

VILLAGE OF ST. DAVIDS URBAN DESIGN GUIDELINES

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1

Introduction



Figure 1.1 St. Davids is surrounded by verdant working landscapes



Figure 1.2 View of a St. Davids vineyard in September



Figure 1.3 View of a St. Davids vineyard in September

1.1 Context

Surrounded by orchards and vineyards that roll north east toward the Niagara River from the foot of the Niagara Escarpment, St. Davids offers its residents a high quality of life. Visitors travelling through the Niagara Region often include St. Davids on their tour, taking time to relive the rich history of the area and enjoy the local agricultural bounty. The growing popularity of agri-tourism presents St. Davids and other towns in the Niagara Region with significant economic potential while providing the opportunity to balance residential growth with the preservation of working agricultural landscapes.



Figure 1.4 Local produce market in St. Davids

1 Introduction

1.2 Objectives

This set of urban design guidelines provides recommended design concepts that aim to inform a high-quality, integrated approach to enhancing and preserving St. Davids' unique qualities. A fundamental objective for these guidelines is the provision of strong physical connections between St. Davids' natural landscape, the existing Village neighbourhoods and its emerging communities. The urban design guidelines are based on a series of general principles developed through community participation and direction from Town staff and other community stakeholders.

1.3 Process

Anticipating future growth in newly serviced areas of St. Davids, the Town of Niagara-on-the-Lake hired Brook McIlroy Planning and Urban Design to prepare urban design guidelines to illustrate a common vision and development course for these neighbourhoods. The guidelines have been prepared as an illustrated manual to provide direction to Town Staff, Government Agencies, Property Owners, Tenants, Developers, Consultants and Utilities. Specifically, these guidelines are intended to assist everyone involved in property development at the beginning of the design process and as a reference resource during the process of municipal agency review of development applications.

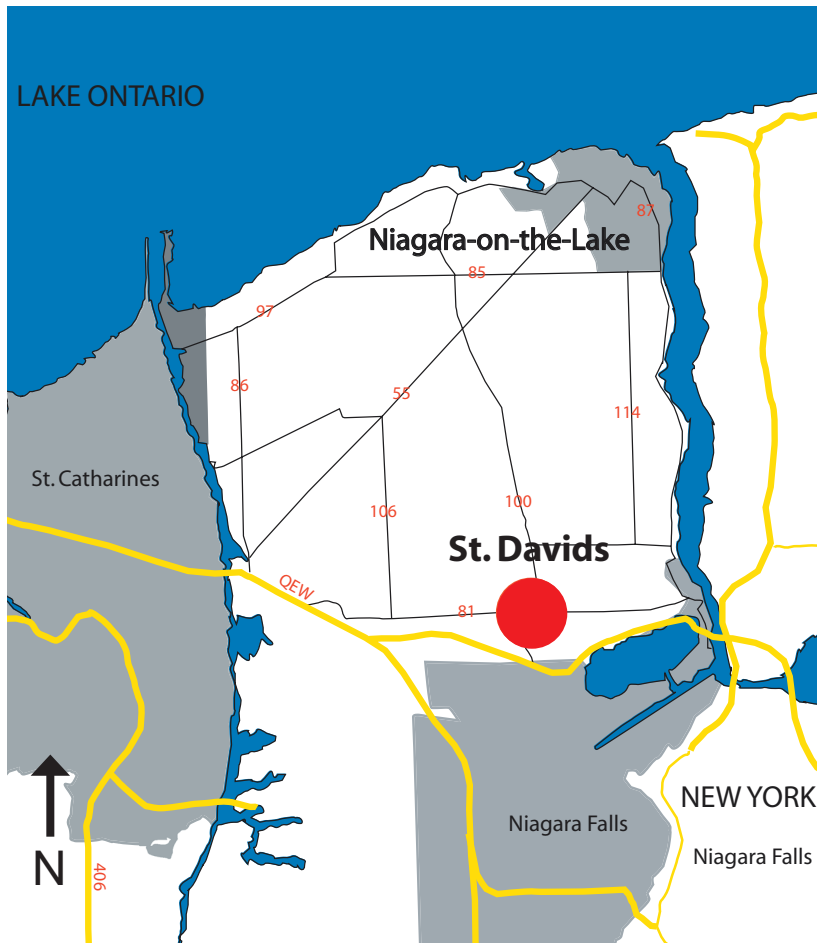


Figure 1.5 Regional Map showing St. Davids' relationship to Lake Ontario, Niagara on the Lake and the United States



Figure 1.6 Public presentation and workshop in St. Davids October, 2003



Figure 1.7 Public presentation in St. Davids January, 2004

1

Introduction

1.4 Community Assets

Participants in the consultation process named the following as key qualities of St. Davids:

- Rural village atmosphere with proximity to larger cities;
- Proximity to the U.S., the Niagara Escarpment, Historic Old Town, Highway 405;
- Built form and cultural heritage;
- Large lots;
- Compactness and walkability of the Village;
- Landscape vistas: views of farmland and the Niagara Escarpment.



Figure 1.8 Rural character of Village



Figure 1.9 Large housing lots



Figure 1.10 Historic remnants

1.5 Community Concerns and Issues

The following are concerns that residents wished could be addressed over time:

- Traffic volume, noise and speed, especially trucks on Four Mile Creek and York Roads;
- Safety and pleasantness of walking on York and Four Mile Creek Road (traffic, discontinued sidewalks)
- Loss of businesses and hence, attractiveness at the Village Centre;
- Lack of clear identification of the Village limits.
- Protection of agricultural and urban area interface.



Figure 1.11 High traffic volume at Four Corners



Figure 1.12 Development pressures in St. Davids



Figure 1.13 Uncomfortable pedestrian environment and lack of essential services at the Village Centre

2

Guiding Principles

2.1 Key Themes

As St. Davids grows, an emerging challenge is the preservation of the unique qualities of the Village without imposing restrictions on the latitude of each property owner to conduct renovations or develop his or her land. During the consultation process, residents expressed concern with potential restrictions that are not in keeping with the history of St. Davids, a place where built form has been marked by architectural diversity.

In the public realm, the design of future development in St. Davids can be guided to address the issues and opportunities identified by the residents. For example, new sidewalks and paths can be created; the Village Centre can be revitalized, and open spaces can be made more accessible.

2.2 Principles

Developed through an extensive consultation process with local residents, the following principles provide the basis for the development of the Urban Design Guidelines. In addition to responding to the needs of the community, these principles extend and elaborate upon the objectives set out in the St. Davids' Community Plan that was prepared in 2003 by the Town of Niagara-on-the-Lake.

1. Affirm St. Davids' Cultural Legacy
Founded in the early nineteenth century and set into a unique agricultural environment beside the Niagara Escarpment, the Village of St. Davids has a rich natural and cultural legacy. As the Village experiences growth, care should be taken to ensure that the unique characteristics of the Village are preserved.
2. Define a Sustainable Development Framework
Walking and cycling are healthy and environmentally sustainable alternatives to driving within the Village. Currently, St. Davids' layout, scale, and setting tend to discourage pedestrian movement to the Village Centre and in neighbouring areas. With the creation of new residential communities, there is an opportunity to develop a pedestrian and cycling network of regional trails, local paths and sidewalks. An overarching concern should be the balancing of economic, cultural and environmental considerations in the review of development proposals.



Figure 1.14 St. Davids' cultural history should be highlighted.

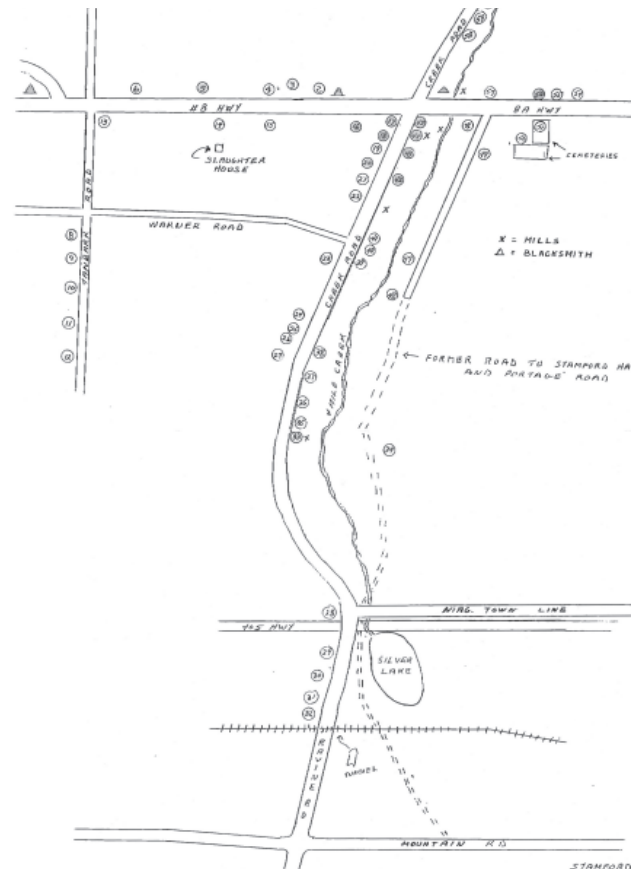


Figure 1.15 An historic map of St. Davids shows its settlement pattern at the Village crossroads and Four Mile Creek.

2

Guiding Principles



Figure 2.1 A pleasant pedestrian network should be a priority throughout the Village.



Figure 2.2 St. Davids is located in a unique micro-climate ideal for agriculture.



Figure 2.3 The commercial core of the Village should be focused at the Village Centre.


3. Re-establish the Village Centre as the Commercial Focus of the Community
St. Davids' Village Centre, located at the intersection of Four Mile Creek and York Roads, was originally the junction of two native trails. Over time, this intersection has seen various settlers and businesses including several mills, blacksmiths, hotels, a bank and a general store, each adding their own particular contribution to its commercial focus. The Village Centre still occupies this same location, but has languished in recent years and now requires commercial rejuvenation. With new growth to be expected, the opportunity exists to develop guidelines that instruct the new and reaffirm the old.
4. Create an Open Space Network
A linked and well-defined Open Space System can greatly contribute to defining the Village's sustainable development framework. Given St. Davids' environmentally significant rural setting next to the Niagara Escarpment, there is a great potential to link its natural features to civic open space. These connections can be achieved through a well-developed walkway, sidewalk and trail network that is carefully planned to preserve and enhance important landscape views.
5. Foster High-Quality Built Form and Community Design
St. Davids' built legacy is rich in type and form. In addition to the mixed-use Village Centre at the centre of St. Davids, there are three other architecturally distinct residential neighbourhoods: Paxton Lane, Bevan Heights, and Log Cabin Village. Set apart by topography, roads and distance, these residential enclaves are distinct both in architectural character and community form.

Eight additional areas have been identified for future residential infill. Many of these areas are separated from existing neighbourhoods by the local road network and natural landscape features, and unlike the incremental development of existing residential areas in St. Davids, it is expected that these new communities will be developed over a short period of time. It is thus critical that each of these new neighbourhoods respect and complement the vernacular character of the existing Village neighbourhoods.

Given that no one vernacular architectural style or period is dominant in St. Davids, a mix of housing types is encouraged in new development. It is anticipated that this approach will not only extend the Village's diverse architectural character, but will also assist in meeting the demand for diverse housing types: seniors homes, multiple dwelling units, townhouses, etc.

3.1 Map



 Gateway Feature

 Limit of Study

 Village Centre

 Natural Open Space

 Active Quarry

 Inactive Quarry

 Redevelopment Land

 Industrial Land

 Institutional Land

 Greenhouses

 Golf Course

 Roads

 Buildings



3

Urban Design Framework

3.2 The Urban Design Framework and Urban Design Guidelines

The Urban Design Guidelines provide a design concept for the whole of St. Davids, tying together newly emerging and existing neighbourhoods, the Village Centre, and employment areas through a linked system of open space, streets, land use and recreational trails.

The key defining elements to be considered in the development of the St. Davids' community urban design framework include:

- Open Space;
- Streets;
- Village Centre;
- Built Form.

The document addresses design recommendations within the public and private realm. The public realm refers to all aspects of the physical environment owned by the Town or the Region: roads, streets, sidewalks and open space. The private realm refers to the privately owned portions of the physical environment and refers to buildings, off-street parking areas and private yards.

3.3 Open Space

The Open Space System includes:

- The Niagara Escarpment, located to the south and east of the Village Centre. The proximity of the Niagara Escarpment to St. Davids provides an opportunity to create a direct open space link between the Village and this natural resource. St. Davids can increasingly be a destination of hikers on the Bruce Trail by providing visitor destinations including shops, restaurants and accommodation.
- Four Mile Creek and its tributaries provide an important drainage opportunity for the siting of storm water management facilities. Tributaries and other low lying areas cross the village at semi-regular intervals. Together with the road system they provide transitional edges and potential open space links between developing residential neighbourhoods and more established areas of the village. With the introduction of storm water management practices to the Village, these valley lands will serve to channel run-off.
- Parks of different scales serve the diverse needs of the Village. Park programming should be both active and passive: sports fields, leisurely trails, and planted enclaves with site furniture.

- The Golf Course occupies a verdant and pastoral site at the end of Paxton Lane. Paths along its edges should be used to further connect St. Davids' Open Space Network.
- The Cemetery is within a five-minute walk from the Village Centre and can provide a necessary link in the Open Space Network. Paths on the edge of the cemetery should be used to connect pedestrians to the Village Centre.

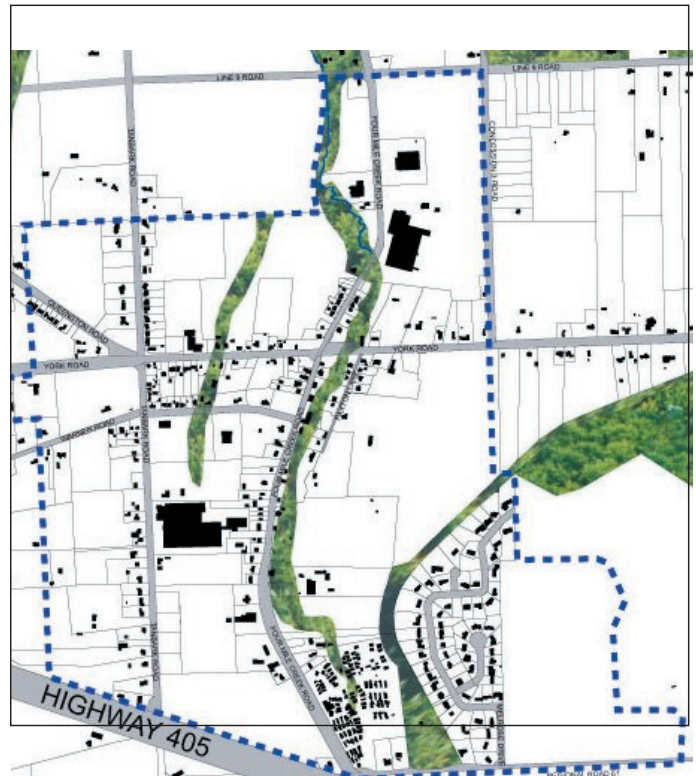


Figure 3.2 Open Space Map shows the Niagara Escarpment, the Four Mile Creek and its tributaries. (For large Open Space Map see page 21).

3

Urban Design Framework

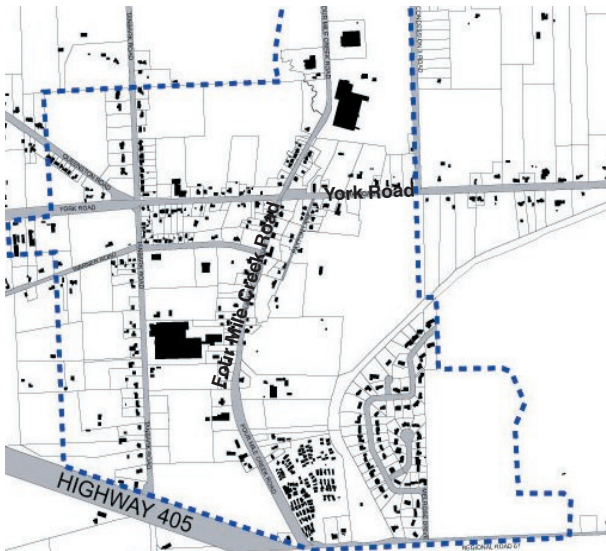


Figure 3.3 York Road and Four Mile Creek Road are the major arterial roads in St. Davids.



Figure 3.4 The Village Centre is focused around the intersection of Four Mile Creek Road and York Road. A five-minute walk from the Centre is shown as a red circle.



Figure 3.5 Yellow areas are considered to be potential areas for new residential development.

3.4 Streets

The road infrastructure of St. Davids is comprised of three regional roads as well as local roads. Traffic volumes are highest along York Road and Four Mile Creek Road, with local roads providing access to adjacent neighbourhoods. Sidewalks are generally limited in availability and width, occurring only along portions of Four Mile Creek Road and York Road in the vicinity of the Village Centre. Since most of the proposed infill commercial development is expected to be located at the Village Centre and extend outward from this intersection, pedestrian amenities and parking areas should be introduced there.

New residential expansion is expected to occur primarily within areas serviced by local roads. Residential streets will be developed to define and service individual block configurations. Pedestrian amenities and parking should be introduced and developed in accordance with these proposals. Specific road sections and treatments are included in section 6.6 and 6.7.

3.5 Village Centre

The Village Centre surrounds the intersection of York Road and Four Mile Creek Road. Recreational and social amenities are ideally located in close proximity: the Golf Club and the Lion's Club Park, local services and shops such as the post office, a restaurant, a café, antique shops and a gas station.

The Village Centre is the historic commercial, social and industrial centre of St. Davids and includes a small section organized as a traditional main street. This is where the post office is located, which most residents of St. Davids visit every day. Although the centre of St. Davids has lost much of its vitality, it remains the geographic centre of the Village and provides significant potential for new businesses and services as the Village grows.

3.6 Built Form

St. Davids' rich architectural legacy provides the basis for the development of the built form urban design guidelines. The guidelines are specifically designed to instruct infill and new development within the Village's historic centre and throughout existing and emerging residential communities. Contemporary architectural expressions must be carefully considered for their compatibility to the scale, massing and architectural character of existing buildings.

4

The Village Centre

4.1 Vision for the Four Corners

A future increase in population provides an opportunity to strengthen existing services through well-considered infill projects, upgrades to pedestrian amenities, and improved access to existing and proposed civic open spaces. The Village Centre - or "Four Corners" - would benefit from such improvements.

New residential and commercial infill development at the four corners would greatly expand the viability of the Village Centre and its re-emergence over time as an

important node and focal point in Niagara-on-the-Lake. The Four Corners could once again play the role of a local retail destination and meeting place, in addition to offering services targeted to visitors to the region (e.g. tourist and recreational information, small hotels, bed and breakfasts, restaurants).

However, for this vision to be carried out, it is important to focus on the creation of a truly pedestrian-friendly environment, and thus to strike a balance between the needs of local residents and those of the visiting public.



Figure 4.1 Firehall Restaurant at the Village Centre



Figure 4.2 The St. Davids Post Office which residents visit daily



Figure 4.3 Antique Shop at the Village Centre

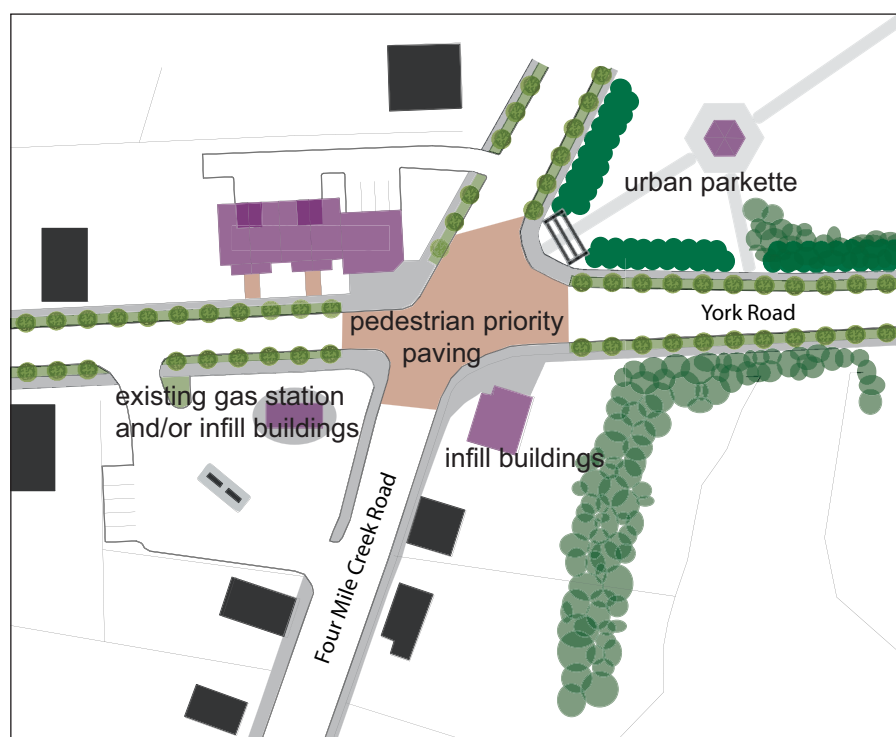


Figure 4.4 Cafe and Gift shop at the Village Centre

Figure 4.5 This vision for the Village Centre shows the addition of new buildings, sidewalks, a textured intersection, street trees, and a new park as a gateway to a larger open space system. The intersection is narrowed and redefined to calm traffic and make pedestrian crossing safer. Street trees are added in boulevard planting where the road width permits. The park has an added planting buffer on both street sides and a gateway feature at its corner. See page 13 for the corresponding perspective view.

