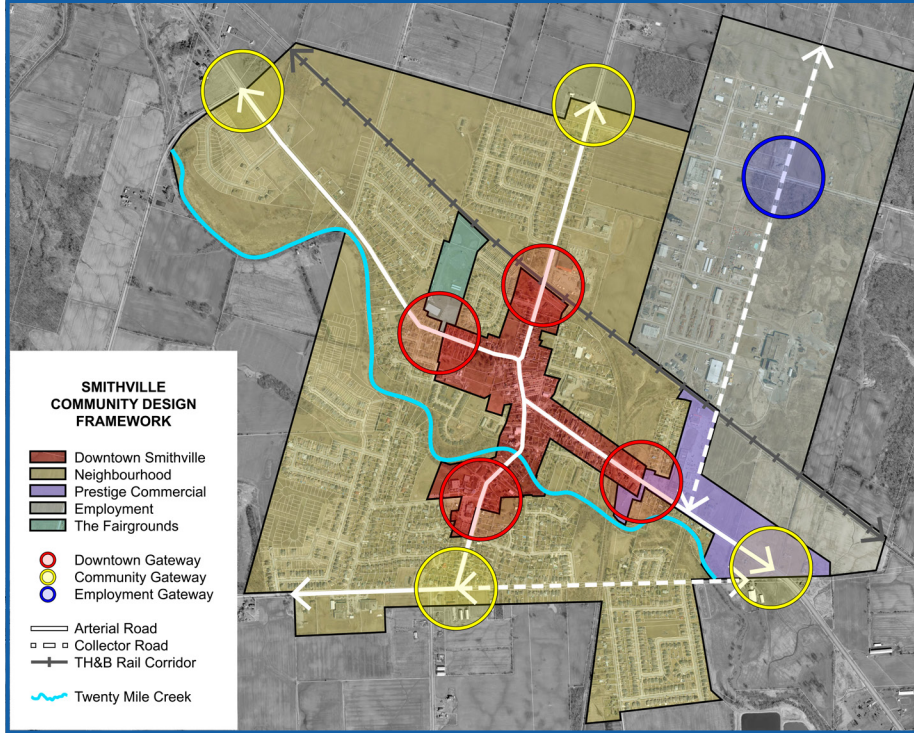
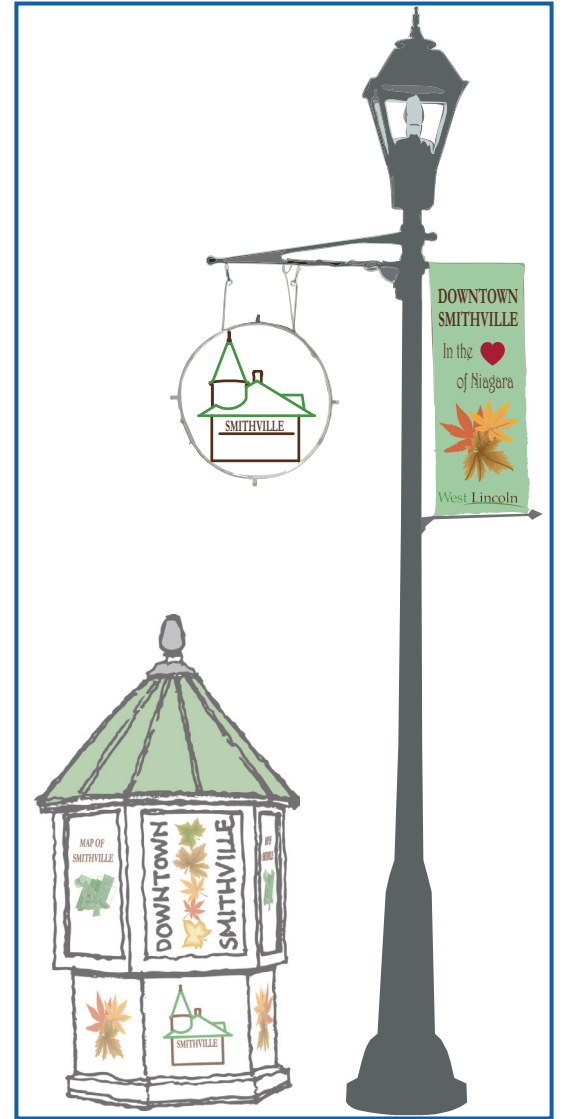


TOWNSHIP OF WEST LINCOLN: SMITHVILLE URBAN DESIGN MANUAL



MARCH 2016



JAMES McWILLIAM
LANDSCAPE ARCHITECT

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A special thank you to the Members of the Township of West Lincoln Municipal Council and all community residents and stakeholders who provided comments, ideas and advice during the Visioning Workshop and Public Open House.

We would also like to thank Township planning staff Brian Treble and Rachelle Larocque for their guidance throughout the study process as well as Region of Niagara staff Jackie Gervais, Marilyn Radman and Khaldoon Ahmad for their contribution.

1.0

INTRODUCTION



Smithville is located in the Township of West Lincoln, in the Regional Municipality of Niagara. Smithville is the largest community in the Township of West Lincoln and is the centre of residential, commercial and industrial development within the municipality.

Smithville is growing in population and is a desirable community to live in due to its small town charm and proximity to larger centres including Hamilton, Welland, and St. Catharines. Its geographic location among these larger municipalities provides opportunities as a destination.

There is general consensus among residents, community leaders at the Township and Regional level that Smithville is unique and “not another small town”. They are committed to have Smithville achieve its full potential as a high quality place to live and an attractive destination for visitors. The downtown, as the commercial core, provides a major opportunity to highlight the centre of Smithville and create a strong focal point for the community and visitors alike.

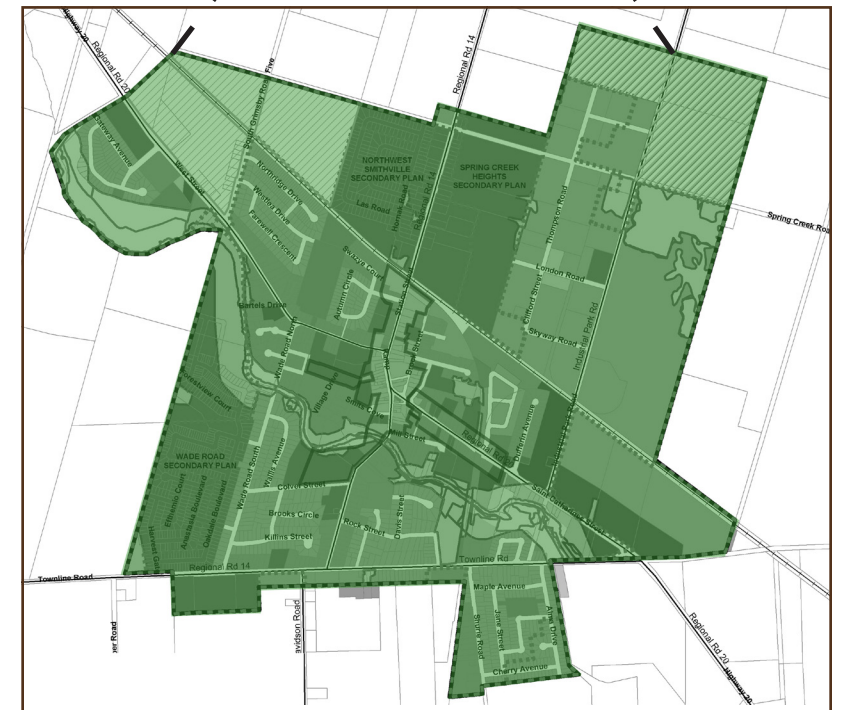
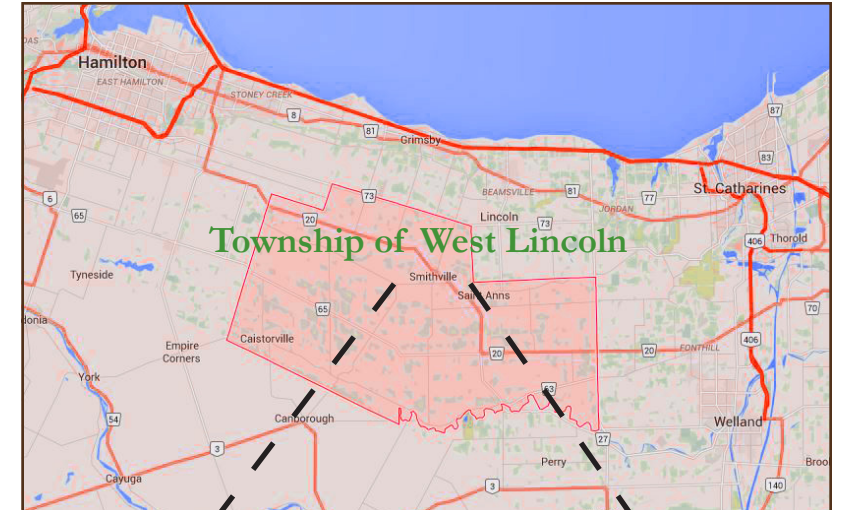
This Urban Design Manual has been prepared for the Township of West Lincoln to guide physical design and public and private development in Smithville to create an

attractive, high-quality, safe, sustainable, interconnected, pedestrian-friendly and transit-ready community. The Manual is intended to supplement other design related guidance for the Township as summarized in Section 2.0 Policy Context of this document.

The guidelines of this Manual will help maintain and enhance the character and identity of Smithville through high-quality streetscapes, built form, and urban open spaces.

Guidelines and recommendations are provided for:

- **Built Form and Landscaping** - residential (detached and semi-detached, multiunit low-rise, and apartments), mixed-use, commercial, industrial, and institutional buildings, as well as associated landscaping.
- **Downtown Smithville** - area-specific guidelines.
- **Gateway Nodes** - area-specific guidelines for key entry points to Smithville
- **Streetscaping** - recommendations for improving downtown streets, regional roads, collector roads, local streets, and roundabouts.



1.1 PUBLIC CONSULTATION

Two (2) public consultation events were held to engage with stakeholders and to obtain public input to inform the preparation of this Manual. An Urban Design Workshop was held on June 23, 2015 and a Public Open House took place on January 21, 2016.

Urban Design Workshop

The Urban Design Workshop was an inclusive, participatory and productive event and was an important step in the preparation of this Manual. Approximately 28 people attended the workshop. The objective of the workshop was to collectively generate ideas and recommendations for the overall built form and open space character of Smithville, including the downtown, with accompanying standards for future developments in the private and public realms.

Workshop participants included members of the local community and business community, the Mayor and Council members, Township of West Lincoln staff, Region of Niagara staff, as well as the study team and workshop facilitators from: M. Behar Planning & Design Inc., ACK Architects, and James McWilliam, landscape architect, from McWilliam &

Associates Landscape Architect.

Workshop participants provided input on the following topics:

- A vision and community image for Smithville and its downtown.
- The overall form and character of Smithville for various land use categories and areas.
- Guiding urban design principles for specific areas and building types.
- Using sample demonstration sites, desirable redevelopment scenarios of selected representative areas, such as the downtown, residential, commercial, industrial, and institutional areas.
- Gateways, streetscapes, open space, and river corridor features and linkages.

The comments and recommendations of the Workshop were summarized and evaluated as a basis for the preparation of this Manual. A complete summary of the events and public input from the Workshop can be found under a separate cover in the Urban Design Workshop Summary Report – June 23, 2015.





Public Open House

The objective of the Public Open House was to present and obtain feedback for the draft Urban Design Manual. Approximately 18 people attended the presentation. This included residents from the community, Mayor Douglas Joyner, Councillor Dave Bylsma, Township of West Lincoln staff, Region of Niagara staff, as well as the study team from M. Behar Planning & Design Inc., ACK Architects and McWilliam & Associates Landscape Architect.

The overall reception of the findings, recommendations and guidelines of the Manual was very positive with participants providing feedback through questions and comments. For example, residents inquired about how the Manual will be implemented and how binding the guidelines will be for future development in Smithville. There were questions about intensification through future residential land use, the transit readiness of Smithville and planning support from the Region of Niagara.

Attendees' comments have been summarized below:

- The vision and guidelines from the Manual should be put into practice in order to begin

implementing the guidelines through new development applications being received by the Town.

- Compact development such as semi-detached houses and townhouses help address the concern regarding urban sprawl and promotes sustainable development.
- These guidelines are preparing Smithville to become a transit ready community served by local bus routes and regional rail; residents are aware that growth will occur over the long-term and the community needs to be prepared.
- Collaboration between Municipal and Regional levels of government to implement the Manual as well as assisting in larger regional Master Plans to accompany it in the future.

A complete summary of the public open house can be found under a separate cover in the Urban Design Manual Public Open House Summary Report – January 21, 2016.



A review of applicable policy and regulatory documents, as well as guidelines, plans, studies and accessibility standards was completed to inform the preparation of this Manual.

Specifically, the following documents were reviewed:

- Niagara Region Official Plan
- Niagara Region Model Urban Design Guidelines
- Complete Streets for Niagara Discussion Paper and Handbook
- Official Plan of the Township of West Lincoln
- Township of West Lincoln Community Strategic Plan
- Zoning By-Law of the Township of West Lincoln
- Smithville Trails and Corridors Master Plan
- Sustainable Downtown Smithville Community Improvement Plan

- Twenty Mile Creek Watershed Plan
- Fairgrounds Master Plan & Arena Feasibility Study
- West Lincoln Heritage Committee Designated Properties
- Regional Safety Study for Regional Road 20 through Smithville
- Niagara Region Accessibility Design Standards

The planning policy framework applicable to Smithville supports and recommends high urban design standards. This Urban Design Manual conforms with and advances the policy framework of these documents.

The following sections provide an overview of applicable policy, regulation, and guidance documents that helped formulate the guidelines of this Manual.

2.1 NIAGARA REGION OFFICIAL PLAN

The Niagara Region Official Plan guides the physical, economic, and social development of

the Regional Municipality of Niagara and sets out high-level urban design related policies for residential, commercial, and mixed-use development.

Residential

For residential development, the Region encourages sustainable, functional and accessible design that provides an attractive, interconnected, and active transportation friendly streetscape, contributes to a sense of safety within the public realm, and balances the need for private and public space.

Commercial

The Region promotes the 'Main Street' form of commercial development, with building façades closer to the street, an efficient use of land, a mix of uses in both new and established areas, and support and access for active transportation.

Mixed-Use

For mixed-use development, the Region encourages attractive streetscapes with high-quality public realm design. A higher quality of public realm design is expected for mixed



use areas compared to other residential areas, as mixed use areas often have a higher proportion of public space as compared to private space.

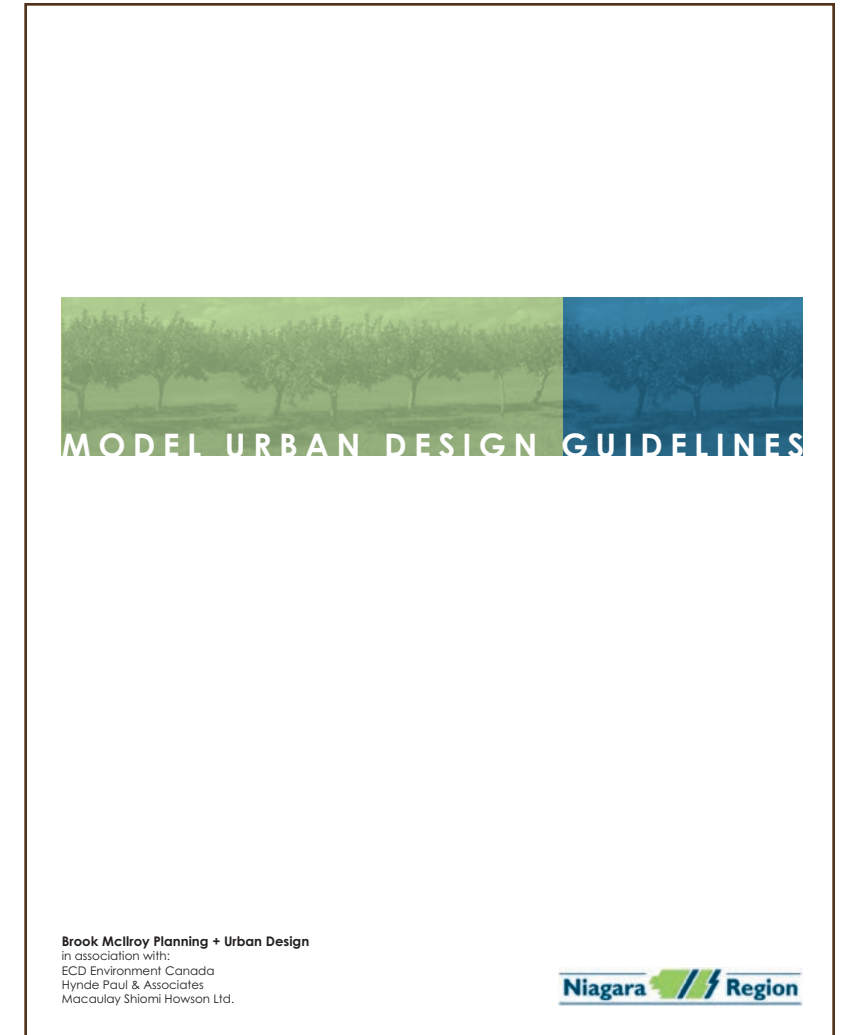
2.2 NIAGARA REGION MODEL URBAN DESIGN GUIDELINES

The Region's Urban Design Guidelines identify principles of Smart Growth, including:

- creating a mix of land uses, promoting compact built form
- offering a range of housing opportunities and choices, producing walkable neighbourhoods and communities
- fostering attractive communities and a sense of place
- preserving farmland and natural resources, directing development into existing communities, and
- providing a variety of transportation choices, and encouraging community stakeholder collaboration

To help achieve these principles of Smart Growth, the document sets out urban design guidelines related to:

- neighbourhood structure
- streetscapes (including roads and sidewalks)
- parks and open space
- natural heritage
- multi-use trails
- stormwater management facilities
- environmental sustainability
- guidelines for residential, commercial (main street and large format), high rise, and industrial built forms, and parking.



Niagara Region Model Urban Design Guidelines

2.3 COMPLETE STREETS FOR NIAGARA DISCUSSION PAPER AND HANDBOOK

The Region has identified the need for complete streets within lower-tier municipalities. The *Complete Streets for Niagara Discussion Paper* dated 2012 focuses on defining Complete Streets and their functionality in Niagara Region. The discussion paper illustrates the process for identifying the need for Complete Streets policy and the project outline to create a model policy document.

The Complete Streets Handbook is based on the Region's "Complete Streets for Niagara" project 2012. The Handbook provides model policies, which have been derived from existing local policies and precedents from similar communities.

According to the Handbook, Complete Streets shall be implemented within the Municipality to achieve the following objectives:

a. "Balance multiple modes of transportation in the right-of-way

b. Provide opportunities for access and mobility for people of all ages and abilities

c. Increase the efficiency of existing rights-of-way

d. Lower greenhouse gas emissions

e. Create opportunities for more passive physical activity

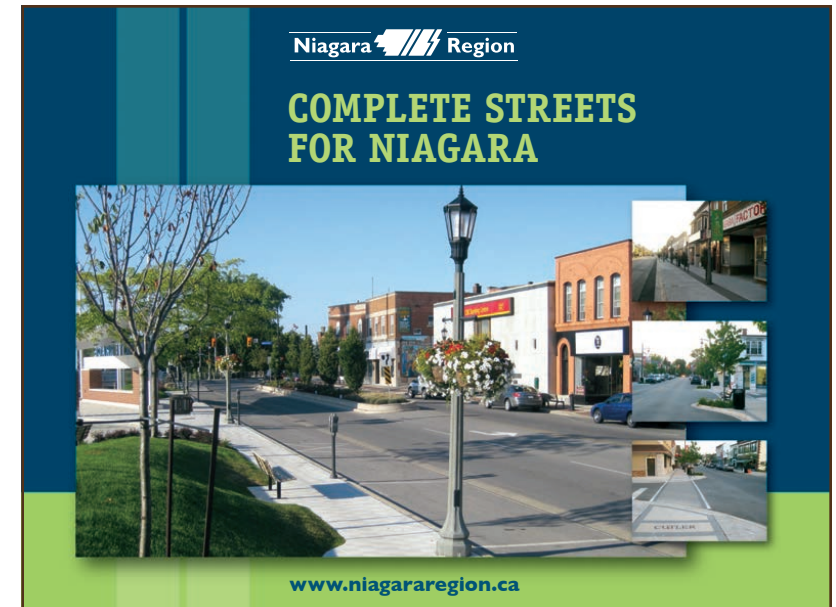
f. Capitalize and build upon road rehabilitation projects

g. Better integrate transportation and land use planning

h. Develop vibrant communities with a sense of place, and

i. Support the local economy and tourism initiatives."

