Urban Design Brief

5205 King Street, Beamsville

April 2025



SRM↗
architects+
urban*designers

Prepared by
SRM Architects + Urban Designers
39 Advance Rd
Toronto, ON M8Z 2S6
905-891-0691

SRM project # 22043

Table of Contents:

1.0 Introduction:
- Vision and objectives
- Adjacent context
- Context photos

2.0 Development framework
- Site plan
- Massing and character
- Circulation and servicing
- Landscaping and Amenities
- Streetscape and public realm

3.0 Conclusion:
- Triple bottom line

1.0 Introduction:

SRM Architects + Urban Designers is pleased to submit this Urban Design Brief in support of Zoning Bylaw Amendment for the lands municipally addressed as 5205 King Street, within the Town of Lincoln (the "Site"). The lot is irregularly shaped and 16,047.5m² in area. The Site is located at the Western edge of Beamsville, at the corner of King Street and Lincoln Avenue, and approximately a 15 min walk (1km) from the central business district of Beamsville. The Site was previously occupied by a single storey retail building. The Site has approximately 197.3m of frontage on King Street, and 47.5m of frontage on Lincoln Avenue.

The Applicants propose the construction of 2 mid-rise mixed-use buildings. Building 1 is 7-storeys with 161 units, 675m² of retail, 883m² of amenity area. Building 2 is 6-storeys, with 85 residential units, 396m² of retail, and 86m² of amenity area. A third building is located at the rear of the property, which will house amenity uses for residents.

The development includes the creation of an active retail streetscape along King Street that will improve the pedestrian experience for the broader community, and mark a gateway between the Greenbelt, and the urban area of Beamsville. The Proposed Development includes 309 vehicle parking spaces, and 77 bicycle parking spaces.

SITE DATA (CONCEPT 1 - CREEK REALIGNMENT)

5205 King St, Beamsville, Ontario

DATA		REQUIRED	PROVIDED
ZONING		ZONING - XX	
ORIGINAL LOT AREA (m²)		-- (m²)	16,047.5 (m²)
AREA DEDICATED TO CREEK (m²)		-- (m²)	2,139.4 (m²)
FINAL LOT AREA (m²)		-- (m²)	13,908 (m²)
SETBACKS	FRONT YARD (m)	3.0 (m)	3.0 (m)
	INTERIOR SIDE YARD (m)	4.5 (m)	6.0 (m)
	EXTERIOR SIDE YARD (m)	-- (m)	9.3 (m)
	REAR YARD (m)	7.5 (m)	7.5 (m)
TOTAL UNITS			246

VEHICLE PARKING DATA

DATA	REQUIRED	PROVIDED
TOTAL PARKING BY LOCATION		
SURFACE - BUILDING 1		106
U/G - BUILDING 1		123
-		-
SURFACE - BUILDING 2		36
U/G - BUILDING 2		44
TOTAL		**309**

BUILDING DATA - APARTMENT 1

DATA	REQUIRED	PROVIDED
TOTAL DENSITY (# of units)	-- (units)	161 (units)
BUILDING AREA (m²)	-- (m²)	2,148 m² (23,120 ft²)
*GROSS FLOOR AREA (m²)	-- (m²)	13,853 m² (149,120 ft²)
U/G FLOOR AREA (m²)	--	4,187 m² (45,069 ft²)
GROSS CONSTRUCTION AREA (m²)	--	18,040 m² (191,656 ft²)
NUMBER OF STOREYS	--	7 + ROOF AMENITY
BUILDING HEIGHT (m)	-- (m) MAX.	25.58 (m) *(from Finished Grade (109.62))*
COMMERCIAL/RETAIL AREA (m²)	-- (m²)	675 m² (7,264 ft²)
AMENITY AREA (m²)	= 10m² for each unit = 1,610 m²	886 m² (9,536 ft²)
INDOOR AMENITY *(common)*		177 m² (1,906 ft²)
PRIVATE AMENITY *(balconies)*		427 m² (4,625 ft²)
ROOFTOP AMENITY *(outdoor)*		279 m² (3,005 ft²)

**GROSS FLOOR AREA (m²) excludes parking, includes common spaces, circulation, services & garbage rooms in P1 Finished Grade calculated as average grade*

