

PART 8
COMMUNITY DESIGN GUIDELINES

8.1. GENERAL

Community Design Guidelines are required to ensure that prominent natural and cultural heritage features blend to improve the visual quality of all areas in the Town. Accordingly, the Plan establishes guidelines based on accepted planning and design principles, which include:

- (a) Measures to conserve and restore the Town Cultural Heritage resources;
- (b) Policies to maintain a high standard of residential design and to encourage the supply of various housing types;
- (c) Measures to ensure that all buildings and property in the Town are maintained and, where necessary, upgraded to Town standards;
- (d) Policies to provide for Community Improvement through the revitalization of older residential and commercial areas;
- (e) Guidelines to encourage the wise and efficient use of energy resources in the *development* of the Town; and
- (f) Policies to encourage tree preservation.

8.2. HERITAGE CONSERVATION

8.2.1. Introduction

It is the intent of The Town that *significant built heritage* resources and *significant cultural heritage landscapes* are conserved.

8.2.2. Objectives

- (a) To appoint and support the Heritage Committee.
- (b) To encourage the identification, conservation and restoration of *Cultural Heritage* and *cultural heritage landscapes* within the Town.
- (c) To encourage the conservation, restoration and *adaptive re-use* of heritage buildings within the Town.
- (d) To recognize natural and agricultural landscapes as an important *cultural heritage landscape* feature.
- (e) To evaluate the impact of all municipal projects on heritage features within the Town.
- (f) To identify and conserve heritage trees.

8.2.3. Policies

- (a) The Town shall encourage the conservation of *significant built heritage resources* and *significant cultural heritage landscapes* in the Town, which may include archaeological sites, buildings, structures, streetscapes of historical and architectural value and natural features.
- (b) Cultural heritage landscapes may be included within a heritage conservation district or may be designated as individual properties under Part IV of the Ontario Heritage Act. When the register of cultural heritage resources is completed, the register may be incorporated in this Plan.
- (c) The Town shall conserve cultural heritage resources by utilizing its authority under the Ontario Heritage Act to designate individual properties and heritage conservation districts that are of cultural heritage value or interest. The Town has established a municipal heritage committee to advise and assist Council on matters related to Parts IV and V of the Ontario Heritage Act. The Town may also consult the Heritage Committee on matters related to cultural heritage conservation and identifying properties that may warrant designation.
- (d) The Town will require a Heritage Impact Assessment to be conducted by a qualified professional whenever a *development* or other proposal has the potential to affect a cultural heritage resource.
- (e) Proposals to alter, demolish or erect a structure on any designated or listed property, located adjacent to a designated or listed property or located within a Heritage Conservation District shall be subject to the preparation of a Heritage Impact Assessment that will be submitted to the Town for review and approval.
- (f) Where the Town has required a Heritage Impact Assessment, the resource(s) concerned will automatically receive temporary protection from alteration/demolition until the Assessment is completed to the satisfaction of the Town.
- (g) Where the Town requires a Heritage Impact Assessment, it shall be prepared on behalf of the proponent by a qualified professional approved by the Town. The Assessment shall:
 - (i) Identification of significance and *Heritage Attributes* of the cultural heritage resource;
 - (ii) Provide a site history and a description of the heritage resource;
 - (iii) Describe the proposal;
 - (iv) Identify the impacts the proposal will have on the heritage resource;
 - (v) Include recommendations on how the impacts of the proposal on the heritage resource will be mitigated;
 - (vi) Where appropriate, establish a justification for demolition of the resource; and
 - (vii) The recommended design alternatives.

- (h) All properties having *significant built heritage* or *significant cultural heritage landscapes*, which are to be developed shall be *conserved*. The conservation of these resources shall be a requirement of any *development* approval.
- (i) *Development and site alteration* shall not be permitted on *adjacent lands* to a *protected heritage property* except where the proposed *development* has been evaluated and it has been demonstrated that the *heritage attributes* of the *heritage property* will be *conserved*.
- (j) The Town shall maintain a register of all properties designated under Part IV of the *Ontario Heritage Act*. This register may also contain properties that are not designated, but which are considered by Council and the Heritage Committee to be of cultural heritage value or interest.
- (k) The Town, in consultation with the Heritage Committee, may designate a Heritage Conservation District pursuant to the Ontario Heritage Act where all or some of the following characteristics have been identified:
 - (i) The majority of the buildings reflect an aspect of local history;
 - (ii) The majority of the buildings are of an architectural style, or a method of construction which is *significant* historically or architecturally to the Town, Region or Province;
 - (iii) The district contains other important physical, environmental or archaeological characteristics which collectively create an area of particular *character* and/or aesthetic value; and
 - (iv) The district is in an area of special association that is distinctive within the Town, and as a result, contributes to the *character* of the entire community.
- (l) Prior to the designation of a Heritage Conservation District, the Town will:
 - (i) Pass a by-law of intent to define and investigate an area;
 - (ii) Prepare and adopt a Heritage Conservation District Plan to encourage conservation; and
 - (iii) Pass a by-law designating the area as a Heritage Conservation District.
- (m) The Town shall ensure cultural heritage resources are *conserved* when undertaking municipal public works projects impacting municipally owned properties such as roads and *infrastructure* projects, carried out under the Municipal Class Environmental Assessment (EA) process. When necessary, the Town will require heritage impact assessments and other satisfactory measures to mitigate any *negative impacts* affecting identified cultural heritage resources located on municipally owned properties or from a municipally driven undertaking.
- (n) *Development and site alteration* shall not be permitted on lands containing *archaeological resources* or areas of archaeological potential unless *significant archaeological resources* have been *conserved*.

