



City of Belleville

# Development Guidelines

V1, July 2024

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# 1• Introduction

## 1•A Context

The City of Belleville ('City') is located on the north shore of the Bay of Quinte, off Lake Ontario. It is located 190 kilometres east of Toronto and 360 kilometres west of Montreal on Highway 401.

Its location between and in close proximity to Toronto, Montreal, Ottawa, and the US interstate highway system places Belleville in a unique position. With a mix of urban and rural areas and vacation lands at its doorstep, Belleville offers its residents and businesses all the amenities of a big city with the charm and character of a small town.



**Figure 1: The City of Belleville is anchored by a beautiful, historic downtown.**

## 1•B About the Guidelines

The City of Belleville Development Guidelines have been developed to provide a comprehensive tool to promote high quality urban design, primarily through the City's review of development proposals.

While the City of Belleville Official Plan contains general design policies as well as certain site-specific design policies, the Development Guidelines provide a series of comprehensive recommendations that guide streetscape expression in the public realm as well as neighbourhood character and built form expression for private development.

The Development Guidelines apply to all development being proposed by an application for plan of subdivision approval or an application for site plan approval. Any development subject to building permit approval that was not previously evaluated through the subdivision or site plan process shall be reviewed through the lens of these guidelines. This document applies to all levels of government and all government agencies, and is to be used in conjunction with the Official Plan, and all applicable secondary plans and zoning by-laws. For streets, these Development Guidelines also apply when the City is designing new roads or evaluating a major road expansion through an Environmental Assessment.

Whereas these design guidelines aim to establish a quality of design for the City of Belleville, the City's mandated engineering standards must be referenced in the City of Belleville Development Manual.

It is anticipated that there will be occasions where site-specific conditions prevent a development from being able to meet all relevant guidelines herein. In these cases, it is expected that the development proponent will review the guidelines to identify creative ways to meet the intent of the guidelines for their site-specific conditions. If the guidelines cannot be achieved due to site-specific conditions, it is the development proponent's responsibility to provide justification and reasoning to the City to identify and demonstrate that the design meets the intent of the guidelines. Note: these guidelines are considered a live document and may be updated or modified as required. For the latest version, please visit [www.belleville.ca](http://www.belleville.ca).

It should be noted that the passing of Bill 23 by the province of Ontario has modified the applicability and scope of the site plan control process under the Planning Act, and further regulations are expected. As a result, some elements of these guidelines may

not necessarily be enforceable, however they continue to provide best practices that collectively guide development and redevelopment within the City.

### 1•B•1 Objectives of the Development Guidelines

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Good urban design is a key planning tool to achieve an aesthetically pleasing city that has both diverse expression and a cohesive design. The City’s general objectives for urban design are:

- To foster a high quality and distinctive community image;
- To establish a pattern of interconnected streets and active transportation networks;
- To frame and activate a human-scale public realm through built form;
- To create public spaces that are safe, accessible, and attractive for the use and enjoyment of all members of the community;
- To promote compact, mixed use development;
- To allow visually distinct housing forms in the city to co-exist and integrate well with each other;
- To support development and redevelopment that is a good fit, and compatible within its context; and,
- To effectively integrate built, cultural, and natural heritage resources with development.

### 1•B•2 Structure of the Development Guidelines

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The Development Guidelines are structured into the following sections:

**Chapter 1: Introduction** describes Belleville’s context, the purpose and structure of the guidelines, and the overarching urban design principles.

**Chapters 2 through 6** provide the **design guidelines** and **design standards** that apply City-wide and are organized into the following topic areas:

- **Streetscape** (Chapter 2);
- **Buildings** (Chapter 3);
- **Special Considerations for Buildings** (Chapter 4);
- **Parking Lots** (Chapter 5); and,
- **Open Space** (Chapter 6).

## 1•C How to Use the Development Guidelines

To make effective use of the Development Guidelines, the following steps will help guide users to apply them to all development in Belleville.

**Step 1:** Review the **design guidelines** to:

- understand the design intent and principles related to the overarching topic area; and,
- identify the specific objects within each topic area (e.g., commercial buildings, sidewalks, signage).

**Step 2:** Review the **design standards** checklists to determine which prescriptive requirements must be followed for the development to meet the intent of the design guidelines.

**Step 3:** Use the **design standards** checklists as a tool to determine whether the proposed development meets the stated requirements.

It is anticipated that there will be occasions where site-specific conditions prevent a development from being able to meet all relevant **design standards**. In these cases, it is expected that the development proponent will review the **design guidelines** to identify creative ways to meet the intent of the guidelines.

A **flowchart** depicting how to use the Development Guidelines is provided in Figure 2 on the following page.

# How to Use the Urban Design Guidelines

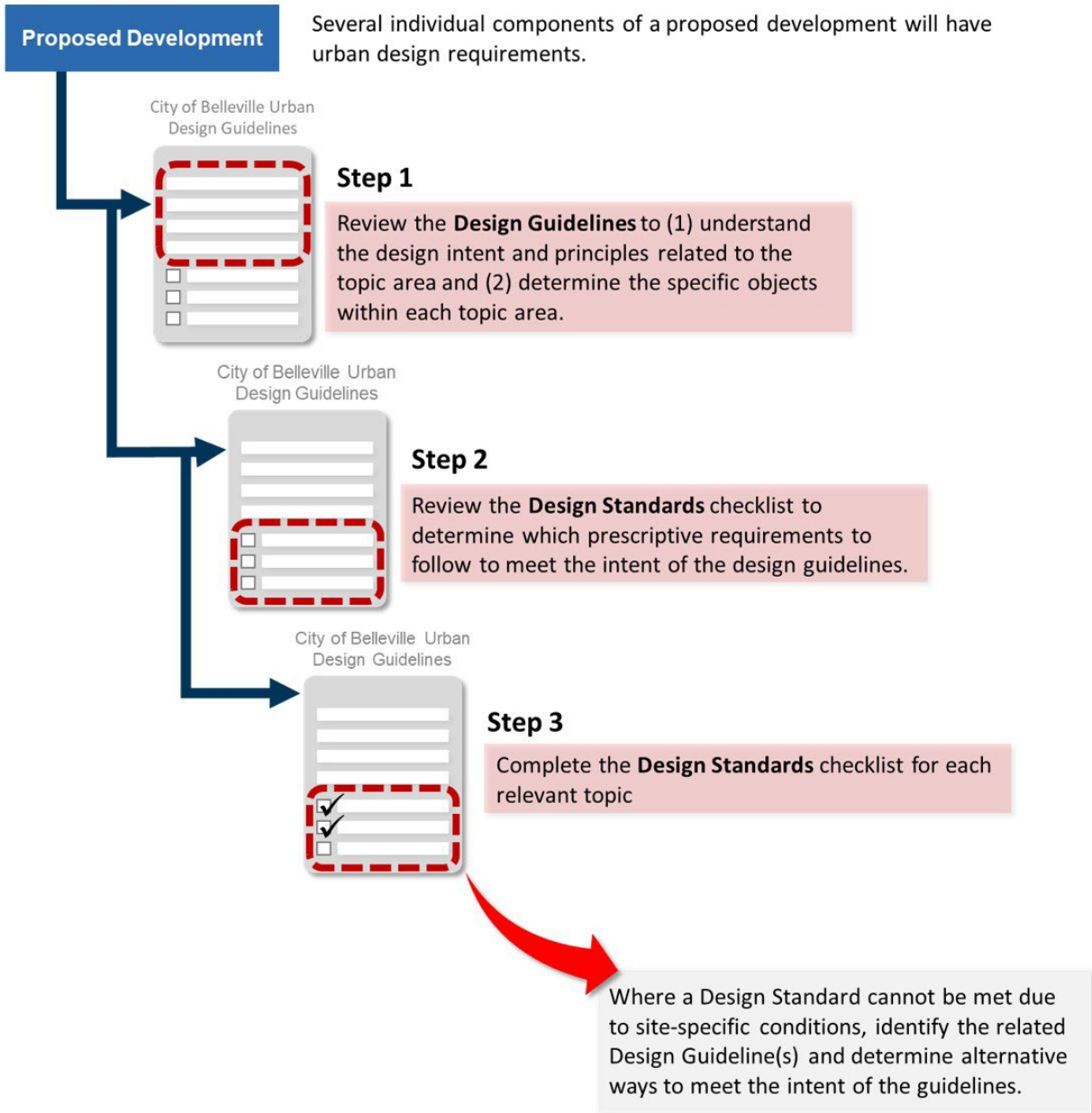


Figure 2: Development Guidelines Flowchart

## **1•D Compliance with the Accessibility for Ontarians with Disabilities Act**

The Accessibility of Ontarians with Disabilities Act (AODA; 2005) is an Ontario law that mandates public, private, and non-profit organizations to follow standards that allow for Ontario to become more accessible to people with disabilities. It is important to note that the development guidelines outlined in this document do not supersede standards outlined in the AODA; reference must be made to the AODA for standards associated with the functional design of the public and private realms and their elements.

For further information or clarification on accessibility matters, please contact the City's Accessibility Advisory Committee.

## 2• Streetscape

### *Why Belleville Needs Great Streetscapes*

The street network in the City of Belleville is comprised of local, collector, and arterial roads. While these roads serve an important functional role in the movement of goods through the City of Belleville, it is important that they evolve to create an attractive streetscape that is supportive of active transportation, including pedestrians, cyclists, and transit users.

Local roads are low capacity roads within neighbourhoods. Examples of local roads include Yeomans Street, Centre Street, Lemoine Street, and MacDonald Avenue.

Collector roads are medium capacity transportation roads that connect neighbourhoods and provide access to the Downtown. Examples of collector roads include Bridge Street, Victoria Avenue, Tracey Street, and Palmer Road. In the street hierarchy, collector roads are the next tier up from local roads.

Arterial roads are high capacity transportation roads that serve as major gateways into the City of Belleville and thoroughfares traversing the city. Examples include North Front Street, Dundas Street, Sidney Street, and College Street.

The development guidelines outlined in the Streetscape chapter will apply to new development only, as the redevelopment of new streets will be addressed through a future Complete Streets manual that will be undertaken as part of the review to the Transportation Master Plan for the City of Belleville.

## 2•A Streetscape■Road

### 2•A•1 Streetscape■Road■On-street Parking

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#### Design Philosophy:

On-street parking helps to animate the street, reduce vehicle speeds, and serves as a buffer between pedestrians and vehicles.

#### Design Guidelines:

- Parallel on-street parking should be provided, where possible, over perpendicular or angled parking, to minimize the overall width of the roadway required to accommodate on-street parking.
- On-street parking may be situated within bump-outs, where appropriate.
- Where on-street parking is provided in a bump-out, the bump-out should be:
  - landscaped with salt-tolerant species of street trees and designed to accommodate snow loading; and,
  - designed for barrier-free access to the main path of travel.
- Where appropriate, paving should promote drainage and enhance the street edge.
- Paving materials are aesthetic and appropriate to the local context.

#### Design Standards:

Place a checkmark (✓) in the applicable boxes below.

- Parallel on-street parking is provided.
- Parking spaces within bump-outs include sufficient space for landscaping and snow storage.
- In downtown or historic areas, on-street parking spaces are differentiated by interlocking pavers, coloured concrete, or patterned concrete.
- In downtown or historic areas, curbs may be made of coloured concrete.
- A curb cut at either end of a bump-out or a full dropped curb along the parking area is provided for barrier-free access to the main path of travel.



**Figure 3: Parking bump-out**

## 2•B Streetscape ■ Sidewalk

### Design Philosophy:

Sidewalks are important community places that accommodate the safe movement of pedestrians and provide areas for social interaction.

