

DESIGN GUIDELINES FOR THE NIAGARA STONE ROAD CORRIDOR

NIAGARA-ON-THE-LAKE



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PREPARED FOR THE TOWN OF NIAGARA-ON-THE-LAKE

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OUR FILE 08124D

DRAFT



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1 INTRODUCTION & BACKGROUND

MHBC has been retained by the Town of Niagara-on-the-Lake to prepare design guidelines for the Niagara Stone Road corridor which is located southwest of the Old Town of Niagara-on-the-Lake. This corridor is unique in that portions of it are located within the Urban Area of Niagara-on-the-Lake and portions of it are located outside of the Urban Area. As such the character differs as one travels along this corridor. There is a more rural character in the southwest, a commercial character within the Village of Virgil, and a more residential character as one gets closer to Old Town.

The Niagara Stone Road corridor is an important road within the community as it is the main Highway through Niagara-on-the-Lake and it is the route commonly used to travel into Old Town from outside of the community. It is also important as many Community facilities are located along this corridor including schools, the library, and the Niagara-on-the-Lake Community Centre. The part of Niagara Stone Road that is subject to these guidelines is the area from the intersection with Line 3 through the Urban Area of Virgil ending at the intersection with Mary Street.

The Village of Virgil is located along the Niagara Stone Road corridor and is within the defined Urban Area. A Section of these guidelines relate specifically to this area. Virgil has a large sports park, two arenas, three baseball diamonds and a skate park.

Downtown Virgil boasts a number of commercial type uses including restaurants, financial institutions and retail. The Virgil business park includes a number of more traditional employment uses. Virgil's educational institutions include St. Michael's Elementary School and Crossroads Public School, which opened in September 2011, amalgamating the now-closed Virgil and Colonel John Butler Public Schools.

The Urban Area also contains a diverse mix of residential units including a number of newer multiple residential developments. Development within the Urban Area also includes 'The Village', an architecturally-protected master planned community.

Development within the portions of the corridor outside of the Urban Area includes a number of agri-tourism type uses such as wineries. As well as some more intensive uses including the substantially sized retirement building.

The purpose of these guidelines is to describe the character of the corridor; to guide future development within the various sections of the corridor in a manner which is appropriate given the existing character; and to identify opportunities and guide improvements to the public realm.



A LARGE LANDSCAPED ROUNDABOUT MARKS THE START OF THE NIAGARA STONE ROAD CORRIDOR.



THE VILLAGE OF VIRGIL OFFERS A VARIETY OF COMMERCIAL USES.

2 STRENGTHS AND ASSETS

The Niagara Stone Road corridor has a number of strengths and assets, that provide a basis for future development and improvements in the urban design along the corridor. The following is a summary of some of the key strengths/assets:

- Is a gateway and one of the key arterial roads into Niagara-on-the-Lake.
- Has been developed with a number of wineries which help to support the tourism industry.
- Portions developed with a wide multi-use trail.
- Includes a wide variety of land uses including the commercial core of Virgil.
- Potential in the Virgil Urban Area for a greater intensity and density of development.
- Includes a number of employment uses important to the economy of the larger community.
- Includes a number of important community serving uses such as schools, the Public library, a community centre, and Emergency Services.
- Proximity to Old Town and other tourist areas within the Region.



3 CHARACTER DESCRIPTION

The character of the Niagara Stone Road corridor varies from south to north. While the southern and central portions vary between rural, commercial and residential characters, the northern most portion is in keeping with much of the older residential areas in Niagara-on-the-Lake.

Niagara Stone Road is the unofficial gateway into the older area of Niagara-on-the-Lake and includes a number of uses which directly serve the residents of the community. The corridor is well outside of the defined Heritage Conservation District Area of Old Town, and as such a greater density of development has typically been permitted within the Urban Areas of this corridor.

For the purpose of these guidelines the corridor has been divided into separate areas, each of which have their own distinct character. These areas are described briefly on the following page.