4

The Village Centre

4.2 General Guidelines

- a) New institutional and commercial uses should locate within walking distance of the Village Centre to create a critical mass of uses allowing visitors and residents to group their errands. Townhouse or seniors' housing is also appropriate at the Village Centre where infill opportunities exist.
- b) New buildings in the Village Centre should integrate with the existing built form and collectively create a compact village centre comprised of buildings that are consistent in scale, mass and character. Ideally, the alignment of buildings should create a "Main Street" of linked or "house form" single structures. Linked structures should create a rhythm of well defined individual units expressed by façade articulation, canopies, fenestration, and building entrances. Building heights should not exceed three storeys.
- c) The streetscape should be redeveloped to include street trees planted at the street edge at regular intervals. Sidewalks on both sides of the street and pedestrian-scaled street lighting should be provided. Heritage style lamp posts would be appropriate for the Village Centre.
- d) The intersection should be reconfigured to slow down traffic and improve pedestrian safety and comfort without compromising the function of the two regional roads. For example, feature paving (textured concrete or unit pavers) could be applied to the corners and extended across the intersection to signal pedestrian priority (refer to perspective view Figure 4.6).
- e) Street parking should be provided at the Village Centre where the setback of buildings and the design of the road section permits to buffer pedestrians from fast-moving traffic and improve access to local businesses.
- f) The northwest corner is a prime development site for



Figure 4.6 Conceptual View of the Village Centre proposes a vibrant village centre where local residents and visitors can wander between shops, restaurants and a local parkette. Eventually, the gas station should be replaced by main street buildings that frame the York Road/Four Mile Creek Road intersections.

4 The Village Centre

townhouses with a retail store at the corner. Parking should be provided at the rear of the buildings where feasible; additional parking should be located on the street.

- g) The northeast corner is an ideal site for a small urban park that would connect to surrounding green spaces. This park would provide a focus to the Village Centre and invite visitors to pause for a moment after errands.
- h) Future redevelopment of the gas station should occur at the southwest corner, and should include a new building at the corner. The new building should be compatible with the architecture of the existing Village Centre and would offer access to pedestrians coming from York Road and Four Mile Creek Road.
- i) On the southeast corner, a new 2-3 storey mixed use building should be built just north of Anna's Antiques to create a more consistent streetwall in this location. The ground floor could be occupied by retail, a restaurant, a public house or similar establishment, and the upper floors could be used for residential and/or office.



Figure 4.7 Village Centre is shown in red on the map; the red circle defines a five-minute walking radius from the intersection.



Figure 4.8 A perspective image shows a reconfigured gas station that addresses the pedestrian nature of the Village Centre.



Figure 4.9 Buildings can frame public spaces at key intersections.

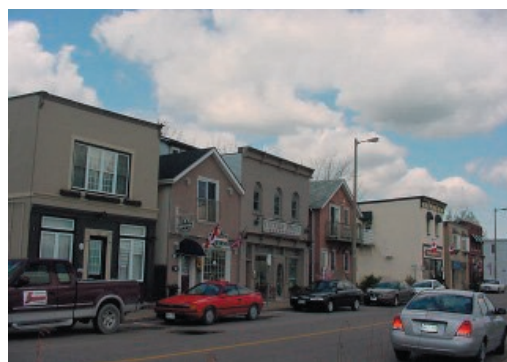


Figure 4.10 The Village Centre should focus St. Davids' commercial activity.

4

The Village Centre

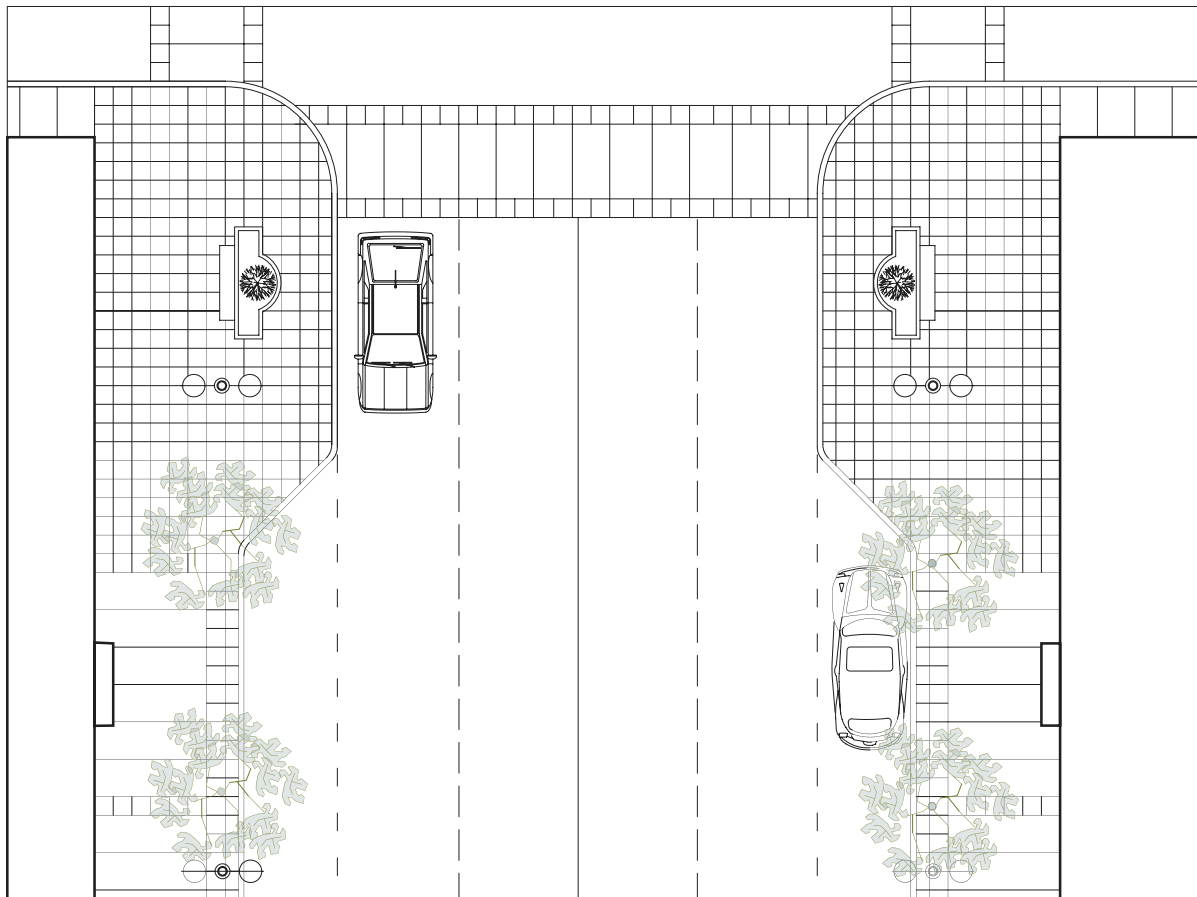
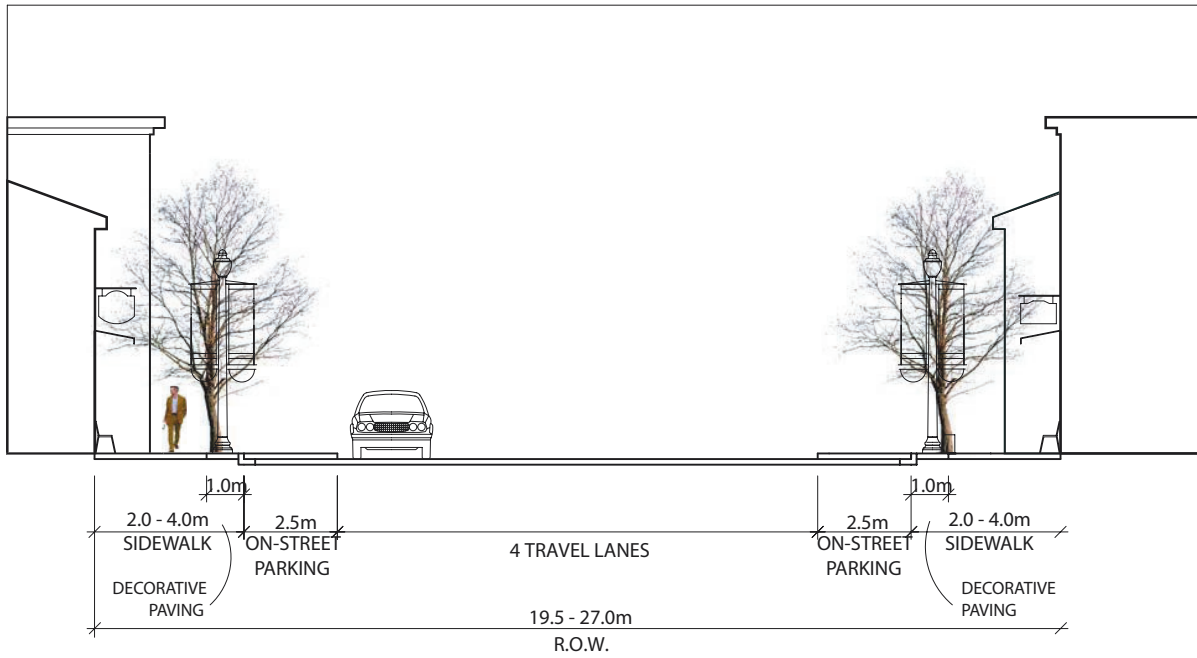


Figure 4.11 A typical street section at the Village Centre has four travel lanes, two parallel parking lanes, street trees, sidewalks, crosswalks, and sidewalk widenings at the intersections.

4 The Village Centre

4.3 Streetscape

Traffic volume and speed on Four Mile Creek Road and York Road contribute to undermining the attractiveness of the Village Centre. These two roads, originally native trails carved out of the indigenous forest, have become heavily travelled connections that form an aggressive intersection for pedestrians or motorists who wish to stop in the Village Centre.

Pending a full engineering analysis of the intersection, streetscape treatments should extend for the full 400 metre radius from the intersection - a 5-minute walking distance - and should consist of a high level of streetscape treatments within the boulevard, sidewalk, and where applicable, the roadbed itself. The roadway should accommodate feature paving at intersections and crosswalks to encourage priority of pedestrian movement over high speed vehicular traffic.

Specific Guidelines for the York Road and Four Mile Creek Road intersection include:

- Landscape, boulevard and sidewalk treatments should be substantial relative to other streetscape treatments within the Village.
- Buildings should be located at minimum setbacks where there is a close relationship between the building at grade and the sidewalk.
- Street trees should be paired and placed at regular intervals on either side of the roadway to create a symmetrical streetscape.
- New building façades should approach the street to create a street wall, especially at corner sites.



Figure 4.12 Unbuilt corner contributes to lack of Village definition



Figure 4.13 Brick paving and marked cross walks make a streetscape pedestrian-friendly



Figure 4.14 An example of a service station that addresses the corner with pedestrian entrances



Figure 4.15 Parking in front of Corner Store breaks fabric of the Village Centre



Figure 4.16 Hand-painted sign south of the Four Corners



Figure 4.17 Creative sign large enough to be seen by motorists



Figure 4.18 Planting and barnboard shingles create a frame for restaurant sign



Figure 4.19 Wrought iron, hand-painted sign in St. Davids

4.4 Signage

Signage already has a significant impact on the character of St. Davids; hand-crafted signs can create a sense of interest, permanence, and project a sense of care and civility. Conversely, signage can project an impression of impermanence, poor quality service, and transience. It is an important part of the overall façade design, and when designed well, can complement the storefront's display function by offering specific information about the enterprise. Hand-crafted and painted signs predominate in the Village and should continue to be required over electronic, neon, or back-lit signs.

To upgrade the quality of signage in the Village Centre, the following guidelines provide a basis to be equally applied to both heritage and non-heritage buildings.

- Signage, banners, interpretive signs and plaques should be used to capture the identity of the Village and generate excitement among residents and visitors.
- Plaques should be organized to create a heritage walking tour.
- Signs should be made from natural materials; back-lit fluorescent and plastic signs should be avoided.
- Architectural signs marking historical dates and names should be integrated into the building fabric and constructed from cast metal, stone or tile.
- Commercial signs should be scaled and designed for both pedestrians and motorists.
- Back-lit fluorescent signs should be avoided. Apart from their poor fit with the façade, they do not reinforce the Village Centre as a pedestrian-scaled main street.
- Signs should enhance the architectural character of the building façade; the building should be assessed to determine what types of signs are appropriate within its frame.
- If a building is a heritage structure, historical photographs should be consulted to establish the types and styles of signs appropriate to it.
- A signage permit application and guidelines should be prepared to clearly set the design criteria within the Village Centre.
- A themed sign strategy for all public streets, buildings, parks, trails, watercourses, woodlots, gateways and other facilities should be adopted for the entire community.

4

The Village Centre

4.5 Sidewalks

To enhance the Village Centre as a desirable pedestrian and commercial destination and make it a safer pedestrian precinct, a more unified and improved streetscape plan should be developed.

- Where possible, sidewalks should be widened by replacing angled parking with parallel parking. This additional width creates a safer pedestrian zone, and may accommodate public benches and sidewalk cafés.
- At corners, boulevards should widen to provide planting areas, seating areas, and other pedestrian amenities that beautify the street and create a pedestrian buffer from vehicular traffic.
- At locations where the difference in grade is extreme, sidewalks should be designed to address the grade as a tiered/stepped construction that accommodates planting, building access, and seating.
- Where these grade differences occur at corners, tiered planters and raised sidewalks should be combined with widening of the boulevard.

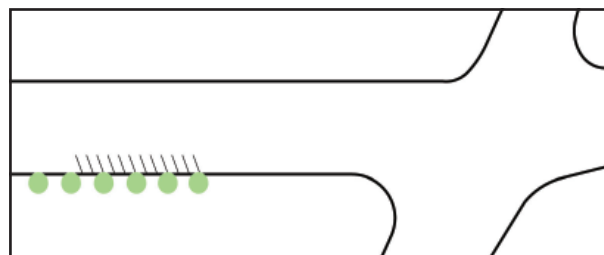


Figure 4.20 Not recommended: existing angled parking

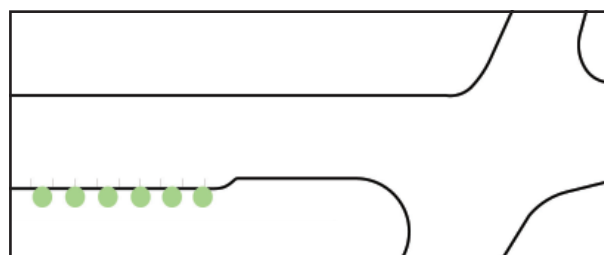


Figure 4.21 Recommended: Angled parking has been replaced with parallel parking; the sidewalk is widened at the intersection.

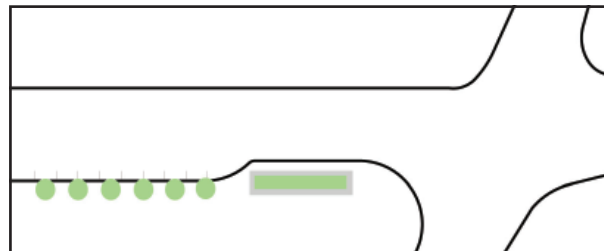


Figure 4.22 Recommended: Angled parking has been replaced with parallel parking; a planted area has been added to the sidewalk widening to calm vehicular traffic and direct pedestrian traffic.



Figure 4.23 Sidewalk widenings provide room for pedestrian amenities like planting, seating and seasonal café space.

5

Established Neighbourhoods



Figure 5.1 Residence on Paxton Lane

In addition to the Village Centre, St. Davids features a number of other “special places” that contribute to St. Davids’ unique character and are worthy of protection.

5.1 Paxton Lane

Over the years, Paxton Lane has maintained the informal character of a tree-lined country lane, without sidewalks and a formal curb and gutter edge. Even if Paxton Lane is called upon to provide access to new houses, care should be exercised not to lose its unique character.



Figure 5.2 Large residential lots on the crest of Bevan Heights

5.2 Bevan Heights

Residents of Bevan Heights enjoy unique views due to the community’s location atop the crest of the Escarpment. Similar lot sizes and comparable building footprints have allowed the community to maintain a cohesive character while accommodating different architectural styles. Lot configurations, building envelopes and views from Bevan Heights should be respected and preserved.



Figure 5.3 Informal and small-scaled streetscape of Log Cabin Village

5.3 Log Cabin Village

Log Cabin Village shares similar characteristics with Bevan Heights: similar building envelopes and lot sizes have created a cohesive community. Log Cabin Village exists as a well-cared-for enclave within the St. Davids community. Except for improved pedestrian connection to the Village Centre, Log Cabin Village should be maintained as long as it remains a vital component of the St. Davids community.

6

Public Realm Guidelines

6.1 Open Space Network



Figure 6.1 York Road and Four Mile Creek Road: the Village Crossroads



Figure 6.2 Rural road in St. Davids



Figure 6.3 Cemetery in St. Davids



Figure 6.4 Natural open space features in St. Davids



Figure 6.5 Tanbark Road: a rural residential road in St. Davids

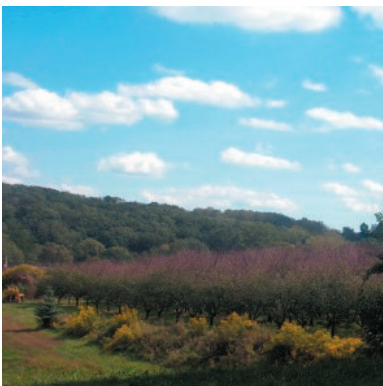


Figure 6.6 View past an orchard to the Niagara Escarpment



Figure 6.7 Golf Course at the end of Paxton Lane



Figure 6.8 Four Mile Creek Valley

6.1 Open Space Network



- New Parkland
- Limit of Study
- Natural Open Space
- Active Quarry
- Inactive Quarry
- Possible development
- Golf Course
- Buildings



6.1 Public Realm: Open Space Network



Figure 6.9 New residential development fronts face onto greenspace.



Figure 6.10 Stormwater ponds should include amenities for pedestrian enjoyment.



Figure 6.11 Park for children and adults

6.1.1 Context

The Open Space Network consists of the following components:

- a) Park Facilities
- b) Trails
- c) The Green Space System is an integrated and linked system fundamental to the unique identity of St. Davids which provides an invaluable public amenity in the form of active and passive outdoor resources and preserves and enhances the integrity of the natural environment. It is comprised of:
 - Watercourses
 - Woodlots
 - Connecting Links
 - Boundary Buffer
 - Tree Conservation

The Four Mile Creek and Escarpment are part of the Open Space Network and are identified on the Open Space Network map (page 21).

The integrity of the Open Space Network - its ability to provide a continuous looped circulation network within a natural setting of green spaces and connecting links - is fundamental to maintaining and enhancing St. Davids' unique identity.

6.1.2 General Guidelines

A linked network of open spaces and trails should be encouraged over time to provide safe and direct pedestrian connections throughout the community while reinforcing the rural character of St. Davids. By connecting the Escarpment area, woodlots, hedgerow, farm lanes, community parks, schools and stormwater management facilities, a comprehensive network of open spaces and trails can be achieved.