BUILDING DATA - APARTMENT 2

DATA	REQUIRED	PROVIDED
TOTAL DENSITY (# of units)	-- (units)	85 (units)
BUILDING AREA (m²)	-- (m²)	1,195 m² (12,863 ft²)
*GROSS FLOOR AREA (m²)	-- (m²)	7,647 m² (82,320 ft²)
U/G FLOOR AREA (m²)	--	2,038 m² (21,941 ft²)
GROSS CONSTRUCTION AREA (m²)	--	9,686 m² (102,370 ft²)
NUMBER OF STOREYS	--	6 + ROOF AMENITY
BUILDING HEIGHT (m)	-- (m) MAX.	23.22 m *(from Finished Grade (108.78))*
COMMERCIAL/RETAIL AREA (m²)	-- (m²)	396 m² (4,267 ft²)
COMMERCIAL OUTDOOR AMENITY (m²) *(not included in overall amenity)*	-- (m²)	71 m² (763 ft²)
AMENITY AREA (m²)	= 10m² for each unit = 850 m²	644 m² (6,934 ft²)
INDOOR AMENITY *(common)*		86 m² (926 ft²)
PRIVATE AMENITY *(balconies)*		263 m² (2,834 ft²)
ROOFTOP AMENITY *(outdoor)*		295 m² (3,175 ft²)

**GROSS FLOOR AREA (m²) excludes parking, includes common spaces, circulation, services & garbage rooms in P1*

BUILDING DATA - CLUBHOUSE

DATA	REQUIRED	PROVIDED
BUILDING AREA (total m²)	-- (m²)	266.2 m² (2,865 ft²)
GROSS FLOOR AREA (m²)	-- (m²)	804.5 m² (8,660 ft²)
P1		272.1 m² (2,929 ft²)
L1		266.2 m² (2,865 ft²)
L2		266.2 m² (2,665 ft²)
TOTAL CONSTRUCTION AREA (m²)		804.5 m² (8,660 ft²)
NUMBER OF STOREYS	--	2
BUILDING HEIGHT (m)	-- (m) MAX.	10.586 m *(from Finished Grade (108.51))*
AMENITY AREA (m²)	--	1,654 m² (17,803 ft²)
INDOOR AMENITY		541 m² (5,823 ft²)
OUTDOOR AMENITY		1,113 m² (11,979 ft²)

LOT COVERAGE

DATA	REQUIRED	PROVIDED
LOT COVERAGE (%)	-- (%)	27 (%)
LOT COVERAGE (m²)	-- (m²)	3,754 m² (40,421ft²)
LANDSCAPED OPEN SPACE (%)		4,339.9 m² (31.2%)

SUPPORTING STUDIES AND MATERIALS

This Urban Design Study has considered, and must be read in conjunction with, the other plans and studies supporting the application.

1.0 Introduction

Vision and Objectives:

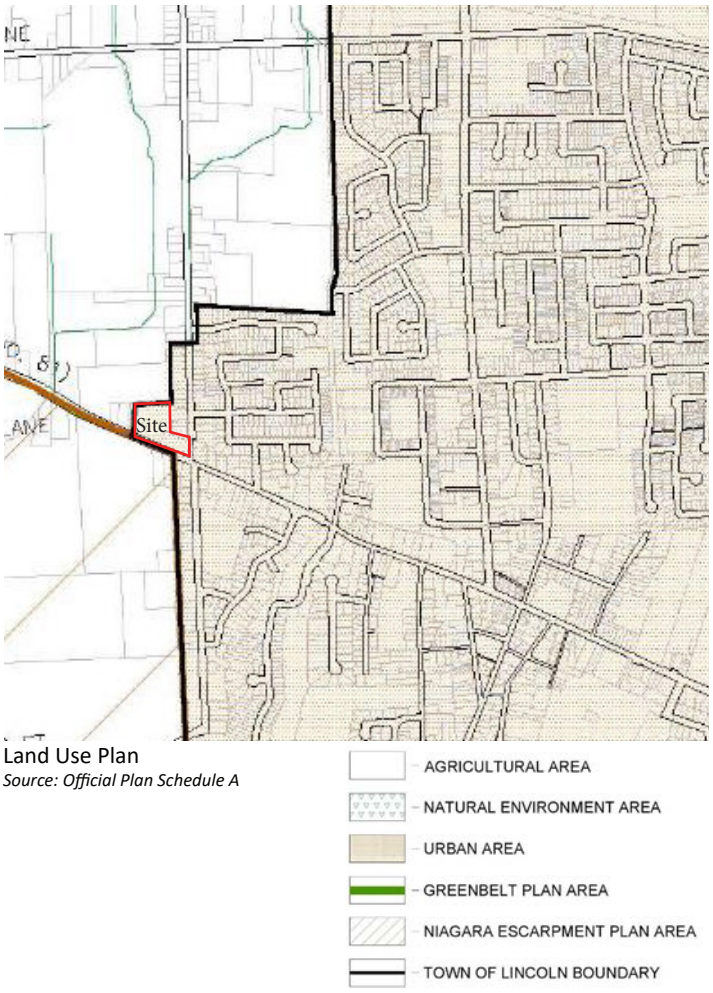
The site is located at the Western edge of the Urban Area of Beamsville based on the Official Plan. The land immediately to the west of the site is designated as part of the Greenbelt, while the land immediately to the south - across King Street - represents the southern boundary of the Niagara Escarpment Plan Area. King Street has a ROW of 26m in this location and is considered an urban general arterial road (OP Schedule D1) within the road network.

The development takes advantage of the walkability and active transportation routes to downtown. According to OP Schedule D3, the site is located at the crossroads of two regional bicycle routes, a paved shoulder route along King Street, and a future signed on-road route along Lincoln Ave.

The project directly supports the Town of Lincoln Official Plan (policy 3.1.13) in the following ways. The proposal is a dynamic, infill residential development that makes a significant contribution to city building by creating housing within a 15-min walk from the centre of Beamsville. Through its design and program the project is able to;

1. Establish a firm edge to the urban area of Beamsville;
1. Reinforce Beamsville's role as a compact urban community through urban intensification;
2. Support economic vitality through development and renewal;
3. Improve the public realm and streetscape through good urban design, and the creation of active, commercial frontages and a street wall along King Street;
4. Support the residential intensification of the central area through considered and contextual density;
5. Support local businesses through the creation of a mixed use development with space for shops and housing for new customers;
6. Support active transportation and contribute to a compact urban form by adding density within walking distance to many shops, restaurants, and jobs.

The proposal will help contribute towards intensifying the area through mid-rise mixed use development, in-line with the Official Plan. Its height of 6-7 storeys will help to achieve the Town of Lincoln's minimum density targets within the context of Beamsville where there are limited development sites within the urban limits. Moreover, the site represents an opportunity to create a landmark, establishing a strong urban edge, while promoting active transit by locating shops along the street frontage of King.



Land Use Plan

Source: Official Plan Schedule A

OFFICIAL PLAN 8.6: URBAN DESIGN

Section 8.6 of the official Plan establishes high level urban design aims and principles for the urban areas of the Town of Lincoln, including Beamsville and the Site. The urban design policies in the OP establish the following broad intentions: promoting compact, walkable, and connected communities through mixed-use development, increased density in appropriate areas, and diverse housing options while supporting a range of transportation modes like walking, cycling, and complete streets for all users; enhancing public spaces and the streetscape by prioritising linked open spaces, quality architecture, appropriate street edges, and public realm improvements to foster pedestrian-friendly environments and vibrant public activity; creating a sense of place by ensuring that new developments complement existing neighborhoods, enhance local identity, and support a strong sense of community; preserve heritage and natural assets by protecting heritage buildings, cultural landscapes, and the natural environment as essential components of the town's character; Sustainable Growth Through Intensification: Focus on redevelopment and intensification within fixed urban boundaries, balancing growth with compatibility and sensitivity to existing settings..

URBAN DESIGN POLICIES FOR RESIDENTIAL AND MIXED USE DEVELOPMENTS:

The project aligns with Official Plan Urban Design Policies by meeting the following standards.

