

# Heritage Design Guidelines for the Community of Port Stanley

The following excerpts were adopted by Council from the proposed *Village of Port Stanley Heritage Conservation District Plan and Guidelines*, as developed by MHBC in 2013, to serve as design guidelines for the purposes of implementation of the Official Plan policies on Community Design through the site plan control, zoning and community improvement processes.



#### 4.4 ALTERATIONS TO HERITAGE PROPERTIES

Alterations to built heritage properties may take two fundamental forms. There are those alterations that are usually confined to the roof and wall planes of buildings, and include changes such as insulating wall surfaces, cutting new window openings, enlarging entrances and doorways and re-siding facades, for example. These are typically concerned with improving interior comfort levels or providing a new or fresh look to a building.

There are also those types of alterations that comprise changes to built form whereby extra building mass is added to a structure often involving substantial work that extends beyond the existing building envelope. Usually, additions are made to buildings to accommodate more business space in commercial enterprises or growing family needs, such as additional bedrooms, bathrooms, and living spaces in residential buildings.

Often an addition to an existing building is more cost-effective than acquiring new property, yet often has potential to damage built heritage fabric. Thus, a key objective to be achieved in the design of an addition is to ensure that new construction enhances the history and architectural detailing of the property and does not involve the loss of important heritage building materials and distinctive architectural features.

Accordingly, in any alteration requiring a heritage permit, the following principles will apply:

- i. Design features of the heritage property, including buildings and surrounding lands should be maintained and enhanced with repair being preferable to replacement.
- ii. Any potential change to a heritage property should be based upon a clear understanding of the specific problem or issue prompting the change.
- iii. Proposed changes should be based on conservative or minimalist approaches that avoid the removal or loss of too much material, cleaning too vigorously or making buildings look inappropriately "historical".
- iv. There will be a presumption in favour of keeping the distinguishing heritage characteristics of a heritage property intact. The loss or removal of historical building materials, architectural detailing and landscaping will be considered as the least appropriate form of alterations, and shall be avoided.
- v. Alterations and changes that have occurred in the past may be of heritage value in their own right and add to the cumulative history and architectural value of a property and should be conserved.
- vi. In considering alterations that involve the repair, replacement or restoration of missing heritage features, work shall be guided by historical, physical, graphic or documentary evidence. Guesswork, conjecture and speculation should be avoided and the use of new materials should match the existing composition, texture, size and level of craftwork as closely as possible.
- vii. Cleaning the surfaces of heritage property should be undertaken using the least intrusive method as possible and avoiding any abrasive blasting techniques (sand, etc), high pressure water washing and strong chemical cleaning.

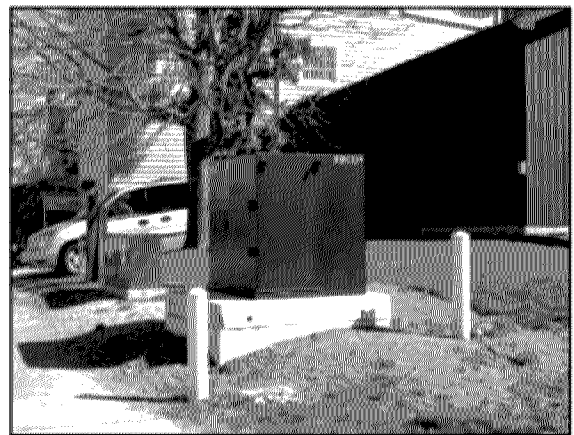
- viii. Contemporary design of alterations may be permitted where they:
  - i. Do not harm, damage or remove valued heritage property, features and other distinguishing historical, architectural, streetscape or cultural features, and;
  - ii. Are of size, location and material that is compatible with the character of the property, building, landscape or streetscape.
- ix. Construction comprising new freestanding building masses within the heritage conservation district should fit with the prevailing character of adjacent properties, landscaping and existing grades and be compatible in design, size, location, height, setback, orientation to the street, materials, roof type, and fenestration.
- x. Historical landscaping shall be respected as an integral part of the heritage conservation district's character and will be conserved.
- xi. The removal of structures from or relocating heritage structures into the Port Stanley Heritage Conservation District shall be avoided.

The Port Stanley Heritage Conservation District Plan provides more specific guidance and builds upon the foregoing principles in managing change and provides the basis for conserving the character of the Port Stanley Heritage Conservation District.

#### **4.4.1 Features and spaces around buildings**

Changes to heritage properties that include alterations should:

- a) Maintain traditional views of the property from the public realm by avoiding the creation of new buildings, structures, features and vegetative plantings that would screen, hide, or mask heritage properties.
- b) Locate ancillary structures, outbuildings, parking areas and utilities such as heat pumps, satellite dishes at the side or rear of properties.
- c) Continue to use traditional means of accesses to properties from the public realm, such as driveways, paths, entranceways and doorways with new entrances placed on secondary side or rear elevations. External staircases are best located at the rear of buildings and shall be avoided on front facades.
- d) Grades around buildings and structures should ensure that water is carried away from foundations to avoid damage to masonry blocks and mortar.



Utility boxes and coverings, such as this transformer box, should be screened.

#### 4.4.2 Walls

- a) Traditional walling materials, including brick and wood siding, should be maintained and conserved. The application of new cladding, surfaces or coatings including synthetic sidings (such as vinyl and metal), stucco and the installation of Exterior Insulation and Finish Systems (EIFS) over traditional materials should be avoided within the District. Such applications will only be considered where otherwise advised in the specific policies or guidelines for the sub -areas found elsewhere in this Plan.
- b) Materials such as concrete fibre board and synthetic wood products will be considered on a case by case basis.
- c) The painting of previously unpainted masonry or the application of waterproofing and water repellant coatings requires a heritage permit but should be avoided.
- d) Required new openings for windows and doorways should be restricted to the rear or side facades of buildings and structures.