- a) A balance should be encouraged between the maintenance of key natural features, the accommodation of new development, and the provision for recreational activity.
- b) The unique quality of the open space system should be maintained through the preservation and incorporation of significant natural and cultural features and key views to natural features.
- c) Connections should be created between open space areas including green spaces, woodlots, hedgerows, farm lanes, community parks, schools and stormwater management facilities by siting these elements appropriately (e.g. stormwater management facility in proximity to stream corridor and trail) or by providing links between them through recreational trails, walkways or street networks.

6.1 Public Realm: Open Space Network

- d) Open space areas should be strategically located with respect to streets, views and other connections to contribute to their accessibility, regular use and safety through natural surveillance opportunities.
- e) Open spaces should be framed or flanked by public roads where possible to improve safety and the presence of these amenities in the identity of neighbourhoods.

6.1.3 Green Space System

The Green Space System, as identified on the Open Space Network map (page 21), is the most significant continuous open space system in the village. Composed of a variety of environmentally sensitive lands and conditions, these areas are to remain in their natural state to protect their natural environmental functions. In addition to enforcing the rural setting for St. Davids, the Green Space System offers a tremendous opportunity for passive and active recreation space as well as links to other open space systems that allow recreational trails to traverse the entire community.

- a) Areas which include environmentally significant lands such as the Four Mile Creek and its valley, the Niagara Escarpment, woodlots, and significant stands of trees are to be preserved in their natural state.
- b) The recreational trail system should be designed to minimize disturbances to Four Mile Creek and the Niagara Escarpment. Paths should be designed through these areas to concentrate pedestrian impact to a narrow route.
- c) Where possible, open spaces should be utilized as natural edges for new neighbourhoods.
- d) Other open space systems such as parks and hedgerows should link to the Green Space System wherever possible to provide links for pedestrians and wildlife.
- e) Adjacent blocks and streets should be aligned to green spaces to provide views and public access.
- f) Adjacent lots and the orientation of buildings should continuously front onto green spaces to ensure safety and a desirable edge condition.
- g) Wherever possible, open spaces should be framed by a continuous street frontage.



Figure 6.12 Interpretive signs placed in open spaces allow visitors to learn about the area's natural and cultural heritage and to develop a deeper connection to their surroundings.



Figure 6.13 The Bruce Trail on the Niagara Escarpment provides a regional trail connection to the Village of St. Davids.

6.2 Public Realm: Public Parks



Figure 6.14 Parks should be designed to evoke or include elements of the local agricultural landscape.



Figure 6.15 Pedestrian walkways should be created through residential communities.



Figure 6.16 Engraved stone markers, like this one in St. Davids, could present local history as a heritage walk in a park setting.

6.2.1 Context

Public Parks should serve the diverse open space needs of the Village. Public Parks serve the entire community and usually contain a number of active functions such as soccer fields, baseball diamonds, and public pools. St. Davids' main public park is attached to the Lion's Club within a five minute walk from the Village Centre and provides the community with active recreation facilities. The Lowrey Park on York Road is within a five minute walk from the Village Centre.

If proposed as part of development, neighbourhood parks and parkettes should be small in scale, contained within a neighbourhood, and intended to serve more localized needs such as playgrounds, informal play and socializing. The following principles should be considered in the planning and design of proposed parks.

6.2.2 Neighbourhood Parks and Parkettes

- Where proposed, neighbourhood parks and parkettes should generally be 0.4-1.6 hectares (1-4 acres) in size.
- Parks should contribute to the structure and identity of the neighbourhood, and be located in connection with the Open Space Network wherever possible.
- Neighbourhood parks may, where their size permits, include a variety of major outdoor playing fields, and children's play equipment.
- The park should be open on at least two sides to a public street to promote public safety through visual and physical access.

6.2 Public Realm: Public Parks

6.2.3 Community Park Guidelines

- a) Community parks should generally allow for active play spaces including soccer and baseball.
- b) Community parks should include passive park facilities: walkways, gardens, seating areas, and possibly interpretive displays relating to local history or the natural context.
- c) Bike paths and sidewalks should connect to parks that are located in the vicinity of arterial roads.

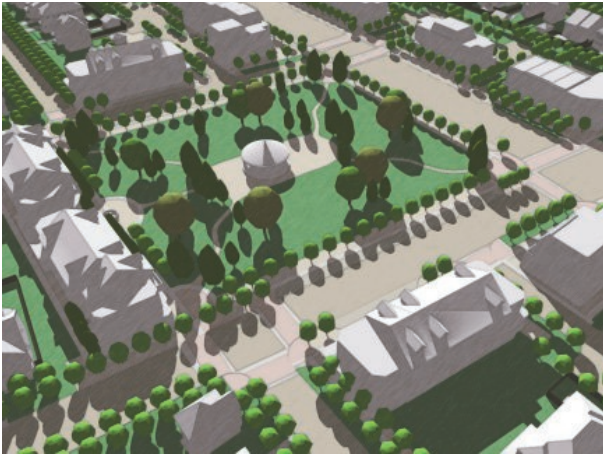


Figure 6.17 Parks should maximize their exposure as Village focus areas.



Figure 6.18 A trail through naturalized land is part of a community park.

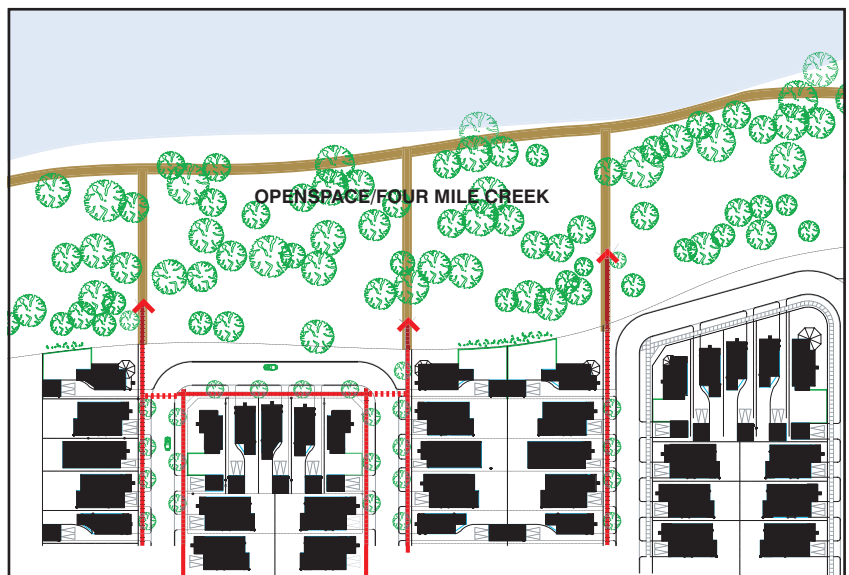


Figure 6.19 Streets are aligned to facilitate access to trails, parks and open space.

6.3 Public Realm: Stormwater Management

6.3.1 Guidelines

Stormwater Management (SWM) Facilities should be vital and well used pieces of the Open Space System. While SWM facilities do not count towards the mandated park land contribution, they can be designed to combine their function with amenities for residents.

- a) Stormwater Management Facilities should have public access and be integrated as open spaces within the Community and Open Space System.
- b) SWM facilities should be considered as important and desirable to the community as other open spaces where street and block patterns utilize views and access to the SWM through positive street frontage wherever possible. Where appropriate, underground SWM facilities should also be considered.
- c) The drainage basin condition is the primary determinant for locating SWM facilities, but where possible, they should be sited adjacent to or directly integrated with terrestrial resources and other public spaces such as parks. SWM facilities should be encouraged to be designed as visual features and incorporate an arrangement of formal planting, seating, and paths that do not interfere with the stormwater management function of the facility.
- d) Where possible, SWM facilities should be contiguous with natural areas and particularly naturally graded areas like the Four Mile Creek Valley.
- e) Safety issues can be addressed through shallow slope grading and low barrier type planting adjacent to pooled areas. Fencing should be avoided if possible. Further information can be obtained from the Town's policy regarding the security of SWM ponds.
- f) Trails and public access, for example from the Bruce Trail, should be incorporated into facility design where possible.
- g) Public education displays can be used to increase public awareness and appreciation of the role of SWM facilities within their communities and the environment.
- h) Wherever possible, existing grassy culverts should be maintained as a way to extend and augment stormwater infiltration.
- i) Planting within SWM facilities should focus on providing habitat that is compatible with the adjacent natural areas.

26



Figure 6.20 Native reeds naturally filter stormwater.



Figure 6.21 Grassy swales that provide natural filtration of stormwater from paved surfaces should be maintained.

6.4 Public Realm: Recreational Trails



Figure 6.22 A pedestrian pathway meanders through a natural open space bordering a creek.

6.4.1 Context

The development of a trail system is encouraged to link the community together and to be an integral part of the Open Space system. In addition to pedestrian and bicycle trails, accessibility for horses is also encouraged. By utilizing the Open Space network of Green space, Public Parks, and Stormwater Management facilities, as well as primary street corridors, a trail system can provide pedestrians and cyclists with direct connections throughout St. Davids and particularly to the Village Centre. These direct connections to the Village Centre, Schools, Bevan Heights, and Log Cabin Village may result in a significant decrease in short car trips as the trail system will offer an attractive viable alternative to driving. They also serve as a potent means of linking the established neighbourhoods with new residential areas (see Pedestrian Network Map page 34).

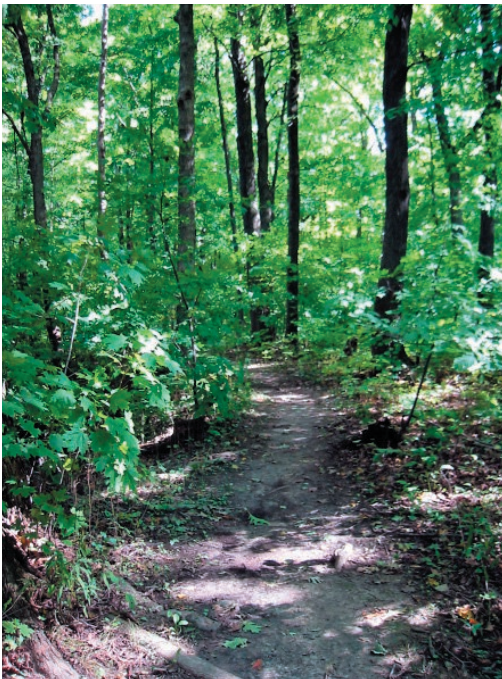


Figure 6.23 An informal path in St. Davids is suited to the type of woodland open space it occupies.

6.4 Public Realm: Recreational Trails

6.4.2 Guidelines

The following guidelines should be considered in the planning and design of recreational trails:

- a) Links should be created between major open space destinations by providing continuous trail connections for walking and cycling along streets, green spaces, within parks and other open space systems.
- b) Recreational trails should be located between streets and natural features to benefit from natural surveillance opportunities from the street and adjoining development.
- c) Recreational trails on streets and within park and open space areas should connect to the community-wide open space system in St. Davids as well as to existing and proposed trails like the Bruce Trail that connects to other municipalities.
- d) The design of the recreational trail should reflect the function and nature of the type of open space it occupies.
- e) Trails that are aligned with stream corridors, woodlots, the Escarpment, or other sensitive natural areas should employ separation distances from such features.
- f) Bicycle lanes along regional streets should provide direct connections to other bicycle lanes and trails.
- g) Pedestrian crosswalks should be provided where the street bicycle path/trail system crosses arterial or local streets at non-signalized intersections; mid-block crossings should be avoided.
- h) Drop-off and small parking areas should be located at strategic entrances to recreational trail areas. These parking areas should be generously planted and designed to be integrated into the open space setting.



Figure 6.24 A pathway that cuts in front of houses makes the route safer by casual surveillance.



Figure 6.25 The design of this trail conforms to the natural topography of the valley through which it winds.



Figure 6.26 Multi-unit housing faces onto a neighbourhood park that has preserved mature trees. Trails can be directed through these open spaces.

6.4 Public Realm: Recreational Trails

6.4.3 Trail Network Map



Figure 6.27 The red line shows the route of the Bruce Trail that winds from St. Catharines through the Niagara Escarpment, along the Niagara River, and up to Niagara-on-the-Lake. St. David's could become an important destination along this route for hikers to find meals, accommodation, and a resting point.

6.5 Public Realm: Views

6.5.1 Context

Views to the Escarpment are a valued feature of St. Davids that should be preserved and enhanced through careful infill development and positioning of community assets. The map below shows where the principal view corridors exist.

6.5.2 Guidelines

- The street and block layout should be oriented to maximize views to the Escarpment.
- Streets should shift at key locations to allow for significant view opportunities to the Escarpment.
- Buildings and structures should not exceed the tree canopy or the skyline associated with the Escarpment.
- Access to the Bruce Trail should be clearly marked and easily legible.
- Gathering places should have clear sightlines to the Escarpment and Open Space System, for example to the proposed park on the northeast corner of York Road and Four Mile Creek Road.



Figure 6.28 Arrows on the aerial photo show key views to natural features to be preserved.

6.6 Public Realm: Streets



Figure 6.29 This roadbed is too wide to create a connected neighbourhood ambience; York Road and Four Mile Creek Road should be kept as narrow and pedestrian-oriented as possible.

6.6.1 Context

There is an opportunity to create a sense of connection to the area's existing context and history through the design of new street and block patterns. Streets can be oriented and designed to enhance the experience of driving, cycling, and walking, and to create visual and physical connections to existing landscape heritage features (the Escarpment, the Four Mile Creek Ravine, woodlots, and significant tree stands). St. Davids' rural streets without a curb and gutter edge are part of the informal Village character and should be maintained. New streets may follow this example, but the use of an urban section with curbs and gutters would allow sidewalks to be located on both sides of the street.

6.6.2 Guidelines: Streets for Walking and Recreation

The use of the street as a place for informal socializing, walking, cycling and other recreational activities increases personal safety through casual surveillance. The provision of sidewalks and recreational trails on major arterial roads allows for jogging, cycling, skateboarding, and other informal recreational activity. On-street parking on local or other streets reduces the number of cars in front yards and creates a buffer zone between vehicular and pedestrian traffic. The design principles that will promote streets for walking and recreation include:

- a) Create interconnected Road Patterns
An interconnected local street network with shorter block lengths will allow traffic flow to dissipate more evenly through neighbourhoods. This pattern will limit increased traffic speed on long road stretches and the need for traffic calming devices which limit emergency vehicle response time, reduce street parking, and are costly to construct and maintain.
- b) Minimize Pavement Width
The widths of streets are proposed in accordance with the operational safety of the road and the provision of an enhanced pedestrian realm. The width of the pavement should be kept as narrow as feasible to encourage traffic to slow down.
- c) Encourage Street Parking
Street parking helps to slow traffic through the manoeuvring of parked cars.
- d) Plant Street Trees
Tree-lined streets provide a lasting impression of the street and a physical buffer between the road, the sidewalk and private dwellings.



Figure 6.30 Local Village Streets do not require sidewalks where a rural street section applies.



Figure 6.31 Tree lined streets are part of the Village character and should be included in all new development.

6.6 Public Realm: Streets

6.6.3 Guidelines: Unique Street Character

- a) Vary the Length of Streets and Blocks
Allow streets to respond to the configurations of topography, other natural features, and existing development (streets, residential areas) to reinforce a sense of place in the new community. A uniformity of new streets and blocks will limit orientation with community landmarks. A variety of streets and blocks that are occasionally offset, single loaded or curved will enhance one's orientation and enjoyment of the area.
- b) Provide a Variety of Setbacks
Opportunities to provide a variety of street setbacks will create visual interest and a sense of informality. A greater variety of buildings will create an image of incremental development as housing has evolved in the Town's older neighbourhoods, rather than an appearance of being built all at once.



Figure 6.32 Community green space is flanked by houses and a neighbourhood street.

6.6.4 Guidelines: Links to Natural and Heritage Features

The organization of streets and blocks should reinforce an historic connection to the landscape by providing physical and visual connections to natural features, parks and the surrounding rural landscape. The Escarpment, the Four Mile Creek Valley, and heritage landscapes such as fruit orchards and vineyards should all be organizing features of new neighbourhoods. These features can define the edges or centres of neighbourhoods; they should be both easily seen and accessible to create a strong sense of local identity.

- a) Preserve and incorporate natural features into new neighbourhoods to support an environmentally aware community.
- b) Wherever feasible, incorporate mature trees and hedgerows into parks and other publicly owned areas including street rights-of-way. The visual prominence of hedgerows, woodlots, and the Escarpment should be a key organizing element in the design of new neighbourhoods. A new planting approach that replicates hedgerows and the patterns of tree-lined lanes and orchards may also be used in publicly owned areas like parks or as a tree-lined path along recreational trails.



Figure 6.33 Heritage landscape patterns like fruit orchards can be replicated in new community design.



Figure 6.34 This new development provides an attractive interface with neighbouring agricultural lands.

6.6 Public Realm: Streets

6.6.5 Guidelines: Block and Street Design

A pattern of short blocks encourages walking as it shortens distances. It is also more interesting since a greater combination of possible routes is created. With greater pedestrian activity, streets become safer; with more efficient routes, driving distances are reduced. The result of this street design is environmental and safety benefits.

- Blocks should be short. Block lengths should not exceed 250 metres.
- Streets should be interconnected to disperse traffic.
- The street pattern should discourage through traffic (for example through T-intersections).
- In general, culs-de-sac should be avoided.
- Mid-block paths should be provided to create an overlay network dedicated to pedestrians.

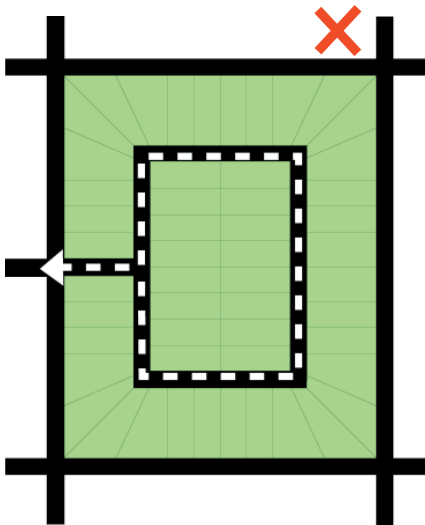


Figure 6.35 Street Plan that limits vehicles and pedestrians to one route.

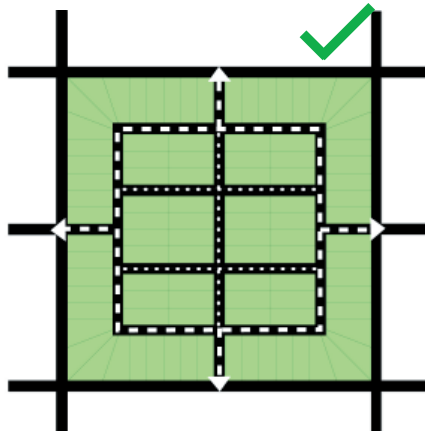


Figure 6.36 Street Plan that discourages through traffic, yet allows cars and pedestrians various routes through.

6.6.6 Guidelines: Rear Lanes

Despite the variety of issues that pertain to laneway based housing including general access, maintenance and safety, there are some conditions where the use of private rear lanes to access residential parking is appropriate. These conditions apply:

- At arterial roads and particularly at Four Mile Creek, York, and Warner Roads where feasible and where excessive curb cuts to private driveways would impede the function of the roadway.
- At parks or open spaces (woodlots, drainage channels, stormwater management ponds) where lane based housing may benefit from having direct overview of these areas.
- Lanes should generally be no longer than the maximum block length of 250 metres.