AREA 1: LINE 3 TO FOUR MILE CREEK ROAD

Located mostly within the Urban Area, this section of Niagara Stone Road is mainly comprised of residential and community serving uses. Some agri-tourism uses exist including the Trius winery and proposed Gretzky winery. The entrance to the Virgil Business Park is located along this stretch of the corridor, though the employment uses themselves are located off of the corridor on Henegan Road. Homes along this stretch are oriented to the street with generous setbacks.

AREA 2: VIRGIL COMMERCIAL CORE (BETWEEN FOUR MILE CREEK ROAD AND LINE 1)

The corridor from Four Mile Creek Road to Line 1 has its own unique character as the commercial portion of Virgil. The commercial uses within this area serve both a local commercial and service

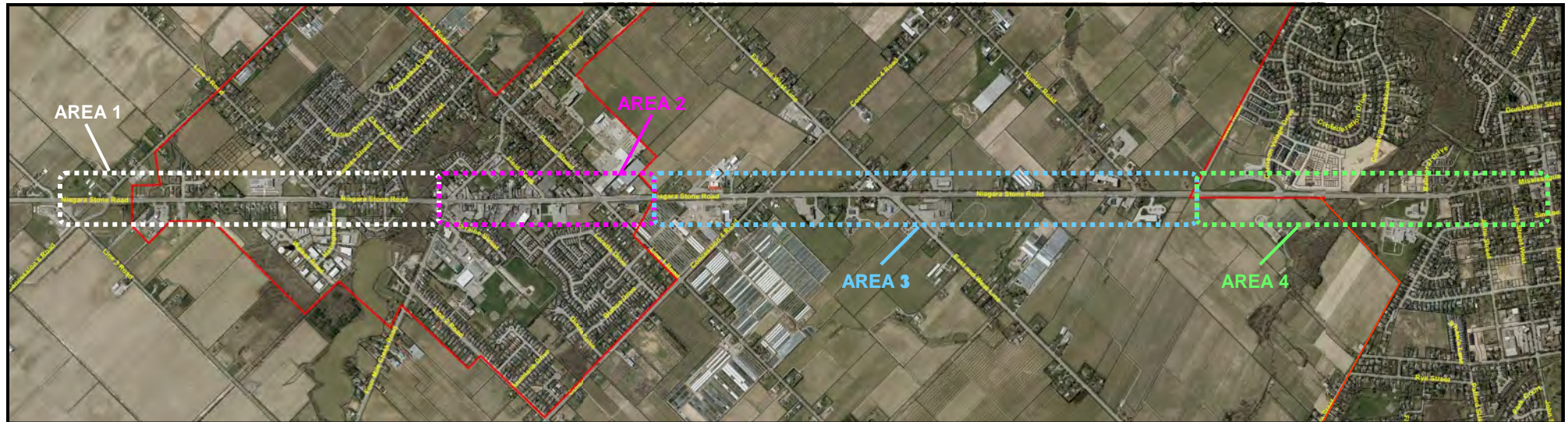
commercial function. Buildings are one and two storeys in height and are oriented to the street. This area has a much more urban feel when compared to Area 1.

AREA 3: LINE 1 TO NIVEN STREET

Area 3 is located outside of the Urban Area and is the 'bridge' between the Urban Areas of Virgil and Old Town. While generally more rural in nature, this area has been developed with a number of urban uses including a cluster of development at the intersection of Niagara Stone Road and East and West Line. Uses in this area include the Medical Centre, a large retirement home, restaurants, wineries, and rural residential. A paved multi-use trail runs along a portion of this area, parallel to the road corridor.

AREA 4: NIVEN STREET TO MARY STREET

Area 4 is within the Urban Area of Old Town from Niven Street to the intersection with Mary Street. Development varies from the master planned Village development (which contains a range of residential unit types and commercial uses) to large single-detached homes more typical of what is found in Old Town. Buildings within this portion of the corridor are oriented to the street, and setbacks from the street vary. Community uses such as the Public Library, Emergency Services and Fire building and Community Centre are located within this portion of the corridor.