#### 4.4.3 Windows

- a) Original window openings including their distinguishing features such as materials, frames, muntins, glazing, shutters and sash should be retained. Any removal of these features is discouraged
- b) Changing the size and shape of window openings will be discouraged.
- c) The removal or blocking up of windows that are important to the character of heritage facades, especially prominent facades, shall be avoided.
- d) The installation of new windows should be placed on inconspicuous facades with window designs that are compatible with respect to location, proportion and scale but that do not attempt to replicate historical styles or details.



Original window openings and their distinguishing features should be retained.

#### 4.4.4 Roofs

- a) Original roof forms such as front and side gables, hipped and cross gable roofs shall be maintained.
- b) Decorative roof features and original roofing materials, such as slates, should be retained and conserved if appropriate.
- c) Ensure that new vents, skylights, dormers and other new roof elements, such as air conditioning units and screening are placed out of general view from the



street and public rights-of-way and discreetly located at the rear or sides of properties.

#### 4.4.5 Entrances

- a) Traditional entrances, doorways and porches, particularly on principal elevations should be retained as they are often key in helping define the character of heritage buildings.
- b) The removal of porches and verandahs should be avoided and important features such as doors, glazing, lighting, steps, balustrades, door surrounds, transoms and sidelights should be retained.
- c) The installation of a new porch or verandah to replace a missing feature should either be a restoration based upon historical pictorial and physical evidence, or where documentation does not exist, the design should be contemporary in design but compatible with the character of the building.
- d) Required new entrances should be placed on secondary side or rear elevations.



Traditional entrance patterns should be maintained, with required new entrances placed on side or rear elevations.

#### 4.4.6 Repair and removal of heritage building fabric

- a) Heritage building fabric should be repaired wherever possible and not replaced.
- b) Removal of heritage building fabric will be discouraged. Where original material is removed as part of any alteration for new openings, such as windows, doors and fire exits, every effort shall be made to keep the materials on site and its original location documented. This may be a requirement as a condition of approval for any heritage permit.



Heritage building fabric should be retained and repaired where possible.



Important historical features of porches and verandahs should be retained or restored based on historical evidence.

#### 4.4.7 New additions to heritage properties

- a) A key objective in the design and construction of any new addition to a heritage property is to ensure that a completed structure enhances the history of the building by being well-designed in its own right and reflecting the best of contemporary design as well as ensuring that the loss of original heritage building materials is minimized and at best avoided completely.
- b) New additions should be clearly differentiated from the original heritage building.
- c) New additions should ensure the continuing protection of original materials and architectural features without damaging, obscuring, destroying or detracting from such elements.
- d) Exterior additions, including garages, balconies, elevated decks and greenhouses are to be located at the rear or on an inconspicuous side of the building. Garages in particular should not form part of the front facade of an existing building.



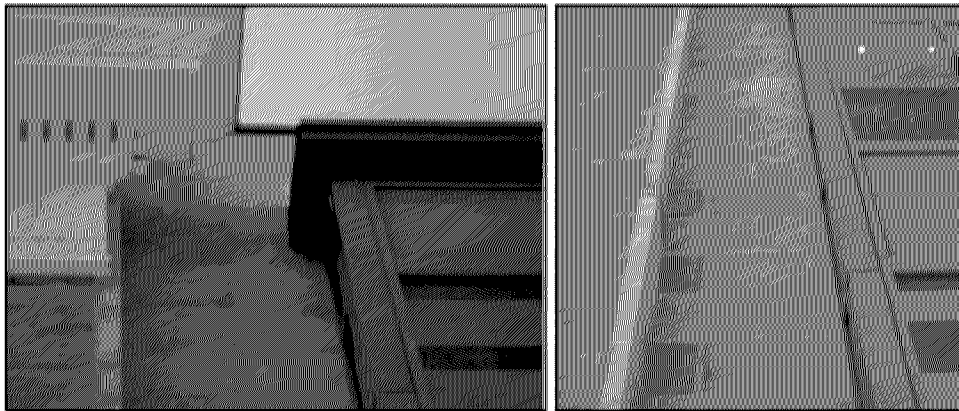
Rear additions should be set back from the street on the side or rear of a building.



Rear additions should avoid dominating the original structure.

- e) Additions constructed at the rear of existing heritage buildings should be limited in size and scale.

- f) Additions should be slightly lower than the existing roof ridge line but in no cases any higher than the ridge line to which it is attached.
- g) Rear additions should also be stepped in from the sides of the existing building so that they do not overpower or dominate the existing heritage property and avoids visual intrusion to the public realm.
- h) Where multi-storey additions are proposed they should be set back as deeply as possible from the existing front façade in order to be unobtrusive in the streetscape. Flat roofs on such additions should be avoided and traditional gable or hip roof forms adopted.
- i) Additions to buildings with symmetrical facades should be placed in locations that do not create asymmetrical arrangements (i.e. unbalanced or lop-sided facades).
- j) In the design and construction of new additions it is important to ensure that the form and integrity of the existing heritage property is conserved so that defining characteristics remain in place in such a manner that if the addition were removed in the future that these would have remained intact.
- k) Avoid adding height to existing historical buildings, as alterations to character defining rooflines may have adverse effects upon both the building and the streetscape.
- l) Where old and new construction meet, particular attention should be placed on the choice of materials and the appearance of the junction and linking elements, ensuring a robust, weatherproof joint as well as a sound visual fit.