### Design Guidelines:

- Sidewalks should be barrier-free, and at a minimum, sidewalk design should conform to standards outlined in the Accessibility for Ontarians with Disabilities Act (AODA).
- Curb ramps should provide barrier-free connections between the street and pedestrian walkways.
- Street trees, street furniture, and signage should not be an obstacle to pedestrian travel.
- Durable materials should be used to avoid premature replacement. The pavement base should be significant to minimize heaving and damage by street tree roots.
- Sidewalks should be constructed of a solid, stable, and textured material.
- Sidewalks should connect with adjoining recreational trail networks, wherever possible.

**Design Standards:**

Place a checkmark (✓) in the applicable boxes below.

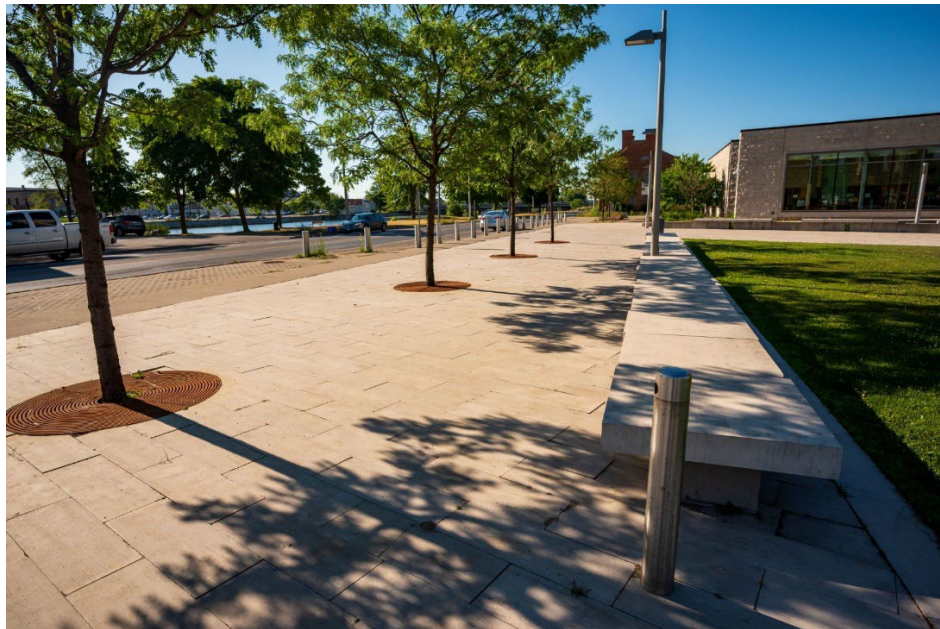
- Sidewalks have a minimum 1.5-metre clear travel path that is unobstructed.
- Where curb ramps are provided, sidewalks are a minimum of 1.2 metres wide.
- Sidewalks are a minimum of 1.8 metres wide.
- Barrier-free connections (e.g., curb cuts) between the street and sidewalks are provided, complete with a tactile walking surface indicator.
- Sidewalks are constructed of poured concrete, however unit paving, patterned concrete, or coloured concrete may be used as an edge condition on the sidewalk for variation and visual interest.
- Sidewalks are connected to adjacent recreational trail networks, where applicable.

**2•B•1 Streetscape ■ Sidewalk ■ Mixed Use and Commercial Areas**

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**Design Philosophy:**

Mixed use/corridor areas and commercial area sidewalks are wide enough to accommodate the highest number of pedestrians to promote walking and contribute to the City's vibrancy.



**Figure 4: Wide, landscaped, pedestrian-oriented boulevard.**

**Design Guidelines:**

- Boulevards comprised of a walkway and a hard paved surface and/or landscaping should be constructed in mixed use/corridor areas and commercial areas.
- Consistent feature paving should be used across boulevards, intersections, crosswalks and driveways to ensure visibility and accessibility of the pedestrian network.
- At corners, consideration should be given to the widening of boulevards to provide space for increased sight lines, amenities and street furniture such as decorative planting areas, public art, and seating areas.
- Visual, tactile, and audible queues should be used to assist with orientation and the existence of potential hazards.

**Design Standards:**

Place a checkmark (✓) in the applicable boxes below.

- Mixed use and commercial area boulevards are a minimum of 4 metres wide and is comprised of a 1.5-metre wide walkway and 2.5 metres of other hardscape and/or landscaping.
- Sidewalks in mixed use and commercial areas are widened at intersections.
- Sidewalks in mixed use and commercial areas have a minimum width of 1.8 metres.
- Feature paving is integrated into sidewalk design in mixed use and commercial areas in a manner that is consistent and compatible with the surrounding context.



**Figure 5: Street amenities in a mixed use/commercial area**

## 2•B•2 Streetscape ■ Sidewalk ■ Residential Areas

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### Design Philosophy:

Sidewalks in residential areas help support healthy communities by promoting walking and fostering social interaction.

### Design Guidelines:

- Sidewalks should be on both sides of streets within residential areas.
- Sidewalks should ensure barrier-free access within and between neighbourhoods and commercial areas.
- The design of sidewalks should be coordinated with intersecting driveways and private pedestrian walkways.

### Design Standards:

Place a checkmark (✓) in the applicable boxes below.

- If a street in a residential area does not carry through-traffic, then a sidewalk is provided on one side.
- If a street in a residential area carries through-traffic, then a sidewalk is provided on both sides.
- Sidewalks in residential areas are connected to sidewalks in adjacent neighbourhoods and connect to sidewalks in other districts.

## 2•C Streetscape ■ Pedestrian Crossings

### Design Philosophy:

Crosswalks ensure continuity of the sidewalk network and enhance access for pedestrians.

### Design Guidelines:

- Crosswalks should be continuous and connected to adjacent sidewalks. Universal access should be provided at all marked crosswalks, including visual, tactile, and audible queues to facilitate access for people of all abilities.
- Crosswalks should be clearly designated and designed for safety, with adequate signage and appropriate surface markings or variation in construction material.
- Crosswalk design should take into account the street geometry and sightlines.

**Design Standards:**

Place a checkmark (✓) in the applicable boxes below.

- Crosswalks provide continuous connections between sidewalks.
- Crosswalks are designed with high tonal contrast lines.
- Curb cuts at a crosswalk are not angled towards the intersection or a vehicular lane, but rather they are oriented towards the path of pedestrian travel.
- Curb cuts at a crosswalk are limited to the path of the pedestrian crossing and are not dropped around the full corner of the sidewalk.
- Traffic-controlled crosswalks are complete with accessible pedestrian signals that have tactile and audible features.
- Crosswalks at intersections with higher volumes of traffic have textured edges and sound-assisted devices to help pedestrians orient themselves and identify potential hazards in the roadway.

## 2•C•1 Streetscape ■ Pedestrian Crossings ■ Mixed Use and Commercial Areas

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**Design Philosophy:**

Due to their typically higher volumes of pedestrian traffic, crosswalks in mixed use/corridor areas and commercial areas employ a higher level of design that contributes to the appearance of the streetscape.

**Design Guidelines:**

- Pedestrian priority signalization should be used to reinforce pedestrian priority in busy areas.
- Feature paving that is consistent with the treatment of the immediate context should be considered for crosswalks to contribute to the creation of a cohesive streetscape.

**Design Standards:**

Place a checkmark (✓) in the applicable boxes below.

- Mixed use and commercial area crosswalk design uses feature paving such as coloured concrete or unit pavers specifically designed to be accessible that is consistent with the surrounding context.
- Pedestrian priority signalization is provided in mixed use and commercial areas.

## 2•D Streetscape ■ Street Furniture

A comprehensive and unified suite of street furniture enhances the sense of place, distinguishes public spaces in commercial and mixed use areas, and contributes to the overall character, culture, and history of a location. Street furniture includes benches, bicycle racks, waste receptacles, public art, and light poles, all of which contribute to the visual appeal of the streetscape.

### Design Guidelines:

- Street furniture should be designed to coordinate with other street furniture elements, in terms of their colour, material, and style choices.
- The quantity and type of street furniture should be chosen based on the setting, but their design should generally be consistent throughout the City.
- Specially designed street furniture elements should be considered at gateways and on roads that lead to key areas to signify the importance of the destination.
- In mixed use and commercial areas, street furniture may be different than a City-wide standard design, but it should have a consistent style to create a ‘sense of place’ and reinforce the area’s character.
- Street furniture should be durable, easily maintained, and placed where they can function year round.
- Street furniture should be universally designed, where appropriate.
- Street furniture should be located in areas of high visibility but should not obstruct pedestrian movement or create unsafe conditions at intersections (e.g., by not obstructing driver visibility).
- In areas of high pedestrian activity (e.g., heavily traveled sidewalks and intersections, parks, near building entrances, near transit shelters), street furniture, especially benches, pedestrian-scaled lighting, waste receptacles, and bicycle parking, should be provided at regular intervals.
- Street furniture should incorporate principles of universal design, where feasible.
- Materials selected for street furniture in the public realm should be:
  - durable to avoid premature replacement and withstand the local climate;
  - recycled to reduce the energy needed to extract and manufacture new materials; and,
  - locally sourced materials to prevent the expenditure of fossil fuels used for freight transportation.

- In addition to universally designed and accessible benches, seating elements that are not manufactured benches are encouraged, where appropriate, such as precast concrete blocks or slabs, square cut boulders, and seat walls.
- Where appropriate, raised planters located in the boulevards should be designed to provide seating along the sidewalk edge but deter vandalism (e.g., metallic knobs to minimize improper use by skateboarders).
- Bench design and location should be considered for its comfort, visual quality, and accessibility.
- The design and location of lighting should reinforce pedestrian priority, mitigate the impacts of light pollution, and harness renewable (solar) energy, where feasible (e.g., induction lighting, solar power, automatic sensors to regulate brightness).
- Waste receptacles should be located in conjunction with seating areas, pedestrian entrances, parking areas, washrooms, key destinations, and at regular intervals along circulation routes.
- Waste receptacles should accommodate different waste streams and make waste collection efficient.
- Public art should be site-sensitive and explore opportunities to celebrate historic events and figures of local, national, and indigenous relevance.
- Sites with public art pieces should include appropriate landscaping materials that complement the art.

**Design Standards:**

Place a checkmark (✓) in the applicable boxes below.

- Street furniture elements are coordinated with one another as a unified street furniture suite.
- The quantity and type of street furniture are chosen based on the setting, but their design is consistent with the preferred street furniture suite throughout the City.
- Street furniture is not located within the clear path of the travel to not obstruct or impede pedestrian movement, emergency vehicle access, or snow removal.
- Street furniture does not obstruct driver visibility or create unsafe conditions at intersections.

- Benches, pedestrian-scaled lighting, waste receptacles, and bicycle parking are provided in areas of high pedestrian activity, and in conjunction with seating areas, pedestrian entrances, parking areas, washrooms, key destinations.
- Benches, waste receptacles, and bicycle parking are accessible via a barrier-free path of travel and sited at regular intervals along circulation routes.
- At least 50% of seating options are accessibly designed, in that they have: back rests; arm rests; a seat height between 450 millimetres to 500 millimetres above ground level; and a seat depth between 330 millimetres and 510 millimetres.
- Seating elements provide a clear space on one side for mobility device parking, stroller parking, service animals, or other accessibility aids.
- Specially designed street furniture elements are provided at gateways and along roads that lead to key destinations.
- Raised planters located in the boulevards are designed to provide alternative seating along the sidewalk edge.
- Benches are placed so that they can function all year round.
- Benches are made of natural materials that are attractive, durable, and comfortable.
- Light fixtures are pedestrian-scaled, designed to reduce light pollution, and are solar-powered (where feasible).
- Bicycle racks for short-term use are located close to the building entrance and public sidewalk and, where feasible, are also sheltered.
- Bicycle racks are a post-and-ring style constructed of aluminum or galvanized steel.
- Recycling and litter receptacles are grouped together or integrated in a single waste receptacle container.
- Waste receptacles are universally designed (e.g., in consideration of those who may require seated mobility devices and cannot reach a standard waste receptacle).
- Waste receptacles are configured as side-opening containers.
- Waste receptacles are wildlife-proof.
- Public art pieces are durable and easily maintained.
- Public art pieces are installed in locations that offer opportunities for natural surveillance.
- Public art pieces are complemented with appropriate landscaping.
- Public art is both physically and visually accessible and barrier-free.