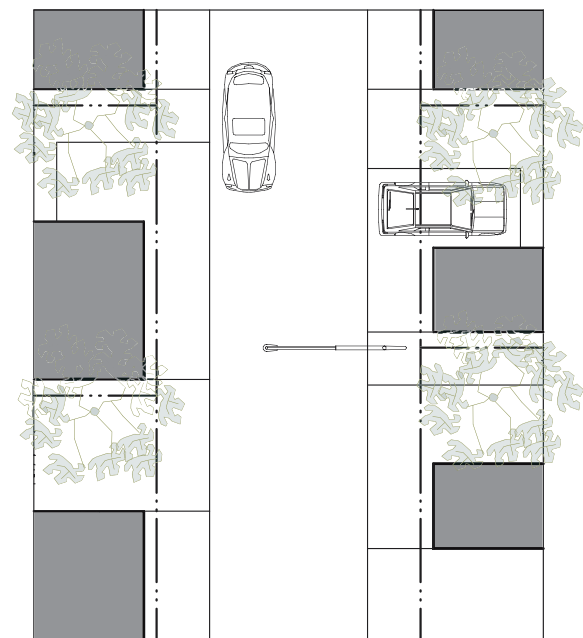
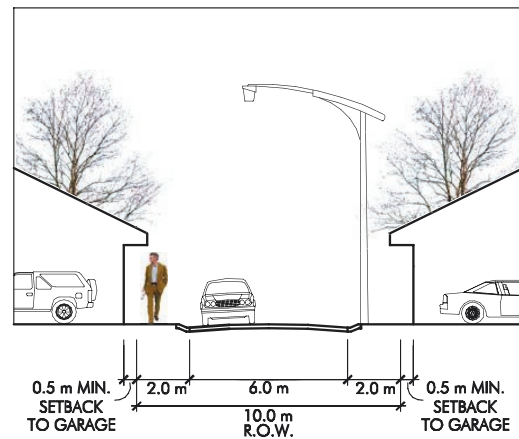


Figure 6.37 Section and plan views of a rear lane that incorporates tree planting, lighting, and pedestrian paths.

6.7 Public Realm: Pedestrian Network

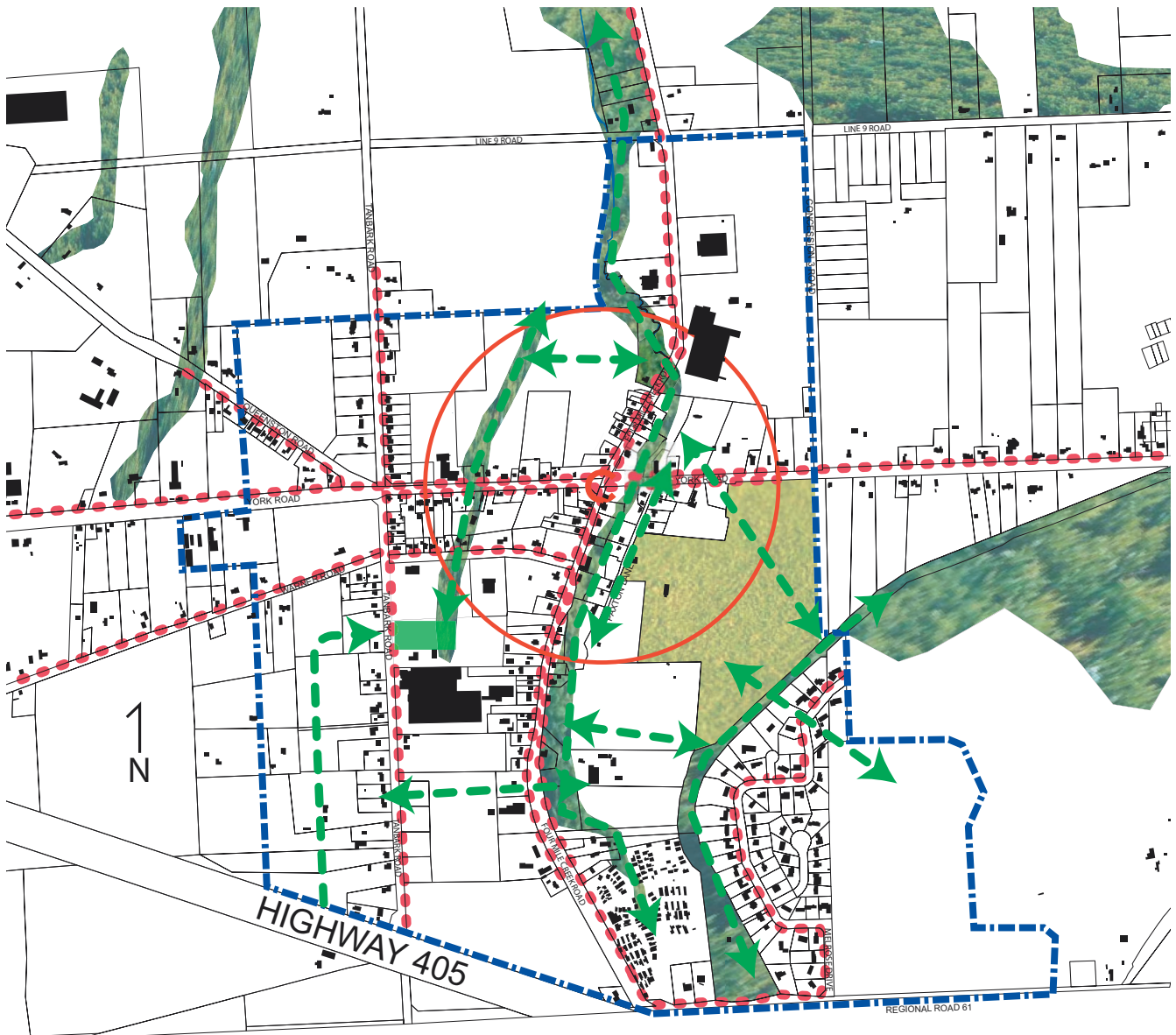


Figure 6.38 The Pedestrian Network Plan shows the extent of the potential pedestrian network with sidewalks as its spine and potential new connections linking natural features and local landmarks.

6.7 Public Realm: Pedestrian Network

6.7.1 Context

Pedestrian movement should be facilitated and encouraged between predominantly residential areas and focal points such as the Village Centre, churches, the St. Davids Lions Club, the Fire Hall, the future park and the Bruce Trail. On the Pedestrian Network map (page 34), concrete sidewalks are shown in red dotted lines, and desirable pedestrian connections are shown in green. The green arrows do not reflect the exact routing of the connections, but rather their general location.

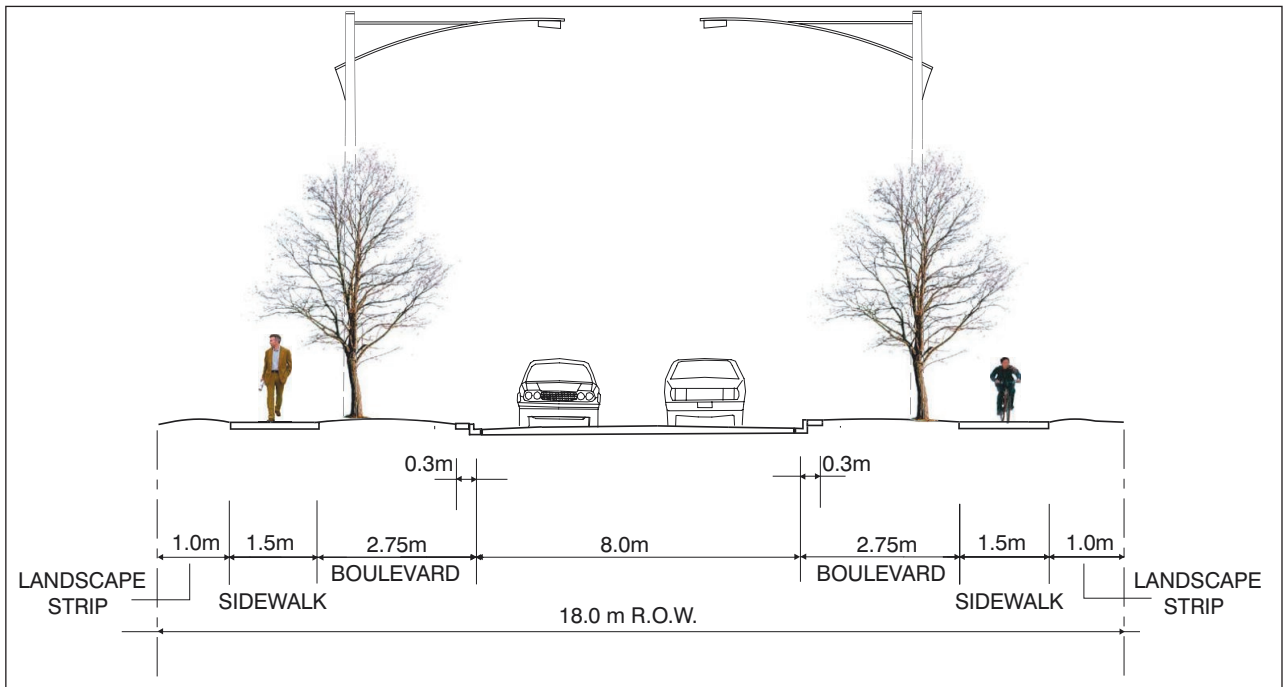


Figure 6.39 A section shows a typical new local street that includes two way traffic, boulevards that adapt to accommodate on street parking, sidewalks, and landscape strips.

6.7.2 Guidelines: Sidewalks and Walkways

- Sidewalks should be provided on all pedestrian routes as outlined above including major and local streets.
- Where sidewalks are installed, pedestrian-scaled lighting should be installed, that is, lighting that projects down and creates a more intimate atmosphere for pedestrians.
- Sidewalks should not be constructed immediately adjacent to the road bed; even a modest planted strip will buffer pedestrians from traffic.
- All sidewalks should be built with curb cuts to make the transition between road bed and sidewalk smooth for those who use wheelchairs or strollers.

- All pedestrian crossings should be paved, clearly marked and identified to show pedestrians and drivers where they occur.
- Sidewalks should be used to connect neighbourhoods, streets, public facilities, and open space.

6.8 Public Realm: Streetscape

6.8.1 Guidelines: Mid-block Paths

As a means to promote walking and cycling, walkways through blocks and to open spaces are encouraged to increase accessibility throughout neighbourhoods, between public amenities and facilities, and to link recreational trails.

- a) Walkways should be provided as mid-block connections where blocks are greater than 250 metres.

metres.

- b) Walkways should generally be lit from adjacent street lights; the length of a mid-block walkway should therefore not exceed the depth of the block.
- c) In general, walkways should have a minimum 3.0 metre right-of-way incorporating a concrete surface that is suitable for pedestrian and bicycle use and requires minimal maintenance.

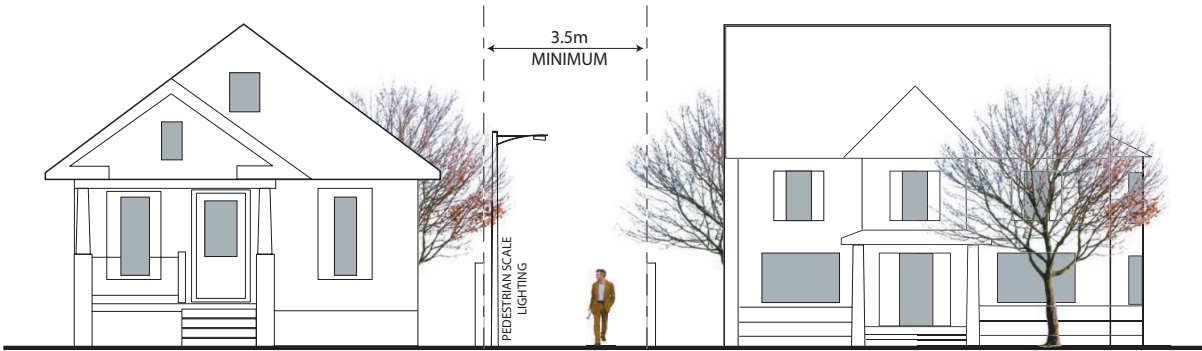


Figure 6.40 Pedestrian route through middle of new residential block

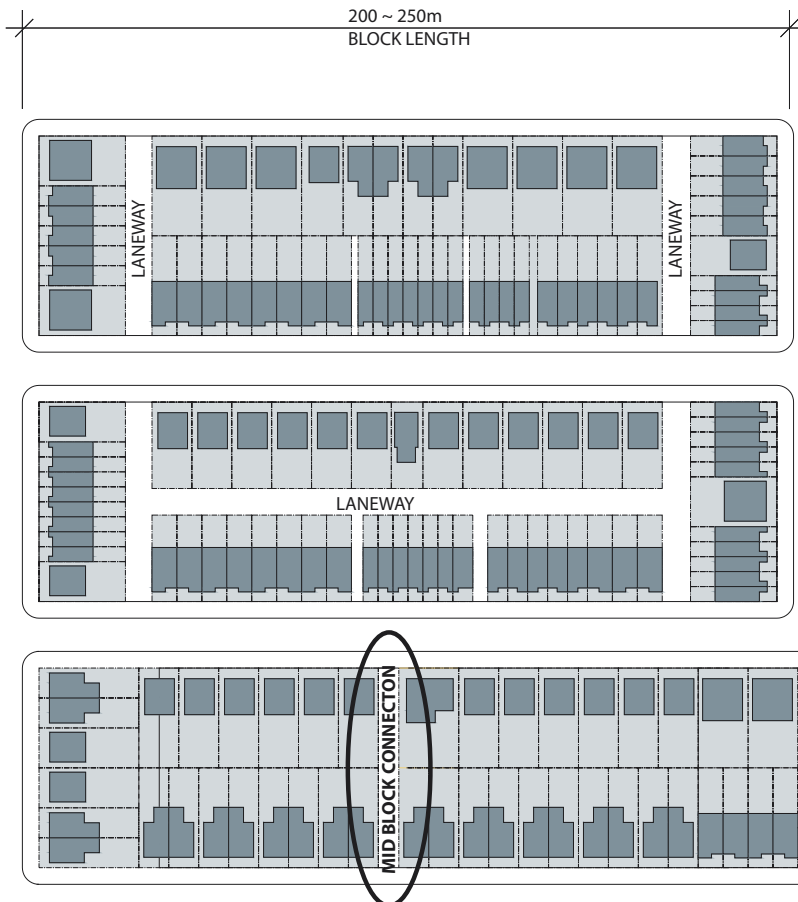


Figure 6.41 Design guidelines for preferred block length and mid-block pedestrian connection where block lengths exceed 250m.

Figure 6.42 Block length should range from approximately 200-250m. Laneways should be used where possible to eliminate the need for driveways and street facing garages.

Figure 6.43 Mid-block pedestrian connections should be provided for all blocks greater than 250m in length. Such connections support walkability objectives.

6.8 Public Realm: Streetscape

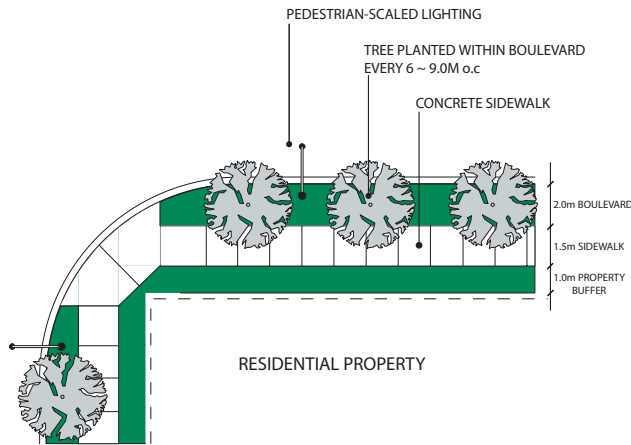


Figure 6.44 A typical corner plan that incorporates site details to enhance the pedestrian experience.

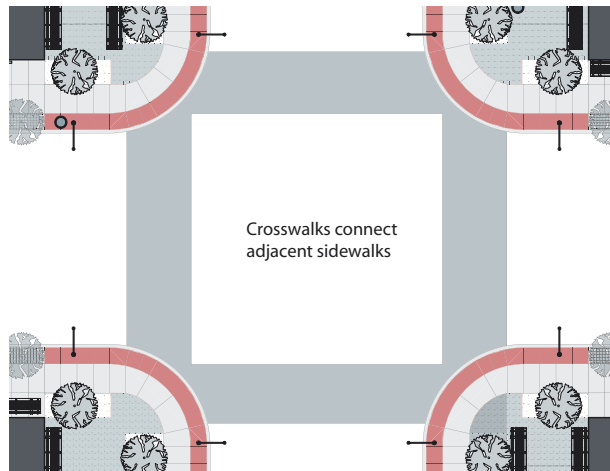


Figure 6.45 Textured pavers mark cross walk.



Figure 6.46 Textured pavers should mark Village Centre intersection.

6.8.2 Guidelines: Above Grade Utilities

Above grade utilities on residential streets including hydro, telephone and cable boxes generally contribute to a negative image for the streetscape, particularly when placed in highly visible areas of the public right-of-way. Streets that have smaller lots require a greater number of above grade utilities and the location of above grade services reduces opportunities to plant street trees.

Above Grade Utilities Guidelines:

- Opportunities should be identified for grouping utilities in single locations above grade (e.g. the flankage yard of the public right-of-way). Such locations should be guided by the location and primacy of streets, storm water management facilities, parks and major Open Space systems.
- Utility companies should be continually encouraged to examine ways to improve the appearance and interface of utility infrastructure.

6.8.3 Guidelines: Traffic Mitigation

- Contrasting and textured concrete or asphalt paving should be used to signal to motorists to slow down and show pedestrians where to cross.
- Road narrowing, on-street parking, street tree planting, and sidewalk widening should also be used.
- On all roads, speed bumps should be avoided in favour of the above noted measures.
- Housing should front onto streets to further contribute to an active street edge that serves to calm traffic.

6.8.4 Guidelines: On Street Parking

In addition to providing a useful service for patrons of local businesses and visitors, on-street parking provides a buffer between pedestrians and vehicular traffic particularly at the Village Centre. In residential areas, on-street parking provides a useful amenity as visitor parking.

The provision of on-street parking should be provided on at least one side of the street where appropriate.

On-Street Parking Guidelines:

- On-street parking should be encouraged at the Village Centre; parking lanes on both sides of York and Four Mile Creek Road should be demarcated with textured pavers (Figures 6.45, 6.46).
- On-street parking should be permitted in residential areas where appropriate as visitor parking.
- The pairing of driveways on lots less than 12.0 metres should be considered to increase opportunities for on-street parking.

6.8 Public Realm: Streetscape

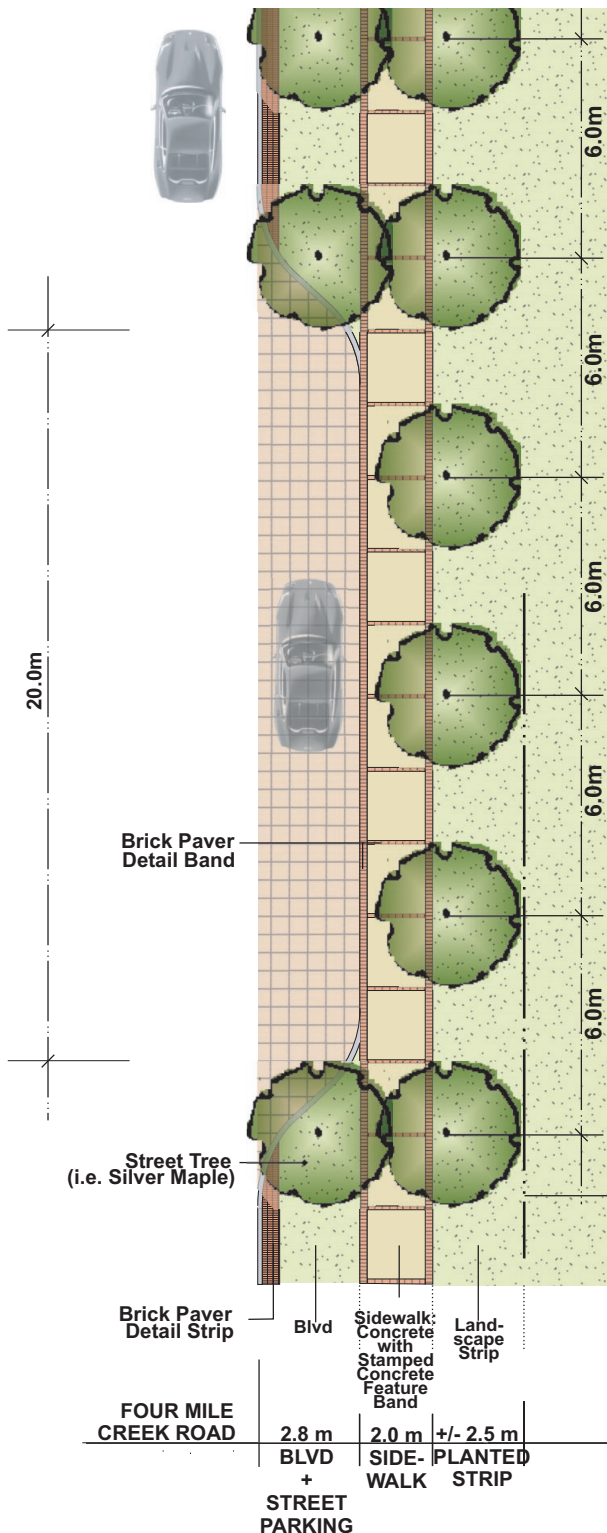


Figure 6.47 Streetscape plan show on-street parking, sidewalk paving and street tree planting in grass boulevard.