New additions should clearly differentiate between historical and contemporary design and materials, as shown in these examples. The original building and the addition are set back at different distances, and there is a change of materials as well.

#### 4.5 ALTERATIONS TO NON-HERITAGE PROPERTIES

Alterations undertaken to non-heritage properties have the potential either to enhance the characteristics of the Port Stanley Heritage Conservation District or conversely to damage or detract from valued streetscapes or popular places and destinations.

Unlike alterations to heritage property where the concern is to ensure the retention of heritage features, characteristics and materials, the guidelines for alterations to non-heritage properties attempt to ensure that the overall character of the District is maintained and improved. As with heritage properties, alterations may take place within the wall or roof planes or add building mass to provide for additional space requirements.

These guidelines also apply to alterations that are undertaken related to new construction in the District, either through infill or redevelopment.

#### **4.5.1 Guidance on alteration to non-heritage properties**

- a) Alterations that attempt to create a sense of being “old” or adopting the appearance of historical building forms and features are not required and should be avoided, to ensure that there is a clear distinction between original heritage fabric and contemporary additions, designs, styles and materials. These include installing features such as non-operable shutters, synthetic muntins, decorative window surrounds, faux half-timbering and cupolas.
- b) Required windows and entranceways may use synthetic materials provided that the overall dimensions and appearance of the openings are in keeping with the overall character of window and door openings found in the District
- c) Wall cladding on non-heritage properties may use synthetic materials (e.g., vinyl, aluminum, EIFS) but these should be used sparingly and in unobtrusive locations wherever possible. Materials such as concrete fibre board and synthetic wood products can be considered.
- d) New skylights, roof vents, venting and extractor conduits, chimneys and dormers are ideally located at the side or rear of buildings and away from front façades and main elevations.
- e) New garages, carports and other required parking areas or spaces should be located in unobtrusive areas, typically in the side or rear yards.
- f) Additions must be sensitive to adjacent or neighboring building forms and features in both size and height with any upper story additions maintaining the height of established roof lines, predominant roof types and roof profiles.

#### **4.6 SIGNAGE ON COMMERCIAL STRUCTURES**

Building signage within thriving commercial areas is often subject to constant change as new uses and owners occupy premises or as new signs are needed to reflect reworked logos and corporate advertizing standards. Contemporary trends in signage tend to demand more obtrusive solutions, especially with respect to size and brightness. It is important to be mindful that signage is ephemeral in that it seldom lasts the lifetime of any building, and is essentially driven by the longevity of the business operation. Signage is not currently regulated by the Municipality by means of a Sign By-law.



Accordingly, the focus of guidance in considering alterations to signage is to encourage the continuing vibrancy of the visitor and tourist destination experience that Port Stanley enjoys while at the same time ensuring that signage is appropriately placed within properties, building facades and storefronts, is well-designed and does not overwhelm the building facade.

It is not intended that signage adopt historical or popular heritage motifs, lettering or font styles that bear little relationship to the building or business. Contemporary signage will be encouraged where signage placement does not damage heritage building fabric and satisfies the intent of the following guidelines.

In this regard, the following guidance is provided in considering heritage permits applications for signage on commercial property-

- a) New signs on existing commercial buildings shall be restricted to traditional locations such as fascia or storefront sign bands usually above a transom and below the mid-belt cornice or in the case of lettering may be applied directly to storefront glass windows.
- b) New signs should be placed in a manner that does not directly harm or indirectly block the view of architectural features, such as windows and ornamentation. Signs should be attached in a manner that involves the least amount of damage to the facade. Attachment to masonry surfaces should be made through mortar joints and not masonry units, as mortar joints are more easily repaired. Existing holes in fascia boards should be used where feasible for attaching new signage.



Original sign bands are often the best spot to place new signage on historic storefronts.

- c) New pylon signs and new roof signs shall not be permitted, as they are visually intrusive in the character of the Port Stanley Heritage Conservation District.
- d) Externally illuminated signs will be encouraged and are preferred, but internally illuminated signs may be permitted as provided for in subsection f).
- e) Traditional retractable canvas awnings with signage on the leading edge will be encouraged. Vinyl bubble awnings and round (or 'clam shape') window awnings shall not be permitted.
- f) The following sign types may be permitted on a case-by-case basis, usually where they are replacements for existing similar signage or confined to traditional sign bands,

usually above a transom and below the mid-belt cornice: internally illuminated sign, neon sign, curved rigidly and fixed awnings.

- g) Corporate logos, icons and signage motifs may be permitted on building facades and store fronts provided that they are appropriately reduced in dimensions to fit within the fascia sign band.
- h) Corporate logos, icons, signage motifs and related corporate wall coverings will not be permitted where they cover up heritage building fabric at the front, sides or rear.
- i) All projecting signs shall project from and be located within the traditional sign band area, and project no more than 1.0 m (15 ft) from the building edge with the lowest part of the sign not being less than 25 metres above the level of the sidewalk



The above are good examples of projecting signs from within the District.

- j) Projecting signs and awnings that overhang the public right-of-way may require additional approvals, including encroachment agreements to be entered into with the Municipality of Central Elgin.
- k) Non-fixed, temporary (i.e., removed at the end of the business day), daily and seasonal "sandwich board" or "A frame" signs placed on the sidewalk are permitted and do not require heritage permit approval provided they comply with any other municipal by-law requirements.

- l) Signage for ancillary home businesses including bed -and -breakfast accommodation and typically carried out in residential structures shall comprise no more than one painted, ground sign that is externally lit.