- ❑ Information kiosks are in highly active pedestrian areas but do not obstruct pedestrian movement.
- ❑ Information kiosks are limited in size without compromising legibility of information.
- ❑ In mixed use and commercial areas, street furnishings have a unique but consistent theme and provide a unified streetscape appearance.

## 2•E Streetscape ■ Street Trees

### Design Philosophy:

Street trees provide shade and comfort to pedestrians and enhance the visual and environmental qualities of the street.

### Design Guidelines:

- Street trees should be incorporated into all street design.
- Street trees should be placed to not obstruct the path of travel for pedestrians.
- Existing street trees should be preserved, wherever possible, to create a greater sense of enclosure along roads.
- Street trees should be native species to Belleville and selected to promote long-term survival and prevent disease<sup>1</sup>.
- Crime Prevention Through Environmental Design (CPTED) principles should be considered when selecting, siting, and maintaining street trees.
- Street trees should be located an appropriate distance from the curb to promote mature growth, minimize salt damage, and accommodate snow storage and large vehicle movements. However, where this is not possible, street trees should be located between the sidewalk and travelled portion of the road, within a landscaped boulevard beside the curb edge and include a textured grate around the base of the tree to provide tactile feedback of their location and gap in the ground surface.
- Street trees should be spaced at intervals that:
  - provide enough room for roots and canopies at maturity;
  - at maturity, their branches do not interfere with large vehicles, above-ground utilities, or sight lines; and,

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<sup>1</sup> Please refer to the Development Manual for the City's recommended species of street trees.

- allow for ease of maintenance.
- Street trees in areas of high pedestrian activity should be:
  - Low maintenance and pest- and disease-resistant;
  - Selected and placed to ensure clear views into and out of amenity spaces;
  - Arranged/massed to provide maximum affect and efficiencies in maintenance and watering; and,
  - Varied and interesting.
- Where the rhythm of existing street trees is interrupted along existing streets and in heritage areas, infill street trees should be planted. These street trees should be of a similar or compatible species, and in heritage areas, they should match the traditional spacing/placement.

**Design Standards:**

Place a checkmark (✓) in the applicable boxes below.

- Existing street trees, street tree stands, and vegetation are protected and incorporated into site design and landscaping.
- Species of street trees are salt-tolerant and native to the area.
- Street trees do not obstruct sight lines or create unsafe conditions.
- Street trees have a minimum of 2.1 metres of headroom clearance when along paths of travel.
- Street trees do not cause interference with large vehicles or obstruct driver visibility.
- Street trees are planted 6 to 9 metres apart based on the mature size of the street tree species.
- In paved boulevards, street trees are planted a minimum of 1.5 metres from the curb.
- Street trees are planted within a landscaped boulevard of 2.5 metres wide beside the curb edge.
- Street trees are planted with appropriate clearances from utilities and streetlights base on their size at maturity.

## 2•F Streetscape Signage

### Design Philosophy:

The design and placement of murals and street, multi-use and recreational trail, directional, and commercial signage contribute to the visual quality of City and aid in wayfinding/navigation for all users.

### Design Guidelines:

- To ensure public safety, sign location should not compromise pedestrian and/or vehicular sight lines.
- Signs should be located so that they do not impede important sightlines to the waterfront.
- Excessive signage should be avoided to reduce visual clutter.
- Ground signage should be designed and located to enhance and complement the area's character and scale.
- Up-lighting of signs should be avoided to limit light pollution, with the exception of low accent lighting for monument signs.
- Directional signs should assist in the orientation of pedestrians and traffic to streets, parking, and other nearby features.
- Along public walkways and through public spaces, directional signage should provide users with choices to enable informed decision-making for alternative routes to improve safety, particularly after dark.
- Signs should be implemented uniformly along the streetscape, however the number of signs incorporated into street furniture (e.g. benches with advertisements) should be limited. Small, non-obtrusive plaques to indicate the source of funding for the streetscape item are acceptable.
- Signs should follow requirements set out in the Accessibility for Ontarians with Disabilities Act (AODA).

### Design Standards:

Place a checkmark (✓) in the applicable boxes below.

- Signs do not obstruct pedestrian or vehicular sight lines.
- Signs do not obstruct pedestrian sightlines to the waterfront.
- Signs do not obstruct pedestrian circulation.
- The scale and design of the signage is compatible with the area's character.

## 2•G Streetscape ■ Above-Ground Utilities

### Design Philosophy:

The coordinated design and integration of above-ground service infrastructure and utilities contributes to the visual quality of the community.

### Design Guidelines:

- New utilities, and upgrades to existing utilities, should be discreet and should be considered as an integrated component in the design of neighbourhoods and buildings.
- Opportunities should be identified for grouping above grade utilities in single locations where they are required (i.e. the flankage yard of the public right-of-way). Such locations should be guided by the location and hierarchy of streets, stormwater management facilities, parks, and other components of the open space systems.
- Utilities, including utility cabinets, transformer vaults, hydro meters, and gas meters, should be incorporated into new buildings. If this is not possible then utilities should be placed in discrete locations and/or screened from public view.
- New and innovative solutions for integrated utility services should be explored to minimize street clutter.
- Products that incorporate street lighting and telecommunication boxes within the same pole should be used where possible.
- Utilities should be located on one side of the road to help create more favourable growing conditions for street trees.

### Design Standards:

Place a checkmark (✓) in the applicable boxes below.

- Above-ground utility boxes/cabinets/vaults are located and/or screened from public view.
- Above-ground utility boxes/cabinets/vaults are grouped where possible to minimize visual clutter.
- Above-ground utility boxes/cabinets/vaults are located on one side of the street, where possible.

## 2•H Streetscape ■ Transit Shelters

### Design Philosophy:

Properly designed transit shelters provide an easily accessible, safe, and comfortable environment for pedestrians waiting for transit. They are important factors in promoting transit use throughout the City of Belleville as a safe and convenient mode of travel.

### Design Guidelines:

- Transit shelters should be designed for universal accessibility, comfort, safety and, where feasible, should provide route information.
- Transit stops should be located near major intersections, activity nodes, downtown streets, employment areas, and open space features such as natural areas and local parks.
- The location of building entrances should be considered when locating transit stops.
- Near-side stops (before an intersection) are encouraged for passenger safety and efficiency.
- Transit shelters may be located near fire hydrants to minimize interference on on-street parking.
- Transit shelters should be located to shorten the distance between the transit shelter entrance and the transit vehicle's boarding platform (i.e., to minimize transit users' time spent in inclement weather).
- Transit shelters should not obstruct driver visibility and create unsafe conditions at intersections.

### Design Standards:

Place a checkmark (✓) in the applicable boxes below.

- Transit shelters are accessible from sidewalks and are barrier-free.
- Transit shelters include bench seating, where feasible.
- Transit shelters are located to not obstruct pedestrian circulation.
- Transit shelters are designed to provide for weather protection for 8 to 10 people.

- Transit shelters are located between 1 metre and 3 metres from the curb, with adequate space for winter maintenance (e.g., snow-clearing).
- Transit shelters should have a clear turning radius of at least 1.5 metres in diameter.

## 2•I Streetscape □ Road □ Roundabouts

### Design Philosophy:

Roundabouts are increasingly common alternative to traditional signalized and unsignalized intersections. The City of Belleville recognizes the many benefits of roundabouts, including more efficient traffic movement, reduced pollution and time spent idling, the safety advantages compared to traditional intersections, and their ability to integrate into streetscapes and neighbourhoods.

### Design Guidelines:

Note that these guidelines are not exhaustive. Please consult the Transportation Association of Canada (TAC) Canadian Roundabout Design Guideline, the City of Belleville Development Manual, and the City of Belleville Transportation Master Plan (TMP) for more information on roundabouts.

- Appropriate screening of potential roundabout sites shall take place to ensure that implementing a roundabout is both feasible and appropriate.
- Landscaping is low maintenance, aesthetically pleasing, and incorporated in such a way as to not be or become a hazard to motorists.
  - Distracting features should not be placed within the central island.
  - Landscaping should not include large rocks or other impact hazards.
- The right-of-way (future or existing) has the necessary space to support the necessary lane configurations, including for circulating and approach lanes.
- Appropriate deflection is provided to ensure acceptable vehicle speeds.
- The presence and safe movement of large vehicles must be considered.
  - Truck aprons (and central island landscaping) should not be “pedestrian friendly” nor attractive to use by passenger vehicles.
- Illumination and pedestrian facilities must be provided.

### Design Standards:

Place a checkmark (✓) in the applicable boxes below.

- Appropriate investigation has been completed to identify potential suitable sites.
- Adequate space is (or can be made) available to accommodate roundabouts.
- Traffic patterns (existing and future) are compatible with proposed designs.
- Roundabouts are accessible to all road users, including pedestrians and cyclists, as well as larger trucks.

Note that a review of the TMP is currently underway, including the recommendation to consider roundabouts for all road and intersection projects. It is anticipated that this recommendation will be addressed through a future roundabout-specific policy that will inform the continued roll-out of roundabouts within the City.



**Figure 6: Benefits of Roundabouts, as illustrated in the City of Belleville Transportation Master Plan (2014).**

## 3• Buildings

### *Why Belleville Needs Great Buildings*

The design and scale of new development can be complementary and well-integrated with the existing built form in the City of Belleville. Buildings can be designed so that they improve the public realm, including public sidewalks, streets, parks, and open spaces.

New developments are to demonstrate a commitment to accessibility and inclusion by adopting universal design standards beyond the Ontario Building Code and are encouraged to apply for the Rick Hansen Foundation Accessibility Certification and Accessibility Gold Certification.

Low-rise buildings are those that are one to two and a half storeys (3 to 7.5 metres) and include single and semi-detached dwellings, townhouses, stacked townhouses, and other multi-unit residences with separate entrances for each unit.

Mid-rise buildings are those that are three to four storeys (9 to 12 metres) and can be comprised of one use (e.g., residential or employment) or a mix of uses (e.g., retail at grade with residential above).

### **3•A Buildings ■ Environmentally Responsible Materials and Practices**

#### **Design Philosophy:**

New buildings within the City of Belleville are designed to use environmentally responsible materials and reduce dependence on new materials through the adaptive reuse of existing buildings.

#### **Design Guidelines:**

- Materials that are salvaged (e.g., from demolition) or contain post-consumer waste should be used in new building design, to avoid the waste and pollution of new production.
- If there are no salvageable materials available from an existing development site, efforts should be made to purchase materials from building demolition sales, salvage contractors and used materials dealers, which may be reused in new

- buildings and in public amenity areas, where appropriate (i.e., outdoor paving that is durable, weather-resistant, and appropriate to the local context).
- Materials used in the design of the building’s roof should minimize or better distribute water runoff, improve building insulation, and/or expand the potential usable outdoor space of the site.
  - Building rain barrels or cisterns may be designed into new buildings to facilitate site irrigation.