6.8.5 Guidelines: Parking And Curb-cuts

The number of curb cuts is an important consideration on streets, York Road and Four Mile Creek Road in particular as vehicles entering and exiting private property disrupts traffic on main streets. Another important consideration is that curb cuts prevent tree planting, an important feature for new residential streets.

- The number of curb cuts should be minimized through the use of private laneways or shared driveways.
- Narrow lots (less than 12m) should be interspersed with wider lots, generally a minimum of every six lots, to provide a variety of housing and minimize frequent curb cuts.
- Where appropriate, driveway access should be paired or consolidated into one, particularly where mixed use, institutional or commercial uses apply.



Figure 6.48 Niagara-on-the-Lake: Garages are accessed through a rear laneway which allow an uninterrupted sidewalk and street trees to be planted in a wide, grassed boulevard.

6.8 Public Realm: Streetscape



Figure 6.49 Seasonal planting may be placed around lamp posts.

6.8.6 Guidelines: Lighting

Pedestrian-scaled lighting is encouraged to be placed at the Village Centre and where feasible, throughout the St. Davids community to encourage safety, casual strolls and lingering by creating a welcoming atmosphere.

- Pedestrian-scaled lighting should be provided at the Village Centre as a minimum. Similar standards are appropriate for all Village streets and should be provided wherever feasible, particularly adjacent to parks, public open space and institutional or commercial areas.
- In the Village Centre, light standards may be outfitted with flower baskets to enhance the seasonal atmosphere of the area.
- Light standards should be chosen for their longevity, quality of materials, resilience to Canadian winters and use of de-icing salt as well as for style, scale, and lighting measures. Ideally, street lighting should be down cast to minimize light pollution.
- Cut-off lighting should be used to minimize light spillage into the atmosphere.



Figure 6.50 Pedestrian-scaled lighting should have a heritage character throughout the Village Centre.

6.8 Public Realm: Streetscape

6.8.7 Street Furniture

Benches, bicycle racks, waste receptacles, and bollards should have a standard form throughout the Village Centre to unify this area visually, to reduce maintenance and to simplify replacement.

- A collection of street furniture should be selected for its durability, its compatibility with the Niagara climate, and its availability for additional purchases in the future.
- Canadian-made street furniture should be chosen for ease of distribution and to ensure that it will withstand Canadian winters.
- Colours and materials of site furniture should be coordinated as much as possible. Painted finishes should be avoided; the natural colours of materials will enhance St. Davids' natural setting and minimize long term maintenance.
- Furniture styles should be complementary and consistent. A heritage style is appropriate for the Village Centre but should not preclude the selection of contemporary, classic designs.
- Street furniture should be placed out of the way of emergency and maintenance vehicles, especially snow removal vehicles.
- Bicycle racks should be installed at regular intervals throughout the Village Centre to promote non-motorized transportation.



Figure 6.51 Trees, benches and on-street-parking contribute to buffered pedestrian realm in Hanover, NH.



Figure 6.52 Standard, galvanized bicycle racks should be installed in the Village Centre, at parks, and other public gathering areas.



Figure 6.53 Brick paving defines the pedestrian from the vehicular zones in a town centre.

6.8 Public Realm: Streetscape

6.8.8 Sidewalks and Landscape Strips

Where an urban street cross section is appropriate, sidewalks should be separated from vehicular traffic with a landscape strip which could be either a grassy or planted area, or a band of unit pavers. The landscape strip consists of the area between the sidewalk and the property line under which services including water and waste water, telephone and Hydro are located. Landscape strips and sidewalks within new development areas in St. Davids should provide safe and well-defined circulation through the use of street pavement, landscape design, and the treatments of crossings and intersections. A key objective of landscape strips and sidewalks is to provide a buffer between the street and private properties, and between differing uses.

- a) A continuous public sidewalk should be provided on two sides of arterial roads and on a least one side of collector and local roads.
- b) Sidewalks are recommended to be a minimum of 1.5 metres in width. Wider sidewalks (2.0 metres minimum) adjacent to shops, institutions and public paths should be considered.
- c) Sidewalks should be typically concrete and/or brick pavers and should be continuous across driveways. Where crossings over driveways and intersections occur, sidewalks should be marked through other materials such as brick pavers.
- d) Curb ramps should provide barrier-free transition between the sidewalk and roadway at all street corners.
- e) Where underground services apply, the landscape strip should be a minimum width of 1.0 metre.
- f) Landscape strips that are less than 1.0 metre in width and are adjacent to a hard edge, such as a wall or a curb, should be paved with feature paving material.
- g) Landscape strips that are 1.0 - 2.5 metres in width should be planted with grass or other groundcover material.

- h) Landscape strips which are greater than 2.5 metres in width should consist of grass groundcover and deciduous street trees.



Figure 6.54 Planted landscape strips and on-street parking buffer pedestrians from vehicular traffic.



Figure 6.55 Continuous sidewalks should be constructed in either poured in place concrete with a broom finish for traction and/or brick pavers.



Figure 6.56 Sidewalk edges and curbs should be graded and scored to provide barrier-free access for people physically and visually impaired.



Figure 6.57 Pedestrian crossings should be demarcated with textured unit pavers or poured in place concrete.

6.8 Public Realm: Streetscape

6.8.9 Guidelines: Planting

Residents of new neighbourhoods should be given the opportunity to care for the maintenance of some landscape features in the public or semi-public realm including space that is publicly accessible but is privately owned such as boulevards, space around townhouses, planted islands and parkettes if provided.

Streets

Street trees form the structure of the street: their regular rhythm and uniform canopy create an outdoor hallway. Within this structure however, residents should be encouraged to plant as far out as the curb line. The uniformity of street trees is complemented by a variety of individual planting arrangements that create visual interest at a pedestrian scale.

Gateways

Plant material around gateway features should be chosen for form and colour, for relatively low maintenance requirements and suitability to the Niagara Region climate, and for its attractiveness all year long. Since Village gateway features will be seen predominantly by passing motorists, planting should take the form of large, sweeping masses. Ornamental grasses are ideal for this type of site since they are low maintenance, drought tolerant and maintain their form throughout the winter.

St. Davids Cemetery

Traditionally the first public open spaces, cemeteries should continue to be enjoyed as places for passive recreation. St. Davids' residents should be encouraged to plant and maintain seasonal flowers within the cemetery to create a bond of stewardship with this heritage landscape.

Valley Lands

Ravine lands should always be planted with native species; their proximity to a water course, however small, creates active seed dissemination. In the fertile Niagara Region, non-native species may spread and become invasive, threatening the balance of adjacent wetlands.



Figure 6.58 Niagara on the Lake: street trees with understorey planting in wide beds



Figure 6.59 Planting in St. Davids cemetery would foster stewardship for heritage landscape feature.



Figure 6.60 Niagara region grasses in November: ornamental grasses have a variety of forms, colours and can create dramatic planting masses.



Figure 6.61 Valleylands should be planted with native species to protect adjacent wetlands.

6.8 Public Realm: Streetscape



Figure 6.62 Metal tree grates should be installed at the bases of trees in intensely used areas.



Figure 6.63 Residential street trees should be planted in soft boulevards to ensure that they will thrive.

6.8.10 Guidelines: Street Trees

Street trees not only create beautiful, light-dappled pedestrian areas, but they also help calm traffic.

- a) New community design should preserve existing mature trees and woodlots to make them features of the community.
- b) Native street trees should be planted throughout the Village, along York and Four Mile Creek Roads, Tanbark and Warner Roads, as well as along all streets in new communities.
- c) Tree pits should be constructed using a connected trench method to provide optimal growing conditions, ensuring regulation of moisture levels, and maximum room for root growth.
- d) Only native species that are tolerant of urban conditions, salt, poor soil, and uneven irrigation, should be planted. Good examples are Silver Maple, Red Maple, Red Oak, and White Oak.
- e) To ensure that trees do not suffer from soil compaction that restricts water and air around their roots, the bases of trees should be planted with groundcover or shrubs and mulch, or metal tree grates for intensely used areas.
- f) Adjustable tree grates that allow for growth of the tree should be used. Gravel should be filled under the tree grate to prevent debris from accumulating between it and the finished planted grade.

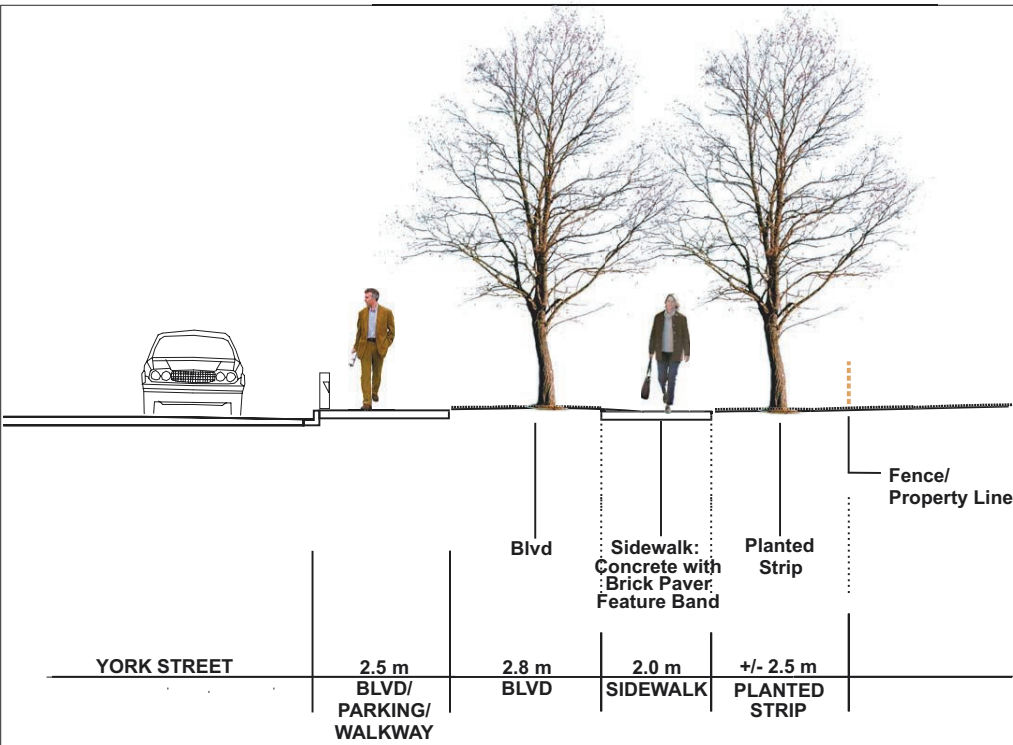


Figure 6.64 A proposed section of York Road shows street tree planting in the boulevard and at the edge of the property line.

6.9 Public Realm: Gateway Features

6.9.1 Guidelines

- Gateway Features should be constructed at each point of entry to the Village.
- Gateway Features should be large enough to be seen from far away while driving.
- Feature design should be reminiscent of local architectural styles, using materials such as wood, stone and brick.
- Features should be as maintenance-free as possible, and feature a timeless design.
- The proposed concept for a gateway feature is a simple dry stone wall with "St. Davids" engraved in a smooth rectangular piece of stone encased in the wall and placed on both sides of the road.
- The wall should be surrounded by a variety of plant species selected to create visual interest at all times of the year and reflective of the St. Davids identity, including tall grasses, wild flowers and grape vines.
- Species should be selected to require little maintenance, especially watering and fertilizing.



Figure 6.65 Only one sign currently marks the entrance to the Village.



Figure 6.66 Planted gateway marker for the Town of Virgil



Figure 6.67 Gateway marker for the Town of Virgil

44



Figure 6.68 Proposed gateway feature: a dry stone wall planted with species that have visual appeal throughout the year

6.10 Public Realm: Residential Areas



Figure 6.69 Each new neighbourhood in St. Davids should have its own distinct character that is enriched by surrounding natural or designed open spaces.



Figure 6.70 New neighbourhoods should be easily walkable; they should have connected sidewalks and streetscape amenities such as street trees and benches that enhance the pedestrian

6.10.1 Context

The majority of growth that will occur in St. Davids over the next twenty years will take the form of new residential neighbourhoods. The quality of these new areas will have a profound impact on the character of St. Davids. This impact is not only by virtue of the quality of new neighbourhood design but the manner in which new residential development fits into the existing rural landscape.

6.10.2 General Principles

A neighbourhood should be walkable and identifiable as well as offer a variety of living and leisure choices. A successful neighbourhood is one where residents can perceive and define their immediate area, have an opportunity to meet and know one another, have a sense of belonging and security and identify with the built and natural heritage of their environment.

Though neighbourhoods are predominantly residential in nature they are also enriched by parks and green spaces for passive and active recreation, convenience retail, community buildings and small at-home offices.

St. Davids' new Residential Areas should avoid a pattern of amorphous expansion. Rather, this growth should be conceived of as the addition of several new, distinct neighbourhoods of a defined size and unique character that are well connected to the existing Village fabric of St. Davids both in character and through multiple physical linkages.

6.10.3 Guidelines: Neighbourhood Size

- The extent of a neighbourhood should be generally defined by a 400-metre radius (5-minute walk) from centre to edge.
- Parks, woodlands, agricultural lands, Four Mile Creek, the Bruce Trail, the Escarpment and topography define the neighbourhood periphery.
- Major streets can also define the edge of a neighbourhood where shared uses can be located.
- Each neighbourhood should have a unique identity through the addition and preservation of small public spaces, unique streetscape treatments, landmark architecture, heritage buildings and structures or preserved tree stands or hedgerows.

6.10 Public Realm: New Residential Areas

6.10.4 Guidelines: Unique Neighbourhood Identity

The following characteristics of established neighbourhoods in St. Davids should be maintained and enhanced in new neighbourhoods:

- A Variety of Street and Block Configurations**
It is easy to "know where you are" in St. Davids as no two streets appear the same. This is due in part to the variety of street, block and lot configurations and sizes within the town.
- A Variety of Setbacks**
The wide variety of setbacks is a defining characteristic of the streetscape and provides visual interest and a sense of informality that are important attributes for a small town character.

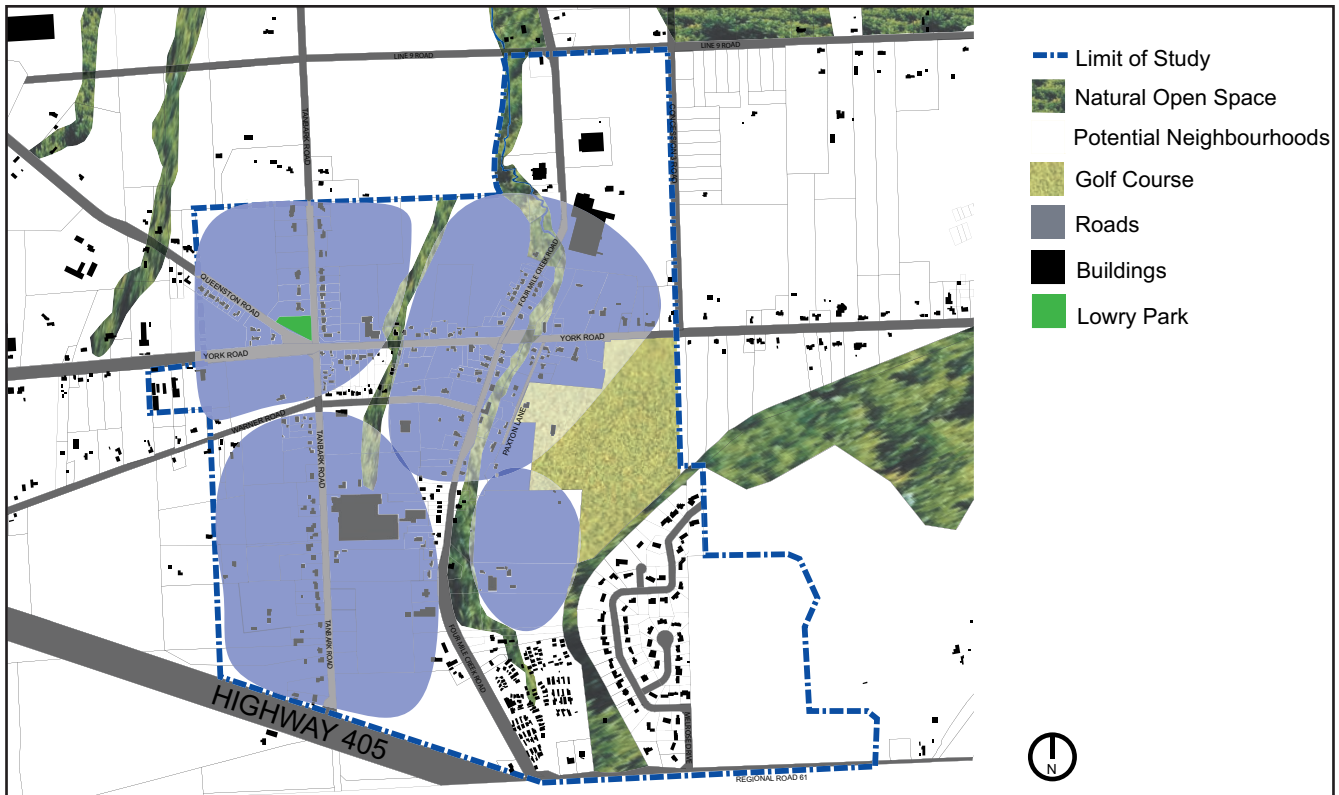


Figure 6.71 Plan shows potential residential neighbourhoods defined by 3-5 minute walking distances and the natural features of St. Davids.

6.10 Public Realm: New Residential Areas

6.10.5 Guidelines: Culs-de-Sac

- Culs-de-sac should not be permitted unless topographic or other features limit through street opportunities.
- Where possible, the depth of culs-de-sac should be no greater than a typical block length (less than 250 metres).
- Where appropriate, pedestrian walkways with a minimum width of 3.0 metres shall be located at the end of culs-de-sac to provide links to adjacent streets and open space areas.

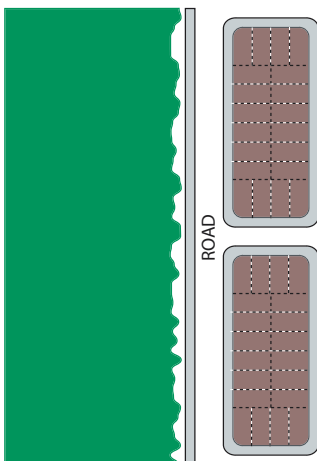


Figure 6.72 The end of this residential street terminates at an existing orchard.

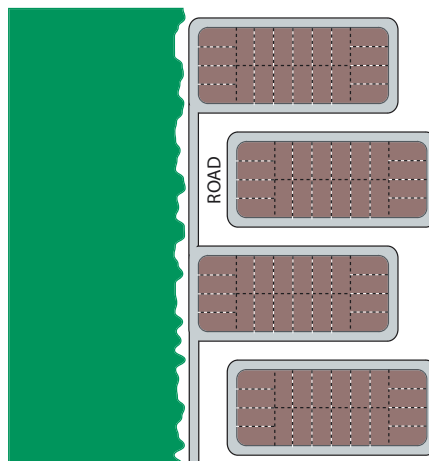
6.10.6 Guidelines: Residential and Open Space Interface

- To as great an extent as possible, public open spaces including Four Mile Creek, parks, agricultural land and the Escarpment should be faced with single-loaded streets providing overview of the open space feature from these streets and the fronts of adjacent houses.
- Generally, a minimum of 50 percent of the linear open space frontage should be bounded by a public road right of way.
- Where a single-loaded street is not feasible and open space must be fronted on by private properties, a balance between flanking lots on open crescents and rear lotting is encouraged. Lots backing onto, or flanking park areas should be subject to architectural controls to provide for an appropriate interface between these uses.
- As shown in the diagrams below, a path or trail can be substituted for a single-loaded road, in which case it is recommended that houses front onto the trail and only a low fence installed to enhance the safety and security of trail users and residents.
- Residential development and active farmland should be buffered from one another with a combination of a setback, street or plantings.