AREA 1—LINE 3 TO FOUR MILE CREEK RD.



AREA 1—LINE 3 TO FOUR MILE CREEK RD.



AREA 1—LINE 3 TO FOUR MILE CREEK RD.



AREA 2 (VIRGIL)



AREA 2 (VIRGIL)



AREA 2 (VIRGIL)



AREA 3—LINE 1 TO NIVEN ST.



AREA 3—LINE 1 TO NIVEN ST.



AREA 4— NIVEN STREET TO MARY STREET

4 LINE 3 TO FOUR MILE CREEK ROAD

The following is a summary of key principles, design guidelines and opportunity areas for Niagara Stone Road between Line 3 and Four Mile Creek Road (Area 1 as described in Section 3 of this document).

DESIGN PRINCIPLES

Development within the Area 1 is subject to the following design principles:

1. **Create a gateway which signalizes the importance of this corridor:** Quality landscaping within the roundabout has already contributed to the creation of a gateway. New development in proximity to the roundabout should continue to enhance the gateway through the use of attractive signage and landscaping.
2. **Maintain the village character within this area:** Generous setbacks and a more rural road cross section contribute to a rural character within this portion of Niagara Stone Road. The feeling of openness along this stretch of road should be maintained.
3. **High-Quality Built Form and Landscaping is essential:** New development proposals within Area 1 will be developed with a high standard in terms of the building design and landscaping. Landscaping along the Niagara Stone Road frontage is required as part of any proposed development.



WITHIN AREA 1 THERE IS A GRADUAL TRANSITION IN CHARACTER FROM RURAL TO URBAN. GENEROUS SETBACKS ARE APPLIED FAIRLY CONSISTENTLY THROUGH THE ENTIRETY OF AREA 1.

DESIGN GUIDELINES

The following guidelines are intended to inform public and private development between Line 3 and Four Mile Creek Road (Area 2). The public realm relates to all areas owned by the Town or Region including roads and sidewalks. The private realm relates to private owned properties and includes buildings, private yards and off-street parking areas.

PUBLIC REALM GUIDELINES

- Complete the sidewalk system between the Crossroads School and Four Mile Creek Road. Currently the sidewalk is interrupted at Henegan Street on the east side of Niagara Stone Road and at Line 2 on the west side of Niagara Stone Road. The completion of this sidewalk system will improve pedestrian safety, in particular for students attending the Crossroads school.
- Encourage a pedestrian crossing along this stretch of Niagara Stone Road. Currently the only marked pedestrian crossing within this area is at the roundabout at Line 3 and Niagara Stone Road.
- The extension of cycling lanes is encouraged and shall be clearly identified.

PRIVATE REALM GUIDELINES

- New buildings should be oriented towards Niagara Stone Road in keeping with the general development pattern that exists currently. Backlotting along the corridor is not permitted.

- For new development, enhanced landscaping along the property frontage parallel to Niagara Stone Road is required. Landscaping will help to define and enhance the road corridor and should be coordinated with any planned signage.
- Parking for non-residential uses is encouraged to be located in the side or rear yards. Front yard parking may be permitted if it is sufficiently screened from the road by landscaping.
- A setback of 7.5 to 15 metres is appropriate. Where setbacks vary on both sides of a new development site, the average of the setback of the neighbouring buildings may be used.
- New buildings should generally fit in with the existing buildings in close proximity in terms of height, massing and character. Existing buildings range from 1 to 3 storeys. New buildings should generally be 3 storeys or less.
- Building materials and finishes should reflect a high level of craftsmanship. Existing buildings are predominantly built with brick, stone and siding.
- New buildings should have clearly defined entranceways oriented to the street.
- Buildings which are accessed by a side street should still be designed with attractive elevations parallel to Niagara Stone Road.