- (o) The Town will pursue the availability of government grants to assist in heritage conservation and protection.
- (p) To ensure and encourage the conservation and *adaptive reuse* of all heritage resources, the Town may:
 - (i) Request special legislation from the provincial government to provide greater demolition control of designated buildings than is permitted under the Heritage Act;
 - (ii) Provide incentives such as bonus zoning (increases to height and/or density), additional land uses and/or parking requirement relaxation;
 - (iii) Use Heritage Conservation Easements to ensure the enhanced protection of heritage properties;
 - (iv) Require Heritage Letters of Credit to ensure heritage buildings are not damaged during *development/redevelopment*; and/or
- (q) Archaeological assessments carried out by consultant archaeologists licensed under the *Ontario Heritage Act*, shall be required as a condition of any *development* proposal affecting areas containing a known archaeological site or considered to have archaeological potential.
- (r) The Town will consider and promote archaeological management plans and cultural plans in conserving cultural heritage and *archaeological resources*.
- (s) The Town prior to approving an application for shoreline of waterfront *development* require a marine archaeological assessment to be conducted by a licensed marine archaeologist, pursuant to the *Ontario Heritage Act*.
- (t) Archaeological assessment reports prepared by licensed consultant archaeologists are to be in compliance with the 2011 Standards and Guidelines for Consultant Archaeologists as set out by the Ministry of Tourism, Culture and Sport, as well as the terms and conditions of an archaeological license under the *Ontario Heritage Act*.
- (u) *Areas of archaeological potential* are determined through the use of provincial screening criteria, or criteria developed by a licensed consultant archaeologist based on the known archaeological record the municipality and its surrounding region. Such criteria may include a range of environmental, physiographic and historical features, information from local stakeholders and the effects of past land use.
- (v) The Town shall consider the interests of Aboriginal communities in conserving cultural heritage and *archaeological resources*.
- (w) Those areas of the Town in and around the First Baptist Church, Library and the Central Business District have a distinct heritage *character* that is an important part of defining the small town *character* of Beamsville. A *cultural heritage landscape* study of this area should be prepared to define more thoroughly its unique

characteristics and to provide guidance for future infill *development* that will not adversely affect this *character*.

8.3. PROPERTY MAINTENANCE

8.3.1. Introduction

It is the intent of The Town to require the maintenance of the existing buildings and property in a state of good repair, and to control the quality of new *development*.

8.3.2. Objectives

- (a) To develop and enforce a Property Maintenance and Occupancy Standards By-law.
- (b) To provide for the maintenance and upkeep of municipal buildings and property.

8.3.3. Policies

- (a) The Town shall require the maintenance and improvement of all properties in the Town, to minimum standards, through the enforcement of Zoning, Building and Property Maintenance and Occupancy Standards By-laws.
- (b) The Town shall adopt and enforce by-laws pursuant to the Building Code Act which:
 - (i) Set standards for the maintenance and occupancy of property within the Town, or within any defined area(s), and for prohibiting the occupancy or use of such property that does not conform to such standards; and
 - (ii) Require property that does not conform to the standards, to be brought up to standard or to be cleared of all buildings, structures, debris and refuse and left in a graded and levelled condition.
- (c) The Town shall require the care and maintenance of properties situated in any land use designation to:
 - (i) Conserve and safeguard the existing housing stock;
 - (ii) Ensure that minimum standards of safety and health are complied with; and,
 - (iii) Prevent unsightly conditions of buildings or property, and the accumulation of debris and derelict vehicles.
- (d) The Town shall undertake to keep in a well-maintained condition all Municipal properties and structures, and to provide, and maintain in good repair, roads, sidewalks, and other public works.

8.4. COMMUNITY IMPROVEMENT PLANS

8.4.1. Introduction

The Town may designate areas as community improvement project areas and may prepare and adopt community improvement plans for the project areas.

8.4.2. Objectives

Settlement areas

Community improvement plans may be prepared and adopted by the Town to achieve one or more of the following objectives:

- (a) To support public as well as private sector improvement efforts;
- (b) To foster the revitalization and *redevelopment* of downtowns;
- (c) To support the implementation of the Town growth management policies as set out in this Plan;
- (d) To encourage private sector investment in order to preserve and enhance the viability of existing commercial areas;
- (e) To maximize the use of existing public *infrastructure* by encouraging infilling, *intensification* and *redevelopment* of lands and buildings;
- (f) To encourage, support and coordinate private and public sector renovation, repair, rehabilitation, *redevelopment* or other improvement of lands and/or buildings;
- (g) Maintain and improve municipal services including sanitary sewers, water, stormwater management, roads, sidewalks and streetlighting;
- (h) Encourage the conservation, restoration, *adaptive re-use*, maintenance, improvement and protection of cultural heritage resources;
- (i) Maintain and improve the transportation network to ensure adequate traffic flow, and parking facilities; j) Support active transportation through urban design and the provision of improved facilities for cycling and pedestrians;
- (k) Improve and maintain the physical and aesthetic qualities and amenities of the streetscape;
- (l) Encourage the eventual elimination and/or relocation of incompatible land uses and where this is not feasible, to encourage physical improvements to minimize the incompatibility;
- (m) Improve environmental conditions;
- (n) Improve social conditions;
- (o) Promote cultural development and encourage the development of cultural facilities;

- (p) Facilitate and promote community economic development including development as a **Centre of Excellence for Agriculture**;
- (q) Improve community quality, safety and stability;
- (r) Improve the supply of *affordable* housing and the range of housing opportunities, particularly in downtowns;
- (s) Encourage the restoration, maintenance, improvement and protection of natural habitat, parks, open space, recreational and heritage facilities and amenities, and to establish new facilities where deficiencies exist to meet the needs of the citizens of the community;
- (t) Support the development of tourism in the Town;
- (u) Encourage and support environmentally sustainable *development*; and
- (v) To encourage the *adaptive re-use* of cultural heritage resources.