Single Loaded Road
(Parallel lots)



Combination
(Rear Lotting & Single Loaded)



Combination
(Rear Lotting & Single Loaded)

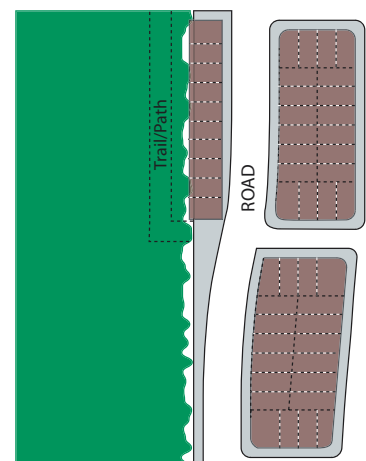


Figure 6.73 Residential blocks should face onto parks and open spaces to provide surveillance and to optimize residential views.

6.10 Public Realm: New Residential Areas

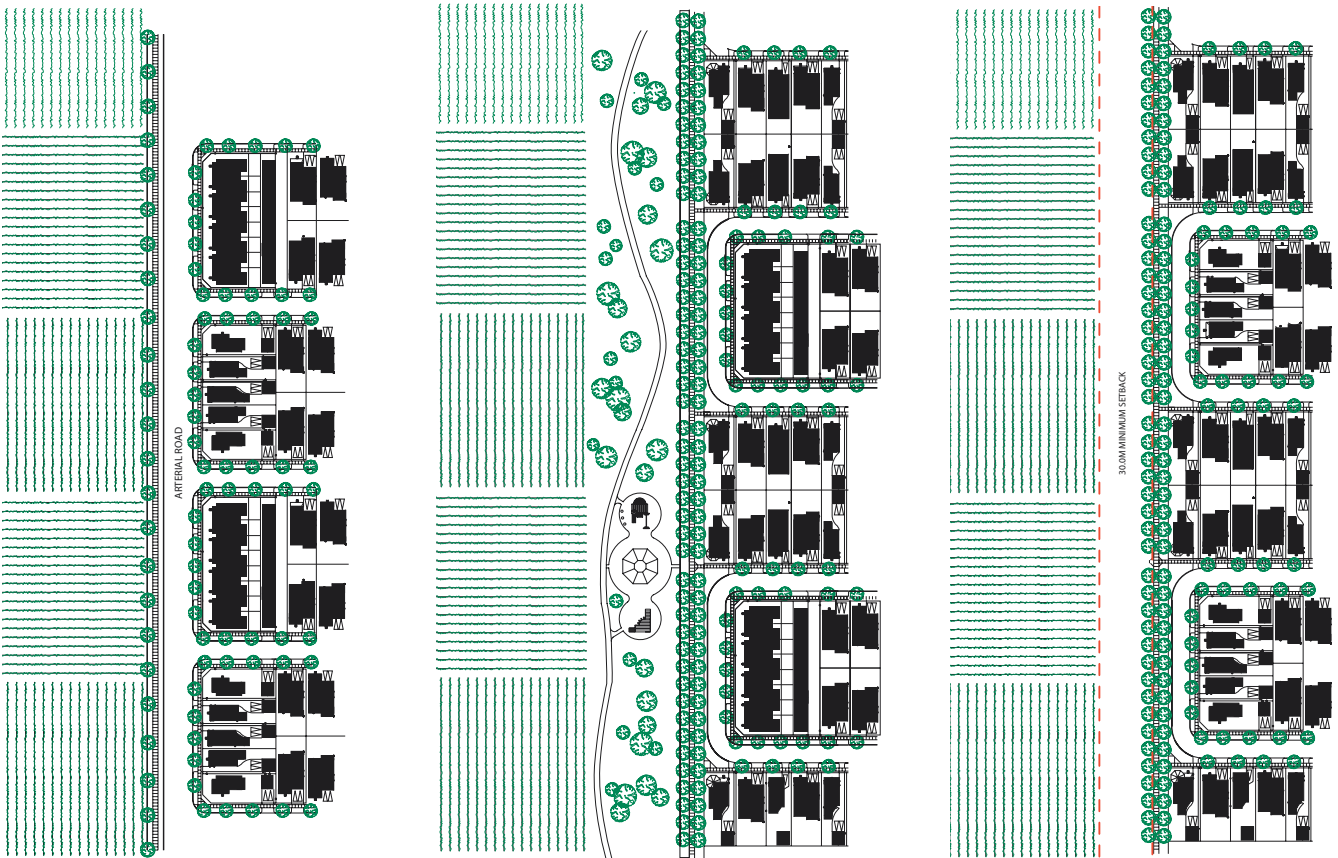


Figure 6.74 Guideline for block and open space interface options. A positive interface should be achieved with open space wherever possible. Rear lotting should be avoided wherever possible.

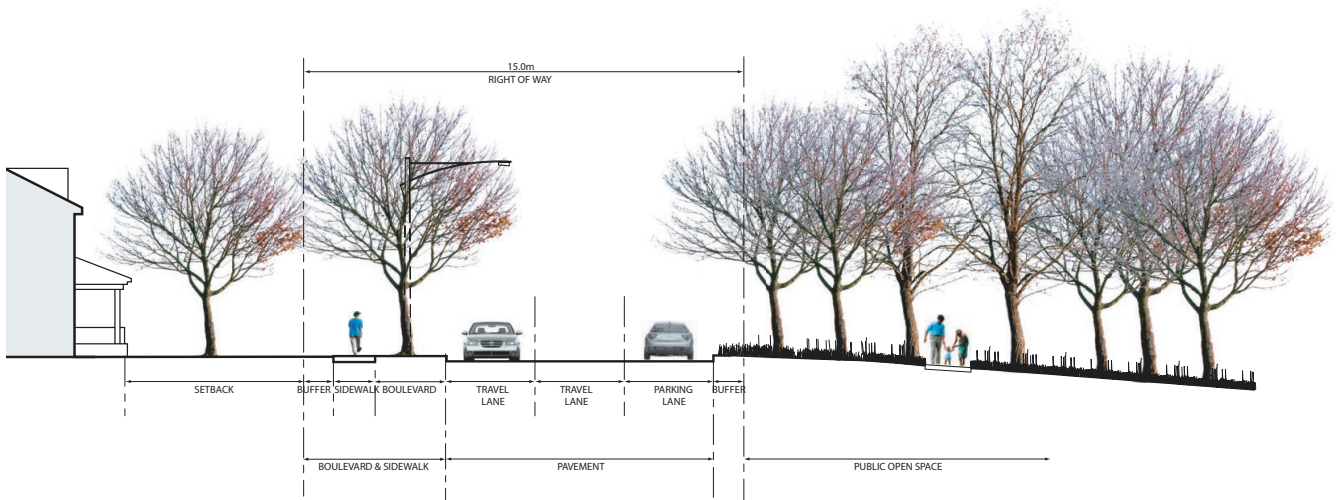


Figure 6.75 This section shows how a neighbourhood can positively interface with a natural open space and the Four Mile Creek Valley.

6.10 Public Realm: New Residential Areas

6.10.7 Guidelines: Residential and Arterial/Collector Road Interface

- All housing adjacent to arterial, collector, and local roads should provide positive frontage and where possible, driveway access to these streets either providing a front façade or corner treatment façade on a flanking lot visible from the street. Housing adjacent to York and Four Mile Creek Roads should provide driveway access except where, in limited situations, the road design incorporates a central planted median accommodating right-in, right-out only driveway access. The placement of larger lots, pairing of driveways and, where appropriate, the use of a private rear lane to access multiple unit dwellings such as townhouses should be considered.
- Where private rear laneways are provided, refer to Section 6.6.6, page 33.
- The front yard of dwellings should optimize opportunities for landscaped open space through reduced paving to access garages.
 - Front yards less than 40 feet (12 metres) wide should not permit double car garages to face the public roadway.
 - Driveway widths should not exceed the width of a single car garage of approximately 10 feet (3 metres).
 - Driveway spacing should be controlled to minimize disruption of the road function and ensure ample opportunity to plant street trees and where appropriate, provide street parking.

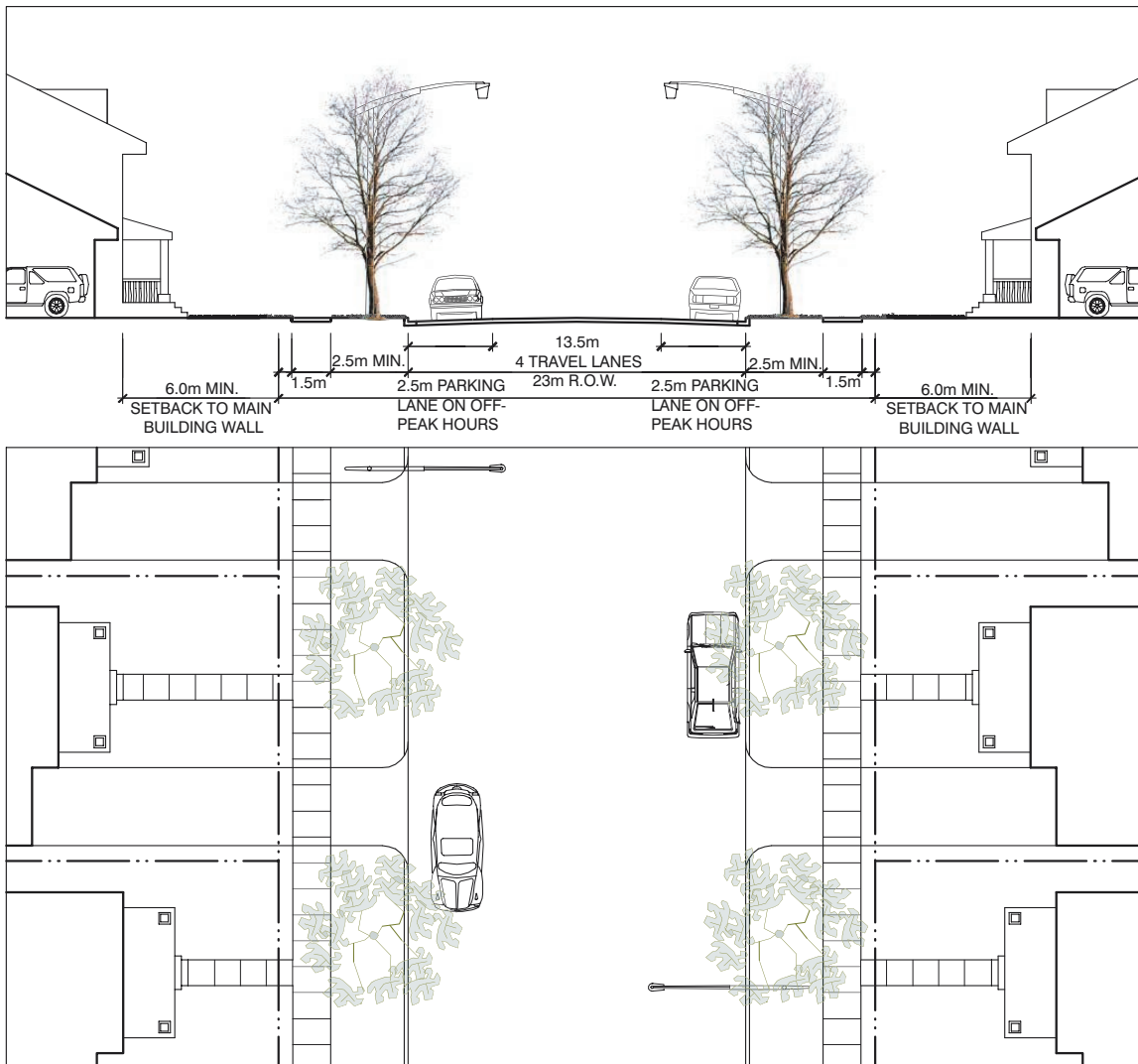


Figure 6.75 Plan and section views show residential interface with arterial/collector road that allows for street trees planted in boulevards, sidewalks and two off-hour parking lanes.

7 Private Realm Guidelines

7.1 Private Realm: Infill

7.1.1 Guidelines: Setbacks

York Road and Four Mile Creek Road:

Lot sizes fronting onto York Road and Four Mile Creek Road are typically generous, allowing for a variety of building placements and further subdivision. Setbacks of buildings along these roads currently vary from houses that face directly onto the street to recently built houses well removed from the road. This variety contributes to St. Davids' rural character. As a result, no single dimension can be set as a setback build-to line for properties fronting onto these two main streets.

- Where setbacks vary on both sides of a development site, the average of the setbacks of neighbouring buildings may be used.
- In cases where a new building is to be built within five metres of an existing building, the setback of the existing structure should be matched. This ensures that the strong public face that is common among existing houses is maintained.
- All building setbacks should include front facing buildings and avoid rear lotting wherever feasible.

The panoramas on the subsequent pages indicate potential infill locations along these roads.

7.1.2 Guidelines: Additions and Renovations

- Additions to an existing building should reference the building to which it is being added both volumetrically and materially.
- Special consideration should be given to match existing roof lines.
- When adding structure to an existing building, particularly a heritage structure, care should be taken to match materials used in the original building in colour, texture and type.
- While elements and details that are true to the building should be introduced, the distinction between old and new should not be obvious to the casual observer.
- Existing buildings should not be altered through embellishment or other decorative means against their initial stylistic intent.



Figure 7.1 Setbacks are intended to provide a generally consistent relationship of building to public sidewalk and street, especially where mixed use and/or commercial buildings apply.

7.1 Private Realm: Infill

7.1.5 Guidelines: Massing

Proposed heights for infill buildings should not be less than 80 percent or more than 120 percent of an existing building's height-to-width ratio. Since the majority of existing buildings does not exceed two storeys in height, it is recommended that new buildings generally reflect the same proportions particularly along the south end of Four Mile Creek Road where views to the Escarpment should be maintained.

- a) On continuous building frontages, the building façade should be generally divided into individual storefronts or entrances.
- b) Roof lines for infill development should match or complement preexisting heritage roof lines if adjacent or proximate to the site of redevelopment.
- c) Dimensions of windows in a proposed development should not vary by more than 10% of the average façade opening/wall ratio set by the continuous heritage frontage nearest to the development.
- d) On blocks with significant heritage frontage, the height/width ratio of new development façades should not vary by more than 10% of the height/width ratio of existing heritage frontages.
- e) On blocks that lack continuous building frontage, consideration should be given to match heights/widths of neighbouring blocks that do.
- f) On sites that are wider than they are deep, street frontage should be developed as a row of individual stores, or at the very least, project the appearance of multiple shops.
- g) Storefront design should be designed to maintain the rhythm of the heritage storefront character with recessed entries and large bay windows.
- h) Residential apartments above street level shops should be encouraged as this use contributes to increased street animation.
- i) Rear façades should also be upgraded and maintained as storefronts, especially where there is an opportunity to create active retail space, e.g. back-of-lot café, or as part of a larger community improvement plan.

7.1.6 Guidelines: Architectural Details

The choice of elements and details should reflect architectural characteristics associated with St. Davids as set out in the following sections. These characteristics can be applied as pure representations or combined with one another to create hybrid interpretations of the village vernacular, a common approach observed in the village at present.

7.1.7 Guidelines: Infill Outside of the Village Centre

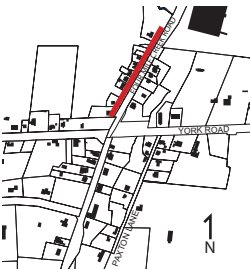
Outside of the Village Centre, consideration should be given to mixed-use infill opportunities, blending residential and commercial or office uses. Potential sites may become available over time on York Road at the western approach to the Village – a location with a history of retail uses – and on Four Mile Creek Road on the Market's parking lot and Recreational Vehicle Dealership. The location of these sites at the entrances to St. Davids provides an opportunity for buildings to serve as gateways to the Village through quality architectural treatments and landscape design.

- a) New buildings should fit with the existing buildings in the Village Centre in height, massing and character.
- b) At the most, only half of the parking should be provided between the building and the road.
- c) Retail uses accessible to the public should be provided on the ground floor facing the main road.
- d) Complementary uses, such as apartments or offices should be encouraged on the upper floors.
- e) A setback that accommodates an outdoor patio or outdoor seating should be encouraged where warranted by the depth of the site.
- f) Other guidelines specified in Section 4.3 (page 16) for the Village Centre should apply to these sites as well.

7.1.3 Infill Opportunities: Four Mile Creek Road



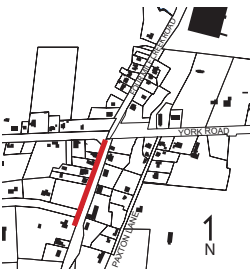
Four Mile Creek Road: northeast side



Four Mile Creek Road: northwest side



Four Mile Creek Road: southeast side

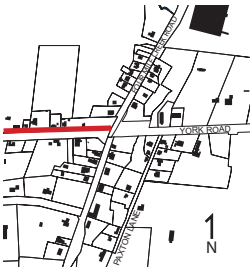


Four Mile Creek Road: southwest side

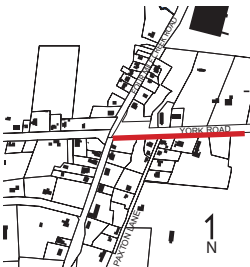
7.1.4 Infill Opportunities: York Road



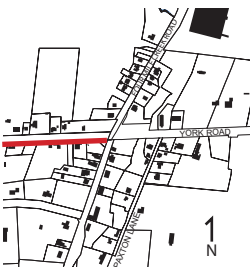
York Road: northeast side



York Road: northwest side



York Road: southeast side



York Road: southwest side

7.2 Private Realm: Architectural Elements



Figure 7.2 A small brick church in St. Davids is complemented by its woodland setting.

7.2.1 Architecture of St. Davids

St. Davids has seen very gradual development and as a result, the Town has an immense variety of building types and styles. Victorian and Edwardian houses are located in the close vicinity of postwar bungalows. The Log Cabin Community has achieved a unique style with its narrow streets and lovingly maintained yards. In Bevan Heights, homeowners have shown tremendous creativity over almost fifty years, resulting in a visually attractive and interesting community well worth preserving.

These houses form a rich palette to inspire new development. They also make a strong case for a diversity of shapes, types and styles, all unique but respectful of the surrounding fabric. Examples are provided on the subsequent pages. Additional information on Ontario architectural styles is available at <http://www.ontarioarchitecture.com>.



Figure 7.3 The Woodruff House in St. Davids has been lovingly restored with an acute attention to detail.

"The heritage value of any building is a product of its history, its architecture, and its contribution to the character of its neighbourhood. Recognize buildings as products of their own time, and avoid alterations without historical basis, or that create an earlier appearance. Recognize that some changes during the history of a building may have significance that should be respected as evidence of the history and development of the building. The first step in any preservation project is to understand the building. Find out as much as you can about it. Identify its style and its approximate date of construction. Learn about the materials and methods used to build it." (Source: City of Saint John)

7.2 Private Realm: Architectural Elements

7.2.2 General Architectural Guidelines

These Architectural Guidelines are intended to promote a visually rich residential building fabric that projects a distinct neighbourhood image through the use of materials, building form, and architectural styles.

Despite the burning of the town in 1814, buildings in St. Davids form a retrospective of rural Ontario architecture. While styles, materials and details differ, a general similarity exists in the architectural massing and shape. The most important considerations for new construction to fit into this community is the height and massing of the adjacent buildings. Massing refers to a building's shape and proportion, and its width to height to depth ratio. New building design should permit contemporary expression, but match the volumetric proportion of the adjacent buildings.

- a) Architecture expressed throughout residential buildings should be varied but relate contextually in form and scale. Despite the use of various architectural styles, quality should be consistent

and building materials and finishes should reflect a high level of craftsmanship.

- b) While creativity and innovation should not be stifled, the architectural language of new construction may attempt to emulate past styles, or provide contemporary expressions which are compatible with the scale, massing and details of existing buildings in the Village.
- c) Consistent rhythms of similar, not identical, details and architectural elements should be used to reinforce the continuity of the street and assist in the creation of a strong neighbourhood image.
- d) Building materials including stone, wood, metal and concrete should be used in a manner where these materials do not attempt to replicate other materials.