#### **4.7 NEW BUILDING CONSTRUCTION**

As noted In Section 1, the Port Stanley Heritage Conservation District comprises a number of sub-districts with a rich variety of building forms, features and spaces. Several of the sub-districts offer little opportunity for new construction with only limited potential for minor infilling on severed lots, e.g., within the established residential areas.

Elsewhere, notably in the harbour and marina areas and the William Street and Edith Cavell Boulevard area, there are opportunities for new construction. As yet there are no definite plans on how some of these areas may develop or are to be developed in the future. In the absence of such plans, any new building construction is premised on the principle that:

- No heritage properties will be demolished or otherwise affected to facilitate new construction.

Accordingly, the following guidelines apply to new construction within existing built up areas.

##### **4.7.1 New lots**

- a) Any new lots that are to be created as severances within established residential or commercial areas shall be of similar width and depth as compared to adjacent occupied lots.

##### **4.7.2 New construction**

- a) Construction on new lots within established residential or commercial areas will be required to be compatible with the character of adjacent properties and the streetscape.
- b) As each existing building within the district is unique in appearance, any new structure to be constructed within the Port Stanley Heritage Conservation District will be constructed in a manner that avoids replication of any single style, type or appearance whether of heritage or contemporary design. The intent is that no two buildings should look exactly alike.
- c) New construction should also appear to be "new" and not pretend to be historical or simply old by copying historic details that are inappropriate in contemporary construction such as shutters and multi -paned sash windows.

##### **4.7.3 Design considerations in new residential construction**

The visual relationships between an infill building, its neighbors and the streetscape should be reviewed carefully and used as the basis for new construction including consideration of:

building height, width, setbacks, roof shape, number of bays, and materials. Specific guidance is described below:

**Height:** The majority of buildings within the residential area are one and a half to two storeys. Accordingly, to maintain this profile, new buildings should be no higher than two storeys, particularly if there are high basement and foundation walls. Required living space should be provided in a building mass that extends rearwards in depth on the lot rather than upwards in height.

**Width:** New dwellings should be designed in a manner that provides living space in a building mass that extends rearwards in depth on the lot rather than in horizontal width across the lot. Cross-gable or "L" plans may be used where appropriate.

**Setback:** Existing residences have a variety of setbacks and vary from street to street. Accordingly, in streetscapes of similar building setbacks new construction should match existing setbacks regardless of Zoning By-law provisions. Where adjacent buildings are staggered from one another, the new intervening building facade should be:

- located so that it does not extend beyond the front facade of the forward most building, or;
- located so that it does not sit behind the front facade of the rearward building.

**Proportion and massing:** New infill should be developed with horizontally rectangular to square proportioned façades with three bays comprising an entranceway and two window bays. Facades with a vertically rectangular emphasis should be avoided.

**Roofs:** Roof types encouraged in new construction are front gable, side gable, hipped and cross- or centre gable. Asphalt shingles are appropriate for new construction. Concrete, clay tile, metal or composite materials are discouraged.

- Roof vents, skylights, satellite dishes, solar panels, metal chimneys and flues, other venting devices and roof features should be avoided on front facing roof planes and are best located to the rear of new buildings.
- Cross or centre gables with windows may be appropriate in front elevations provided that they do not overpower the facade. Dormers should be encouraged at the rear or side elevations.

**Materials:** The majority of buildings in the Port Stanley Heritage Conservation District are of frame construction with a variety of cladding materials. Cladding materials include clapboard, and a variety of synthetic materials such as metal or vinyl siding. Brick is used infrequently.

- Wall materials for use in new construction are encouraged to be wood cladding, (typically as clapboard or manufactured synthetic or reconstituted wood boards) or brick.
- Limited use or small areas of synthetic cladding may be permitted on secondary façades or when used with traditional materials on principal façades.

- Use of concrete, stone or artificial masonry units should be used sparingly.

**Windows:** A range of window and entrance types are evident in the existing late nineteenth and twentieth century architectural styles represented in the Port Stanley Heritage Conservation District. The overall appearance of building façades is generally more wall surface (solids) than windows (voids). Generally window openings are vertical and rectangular. There are also examples of semi -circular, segmental and round headed openings. The windows are arranged in a variety of ways: individually, pairs, groups or composing a bay. New window designs that generally reflect vertical and rectangular dimensions are encouraged. On façades that face the street, windows should maintain proportions of neighbouring properties. Large, full-length, multi-storey or picture windows are best avoided.

**Entrances:** Entrances are usually an important element of the principal elevation, frequently highlighted with architectural detailing such as door surrounds and porches and recessed or projected from the wall face for emphasis. Accordingly, full-size double doors and large amounts of glazing in entranceways should be avoided.

**Garages and ancillary structures:** Garages, carports and ancillary structures are best located away from the main facade of buildings and should be located in traditional areas for these functions, usually towards the rear of the lot and accessed by a driveway. Garages should not form part of the front façade of the main building and must be stepped the equivalent width of the garage.

#### **4.7.4 Design considerations in new non-residential construction**

General factors governing design consideration for new commercial, institutional or industrial construction either as additions or freestanding buildings are similar to those for residences. The significant difference is one of size. Commercial, institutional or industrial infill or building additions are often larger than their residential counterparts. Issues relating to multi-storeys, long continuous façades, setbacks, roof shapes, multiple -bays, and variety of materials (glass, plastics and metals) are of key concern here. General guidance in this regard is described below:

- Placement of building mass on the street and setbacks should place emphasis on pedestrian rather than vehicular approaches and access.
- Parking and unloading spaces should be located at the rear of properties.
- Signage should be sympathetic in size, shape, materials, placement and lighting to traditional motifs.
- In multi-storey buildings, contrasts between street level (and hence pedestrian level) and upper second and third floor level façades should be emphasized through design treatments such as fenestration, floor to floor height and material selection.
- Roof forms that utilize gables in single or multiple forms are preferable to predominantly flat or low sloping roof forms.
- Required mechanical equipment should be ideally placed well out of public view, either setback on roofs or at the rear of buildings, and suitably screened.