Agricultural Areas

Community improvement plans may be prepared and adopted by the Town to achieve one or more of the following objectives:

- (a) Foster the long term economic viability of agriculture by supporting the rehabilitation, adaptation and conversion of agricultural buildings and facilities for agricultural and agricultural *value added uses*;
- (b) Facilitate and promote agricultural services;
- (c) Maintain and enhance the scenic quality of the agricultural landscape; and
- (d) To encourage the *adaptive re-use* of cultural heritage resources.

8.4.3. Policies

(a) Community Improvement Project Areas

The Town may designate by by-law one or more community improvement project areas, the boundary of which may include all or part of lands within the Town *Urban Area Boundaries* or all of part of lands within the agricultural designations.

(b) Criteria for the Selection of Community Improvement Project Areas

Settlement areas

For an area within the *Settlement areas* to be designated as a community improvement project area, it must satisfy one or more of the following criteria:

- (i) Older stable or declining residential and commercial uses that are in need of rehabilitation, maintenance or *redevelopment*;
- (ii) Contains areas identified for *redevelopment* and/or *intensification* in the this Plan;
- (iii) Commercial and residential areas with poor physical condition or poor visual quality of the built environment, including but not limited to building facades, streetscapes, public amenity areas and urban design;
- (iv) Vacant lots and/or underutilized properties and buildings which have potential for infill, *redevelopment* or expansion to better utilize the land base;
- (v) Lack of or deficient water systems, sanitary sewer systems and/or stormwater management systems, roads, sidewalks and street lighting;
- (vi) Lack of or deficient sidewalks, curbs and/or roads;
- (vii) Lack of or deficient street lighting, streetscaping and street furniture and other related facilities;
- (viii) Lack of or deficient parks, open space and/or recreation and community facilities;
- (ix) Lack of or deficient bicycling, transit, and off-street parking facilities;
- (x) Lack of or deficient *affordable* housing or mix of housing opportunities;
- (xi) Buildings in need of physical improvements and/or repairs, including facade treatment and signage improvement in commercial areas;
- (xii) In commercial areas, the existence of a Business Improvement Area (BIA), or the potential for the establishment of a BIA;
- (xiii) Conflicts between existing *development* and adjacent transportation facilities;
- (xiv) Conflicts between bicycling and pedestrian circulation and adjacent transportation facilities;
- (xv) Minor incompatibilities between *development* where improvements to site design could resolve existing problems;
- (xvi) Improvement to energy efficiency and/or renewable energy efficiency;
- (xvii) Areas of known or suspected environmental contamination; and/or
- (xviii) Other *significant* environmental, social or community economic development reasons for community improvement.

Agricultural Areas

For an area within the agricultural area to be designated as a community improvement project area, it must be designated *Specialty Agricultural* and/or Prime Agricultural in this Plan.

(c) Phasing

The phasing of community improvements shall be prioritized according to:

- (i) The growth management policies and priorities as set out in the Regional Official Plan and this Plan;

- (ii) The financial capability of the Town and Region to fund community improvement projects;
- (iii) Availability and timing of senior government programs that offer financial assistance for community improvement efforts;
- (iv) The timing of related capital expenditures to ensure that community improvements are coordinated; and
- (v) Commitments by private property owners to upgrade their properties, and other circumstances which may affect the priority given to a community improvement area.

(d) Implementation

The Town may undertake the full range of actions permitted under Section 28 of the Planning Act to implement the objectives for Community Improvement contained in this Plan. As well the Town may:

- (i) Apply for financial assistance from and participate in senior level government programs that provide assistance to municipalities and/or private landowners for the purposes of community improvement;
- (ii) Support heritage conservation and improvement through means available under the Ontario Heritage Act;
- (iii) Provide information on municipal financial assistance programs, public realm improvements and other government assistance programs;
- (iv) Prepare design plans for commercial core areas that may include streetscape improvements, parkette, public parking areas, lookouts and trail development; and
- (v) Coordinate streetscaping improvements with the installation/upgrading of municipal services, e.g., sewer installation, road and sidewalk reconstruction.

The Town shall be satisfied that its participation in community improvement activities will be within the financial capabilities of the Town.

8.4.4. Contents of a Community Improvement Plan

Community Improvement Plans shall contain the purpose of the plan, objectives, and a description of the community improvement project area, a description of all programs and/or projects and an implementation plan. The preparation of a community improvement plan shall meet the minimum requirements of the Planning Act for public consultation.

8.5. TREE PLANTING

8.5.1. Preamble

The Town promotes the improvement of the public realm through tree planting and preservation, landscaping improvements and streetscape improvements.

8.5.2. Objectives

- (a) To protect existing trees and woodlots and encourage additional tree planting in *settlement areas*.
- (b) To encourage appropriate landscaping in the *development/redevelopment* of sites.