Figure 7.4 Queen Anne influenced house



Figure 7.5 Gable-roofed building



Figure 7.6 Gable-roofed building



Figure 7.7 Hip roofed house



Figure 7.8 Pitched-roof bungalow



Figure 7.9 Gable-roofed, New England Cape Cod style house

7.2 Private Realm: Architectural Elements



Figure 7.10 St. Davids is full of architectural diversity indicative of the way communities in Ontario evolved: with houses of different styles, sizes, and local materials to meet the needs of a diverse population. This contemporary house respects traditional housing design in style, materials and details that work to create diversity within the community.



Figure 7.11



Figure 7.12



Figure 7.13



Figure 7.14



Figure 7.15



Figure 7.16



Figure 7.17



Figure 7.18

7.2 Private Realm: Architectural Elements



Figure 7.19 The style of building is characterized by the roof shape; the size, shape and slope of the roof create the building silhouette while the roofing materials create texture and pattern. The pitched roof line of this recently-built coach house gives it its distinct style.

7.2.3 Guidelines: Rooflines

- A variety of rooflines and shapes should occur in each residential block.
- Roof forms should apply a generally consistent roofline in mass and height to adjacent buildings.
- Roof materials and colours should complement the building materials and the proposed building design.
- Sloped roofs should have a minimum slope of 30 degrees to effectively shed snow loads.
- Townhouse and multiplex dwellings should express individuality of address through defined roof forms that express separate dwellings and contribute to a residential character for the overall development.
- Roof elements including chimneys, dormers, pitches, cupolas, and vents should be incorporated as distinct elements providing the potential for additional variety in the image of one dwelling to the next.
- The use of dormers on sloped roofs is encouraged to ensure livability in top storeys, or to allow future conversion of attic spaces. Dormer windows should be of the same type and proportion as those used for windows in the lower storeys.

Variously pitched rooflines in St. Davids not only inform new infill housing design, but should also inform housing design in new communities. Similar roof angles create a neighbourhood continuity while a variety of roof shapes makes the community visually interesting.



Figure 7.20



Figure 7.21



Figure 7.22



Figure 7.23



Figure 7.24



Figure 7.25



Figure 7.26



Figure 7.27

7.2 Private Realm: Architectural Elements

7.2.4 Entranceways

Building projections including porches, decks, canopies and stairs are encouraged as transitional building elements that provide weather protection, dwelling access and active amenity spaces. Entrances in St. Davids and Niagara-on-the-Lake include elevated and at-grade porches. These promote transitional spaces between the public street and the private interior.

Continuity of front porch design is recommended between detached and attached dwellings. Material and detail variations may occur between porches provided there is an accordance of scale and proportion. Townhouse and multiplex dwelling porches should follow this direction, or establish a clear rhythm of variation between every second or third unit.



Figure 7.28 This recently-built house is designed with heritage architectural details. The porch is reminiscent of heritage architecture in style, form and materials without being an exact replication. Most significant, this porch complements the house. When designing an entranceway, it is important to recognize and reinforce the continuity of the style.



Figure 7.29



Figure 7.30



Figure 7.31



Figure 7.32



Figure 7.33

7.2 Private Realm: Architectural Elements



Figure 7.34



Figure 7.35



Figure 7.36



Figure 7.37

Entranceway Guidelines

- A high proportion of dwellings in any development are recommended to have a front porch.
- Front porch and deck dimensions are encouraged to be deep enough to accommodate furnishings to ensure their active use. Therefore, the minimum depth for porches and decks should be 2.0 metres.
- Steps to front porches should have generous proportions and a gentle rise and run to encourage step sitting and the placement of flowerpots.
- The design of front porch railings and columns should be integrated to provide enclosure and safe use of the porch.
- Finish materials should extend to all sides of the porch and stairs; the underside of the porch should not be exposed to the street.
- Duplex and multiplex dwellings should provide porches and decks as outdoor amenity spaces for upper units.



Figure 7.38 The porch on this new house is designed like a portico with a pedimented roof supported on columns. Although small, the porch is proportionate to the house and is large enough to allow outdoor furnishings that ensure its active use.

7.2 Private Realm: Architectural Elements

7.2.5 Guidelines: Windows

Buildings facing or flanking a street, private lane or open space should provide a generous amount of window openings to encourage strong visual connections between the private dwelling and the public realm.

- Front dwelling façades should include between 30 to 40 percent surface window areas.
- Bay windows are encouraged as they increase visibility from private dwellings to the public realm and add to a building's character.
- Window design should be primarily an expression of the interior dwelling use. Creative arrangements of windows should have a functional role in providing natural ventilation and light, views, and privacy to the individual and adjacent dwellings.
- Centre lines of similar windows should be aligned vertically, and should be set within a sufficient area of wall to avoid an overcrowded composition of wall openings.
- Window mountings such as shutters should be functioning parts of the window structure and not applied as a decorative element.
- Skylights and clerestorey windows may be used. Skylights should be treated as distinct roof elements that are coordinated with other roof and building elements. Skylights are encouraged to be located behind the roof ridge, away from the street view. Clerestorey windows should be detailed to provide a structural and coordinated junction between the building wall and roof.



Figure 7.39 New infill construction should consider the area, aspect, and proportions of adjacent building fenestration. The most common window types in St. Davids are:

- sash windows that are twice as tall as they are wide, typically outfitted with operable shutters (figure 7.41);
- dormers set vertically into the sloping roofs of third floors (figure 7.45).

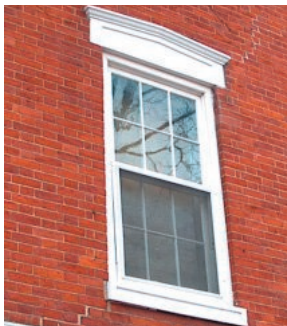


Figure 7.40



Figure 7.41



Figure 7.42



Figure 7.43

7.2 Private Realm: Architectural Elements



Figure 7.44 Dormers enhance a building's visual interest while allowing light and ventilation into upper floor storeys with steep pitched roofs. The traditional arrangement of windows in this new house allow for privacy at the ground floor while encouraging views out from the upper floors.



Figure 7.45



Figure 7.46

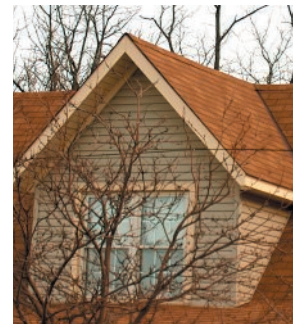


Figure 7.47



Figure 7.48

7.2 Private Realm: Architectural Elements

7.2.6 Guidelines: Garages and Accessory Structures

There is a marked tradition in the Village of separate outbuildings: sheds, garages, and small farm utility buildings that contribute to the Village's heritage and distinction. This tradition should be maintained.

- New garages should be built as separate buildings recessed from the house or off of a private laneway (Figure 7.49t).
- Garages and outbuildings should reinforce and complement the character of the house in terms of style, shape and materials (Figure 7.50).
- Garages and coach houses should be complementary in character and quality of detail to the principal dwelling.
- Windows and doors should be provided on elevations facing the dwelling and the garden.
- Where the width of the lot permits, a walkway should be provided on the side of a garage to provide direct access to a private laneway.
- Where possible, stairs to the upper floors of a coach house should be internal; where they need to be external, they should be located at the side or back of the coach house. A covered upper level entrance should be provided.
- Coach house windows should be positioned to maximize exposure to the public street or private lane.



Figure 7.49 A new self-standing garage complements the house in roofline, style, and materials.



Figure 7.50



Figure 7.51



Figure 7.52



Figure 7.53

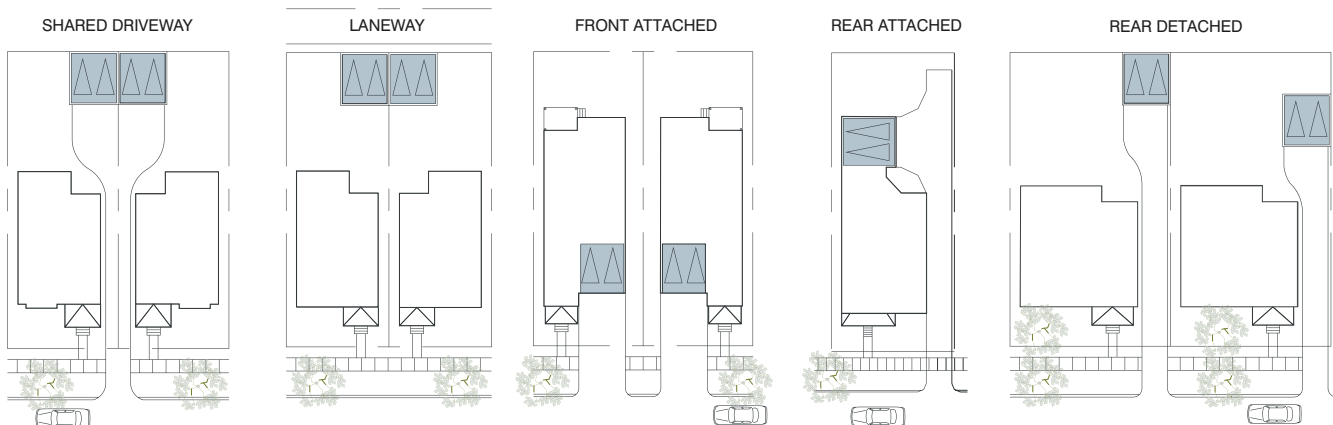


Figure 7.54 Preferred alternative locations of residential garages.

7.2 Private Realm: Architectural Elements



Figure 7.55



Figure 7.56



Figure 7.57



Figure 7.58



Figure 7.59



Figure 7.60



Figure 7.61



Figure 7.62



Figure 7.63



Figure 7.64

7.2.7 Guidelines: Architectural Features

Details such as porches, chimneys, eaves, gables, cornices, and the way materials are combined reinforce a building's style. On existing buildings, these details should be preserved and restored. On new buildings, care should be taken to finish buildings using the same level of detail.



Figure 7.65 This contemporary house replicates heritage architecture through its proportion, elements, details, and materials. Contemporary designs should respect existing architecture through scale, materials, quality of construction, and visual interest.

7.2 Private Realm: Architectural Elements

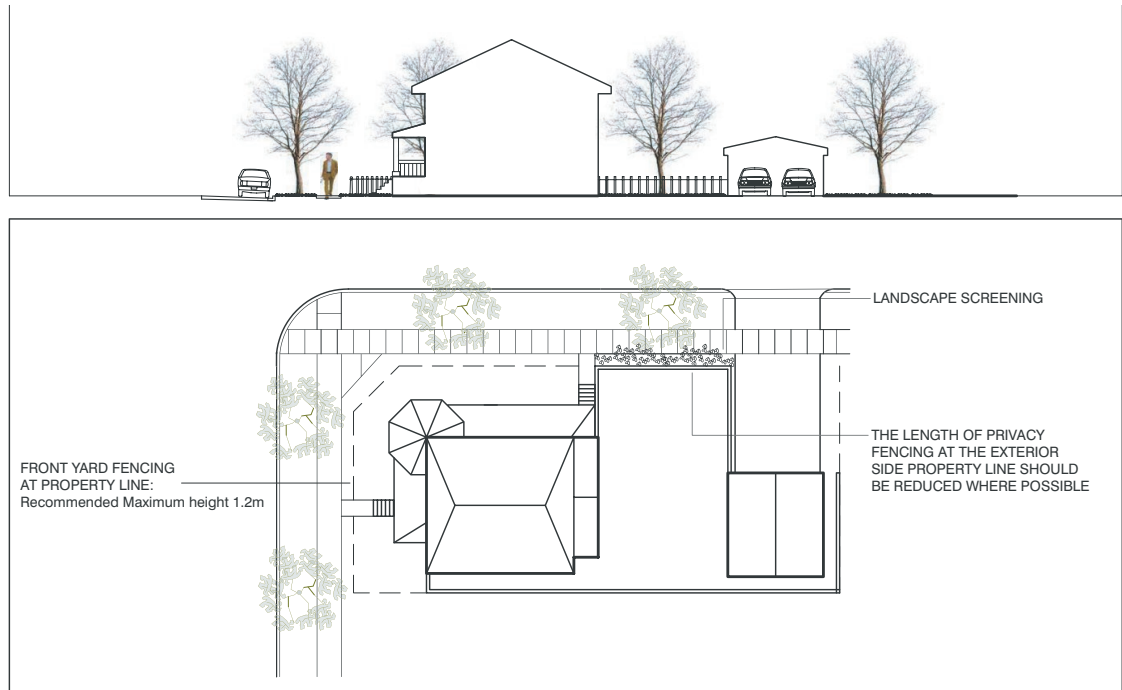


Figure 7.66 Plan and section view of preferred height and placement of fencing.

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Figure 7.67



Figure 7.68



Figure 7.69



Figure 7.70



Figure 7.71



Figure 7.72

7.2.8 Guidelines: Fences

There is a great variety of fence types found in St. Davids, as shown below: wood picket, cast iron, traditional agricultural, and living fences, hedges. They all have an approximate height of three feet, are semi-permeable, and are made of natural materials.

New fences should maintain the character of existing village fences in terms of materials, visual permeability, and height.



Figure 7.73 A contemporary picket fence replicates traditional fence designs in terms of height, materials and permeability, complementing the house and fitting into the surrounding neighbourhood.

7.2 Private Realm: Architectural Elements

7.2.9 Guidelines: Building Materials

Part of the character of St. Davids' architecture is due to the natural local building materials used in construction as shown on this page: red brick, uncut stone, painted and natural wood siding. These high-quality materials should be used in new construction, both commercial and residential, to knit the new communities to the existing village and give St. Davids a unified character. The tradition of building with a wide variety of natural materials should be continued so that new development is linked to the existing Village without necessarily replicating styles and design.



Figure 7.74 A variety of building materials give this new neighbourhood diversity and visual interest. Not only do the buildings fit together as a collection, they have been considered as individual architectural entities.

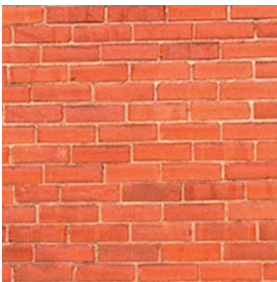


Figure 7.75 Red brick



Figure 7.76 Cedar shingles



Figure 7.77 Flagstone



Figure 7.78 Stone



Figure 7.79 Wood siding

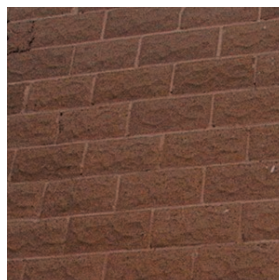


Figure 7.80 Textured concrete block

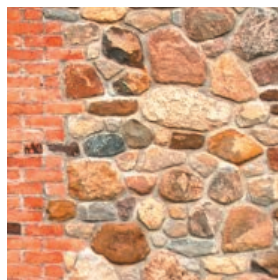


Figure 7.81 Stone and brick



Figure 7.82 Barn board

7.3 Private Realm: 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.
- d) Higher density housing should be generally placed along arterial, collector or major roads as well as around open spaces and at the end of blocks.
- e) A variety of dwelling types and front yard building setbacks should be integrated within neighbourhood blocks to contribute to a diverse and distinct neighbourhood image. A minimum setback of 4.5 metres and a mix of architectural treatments will provide for a variety in the building street wall. Where rear yard garages are provided, a minimum 3.0 metre front yard with a 1.5 metre no-encroachment zone should be permitted.
- f) Dwellings on corner and flank lots, at gateways, and at the termini of streets should employ building elements and designs that emphasize their visibility and potential role as landmark or orienting structures within the neighbourhood.
- g) Housing adjacent to woodlots and mature specimen trees is encouraged, recognizing that special design will be required to maximize the retention of these natural features through measures such as a woodlot or tree buffer zone, and limitations to any housing immediately surrounding the woodlot.
- h) At an arterial or open space edge where a feature road such as an open cul-de-sac, open crescent or service road is used, the flanking lots should be subject to architectural controls to encourage positive treatment facing these public areas.
- 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.
- j) A consistent high quality design approach should be pursued. The design of structures and houses, the selection of lighting standards, streetscape standards, and signage will occur over many years and will involve the participation of many design professionals. The overall design approach of the community is intended to encourage creative interpretation within a solid design process. The design process will enable a variety of design projects and styles to lead a cohesive, integrated and high quality community.

7.3 Private Realm: New Residential Built Form

7.3.2 Guidelines: Single Detached and Attached Dwelling Setbacks

- a) A mix of housing types, setbacks and garage treatments in the streetscape should be encouraged through the distribution of design treatments in accordance with the following guiding principles. Where compliance with these guidelines cannot be reasonably achieved, the property developer should be given the

opportunity to demonstrate alternative approaches or compensating measures which address the spirit and objectives of the guidelines. A central objective of the guidelines is the avoidance of a garage-dominated streetscape.

- b) Front yard setbacks should generally be a minimum of 4.5 metres with the exception of "wide shallow lots" and lots providing rear yard garages which permit a minimum 3.0 metre front yard setback.

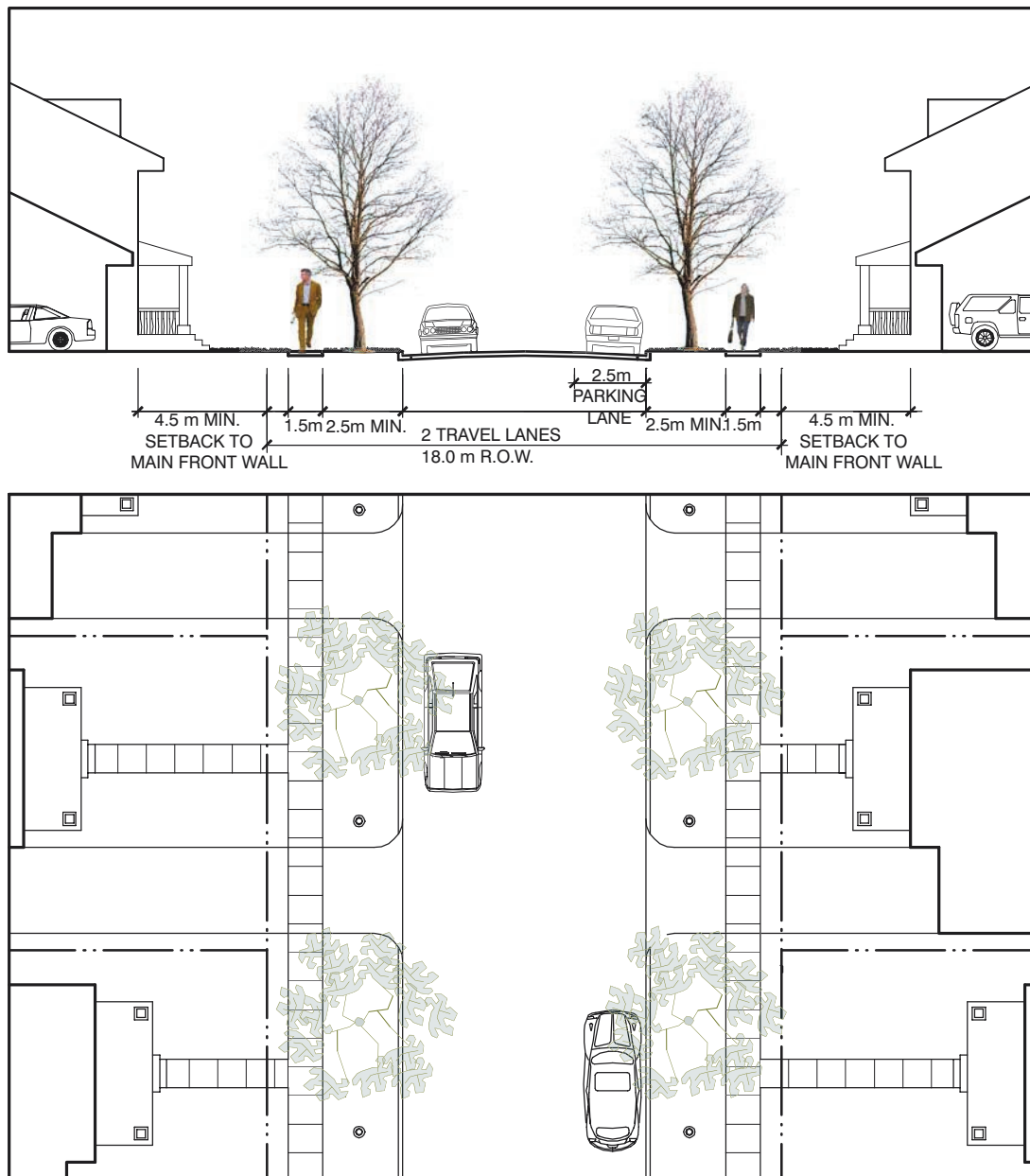


Figure 7.83 Section and plan that shows typical local road setback for new residential community

- c) All front yards should have a 1.5 metre no encroachment area. The balance of the setback may be encroached with non-interior building elements including porches, steps, roof elements etc.
- d) Front-yard setbacks should generally be a maximum of 7.5 metres with the exception of lots on a cul-de-sac that may require larger setbacks as a result of lot configuration.