The Handbook also sets out instructions on how municipalities can evaluate complete streets projects through performance indicators, Local Improvement Charges Ontario Regulation 586/06 and Public Engagement and the Environmental Assessment Process.





2.4 TOWNSHIP OF WEST LINCOLN OFFICIAL PLAN

The Township of West Lincoln Official Plan recognizes Smithville as the centre of residential, commercial, and industrial growth within the Township. Smithville is characterized as a small town environment that its residents wish to maintain.

The Township Official Plan outlines goals for development within Smithville, including: accommodating most of the residential growth in the Township; promoting Downtown Smithville as the primary commercial and business area; encouraging more diversified employment opportunities for residents; and promoting the protection, preservation, enhancement, and maintenance of heritage resources. Leisure activities and tourism are also recognized as important aspects of the community.

The Township Official Plan sets out objectives for the design of residential and commercial development within Smithville. There is relatively little design guidance on employment/industrial development.

Residential

Design objectives for residential development in Smithville include:

- Enhancing the livability and physical appeal of Smithville through the quality, layout, and attractiveness of public streets, private spaces, and buildings
- Ensuring that development meets the Township design criteria
- Integrating new development sensitively with existing development
- Providing visual diversity, interest, and character
- Creating a well-defined and interconnected public realm and open space network, and
- Designing good transportation access and pedestrian-oriented development patterns.

















Commercial

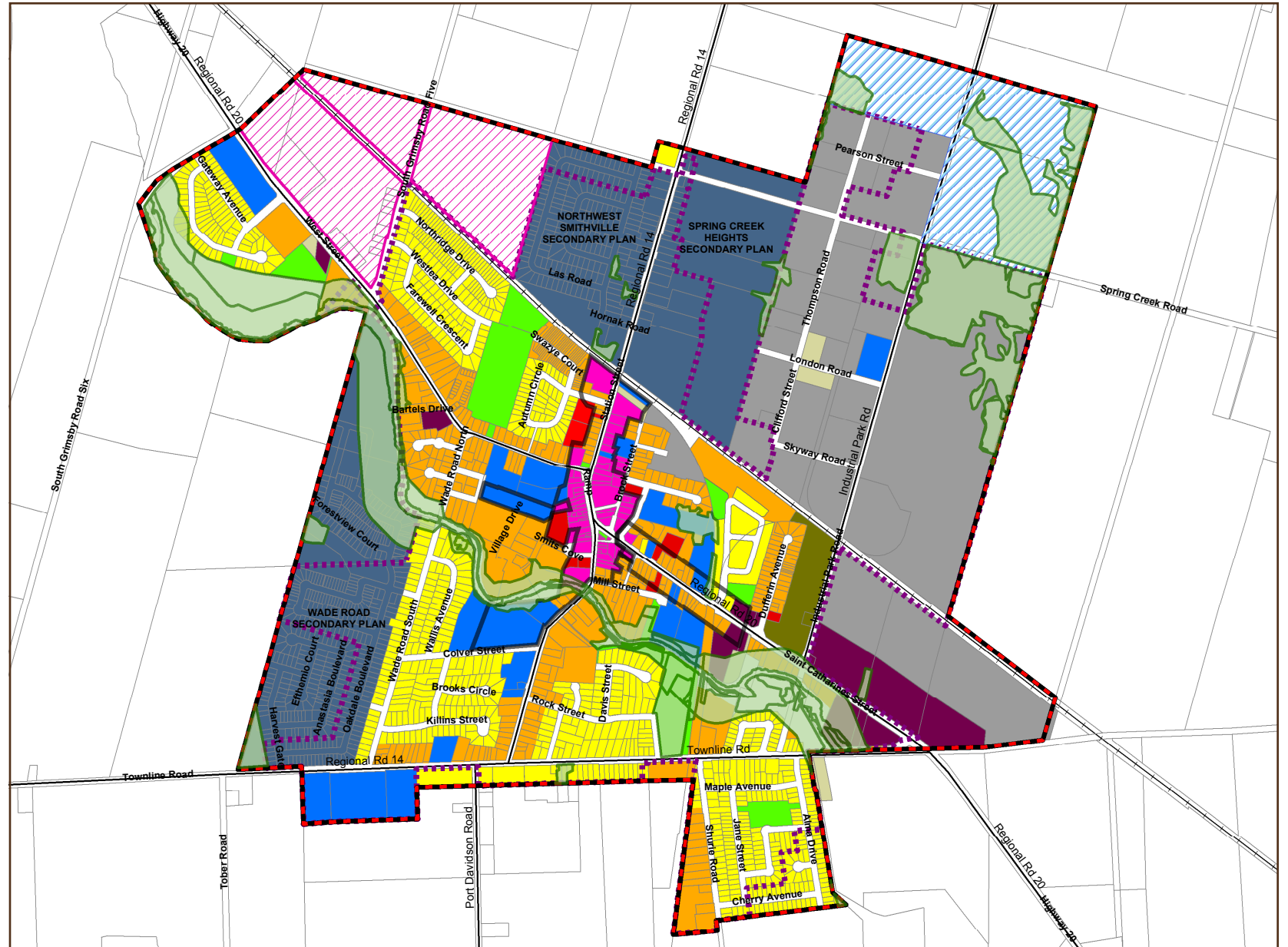
Design objectives for commercial development in Smithville include:

- Maintaining, strengthening, and extending the 'Main Street' built form and streetscape character of Smithville through intensification and redevelopment
- Providing community services, restaurants, cafes, retail stores and display windows at-grade to promote visual interest, the use of sidewalks, retail viability, and a safe and vibrant pedestrian environment, and
- Designing new development within the Service Commercial designation with high-quality design and landscaping to reflect the areas prominent position at the entrance to Smithville.

Township of West Lincoln Official Plan Land Use Schedule for Smithville

Legend

-  Smithville Urban Boundary
-  Natural Heritage System
-  Urban Boundary Expansion - Employment
-  Mixed Use Corridor
-  Urban Boundary Expansion - Residential
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Secondary Plan
-  Commercial Core
-  Commercial Plaza
-  Service Commercial
-  Employment Area
-  Institutional
-  Public Parks
-  Public Use





2.5 TOWNSHIP OF WEST LINCOLN COMMUNITY STRATEGIC PLAN

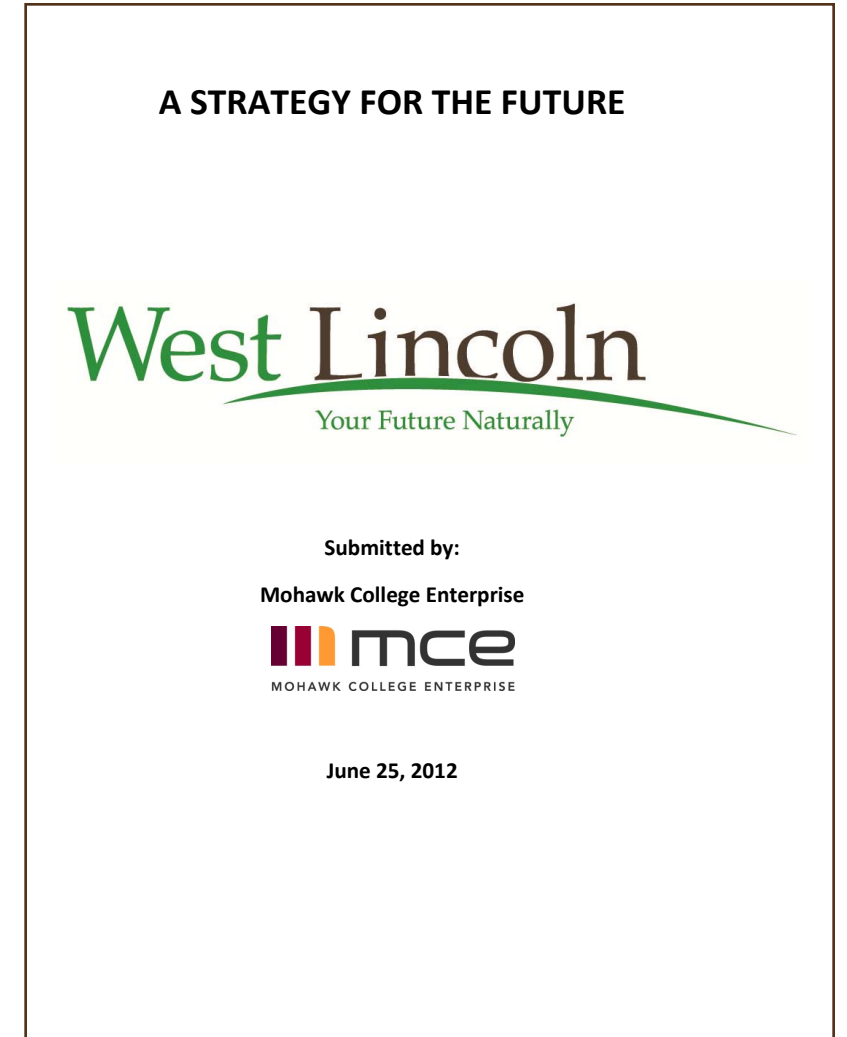
One of the primary objectives of the Community Strategic Plan is to invest in Smithville’s downtown and create a safe, vibrant, pedestrian-friendly core.

According to the Strategic Plan, Smithville, as the urban centre of the Township, lacks a definitive, safe, attractive core, and as such there is uniform dissatisfaction with the current configuration of Downtown Smithville. The Plan also recommends economic development and tourism, and developing a brand identity as key priorities.

Key actions suggested by the Strategic Plan to create a safe, vibrant, pedestrian-friendly core include:

- Ensure there is a central gathering place for all ages, i.e. a park-like setting with small retail access, angle parking, etc. as part of a vision for a downtown revitalization plan
- Implement safe, accessible and pedestrian-friendly walkways and linkages in the downtown

- Design and incorporate designated bike routes to encourage safe, active and environmentally friendly alternative modes of transportation
- Incorporate new downtown signage as part of a way-finding signage strategy, and
- Plan for future office and business development in the downtown core that will attract people to the downtown.



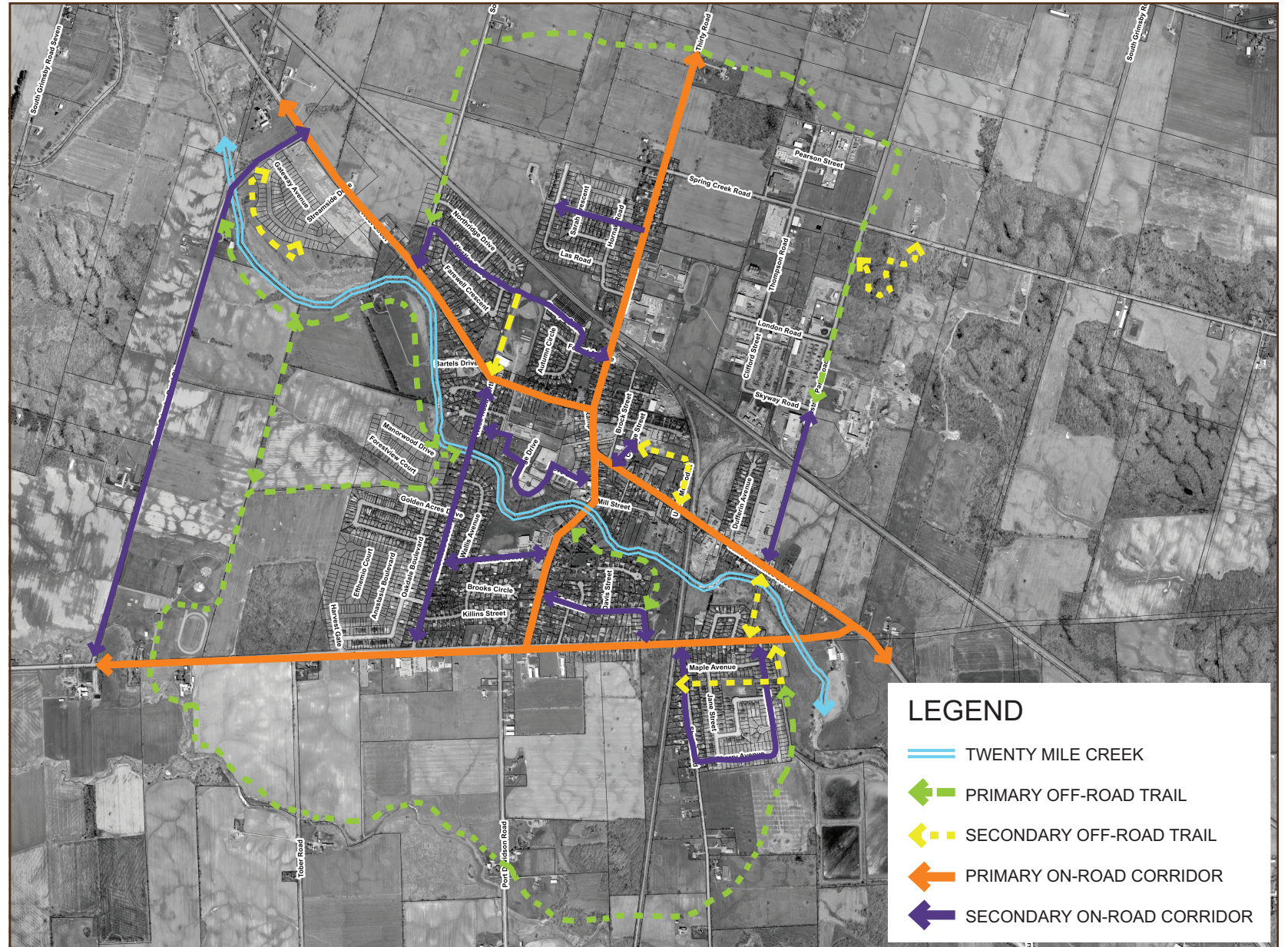
2.6 SMITHVILLE TRAILS AND CORRIDORS MASTER PLAN

The goal of the Trails and Corridors Master Plan (TCMP) is to develop a trails and corridor system in Smithville to create a more complete and walkable community.

The TCMP is intended to guide the future planning and development of a comprehensive interconnected trail and corridor system for Smithville. The trail system will provide opportunities for non-motorized uses, different types of recreational use, as well as means for alternate transportation on a day-to-day basis.

The TCMP includes a set of design guidelines to assist the Township in designing, constructing and maintaining trails and corridors.

Township of West Lincoln
Trails and Corridors Master Plan
Figure 3: Trail & Corridor Network





2.7 SUSTAINABLE DOWNTOWN SMITHVILLE COMMUNITY IMPROVEMENT PLAN

The purpose of the Community Improvement Plan (CIP) is to:



- Articulate a Vision for Downtown Smithville
- Define an appropriate community improvement project area
- Specify a Public Realm Action Plan that contains a number of public improvement projects that are designed to provide the infrastructure and physical framework that will lead to private sector investment in the revitalization and redevelopment of Downtown Smithville, and
- Develop a toolbox of incentive programs that can be offered by the Township to directly stimulate private sector investment in the revitalization and redevelopment of Downtown Smithville.


The CIP contains a public realm action plan that includes the urban design related actions to be carried out by the Township, in partnership with other stakeholders, including:



- Improve/better maintain landscaping around public monuments and heritage buildings
- Permit and encourage courtyard cafes behind commercial buildings on the west side of Griffin Street
- Improve landscaping around the Historic Train Station
- Improve the municipally owned parking lot south of the CIBC building
- Investigate and undertake sidewalk reconstruction, landscaping, and streetscaping
- Design and install gateway features (including landscaping and signage) at entrances to the Downtown, and
- Identify a suitable location within the Downtown, acquire land, and construct a year-round public outdoor space.


Township of West Lincoln

Sustainable Downtown Smithville
Community Improvement Plan





October 2009

**Sustainable Downtown Smithville
Community Improvement Plan**

2.8 TWENTY MILE CREEK WATERSHED PLAN

Smithville is located within the Twenty Mile Creek watershed, which is the second largest watershed within the jurisdiction of the Niagara Peninsula Conservation Authority. The Twenty Mile Creek watershed is located on the south shore of Lake Ontario, and it is located within the City of Hamilton and the Regional Municipality of Niagara, including the Township of West Lincoln.

Flowing parallel to the Niagara Escarpment, the headwaters of Twenty Mile Creek originate along the former municipality of Glanbrook and Town of Ancaster (now part of the City of Hamilton) and continue into the Niagara Region.

The topography is relatively flat throughout the portion of the watershed that lies above the escarpment. Twenty Mile Creek flows east through predominately agricultural lands and through Smithville before it veers north and drops 26 metres over the Niagara Escarpment at Ball's Falls Conservation Area. The Creek enters Lake Ontario at Jordan Harbour, west of St. Catharines.

The Watershed Plan sets out general objectives for watershed planning, including promoting environmentally-sound land use decision making for current and future urban development, and identifying opportunities to optimize restoration and rehabilitation as part of urban growth and development.

The Smithville West Woodlot Areas 1 and 2 (~8.5 hectares) consist of areas with marsh and swamp.

Mature trees occupy more than 51 percent of these sites. Swamp White Oak, Black Tupelo and Southern Arrowwood are all provincially significant plant species found at these sites.



TWENTY MILE CREEK WATERSHED PLAN

JENNIFER DURLEY, WATERSHED PLANNING SPECIALIST

Twenty Mile Creek Watershed Plan



2.9 FAIRGROUNDS MASTER PLAN & ARENA FEASIBILITY STUDY

The Fairgrounds Master Plan & Arena Feasibility Study proposes a range of uses for the redevelopment of the arena/community centre on the Fairgrounds.

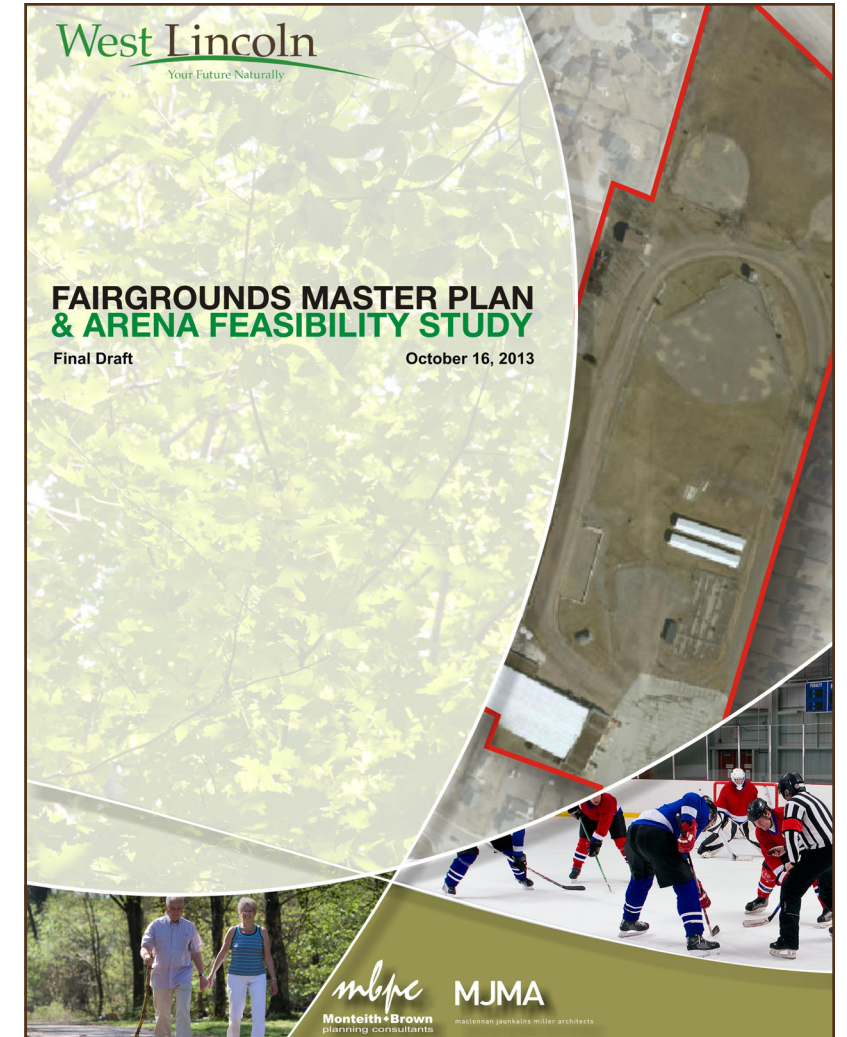
The Fairgrounds are located at 177 West Street (Regional Road 20) and are bounded by established low-density residential housing that backs onto the site from the west, south and east while an existing railway line borders the north end of the park.