#### **4.10 LANDSCAPE CONSERVATION AND DESIGN GUIDELINES FOR THE PRIVATE REALM**

These guidelines for the conservation and design of landscape features located on private property (including commercial and residential properties) shall promote the practice of:

- Understanding the heritage resources;
- Planning for interventions or enhancements in such a way that the heritage building fabric is respected; and, undertaking work that will protect existing resources and making changes that are respectful of the original fabric while at the same time accommodating new initiatives.

The fundamental foundation for proposing any change should be an understanding of the earlier conditions of the property by using historical documentation to guide alterations. Historical documentation may consist of photographs, maps, sketches and other archived material that provide inspiration for proposed changes. The historical pattern of settlement that includes the street grid and the lotting pattern should also be a foundation for future conservation activities.

The landscape conservation guidelines recognize that there is a role for both restoration of historical features and the addition of complementary contemporary design that will add features that comply with current and future requirements. These include matters such as: ongoing initiatives to improve barrier-free access to buildings, and to provide for conversions of residences or other buildings to potentially accommodate new uses.

Contemporary initiatives can be used in such a way that the new design is compatible with the original and/or historic features and mainly achieved by being distinguishable from them, as well as subordinate to them. Subordinate in this case means 'designed in such a way that there is no distraction from original building features' (see also the Standards and Guidelines for the Conservation of Historic Places in Canada for additional Information). This overall philosophy should guide the integration of appropriate new features on properties within the Heritage District.

The purpose of these guidelines for private properties is to protect existing features which have cultural heritage value. The conservation guidelines also seek to ensure that the pedestrian environment remains richly detailed and comfortable enhancing the vitality of the Heritage District. This will be accomplished with the addition of trees and other landscape features to be located along the edges of private property that will screen views of garbage and storage areas that do not add to the visual character of the area. The guidelines focus on the area of the private realm which is visible from the street, and are intended to complement public realm enhancements.

#### 4.10.1 Historical landscape features

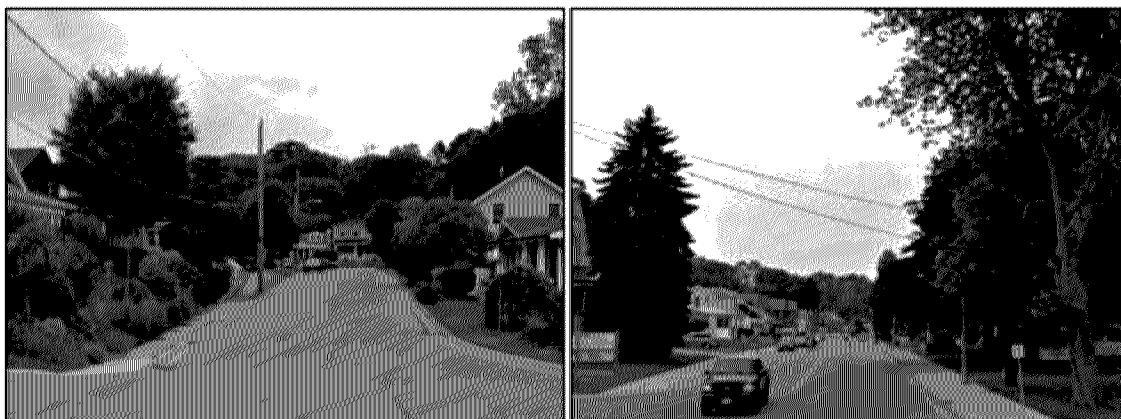
Historically, the District comprised both commercial, residential and industrial uses and buildings. The commercial properties, which had frontage primarily on Colborne Street, Main Street, and Bridge Street, had little available space to provide for landscaping. Most landscaping improvements such as tree planting were provided within the private realm, as there is little or no space outside the sidewalks.

The residential portion of the core area is centered on Colborne Street. The characteristic of this residential area is open views to Kettle Creek from Colborne Street, open front yards, some narrow sodded or asphalt boulevards and sidewalks. Parking is provided in driveways, in garages, or behind the front line of the building.

In the 20<sup>th</sup> century as residential buildings were converted to commercial uses, more parking on site was required and there has been a general increase in the percentage of lot coverage that is covered by buildings and hard landscaping. As such, the conservation guidelines attempt to ensure that the remnant lands available for landscaping are taken advantage of to reduce the impact of the increased parking and building areas.

The overall guidelines for private property are as follows:

- a) There should be maximizing of soft landscapes particularly along the building foundations and the front yards. This means that parking should be limited within the front yards and that the front entrance should remain visible from the street following the historic pattern.
- b) Trees should be added on private property along the frontage where there is no conflict with buildings, servicing overhead wires, or street trees in the public right-of-way. This will enhance the quality of the pedestrian environment.



Soft landscaping is encouraged, as well as appropriate tree planting.

#### 4.10.2 Fencing, walls and steps

- a) Where possible, use historical photographs or documentation to guide the addition of these types of landscape features.
- b) Where historical documentation cannot be found, similar patterns maybe created by studying historical photographs of the adjacent residential areas for guidance and inspiration.
- c) The use of fencing or hedging to define the edges of the property and separate private from public lands is not recommended where these conditions do not currently exist

#### 4.10.3 Screening and buffering

- a) Screening with ornamental fencing or hedging may also be used to complete the blocking or buffering of views of garbage storage areas or service areas that are visible from the public right-of-way.
- b) Screening using fencing or evergreen plant material may be used to block views. Partial screening using open fencing or deciduous plant material may be used to buffer by allowing filtered views.