Streetscape:

- Driveway entrances across sidewalk have been minimised. (8.6.3.1c)
- Parking, loading, and garage entrances are located at the rear of the property. (8.6.3.4.B, 8.6.3.5.I, 8.6.3.5.M-N)
- Principal facades with active retail entrances located along street. (8.6.3.4)
- Front yard landscape design reinforces green identity of Beamsville, while creating clearly defined pedestrian walkways. (8.6.3.5.H)

Massing

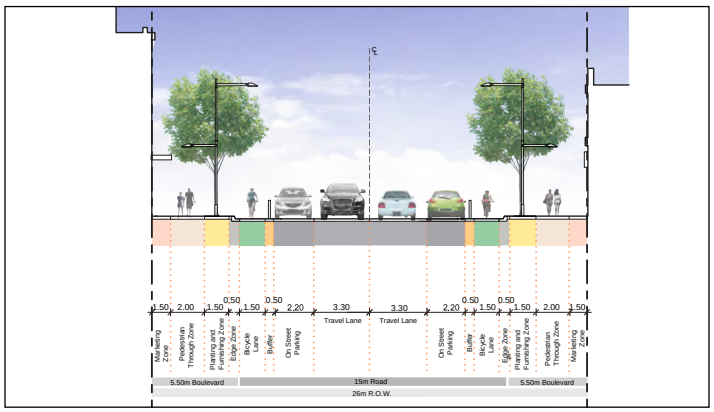
- The project sets back from neighbouring development to provide a transition area, and to respect an angular plane. (8.6.3.4.N)
- Building height at the street wall ranges between 23.22 and 25.58m, which is consistent with a 6 storey building along the eastern edge, and a 7 storey building towards the western street frontage. Both are heights are less than the 26m ROW for King street - based on the Region of Niagara's planned right of way for urban arterial roads. This is close to but less than a 1:1 height to width ration, considered best practice.

Local character:

- The proposed development builds on local character by incorporating a locally used materials including brick, and through a rhythm of fenestration than can be seen in the historic retail core of Beamsville.
- Architectural detailing emphasises important location at corner of King and Lincoln. (8.6.3.4.D)
- Flanking facades are given equal importance to streetfront facades. (8.6.3.5.C)

Ground Level Relationships

- The proposal creates pedestrian scaled, active uses facing the street at ground level that support high pedestrian activity.
- The proposal promotes an animated street environment with frequent doors, windows, and pedestrian generating uses fronting directly onto King street.
- In addition to resident cycle parking, outdoor cycle parking is included to encourage active transportation. (8.6.3.5.B)
- Materials, lighting and overhangs create legible main entrances. (8.6.3.5.D)
- Pedestrian connections from parking lot are well defined through paving and lighting. (8.6.3.5.L)



Right of way design for Arterial Road / Main Street, with on street cycle lane.

Source: Niagara Region Complete Streets Design Guidelines.

1.0 Introduction:

Adjacent context:

The Site is at the edge of the urban area of Beamsville. It is surrounded to the north south and west by the greenbelt, while to the immediate east, the town begins as a fine grain, low-rise, residential area.

The houses in these areas are detached and vary greatly in character from 1950s bungalows, to Edwardian two storey homes. There is a diverse use of materials in the neighbourhood with cladding for houses in wood, stucco or brick. Closer to the town centre, there is a more consistent use of brick. This characteristic element has formed the basis for the proposed buildings design, building on the character of Beamsville by using brick cladding, within a contemporary architectural design.

The proposal works within a 15-min city model, densifying through a mixed use development within a 15 min walk of the central business district.

More importantly, the project represents a strong edge to the city through its location at a transition point between the urban area of Beamsville, and agricultural greenbelt.