Classified as a “Township Park” through the Parks & Recreation Master Plan, this 6.1 hectare lot is designated as “Public Parks” through the Official Plan and zoned as “Open Space (OS1)” which permits active recreational uses.

The Fairgrounds presently contains the West Lincoln Arena & Community Centre, two lit baseball diamonds, an outdoor race track, pavilion, an aging grand stand, and surface parking.

The Master Plan recommends new facilities and spaces be provided at the Fairground in Smithville, including:

- A single pad arena to serve local residents in the future
- An indoor walking track integrated within the arena
- A community hall that functions as a multi-purpose banquet and activity space
- Relocating the two existing ball diamonds and repurpose the vacated space for other park needs
- Developing an open space that functions as a venue for larger-scale community events and festivals, and providing appropriate supports such as an outdoor bandshell or amphitheatre
- Integrating more comfort amenities into the park such as benches, shade structures, picnic areas, and public art, and
- Developing an outdoor recreational walking route or trail within the site.



Fairgrounds Master Plan & Arena Feasibility Study

2.10 NIAGARA REGION FACILITY ACCESSIBILITY DESIGN STANDARDS

The Niagara Region Facility Accessibility Design Standards address accessibility requirements for the design and construction of new facilities, as well as the retrofit, alteration, or addition to existing facilities.

The standards particularly address the needs of persons with disabilities, including persons with mobility impairment, hearing impairment, visual impairment, cognitive impairment, persons who are deaf-blind, and persons with limited stamina or dexterity.

These accessibility standards include:

- Suitable walkway paving surfaces include macadam, concrete, compacted gravel screenings, interlocking brick and patio stones.
- Accessible routes must have a running slope no steeper than 1:25 (4%) and a cross slope no steeper than 1:50 (2%).

- All portions of an accessible route must be equipped to provide a minimum level of illumination of 50 lux (4.6 ft-candles).
- Designated areas for snow piling are to be provided at exterior accessible routes, located away from pedestrian routes.
- Surfaces of curb ramps must be slip-resistant; and incorporate a truncated dome detectable warning surface.
- Designated parking spaces must be located on an accessible route; have a firm, level surface with a maximum of 1.5% running slope for drainage; and have a maximum cross slope of 1%.
- The edges of planting beds located immediately adjacent to pedestrian walkways must incorporate clearly defined, cane-detectable curbs at least 75 mm (3 in.) high.
- Shrubs with thorns and sharp edges must be planted at least 920 mm (36 in.) away from accessible pathways and seating areas.



Niagara Region Accessibility Design Standards

3.0

EXISTING PHYSICAL CONDITIONS



The current conditions in Smithville require recognising its strengths and finding ways to improve on them. These strengths include a small town atmosphere where residents and community leaders are committed to have Smithville achieve its full potential as a high quality place to live in and become a very attractive destination for visitors. Regional commitment to road improvements with pedestrians and safety in mind is also a major positive action currently underway.

Downtown and the Public Streetscape

There is a critical mass of underutilized land in the downtown, which would benefit from reinvestment and redevelopment.

As noted in the Township of West Lincoln Community Strategic Plan, Smithville, as the urban centre of the Township, lacks a definitive, safe, attractive core. The current configuration is unfavourable for pedestrians and motorists alike, discourages retail shoppers and lacks a public space to welcome young families, seniors and youth for leisure and recreational activities.

There is also a lack of accessibility and lack of accessible parking spots in the downtown.



3.0

EXISTING PHYSICAL CONDITIONS

According to the Strategic Plan, there is uniform dissatisfaction with the current configuration of the downtown core in Smithville.

Regional Road (RR) 14 in the north-south direction and Regional Road (RR) 20 in the east-west direction are the primary main streets of Smithville. Smithville's downtown is located around these two streets and provide the central focus of the community incorporating commercial and residential uses in 1 and 2 storey buildings. Three (3) designated heritage properties are located in and around the downtown.

Heavy truck traffic uses Regional Road 20 and Downtown Smithville as a main thoroughfare. While this potentially creates conflicts between a pedestrian oriented downtown and trucks, a by-pass road may also divert regular vehicular traffic away from the centre of Smithville.

Residential

The predominant residential building type in Smithville is low rise (1 to 2 storeys) comprised of detached, semis and townhouses. Multi-unit housing is also available in the downtown, also in low rise forms.



3.0

EXISTING PHYSICAL CONDITIONS



Mixed-use

There are several mixed use building types in Downtown Smithville. They are typically 2 storey buildings with retail below and residential above.

Commercial

There are a number of commercial (office/retail) buildings in Smithville, particularly within the Downtown Core. The built form is generally characterized by 1 storey buildings.

Industrial

A significant portion of industrial development is located at the northeast quadrant of Smithville on either side of Industrial Park Road. Some of the existing operations include outdoor storage.

Institutional

A number of locations in Smithville contain institutional uses, mainly schools and places of worship. These buildings are generally 1 or 2 storeys, with associated surface parking areas.



As the urban centre of the Township of West Lincoln, Smithville is the primary focus of growth and development within the municipality.

Smithville is envisioned as an attractive, high-quality, safe, sustainable, accessible, interconnected, pedestrian-friendly and transit-ready small town community. The character and identity of Smithville is maintained and enhanced through high-quality streetscapes, built form, and urban open spaces.

- Streetscapes are attractive, sustainable, comfortable, pedestrian and cyclist-friendly, transit-ready, and safe and accessible for all users.
- Buildings are sustainable, appropriately massed, well-articulated with high-quality materials, fenestration and detailing.
- Urban open spaces are strategically located to provide focal points, places for gathering, and passive recreation opportunities.

Photographs included in this Manual are from various towns and cities in Ontario and elsewhere. They demonstrate the intended urban design outcomes for future developments in Smithville.

Smithville consists of five (5) precincts, as follows:

- 1. Downtown Smithville**
- 2. Community Neighbourhood**
- 3. Prestige Commercial Area**
- 4. Employment Area**
- 5. The Fairgrounds**

These precincts are interconnected through a network of major road corridors, pedestrian trails, and Twenty Mile Creek. They are the setting for entry points, or gateways, into the community and its Downtown core.

Two major road corridors: Regional Road 20 and Regional Road 14, intersect at the centre of the community, which is Smithville's vibrant and mixed-use Downtown.

Downtown Smithville will serve as the central focal point for residents and visitors of all ages.

Twenty Mile Creek bisects Smithville, which is both a physical barrier as well as a major passive recreation asset. This natural corridor will be connected to the surrounding community with a network of trails at appropriate locations.



5.0

COMMUNITY DESIGN FRAMEWORK



The Community Design Framework for Smithville provides three guiding principles - in text and graphics - that set out the basis for the design guidelines in this Manual. The Framework is derived from existing land use, built form, and open space patterns. It is organized by:

- **Precincts** (the Downtown, Neighbourhood, Prestige Commercial Area, Employment Area, and the Fairgrounds).
- **Gateway Nodes**, located along major road corridors at the primary entrances to Smithville, as well as its Downtown and Employment Area.
- **Corridors** (streets, pedestrian trails, the TH&B rail line, and Twenty Mile Creek).



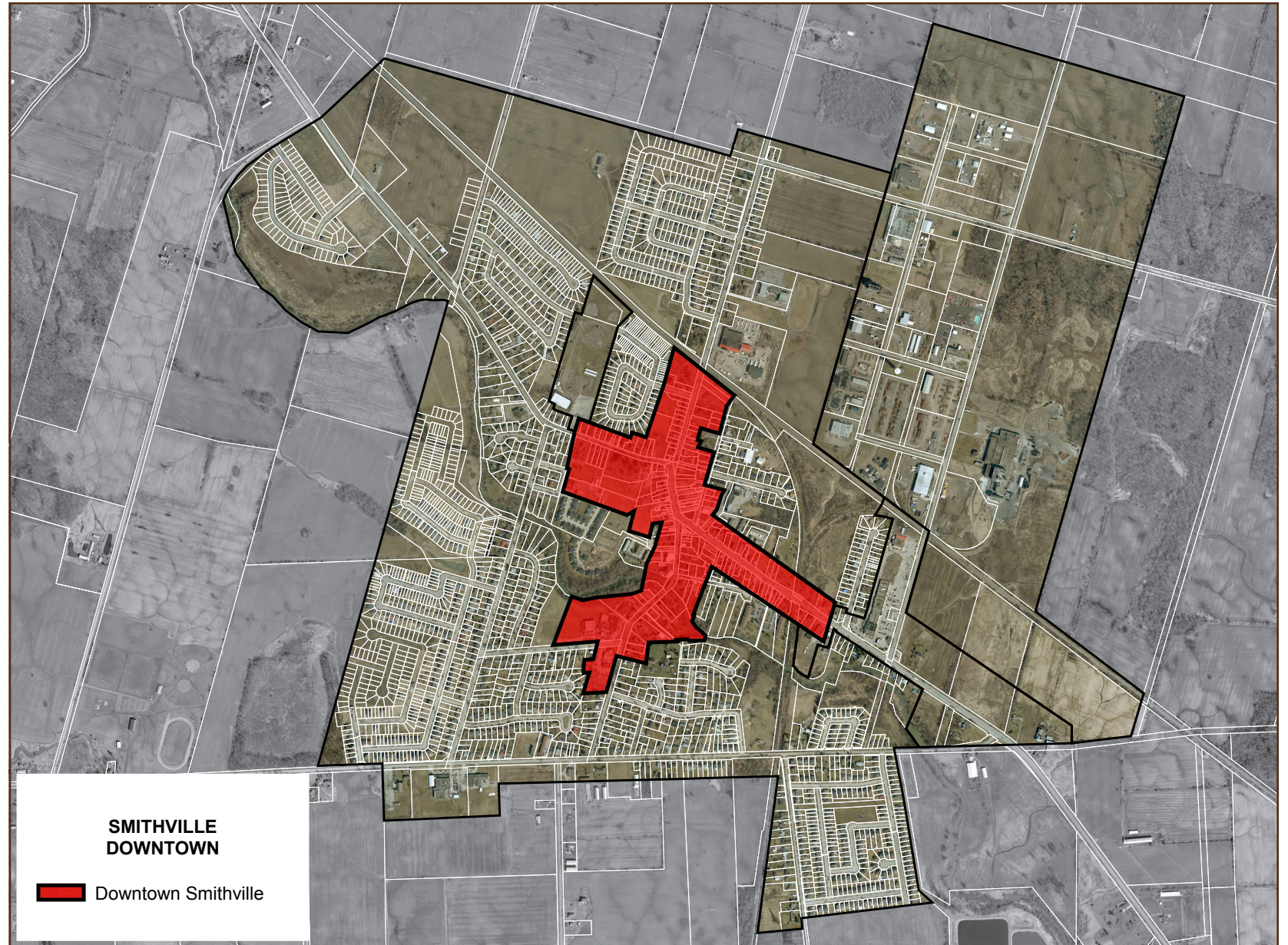
5.1 DOWNTOWN SMITHVILLE

Downtown Smithville is the economic, cultural, social, and geographic centre of the community. Specific guidelines are set out for the Downtown in Section 7.1 of this Manual.

Smithville's Downtown, its streetscapes, buildings and open spaces, will be a mixed-use, attractive, vibrant, high-quality, safe, sustainable, pedestrian-friendly and transit-ready focal point for residents and visitors of all ages.

Vacant and underutilized lots in the Downtown provide opportunities for high-quality infill development and intensification.

A Town Square will provide an opportunity for an attractive and multi-purpose gathering place within the Downtown. The Square will be connected to the surrounding community with a network of pedestrian linkages as shown on the Trails and Corridor Master Plan.



5.0

COMMUNITY DESIGN FRAMEWORK



The Downtown Districts are based on the Sustainable Downtown Smithville Community Improvement Plan (CIP):

- 1. North District
- 2. Central Node
- 3. South District
- 4. East District
- 5. West District

This Manual reflects and expands upon the recommendations of the CIP to help implement the CIP’s vision and policy direction for Downtown Smithville.

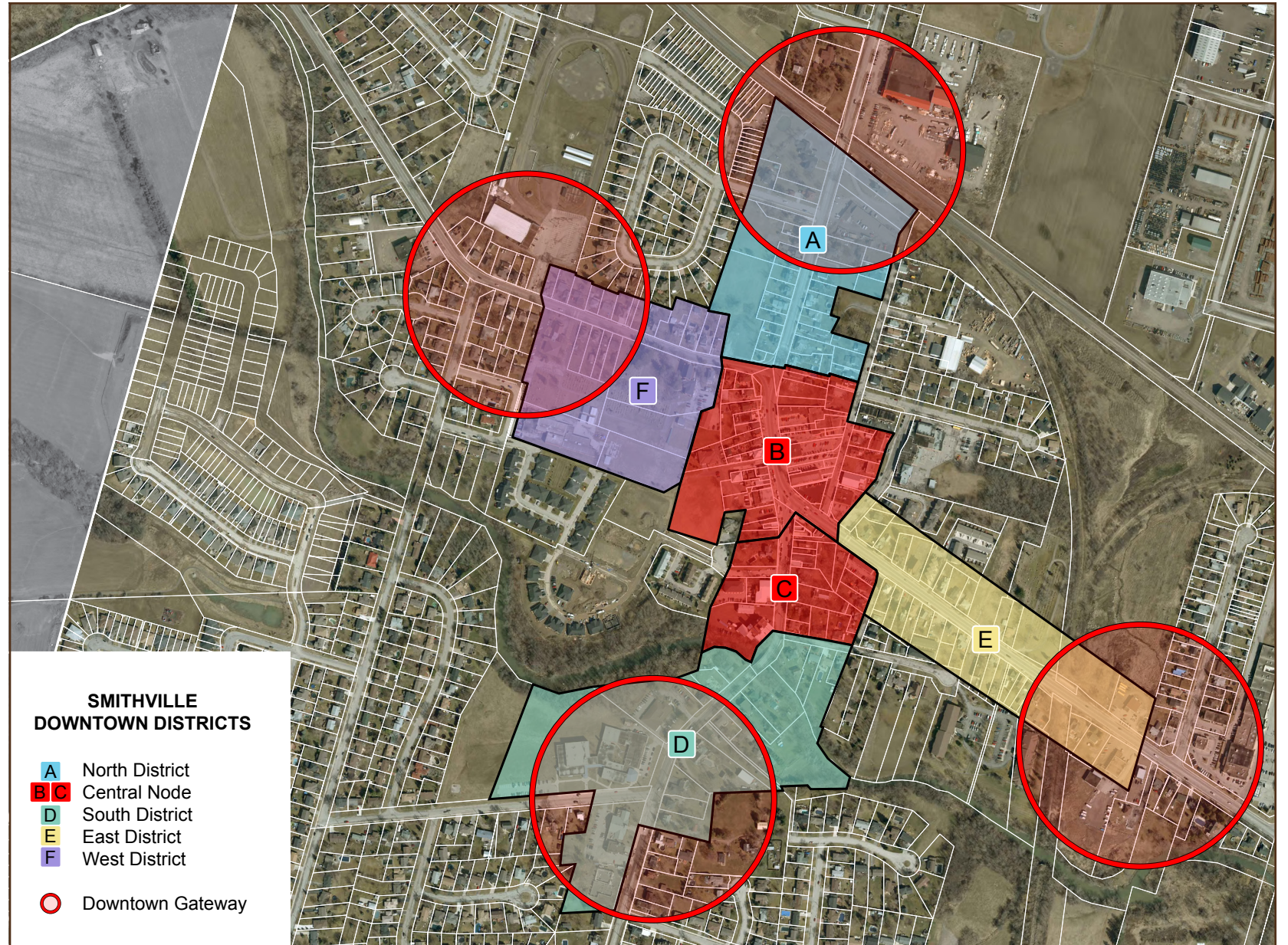
Two new Districts that are not in the CIP – the East District (E) and West District (F) – have been added to capture the Official Plan’s ‘Mixed Use Corridor’ designation.

5.1.1 NORTH DISTRICT (A)

The North District is located between the TH&B rail line and the northern intersection of Regional Road 20 and Regional Road 14.

The North District is the northern gateway into the Downtown.

Smithville’s iconic Historic Train Station is located at the north end of this District.



This designated heritage building will be enhanced through landscaping and signage to create an attractive focal point and Downtown Gateway feature.

The northern intersection of Regional Road 20 and Regional Road 14 provides an opportunity for locating an attractive and multi-purpose Town Square within the Downtown. A primary consideration for this is the availability of an appropriately sized vacant lot within the District.

5.1.2 CENTRAL NODE (B & C)

The Central Node is located at the core of the Downtown, between the northern intersection of Regional Road 20 and Regional Road 14 and Twenty Mile Creek.

The Central Node is, and will continue to be, the traditional mixed-use Main Street of Smithville. Vacant and underutilized lots in this District provide opportunities for high-quality infill development and intensification.

The 'Main Street' character of the Central Node will be maintained and enhanced by high-quality streetscaping and built form.

5.1.3 SOUTH DISTRICT (D)

The South District is the southern gateway into the Downtown and is located along Regional Road 14, between Mill Street and Colver Street.

The South District is characterized by its cluster of government buildings, including the Township Municipal Building, Library, Fire Station, High School, and Health Clinic.

This District will continue to serve as the civic district of Downtown Smithville and will be enhanced through attractive and high-quality streetscaping, built form, landscaping, and civic-related public art.

5.1.4 EAST DISTRICT (E)

The East District is located along Regional Road 20, between College Street and the rear yards of properties fronting onto Dufferin Avenue.

The East District connects Downtown Smithville to the Prestige Commercial Area. It will serve as a transitional area between the service commercial area to the east and the mixed-use Downtown.

Buildings will generally increase in height and massing as they transition towards the Central Node.

Streetscapes will reinforce the 'Main Street' character of the Downtown.

5.1.5 WEST DISTRICT (F)

The West District is located along Regional Road 20 and will connect the future Town Square (North District) to the United Church and the Fairgrounds to the west.

The West District will serve as the Downtown's recreational and festival district.

The Fairgrounds, the primary recreational and special event area in the community, is located at the entrance to the West District.

The United Church building provides an attractive focal point and potential event venue within the District.

Streetscapes will be enhanced to establish a strong pedestrian connection between these destinations and the rest of the Downtown.



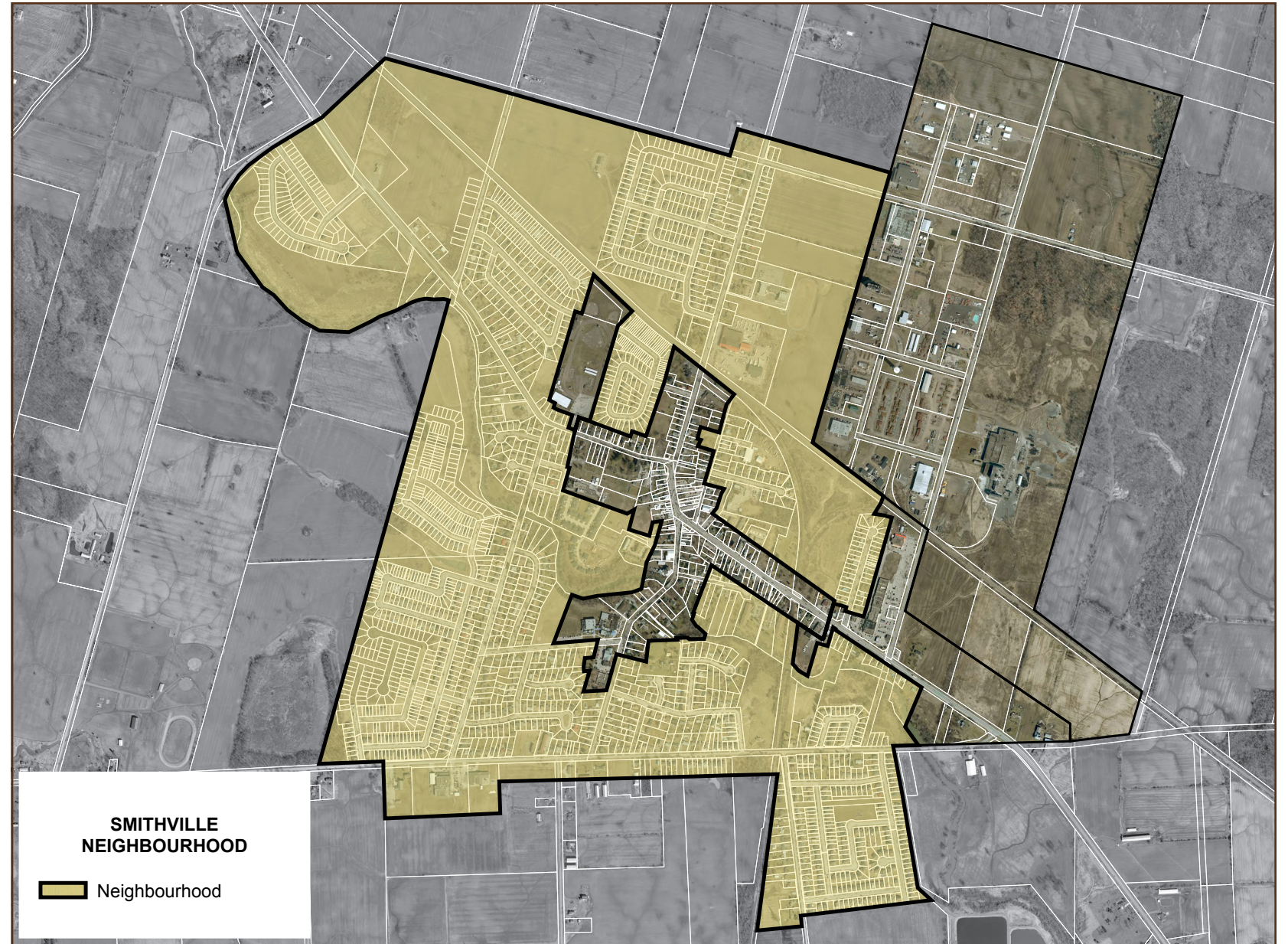
5.2 COMMUNITY NEIGHBOURHOOD

Smithville's Community Neighbourhood precinct is characterized predominantly by detached residential dwellings and to a lesser extent by semi-detached dwellings and townhouses, as well as a variety of commercial, institutional, and light industrial uses.