### Design Standards:

Place a checkmark (✓) in the applicable boxes below.

- New building design incorporates recycled construction materials that have been salvaged from demolition, contain post-consumer waste, or purchased from building demolition sales, salvage contractors, and used materials dealers.
- Vegetated or “green” roofs are incorporated into the building design.
- Downspouts are sufficiently distributed along the perimeter of the building’s rooftop to direct stormwater run-off, in part or fully, into landscaped areas or sites where lot size and soil conditions are adequate to absorb such runoff.

## 3•B Buildings■Residential

### 3•B•1 Buildings■Residential■General

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#### Design Philosophy:

Residential buildings contribute positively to the streetscape and provide opportunities to engage with the public realm.

#### Design Guidelines:

- Residences should be architecturally diverse, while still contributing to a cohesive, integrated, and attractive neighbourhood.
- Residences’ front façades should engage with the public realm by having windows that look out onto the street.
- On corner lots, façades that front a street should engage with the public realm through the use of wrap-around front porches or sunrooms, bay windows and side entrances, where possible.

- The mass, scale and architectural elements of residences should be sensitive to adjoining areas.
- Where feasible, entrances to residences are barrier-free and accessible.

**Design Standards:**

Place a checkmark (✓) in the applicable boxes below.

- The residential building design considers Crime Prevention Through Environmental Design (CPTED) principles, particularly the frontage that faces a street.
- Privacy fencing is only used in the back yard.

**3•B•2 Buildings■Residential■Variation and Density**

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**Design Philosophy:**

The variation and density in the design of residential dwellings contribute to an interesting and attractive streetscape.

**Design Guidelines:**

- Housing variety should be achieved on each street and block as a means of strengthening neighbourhood character and providing more choice. Repetition of design (i.e. style, elevation and materials) should be allowed where repetition of building elements is a characteristic of the building or dwelling type.
- Higher density development should occur in areas that benefit from increased population and have a variety of movement and travel options, including sites located close to:
  - Mixed use/corridor areas;
  - Large public open spaces; and,
  - Larger institutional/community facility uses.
- High density development should transition to adjacent low-rise residential areas through appropriate setbacks and building form.
- A variety of roof shapes should occur on each block to create individuality of address through differing roof forms. This variety is not required where similar rooflines are a characteristic of the building or dwelling type (i.e. townhouses and semi-detached dwellings). Townhouse and multi-unit dwellings may express

- individuality of address through defined roof forms that express individual dwellings and contribute to a residential character for the overall development.
- Roof pitch and forms should apply a generally consistent roofline in mass and height to adjacent buildings.
  - Roof materials/colours should complement the building materials and the proposed building design.
  - Roof elements including chimneys, dormers, cupolas, and vents should be incorporated as distinct elements to provide the potential for additional variety in the image of one dwelling to the next, and should be genuine rather than false.

### Design Standards:

Place a checkmark (✓) in the applicable boxes below.

- The housing typology suits the character and density for the neighbourhood.
- Design repetition (e.g., in style, elevation, and materials for residential housing typologies) is used without impacting the visual variety of the residential streetscape.
- The residential development incorporates setbacks and/or stepbacks to appropriately transition its form to adjacent residential development.
- The roof design of the dwelling is distinct from, but complementary to, roof designs of other dwellings along the street.
- The mass and height of the roof are generally consistent with those of adjacent dwellings.
- The roof is composed of materials that complement the exterior materials and design of the dwelling.
- Where sloped roofs are required, a minimum 30-degree slope is recommended.
- The dwelling incorporates various roof elements (e.g., chimneys, dormers, pitches, cupolas, vents) to create visual variety along the residential streetscape.
- The dwelling does not have false windows and dormers.

### 3•B•3 Buildings ■ Residential ■ Articulation and Detailing

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#### Design Philosophy:

A visually rich residential building fabric promotes a distinct neighbourhood image through the use of materials, building form and architectural styles that contribute to the overall character of the City of Belleville.

**Design Guidelines:**

- The articulation and detailing of residential buildings should be varied and relate contextually in form and scale.
- Quality of materials should be consistent, and building materials and finishes should be complementary.
- Architectural elements and detailing should be used to reinforce the continuity of the street and assist in the creation of a strong neighbourhood image by making buildings relate to each other without being identical.
- Finish materials should extend to all sides of the residential building, and flanking façades should have a design and materials standard equal to the front façade treatment.
- The front façade of dwellings and garage treatments should maximize the presence of the habitable building façade through useable front porches, grade level windows (e.g., front door windows, sidelights), and rooms and/or balconies built above the garage.
- Transitional building elements should provide weather protection, dwelling access, and active amenity spaces.
- For residential units on the ground floor with direct access from the street, privacy should be enhanced through the creation of a private and/or semi-private outdoor amenity space (including lawns).
- Buildings facing or flanking a street, lane, or open space should provide a generous amount of window openings to encourage strong visual connections to the public realm.
- Windows should be creatively arranged to have a functional role in providing natural ventilation and light, views, and privacy to the individual and adjacent dwellings.
- Skylights should be treated as distinct roof elements and be coordinated with other roof and building elements. Skylights are encouraged to be located behind the roof ridge away from the street view.

**Design Standards:**

Place a checkmark (✓) in the applicable boxes below.

- The front façade of the dwelling (and garage, if applicable) is maximized (e.g., with a front porch, grade level windows, above-garage balconies) to have a distinct street presence without dominating the residential streetscape.
- Flanking facades are designed and use facing materials (brick, stone, wood, and/or metal) to an equal standard to the front façade.
- Walls are made of energy- and maintenance-efficient materials.
- The dwelling incorporates architectural elements that complement adjacent dwellings without compromising the visual variety of the residential streetscape.
- The dwelling has weather protection measures (e.g., canopies) for its entrances, access points, and outdoor amenity spaces (i.e., porches, decks, balconies).
- Decks or balconies are provided as outdoor amenity spaces for upper units in stacked townhouses and other multi-unit dwellings.
- Porch railings and columns are integrated, physically and visually (i.e., through complementary materials).
- Finish materials extend to all sides of the porch and stairs.
- The underside of the porch is not visible from the street.
- The design of the front porch, if present, is visually similar in scale and design to those of the adjacent dwellings.
- The dwelling with a visible side yard has a wraparound porch or veranda.
- The dwelling has windows (e.g., bay windows) on its façades (front, side) that face a public street.
- The skylight, if present, coordinates well with other elements of the dwelling, particularly roof elements.
- Clerestory windows, if present, provide a structural and coordinated junction between the building wall and roof.

### 3•B•4 Buildings■Residential■Garages

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#### Design Philosophy:

The design of the garage is balanced with the design of the residential dwelling, and it is not the dominant feature of the streetscape.

#### Design Guidelines:

- Garages should be designed so that they are not the dominant feature in the streetscape. Options to reduce the impact of the garage include setting back the

- garage face from the principal façade, building a second storey above the garage, integrating glazing, and other architectural details within the garage face.
- Tandem garages (one car parked behind another) are encouraged, where house and lot depth permit, as a method of reducing garage frontage, decreasing the width of curb cuts, increasing the living area located at the front of the dwelling, and increasing landscaping opportunities in the front yard.
  - Garage design should be complementary in character and the quality of detail to the principal dwelling, including construction materials, adequate windows, and appropriate architectural details.
  - Rear yard garages accessed by laneway or front driveway are encouraged particularly where homes front on arterial roads, parks, and schools to promote greater variety and flexibility in the design of the front façade and front yard.
  - Rear lane single car garages should be attached as a pair, where feasible, to provide a consolidated appearance in the streetscape.

#### Design Standards:

Place a checkmark (✓) in the applicable boxes below.

- The garage (attached or detached) does not visually dominate the streetscape.
- The garage, if attached to the dwelling, does not project beyond the porch or the front façade of the dwelling.
- Garage door widths are minimized and not wider than 50 percent of the house width.
- The design of the garage incorporates construction materials, windows, and other architectural details to complement the character and quality of detail of the dwelling.
- Where the dwelling is accessed by a laneway or front driveway, the garage, if detached from the dwelling, is not at the front of the dwelling.
- Where the dwelling is accessed by a front driveway, the garage, if attached to the dwelling, does not protrude past the front façade.

### 3•B•5 Buildings ■ Residential ■ Coach Houses

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#### Design Philosophy:

Coach houses are designed to ensure that the structure is consistent with the existing dwelling while minimizing any adverse effects on the laneway or adjacent properties.

**Design Guidelines:**

- Coach houses should be complementary in character and quality of detail to the principal dwelling.
- Where possible, stairs to an upper coach house level should be internal, but where they are required to be external, they should be located at the side or rear of the coach house and not in a lane.
- Coach house windows should be positioned to maximize street, or lane, overview and minimize overview of adjacent properties.
- If the coach house is only one storey in height, it should include dormers and windows within the single storey structure and roof.

**Design Standards:**

Place a checkmark (✓) in the applicable boxes below.

- The design and quality of the coach house complements the principal dwelling.
- If the coach house has an upper level, the stairs are not located in the lane of the property.
- The coach house, if only one storey in height, has dormers and windows within its structure and roof.
- The locations of the windows allow for views to the public street and, if present, the laneway of the property, but do not impact the privacy of adjacent properties.

**3•B•6 Buildings■Residential■Parking**

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**Design Philosophy:**

Parking is not the dominant feature of the streetscape.

**Design Guidelines:**

- The width of paved driveways and curb cuts on private property should be no wider than the width of the garage.
- Driveway paving should be made of permeable surfaces to mitigate stormwater run-off.
- Corner lots located at the intersection of major streets should provide access to the driveway from the minor roadway, with the exception of townhouse blocks, back-to-back stacked townhouses, and semi-detached housing.

- Tandem parking (one car behind another) on two-car-width driveways should not be located in the front yard, to reduce excessive garage setbacks and large amounts of front yard surface parking.

### Design Standards:

Place a checkmark (✓) in the applicable boxes below.

- The combined width of the paved driveway and its curb cuts is less than that of the garage for the dwelling.
- Where possible, the driveway is composed of permeable materials to reduce stormwater run-off into the drainage system.
- The driveway for a corner lot dwelling (excluding townhouse blocks, back-to-backs, and semi-detached dwellings) is accessed from the nearest minor roadway.
- If the driveway is wide enough to accommodate two vehicles parked side by side, the length of the driveway is limited to only one vehicle.

## 3•C Buildings■Commercial

### 3•C•1 Buildings■Commercial■General<sup>2</sup>

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#### Design Philosophy:

All buildings are sited and designed to be compatible with the City’s urban context and the character of adjacent development.

#### Design Guidelines:

- All commercial retail development should have active ground floors to engage with adjacent streets and public spaces.
- Commercial building main entrances should be barrier-free and accessible from the sidewalk via a barrier-free path of travel.
- In the downtown area, off-street parking should be located behind commercial buildings or in parking decks and structures.
- Commercial building forms should be flexible to allow retail to be integrated into buildings at-grade, as market conditions permit.

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<sup>2</sup> This subsection speaks to general guidelines for all Commercial development; the guidelines and standards are not specific to development in areas that are zoned General Commercial.

- New commercial buildings and developments should provide flexibility in the building floor plate, building envelope, and building façade design to accommodate a variety of uses and users over the lifespan of the building / structure.
- The main entrance and the civic address for a commercial development should be easily identifiable from the sidewalk.
- In a commercial development, street-level commercial units should have their own entrances, while units that do not front a street or are on an upper level of the building should share a single main entrance and lobby.
- Excessive signage and illumination should be avoided on commercial buildings. Roof lighting and illuminated awnings are strongly discouraged.
- Ground and wall-mounted signage should be designed and located to enhance and complement the area’s character and scale.