Ornamental fencing or hedging may be used to screen service areas

#### 4.10.4 Surface treatments

- a. The selection of materials for walkways and driveways should be undertaken to enhance and complement the pedestrian environment
- b. Accessibility should be considered in the selection of materials and Installation.
- c. From the mid 19<sup>th</sup> century on, concrete was a building material that was widely used for walkways and steps and is an appropriate material for current use. Other suitable materials Include flagstone or natural stone pavers that do not overwhelm or compete visually with the cohesive appearance of the frontage of the structures.

#### 4.10.5 Trees and other plant materials

- a) Historical tree species found in the residential area have been varied. There are remnants of tree plantings within the residential area that consist of silver maple, crab apple, ash and amur maple and these are appropriate for replanting.
- b) In the past there was little consideration for using native plant material only. In the 19th century when many of these properties were developed, there was in fact a widespread use of the latest horticultural introductions in the residential landscape. As a result, a variety of both native and non-native plant materials would be appropriate for replanting in the area. Appropriate species Include: Sugar Maple, Silver Maple,



Mountain Ash, Norway Spruce, White Spruce, Catalpa, Horse Chestnut, Honey Locust, Gingko, Tulip tree, Basswood and Blue Beech.

- c) Other plant materials for residential properties should include a wide palette of materials suitable for the narrower planting locations available. Hedging and shrub borders should include a range of historically smaller plant materials. These include: Lilac, various types of Viburnum, Fragrant Currant, Deutzia, Mock Orange, Japanese Quince, Rose of Sharon, Smoke Bush, Spindle Tree, Weigela, Dogwood, Privet, Alpine Currant and Flowering Almond.
- d) In addition to these trees and shrubs, a wide variety of perennials, bulbs and vines may be added to provide a seasonal accent. This is in keeping with the late 19th and 20th century pattern of residential landscaping which celebrated a range of horticultural introductions.
- e) The selection of trees should also be guided by current environmental considerations. For example, Norway Maple and Ash species are no longer planted because of the presence of the emerald ash borer and concerns about the spread of Norway Maples into natural areas which has a potential to negatively impact on the native vegetation.
- f) The removal of trees will be discouraged. Removal of trees with an anticipated (or actual) mature height of 4.5 m or greater and / or greater than 20 cm diameter at breast height shall require approval of a heritage permit. Considerations in granting or refusing a heritage permit will include such factors as age, type, health, and overall condition.

#### **4.10.6 Amenity Lighting**

- a) Historically, there was very little amenity lighting provided on residential properties. Notwithstanding the lack of historical precedents, amenity lighting is permitted within the Port Stanley Heritage Conservation District to illuminate pathways, steps, verandahs and porches, and special landscaped areas as it does not have a negative impact on the character of the area.
- b) The installation of new amenity lighting shall ensure that the heritage attributes of the property are not adversely affected, and that there is no light trespass or spillover towards adjacent properties and the public realm.

#### **4.10.7 Parking areas**

Within the Port Stanley Heritage Conservation District, there are a few locations where private properties are currently occupied in full or in part by asphalt or gravel parking lots. Some of these locations were formerly building sites and are now used as parking for commercial properties.

- a) Guidance on landscape design and treatments for large parking areas is provided in Section 4.11.4, as parking areas, whether in public or private ownership, tend to display similar characteristics. These should be consulted for the construction of parking areas on private property.
- b) Parking areas associated with residences and other buildings with residential uses frequently have parking located within the lot. As these sites tend to be smaller it is

important that the parking be accommodated as much as possible within the property behind the building front.

#### **4.10.8 Character area guidelines**

The following guidelines apply to the district character areas and advise on key landscape issues:

Area 1: Colborne Street Residential.

- Maintain open views of Kettle Creek to the west
- Maintain open front yards

Area 2: Colborne and Main Commercial (including part of Colborne Street, Main Street, Bridge Street, Jamison Street and Orchard Street).

- Maintain open front yards on both sides of streets
- Maintain the Cairn in place and avoid obstructing views of the Calm
- Maintain on -street parking and ample pedestrian space
- Maintain views to Lake Erie at the end of Main Street

#### **4.11 LANDSCAPE CONSERVATION AND DESIGN GUIDELINES FOR THE PUBLIC REALM**

The character of the Port Stanley Heritage Conservation District is determined by its eclectic mix of building types and uses reflecting a rich history of development and change over the past one hundred and seventy years. Equally important are the private and public spaces that provide the setting and context for these buildings and structures. As with buildings, public and private spaces have also evolved and changed to meet the needs of private property owners as well as the community. The following subsections describe the character of these spaces as well as the guidelines to be followed in considering any changes and alterations to the landscape.

The public realm within the District has undergone considerable change from the earliest period of settlement. As a result, there are no substantial above -ground remains of previous landscape and street features. Although there have been changes to the heritage fabric, building and property uses have remained constant, as has the original 1830's street pattern. The road right-of-way has consistently accommodated sidewalks, providing a pedestrian focus and allowing pedestrians easy access to storefronts. The sidewalks have also served to separate pedestrians from vehicles using the travelled portion of the road. Other features such as the Cairn at the Intersection of Main Street and Bridge Street and the scale and the detailed nature of the space between the buildings and the public sidewalks which create a special pedestrian environment are important components of the public realm as well.