The small town, and predominantly residential, character of the Community Neighbourhood will be maintained and enhanced through attractive, high-quality, safe and pedestrian-friendly built form, streetscapes and urban open spaces. Guiding principles for the Neighbourhood include:

- New development will be compatible with and maintain the privacy of existing development.
- New streets will be organized in a pattern to promote connectivity and walkability.
- Urban open spaces will serve as focal points in new residential subdivisions.

The Neighbourhood area will be connected to Downtown Smithville with a network of safe and accessible pedestrian linkages as shown on the Trails and Corridors Master Plan.

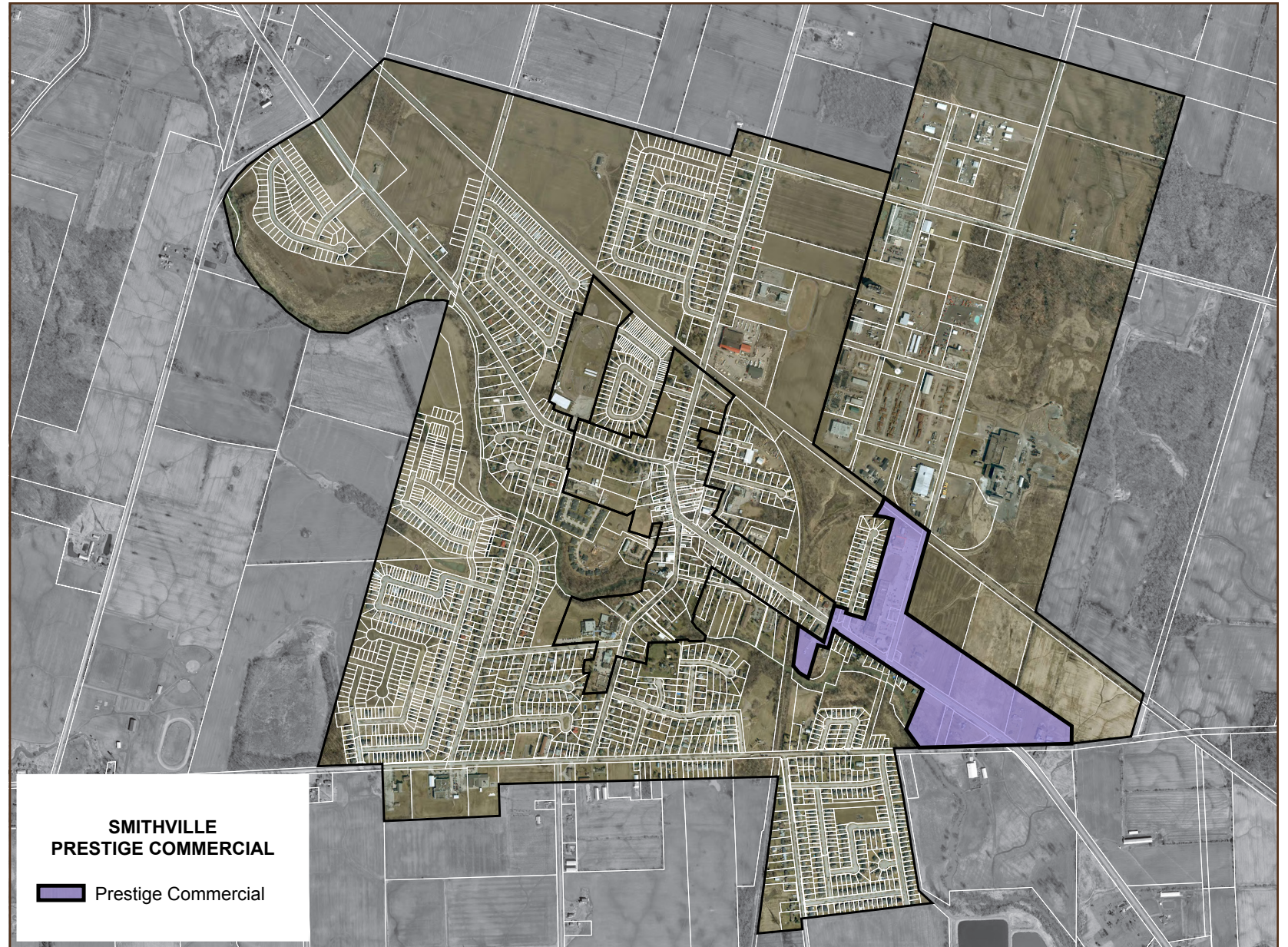


5.3 PRESTIGE COMMERCIAL AREA

Smithville’s Prestige Commercial Area is located directly southeast of the Downtown, along Regional Road 20 and Industrial Park Road. It is located near a primary entrance to the community and has considerable development potential.

This precinct will serve as a transition zone to Downtown Smithville. It will provide a ‘Main Street’ character along Regional Road 20 that is attractive, vibrant, high-quality, safe, sustainable, and pedestrian-friendly.

Regional Road 20 will be traffic-calmed and beautified to promote the walkability, safety, and vibrancy of the Prestige Commercial Area.



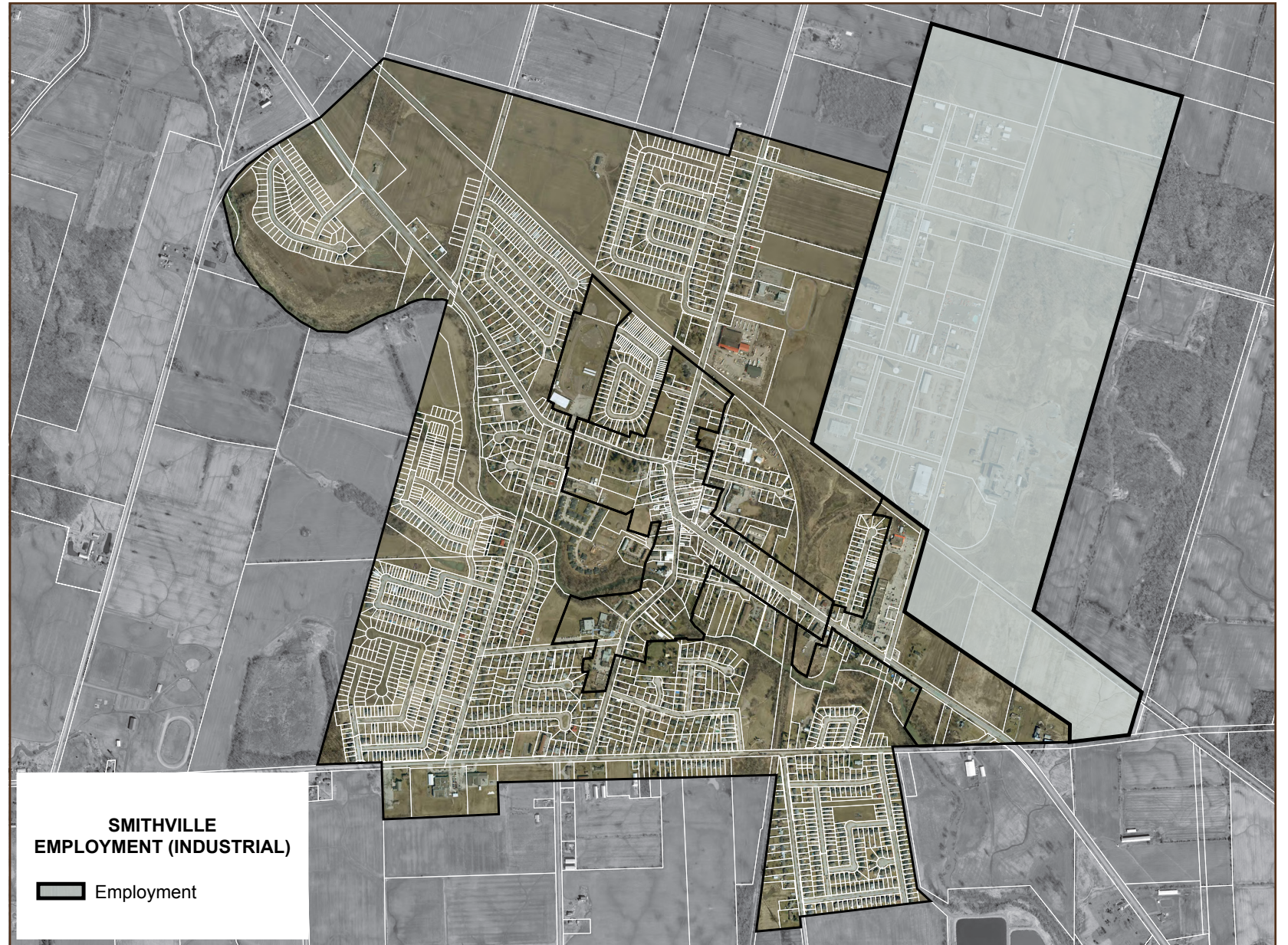


5.4 EMPLOYMENT AREA

Smithville’s Employment Area is located along Industrial Park Road on the east side of the community. It contains a variety of industrial uses that provide employment opportunities for the residents of Smithville and the Township of West Lincoln.

This area will continue to serve as the primary location for industrial development within the Township. High-quality built form, streetscapes, and urban open spaces will maintain and enhance Smithville’s Industrial Park as a destination for business investment.

When adjacent to sensitive land uses, such as residential, appropriate design features will be incorporated into industrial development to provide for an appropriate interface to support compatibility.

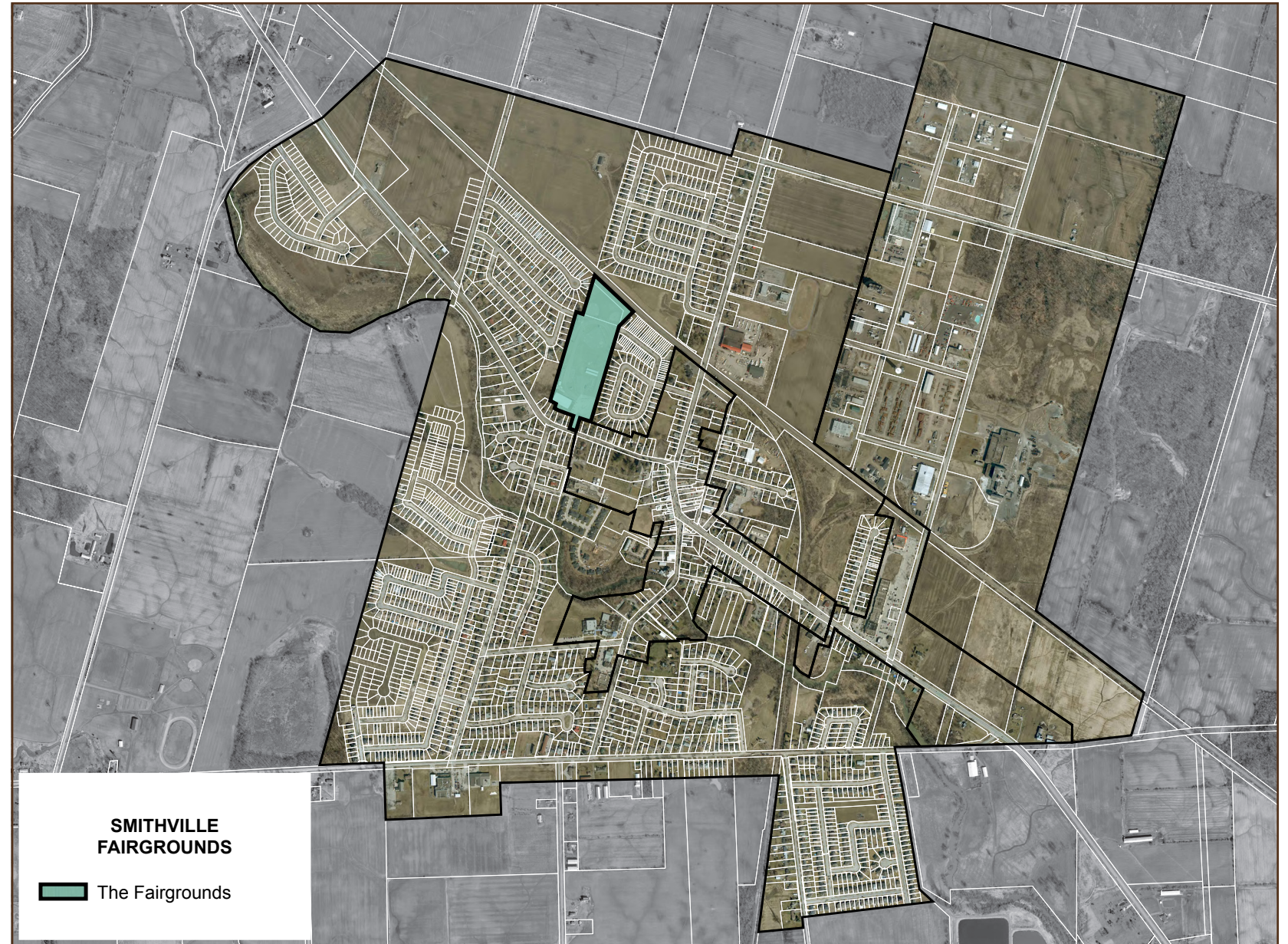


5.5 THE FAIRGROUNDS

The Fairgrounds, located at 177 West Street (Regional Road 20) near the west entrance to Downtown Smithville, is the primary recreational and special event area within the community.

The Fairgrounds currently contains the West Lincoln Arena & Community Centre, two lit baseball diamonds, an outdoor race track, pavilion, grandstand, and surface parking.

The Fairgrounds Master Plan & Arena Feasibility Study, as well as any applicable guidelines in this Manual, will help direct the redevelopment of the Fairgrounds as a high quality recreational and special event destination for residents and visitors of all ages.



5.0

COMMUNITY DESIGN FRAMEWORK



5.6 GATEWAY NODES

Gateway Nodes are located at the primary entrances to Smithville, as well as its Downtown and Employment Area.

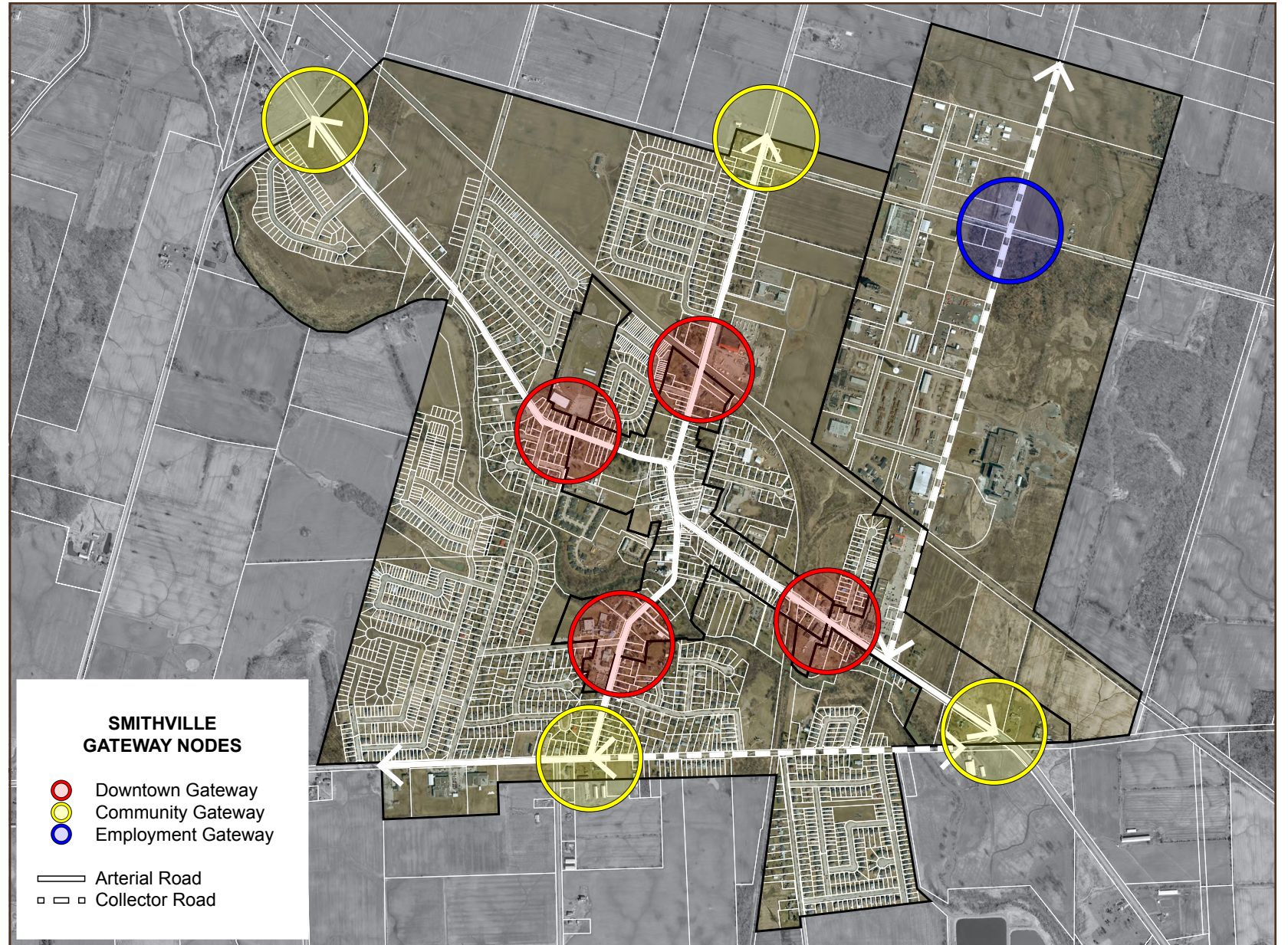
These Nodes will signal a sense of arrival and help create a cohesive community identity for Smithville through high-quality and attractive built form, open space, and markers (such as public art and landscape features).

Specific guidelines are set out for Gateway Nodes in Section 7.2 of this Manual.

5.6.1 COMMUNITY GATEWAYS

Four (4) Community Gateways are located near the boundaries of Smithville, along Regional Road 20 and Regional Road 14.

These Gateway Nodes will incorporate appropriately placed and articulated buildings and landscaping, public art, and signage to demarcate and welcome residents and visitors to Smithville.



5.6.2 DOWNTOWN GATEWAYS

Four (4) Downtown Gateways are located along Regional Road 20 and 14 at the entrances to Downtown Smithville.

The Downtown Gateways will function similarly to the Community Gateways, with additional emphasis on the Downtown's 'Main Street' character.

5.6.3 EMPLOYMENT GATEWAY

An Employment Gateway is located within the Employment Area at the intersection of Industrial Park Road and Spring Creek Road.

The Employment Gateway demarcates an important focal point and crossroads within the Smithville Industrial Park. A key principle for this gateway will be appropriate building placement, façade articulation and landscaping to emphasize a major entry point into Smithville.