THERE IS CURRENTLY ONE INTERSECTION WITHIN AREA 1 THAT HAS CLEARLY MARKED PEDESTRIAN CROSSINGS. A SECOND CROSSING SHOULD BE CONSIDERED IN PROXIMITY TO THE CROSSROADS SCHOOL.



BUILDINGS SHOULD BE ORIENTED TOWARDS NIAGARA STONE ROAD.



LANDSCAPING IMPROVEMENTS TO PROPERTIES ADJACENT THE EXISTING ROUNDABOUT WOULD HELP TO IDENTIFY THIS FEATURE AS A GATEWAY.



POSITIVE EXAMPLE OF A BUILT FORM WHICH ADDRESSES NIAGARA STONE ROAD (EVEN THOUGH ACCESS TO THE UNITS IS FROM AN INTERNAL DRIVEWAY).



EXAMPLE OF A PARKING AREA WHICH IS SCREENED FROM NIAGARA STONE ROAD BY ATTRACTIVE LANDSCAPING.



EXAMPLE OF A NEWER BUILD SINGLE DETACHED HOME WHICH HAS CONSIDERED THE SETBACKS OF ADJACENT PROPERTIES.

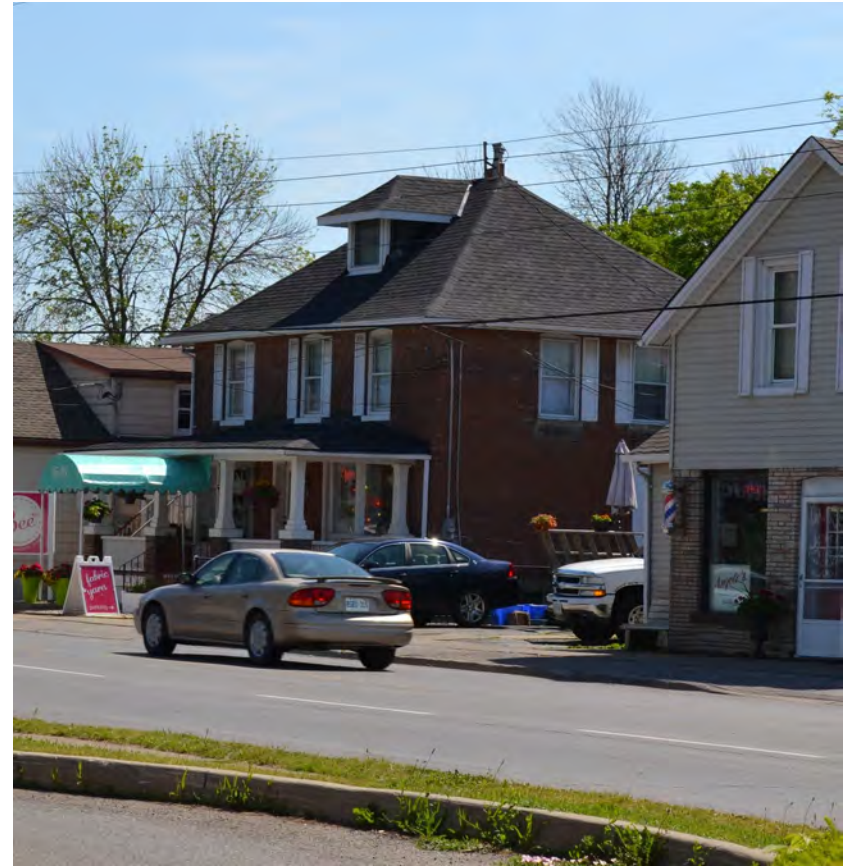
5 VIRGIL – FOUR MILE CREEK RD TO LINE 1

The following is a summary of key principles, design guidelines and opportunity areas for the commercial core of Virgil between Four Mile Creek Road and Line 1 (Area 2 as described in Section 4 of this document).