It is Important that any alterations or additions to the streetscape ensure that there is accommodation and safety for pedestrians, as well as for a wide variety of other users and in particular cyclists, people with mobility limitations and visual challenges and the wide range of vehicles needed for supporting the commercial core such as delivery trucks, couriers and public

transit. It is also important that the cultural heritage characteristics of the area are not compromised by inappropriate contemporary urban design trends (such as roofing over streets or implementing *woonerf*).

Notwithstanding this strategic approach, there are potential improvements and enhancements that are reversible and could be included within the public realm with little challenge, such as the addition of bike racks, and improved medians with planting and defined by curbs and additional turning lanes. All of these are designed to ensure safety for the pedestrian, as well as accommodate through traffic.

Traditional road building and sidewalk materials used in the nineteenth century included plank construction for sidewalks and macadamised gravel and stone surfaces for road surfaces. These are clearly unsuitable and inappropriate for today's traffic. The use of concrete is appropriate for pedestrian areas and asphalt is appropriate in the travelled portion of the road. It is important that alterations or additions, including the removal of existing streetscape features, are undertaken so as to not detract from the overall cohesive streetscape character.

The key visual element of the walkway system within the core area is that it acts as a neutral backdrop to the colour and vitality visible on the storefronts with their signage, colours, awnings and window displays.

Improved separation between vehicles and pedestrians can be accommodated with the addition of crosswalks and bump -outs or islands that have a distinctive texture and colour and some amount of low contrast paving to assist visually challenged visitors and those in wheelchairs and scooters with crossing the street in safety.

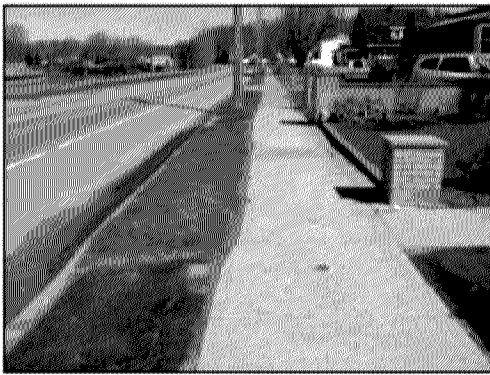
The intention of any additions or alterations to the streetscape is to support the pedestrian environment and not compete with the visual character of the commercial core.

Surface parking lots are located on Main Street, providing an important amenity for shoppers, beachgoers and residents, linkages to these surface lots are important and should be retained and enhanced. On-street parking continues to be important in providing needed parking spaces within the downtown, as well as contributing to traffic calming in the area. The development of any new streetscape plans should ensure the following:

- a) Urban design changes should ensure pedestrian comfort and interest through the use of building scale, maintenance of the continuous active street wall, and provision of safe transition areas between the street and the sidewalk;
- b) Accommodation for pedestrians, vehicles, and cyclists should continue to be balanced so that each use is provided for separately;
- c) Street parking should continue to be provided;
- d) Commercial uses should continue to be an important part of the streetscape.

#### 4.11.1 Sidewalks

- a) The underlying principle for additions and alterations to the sidewalks is that they should sustain accessibility and barrier free travel for pedestrians with a variety of challenges. Intersections may be altered with the addition of low contrast surface textures.
- b) There is a balance to be made between the smooth surface required by wheelchairs and the identification of landings at intersections for those with visual challenges. It is important that the choice of materials for alterations or additions complements the traditional streetscape now found within the District. Concrete continues to be well suited for the continuation for sidewalks, curbs, landings and other features in the streetscape accented with decorative pavers,



Sidewalks within the district should be created with concrete to allow for accessibility. Gravel pathways such as the waterfront path, present difficulties for persons with mobility devices.

#### 4.11.2 Street Furniture

There is a range of street furniture found within the pedestrian environment including benches, trash / recycling receptacles, and bike racks. Many of these have been acquired at the same time and are of a similar design and material and colour. Others have been added at different periods which results in a cluttered streetscape.

It is expected that street furniture will continue to change in the future, as streetscape plans are revisited and further developed.

- a) In addition to public street furniture, there are other private additions that maybe present, such as mailboxes, newspaper boxes, cafes and patios with barriers and moveable furniture. These will be permitted, subject to ensuring that there is minimal obstruction to pedestrian flow, and that visual clutter is not increased.
- b) As part of the ongoing management of the streetscape and in the absence of a streetscape management plan, alterations and additions of contemporary street furniture should aim at creating a cohesive pedestrian environment using similar materials and colours in the choice of street furniture.

- c) The placement of street furniture should not impede pedestrian movement or block the entrances or facade signage of the adjacent buildings.



There is a range of street furniture within the pedestrian environment. Additions of street furniture to the public realm should aim at creating a cohesive pedestrian environment.

#### 4.11.3 Signage

Traditionally the buildings in the commercial core contained a wide range of signage types. Signs were located on building façades, awnings, projecting at right angles from facades and on sidewalks in the form of temporary sandwich signs. The range of signage is part of the vitality of the commercial area.

- a) Pylon signs shall be prohibited within the District as they are visually intrusive and may limit the pedestrian space.
- b) Regulatory signs such as traffic control signs will be permitted within the District
- c) Other guidelines, such as Highway Traffic Act requirements may also require consideration.
- d) It is important that existing visitor parking areas within the District continue to be identified with appropriate signage.



Pylon signage, such as the sign shown here is not a traditional form and is an uncomfortable fit within the streetscape.

#### 4.11.4 Parking areas

Within the Port Stanley Heritage Conservation District, there are several locations where properties are currently occupied by asphalt and gravel parking lots. These locations were formerly building or industrial sites and have been used as parking lots for several years. Many of these lots provide parking for commercial properties or beaches and are well used.