5.0

COMMUNITY DESIGN FRAMEWORK



5.7 CORRIDORS

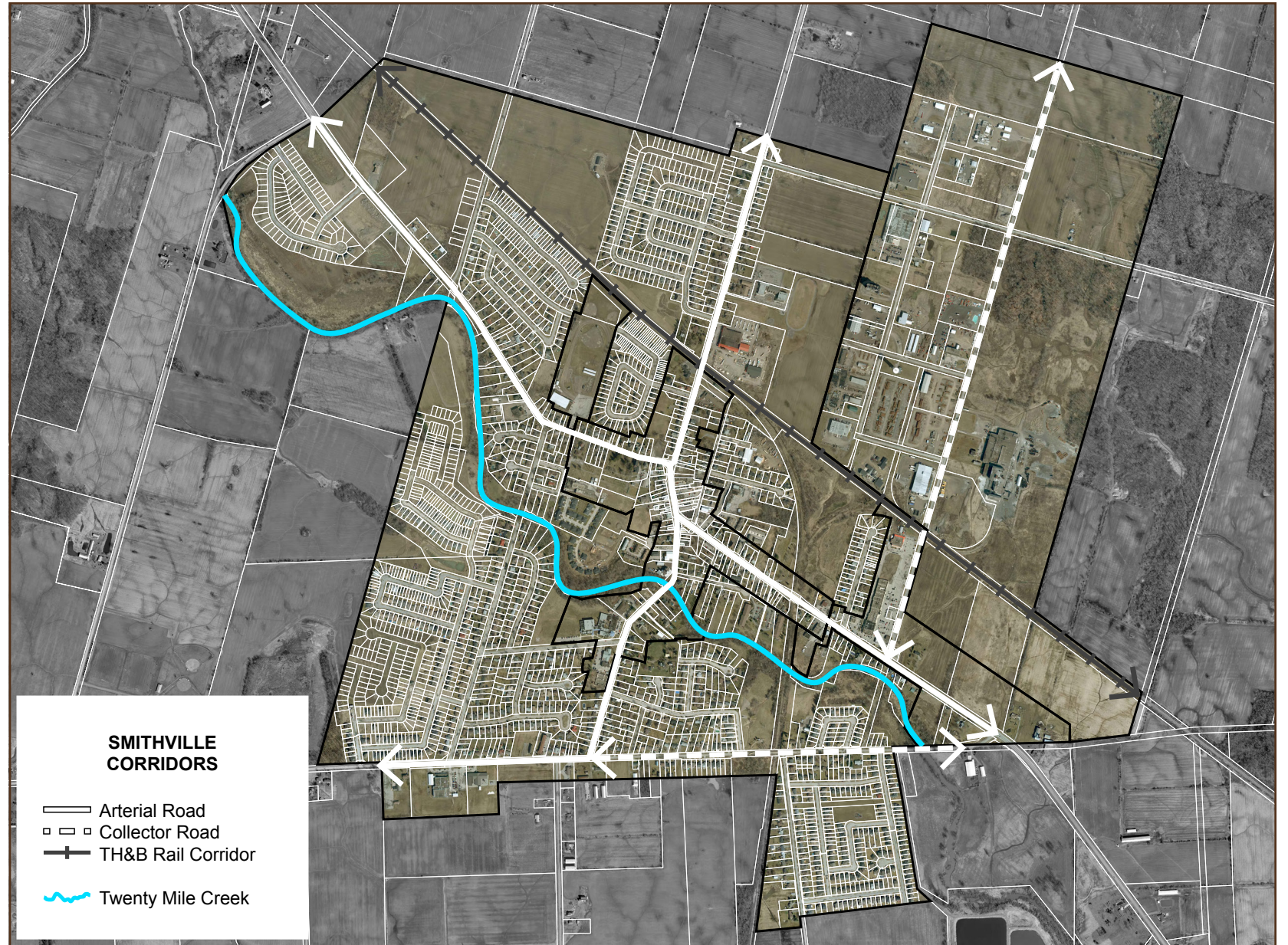
5.7.1 STREETS

Streets are the primary corridors for vehicular and pedestrian movement. High-quality design and character of streets helps promote an overall sense of place and the attractiveness of the community.

Smithville's streetscapes will be attractive, sustainable, comfortable, pedestrian-friendly, transit-ready, and safe and accessible for all.

Key streetscaping strategies for Smithville include:

- Streetscaping elements within Downtown Smithville will maintain and enhance the vibrancy of the area, with a focus on community image and the pedestrian experience.
- Within the Downtown, the travelled portion of streets will be minimized in width wherever possible, with the remaining portion of the right-of-way allocated to the provision of wide sidewalks and associated landscaping.



- Regional Road 20 and Regional Road 14 will be traffic-calmed and beautified to promote the walkability, safety, and vibrancy of the community.
- New streets will be organized in a grid pattern to promote connectivity and walkability.
- Landscaping will be designed in a comprehensive manner and not in isolation to ensure the coordination of character-defining elements, such as street trees, sidewalks, street furniture, lighting, and boulevard treatments.
- Public art will be installed in the Downtown streetscape and Gateway Nodes to add vibrancy and interest.
- Existing street trees will be retained where possible and new street trees will provide a continuous canopy and shade and serve as both a visual and physical buffer for pedestrians from vehicular traffic.
- Street furniture will be visually interesting, functional, durable, and accessible.

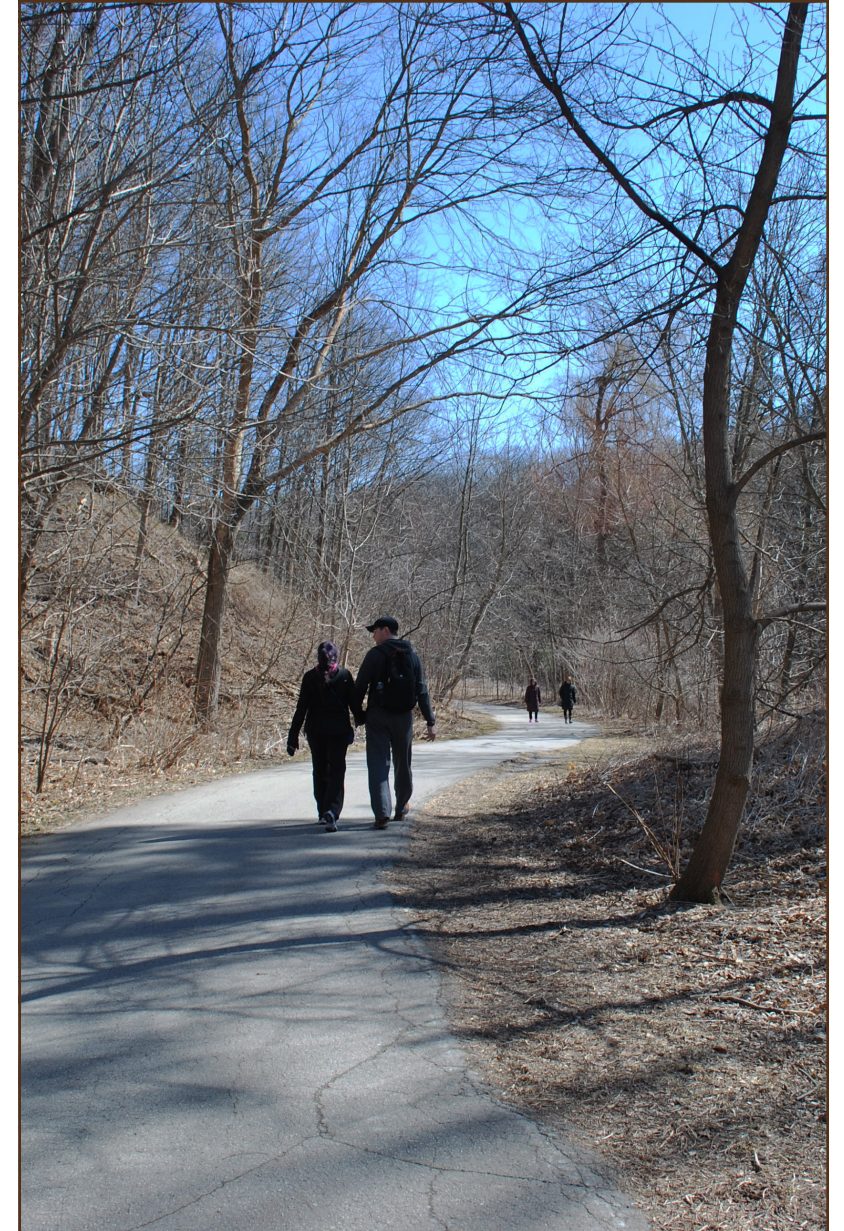
Specific recommendations for Streetscapes are set out in Section 8.1 to 8.6 of this Manual.

5.7.2 TRAILS

Smithville will be interconnected with a network of safe and accessible pedestrian linkages as shown on the Trails and Corridors Master Plan.

5.7.3 TWENTY MILE CREEK

Twenty Mile Creek bisects Smithville and is a major passive recreation asset. This natural corridor will be connected to the surrounding community with a network of trails.





6.1 RESIDENTIAL

The following built form guidelines apply to residential development within Smithville.

Additional built form guidelines for all private development within specific areas (i.e. Downtown Smithville and Gateway Nodes) can be found in Section 7.0 of this Manual.

Guidelines for landscaping on private lands can be found in Section 6.6.1.

These guidelines provide the basis for further elaboration, as required, through the preparation of detailed architectural design guidelines.

6.1.1 Guidelines for Detached and Semi-Detached Developments

Built Form and Street Relationship

1. Front façades should be aligned parallel with the street. The habitable portion of the dwelling (not the garage) should be located close to the minimum front yard setback.

2. Publicly visible elevations must include appropriate massing, façade articulation, roof variation, and ample fenestration.
3. Dwellings located on lots in visually prominent locations are priority lot dwellings. Priority lot dwellings include those within Gateway Nodes, on corner lots, at 'T'-intersections, or directly adjacent open spaces, parks, trails, natural areas, or agricultural lands. Additional articulation is required for publicly visible elevations of dwellings on priority lots.
4. To promote passive surveillance opportunities (also known as 'eyes on the street') for safety and security, views should be created between the interior of the dwelling and exterior public spaces through the location of windows.
5. On corner lots, both street frontages should be addressed equally through appropriate fenestration, façade and roof articulation, and architectural detailing.
6. Reverse lot frontages (backyards facing the street) are discouraged. Window streets or rear-lane based dwelling arrangements are preferred.



Model Repetition and Façade Variety

7. The siting of identical building elevations located directly adjacent or opposite each other on the same street is discouraged.
8. Identical building elevations should not comprise more than 30% of a street block (intersection to intersection).

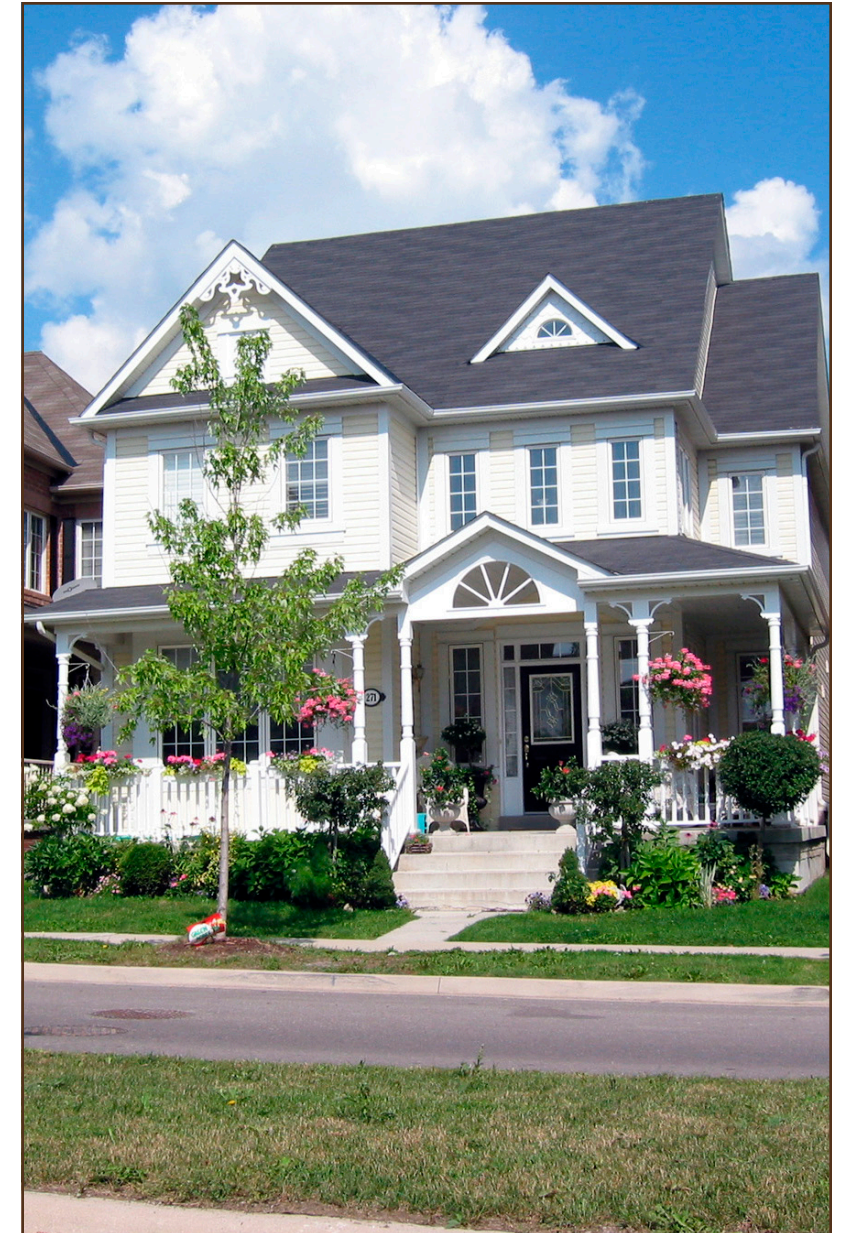
Compatibility with Adjacent Built Form

9. Individual dwellings should combine to create visual harmony when sited collectively with other dwellings in the streetscape. This can be reinforced by use of complementary, but not identical, exterior materials, colours, and architectural elements.
10. Height and massing compatibility should be achieved for adjacent dwellings.
11. Detached and semi-detached dwellings should be buffered from adjacent commercial, institutional, industrial or higher density residential uses through ample landscaping and fencing.

12. For adjacent industrial, consult the Ministry of the Environment's land use compatibility guidelines regarding separation distances to sensitive land uses.

Main Entrances

13. The main entrance to the dwelling should be oriented toward and directly visible from the street.
14. Architectural enhancements to emphasize the main entryway are encouraged.
15. Weather protection at the main entrance is recommended through the use of covered porches, porticos or recesses.
16. A maximum of five (5) risers leading to the front or side entrance is encouraged. Additional risers may be considered subject to site grading conditions.
17. On corner lots, the main entrance should be located on the exterior side elevation, with corner windows and wrap-around porch to emphasize the corner location.





Garages and Driveways

18. Garages should not dominate the streetscape and must be complementary in character and quality to the principle dwelling.
19. Laneway based developments are encouraged where garages are accessed from a rear driveway.
20. Garages in the front yard should generally be located either behind or flush with the main front façade of the dwelling or project a maximum of 1.5 metres from the main facade.
21. Shared or grouped driveways are encouraged to reduce the amount of driveways in front yards.
22. For semi-detached dwellings, garages and driveways should be paired, except for corner lots where the garage and driveway for the corner unit may be oriented towards the side street.
23. The maximum driveway width at the street line should be 6.0 metres.

Lighting

24. Lighting must be placed at each entrance to the dwelling.
25. Lighting should be placed at all garage openings at the minimum rate of 1 light fixture per garage door.

Environmental Sustainability

26. Innovative and environmentally sustainable building practices are encouraged, including LEED® and ENERGY STAR, as well as other Low Impact Development (LID) practices

Environmental Sustainability

27. Design in accordance with the Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation, as well as the Niagara Region Accessibility Design Standards. Areas of public use and travel in residential developments should be accessible through curb ramps, tactile warning, and high contrast signage etc.



6.1.2 Conceptual Demonstration Plan for Residential Subdivision

Sample large greenfield residential subdivision based on a connected grid street network - S Grimsby Road 5, Railway Corridor and Spring Creek Road, part of the Secondary Plan Northwest Smithville

The demonstration concept plan comprises a mix of detached dwellings, townhouses, neighbourhood retail, and open space including a central neighbourhood park.

Landscaped open space with trails is provided to buffer the subdivision from the existing rail corridor and to promote walkability.

It is noted that there is currently a Secondary Plan underway for this specific area of Smithville. The sample drawing provided is purely conceptual in nature and will not restrict or pre-determine the secondary plan process.





6.1.3 Guidelines for Multi-unit Low-Rise Developments

Multiunit low-rise buildings include townhouses, stacked townhouses, and any other low-rise, ground-related housing containing 3 or more units.

Built Form and Street Relationship

1. Front façades should be aligned parallel with the street. The habitable portion of the units (not the garage) should be located close to or at the minimum front yard setback.
2. Publicly visible elevations must include appropriate massing, façade articulation, roof variation, and ample fenestration.
3. To promote passive surveillance opportunities (also known as 'eyes on the street') for safety and security, create views between the interior of buildings and exterior public spaces through the location of windows.
4. Multiunit low-rise buildings located on lots in visually prominent locations are priority lot dwellings. Priority lot dwellings include

those within Gateway Nodes, on corner lots, at 'T'-intersections, or directly adjacent to open spaces, parks, trails, natural areas, or agricultural lands. Additional articulation is required for publicly visible elevations of dwellings on priority lots.

5. On corner lots, both street frontages should be addressed equally through appropriate fenestration, façade and roof articulation, and architectural detailing.
6. Corner unit designs are encouraged to provide significant corner features such as wrap-around porches, wall articulation, turrets or bay windows.
7. Reverse lot frontages (backyards facing the street) are discouraged. Window streets or rear-lane based dwelling arrangements are preferred.
8. For townhouses, the maximum width of a single townhouse block should not exceed 8 units. Appropriate separation between townhouse blocks should be provided.

Compatibility with Adjacent Built Form

9. Multiunit low-rise buildings should be compatible in design and massing with



adjacent buildings.

10. Multiunit low-rise buildings should be buffered from adjacent commercial, institutional, and industrial uses through ample landscaping and fencing.
11. For adjacent industrial, consult the Ministry of the Environment's land use compatibility guidelines regarding separation distances to sensitive land uses.

Main Entrances

12. Main entrances to each unit should be oriented toward and clearly visible from the street.
13. Architectural enhancements to emphasize the main entrance of each unit are encouraged.
14. Weather protection at main entrances should be provided through the use of covered porches, porticos, awnings, or recesses.
15. A maximum of five (5) risers leading to the main entrance of each unit is encouraged. Additional risers may

be considered subject to site grading conditions.

16. On corner lots, the main entrance of the corner unit should be located on the exterior side elevation, with corner windows and wrap-around porch to emphasize the corner location.

Garages and Driveways

17. Laneway based developments are encouraged where garages are accessed from a rear driveway.
18. Garages in the front yard should be either located behind or flush with the main front façade of the dwelling or project a maximum of 1.5 metres beyond the main facade.
19. Garages should not dominate the streetscape and must be complementary in character and quality to the main building.
20. Garages and driveways should be paired, except on Corner Lots where the garage and driveway for the corner unit may be oriented towards the side street.



21. The maximum driveway width at the street line should be 6.0 metres.

Lighting

22. Lighting must be placed at the entrances to each unit.

23. Lighting should be placed at all garage openings at the minimum rate of 1 light fixture per garage door.

Environmental Sustainability

24. Innovative and environmentally sustainable building practices are encouraged, including LEED® and ENERGY STAR, as well as other Low Impact Development (LID) practices

Universal Design

25. Design in accordance with the Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation, as well as the Niagara Region Accessibility Design Standards. Areas of public use and travel in residential developments should be accessible through curb ramps, tactile warning, and high contrast signage etc.



6.1.4 Conceptual Demonstration Plan for Multiunit Low-Rise Infill Development

Sample multiunit low-rise infill development with a new public street - Cranborough Street near Ellis Street

The demonstration concept plan comprises mixed-use buildings fronting onto Regional Road 14, back-to-back townhouses on private laneways, and urban open space (trails connecting to Twenty Mile Creek and a neighbourhood parkette).





6.1.5 Guidelines for Mid-Rise Apartment Developments

Mid-rise Apartment buildings are typically defined as 4 to 12 storey multi-unit residential buildings. It is noted, however, that the maximum permitted building height in the Township of West Lincoln Official Plan's High Density Residential Area designation is 5 storeys, unless an alternative height is permitted in an approved Secondary Plan.

Built Form and Street Relationship

1. Apartment buildings must be oriented to front the public street with attractive façade features. Approximately 50% of the building should front the public street at the minimum front yard setback.
2. Publicly visible elevations must include appropriate massing, façade articulation, roof variation, and ample fenestration.
3. To promote passive surveillance opportunities (also known as 'eyes on the street') for safety and security, enable views between the interior of buildings and exterior public spaces through the location of windows.