8.5.3. Policies

- (a) The Town will continue to plant trees and provide a high standard of landscaping on Town property.
- (b) The Town, in the undertaking of public works, shall not remove trees unnecessarily and should trees be removed for this purpose, replacement trees shall be planted to enhance the appearance of the public undertaking and overall streetscape.
- (c) Forest resources offer benefits that should be taken advantage of when *development* occurs. In such resource areas, *development* is to be designed in a sensitive manner having regard to the following:
 - (i) The retention and protection, to the greatest extent possible, of the existing tree cover, recognizing its environmental and aesthetic importance.
 - (ii) Ensuring efficient harvesting and use of trees that must be removed to accommodate the placement of buildings, structures and roads.
 - (iii) The incorporation of land with existing tree cover into the urban area park system, if appropriate.
 - (iv) The maintenance and possible enhancement of tree cover along *watercourses* and on steep slopes, in order to reduce soil erosion and improve water quality.
- (d) It is a policy of this Plan that existing trees must not be unnecessarily removed and that wherever possible existing trees should be preserved and protected. Where it is unavoidable that trees be removed the Town in consideration of *development* applications shall require:
 - (i) The proponent to retain the services of a qualified arbourist or similar professional to prepare tree preservation and removal strategy which:
 - Identify the type and size of species and their contribution to the area;
 - Identify the trees to be removed which directly impede the *development* of the site;
 - Demonstrates that alternative design options are not viable in the preservation of trees;
 - Identify the replacement species and size of trees for the site; and

- Identify methods of protecting trees that are to remain including the establishment of buffers, limit of construction work fencing and maintaining existing soil moisture conditions.
- (ii) The proponent provides an attractive landscaping program, including the planting of trees to enhance the appearance of the *development* when completed.
 - (iii) As a condition of any *development* or *redevelopment* where it is unavoidable that trees must be removed the proponent shall plant trees of a similar or comparable species, number and having minimum calliper acceptable to the Town elsewhere on the site. Where no other reasonable location exists on the site the Town may require the owner to contribute to the Town sufficient money to replant an equal number of new trees on public lands identified for reforestation by the Town.

The Town will undertake to identify public lands owned by the municipality or, by agreement, lands owned by other public agencies where reforestation can occur.

- (e) When tree removal occurs without the approval of the Town, the Town is not obligated to approve any *development* application.

8.6. URBAN DESIGN

8.6.1. Introduction

Urban design involves the arrangement and design of buildings, public spaces, *transportation systems*, services, landscaping and amenities. Good urban design makes communities functional and attractive, as well as creates enjoyable places to live, work and play.

Due to the Town fixed *Urban Area Boundaries*, future growth in the Town will occur primarily through *intensification* and *redevelopment*. This requires design to be sensitive to ensure compatibility and to create a sense of place.

8.6.2. Urban Design Principles

Development in the Town will be based on the following design principles:

- (a) To encourage a compact, walkable and well-connected community;
- (b) To encourage mixed use and a range of housing;
- (c) To provide a linked public open space system;
- (d) To encourage quality architecture and to ensure that buildings provide an appropriate edge to the street;

- (e) To encourage increased density in appropriate locations;
- (f) To provide a range of transportation options, including walking and cycling;
- (g) To encourage *complete streets* for all users;
- (h) Appropriate design of streets and public spaces in order to enhance and encourage pedestrian and public activity;
- (i) To encourage a strong sense of place;
- (j) To encourage improvements to the public realm;
- (k) New *development* is to be compatible with established *development*;
- (l) Protection of the heritage buildings and structures;
- (m) Protection of the natural environment; and
- (n) The preservation of *cultural heritage landscapes* and features.

8.6.3. Policies

8.6.3.1. Roads and Streetscape Elements

- (a) Streets are important not only for transportation and the movement of goods, but also for establishing the *character* of the Town. The public streetscape realm includes the roadway as well as the sidewalks and boulevards. Within the street, sidewalk widths and design, landscaping and street furniture can provide pedestrian comfort and interest. In order to create a comfortable pedestrian environment and to enhance the *character* of the Town, the design of the area within the street boulevard should include plantings, lighting, street furniture and special paving patterns and materials in accordance with the following:
 - (i) All new *development* shall provide for tree planting within the road allowance;
 - (ii) Street trees should be planted 8 to 12 metres on-centre, to form a continuous canopy at maturity;
 - (iii) Generally, street trees should be planted opposite each other to form a canopy over the road at maturity;
 - (iv) Sidewalks within the Central Business District shall be a minimum of 2 metres wide in order to provide sufficient room for amenities such as street furniture, bike racks and street trees.
 - (v) For arterial and collector roads outside of the Central Business District, boulevards on both sides of the pavement should be wide enough to accommodate a strip of grass with street trees and sidewalks on both sides of the road.