DESIGN PRINCIPLES

Development within the identified Virgil commercial core area is subject to the following design principles:

1. **Support Active Transportation:** Walking and cycling are common activities within Niagara-on-the-Lake. Currently there are no cycling lanes through this section of Virgil. While sidewalks are provided they vary in width and functionality. Active transportation routes can be improved to further encourage pedestrian and cycling movements. New development proposals within Area 2, as well as any public sector improvements shall enhance the active transportation network.
2. **Improve overall connectivity and safety:** Explore opportunities to better connect residential areas of Virgil to the commercial core. Encourage the provision of a safe pedestrian crossing at the intersection of Niagara Stone Road and Field Road to allow safe pedestrian movement across the street.
3. **Establish Virgil as a commercial focus within the broader community.** Development proposals which further add to the mix of local commercial uses in the area will be encouraged. Mixed use developments are also desired within this portion of the Niagara Stone Road corridor.
4. **High-Quality Built Form and Landscaping is essential:** New development proposals within Area 2 will be developed with a high standard in terms of the building design and landscaping. High quality design and building materials shall be utilized within this area.



WHILE IMPROVEMENTS TO EXISTING SIDEWALKS ARE ENCOURAGED, IN SOME AREAS THERE ARE LIMITED OPPORTUNITIES FOR IMPROVEMENTS. IN THE ABOVE EXAMPLE THE SIDEWALK ABUTS THE BUILT FORM, LEAVING NO ROOM FOR LANDSCAPING.

DESIGN GUIDELINES

The following guidelines will inform public and private development within the commercial core of Virgil. The public realm relates to all areas owned by the Town or Region including roads, sidewalks and open space. The private realm relates to private owned properties and includes buildings, private yards and off-street parking areas.

PUBLIC REALM GUIDELINES

- The streetscape should be redeveloped to include a landscaped boulevard and/or street trees planted at the street edge. Sidewalks, of a consistent width, on both sides of the street will also be provided. Notwithstanding, it is recognized that there are portions of the corridor through Area 2 where there is not sufficient room to accomplish this.
- Sidewalks should be widened. A minimum sidewalk width of 1.5 metres is recommended and wider sidewalks (2.0 metres or wider) are recommended in areas which attract more pedestrians (restaurants, shops). Where possible public seating should be incorporated.
- Street furniture such as benches and bicycle racks should be installed at regular intervals within the commercial area of Virgil. Street furniture will be coordinated with similar styles/colours/ materials used throughout.
- Seating and landscaped areas are encouraged at the corners of blocks along Niagara Stone Road and where sidewalk widths permit.
- Landscaped strips should be provided between the roadway and the public sidewalk where possible.
- New street trees must be native species tolerant of urban conditions.





POTENTIAL PUBLIC IMPROVEMENTS WITHIN AREA 2 INCLUDE THE ADDITION OF A PEDESTRIAN CROSSINGS AT FIELD ROAD AND NIAGARA STONE ROAD AND A POTENTIAL PEDESTRIAN/TRAIL CONNECTION(S) FROM LORETTA DRIVE TO NIAGARA STONE ROAD.

- It is recommended that a pedestrian crossing be provided at the intersection of Niagara Stone Road and Field Road.
- A pedestrian connection from Loretta Drive to Niagara Stone Road should be explored to improve overall connectivity.
- Pedestrian scaled lighting is encouraged to reinforce the walkability of the area.

PRIVATE REALM GUIDELINES

- Buildings should be located within a 2-5 metre setback to maintain a close relationship between the building and the street.
- Where setbacks vary on both sides of a new building, the average setback should be used.
- New buildings should be a minimum of 2 storeys in height.
- New development proposals within the Virgil commercial core will be developed with a high standard of building design and landscaping.
- Parking in the front yard is discouraged, off-street parking should be located at the rear of the building where possible. Side yard parking is preferred over front yard parking when rear yard parking is not possible.
- Parking should be provided in accordance with the zoning by-law. In some cases reduced parking standards may be appropriate. Shared parking which results in a reduction of driveways along the main street is encouraged.
- Building signage that is architecturally incorporated into the building design is encouraged.