4. Apartments located on lots in visually prominent locations are landmark buildings. Landmark buildings include those within Gateway Nodes, on corner lots, and at 'T'-intersections. Additional articulation is required for publicly visible elevations of landmark buildings.
5. Awnings, canopies, or building cantilevers/overhangs should be provided above entrances to apartment buildings to improve pedestrian comfort and visual interest.
6. Rooftop mechanical equipment must be screened with materials that are complimentary to the building and incorporated into the building's architecture.

Compatibility with Adjacent Built Form

7. Apartment buildings should be compatible in design and massing with adjacent buildings.
8. Apartment buildings should complement adjacent low-rise residential uses and incorporate appropriate landscaping and fencing.



9. For adjacent industrial, consult the Ministry of the Environment's land use compatibility guidelines regarding separation distances to sensitive land uses.
10. Ensure built form compatibility and transition of building heights with adjacent detached and semi-detached dwellings by providing a maximum 45 degree angular view plane projected from the rear property line.

Main Entrances

11. Attractive and well-articulated apartment entrances should be incorporated into the building design and be oriented toward the public street.
12. Entrances must be physically and visually connected to existing or planned public sidewalks.

Vehicle Access, Pedestrian Drop-off Areas, Parking and Service Areas

13. Vehicle accesses must be located to minimize conflicts with pedestrians, cyclists, and other vehicles.

14. Where possible, driveways should be combined with the driveways of adjacent properties to reduce the frequency of vehicle entrances along the street.
15. Well-defined pedestrian connections should be provided within parking areas to emphasize and delineate the pedestrian realm.
16. Pedestrian drop-off areas should be designed to minimize conflicts with pedestrian routes.
17. Parking, loading, and service areas must be located within side or rear yards, set back from the front façade of the building, and screened from adjacent streets.
18. On corner lots, parking, loading, and service areas must not be located between the building and adjacent streets.
19. Landscaped parking islands should be provided within parking areas as appropriate to visually and functionally define smaller parking courts to reduce the visual impact of parking areas.





20. Landscaped parking islands should be designed to be raised and curbed with ample trees, shrubs, and ground cover.
21. Designated snow storage areas should be provided to accommodate anticipated snow removal from parking areas, as well as pedestrian areas and connections.

Lighting

22. Sufficient lighting must be provided that considers all building and user needs with particular attention to the building, pedestrian areas, driveways, and parking and service areas, while being sensitive not to adversely impact adjacent properties.
23. Pedestrian-scale lighting must be provided to sufficiently illuminate pedestrian areas and walkways.

Environmental Sustainability

24. Innovative and environmentally sustainable building practices are encouraged, including LEED® and ENERGY STAR, as well as other Low Impact Development (LID) practices.

Universal Design

25. Design in accordance with the Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation, as well as the Niagara Region Accessibility Design Standards. Areas of public use and travel in residential developments should be accessible through elements such as curb ramps, tactile warning, and high contrast signage.

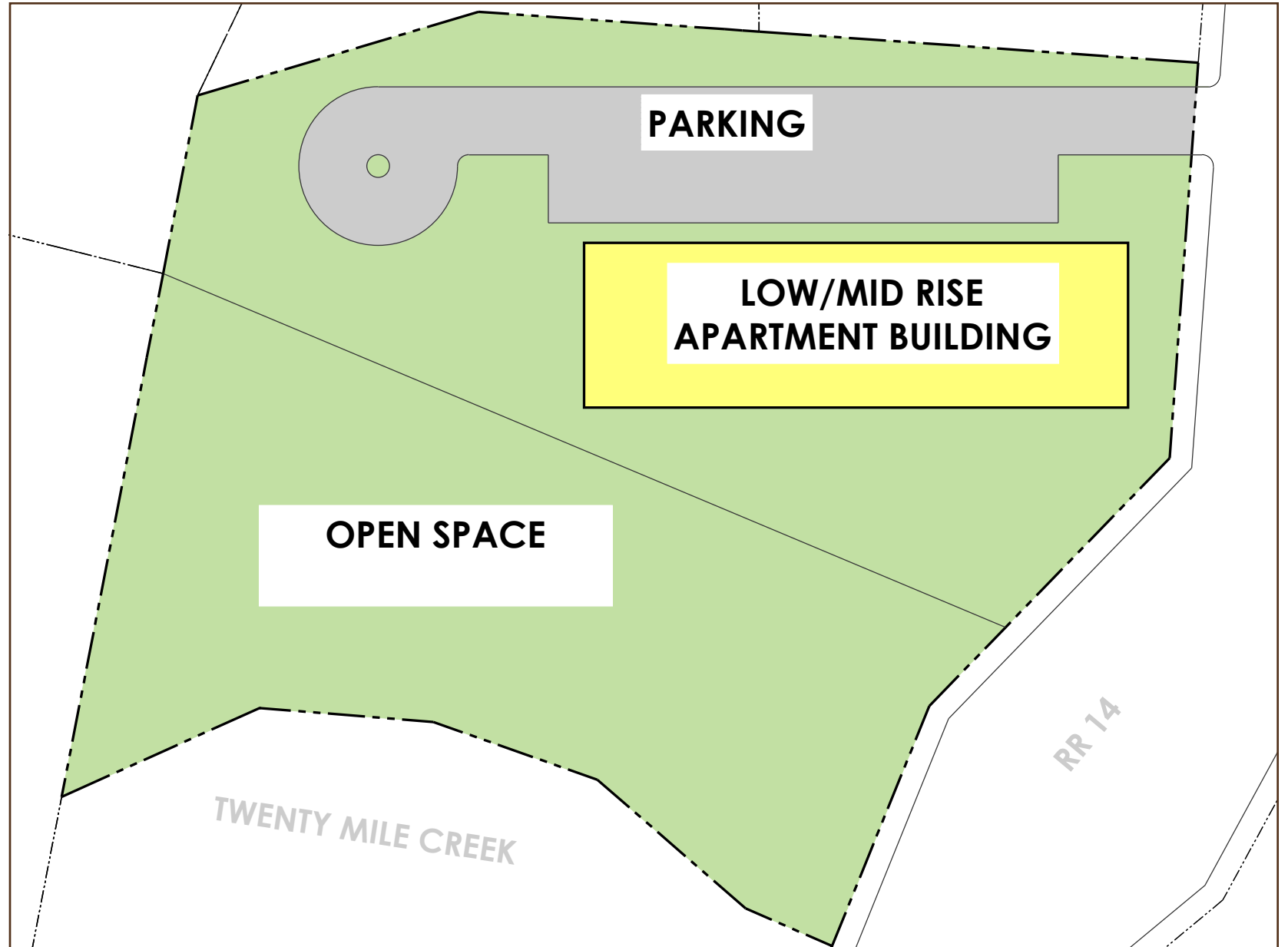


6.1.6 Conceptual Demonstration Plan for Mid-Rise Apartment Development

Sample 4 to 5 storey residential apartment building - Griffin Street South (Old Mill Building)

In this demonstration concept plan, the building addresses the street frontage of Regional Road 14, while providing a landscaped open space along Twenty Mile Creek.

Parking is provided in the side yard, set back from the front façade of the apartment building.





6.2 MIXED-USE

The following built form guidelines apply to mixed-use developments within Smithville.

Mixed-use buildings, with residential and/or office units above and commercial retail units at street-level, are encouraged and strongly promoted within Downtown Smithville, as shown in Section 7.1 of this Manual.

5.2.1 Guidelines for Mixed-Use Developments

Built Form and Street Relationship

1. Mixed-use buildings must be oriented to front the street with attractive façade features. Approximately 50% of the building should front the public street at the minimum front yard setback.
2. Publicly visible elevations must include appropriate massing, façade articulation, roof variation, and ample fenestration.
3. Street-level commercial should support a pedestrian-friendly environment through ample fenestration, vision glass, architectural massing and detailing,

and attractive signage.

4. Mixed-use buildings must have a minimum height of 2 storeys.
5. Awnings, canopies, or building cantilevers/overhangs should be provided on mixed-use buildings along commercial storefronts and residential entrances to improve pedestrian comfort and visual interest.
6. To promote passive surveillance opportunities (also known as 'eyes on the street') for safety and security, create views between the interior of buildings and exterior public spaces through the location of windows.
7. Rooftop mechanical equipment must be screened with materials that are complimentary to the building and incorporated into the building's architecture.
8. Mixed-use buildings located on lots in visually prominent locations are landmark buildings. Landmark buildings include those within Gateway Nodes, on corner lots, and at 'T'-intersections. Additional articulation is required for publicly visible elevations of landmark buildings.



Compatibility with Adjacent Built Form

9. Mixed-use buildings should be compatible in design and massing with adjacent buildings.
10. Mixed-use buildings should complement adjacent low-rise residential uses and incorporate appropriate landscaping and fencing.
11. For adjacent industrial, consult the Ministry of the Environment's land use compatibility guidelines regarding separation distances to sensitive land uses.
12. Ensure built form compatibility and transition of building heights with adjacent detached and semi-detached dwellings by providing a maximum 45 degree angular view plane projected from the rear property line.

Main Entrances

13. Attractive and well-articulated commercial entrances should be incorporated into the mixed-use building design and be oriented toward the public street.
14. Access to upper floor residential units may

be from the front, side or rear of mixed-use buildings.

15. Entrances must be physically and visually connected to existing or planned public sidewalks.

Vehicle Access, Pedestrian Drop off Areas, Parking, Loading, and Service Areas

16. Vehicle accesses must be located to minimize conflicts with pedestrians, cyclists, and other vehicles.
17. Driveways should be combined with the driveways of adjacent properties, where possible, to reduce the frequency of vehicle entrances along the street.
18. Well-defined pedestrian connections should be provided within parking areas using decorative paving to emphasize and delineate the pedestrian realm.
19. Pedestrian drop-off areas should be designed to minimize conflicts with pedestrian routes. Drop-off areas must be pedestrian-oriented and include decorative paving.



6.0

BUILT FORM AND LANDSCAPE DESIGN GUIDELINES



20. Parking, loading, and service areas must be located within side or rear yards, set back from the front façade of the building, and screened from adjacent streets.
21. On corner lots, parking, loading, and service areas must not be located between the building and adjacent streets.
22. Landscaped parking islands should be provided within parking areas to visually and functionally define smaller parking courts to reduce the visual impact of parking areas.
23. Landscaped parking islands should be designed to be raised and curbed with ample trees, shrubs, and ground cover.
24. Snow storage areas should be provided to accommodate anticipated snow removal from parking areas, as well as pedestrian areas and connections.

Lighting

25. Sufficient lighting must be provided that considers all building and user needs with particular attention to the building, pedestrian areas, driveways, and parking

and service areas, while being sensitive not to adversely impact adjacent properties.

26. Pedestrian-scale lighting must be provided to sufficiently illuminate pedestrian areas and connections.

Signage

27. Attractive fascia signs (wall-mounted, above a window) should be provided, which are proportionate to the building façade.
28. For mixed-use commercial buildings, fascia signs must be placed along the same horizontal plane and be comparable in scale.
29. Pylon signs (tall, free standing) are discouraged for mixed-use buildings

Environmental Sustainability

30. Innovative and environmentally sustainable building practices are encouraged, including LEED® and ENERGY STAR, as well as other Low Impact Development (LID) practices.

Universal Design

31. Design in accordance with the Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation, as well as the Niagara Region Accessibility Design Standards. Areas of public use and travel in mixed-use developments should be accessible through elements such as curb ramps, tactile warning, and high contrast signage.



6.2.3 Conceptual Demonstration Plan for Mixed-Use Development

Sample mixed-use development within Downtown Smithville - RR 14 (Griffin Street), RR 20 (St. Catharines Street) and Mill Street

The demonstration concept plan comprises mixed-use buildings and an apartment building along Regional Road 20 and Regional Road 14, with parking in the rear yard screened from both regional roads.

An existing building at the intersection of Regional Road 20 and Regional Road 14 is preserved due to its aesthetic value to maintain the small town character of Smithville.



6.0

BUILT FORM AND LANDSCAPE DESIGN GUIDELINES



6.3 COMMERCIAL

The following built form guidelines apply to commercial developments within Smithville.

A key urban design objective for commercial developments is their contribution to the adjacent public realm with a view to supporting an active pedestrian realm and a vibrant streetscape.

6.3.1 Guidelines for Commercial Developments

Built Form and Street Relationship

1. Commercial buildings must be oriented parallel to the street with well-articulated, attractive façades and should be located at the minimum front yard setback, as per the Zoning By-Law.
2. Commercial storefronts should exhibit characteristics of 'Main Street' architecture that creates a pedestrian-friendly environment through ample fenestration, vision glass, architectural detailing, attractive signage, and opportunities for sidewalk patios, where appropriate.

3. For multiunit commercial buildings, divide the publicly visible façades of the building into distinctive individual storefronts and/or architecturally defined segments.
4. Awnings, canopies, or building cantilevers/overhangs should be provided along storefronts on commercial buildings to improve pedestrian comfort and visual interest.
5. To promote passive surveillance opportunities (also known as 'eyes on the street') for safety and security, create views between the interior of buildings and exterior public spaces through the location of windows.
6. Rooftop mechanical equipment must be screened with materials that are complimentary to the building and incorporated into the building's architecture.
7. Commercial buildings located on lots in visually prominent locations are landmark buildings. Landmark buildings include those within Gateway Nodes, on corner lots, and at 'T'-intersections. Additional articulation is required for publicly visible elevations of landmark buildings.



8. Utility equipment such as pipes and meters should be designed as an integral part of a development and carefully located away from public view in order to reduce their negative visual impact.

Compatibility with Adjacent Built Form

9. Commercial buildings should be compatible in design and massing with adjacent buildings.
10. Commercial buildings should be compatible with adjacent low-rise residential uses and incorporate landscaping and fencing.
11. Built form compatibility and appropriate transition should be provided with adjacent detached and semi-detached dwellings by providing a maximum 45 degree angular view plane projected from the rear property line.

Main Entrances

12. Attractive and well-articulated commercial entrances should be incorporated into the building design and be oriented toward the public street.

13. Entrances must be physically and visually connected to existing or planned public sidewalks.

Vehicle Access, Pedestrian Drop off Areas, Parking, Loading, and Services Areas

14. Vehicle accesses must be located to minimize conflicts with pedestrians, cyclists, and other vehicles.
15. Driveways should be combined with the driveways of adjacent properties, where possible, to reduce the frequency of vehicle entrances along the street.
16. Well-defined pedestrian connections should be provided within parking areas using decorative paving to emphasize and delineate the pedestrian realm.
17. Parking, loading, and service areas must be located within side or rear yards, set back from the front façade of the building, and screened from adjacent streets.
18. On corner lots, parking areas must not be located between the building and adjacent streets.



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BUILT FORM AND LANDSCAPE DESIGN GUIDELINES



- 19. Landscaped parking islands should be provided within parking areas to visually and functionally define smaller parking courts to reduce the visual impact of parking areas.
- 20. Landscaped parking islands should be designed to be raised and curbed with ample trees, shrubs, and ground cover.
- 21. Snow storage areas should be provided to accommodate anticipated snow removal from parking areas, as well as pedestrian areas and connections.

Lighting

- 22. Sufficient lighting must be provided that considers all building and user needs with particular attention to the building, pedestrian areas, driveways, and parking and service areas, while being sensitive not to adversely impact adjacent properties.
- 23. Pedestrian-scale lighting must be provided to sufficiently illuminate pedestrian areas and connections.

- 24. Incorporate accent lighting into building design to ensure buildings are lighted both adequately and aesthetically at levels that promote safety, use of the public realm, and visual interest at night.

Signage

- 25. Where possible, attractive fascia signs (wall-mounted, above a window) should be provided that are proportionate to the building façade.
- 26. For multiunit commercial buildings, fascia signs must be placed along the same horizontal plane and be comparable in scale.
- 27. Pylon signs (tall, free standing) are discouraged for commercial buildings.

Environmental Sustainability

- 28. Innovative and environmentally sustainable building practices are encouraged, including LEED® and ENERGY STAR, as well as other Low Impact Development (LID) practices.

Universal Design

- 29. Design in accordance with the Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation, as well as the Niagara Region Accessibility Design Standards. Areas of public use and travel in commercial developments should be accessible through elements such as curb ramps, tactile warning, and high contrast signage.



6.3.2 Conceptual Demonstration Plan for Commercial Development

Sample prestige commercial development with a new public street - Industrial park Road at RR 20 (St. Catharines Street)

The demonstration concept plan comprises multiunit retail buildings fronting onto Regional Road 20 and Industrial Park Road, with a large format commercial building fronting onto the new street.

Parking is provided within the interior of the site and is screened from Regional Road 20 and Industrial Park Road.





6.4 INDUSTRIAL

The following built form guidelines apply to industrial developments within Smithville.

Given the large size of industrial/employment area within Smithville, the design quality of industrial developments will be a significant contributor to the physical appearance and image of the community.

6.4.1 Guidelines for Industrial Developments

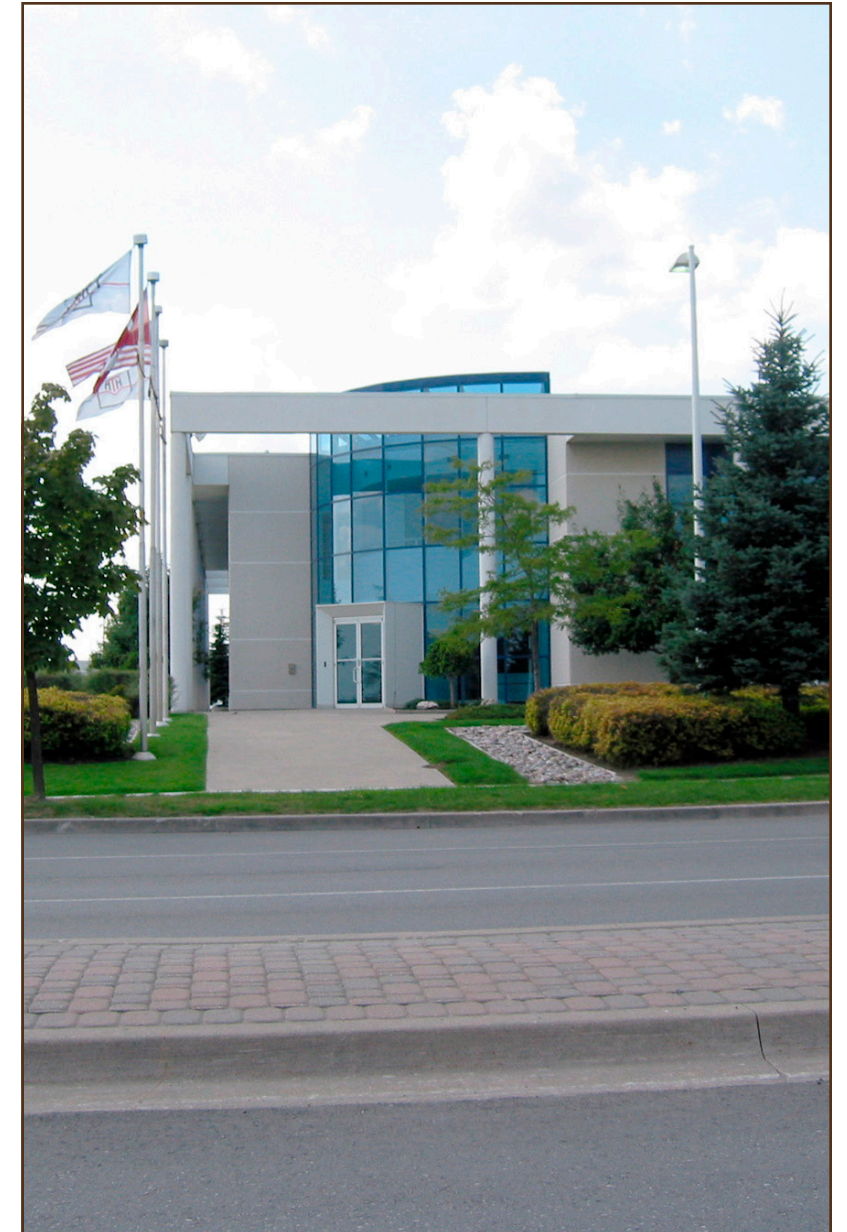
Built Form and Street Relationship

1. Industrial buildings should generally be oriented parallel to the street with well-articulated façades and located close to the minimum front yard setback, as per the Zoning By-Law.
2. Building elevations visible from Industrial Park Road must exhibit a clean, corporate character through attractive signage, quality building materials, and the appropriate screening of servicing, loading, and open storage areas.

3. Industrial buildings located on lots in visually prominent locations are landmark buildings. Landmark buildings include those within Gateway Nodes, on corner lots, and at 'T'-intersections. Additional articulation is required for publicly visible elevations of landmark buildings.
4. To promote passive surveillance opportunities (also known as 'eyes on the street') for safety and security, where possible, create views between the interior of buildings and exterior public spaces through the location of windows and entrances.
5. Awnings, canopies, or building cantilevers/overhangs should be provided above entrances to industrial buildings to improve pedestrian comfort and visual interest.
6. Rooftop mechanical equipment should be screened with materials that are complimentary to the building and incorporated into the building's architecture.