- (vi) For local roads, boulevards on both sides of the pavement should be wide enough to accommodate a strip of grass with street trees on both sides of the road and sidewalks on a least one side of the road.
 - (vii) Dedicated cycle routes should be incorporated into the roadway where the right of way permits.
 - (viii) Lighting design should have regard for vehicular, cyclist and pedestrian requirements so that the size, height and style of lighting reflects the hierarchy of the road;
 - (ix) Mailboxes and newspaper boxes should be consolidated in single locations and preferably adjacent to open spaces and include a layover lane accommodating a minimum of two parking spaces;
 - (x) Utilities, including transformers and other “box” servicing should be located unobtrusively in areas where they can be screened with planting, in flankage locations, in open space areas, and on private property or within the boulevard; and
 - (xi) Utility wires and lines should be buried underground in order to improve the aesthetics of the streetscape.
- (b) The Town will utilize streetscaping standards to ensure that all new *development* provides the amenities and built form that will best support active transportation.
 - (c) Driveways which cross sidewalks should be minimized to provide a safer pedestrian environment.
 - (d) The Town will ensure universal accessibility by providing curb cuts at all intersections along the curb edge of walkways and sidewalks.
 - (e) The Town will utilize design standards to ensure that all road designs provide safe, comfortable and attractive conditions for active transportation while minimizing impacts from motor vehicle speed, noise and volume on road users and *adjacent lands* uses by:
 - (i) Using prominent pedestrian crossing pavement markings and materials, refuge medians, minimized lane widths and curb radii, curb bump-outs, on-street parking, traffic calming, pedestrian countdown signals, lighting street trees, furnishings, etc.; and
 - (ii) Using patterns that provide frequent opportunities for pedestrians to cross the street safely, crosswalks or signalized intersections.

8.6.3.2. Parks and Natural Features

- (a) Parks will have a generous street frontage to provide views into the park and to ensure public safety;
- (b) Parks should be appropriately lit for safety purposes;
- (c) Parks are to have direct and safe pedestrian access from adjacent residential areas;

- (d) Parks are to be connected where possible to trail systems, cycling routes and natural heritage corridors;
- (e) Parks should incorporate natural heritage features where possible into the design of the park;
- (f) Parks should be located adjacent to natural areas and/or environmental features, where possible;
- (g) Parks could include group mailboxes and community bulletin boards;
- (h) Pedestrian access to parks should be clearly defined with landscape or architectural elements to ensure an appealing park presence on the roads;
- (i) Street trees should be planted along the edge of the park, while not screening the view into the park;
- (j) Parks should be located such that they are highly visible and a central focus or gathering areas for the neighbourhood;
- (k) Existing wooded areas will be protected and enhanced; and
- (l) Fencing should be provided at top of bank to prevent encroachment into wooded areas.

8.6.3.3. Stormwater Management Facilities

- (a) The stormwater management ponds should be designed as integral features of the landscape;
- (b) The grading of the stormwater management pond should ensure natural and variable side slopes;
- (c) Planting should be comprised of native species and flood tolerant water's edge plants to stabilize banks;
- (d) The stormwater management ponds should be designed as significant landscape features;
- (e) Stormwater channels located in dedicated parks could be meandered and designed with naturalized slopes; and
- (f) Public walking/cycling trails should be provided along the channels.

8.6.3.4. Housing

- (a) It is the Town objective to enhance the physical appearance new residential *development* in the Town. All new *development* or *redevelopment* shall conform to the Town Urban Design Policies.
- (b) To minimize the visibility of vehicles parked in the front yard, front yard driveways could be minimized by:
 - (i) Encouraging access over exterior side yards;
 - (ii) Increasing the lot frontage in some areas to minimize the number of driveways and along collector and arterial roadways;
 - (iii) Encouraging shared or grouped driveways; and
 - (iv) Providing garages in the rear yard.
- (c) On a corner lot, the main front entrance may be located on the exterior side elevation;
- (d) Buildings on corner lots shall incorporate architectural elements, such as corner windows and wrap around porches that emphasize their important location;
- (e) Fencing around front yards shall not block the view of the sidewalk from the house and should be primarily open structures, not solid walls;
- (f) Fencing of residential properties abutting parks should establish a consistent and coherent backdrop for the park's landscape design and use;
- (g) Porches, stairs, canopies and other entrance features are desirable and may encroach into the front yard setback;
- (h) The garage door shall not dominate the streetscape and shall generally not protrude in front of the main building face unless the unit is designed such that:
 - (i) There is a habitable room over the garage. The habitable room should not be set back more than 1 metre from the face of the garage;
 - (ii) The front door is clearly articulated with a porch or verandah, set back a maximum of 3 metres from the front of the garage; and
 - (iii) The roof is designed to unify the house and garage;
- (i) Streets shall be configured to generally align with the existing grid street pattern;
- (j) The alignment of streets and placement of open space shall provide views to the escarpment and well as convenient and attractive pedestrian routes to the Central Business District and existing adjacent neighbourhoods;
- (k) New *development* adjacent to public open space or streets shall have principal facades facing the public open space or street;

- (l) Rear yards shall not be located adjacent to public roads and open space. The use of window roads, alleys and innovative housing types shall be encouraged to create high quality safe public streets and open spaces;
- (m) The predominance of garages and cars along the public street shall be minimized by limiting garages to a maximum of 50% of the overall frontage of the building, encouraging rear lanes and shared below grade parking;
- (n) New *development* in existing developed areas shall respect, enhance and complement the *character* of the existing neighbourhood by:
 - (i) Scaling new buildings to reflect the height and width of existing adjacent structures.
 - (ii) Establishing new setbacks based on those of existing adjacent *development*.
 - (iii) Incorporating the proportions and architectural elements of existing adjacent buildings such as floor heights and eave heights in the design of new *development*.
 - (iv) Incorporating architectural features such as porches, window size and arrangements, and roof profiles that are predominant in the area.
 - (v) Selecting materials and colours for new construction from the variety of materials used on existing buildings in the area and are reflective of the small town agricultural *character* of Beamsville;
- (o) For infilling *development* within the *Built-up Area* and new subdivision *development* in the *Greenfield Area*, a streetscape plan will be required to ensure that land use compatibility is achieved between existing and proposed uses; that the *development* is appropriately integrated and that an appealing streetscape, one which is neither repetitive nor monotonous, is developed. The streetscape plan shall also demonstrate:
 - (i) The relationship of one storey, two storey and three storey dwellings to each other along the street frontage.
 - (ii) The front yard setback of the dwellings.
 - (iii) How the visual impact of garage projection into the front streetscape is minimized.
 - (iv) Boulevard plantings including driveway locations and widths.
 - (v) The massing of dwellings in order to ensure that any two abutting dwellings shall not have a difference in total habitable floor area greater than 50% of the total habitable floor area of the smaller dwelling.
 - (vi) That the placement of dwelling models or elevations of models within the streetscape provides for variety and differentiation in the streetscape(s).
 - (vii) Effect of the design of the *development* on the *character* of the existing neighbourhood in terms of height, building form and proportions, materials, orientation and colour;
- (p) In the *development* of new residential area and the *redevelopment* of established areas for semi-detached dwelling units or street townhouse dwelling units the developer shall prepare a streetscape and parking plan. The streetscape and