#### **Design Standards:**

Place a checkmark (✓) in the applicable boxes below.

- New commercial building or development has flexible a floor plate, building envelope, and building façade design.
- There is direct access to the building entrance from the sidewalk.
- There are safe and barrier-free paths of travel from bus stops or street sidewalks to commercial building main entrances, where applicable.
- Large commercial developments include a safe and barrier-free passenger drop-off and pick-up or “loading” zone located near a main entrance and along a barrier-free path of travel.
- Commercial buildings have active uses (e.g., commercial space) at grade.
- At-grade commercial units have their own entrances.
- There is a single main entrance and lobby to access above-grade units in a commercial building.

### **3•C•2 Buildings■Commercial■Large Format Retail**

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#### **Design Philosophy:**

Large format retail stores are designed to achieve high-quality design and to enhance the character of the areas in which they are located.

#### **Design Guidelines:**

- Long building façades of large format retail developments should incorporate architectural detailing, entrance features, recesses, and projections along their length to provide visual interest.
- Large format retail stores should be designed to be conducive to a vibrant and active street life, including direct street frontage and, in instances where the building is required to be set back, the placement of smaller retail or mixed-use buildings at the street edge or along major drive aisles.
- Smaller retail units should, where feasible, form part of the principal large format retail building and have display windows and separate entrances.
- The location of building entrances for large format retail developments should face the street and be within view of sidewalks and pathways on the property. Additional building entrances may be provided, where appropriate, to improve building access. The principal building entrance should be highly visible with features such as canopies or porticos, arcades, and landscaping.
- Exterior materials should be attractive and varied in colour and texture, where appropriate, to provide architectural interest.

### Design Standards:

Place a checkmark (✓) in the applicable boxes below.

- Buildings with long façades are visually broken up through the use of architectural detailing, entrance features, recesses, and projections along the length of the façade.
- The front façade of the large format retail development does not compromise sunlight access to the street.
- At-grade, smaller retail units of the principal large format retail building have their own display windows and separate entrances.
- The primary building entrance faces the street and is visually prominent through the use of canopies or porticos, arcades, and/or landscaping.
- If the commercial building is on a corner lot, there is a main entrance for each façade that faces a street.
- There is direct access, via sidewalks or pathways, to all building entrances to the large format retail development.
- The exterior of the large format retail development is designed with visually pleasing materials (e.g., brick, wood, or stone) that suit the character of the area.

- If stucco, concrete block, or Exterior Insulation Finishing System (EIFS) panels are used, they are used in moderation.
- There are no blank façades that face the public realm.
- There are no false upper floors.

### 3•C•3 Buildings■Commercial■Commercial Retail Units

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#### Design Philosophy:

Outside of commercial and mixed use areas, smaller commercial retail units that line walkable “main streets” are arranged with a consistent rhythm of entrances to define street edges, courtyards, terraces, and other public open spaces.

#### Design Guidelines:

- Commercial retail units should be located and designed to create a ‘main street’ shopping environment through their continuous alignment and, where feasible, multi-storey facades.
- Building entrances to commercial retail units should be located on the street side of the building. If this is not possible, a clear and direct pedestrian route from the public sidewalk to the entrance should be provided.
- The co-location or close proximity of commercial retail units and the coordinated alignment of their entrances are encouraged to facilitate sequential shopping.

#### Design Standards:

Place a checkmark (✓) in the applicable boxes below.

- Commercial retail units are arranged (e.g., through continuous alignment and a coordination and rhythm of entrance locations) to create a continuous streetscape appearance.
- Building entrances to commercial retail units face the main public street. Where this is not possible, there is a clear and direct route from the public sidewalk to the entrance.

### 3•C•4 Buildings■Commercial■Interim Uses

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#### Design Philosophy:

Commercial buildings are designed to be flexible (e.g., large ground floor heights) to allow for easy transition to other uses over time.

**Design Guidelines:**

- Development and building placement should be sited on the basis that intensification may occur, either by future phases of development around them, by intensification or redevelopment of the buildings themselves, or both.
- Except for minor buildings and structures, buildings and other facilities should be designed for the long term. Accordingly, buildings should be located to the urban standards set out in this document and planned so that future phases of intensification are not overly constrained.
- Shadow impacts for taller buildings and structures in the City Centre and along arterial roads should be considered in the design process and balanced with goals for intensification.
- In mid and higher density residential areas, surface parking lots of commercial developments should generally be used for “interim” developments and as a component of higher density residential, mixed-use, commercial, or employment uses, such as hotel or office complexes.

**Design Standards:**

Place a checkmark (✓) in the applicable boxes below.

- Except for minor buildings and structures, commercial buildings and other facilities are designed for the long term.
- Shadow impacts are mitigated for taller commercial buildings and structures in the City Centre and along arterial roads.

**3•C•5 Buildings■Commercial■Drive-Through**

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**Design Philosophy:**

Existing drive-through facilities are carefully designed to maximize the safety of pedestrians and cyclists in the area while they minimize negative visual impacts.

The design of drive-through facilities:

- contributes to achieving a high-quality streetscape and public realm, while ensuring compatibility with both current and planned development; and,
- ensures efficient on-site circulation that minimizes vehicle idling time and traffic disruption while creating a safe and comfortable pedestrian environment.

**Design Guidelines:**

- Where significant redevelopment of existing drive-through uses is proposed (e.g. complete or almost complete demolition and reconstruction), the proposed redevelopment should take into consideration the context and constraints of the site.
- Commercial buildings should not be retrofitted to add a drive-through, unless the intent of these guidelines can be maintained, where circumstances permit.
- Drive-throughs should not visually dominate the streetscape and complement the primary commercial building with respect to their height, massing, and orientation.
- Drive-throughs should maintain the consistency of the street wall, whenever possible. The primary commercial building should be located close to the street edge to ensure that the stacking lanes for the drive-through are not placed between the building and street.
- Drive-through lanes and access points should be located to:
  - not disrupt traffic along the public streets or the safe movement of pedestrians, cyclists or other vehicles on-site;
  - minimize the number of curb cuts; and,
  - reduce interference with the continuity of the streetscape.
- Drive-throughs should be designed for easy and safe navigability by vehicles, without impacting the safety of pedestrians on site.
- Ground and wall-mounted signage for the drive-through should be designed and located to enhance and complement the area's character and scale.
- Drive-through facilities should be designed and located to respond appropriately to neighbouring sensitive land uses.
- The edge of queuing lanes should be provided with a planted, landscape buffer.

**Design Standards:**

Place a checkmark (✓) in the applicable boxes below.

- The drive-through is designed to be cohesive and integrate well with both its principal building and the streetscape.
- Stacking lanes are not located between the building and the street.
- The access point to the drive-through is located away from a street intersection.

- The vehicular access point for the drive-through is narrow enough and strategically located to reduce curb cuts and limit the amount of vehicular traffic crossing the sidewalk.
- Restaurant drive-throughs accommodate ten (10) vehicles (minimum) in the drive-through lane, with seven (7) vehicles between the entrance and the order window.
- Drive-throughs at financial establishments accommodate four (4) vehicles (minimum) in the drive-through lane.
- Drive-through lanes are not located between the building and main public street(s). Instead, they are located at the side or rear of the building.
- Entry into the drive-through lane is provided at the rear of the site.
- Escape lanes are provided.
- There are clearly visible directional signs at the entrance and exit of the drive-through lane.
- There are pavement markings for the drive-through lanes to facilitate navigability and minimize pedestrian/vehicular conflicts.
- Ground and wall-mounted signage, if present, are designed and located to enhance and complement the character and scale of the area.
- The ordering board, speakers, loading areas, and garbage storage are located away from adjacent and sensitive uses.
- Lighting sources are shielded or screened to prevent indirect light or glare onto adjacent properties.
- There are raised, landscaped medians or traffic islands located between the drive-through lanes and main parking areas on site.
- The edge of parking areas, driving and queuing lanes are provided with a 3-metre (minimum) planted, landscape buffer.

### 3•D Buildings■Employment

#### 3•D•1 Buildings■Employment■Site Layout and Design

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##### Design Philosophy:

The site layout and design of Employment lands balance the landscape (topography, natural heritage features) with site access requirements (i.e., roads, driveways, parking, service and loading areas) to create an environment that is safe for those who may be travelling through or working in the Employment lands.

**Design Guidelines:**

- Site design of all Employment lands should encourage safe public use and employ Crime Prevention Through Environmental Design (CPTED) principles.
- Site design of all Employment lands should provide users with informed choices for alternative pedestrian routes.
- Site layout and design of all Employment lands should meet requirements under the Accessibility for Ontarians with Disabilities Act (AODA).
- Wherever possible, the character and scale of materials used in the employment building should be carried through in those chosen for pathways, courtyards, and areas directly surrounding the building to contribute to a cohesive and integrated image of the development.
- Where required to monitor access to an employment site or individual building, guardhouses and security gates should be located in an unobtrusive manner and use materials that are complementary to the main building. Checkpoints should be located so that they do not conflict with travel routes or restrict the queuing of vehicles.
- All employment buildings should provide a scale and pattern of development that supports pedestrian activity between grade-level building uses and adjacent open space, courtyards, walkways and other site plan elements.
- Building orientation or massing of employment buildings should optimize connections and views to the natural environment features.
- Stormwater management ponds, and other ecologically and environmentally sustainable features, should be integrated into the design of all employment sites.
- The front façade of an employment building that abuts a street contributes to a unified street wall appearance.
- All employment buildings should face the public street and apply the highest design standards to visible primary building elevations.
- Where retail and service commercial uses are permitted in employment areas, they should be located at grade along public sidewalks to reinforce a sense of street vitality.
- Surface parking areas for all employment buildings or sites should be located in the side and rear yard. A minimal amount of surface parking may be located in the front yard.

**Design Standards:**

Place a checkmark (✓) in the applicable boxes below.

- The employment site is designed for safe public use considers Crime Prevention Through Environmental Design (CPTED) in its design.
- Safe and barrier-free paths of travel from street sidewalks and bus stops to main entrances of an employment site or individual building are provided, where applicable.
- The character and scale of materials used in and around the employment building contribute to a cohesive and integrated image of the development.
- Guardhouses and security gates are located in an unobtrusive manner and utilize materials that are complementary to the main employment building. Checkpoints are located so that they do not conflict with travel routes or restrict the queuing of vehicles.
- Employment buildings respond to public and open spaces through their scale and pattern.
- Employment buildings are oriented to optimize connections and views to the natural environment.
- If present, stormwater management ponds are well integrated into employment sites.
- Parking areas for employment buildings or sites have a high degree of landscape treatment and/or biofiltration to mitigate stormwater run-off.
- Employment building setbacks are minimized, where appropriate, to generally match with setbacks of adjacent buildings.
- Building frontages that face the public street use the highest design standards.
- Active uses in employment buildings are located at grade and along public sidewalks.
- Surface parking for employment buildings or sites is primarily, if not entirely, located in the side or rear yard.

### **3•D•1•1 Buildings■Employment■Site Layout and Design■Service Industrial and Mixed Commercial/Industrial**

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**Design Philosophy:**

The site layout and design of employment lands in Service Industrial and Mixed Commercial Industrial areas are vibrant places, or nodes, for human activity and interaction.