Compatibility with Adjacent Built Form

7. Industrial buildings and associated landscaping should be designed to minimize



and mitigate negative impacts on adjacent uses.

8. When adjacent residential, commercial, or institutional uses, landscape buffers and noise attenuation (noise berms, fences, building design, and site layout) must be provided.
9. For adjacent residential, consult the Ministry of the Environment's land use compatibility guidelines regarding separation distances to sensitive land uses.

Main Entrances

10. Attractive and well-articulated entrances should be incorporated into the building design and be oriented toward the public street.
11. Entrances must be physically and visually connected to adjacent public streets and existing or planned sidewalks.

Vehicle Access, Pedestrian Drop off Areas, Parking, Loading, and Service Areas

12. Vehicle accesses must be located to minimize conflicts with pedestrians, cyclists, and other vehicles.

13. Driveways should be combined with the driveways of adjacent properties, where possible, to reduce the frequency of vehicle entrances along the street.
14. Well-defined pedestrian connections should be provided within parking areas using decorative paving to emphasize and delineate the pedestrian realm.
15. Parking, loading, and service areas must be located within side or rear yards, set back from the front façade of the building, and screened from adjacent streets.
16. On corner lots, parking, loading, and service areas must not be located between the building and adjacent streets.
17. Landscaped parking islands should be provided within parking areas to visually and functionally define smaller parking courts to reduce the visual impact of parking areas.
18. Landscaped parking islands should be designed to be raised and curbed with ample trees, shrubs, and ground cover.





19. Snow storage areas should be provided to accommodate snow removal from parking areas, as well as pedestrian areas and connections.

Lighting

20. Sufficient lighting must be provided that considers all building and user needs with particular attention to the building, pedestrian areas, driveways, and parking and service areas, while being sensitive not to adversely impact adjacent properties.
21. Pedestrian-scale lighting must be provided to sufficiently illuminate pedestrian areas and connections.

Signage

22. Attractive fascia signs (wall-mounted, above a window) should be provided that are proportionate to the building façade.
23. For multiunit industrial buildings, fascia signs must be placed along the same horizontal plane and be comparable in scale.

24. Pylon signs (tall, free standing) are discouraged for commercial buildings.

Environmental Sustainability

25. Innovative and environmentally sustainable building practices are encouraged, including LEED® and ENERGY STAR, as well as other Low Impact Development (LID) practices.

Universal Design

26. Design in accordance with the Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation, as well as the Niagara Region Accessibility Design Standards. Areas of public use and travel in industrial developments should be accessible through elements such as curb ramps, tactile warning, and high contrast signage.



6.4.2 Conceptual Demonstration Plan for Industrial Development

Sample industrial development within the Spring Creek Heights Secondary Plan Area - Spring Creek Road

The plan comprises large format and multiunit industrial buildings along a new public street.

Light industrial uses are buffered with landscaped open space (noise berms and fences) from adjacent existing residential uses to the west.

It is noted that the sample drawing provided is conceptual in nature as there is currently a Secondary Plan for this specific area of Smithville designating the lands as Restricted Employment Area.





6.5 INSTITUTIONAL

The following built form guidelines apply to institutional developments within Smithville.

Institutional buildings include schools, places of worship and public facilities. Their often prominent position in the community provide an added impetus for high design quality.

6.5.1 Guidelines for Institutional Developments

Built Form and Street Relationship

1. Institutional buildings must be oriented to front any adjacent street with attractive façade features.
2. Institutional buildings should be located close to any adjacent street to create a strong civic presence within the community.
3. To promote passive surveillance opportunities (also known as 'eyes on the street') for safety and security, create views between the interior of buildings and exterior public spaces through the location of windows.

4. Institutional buildings located on lots in visually prominent locations are landmark buildings. Landmark buildings include those within Gateway Nodes, on corner lots, and at 'T'-intersections. Additional articulation is required for publicly visible elevations of landmark buildings.
5. Rooftop mechanical equipment must be screened with materials that are complimentary to the building and incorporated into the building's architecture.
6. Utility equipment such pipes and meters should be located, when possible, at the side and rear areas of buildings screened with complimentary building material.

Compatibility with Adjacent Built Form

7. Institutional buildings should be compatible in design and massing with adjacent buildings.
8. Institutional buildings should be designed to be compatible with adjacent low-rise residential uses and incorporate appropriate landscaping and fencing.



9. Built form compatibility and appropriate transition should be provided with adjacent detached and semi-detached dwellings by providing a maximum 45 degree angular view plane projected from the rear property line.

Main Entrances

10. Attractive and well-articulated entrances should be incorporated into the building design and be oriented toward the street.
11. Entrances must be physically and visually connected to existing or planned public sidewalks.

Vehicle Access, Pedestrian Drop off Areas, and Parking and Service Areas

12. Vehicle accesses must be located to minimize conflicts with pedestrians, cyclists, and other vehicles.
13. Driveways should be combined with the driveways of adjacent properties, where possible, to reduce the frequency of vehicle entrances along the street.
14. Well-defined pedestrian connections should be provided within parking areas

using decorative paving to emphasize and delineate the pedestrian realm.

15. Pedestrian drop-off areas should be designed to minimize conflicts with pedestrian routes. Drop-off areas must be pedestrian-oriented and include decorative paving.
16. Parking and service areas must be located within side or rear yards, set back from the front façade of the building, and screened from adjacent streets.
17. On corner lots, parking and service areas must not be located between the building and adjacent streets.
18. Landscaped parking islands should be provided within parking areas to visually and functionally define smaller parking courts to reduce the visual impact of parking areas.
19. Landscaped parking islands should be designed to be raised and curbed with ample trees, shrubs, and ground cover.
20. Snow storage areas should be provided to accommodate snow removal from parking



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BUILT FORM AND LANDSCAPE DESIGN GUIDELINES



areas, as well as pedestrian areas and walkways.

Lighting

- 21. Sufficient lighting must be provided that considers all building and user needs with particular attention to the building, pedestrian areas, driveways, and parking and service areas, while being sensitive not to adversely impact adjacent properties.
- 22. Pedestrian-scale lighting must be provided to sufficiently illuminate pedestrian areas and connections.

Signage

- 23. Use attractive fascia and ground signs that are proportionate to the building design.
- 24. Pylon signs (tall, free standing) are discouraged.

Environmental Sustainability

- 25. Innovative and environmentally sustainable building practices are encouraged, including LEED® and ENERGY STAR, as well as other Low Impact Development (LID) practices.

Universal Design

- 26. Design in accordance with the Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation, as well as the Niagara Region Accessibility Design Standards. Areas of public use and travel in institutional developments should be accessible through elements such as curb ramps, tactile warning, and high contrast signage.

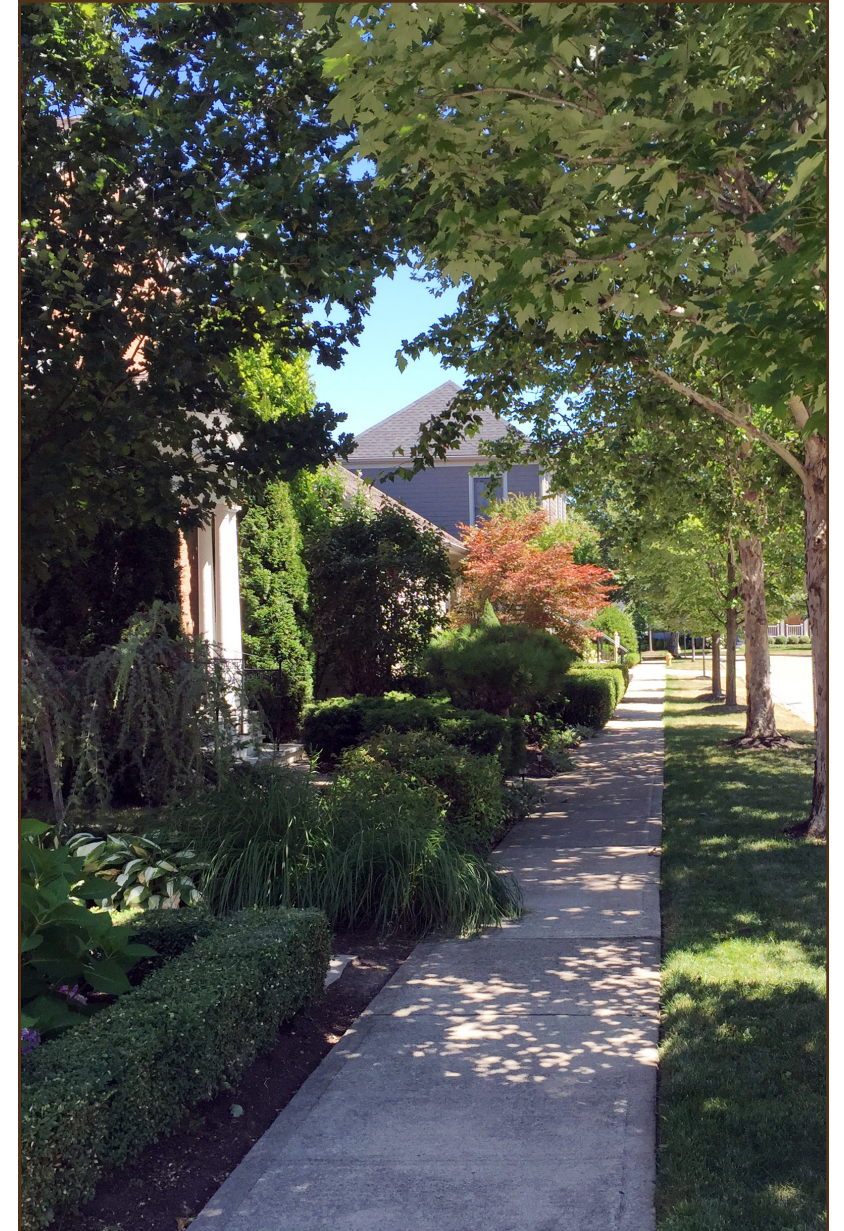


6.6 GUIDELINES FOR LANDSCAPING

The following landscape guidelines apply to residential, mixed-use, commercial, industrial, and institutional development within Smithville.

6.6.1 Residential Properties

1. Design landscaping to be compatible with the adjacent public streetscape along the existing and/or proposed streets.
2. Fencing or low walls may be used to delineate public and private property.
3. For every healthy mature tree removed, a new tree should be planted on-site or, if not feasible, elsewhere within the community.
4. The removal of high-quality trees (i.e. preferred species, rare species, large specimens) is discouraged.





6.6.2 Mixed-Use and Commercial Properties

1. Outdoor patio areas are encouraged along the street, where appropriate.
2. Upgraded paving (unit pavers, coloured and/or patterned concrete, and exposed aggregate pavers) is recommended to delineate and define pedestrian areas.
3. Durable and moveable outdoor furniture (tables and chairs, benches, umbrellas, etc.) is encouraged.
4. Provide 'green' design elements within parking lots, such as:
 - a) dedicated pedestrian routes with upgraded paving
 - b) landscape islands
 - c) bioswales
 - d) permeable pavers
 - e) bike racks

6.6.3 Industrial Properties

1. Landscape buffers should be provided along the perimeter of industrial properties.

2. Where applicable, provide landscape buffers between parking areas and adjacent streets, including berms, shrub/perennial massing, and deciduous trees placed to allow visual access to signage.
3. Large parking lots should be defined and 'greened' with landscape islands.

6.6.4 Institutional Properties

1. Upgraded paving (unit pavers, coloured and/or patterned concrete, and exposed aggregate pavers) is recommended to delineate and define pedestrian areas.
2. Provide 'green' design elements within parking lots, such as:
 - a) dedicated pedestrian routes with upgraded paving
 - b) landscape islands
 - c) bioswales
 - d) permeable pavers
 - e) bike racks



7.1 DOWNTOWN SMITHVILLE

Downtown Smithville is the economic, cultural, social, and geographic centre of the community.

Smithville's Downtown is envisioned as a mixed-use, attractive, vibrant, high-quality, safe, sustainable, pedestrian-friendly and transit-ready focal point for residents and visitors of all ages.

The following guidelines specifically apply to all development located within Downtown Smithville, as illustrated in Section 5.1 of this Manual. All other guidelines for various types of developments discussed in this Manual continue to apply.

Guidelines for Private Development in Downtown Smithville

1. The minimum height for all new buildings within Downtown Smithville should be 2 storeys.
2. For all new buildings within the Downtown, the minimum allowed ground floor height (floor to ceiling) is 4 metres.

3. New buildings within the Downtown should be oriented towards Regional Road 20 and/or Regional Road 14, where possible, to maintain a consistent street wall while providing sufficient opportunities for outdoor patio areas.
4. Provide ample articulation and fenestration on building façades along and visible from Regional Road 20 and Regional Road 14.
5. A minimum of 50% of the building must front the public street at the minimum front yard setback.
6. Built form, architectural details, and materials should maintain and enhance the 'Main Street' character of Downtown Smithville.
7. Use high quality exterior cladding materials, including brick, stone and precast concrete.
8. At street level, buildings should exhibit pedestrian-friendly architectural design, well-defined entrances, and ample fenestration with clear vision glass.
9. Provide retail uses at street level, where possible, to create a continuous retail edge.



7.0

AREA-SPECIFIC DESIGN GUIDELINES



10. New buildings situated at either of the two intersections of Regional Road 20 and Regional Road 14 should have greater building height emphasis and architectural detailing incorporated into the design of all façades facing the intersection.
11. Buildings located adjacent the proposed Town Square, as described in Section 8.7.1 of this Manual, must provide enhanced façade design and generous fenestration along all elevations facing the Square.
12. Parking, loading, and service areas for new buildings within the Downtown must be located in the rear or side yards and should be visually screened from adjacent streets and properties.
13. No parking, driveways, or laneways should be located between buildings and Regional Road 20 or Regional Road 14.



7.2 GATEWAY NODES

Gateway Nodes are located at the primary entrances to Smithville, as well as its Downtown and Employment Area, as shown in Section 5.6.

Development within these Nodes is to be designed to signal a sense of arrival and help create a cohesive community identity for Smithville through high-quality and attractive built form, open spaces, and markers (such as public art and landscape features).

The following guidelines apply to all development to be located within Gateway Nodes, as illustrated in Section 5.6 of this Manual. All other guidelines for various types of developments discussed in this Manual continue to apply.

Guidelines for Private Development within Gateway Nodes

1. Emphasize the gateway characteristics of Gateway Nodes with additional building height and massing, where appropriate.

2. High-quality façade articulation is required for publicly visible elevations of buildings located within Gateways.
3. Use high-quality exterior cladding materials, including brick, stone, and precast concrete.
4. Public art and enhanced landscaping is encouraged for private lands in publicly visible and accessible locations within Gateways.



8.0

PUBLIC STREETScape AND URBAN OPEN SPACE



The appearance and character of public open space areas play an integral role in determining the overall quality and livability of a community.

Public open space consists of not only parks and squares but the public streetscape and trails. When combined together these areas contribute to the flow and interaction of a community and provide residents with publicly accessible trails connecting them to local natural heritage.

Urban open spaces such as town squares and parks serve as gathering points and may also anchor development by providing character and identity to a neighbourhood. Urban open spaces provide opportunities for social interaction through cultural and programmed events, passive and active recreation, and economic transaction through small farmers or craft markets.

Streetscapes function as movement corridors for pedestrians, cyclists, transit, vehicles and the transportation of goods, as well as supporting many social and business activities. These corridors enable individuals to access different parts of their community such as public open spaces.

Accessible trail connections offer opportunities for local residents and visitors to enjoy the natural heritage features of their local community. They also can serve as green thoroughfares offering alternative recreational routes for active transportation users.



The traditional design of streets focused primarily on two functions: vehicular movement and vehicle access to adjacent properties. A recent trend is toward addressing the needs of all users in the form of “Complete Streets”.

Complete Streets are designed for all ages, abilities and modes of travel and offer safe and comfortable access for pedestrians, cyclists, transit users, and persons with disabilities. As part of the planning process, Complete Streets ensure that streets are consistently designed and operated for all users.

Areas of public use and travel should be accessible through curb ramps, tactile warning, and high contrast signage. Integrating the Urban Braille System into the public streetscape creates state-of-the-art barrier-free public spaces that assist users in identifying street names and physical surroundings, promoting Smithville as an accessible community.

The design elements of these streets combine to create an environment that is accessible for all and encourages walking, cycling, and a sense of community.

In keeping with the concept of Complete Streets, the streetscape recommendations in this Manual provide the Township of West Lincoln and its partner agencies with guidance to design Smithville’s streets to be attractive, sustainable, comfortable, pedestrian and cyclist-friendly, transit-ready, and safe and accessible for all.

These recommendations are organized by Smithville’s existing road network hierarchy:

- **Regional Road 20 – Downtown Central Node**
- **Regional Roads** (Regional Road 20 and Regional Road 14)
- **Collector Roads** (Townline Road and Industrial Park Road)
- **Local Streets**
- **Roundabouts** (located within Community Gateway Nodes along Regional Road 20).





8.1 REGIONAL ROAD 20 – DOWNTOWN CENTRAL NODE

Within the Downtown Central Node, as illustrated in Section 5.1.2 of this Manual, Regional Road 20 is locally known from east to west as St. Catharines Street, Griffin Street North, and West Street. This section of Regional Road 20 is characterized as Smithville’s traditional mixed-use ‘Main Street’.

Several streetscape improvements have already been implemented, including:

- Patterned concrete crosswalks
- Unit pavers (Unilock ‘Brussels Block’ paving stones) in the boulevard zone
- Raised planters (Unilock ‘Pisa II’ wall blocks) at the southern intersection of Regional Road 20 and Regional Road 14
- New traffic signal poles with black finish
- Street tree planting
- At-grade planting beds

Recommended Streetscape Improvements

The Township and the Region of Niagara should consider the following additional streetscape improvements to maintain and enhance the ‘Main Street’ character of this section of Regional Road 20:

1. Construct bump-outs to reduce traffic speeds and improve pedestrian comfort and safety while crossing the road.
2. Plant additional soft landscaped areas to ‘green’ the Downtown core.
3. Provide amenity areas along the street to serve as gathering spaces.
4. Install coordinated, accessible, and attractive street furniture (i.e. benches, bollards, bicycle racks, waste containers, banner poles, and hanging planter baskets).
5. Plant additional street trees to provide a continuous canopy and shade, as well as a physical and visual buffer between vehicles and pedestrians.
6. Install durable and interactive public art with cultural significance at strategic locations (i.e. the proposed Town Square).



8.2 REGIONAL ROADS

Regional Road 20 and Regional Road 14 are the primary arterial roads within Smithville. These roads are generally heavily trafficked, as well as used and enjoyed by many residents and visitors to the community. These roads intersect and converge in Downtown Smithville at the centre of the community (See Section 7.1 for recommendations for Regional Road 20 within the Downtown Central Node).

Regional Road 20 and Regional Road 14 generally have wide right-of-ways, which provide ample space for a variety of streetscape improvements. Regional Road 20 has a pavement width of approximately 15.5 metres accommodating two travel lanes, turning lanes, and parking. Regional Road 14 is slightly narrower with a 12.0 metre pavement width also with two travel lanes. The southerly section of Regional Road 14 has been recently improved with new asphalt and curbs, bike lanes, and on-street parallel parking.

There is a need for additional street trees located along these roads. In some instances, existing street trees are very mature and nearing the end of their life-cycle.

Recommended Streetscape Improvements

The Township and the Region of Niagara should consider the following additional streetscape improvements to maintain and enhance the complete street attributes and characteristics of Regional Road 20 and Regional Road 14 within Smithville:

1. Construct median islands with planting beds and street trees to reduce pavement widths at selected locations and to 'green' and beautify the streetscape.
2. Construct boulevard improvements, including wider sidewalks, and sidewalk surface upgrades.
3. Install bump-outs to calm traffic and provide safer and more comfortable pedestrian crossing points and additional landscaping.
4. Add bike lanes to provide safe and comfortable travel opportunities for cyclists.
5. Install coordinated, accessible, and attractive street furniture (i.e. benches, bollards, bike racks, waste containers, banner poles, and hanging planter baskets).



8.0

PUBLIC STREETScape AND URBAN OPEN SPACE



8.3 COLLECTOR ROADS

Townline Road and Industrial Park Road are classified as collector roads within Smithville and are moderately trafficked.

Townline Road passes through a residential area along the southern boundary of Smithville. A section of Townline Road has recently been improved with new asphalt and curbs, as well as several bump-outs to calm traffic.

