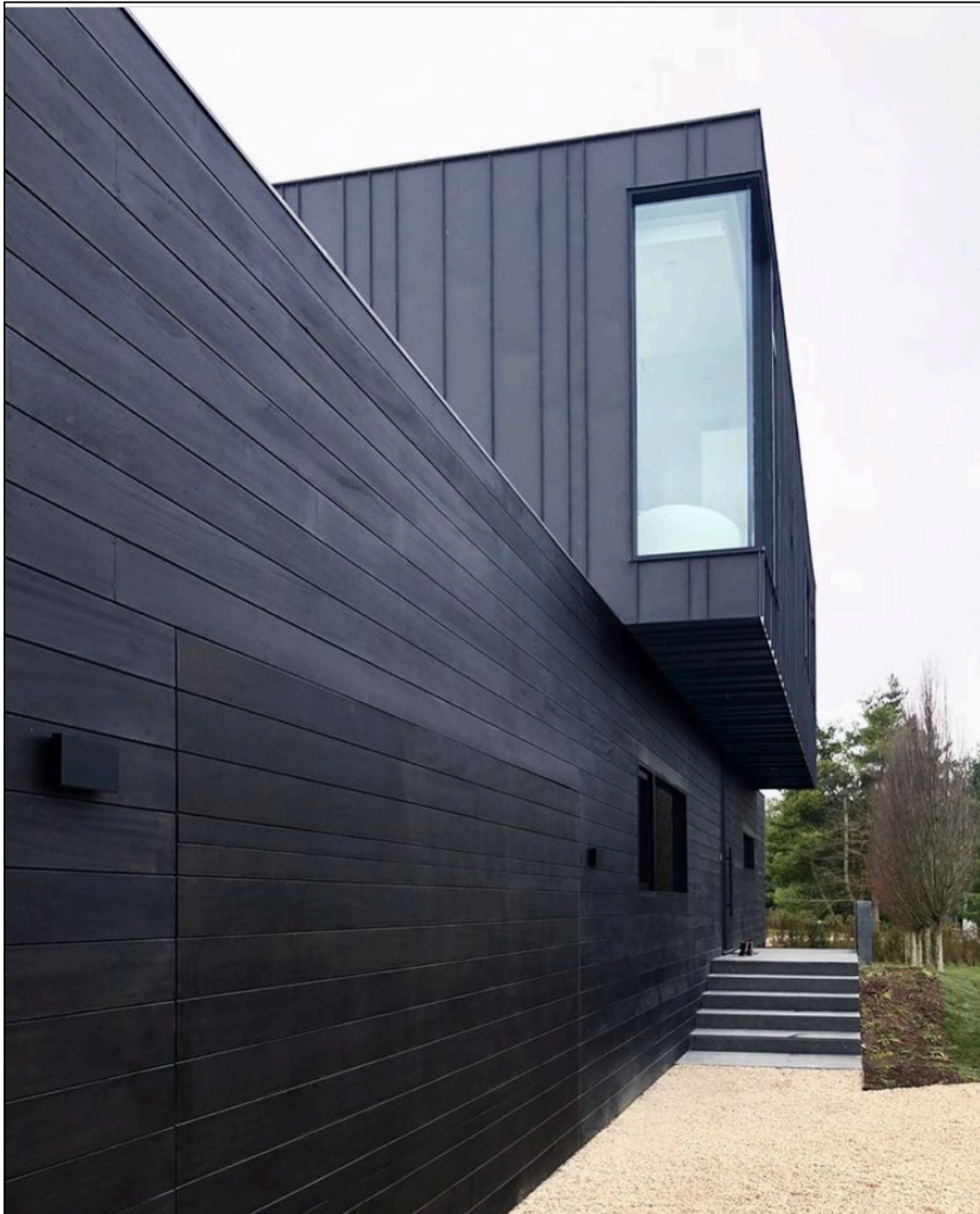


Appendix III - Hidden Garage Door



Appendix III - Hidden Garage Door

Examples of hidden garage doors



Appendix III - Hidden Garage Door