Figure 7.84 Contemporary housing can achieve a desirable form that fits well with St. Davids' context.



Figure 7.85 High density housing that fits in with community. This example also demonstrates how a variety of setbacks can be used to accommodate existing trees.

- e) For the purpose of the following guidelines, the definition of "main building façade" shall mean the front wall of the building on the ground floor that contains the front door to the house. In the case of a corner lot where the front door faces the exterior side yard, the main building façade shall mean the ground floor wall of the habitable (non-garage) portion of the dwelling.
- f) A variety of front yard setbacks (3-6 metres), house types and garage treatments are encouraged on any given street block.
- g) Interior side yard setbacks should be a minimum of 1.2 metres. In the case of a side yard beside a front attached garage that abuts a side driveway on the adjacent property, a side yard setback will be permitted of 0.6 metres for the garage portion, and the remaining habitable portions of the dwelling will be setback a minimum of 1.2 metres.
- h) For lots less than 12.2 metres in width the Town will, at the engineering design stage of the subdivision, consider the reduction of an interior side yard to 0.6 metres on a residence with a corresponding interior side yard setback of 1.2 metres for the adjacent dwelling where it is demonstrated to the satisfaction of the Municipality that drainage can be achieved without concern for the impairment of the foundation of either residence.
- i) Rear Yard setbacks shall be a minimum of 7.5 metres.
- j) Visible building elements including porches, entrances, windows and building materials should differ from adjacent buildings to provide variety to the image of the streetscape.
- k) Semi-detached dwellings are encouraged to incorporate asymmetrical elements including porches, entrances, windows and building materials.
- l) Ground floor and upper units within duplexes are encouraged to be accessed from the front of the dwelling at grade.
- m) To provide flexibility in house design and garage orientation, lot coverage requirements should be replaced by Rear Yard Amenity Areas. Generally Rear Yard Amenity Areas are the exterior contiguous spaces placed at the rear of the house which may include grass, landscape design, pools, and patio features. They should have a minimum depth of 5.5 metres and the following minimum area requirements.
 - Single-detached/Semi-detached: 50 square metres
 - Duplexes / Triplexes / Townhouses: 45 square metres

7.3 Private Realm: New Residential Built Form

7.3.3 Guidelines Garages

Attached garages are usually popular with buyers and are less costly to build. Side access eliminates the need for a private laneway. However, a succession of garage doors can undermine the aesthetics of a street and result in a large number of curb cuts that limits space available for street trees.

- The garage door should not occupy more than 50 percent of the street-facing façade of a house.
 - It should be recessed from the front façade by at least one metre.
 - 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.
 - The common practice in St. Davids of building separate garages and coach houses should be

continued. Second suites atop garages should be encouraged as alternative forms of housing.

- For 9.0m (30 ft.) to 11.0m (36 ft.) lots:
 - Garage interior widths should be a maximum of 3.0 metres.
 - The width of the garage shall not exceed 40% of the lot frontage.
- For 11.0m (36ft.) lots:
 - Garage widths should be a maximum of 3.0 metres.
 - Garage widths should be a maximum of 50% of the lot frontage.
- 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.

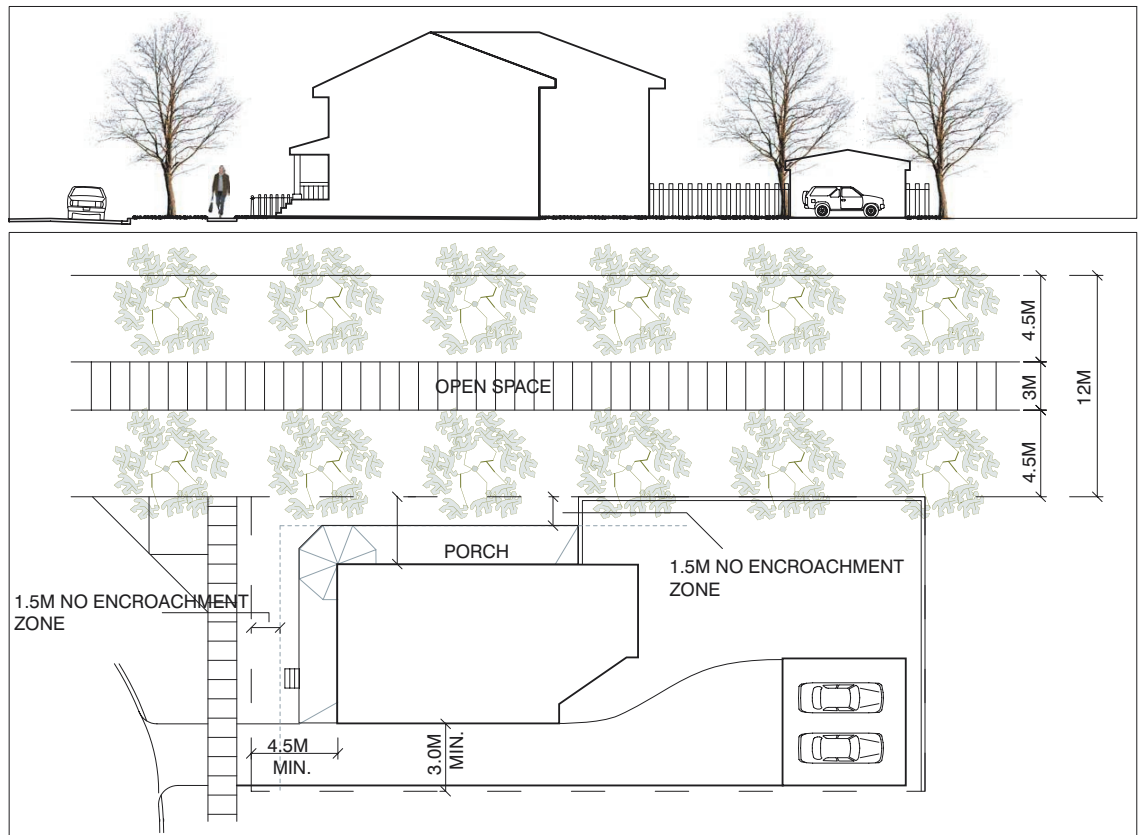
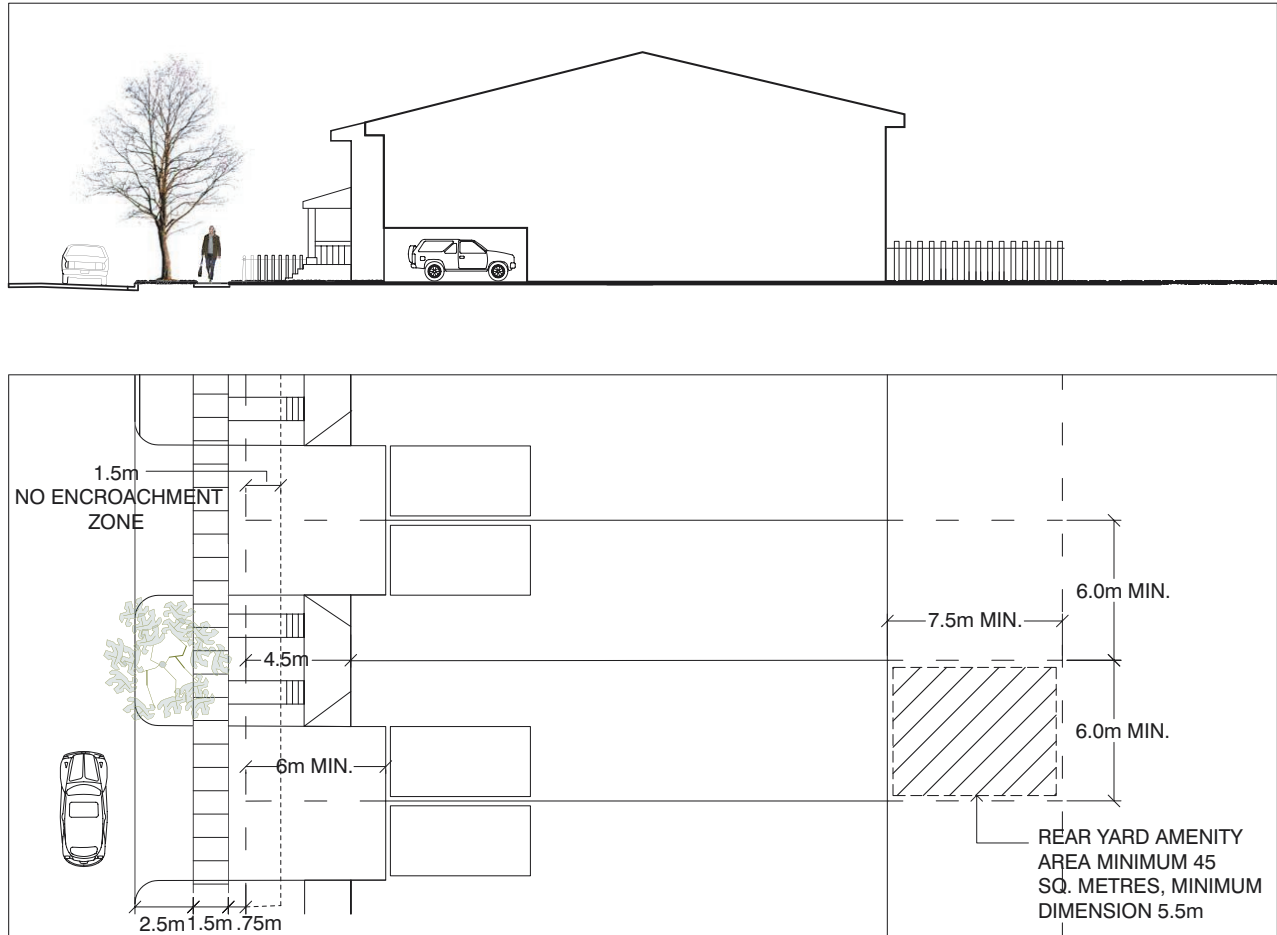


Figure 7.86 Plan and section that shows a corner house adjacent to open space with garage at rear and side yard driveway. No Encroachment zones are recommended within the front yards and side yards of corner and flanking lots. The balance of the setback may be encroached with non-interior building additions including enclosed porches, steps, roof elements, etc.

7.3 Private Realm: New Residential Built Form



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Figure 7.87 Plan and section that shows an integrated recessed garage in a townhouse.



Figure 7.88 A positive example of a double-car garage that is recessed from the main façade and is well-balanced with the house proportion.

7.3 Private Realm: New Residential Built Form

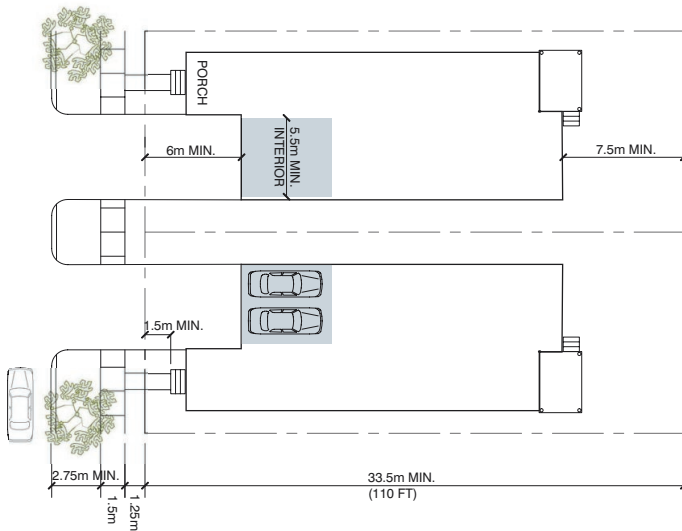


Figure 7.89 Single detached house with detached garage at back and shared driveway

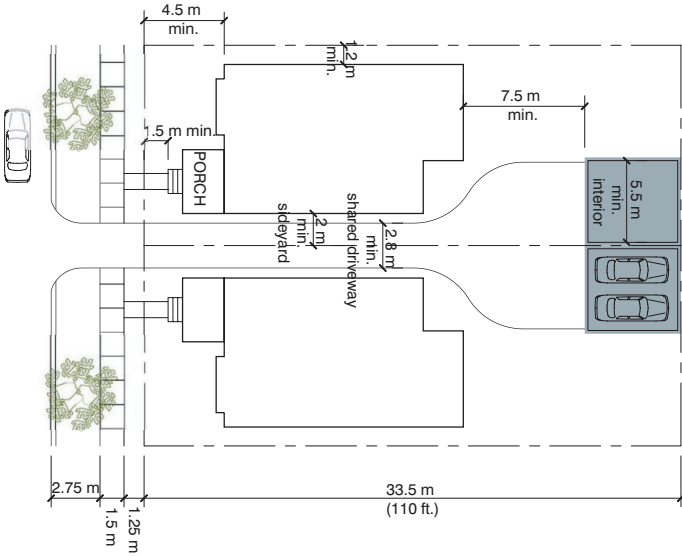


Figure 7.90 Single detached house with integrated recessed garage

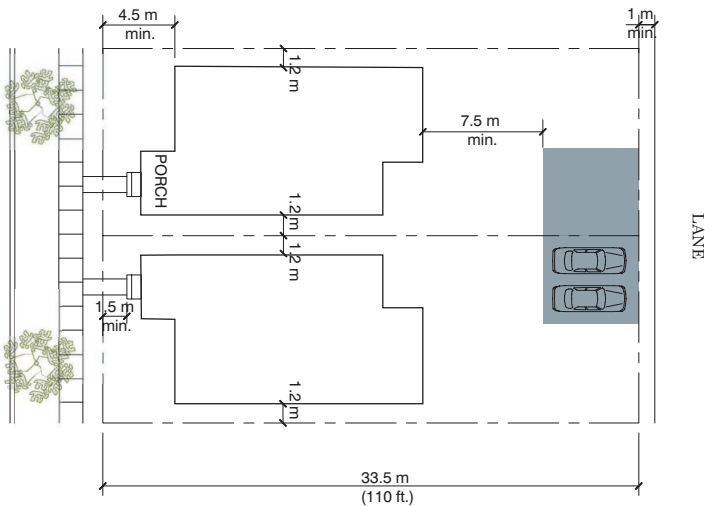


Figure 7.91 Single detached house with integrated recessed garage and laneway access

7.3 Private Realm: New Residential Built Form

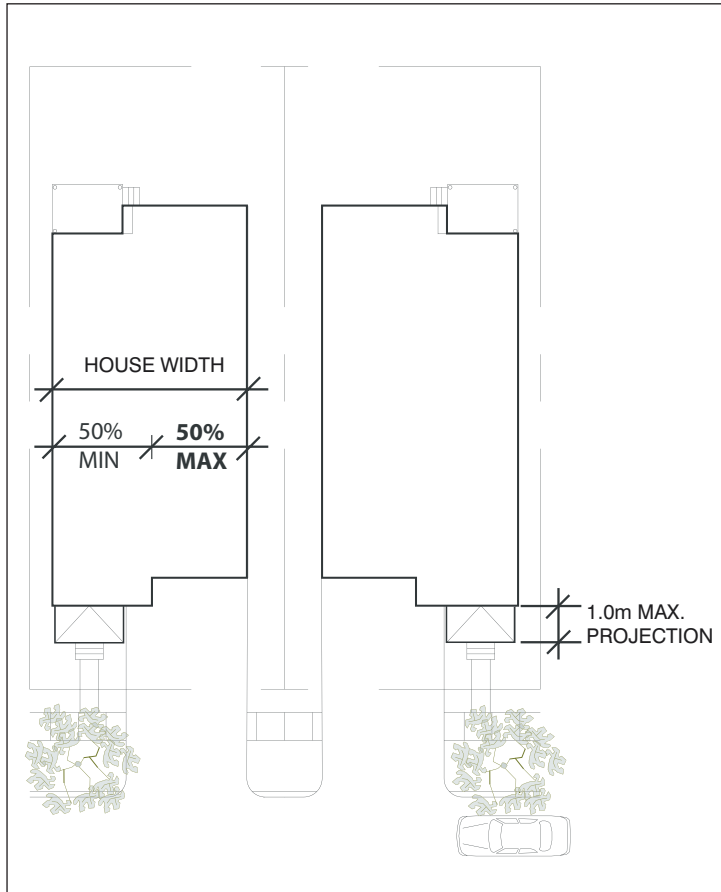


Figure 7.92 Single detached house with integrated recessed garage and laneway access

7.3.4 Guidelines: Massing, Form and Façades

- 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.
- Townhouses should generally be limited to 6 attached units but may in certain circumstances provide a maximum of 8 attached units.
- Corner units should place windows and entrances where appropriate to encourage these areas to be attractive, active and safe. Features such as wrap around front porches, sunrooms, bay windows, and side entrances are encouraged at corners.
- Privacy fencing for dwellings on corner or flank lots should be encouraged to occupy no more than 50% of the lot frontage measured from the rear property line. Low fencing (max. 3 feet) at the front yard or on corner lots is encouraged.
- The proportion of rooflines, wall planes and openings should be consistent with other buildings on the street.
- Ground floor units should have individual at-grade access. Upper floor units should be emphasized through articulations of the exterior wall plane and roof, and the use of pronounced building elements including bay windows, balconies and dormers.



Figure 7.93 Attached residential units form a continuous but diverse street wall.



Figure 7.94 A new community reflects traditional building design in style, materials, entranceways, and rooflines.



Figure 7.95 A variety of façades contribute to a common setback.

8

Implementation**8.1 A Guide**

This document will be made available to councillors, residents, property owners, developers and builders to assist Town Staff in explaining desirable outcomes for St. Davids. Over time, the Town of Niagara-on-the-Lake will append the document based on experience, trends and feedback from stakeholders.

8.2 A Vision for St. Davids

Several recommendations and guidelines in the document require action by the Town to effect the desired outcome. The following list, broken down by Short-Term, Medium-Term and Long-Term, is intended to provide the Town with a clear road map to maintain and enhance the special character of the Village in the years to come, even as development pressures may increase.

8.3 Short-term Initiatives: Immediate to One Year

- a) Adopt this document and prepare a communication plan to make this document available to all relevant stakeholders, on paper, and on the Town's website.
- b) Explore linkages between this document and the municipal and regional policy frameworks. Namely, begin to review municipal standards and zoning bylaws for compatibility.
- c) Begin to use the document in site plan reviews and subdivision agreements.
- d) Begin to identify potential sources of funding and financing tools to implement public realm recommendations.
- e) Widely communicate the vision for the Village Centre to generate excitement and interest.
- f) Develop a comprehensive streetscape plan for the Village Centre that includes design details for sidewalks, street tree planting, road widths and street furniture.

8.4 Medium-term Initiatives: One to Five Years

- a) Review the document.
- b) Complete the sidewalk network in St. Davids' urban area.
- c) Implement improvements in the Village Centre, including streetscaping, and the installation of street furniture.
- d) Adopt a historical signage strategy for St. Davids.

8.5 Long-term Initiatives: Five Years and Beyond

- a) Review the document every 5 years and make necessary amendments and/or additions.
- b) In conjunction with regional initiatives regarding improvements to York Road and Four Mile Creek Road including transportation and sewer projects, improvements to sidewalks and pedestrian-scaled lighting should be considered.

8.6 Urban Design and the Policy Framework

Urban Design Guidelines cannot be fully implemented in isolation of other Town and Regional initiatives. Therefore, we suggest that these and any other Urban Design Guidelines put forward by the Town be screened for possible links to the municipal and regional policy frameworks, including zoning, transportation strategies, local implementation of the Ontario Building Code and the fiscal framework. For example, incentives as part of a Community Improvement Plan could be made available to encourage development at the Village Centre.

- a) The Town and School Board should collaborate to ensure the future viability of the school by ensuring appropriate housing stock and after-hours programming of the school.
- b) The Town and Region could establish a task force to address the impact of regional roads on local communities.
- c) The Town should contemplate applying sustainable principles to public realm improvements and LEED standards on municipal buildings.
- d) The Town and Region should consider the establishment of transit services serving St. Davids to provide transportation options to residents.