- Attractive ground related signage is preferred over backlit fluorescent and plastic signs. Back-lit and temporary signage may be prohibited.
- Buildings should be oriented to face Niagara Stone Road. Corner buildings are encouraged to address both street frontages, though the main entrance should be located along the Niagara Stone Road frontage.
- Additions to existing buildings should be designed to seamlessly blend with the existing building.
- Residential units above commercial and office uses are encouraged.
- Uses which encourage pedestrian activity are encouraged. New service commercial and auto-oriented uses are discouraged unless demonstrated that these uses will contribute positively to the streetscape.
- For any new restaurant uses, a setback that accommodates outdoor seating or patio areas is encouraged.
- A consistent rhythm of similar architectural details and elements is encouraged to assist in the creation of a strong village image. This could include the use of similar building materials or roof pitches.



THE NEWER CREDIT UNION BANK IS A POSITIVE EXAMPLE IN TERMS OF HEIGHT, SETBACK, BUILDING MATERIALS AND LANDSCAPING. THE NEWER COMMERCIAL DEVELOPMENT SHOWN BELOW FEATURES A NEUTRAL COLOUR PALETTE AND AN APPROPRIATE BUILDING HEIGHT.

6 LINE 1 TO NIVEN STREET

The following is a summary of key principles, design guidelines and opportunity areas for the portion of Niagara Stone Road between Line 1 and Niven Street, including the 'node' at the intersection of Niagara Stone Road and East and West Line. This area, described as Area 3, is located entirely outside of the Urban Area.

DESIGN PRINCIPLES

The following are the key design principles for the intersection:

1. **Strengthen the node as a focus within the community:** The intersection of Niagara Stone Road and East and West Line functions as a node within this section of the corridor. This node has a significantly different character than the rest of Area 3, and has been developed with a number of urban uses not typically found in a rural area. Improvements to the built form and landscaping at this intersection, as well as consideration to additional uses, will help to further define this intersection as an important gateway and focal point.
2. **Create social interaction and pedestrian activity at the node:** The addition of more pedestrian and tourism friendly uses will foster more activity at the intersection.
3. **Maintain the rural and agricultural character through the remainder of Area 3.** This includes maintaining large lot sizes, great setbacks, and encouraging a variety of agricultural and agri-tourism type uses.
4. **Enhance and extend the multi-use trail within Area 3.** This trail is a recreational amenity within the community and an important connection.



RESTAURANT/RETAIL USES AT THE EAST AND WEST LINE 'NODE'.



A NUMBER OF AGRI-TOURISM USES ARE LOCATED WITHIN AREA 3.

DESIGN GUIDELINES (NODE)

The following guidelines inform public and private development within the node at Niagara Stone Road and East and West Line.

PUBLIC REALM GUIDELINES

- Any future streetscape improvements will include enhanced landscaping to emphasize the prominence of the intersection. Sidewalks, of a consistent width, on both sides of the street should be provided.
- Sidewalks should be extended on the west side of Niagara Stone Road to connect both the medical center and Harvest Barn to the node.
- Wider sidewalks (2.0 metres or wider) are recommended at the intersection.
- New street trees and landscape materials must be tolerant of urban conditions.
- Where sidewalk widths permit, public seating should be incorporated.

PRIVATE REALM GUIDELINES

- Any new buildings within the node should be oriented towards the intersection.
- A variety of uses should be permitted within the node area to encourage redevelopment. In particular, a range of uses should be considered for the former school site to allow for its redevelopment.



THE FORMER SCHOOL/RESOURCE CENTRE OFFERS AN OPPORTUNITY FOR REDEVELOPMENT.



SIDEWALKS ON THE WEST SIDE OF NIAGARA STONE ROAD DO NOT EXTEND TO THE HARVEST BARN SITE.