The parking lots at the end of Main Street allow views to the lake. In cases such as this, the definition of the parking lot edge along the public sidewalk should be minimal and low profile in order to maintain views of the water. Parking lots along Main Street may be defined with hedges to filter headlight glare to properties across the street.



Poorly defined lot edges along the public sidewalk, as shown above, can be enhanced by adding masonry walls, street trees and hedging material.

- a) Parking lots should be well fit with fixtures that are full cut off and night sky friendly. Edges of parking lots should be clearly defined with hedges or low walls. Any additions to parking lots should consider introduction of pedestrian routes through the lot where a visitor can be collected after exiting their car and walk safely to the nearest sidewalk.
- b) As parking lots are improved in the future, the addition of sustainable design features should be considered, including infiltration swales and water quality improvements such as stormwater settlement chambers (storm scepters).
- c) Bicycle parking may be accommodated in the future, in locations where they are not intrusive to the pedestrian environment. If bicycle shelters are proposed, they would be better -suited to side streets or parking lots, due to their space requirements.

#### **4.11.5 Traffic calming measures**

There is increasing interest in municipal traffic management practices to provide for better pedestrian safety. Traffic calming features in the streetscape have dual purposes: one purpose is to introduce features or devices that require the motorist to reduce speed and the second purpose is to provide improved landings, bump-outs, ornamental medians, or Cross walks that provide enhanced opportunities for pedestrians wishing to cross the street. These features did not traditionally form part of the historical streetscape.

In the absence of a streetscape management plan, traffic calming measures will require heritage permits and the following advice is provided:

- a) Where traffic calming measures are to be installed in the road right-of-way, materials will be chosen that complement the neutral backdrop to the colour and vitality visible on the storefronts such as concrete.

- b) Bump-outs may include the installation of planters and benches where pedestrian safety is not compromised.
- c) The design of pedestrian crosswalks should be used consistently at all crossings and in materials that contrast with the road surface but avoid excessive colour schemes.
- d) Thermoplastic pavement markings should be avoided as they appear to wear quickly. Long-lasting, durable materials incorporating appropriate wayfinding motifs shall be encouraged. The use of precast concrete pavers, impressed asphalt or concrete paving, and thermoplastic pavement markings is not recommended,

#### **4.11.6 Street lighting**

The streetscape contains lighting poles designed for vehicular traffic as it moves through the District and is generally set at a high level.

- a) In the future as part of any streetscape improvements, there may be an opportunity to introduce contemporary light poles that accommodate both high level street lighting and lower level pedestrian lights mounted on brackets.
- b) Street lighting, utility poles and overhead wiring should be maintained in conditions where they currently exist to provide a vertical element to the streetscape.

#### **4.11.7 Street trees and boulevards**

The street layout of the district does not currently allow for street trees on account of the existing topography. Boulevards that once characterized the former residential portions of the streetscape remain as important contributors to the texture and colour of the District and assist in defining edges of both sidewalks and travelled lanes. It is important that:

- a) Grassed boulevards along properties that currently have a building on them shall be retained.
- b) Grassed boulevards should be monitored to ensure that they remain in healthy condition.
- c) Grassed boulevards should be regularly inspected and maintained with any dead areas of grass removed and re-seeded or re-sodded promptly.
- d) Grassed boulevards along properties that no longer have building features (i.e. surface parking lots) may be removed as part of future redevelopment until the property is redeveloped, the grassed boulevards shall be maintained.



Grass boulevards are important elements of the streetscape and are to be protected.

#### **4.11.8 Protection and enhancement of views: Kettle Creek and Lake Erie**

Protection and enhancement of views of Kettle Creek and Lake Erie are important elements of the Port Stanley Heritage Conservation District Plan. Specific municipal initiatives are discussed further in Part B and should be read in conjunction with the guidance described in the following:

- a) The view of Lake Erie terminates the view corridors formed north - south streets. These views allow for a strong visual connection between Lake Erie and several of the character area sub -districts. These should be retained and not obstructed with the replacement of any structures, street furniture or street trees.
- b) The addition of trees both on private and public property is an acceptable enhancement since once they will frame the views and enhance the streetscape character.
- c) Kettle Creek runs adjacent to the district and views of the creek are available from Colborne Street, King George IV Bridge and Main Street. These views are important from the interior of the District.

#### **4.11.9 Parks**

The small parks and seating areas that are currently located within the District provide residents and visitors with opportunities to rest and enjoy the sights and local history of Port Stanley.

- a) The bench seating, planting bed, and remnants of the Port Stanley Town Jail Circa 1877 located on the south side of Bridge Street and east of Carlow Street located should be retained and maintained as required.
- b) The memorial park with bench seating located adjacent to Kettle Creek on the south side of Bridge Street should be retained and maintained as required.

#### **4.11.10 Entranceways**

Currently there are no elements that enhance the gateway entrance to the District. Gateway elements are encouraged in order to frame the view. No enhancements should be undertaken that restrict or limit the views into and out of the area.

#### **4.11.11 Public Art**

Public art is an increasingly popular feature of downtown revitalization and streetscape improvements. There are opportunities for the addition of appropriate public art within the District. Public art should be strategically located at the entrances to the District and at public open spaces and where there are opportunities to add to encourage the sense of place of the commercial core. Any Municipal public art policies should also be referenced for guidance.

In reviewing heritage permit applications for public art, concern should be focused less with the form of the art and its artistic merit, but should focus on the following:



- a) The placement of the public art should be carefully planned so that there is no visual intrusion that would disrupt the setting of a heritage property or directly affect heritage building fabric
- b) Materials that are selected should be durable and vandal resistant.
- c) Pedestrian traffic flow is not impeded.