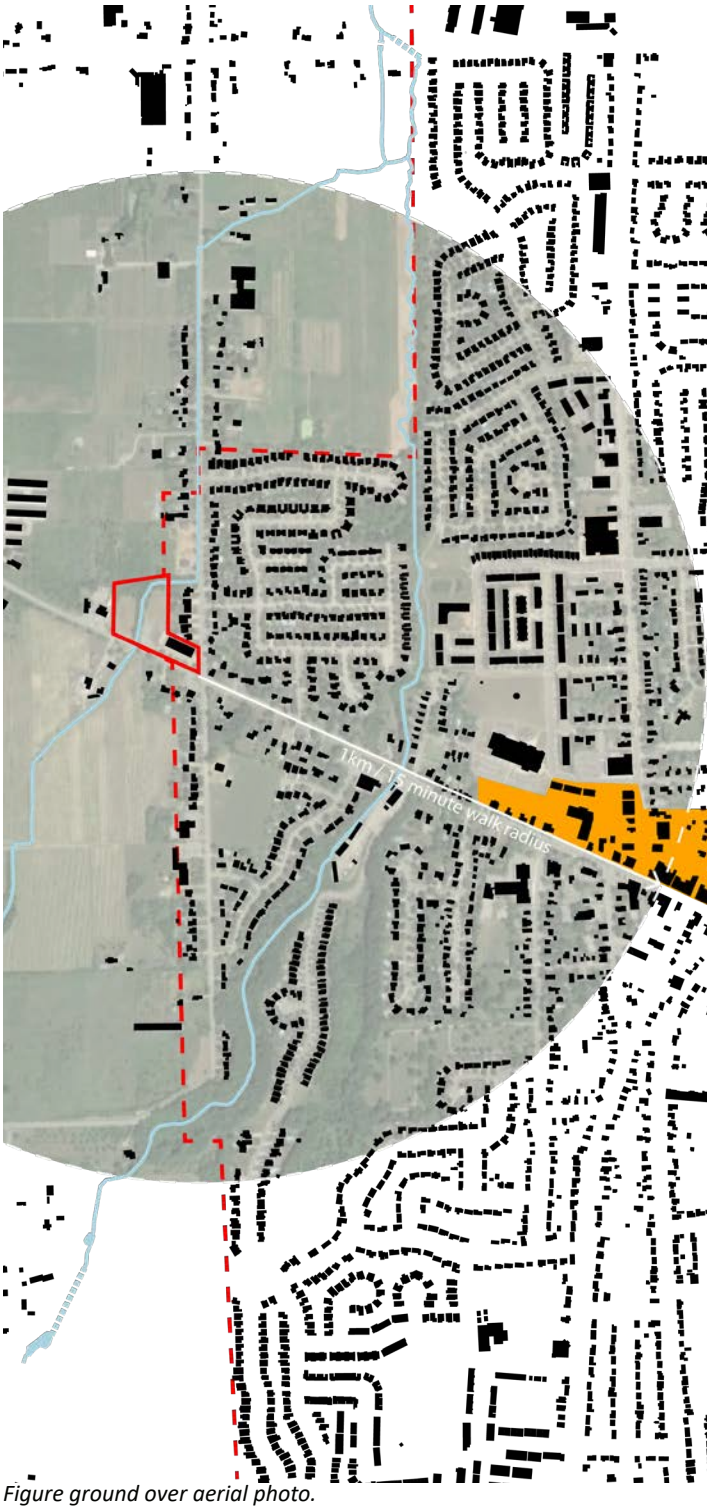


Figure ground over aerial photo.

1.0 Introduction:

Context photos:

The following is a collection of Google Street view photos that are intended to graphically illustrate the surrounding context, explained verbally on the previous page.