**Design Guidelines:**

- In Service Industrial and mixed Commercial/Industrial areas, minimum and maximum setback lines are encouraged, in order to define a more urban street edge.
- In Service Industrial and mixed Commercial/Industrial areas, the front yard setback and the percentage of building frontage should be proportional to one another and increase proportionally for wider lots.
- In Service Industrial and mixed Commercial/Industrial areas, the most substantial treatments to the employment building should be applied to the façade fronting the public street, and employment buildings on a corner lot should address both street frontages.
- In Service Industrial and mixed Commercial/Industrial areas, open storage for employment buildings should be minimized and, where permitted, should be extensively screened and properly sited away from views.

**Design Standards:**

Place a checkmark (✓) in the applicable boxes below.

- In Service Industrial and mixed Commercial/Industrial areas, the building frontage is proportional to the lot frontage.
- In Service Industrial and mixed Commercial/Industrial areas, the employment building’s façade that faces the public street is the most prominent in its design.
- In Service Industrial and mixed Commercial/Industrial areas, if the employment building is on a corner lot, each façade that faces a public street is prominent in its design.

**3•D•1•2 Buildings■Employment■Site Layout and Design■General and Light Industrial**

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**Design Philosophy:**

The site layout and design of employment lands in General and Light Industrial areas integrate well with surrounding neighbourhoods and land uses.

**Design Guidelines:**

- In General and Light Industrial areas, employment buildings should address the street in order to define a more urban street edge. The highest quality of building design should be applied to the building façades that face the public street or open space. Employment buildings on corner lots should address both street frontages.
- In General and Light Industrial areas, minimum amounts of parking should be located in the front yard of an employment building.
- In General and Light Industrial areas, where large parking fields are necessary for an employment site, landscape elements should be introduced to break up large asphalt areas.
- In General and Light Industrial areas, outdoor storage for an employment building should generally not be visible from the public street or open space. Where outdoor storage is required, it should be screened with fencing and/or landscaping.

**Design Standards:**

Place a checkmark (✓) in the applicable boxes below.

- In General and Light Industrial areas, the employment building's façade that faces the public street is the most prominent in its design.
- In General and Light Industrial areas, if the employment building is on a corner lot, each façade that faces a public street is prominent in its design.
- In General and Light Industrial areas, parking in front of the employment building does not exceed the minimum requirement.
- In General and Light Industrial areas, in larger parking lots for employment buildings or sites, the asphalt is broken up using landscape elements (e.g., landscaped islands or medians).
- In General and Light Industrial areas, outdoor storage for an employment building is not visible from the public street or nearest open space. If it is within view, it is screened with fencing and/or landscaping.

### 3•D•2 Buildings■Employment■Massing

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#### Design Philosophy:

Buildings in the Employment lands reinforce a pedestrian scale through appropriate heights and massing.

#### Design Guidelines:

- Employment buildings should be designed to provide a height transition to surrounding higher or lower scale developments, the public realm, and open spaces to minimize the impacts of shadowing and overlooking.
- The mass of a large building should be visually divided into a group of buildings (e.g., clustered into a campus development) to create a sense of community.
- Stepbacks should be used in the massing of an employment building to ensure that sunlight can penetrate onto the street.

#### Design Standards:

Place a checkmark (✓) in the applicable boxes below.

- The employment building is articulated through setbacks and/or stepbacks, where required, to create an appropriate height transition to surrounding developments.
- The employment building, if large in size, is divided into a cluster of buildings to be more pedestrian-oriented in its appearance of scale.
- The employment building's envelope is angled enough to allow sunlight to access to the public street and sidewalks.

### 3•E Buildings■Mixed Use

#### 3•E•1 Buildings■Mixed Use■General

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#### Design Philosophy:

Mixed Use buildings have a strong relationship with the street, with active uses at grade.

#### Design Guidelines:

- A human scaled environment should be reinforced through appropriate height, mass, and architectural design of the mixed use building.

- The building base should be articulated with entrances, canopies, large areas of glazing, and retail opportunities.
- Active uses (e.g., commercial/retail) are encouraged at grade, while non-active uses (e.g., office, residential) are encouraged above the first storey.
- Development should address all adjacent public streets and all adjacent public spaces. Barrier-free and accessible outdoor amenity areas should be provided, wherever possible, either at the front, side, rear or roof of the building.
- Where feasible, outdoor amenity areas should be located adjacent to an indoor amenity area, to promote their active use.
- The ground floor of buildings should be designed to express the individuality of the at-grade units through architectural expression, entrance doors, and windows that address the public realm. Consistent rhythms of similar but not identical details and architectural elements should be used to reinforce the streetscape and a strong neighbourhood image. Despite the use of various architectural styles, quality should be consistent and building materials and finishes should be complementary.

### Design Standards:

Place a checkmark (✓) in the applicable boxes below.

- The mixed use building is pedestrian-scaled and is articulated with entrances, canopies, large areas of glazing, and active ground floor uses (e.g., retail).
- The base of the mixed use building activates the public street, with active commercial uses at grade.
- If office and/or residential uses are present, they are not located on the ground floor of the mixed use building.
- The façades of the mixed use building address all adjacent public streets and public spaces.
- There are outdoor amenity areas at the front, side, rear, or roof of the building. These outdoor amenity areas, where feasible, are located adjacent to an indoor amenity area.
- The outdoor amenity areas for the mixed use building are sited to allow for their natural surveillance.
- The ground floor units of the mixed use building are similar in design but vary to contribute to an attractive streetscape.

- The mixed use building is composed of high quality building materials and complementary finishes that reinforce the streetscape and neighbourhood character.

### 3•E•2 Buildings■Mixed Use■Site Layout and Building Orientation

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#### Design Philosophy:

The relationship of mixed use buildings to one another and to open spaces positively influences the comfort of pedestrians at street level and the vibrancy of the community.

#### Design Guidelines:

- Mixed use buildings should be located and designed to define the public realm and frame streets, internal drive aisles, sidewalks, parking areas and amenity spaces.
- The main entrance for a mixed use building should face a public street and be directly accessible from the public sidewalk.
- Mixed use buildings on corner lots and that terminate streets or primary view corridors should reinforce their prominent location through appropriate building massing, setbacks and building base design (i.e., active at-grade uses, bay windows, projections, recesses, materials, other architectural details).
- Where commercial retail uses are desirable but not feasible at the time of development, the design of the ground floor should consider the flexibility to allow for conversion to other uses, including designing for the allowable maximum floor-to-floor heights and appropriate treatments of entrances and façades.
- The setback of a mixed use building should generally be reduced to the minimum requirement set out in the zoning by-law for that zone, to create a continuous streetwall and minimize distances between the building entrance and abutting sidewalk. Minor variations in the street wall (although within the minimum and maximum setback requirements outlined in the zoning by-law) are recommended where building forecourts, courtyards and other forms of public or semi-private open space are desired.
- Passive solar design should be considered when designing and orienting a mixed use building in relation to other buildings on the block, transportation corridors, and open spaces.

- Customer and visitor amenities for mixed use buildings should be located in convenient locations in relation to building entrances. Amenities may include:
  - Window shopping walkways;
  - Landscaped seating areas with benches;
  - Outdoor dining areas and playgrounds;
  - Outdoor market and/or kiosk areas;
  - Water features;
  - Transit shelters;
  - Outdoor employee amenity areas; and,
  - Parks, trails and/or ecological areas.
- The above amenities should be directly accessible from public or semi-private sidewalks (except for employee-focused amenities) and constructed of materials congruent in quality and appearance with those of the main buildings.

#### **Design Standards:**

Place a checkmark (✓) in the applicable boxes below.

- Mixed use buildings frame public streets, internal drive aisles, sidewalks, parking areas and amenity spaces.
- The main entrance to the mixed use building faces the public street(s) and is directly accessible from the public sidewalk.
- Corner buildings and buildings that terminate streets or primary view corridors are appropriately designed to reinforce their prominent location.
- Ground floor spaces are designed for flexibility and potential conversion to other permitted uses over time.
- Mixed use building setbacks are reduced, where possible, to create semi-continuous street wall.
- The layout of mixed use buildings on the block or site take passive solar design into consideration.
- Amenities for the mixed use building are located in convenient locations in relation to building entrances.
- Amenities (except employee-focused amenities) for the mixed use building are directly accessible from public and semi-private sidewalks.

### **3•E•3 Buildings■Mixed Use■Storage, Servicing, and Loading**

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#### **Design Philosophy:**

The visual impact of service and delivery areas for mixed use buildings are minimized.

### Design Guidelines:

- Service area enclosures, outdoor storage enclosures, waste enclosures, and service and refuse areas for mixed use buildings should be screened from public view as much as possible (e.g., through landscape treatments).
- Outdoor storage enclosures for mixed use buildings, where permitted, should be located at the rear of lots. Outside storage of any kind in public street right-of-way, easement, exterior side yard, or front yard is discouraged.
- Loading docks for a mixed use building should be located in areas of low visibility such as at the side (non-street side) or rear of buildings.
- Service and refuse areas of mixed use buildings should not encroach into the exterior side yard or front yard.
- Service area and outdoor storage enclosures, respectively, for mixed use buildings should be constructed of materials to match or complement the main building material.
- Waste enclosures for mixed use buildings should enclose an area large enough to accommodate the peak needs of the various potential users of the building.
- Delivery, loading, and garbage pick-up service areas for mixed use buildings should be coordinated to reduce the number of curb cuts along the public street.
- Service areas for mixed use buildings should be separated from pedestrian amenity areas and walkways.
- Service driveways for mixed use buildings should be coordinated with those of parking areas to reduce curb cuts along the streetscape.
- Separate service driveways for mixed use buildings are not encouraged.

### Design Standards:

Place a checkmark (✓) in the applicable boxes below.

- Loading docks, outside storage enclosures, and service and refuse areas for the mixed use building are located in areas of low visibility (e.g., at the non-street side or rear of buildings) and screened from view.
- The service and refuse area for the mixed use building does not encroach into the exterior side yard or front yard.

- ❑ Service area and outside storage enclosures, respectively, for the mixed use building are constructed of materials that match or complement the main building material.
- ❑ Service area and outside storage enclosures, respectively, for the mixed use building are not made of any form of chain link fencing.
- ❑ The waste enclosure area for the mixed use building is large enough to accommodate the peak needs of the various potential users of the building.
- ❑ Delivery, loading, and garbage pick-up service areas for the mixed use building are coordinated to reduce the number of curb cuts along the public street.
- ❑ Service areas for the mixed use building are separated from pedestrian amenity areas and walkways.
- ❑ The service driveway for the mixed use building is coordinated with that of the parking area to reduce curb cuts along the streetscape.
- ❑ There is only one service driveway for the mixed use building.

### 3•E•4 Buildings■Mixed Use■Signage

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#### Design Philosophy:

In addition to adhering to by-law regulations, the appearance of the signs reinforce the character of development through design and choice of colour, material, and their placement at entrance areas and on building facades.

#### Design Guidelines:

- Standalone signs should be:
  - designed with the proposed mixed use development during the site planning process to ensure coordination of design;
  - shared among tenants of the mixed use building and/or integrated in landscaping; and,
  - located within the property line and mounted in a landscaped setting.
- Signs attached to the building should be integrated in the design of the mixed use building to reduce clutter.
- Building identification signs should be compatible with scale and material of the mixed use building while they remain in compliance with the City's Sign By-law.
- Signs should add diversity and interest to mixed use streets but not be overwhelming. The following signs are discouraged:
  - Mobile signs;

- temporary signs;
- backlit sign boxes;
- billboards;
- revolving signs; and,
- roof signs.
- Entrance canopies and window awnings for a mixed use building may incorporate signs to enhance building character and identification.
- Directional signs on site of a mixed use building should assist in the orientation of pedestrians and traffic to streets, parking, and other features.
- To ensure public safety, the location of the sign on site of a mixed use building should not compromise:
  - pedestrian and/or vehicular sight lines, and
  - pedestrian mobility.
- Signs (including lettering) should not obstruct more than a small percentage of the mixed use building's window areas, unless the building is under significant renovation and/or vacant.
- All lighting of signs should be designed to limit light pollution and light spillover to the greatest extent.
- Signs should follow accessibility considerations, such as those outlined in the Accessibility for Ontarians with Disabilities Act (AODA) and guidelines by CNIB Foundation.