parking plan shall outline the proposed driveway locations, the number of parking spaces being accommodated and the location of sidewalks to ensure that adequate parking for the *development* is provided. The developer shall demonstrate how parking is to be provided through measures such as:

- (i) Deeper and/or wider driveways;
- (ii) A coordinated arrangement of on-street parking and driveways; and
- (iii) Adequate street widths to accommodate on street parking on collector streets.

8.6.3.5. Institutional Uses, Commercial Uses, Mixed Use, and Public Buildings

- (a) It is the Town objective to enhance the physical appearance of new institutional, commercial use, mixed use and public buildings in the Town. All new *development* or *redevelopment* shall conform to the Town Urban Design Policies.
- (b) All *development* shall include provision for pedestrians and cyclists including direct access to sidewalks, street furniture, bicycling parking, lighting and awnings.
- (c) The design treatment of flanking facades visible from the street or adjacent residential uses should be equal to that of the front façade;
- (d) Entrances to buildings should be prominent and visible with entrance canopies, awnings and other architectural elements;
- (e) Rooftop mechanical equipment should be screened with materials that are complementary to the building;
- (f) A variety of roof shapes should be considered to avoid the monotony of flat roofs;
- (g) Landscape treatment of individual properties have a role in creating the image of the entire area and therefore should be coordinated;
- (h) The front yard setback should be landscaped to define pedestrian walks, the main building entrance and to screen parking areas;
- (i) Parking areas should be screened from view from streets and open spaces with low fencing and planting;
- (j) For commercial use and mixed use, parking not permitted within the front yard;
- (k) Substantial landscape treatment should be used to help define large parking areas into small pods, planting strips should be a minimum of 2 metres wide;
- (l) Pedestrian circulation through parking lots, and from the street to building entrances should be clearly defined with special paving, lighting and landscape treatment;
- (m) Loading and service areas should not be located at the front of the buildings; and

- (n) Loading and service areas should be screened from view from the street and public open spaces.

8.6.3.6. Central Business District Areas

- (a) It is the Town objective to enhance the liveability and physical appearance of the Central Business Districts in the Town. All new *development, redevelopment* and *intensification* within the Central Business Districts shall conform to the Town Urban Design Policies.
- (b) All *development* shall include provision for pedestrians and cyclists including direct access to sidewalks, street furniture, bicycling parking, lighting and awnings.
- (c) All new *development, redevelopment* and public works projects within the Central Business District shall be reviewed by the municipality in consideration of the following:
 - (i) *Redevelopment* of a mix of uses at higher densities.
 - (ii) *Redevelopment* in appropriately scaled buildings that is located to help define the street edge and pedestrian zone.
 - (iii) Streetscape (including trees, special pedestrian lights, paving, signage) of the public streets to enhance the *character* and quality of the area, and the appeal of the shopping district for pedestrians.
 - (iv) Utilities should be clustered or grouped together where feasible to minimize visual impact. The Town encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateway, lamp posts, transit shelters, etc., when determining appropriate locations for large utility equipment and utility cluster sites.
 - (v) Traffic calming measures including on-street parking incorporated within the road right-of-way.
- (d) In order to ensure that new *development* which takes place on an infilling or *redevelopment* basis is compatible with its surroundings, special efforts will be required which will address the following:
 - (i) The size, appearance and site treatment of projects will be compatible with the *character* of surrounding uses in terms of building height, building form and proportions, materials, landscape, building orientation and colour.
 - (ii) Exclusive use amenity areas shall be provided for the residential use and shall be separate from any public amenity area provided in conjunction with the commercial use.
 - (iii) Exclusive use parking spaces shall be provided for the residential use in conjunction with the requirements of the Zoning By-law.
 - (iv) Parking facilities in the front yard along public streets will be prohibited, save and except in circumstances where the *development* can only proceed with front yard parking and the *development* is deemed to be highly desirable by the Town.