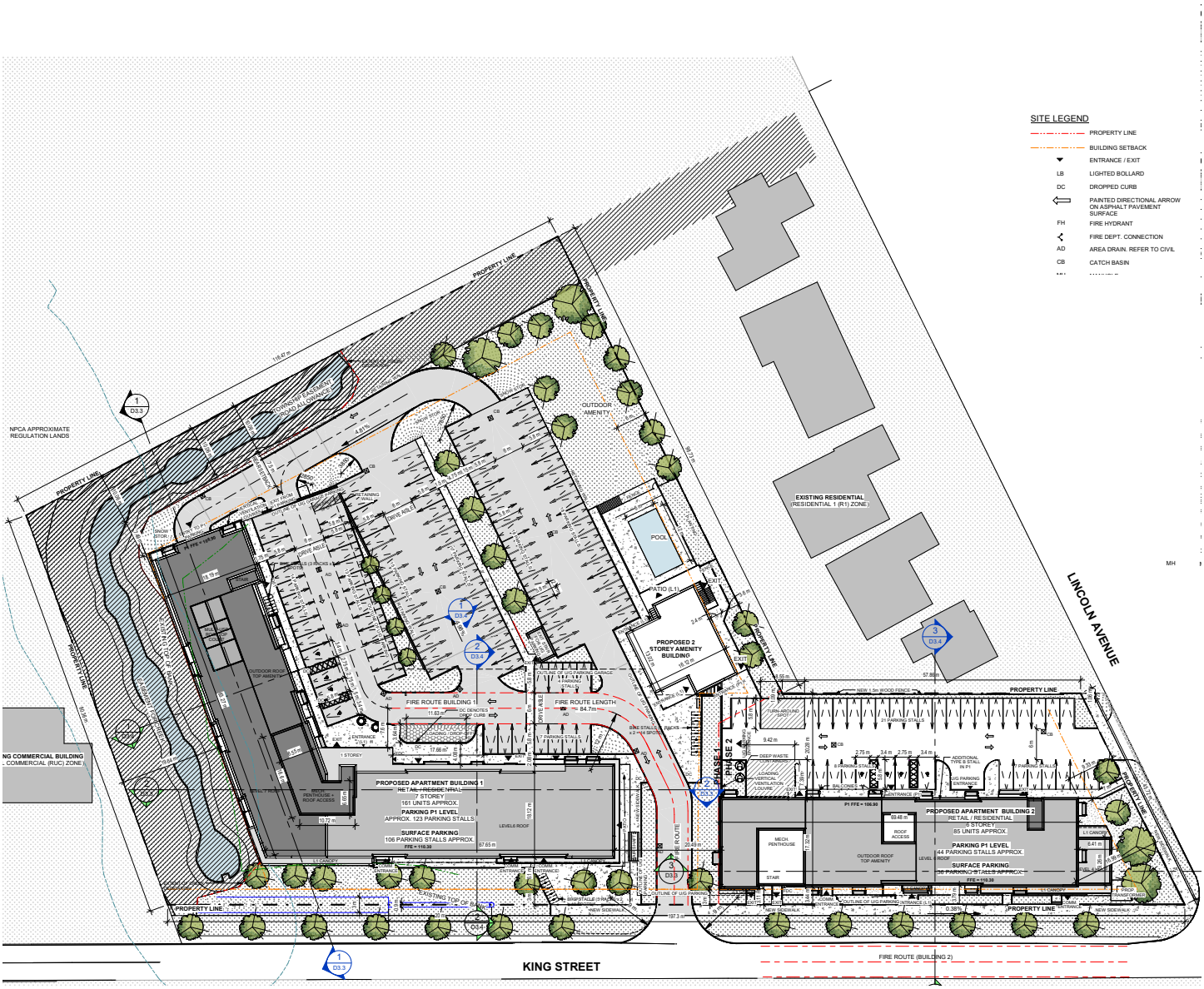
2.0 Development framework

Site plan:

The 2 buildings establish a perimeter block form, together with the existing houses along Lincoln Avenue. The proposal eliminates a previous car oriented building form which had parking in front of the street. Instead, it creates an active, urban frontage on King Street St. Ground level parking is minimised and contained in the rear of the site where it is not visible from the Street.

The landscaped creek, together with outdoor seating, and active retail frontage along King Street creates an attractive pedestrian experience. The project concentrates the density along King Street and the new creek transitioning in height from these edges down towards the lower residential uses.

The creek is realigned to create a natural landscaped setback between the building, King Street, and the greenbelt to the immediate west.



2.0 Development framework

Massing and character:

The 6 and 7 storey buildings help to create a landmark for the urban area of Beamsville. The 7-storey L-shaped building fronting King and the realigned creek establish a strong edge to the urban area of the town.

Fronting the street and creek, the building mass is setback as far as possible from the neighbouring properties, using the open space of the amenity areas to provide a transition area and buffer between the different building typologies.

The building starts to create a sense of urbanity in an otherwise car dominant part of Beamsville, characterised at the moment by large, sprawling large residential lots.

Building on local character and heritage:

The building includes the use of brick in the facade, and adopts a scale and rhythm of fenestration seen in the central business district. These design decisions reference the historic character of Beamsville's Central Business District within a contemporary architectural solution.

More glazing is found on the first floor retail units which will draw human interaction, while activating this portion of the street. The 6 and 7 storey massing along the street creates a strong street wall with a near 1:1 street width to height ratio.