Industrial Park Road provides access to the Smithville Industrial Park located on the east side of the community. Industrial Park Road is characterized by a combination of urban and rural cross-sections lacking streetscape improvements and street trees, and often with gravel shoulders and drainage ditches.

Recommended Streetscape Improvements

The Township should consider the following streetscape improvements to maintain and enhance the safety, sustainability, accessibility, and attractiveness of Townline Road and Industrial Park Road:

1. Convert rural cross-sections to urban cross-sections by installing curbs and sidewalks.
2. Plant street trees in the boulevard.
3. Install bump-outs to calm traffic and improve safety and comfort for pedestrian crossings.



8.4 LOCAL STREETS

Streets not classified as regional roads or collector roads are considered local streets.

Recommended Streetscape Improvements

The Township should consider the following streetscape improvements to maintain and enhance the comfort, sustainability, and attractiveness of local streets within Smithville:

1. Implement a community-wide sidewalk installation program to enhance pedestrian access.
2. Plant street trees within the boulevard between the curb and sidewalk to increase canopy cover, provide pedestrians with shaded sidewalks, and to visually and physically buffer pedestrians from vehicle traffic.



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PUBLIC STREETScape AND OPEN SPACE



8.5 ROUNDABOUTS

The Region has proposed roundabouts for Regional Road 20 at both the east and west boundaries of the community. The east roundabout is to be located at Townline Road and west roundabout at South Grimsby Road 6. These intersections are currently controlled by stop signs for non-Regional Road 20 traffic.

The proposed roundabouts will facilitate more efficient traffic movement at both intersections and provide opportunities for 'gateway' features to welcome residents and visitors to the community.

Recommended Streetscape Improvements

The Township and Region of Niagara should consider the following streetscape enhancements to roundabouts:

1. Install 'gateway' features, such as signage with community branding and public art.
2. Plant attractive and salt-tolerant landscaping to 'green' the roundabouts.
3. Provide guidance and accommodation for safe pedestrian crossings and cycling facilities.



8.6 LANDSCAPING WITHIN THE STREETScape

Landscaping should be provided within boulevards, medians, bump-outs, and along the exterior edge of sidewalks.

When properly selected, planted, and maintained, street trees are typically the most visibly significant landscaping improvement within the streetscape. Street trees provide shade, seasonal interest, storm-water interception, and buffer pedestrians from vehicle traffic.

Street trees and other landscaping features complement street lighting and roadside facilities and help create a distinct character for specific streets or neighbourhoods.

Recommended Streetscape Improvements

The Township should consider the following specific landscaping recommendations for all streetscapes within Smithville:

1. Implement a community-wide street tree planting program.

2. Space street trees approximately 10 to 15 metres apart for large canopy trees and 6 to 9 metres for small canopy varieties. Spacing will vary depending on design intent and site conditions. Street trees should be placed so as not to interfere with sight distance.
3. Structural soils, soil cells, and soil trenches should be considered to allow for the planting and maintenance of healthy street trees in narrow planting areas.
4. Street trees should be salt-tolerant, native and non-invasive species, however, some non-native species may be considered to add diversity based on their survivability characteristics
5. Irrigation should be provided in the Downtown Central Node, as well as other intensified planting areas, to promote the long-term health of plant material.
6. Street trees located in the Downtown should be planted in tree wells covered by tree grates or small planters to maximize the surface area for pedestrian circulation.



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PUBLIC STREETScape AND OPEN SPACE



7. A variety of tree species should be interspersed throughout the streetscape to minimize tree loss due to disease.
8. Continuous rows of street trees should typically be spaced at regular intervals depending upon species.
9. Street trees should be pruned regularly so that branches do not interfere with pedestrians, street lighting, parking vehicles, commercial signs, and sight distance.
10. Street trees should be planted within curb extensions between lay-by parking bays. This helps reduce the visual width of the street and can help maintain a wider pedestrian environment, especially in areas with constrained conditions.



8.7 URBAN OPEN SPACE***Urban Open Space Guidelines***

1. Design urban open spaces to complement adjacent built form and architecture.
2. Ensure that urban open spaces are accessible as per established standards.
3. Create areas and opportunities for children to explore and play and for adolescents, adults, and seniors to congregate and socialize.
4. Install durable and interactive public art or water features as focal points and areas of interest.
5. Provide soft landscape treatments consisting of a variety of plant materials, species, colours, scents, and textures, with year-round visual interest.
6. Install decorative and permeable surface paving with attractive patterns, colours, surface treatments, and materials.
7. Create variety in surface heights using berms, raised planters, steps and ramps,

and retaining walls in coordination with existing topography.

8. Provide shade using tree canopies and durable and attractive overhead structures, such as pergolas.
9. Install historic plaques and interpretive signage, where appropriate.
10. Provide attractive pedestrian-scale lighting for safety, security, and aesthetics.
11. Install accessible and attractive site furniture (i.e. benches, bollards, bike racks, waste containers, and banner poles).
12. Create nature viewing opportunities by designing 'lookouts' into natural areas, where applicable.
13. A Town Square in Downtown Smithville provides an opportunity for an attractive and multi-purpose gathering place within the Downtown. The Square should be connected to the surrounding community with a network of pedestrian linkages as shown on Figure 3 of the Trails and Corridor Master Plan.

14. The northern intersection of Regional Road 20 and Regional Road 14 is a preferred location for providing an attractive and multi-purpose Town Square within the Downtown. A primary consideration for this is the availability of an appropriately sized vacant lot within the District.





8.7.1 Future Town Square Demonstration Plan

The plan comprises a large comprehensive development block that includes residential and commercial mixed-uses along two of Smithville's Regional Roads: Regional Road 20 and Regional Road 14.

The Town Square Development block may be achieved through incremental steps. The first phase of the development block would require municipal involvement by securing land for the Town Square public open space area around which development could incrementally occur over the long term.

The second phase would involve planning for the development of lands that would provide space for commercial and residential development. This is a key component to creating a central downtown area in Smithville.

Establishing an identifiable central town square with mixed uses and a public gathering place anchors the development block and allows social and economic transaction to occur.



8.0

PUBLIC STREETScape AND OPEN SPACE

The commercial retail and residential uses as a result of the procurement of public open space for the Town Square lands ensures that both public and private interests are recognized while maintaining an equitable and publicly accessible gathering place in the downtown core area.

Town Square could be programmed during the weekends and holidays to host weekly activities and a farmers market featuring local agricultural products. Some ideas include agricultural/farming exhibits showcasing farming as an important economic development tool, outdoor events such as yoga in the park, and provide public art displays by local Niagara Region artists.



8.0

PUBLIC STREETScape AND OPEN SPACE



8.8 WALKWAY AND TRAIL GUIDELINES

1. Use natural surface materials that complement the setting, including limestone chips, bark mulch, and flagstones.
2. Install wayfinding signage and markers (as exemplified by the graphics to the right) to demarcate the entry points into the Twenty Mile Creek corridor to assist with navigation.
3. Plant shade trees to create a comfortable microclimate along walkways and trails.
4. Provide attractive pedestrian-scale lighting for security, safety, and aesthetics.
5. Construct fencing to delineate public and private property, to protect sensitive natural areas, and for safety.

Trail Wayfinding Signage and Markers

Wayfinding signage and markers, as shown here, should be used to demarcate the entry points into the Twenty Mile Creek corridor to assist with navigation.



8.9 SUSTAINABLE OPEN SPACE AND STREETScape CRITERIA

The following sustainability criteria is intended to guide the Township and the Region of Niagara in the creation of sustainable streetscapes and open spaces for Smithville.

Energy Efficiency Criteria

1. Plant street trees strategically to shade adjacent buildings, which helps reduce electricity consumption and cooling costs.
2. Install street furnishings that contain a percentage of recycled materials.
3. Plant street trees and landscaping that is drought tolerant to reduce water and electricity consumption, as well as tree replacement costs.
4. Use untreated water for irrigation, where appropriate.

Air Quality Criteria

5. Create rows of continuous tree canopies to cool ambient air temperatures and mitigate

the urban heat island effect.

6. Plant trees and landscape windbreaks to reduce wind speeds and thereby the amount of airborne particulate matter.

Stormwater Retention Criteria

7. Construct bioswales to 'green' the streetscape and reduce stormwater overland flow rates.
8. Install permeable pavers to increase infiltration rates and reduce stormwater runoff.

Temperature Regulation Criteria

9. Maximize tree canopies within the streetscape to cool ambient air temperatures and increase shade.
10. Use light coloured surface materials to reflect heat energy, which mitigates the urban heat island effect.

Ultraviolet (UV) Protection Criteria

11. Maximize tree canopies to provide shade and reduce UV radiation for pedestrians.

12. Use awnings on storefronts to provide shade and weather protection.

Habitat Creation Criteria

13. Plant suitable 'nesting trees' to attract birds and other nesting animals.
14. Provide a variety of plant species to support biological diversity and mitigate the spread of plant diseases.
15. Plant shrubs and perennials that are attractive to butterflies.
16. Plant fruit bearing trees and shrubs to attract wildlife.
17. Naturalize appropriate sites along the streetscape.

8.0

PUBLIC STREETScape AND OPEN SPACE



8.10 BRANDING SMITHVILLE

Branding is an important part of creating a sense of identity and place for visitors and Township residents.

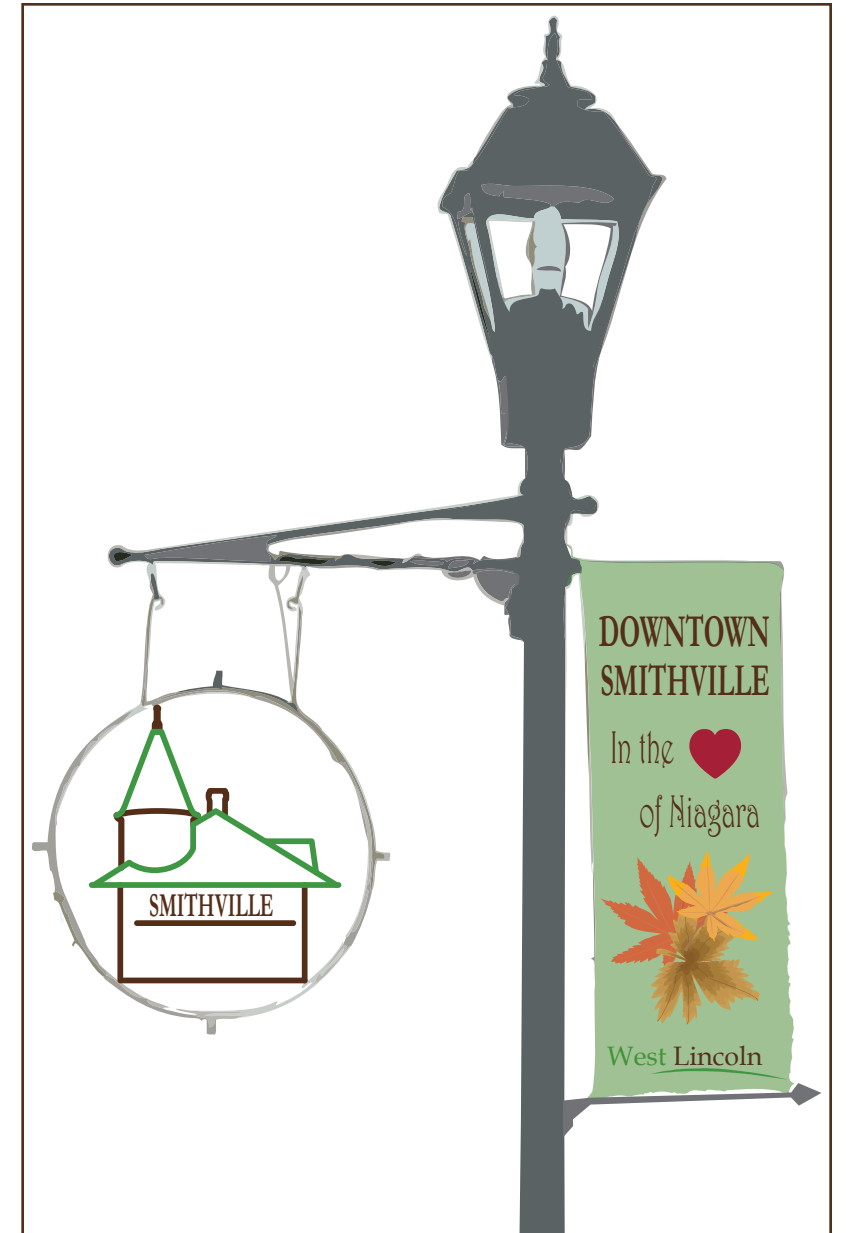
Signage in Smithville will play a large role in branding the public streetscape and identifying the locations of public open spaces as well as differentiating the downtown area from other parts of the community such as the Prestige Commercial Area.

This type of visual communication will help ascertain Smithville as a destination where individuals will want to spend their time, find employment or settle down with their family.

Recommended Branding Criteria

1. Install attractive, durable, and interactive information kiosks and wayfinding signs and markers in the downtown area to assist locals and visitors.
2. Provide horizontal banner signs identifying entrances and exits to core areas such as the downtown, commercial, employment and neighbourhood areas.

3. Use lighting fixtures as a way to display vertical banners.
4. Provide street signs with Smithville logo and motif.
5. Brand intersection corners with the Smithville logo and motif marked into decorative paving.



8.0

PUBLIC STREETScape AND OPEN SPACE

Examples of branding options for Smithville:





9.1 RECOMMENDATIONS

The overall vision, design framework and guidelines outlined in the Urban Design Manual provide direction for the redevelopment and revitalization of Smithville to help achieve attractive and high quality buildings, open spaces and streetscapes.

This Manual is part of other initiatives being undertaken by the Township of West Lincoln, including an overall economic development strategy, with specific emphasis on its downtown as a central anchor and focal point for the community.

The guidance provided by the Manual will be realized by both the private and public realms working collaboratively.

- Private sector involvement will predominantly be accomplished through redevelopment applications which contribute to a vibrant, high-quality, safe, sustainable, pedestrian-friendly and transit ready community. The guidelines in the Manual will provide the urban design standards, enforced by the municipality, which will help achieve a high quality urban environment for the community.

- Public sector involvement will include streetscape and public space implementation initiatives as well as branding to work in concert with, and encourage, private sector investment.

The vision put forth by the Urban Design Manual will be realized through several actions, including economic development initiatives, and input from stakeholders (residents, businesses) and Township staff.

Below is the action plan to implement the established vision, design framework, guidelines and recommendations in the Manual:

Downtown Initiatives

- Establish a Steering Committee for Downtown Smithville to provide overall strategic direction to ensure development within the downtown implements the vision of the Manual. The Steering Committee should contain a range of members including, residents, businesses, Township of West Lincoln Councillors, Township staff, and representatives from Niagara Region.

- Promote business development for existing merchants and facilitate new business opportunities through the creation of a Business Improvement Area (BIA). The BIA will consider several initiatives to promote and stimulate local businesses by collecting funds and using them to market, help provide a brand identity, and improve and maintain the area. While the BIA may be focused in the Downtown, it could also have members from other areas of Smithville such as the Prestige Commercial Area along RR 20.
- Allocate funds and obtain required approvals for the preparation and implementation of a Streetscape Master Plan for Downtown Smithville. Improving the streetscape is critical for the Township as it will enhance the use and visual appeal of public spaces and promote a unified character and brand identity. Streetscape improvements signify municipal involvement and investment into the area, which in turn facilitate further private sector investment in the Downtown. This initiative has been identified in the municipal RFP for the Manual as a potential Phase 3 project.

- Investigate the economic feasibility of the Township of West Lincoln to purchase land within the Downtown to create a Town Square with amenities for residents and visitors of all ages. Alternatively, promote a development in cooperation with private landowners and developers for a proposal that includes a mix of uses and buildings with a large public open space component that can be designed as a Town Square.
- Evaluate the feasibility, costs and benefits of rerouting heavy truck traffic away from Downtown Smithville to create a pedestrian-friendly streetscape environment that is safe, considers the needs of all users, and encourages a lively downtown streetscape.
- Program public open spaces in the Downtown to provide vibrant gathering spaces, encourage social cohesion, and foster community and civic engagement. The municipality, in cooperation with the BIA may achieve this programming through the following actions:
 1. Jointly program outdoor spaces and any adjacent indoor facilities for year-round use.

2. Indoor/outdoor winter market, accompanied by a skating rink for winter activity in the Town Square. An Indoor market can focus on crafts, local goods and treats.
3. Events, festivals, and farmers markets planned on a regular timetable. Options include a Jazz festival during summer months, a Harvest festival in the fall to support the local farming community, and a Christmas market in the month of December.
4. Active and passive physical activities such as yoga or Tai Chi in the Town Square.

Community Branding

- Conduct a community-wide branding exercise to help establish Smithville as a destination and provide a distinct visual identity. Street signs, gateway and streetscape markers incorporating brand imagery and public art will help reinforce the unique characteristics of Smithville, encouraging locals and tourists to visit and spend their time and money in Smithville and specifically in the Downtown. Some

branding guidance and images have been provided in the Urban Design Manual.

- Recommended actions associated with the branding exercise, which would build on the imagery provided in the Manual include:
 1. Organize workshop(s) for private and public sector stakeholders to explore branding ideas for Smithville.
 2. Alternatively, engage a professional graphic design firm to lead efforts in producing a brand identity.
 3. Once a brand is created, engage the local business community of Smithville to support the brand by adopting it into their enterprises through signage and participating in the BIA. Involve the Township and the Region to incorporate the brand imagery to public works.

Economic Development

- Incorporate the applicable findings and recommendations of the Urban Design Manual in the Economic Development Plan currently being prepared for the Township of West Lincoln. The Manual,



which provides guidance on achieving high quality buildings and open spaces, brand identity, and corresponding investment into the public realm, will assist the Economic Development Plan to help create a vibrant, pedestrian friendly community, anchored by a strong downtown.

- The Community Improvement Plan (CIP) prepared in 2009 recommends financial incentive programs to provide a basis for economic development. These incentives are being considered in the Economic Development Plan to attract and encourage private development in Downtown Smithville.
 1. Making such financial incentives known and available to private property owners through the CIP toolkit will attract much needed investment to the Downtown as highlighted by the stakeholder and public input in the CIP workshops.
 2. Applicants should incorporate the guidelines of this Manual into their development plans when applying for financial incentive programs such as the Commercial Building Façade Grant Program or Public Art Grant Program.

Municipal Planning Initiatives and Design Review

The Manual is intended to assist the Municipality in the review of development applications. The Municipality should also consider the following actions:

- The CIP recommendations and incentives together with the vision, community design framework and design guidelines set out in the Manual can form the basis of a secondary or tertiary plan for the Downtown area. An area specific plan will provide Official Plan guidance to site specific locations based on the vision and standards put forth by this Manual.
- Create an implementing zoning by-law to complement a secondary or tertiary plan or as a stand-alone document.
- Commission a new study to prepare detailed Architectural Design Guidelines to accompany this Manual and a potential Streetscape Master Plan for Downtown Smithville.
- To ensure the overall vision, community design framework and urban design

guidelines of the Manual are implemented, require private developers to prepare, either one of the following:

1. Detailed architectural control guidelines for low rise residential development applications. These proposal-specific guidelines would then be used by a “control architect” assigned by the Township for the approval of the specific buildings.
 2. An urban design brief or guidelines for large sites involving mixed-use developments, apartment buildings, or commercial developments.
- Include enabling policies and standards for urban design review in planning regulatory documents such as the Official Plan, Subdivision Approval and Site Plan Control.
 - Architectural control guidelines, urban design briefs and urban design components of development applications may be subject to peer review by a third party.

Public Transportation

- For sustainable growth, Smithville must be transit ready.
 1. Identify the most appropriate location in Smithville for a co-located GO bus and inter-municipal bus terminal. The Region, with the participation of the Township should investigate the logistics of locating a transit station as well as the economic costs and benefits with public and private stakeholders.
- To incorporate a transit facility into the community, the following urban design guidance should be considered:
 1. Ensure the location is either within or in close proximity to Downtown Smithville.
 2. Locate the station in close proximity to a main street, such as RR 20 or RR 14.
 3. Investigate opportunities for locating the station in areas with development potential.
 4. Incorporate a sufficient amount of parking for those accessing the station from areas outside of Smithville.
 5. Orient the station and entrances close to street sidewalks, local bike routes, and pedestrian pathways that link to public parking areas.
 6. Adhere to principles of Crime Prevention Through Environmental Design (CPTED) to ensure the safe usage of the station at all times of day.
 7. Ensure station design is in accordance with the Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation, as well as the Niagara Region Accessibility Design Standards. Areas of public use and travel in and around a transit facility should be accessible through elements such as curb ramps, tactile warning, and high contrast signage.