### **Design Standards:**

Place a checkmark (✓) in the applicable boxes below.

- Signage attached to the building is integrated into the design of the mixed use building.
- If permitted, there is only one standalone sign for all tenants of a multi-tenant development.
- A standalone sign is located within the property line, mounted in a landscaped setting, and is designed to be compatible with the mixed use building.
- Signs (including lettering) do not obstruct more than a small percentage of window areas on the mixed use building.
- There is no up-lighting of signs with the exception of low accent lighting with cut-offs for monument signs.

- Any informative text and characters on signage are in high tonal contrast to their background.
- Colour alone is not used to convey a message.
- The text size is determined based on distance from which someone should be able to read the sign, where the minimum character height (millimetres) to maximum viewing distance (millimetres)<sup>3</sup> is:
  - 200 : 6,000
  - 150 ; 4,600
  - 100 : 2,500
  - 75 : 2,300
  - 50 : 1,500
  - 25 : 750
- Sign text and other content have a colour contrast ratio of at least 5:1 with the sign background.

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<sup>3</sup> These ratios for minimum character height to maximum viewing distance are guidelines by CNIB.

## 4• Special Considerations for Buildings

### *Why Belleville Needs Special Considerations for Buildings*

Special considerations for buildings help to conserve the authentic character and fabric of the City of Belleville and ensure that new buildings are sensitive to the existing context and character.

### 4•A Special Considerations for Buildings ■ Heritage

#### 4•A•1 Special Considerations for Buildings ■ Heritage ■ Conservation

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##### **Design Philosophy:**

Heritage buildings help to define the contextual character of a community. They are part of a city's identity and cultural connection to the past. Heritage buildings can teach residents about their community's origins and serve as a draw for tourism.

Heritage buildings have the added benefit of an environmental advantage over new buildings when conserved and/or restored. Conserving heritage buildings is a sustainable choice that aids the local environment and culture.

##### **General Guidelines for All Heritage Designated Properties (Ministry of Culture)**

The following general guidelines, as adapted from those set by the Ministry of Culture at [www.culture.gov.on.ca](http://www.culture.gov.on.ca), apply to all heritage designated properties:

- **Respect for Documentary Evidence:** Conservation work should be based on historic documentation such as photos, drawings, and physical evidence. Where documentary evidence is lacking or absent, examples of comparable buildings in Belleville or other similar communities should be referenced.
- **Respect for Original Location:** As the site is an integral component of a building, buildings should not be moved, unless there are no other means to save them.
- **Respect for Historic Material:** To maintain the historic content of the resource, building materials should be repaired/conserved rather than replaced, except where absolutely necessary.
- **Respect for Original Fabric:** To return the resource to its prior condition without altering its integrity, buildings should be repaired with like materials.

- **Respect for the Building's History:** Later additions to a building should not be destroyed solely to restore to a single time period.
- **Reversibility:** Alterations should be able to be returned to original conditions, to conserve earlier building design and technique.
- **Legibility:** As buildings are recognized as products of their own time, new work should be distinguished from the old.
- **Maintenance:** Continual care and regular upkeep should be provided, so that future restoration is not necessary.

### Design Guidelines:

- In general, heritage buildings should be retained or restored, in keeping with the original building articulation, architectural elements (e.g., columns, cornices, openings, windows, doors, etc.), and materials, where possible.
- The massing, articulation, and architectural elements of a heritage building should respect the surrounding context, with respect to height, setbacks, and materials used.
- The façade material of any building and particularly older buildings should not be changed or covered.
- In the restoration of a heritage building, a heritage architect should be involved to advise on the most appropriate renovation techniques and materials to be employed.

### Design Standards:

Place a checkmark (✓) in the applicable boxes below.

- Heritage buildings are retained or restored.
- The height of a heritage building is limited to its existing height, excluding the cornice or parapet.
- Changes to existing buildings match the pre-established setback of adjacent buildings.
- The façade material of any building and particularly older buildings is not changed or covered.
- Ground floor façades are renovated in keeping with the original building articulation, by using those elements that are intact and replacing those that are missing or damaged (i.e. columns, cornices, openings, windows, doors, etc.).

- Where required, doors, windows, and other elements are replaced with models as visually close as possible to the original models.
- Original doors and windows as well as hardware, roof shingles and other building elements are replaced, if necessary, with models as visually similar as possible.
- Buildings are not altered through embellishment or other decorative means against their initial stylistic intent.

### 4•A•2 Special Considerations for Buildings■Heritage■Infill

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#### Design Philosophy:

Heritage infill development respects the heritage context while it allows for contemporary interpretations of heritage details and design.

#### Design Guidelines:

- New infill buildings constructed on adjacent sites should not mimic the heritage structure but use sympathetic massing, height, alignment of windows, roofline, location of entrances, treatment of the ground floor, and materials.
- The massing articulation, and architectural elements of new infill buildings should respect both the adjacent heritage building and the surrounding context, with respect to height, setbacks, and materials used.

#### Design Standards:

Place a checkmark (✓) in the applicable boxes below.

- New infill buildings constructed on sites adjacent to a heritage building use sympathetic massing, height, alignment of windows, roofline, location of entrances, treatment of the ground floor, and materials.
- New infill buildings are complementary in height and scale to adjacent heritage buildings.
- New infill buildings generally match the pre-established setback of adjacent buildings. On blocks lacking continuous building frontage, new buildings match heights/widths of neighbouring blocks.
- New infill buildings reference the height, street wall setback, and massing of adjacent heritage buildings and/or reintegrate those aspects of heritage design that have been lost in a particular street segment.

- On blocks with significant continuous heritage frontage, the height-to-width ratio of new development façades does not vary by more than 10% of the height-to-width ratio of the existing heritage frontage.

### 4•B Special Considerations for Buildings■High Rise

#### Design Philosophy:

High rise buildings create a strong street presence, flexible ground-floor space, and a pedestrian-oriented streetscape.

The definition of a high-rise is aligned to the Ontario Building Code definition of being seven storeys or more in height, or more specifically, the floor level of the highest storey of that major occupancy is more than 18 metres above grade.

#### Design Guidelines:

- The design of the high rise building at-grade, including setbacks and landscaping, should appropriately reflect the at-grade use.
- The ground floor design should incorporate recessed entries, large storefront display windows, and an area for signage, as well as reference the adjacent building façade rhythm. The ground floor should be encouraged to be of a taller floor-to-ceiling height.
- Where residential uses are proposed on the ground floor:
  - there should be a suitable transition from the public sidewalk to private residential units;
  - landscaping and other design features should be used to augment this transition zone; and,
  - ground floor residential uses should be designed to accommodate a transition to commercial uses in the future.
- Where residential units front onto the street, building setbacks and ground floor heights should be set to accommodate the potential conversion of the unit to retail/commercial space.

#### Design Standards:

Place a checkmark (✓) in the applicable boxes below.

- ❑ For retail/commercial uses at grade, the minimum floor-to-floor height for ground floors of high rise buildings is 1.5 times the typical floor height of an upper storey.
- ❑ There is, at minimum, a 3.0-metre setback, where a grade separation occurs between the sidewalk and the finished floor of the unit.
- ❑ There is a minimum 3.6-metre floor-to-floor height and a 0.9- to 1.2-metre grade separation to promote privacy between the public and private realm.
- ❑ Where the ground floor unit of a high rise building is level with the sidewalk, there is:
  - ❑ a minimum 4.5-metre setback, and
  - ❑ a minimum 4.5-metre floor-to-floor height.
- ❑ Where residential at grade faces a rear or side street, there is:
  - ❑ a setback of 6.0 metres;
  - ❑ a floor-to-floor height of 3.6 metres; and,
  - ❑ a grade separation of 0.6 to 0.9 metres.

### 4•B•1 Special Considerations for Buildings■High Rise■Base Design

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#### Design Philosophy:

High-rise structures are an evolving form of development. A well-designed building base (e.g., a podium) is an encouraged form of development that provides definition and a human scale to the building at grade by integrating the building with adjacent streets, parks, and open spaces. In the City of Belleville, appropriate building base height depends on the evolving scale of the existing and planned context. Strong street presence of the base of the building is achieved by articulating the building base through a variety of means: step backs, building materials, roof lines, or other architectural elements.

#### Design Guidelines:

- The building base should be designed, massed, and oriented to create a pedestrian-oriented streetscape and have a strong street presence.
- On corner sites, the setback of the building base should generally align with its respective street frontages and make necessary transitions to both edges.
- A significant amount of the building frontage on the ground floor and at building base levels should be glass to allow views of the indoor uses and create visual interest for pedestrians. Spandrel glass is strongly discouraged.

- Building façades facing onto streets and public spaces should incorporate vestibules, building entrances, covered walkways or canopies, and awnings at the ground floor level to create opportunities for activating the pedestrian realm and providing weather protection.

### Design Standards:

Place a checkmark (✓) in the applicable boxes below.

- The primary façade of the base building is sited parallel to the street and front property line.
- On corner sites, the building setbacks align with their respective street frontages and make necessary transitions to both edges.
- The windows at the base of the building are not spandrel glass and allow views into and out of the building.
- Vestibules, building entrances, and walkways are weather-protected (e.g., with awnings or canopies).

## 4•B•2 Special Considerations for Buildings■High Rise■Stepbacks and Terracing

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### Design Philosophy:

A stepback refers to the portion of the building that is “stepped back” above the building base at the building front, side, or rear, to reduce the perceived mass of the building as it rises and allow for increased sun penetration, privacy, and upper level terraces.

Building stepbacks create transitions to surrounding low-rise residential areas and other sensitive land uses, while they enhance the public realm by accommodating rooftop gardens and terraces.

### Design Guidelines:

- High rise development at major intersections should be developed to reinforce the prominence of these locations through appropriate massing, building projections, recesses at-grade, lower storey design, and open space treatments.
- Where building stepbacks are appropriate (generally on buildings taller than three storeys), architectural expression/design should provide a clear distinction between the building base, middle, and top.

### Design Standards:

Place a checkmark (✓) in the applicable boxes below.

- High rise development at major intersections reinforce the prominence of these locations through appropriate massing, building projections, recesses at-grade, lower storey design, and open space treatments.
- There is a clear distinction between the building base, middle and top of high rise buildings through the use of stepbacks and other forms of architectural expression/design.
- Where building stepbacks are recommended, the Visual Angular Plane analysis tool<sup>4</sup> is used to assess options for building massing.

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<sup>4</sup> Visual Angular Plane analysis determines the building envelope using a site cross-section and drawing a 45-degree angle measured from the property line on the adjacent side of the street. The line extension of this angle can assist in determining where the building massing can be stepped back or reconfigured to reduce its perceived mass as the building height increases.

## 5• Parking Lots

### ***Why Belleville Needs Great Parking Lots***

A variety of off-street parking is available in the City of Belleville, including:

- Surface parking;
- Structured parking above or below grade; and,
- Limited parking associated with public open spaces such as parks and trail systems.