- (v) Bicycle parking in front of buildings along public streets is encouraged in order to provide for alternative forms of transportation.
 - (vi) Any portion of a building 3 storeys or higher shall be set back from any adjacent property designated or zoned for low density residential by a distance equal to its height.
 - (vii) The effect of the *development* upon surrounding uses shall be minimized through the assessment of shadowing and overlook.
- (e) All *development* will be required to provide adequate buffering, screening, landscaping and separation distances to protect adjacent residential lands and adjoining natural resources.
- (f) No *development* will be considered unless adequate servicing and off-street parking can be provided. Access/egress to and from major collector roads will be limited to no more than two locations.
- (g) New buildings and redeveloped buildings shall comply with the following policies:
- (i) The main walls of the building(s) should occupy a minimum of 50% of the frontage of the street.
 - (ii) The main wall of a corner building should occupy a minimum of 50% of the frontage of the primary street and 50% of the frontage of the secondary street.
 - (iii) Buildings should be built within 0 to 3 metres of the front and exterior lot line.
 - (iv) The side and rear of buildings abutting designated or zoned low-rise residential uses should be of similar height. Buildings may need to step down to maintain an appropriate scale in relation to adjacent residential uses.
 - (v) Main entrances and primary elevations of buildings should front onto the public street.
 - (vi) Entrances should be flush with the public sidewalk.
 - (vii) Buildings should have attractive façades, i.e., the application of architectural elements such as display windows, articulated entrances, glazed areas, and/or variations in the wall plane.
 - (viii) Roofs should be designed to provide visual interest.
 - (ix) Roof top mechanical units should be screened in all directions.
 - (x) Screening should be integrated with the architectural form of the building or designed to be compatible in form, material, and colour.
 - (xi) Buildings on corner lots should incorporate special architectural treatment along both street frontages.
 - (xii) Loading and service doors should be located to the rear of buildings and should not be visible from the public street.
 - (xiii) Parking structures and below grade parking shall be encouraged for high-density *developments*.
 - (xiv) Bicycle parking shall be encouraged for high-density *developments*.
 - (xv) Above grade parking structures may not be located directly adjacent a public street at grade. The use of an intervening use that activates the street is encouraged to screen the parking at grade.

- (h) The design of new sites and redeveloped sites shall comply with the following polices:
- (i) Shared driveways between adjacent *development* lots are encouraged to maximize landscaped areas and minimize pavement.
 - (ii) Parking or drive aisles should not be located between a public street and a building.
 - (iii) Parking areas should be located at the side or rear of the building.
 - (iv) Parking areas should be designed in small sections and include lighting, substantial landscaping, and special paving to break up expanses of parking and to provide direct pedestrian connections to building entrances.
 - (v) Parking areas located adjacent to public streets shall be separated by a landscaped setback to mitigate views of large areas of parked cars from adjacent streets.
 - (vi) Streets and main drive aisles within a site function as internal streets and should be designed to look, function, and have the attributes of a public street with sidewalks, boulevard trees and pedestrian-scale lighting.
 - (vii) Planting should visually enhance individual sites, screen parking and loading areas while enabling views of buildings and create a consistent landscape treatment along the street.
 - (viii) Landscape design should relate to the architecture of the building with particular attention to entrances and windows, architectural massing, rhythm, detailing, and sightlines.
 - (ix) Amenities such as seating, waste receptacles, pedestrian-scale lighting, awnings, and bicycle racks should be coordinated throughout the site and with the public street to create a consistent theme.
 - (x) Attractive, safe, direct, and barrier-free walkways should be provided from buildings to public sidewalks. Walkways should be uninterrupted by parking or drive aisles and consist of paving other than asphalt.
 - (xi) Landscape lights shall be provided to illuminate paths of travel and outdoor amenity areas. The placement of landscape lights shall consider adjacent *development*.
 - (xii) Access to loading and servicing areas should be separated from pedestrian areas and routes.
 - (xiii) Loading, service, and outside storage areas shall not face the public street. Where site-planning constraints necessitate these areas in visually prominent locations, they should be screened with architectural elements and/or landscaping.
 - (xiv) Garbage storage areas should be internal to the building.
 - (xv) Signage should provide a high level of clarity, visibility, and visual interest with minimal visual clutter.
 - (xvi) Signage should complement the architecture of the building(s) in its scale, materials, consistency and design. Signage for individual units should be consistent.
 - (xvii) Utility equipment, hydro transformers, and switching boxes should be located within the building. If this is not possible, they should be positioned to not be visible from the public street and shall be incorporated into the design of the building and site landscape.

8.6.3.7. Ontario Street Area

Ontario Street is the major connection street in Beamsville joining east to west and the Central Business District and southern neighbourhoods to the Queen Elizabeth Way. It serves as a gateway to the Town and its qualities and *character* are an important reflection of the *character* of the Town as a whole. In order to improve and enhance its *character* new commercial *development*, mixed use *development* and residential *redevelopment* and *intensification* along Ontario Street shall:

- (a) Provide an attractive, safe and convenient pedestrian environment while recognizing that the car is the major form of transportation along this section of the street.
- (b) Allow for future public transit connecting the Central Business District to the CN Rail line and the Queen Elizabeth Way.
- (c) Provide a high quality streetscape reflective of the small town agriculture heritage of Beamsville by:
 - (i) Locating parking to the rear or sides of buildings not between buildings and the public street.
 - (ii) Locating buildings close to all streets. The implementing Zoning By-law shall establish minimum and maximum setbacks for all buildings from all streets.
 - (iii) Providing continuous landscaping along all public streets in the form of street trees and shrubs.
 - (iv) Providing screening of all parking areas adjacent to the public street with a combination of landscaping features such as shrubs and planting beds as well as architectural features such as low decorative walls and fences.
 - (v) Considering the landscape design of existing adjacent *developments* and those across the street in the design of new *development* to achieve a unified landscape treatment along the length of the street.
 - (vi) Orienting the principal facade and main entrance of buildings to face the public street or a space directly adjacent to and visible from the public street.
 - (vii) Setting the main level finished floor grade level of new buildings to allow for a convenient connection to the public sidewalk with minimal slope and to allow for views into the building from the public sidewalk.
 - (viii) Providing architectural interest by eliminating large expanses of blank walls with the use of architectural features such as varied roof lines, projecting or recessed bays, windows and varied materials.
 - (ix) Providing visual interest, eyes on the street, and allowing views into the building by incorporating a combination of windows and doors on any building façade adjacent to a public street. The implementing Zoning By-law and Site Plan guidelines, shall require a maximum sill height and a minimum head height and a minimum percentage of windows and doors along any building façade adjacent to a public street.
 - (x) Locating loading and delivery areas to the rear or sides of buildings and if in view of the public street screening these areas with a combination of