- While new buildings will typically be 1-2 storeys in height, additional height may be permitted subject to urban design review.
- New development proposals within the node will be developed with a high standard of building design and landscaping.
- For new developments off-street parking should be located at the rear of the building where possible. Side yard parking is preferred over front yard parking. Parking between the building and Niagara Stone Road is strongly discouraged, and if provided must be adequately screened by landscaping.

DESIGN GUIDELINES (REMAINDER OF AREA 3)

The following guidelines inform public and private development within the remainder of Area 3 (between Line 1 and Niven Road).

PUBLIC REALM GUIDELINES

- Opportunities to extend the cycling network and multi-use trail should be explored. A continuous pedestrian network should be provided through this area to connect the various related agri-tourism uses.
- Planting along the full extent of the multi-use trail is encouraged delineate this trail as an important recreational route within the Town.
- New street trees and landscape materials must be tolerant of urban conditions.

PRIVATE REALM GUIDELINES

- Any new buildings should be oriented towards Niagara Stone Road in keeping with the general development pattern that exists currently. Backlotting along the corridor is not permitted.

- For any new development, enhanced landscaping along the property frontage parallel to Niagara Stone Road is required. This landscaping will help to define and enhance the road corridor. Landscaping should be coordinated with any planned signage.
- Parking for non-residential uses is encouraged to be located in the side or rear yards. Front yard parking may be permitted if it is sufficiently screened from the road by landscaping.
- Generous setbacks are encouraged to maintain the rural character of this area.
- Building materials and finishes should reflect a high level of craftsmanship.
- New buildings should have clearly defined entranceways.
- Shared parking may be considered, particularly where it results in less vehicular conflicts with the multi-use trail.
- It is anticipated that wineries and other agri-tourism uses will be developed with their own unique character and architectural style. This variety is encouraged as it contributes to the overall eclectic character of Area 3. However, a consistency in terms of high quality building and landscaping materials is required.



LANDSCAPING ALONG THE MULTI-USE TRAIL IS ENCOURAGED IN BOTH THE PUBLIC AND PRIVATE REALM.



EXAMPLE OF A DEVELOPMENT WHICH HAS PROVIDED LANDSCAPING ALONG THE NIAGARA STONE ROAD FRONTAGE.



GENEROUS SETBACKS MAINTAIN THE RURAL FEEL WITHIN THIS PORTION OF NIAGARA STONE ROAD.



OPPORTUNITIES TO IMPROVE ACTIVE TRANSPORTATION SHOULD BE EXPLORED.

7 NIVEN STREET TO MARY STREET

The following is a summary of key principles, design guidelines and opportunity areas for the portion of Niagara Stone Road between Niven Street and Mary Street (identified as Area 4).

DESIGN PRINCIPLES

Development within Area 4 are subject to the following design principles:

1. **Maintain the existing residential and community character of Area 4.** New development should visually fit in with existing development.
2. **Support compatible development:** New development within Area 4 shall be compatible with existing residential development in this area.
3. **Support improvements to the public realm:** Necessary improvements to the public realm include more consistent sidewalks, public seating, and more clearly defined cycling routes.
4. **Ensure an appropriate transition toward Mary Street** in terms of building height, density and overall massing.



DESIGN GUIDELINES

The following guidelines are intended to inform public and private development within Area 4.

PUBLIC REALM GUIDELINES

- Complete the sidewalk/multi-use trail system on both sides of Niagara Stone Road within Area 4 to achieve a continuous pedestrian route. Improvements to this sidewalk are encouraged to provide barrier free access and a more consistent sidewalk width.
- Cycling lanes will be clearly identified.