In new development, where surface lots are required, these areas can be designed to minimize their visual impact and allow for redevelopment as future building sites. Therefore, the initial site layout considers site access, landscape, and site servicing that will facilitate the long term intensification of the site.

As development over the mid- and long-term intensifies and land values increase, structured parking can be a viable and desirable option to ensure the ultimate urban build-out of the City of Belleville where a high proportion of buildings directly line public streets.

The following guidelines are intended to prevent parking from becoming a dominant element in the City of Belleville's streetscapes. The design of parking facilities can coordinate landscaping, lighting, walkways, and structures to ensure a compatible interface with open space, buildings, and streets.

Minimum parking requirements are outlined in the City's Zoning By-law, however the siting of off-street parking and total number of spaces for a development can take into account the following considerations:

- Availability of transit stops or stations within walking distance of the development site; and,
- Public parking availability within walking distance of the development site.

## 5•A Parking Lots■Surface

### Design Philosophy:

Existing surface parking areas provide key opportunities for infill in which future buildings are sited at the street edge to improve pedestrian comfort and encourage improvements to the public realm. In the interim, opportunities to visually divide large surface parking lots into smaller parking courts through landscaping improve site quality and access, promote pedestrian safety, and help reduce the impacts of surface parking lots on the urban heat island effect.

New parking lots are developed only when necessary, and they include green infrastructure and stormwater management initiatives to provide sustainability.

### Design Guidelines:

- Surface parking lots should not dominate the streetscape.
- There should be a variety of parking spaces to accommodate a range of vehicle types.
- Surface parking lots are designed to be accessible, where necessary.
- Surface parking lots should be designed for sustainability and include sustainable features, where possible.
- Opportunities to manage stormwater on site should be considered for surface parking lots, where appropriate.
- Circulation patterns within surface parking lots should be designed to be easily identifiable and navigable by all users.
- Landscaping should be used to:
  - define smaller parking ‘courts’ and major internal vehicular routes;
  - improve edge conditions;
  - provide a safe, comfortable, and attractive environment for pedestrians; and,
  - screen parking facilities and storage and utility areas from the street.
- Landscaping or other parking area screening devices should not obstruct:
  - the visibility of all users within the surface parking lot, and
  - the façade of the primary building of the surface parking lot.
- The amount of landscaping for the surface parking lot should be proportionate to the overall parking lot size.

- Species for landscaping should be selected for ease of maintenance and longevity.
- Opportunities to manage snow removal and storage on site should be considered for surface parking lots, where appropriate.

**Design Standards:**

Place a checkmark (✓) in the applicable boxes below.

- There are no large surface parking areas in front of buildings or on corner lots.
- Accessible parking spaces are located closest to the accessible building entrance in surface lots, and located closest to the elevator for structured parking.
- Accessible parking spaces are directly connected to entrances by a barrier-free path.
- Safe and barrier-free pedestrian paths of travel are provided from all areas of the parking to the main path of travel or entrance.
- Curbing and sidewalks are designed to help prevent pedestrians from travelling behind parked cars and in vehicle laneways.
- Service and drop-off area circulation is located along a barrier-free path of travel and does not interfere with pedestrian circulation.
- Pedestrian crossings are indicated using distinctive pavement and high tonal contrast pavement markings.
- The siting of parking for energy-efficient vehicles (zero-emission vehicles, hybrid vehicles, etc.) and car-share vehicles is prioritized near to building entrances.
- Permeable paving, swales, and other features to manage stormwater on site are used, where appropriate.
- Freestanding or building-mounted light standards are provided at pedestrian level, along pathways, and at a broad area level and designed with full cut-off to prevent light spill onto adjacent properties.
- Major internal vehicular routes are defined by raised and curbed traffic islands planted with trees and low-level vegetation.
- Planting strips, landscaped traffic islands, and/or paving articulation are appropriately placed to define smaller parking ‘courts,’ improve edge conditions, provide for pedestrian walkways, and screen storage and utility areas.
- Landscaped parking islands at the end of parking rows and pedestrian connections contain shade trees.

- Surface parking areas that are adjacent to the public sidewalk have a well-defined edge treatment (i.e., through the appropriate use of landscaping, fencing and other buffers or enclosures).
- Adequate buffers, such as landscaping or bollards, are provided between parked vehicles and public sidewalks to facilitate clear sightlines between the street and parking area.
- Buffer elements do not exceed a maximum height of 1.2 metres.
- Landscaped enclosures of low walls, hedges, or berms are used to screen parking facilities.
- The amount of landscaping is proportionate to the overall parking lot size.
- High branching trees with tree grates and shrubbery on hard paving surfaces are used for ease of maintenance.
- Sod surface or shrubs are used as ground cover at the perimeter of the surface parking lot.
- Species selected for landscaping within the surface parking area are salt-tolerant and native to Belleville.

## 5•B Parking Lots■Structured

### Design Philosophy:

Parking structures have a high level of design that is consistent and complementary to the development and site as a whole.

### Design Guidelines:

- The design of and access to parking structures that front on to public streets and public open spaces should not detract from the streetscape and its activity.
- Pedestrian entrances for parking structures should be located in highly visible locations.

### Design Standards:

Place a checkmark (✓) in the applicable boxes below.

- Where feasible, parking structures fronting on to public streets and public open space have active at-grade uses.
- Wherever possible, access to structured parking is from secondary streets or the interior of blocks.

- ❑ There are no access ramps at street corners or view termini.
- ❑ Ramps to parking structures are located away from main building frontages and major streets.
- ❑ Parking within a structure is screened from view at sidewalk level.
- ❑ The street-level wall of the structured parking is enhanced with architectural detailing, landscaping or similar treatment.
- ❑ Pedestrian entrances for parking structures are located adjacent to main building entrances, public streets, or other highly visible locations.

## 5•C Parking Lots ■ Bicycle, Scooter, Stroller

### Design Philosophy:

The accommodation of convenient parking for bicycles, scooters, and strollers is essential to sustainable and healthy transportation options. To encourage active and alternative modes of transportation, convenient bicycle and scooter parking and/or storage opportunities are provided in the private realm.

### Design Guidelines:

- Preferential parking and supporting charging stations should be provided for bicycles and electric scooters within all parking lots.
- Secured and, where feasible, sheltered parking and storage facilities for bicycles and scooters should be provided in key areas to encourage alternative modes of transport.
- Areas to secure and store bicycles should have high visibility for users and should utilize clear, directional signage when necessary.
- Areas to secure and store bicycles should be sited for:
  - pedestrian safety, and
  - ease of visibility.
- Appropriate stroller parking should be provided at sites where it is warranted.

**Design Standards:**

Place a checkmark (✓) in the applicable boxes below.

- Bicycle parking and scooter parking are provided in proximity to the entrances to the building that is associated with the surface parking lot or structured parking lot.
- Charging stations for electric mobility devices (e.g., scooters, electric wheelchairs, e-bikes, etc.) are provided at sites where they are warranted.
- Secured and, where feasible, sheltered storage facilities for bicycles and scooters are provided at public parks, open spaces, and major transit interchanges (i.e., downtown bus depots, intercity bus depots, train stations).
- Bicycle racks and lockers are provided in structured parking facilities.
- Parking and storage facilities for bicycle and scooters are weather-protected and either adjacent to building entrances or integrated into the building.
- Areas to secure and store bicycles are placed out of clear paths of travel to avoid interference with pedestrian flow.
- Bicycles are secured and stored in areas where they can always be within line of sight.

## 6• Open Space

The City of Belleville has a Parkland and Recreation Master Plan, which guides municipal investment to enhance the City's public park system, including land acquisition, development and redevelopment, community use, and funding over the next 10 years. During the development application process in the City of Belleville, the Parkland and Recreation Master Plan must be consulted. Should a conflict arise between the contents of this Section 6 and those found in the Parkland and Recreation Master Plan, the standards outlined in the Parkland and Recreation Master Plan take precedence.

For further information or clarification, please contact the manager of Transportation and Operations Services.

### ***Why Belleville Needs Great Open Spaces***

A beautiful open space network contributes to a healthy Belleville, as it creates opportunities for leisure and physical activity among residents and visitors alike. A well connected network of green space also helps to support ecological biodiversity and mitigate the effects of climate change.

### **6•A Open Space ■ Trails**

The trail system is made up of recreational trails and multi-use trails. In this document, their differentiation is made for the sake of urban design, and so the Parkland and Recreation Master Plan must be consulted for details and standards on their functional design.

#### **Design Philosophy:**

The development of a recreational trail system is an integral part of the development process as identified in the Transportation Master Plan. Trails link the community and individual components together, providing pedestrians and cyclists with direct connections throughout the City of Belleville. The recreational and multi-use trail system establishes connections between residential areas, mixed use/corridor areas and employment areas, schools, and other destinations within the city.

**Design Guidelines:**

- Multi-use trails on streets should connect to existing recreational and multi-use trails in other parts of the City of Belleville.
- The design of trails should reflect the function and nature of the type of open space they occupy.
- Trails should be designed and equipped with appropriate amenities to be safe, visible, accessible to Accessibility for Ontarians with Disabilities Act (AODA) standards, and easily navigable.
- Trails and their amenities should be made of materials that support multiple forms of active transportation (walking, cycling, etc.) and are selected for their longevity and ease of maintenance.
- Lighting on the trail should be located to create a safe and comfortable environment for all trail users, without disturbing natural habitats nearby or causing excessive light spillover into adjacent residential properties.

**Design Standards:**

Place a checkmark (✓) in the applicable boxes below.

- The multi-use trail on a street connects to other existing recreational and multi-use trails.
- The design of the trail reflects its function and context.
- Lighting on the trail is located to create a safe and comfortable environment for all trail users, without disturbing natural habitats nearby or causing excessive light spillover into adjacent residential properties.
- The trail is accessible and visible from the public street or other public areas.
- Hard surface paving is used along trails with standard pavement lining and active transportation signage.
- Trails are a minimum of 3.0 metres wide to allow for two-way passage, with a vegetation cut back of a minimum of 5.0 metres.

**6•B Open Space■Stormwater Management****Design Philosophy:**

Some stormwater management (SWM) facilities are publicly accessible and integrated as part of the open space component of the greenspace throughout the City of

Belleville. SWM facilities are encouraged to combine their function with amenities for residents and the local community, where feasible.

#### Design Guidelines:

- SWM facilities should be promoted through their design as an important and desirable component of the greenspace system. Opportunities may be taken to increase public awareness and appreciation of the local environment.
- SWM facilities that are publicly accessible should be designed to be safe and inviting, without impacting their form and function.
- Areas of SWM facilities that are restricted to the public should be designed to prevent their direct access.
- SWM facilities should be compatible with adjacent natural areas and respond appropriately to adjacent urbanized areas.

#### Design Standards:

Place a checkmark (✓) in the applicable boxes below.

- For new developments that have on-site SWM facilities, street and block patterns enhance views and access to the SWM facilities.
- Public education displays (e.g., about the benefits of SWM) are used, where appropriate.
- Edges of stormwater ponds abutting the greenspace system remain naturalized.
- Where feasible and appropriate, sitting areas with pathway connections are provided at SWM pond edges.
- SWM pond edges accessible to the public:
  - have a low slope grade that can support public seating;
  - are fenced and planted with pollinator natural landscaping; and,
  - incorporate an arrangement of formal planting, seating, and paths that do not interfere with their function.
- Overlooks with railings or densely planted areas are used to prevent direct access to SWM ponds.
- Interpretive and caution signage is provided, and it is designed to match existing City signage and branding.
- Planting within SWM facilities is compatible with the adjacent natural areas.
- There is an appropriate transition between the SWM facility and the public realm.