- landscaping and architectural features designed to be in keeping with the overall design of the building.
 - (xi) Using materials in keeping with the existing *character* of the Central Business District and heritage architecture of Beamsville such as, stone, brick and decorative wood trim.
 - (xii) Providing signage and lighting at a pedestrian scale.
 - (xiii) Providing signage and lighting that will not be of a size or height to compromise the *character* of the street or detract from views along the street of community landmarks such as the escarpment, lake or the tower of First Baptist Church.
 - (xiv) Drive-thru windows on building facades shall be located so that they are not facing a public street.
 - (xv) Providing all drive-thru traffic stacking internal to the site.
 - (xvi) Locating all drive drive-thru traffic stacking areas and driveways to the rear or sides of buildings and not between the building and the public street.
- (k) Minimize effects on adjacent residential *development* by:
- (i) Providing a continuous line of trees planted along all property lines adjacent to residential uses. The implementing site plan guidelines shall establish the spacing of the trees.
 - (ii) Providing a continuous solid privacy fence along all property lines adjacent to residential uses, the design of which should be in keeping with the overall design of the *development*.
 - (iii) Providing indoor garbage storage facilities for restaurants and other land uses that may generate foul smelling waste.
 - (iv) Directing site lighting so that it does not spill or reflect onto adjacent residential properties.

8.6.3.8. Industrial Uses

- (a) New *development* shall present a landscape *character* that recalls as much as possible the agricultural *character* of the surrounding landscape. The incorporation of large landscape areas planted and arranged in rows and other landscape treatments typical of the agricultural landscape in the Town should be considered.
- (b) Landscaped areas and architectural features, not parking areas or signage, shall be the most prominent elements in the view from public streets and the Queen Elizabeth Way.
- (c) To minimize parking adjacent to the street, for properties other than those properties along Ontario Street, the implementing Zoning By-law shall establish minimum and maximum setbacks from the street for all buildings.
- (d) The landscape design of new *developments* shall consider the landscape of adjacent properties in order to provide a unified and continuous landscape *character* along public streets and throughout the area.

- (e) Loading and service areas and overhead doors shall not be located on a building façade facing the public street or Queen Elizabeth Way.
- (f) Parking areas located between a building and a public street or the Queen Elizabeth way shall be limited. The implementing Zoning By-law shall only allow a maximum of two rows of parking with one drive aisle and shall require all other parking areas to be located to the side or rear of buildings.
- (g) The main façade of buildings incorporating the main pedestrian entrance and windows shall face the Queen Elizabeth Way or a public street. In situations where a property fronts both, the main façade shall face the Queen Elizabeth Way.
- (h) Buildings shall use materials associated with high quality commercial and industrial *developments* such as aluminum curtain wall, brick, stone and prefinished metal panels. The use of materials such as painted or plain concrete block and horizontal metal siding shall be discouraged.
- (i) Large or long blank walls shall be discouraged. Facades shall incorporate architectural features such as varied roof lines, varied materials, windows and recessed or projecting bays.
- (j) In order to maintain the small town *character* of the Town, a maximum height of 4 storeys should be maintained adjacent to Ontario Street. Buildings taller than 4 storeys should be examined on an individual basis.
- (k) Safe, convenient and inviting pedestrian connections shall be provided from building entrances to the public sidewalk and parking areas.
- (l) Service and loading areas shall be located to rear or sides of buildings and if visible from the public street or Queen Elizabeth Way shall be screened with a combination of landscape and architectural features in keeping with the overall design of the building and site.
- (m) Large parking areas shall be divided into smaller areas through the use of landscaped islands with trees and shrubs as well as pedestrian walkways.
- (n) Stormwater management ponds shall be designed to be integrated with the landscape *character* of adjacent open space and contribute to the overall landscape *character* of the area.
- (o) Where more than one building is proposed on a site, buildings shall be grouped in order to achieve the following:
 - (i) To frame comfortable and functional spaces between buildings that contributes to the presentation of an overall landscape *character*.
 - (ii) To frame spaces between buildings that support pedestrian activity between buildings, adjacent open space, parking and the public street.
 - (iii) To maintain and integrate existing natural features.

8.6.3.9. Public Art

- (a) Public art is a civic asset that contributes to the identity and *character* of the community. Public art improves the visual environment; it enhances tourism and economic development and improves the overall vitality of the community.
- (b) The Town will consider the use of public art in municipal facilities and on public lands.
- (c) The Town shall encourage other public and private sector owners and developers to include public art as a component of their *development*, particularly those *developments* that will attract significant pedestrian traffic.

8.6.3.10. Gateways

- (a) Gateway locations are identified on the Schedule 'A'. Gateways will use physical features such as architectural elements, prominent buildings, entry walls, lane width reduction, plantings, lighting, on-street parking and signage to visually pinch the roadway in *settlement areas* to reduce speeds and support adjacent land uses.