PRIVATE REALM GUIDELINES

- It is anticipated that most new development within Area 4 will be residential in use. A variety of residential unit types are encouraged. In some areas non-residential development may be appropriate and will be zoned accordingly.
- For any new development, enhanced landscaping along the property frontage parallel to Niagara Stone Road is required. This landscaping will help to define and enhance the road corridor.
- Non-residential uses should be designed to fit in with the residential character of Area 4.
- Landscaping for non-residential uses should be coordinated with any planned signage.

- Parking for non-residential uses is encouraged to be located in the side or rear yards. Front yard parking is discouraged.
- Improvements or additions to existing single detached residential development are permitted provided they contribute positively to the overall building aesthetic.
- Conversions of single-detached dwellings to bed and breakfast uses may be considered if a high quality design is proposed and the residential feel of the street is maintained.
- Any new buildings should be oriented towards Niagara Stone Road in keeping with the general development pattern that exists currently. Backlotting along Niagara Stone Road is not permitted.
- Where setbacks vary on both sides of a new development site, the average of the setback of the neighbouring buildings may be used.
- Rooflines for infill development should generally match rooflines of existing buildings in the area.
- Roof materials and colours should complement the building materials and proposed building design.
- New buildings should be compatible with existing buildings in terms of height, massing and character.
- Buildings should generally be 2 storeys (9.5 metres) in height. An additional storey may be appropriate in some circumstances subject to design review.
- Building materials and finishes should reflect a high level of craftsmanship.
- Consistent rhythms of similar details and architectural elements should be used to reinforce the continuity of the street and will assist in the creation of a strong neighbourhood image.
- New buildings should have clearly defined entranceways and should be oriented to the street.
- Multiple residential developments are permitted and encouraged within this area. Townhouses should generally be limited to six attached units.
- Corner buildings should address both building frontages. Features such as wrap around front porches, bay windows and side entrances are encouraged.
- Buildings which are accessed by a side street should still be designed with attractive elevations parallel to Niagara Stone Road.
- Development within The Garrison Village is subject to its own architectural guidelines and is therefore not subject to the guidelines contained herein.



AS NIAGARA STONE ROAD APPROACHES MARY STREET, THE CHARACTER BECOMES CLOSER TO THAT OF OLD TOWN. THIS CHARACTER SHOULD BE MAINTAINED.



EXAMPLE OF A NON-RESIDENTIAL DEVELOPMENT WHICH HAS USED LANDSCAPING TO BUFFER THE PARKING AREA FROM THE ROAD.



IT IS ANTICIPATED THAT THE STREETScape WITHIN AREA 4 WILL RETAIN A RESIDENTIAL CHARACTER.



NEW DEVELOPMENT SHOULD BE ORIENTED TOWARDS NIAGARA STONE ROAD. BACKLOTting IS DISCOURAGED.

8 INITIATIVES

Some of the objectives and guidelines contained within this document require Town or Regional action to effect the desired outcome. The following list of short, medium and long term initiatives that provide the Town with a strategy to improve the Niagara Stone Road corridor.

SHORT TERM INITIATIVES

1. Adopt this document and make it available to all residents, developers, and stakeholders. A link to this document should be provided on the Town's website.
2. Use this document as a tool to review planning applications.
3. Use this document as the basis of a development permit system.
4. Identify potential sources of funding and financing tools to implement public realm improvements continued herein.
5. Develop a streetscape plan for Niagara Stone Road which takes into consideration the differences among the identified character areas.
6. Consider incorporating some general design principles as part of the Official Plan Review.
7. Identify potential changes to the zoning of properties along Niagara Stone Road.

MEDIUM TERM INITIATIVES

1. Review this document after five years and determine if any addendums or additional sections should be prepared.
2. Complete the streetscape plan developed in the short term.
3. Begin to implement some of the public sector improvements identified herein (i.e. sidewalks, trails, pedestrian crossings).
4. Adopt a signage strategy for development along Niagara Stone Road.

LONG TERM INITIATIVES

1. Review this document every five years and adjust accordingly.
2. Coordinate streetscape improvements with any Regional initiatives including improvements to cycling routes, sidewalks and boulevards.