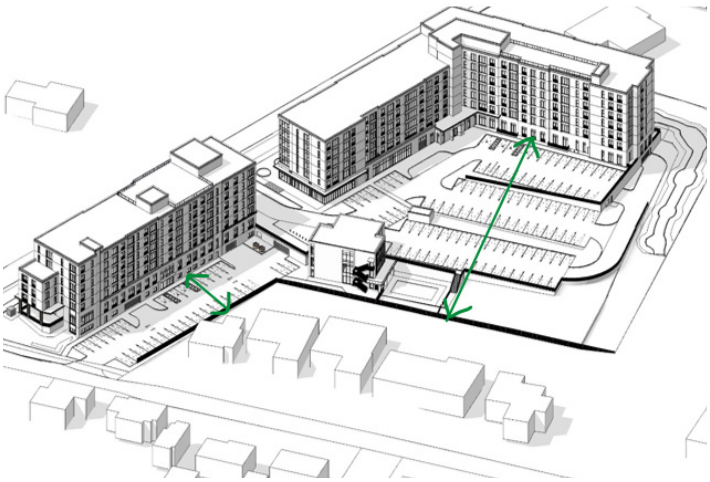
2.0 Development framework

Massing and character:

The proposed massing has been thoughtfully designed to fit within a small-town context, respecting both the built form and the surrounding community. The building's height and scale transition appropriately to adjacent uses using varied rooflines and step-backs, while reinforcing King Street's prominence as a regional road.

Traditional materials like brick, siding, and concrete are found in Beamsville and surrounding Niagara region. These materials are utilized within the project to help break down the overall mass of the building, providing visual interest and reducing the perception of height and bulk. These design strategies contribute to a cohesive, familiar aesthetic that aligns with established small-town development patterns.

Open space, particularly in the form of landscaped amenity areas, has been strategically located near low-rise residential neighbours. It functions as usable outdoor space and as a buffer or transitional zone between different residential densities. This helps to soften the interface between buildings of varying scale and ensures that the development contributes positively to the overall urban fabric.



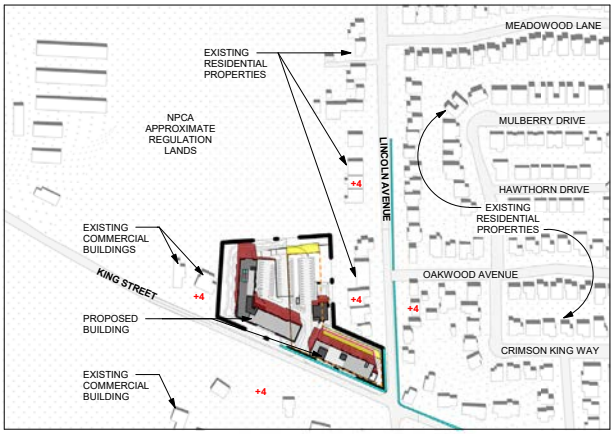


2.0 Development framework

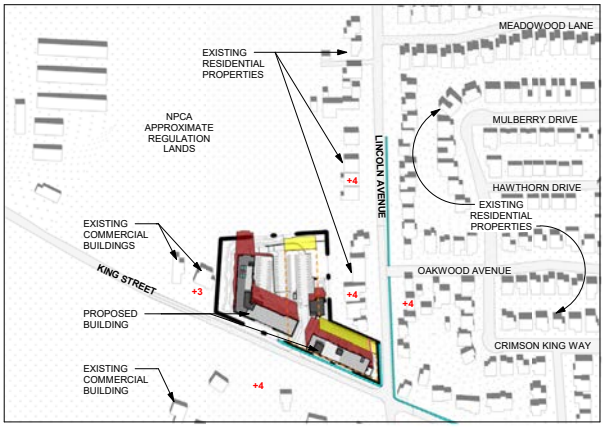
Massing and character:

A comprehensive shadow study was undertaken to assess potential impacts on adjacent properties. The study examined shadow patterns during key seasonal dates and hours of the day to ensure a complete understanding of light access. The results demonstrate that shadows cast by the proposed development generally fall within the subject site or on to less sensitive parking areas.

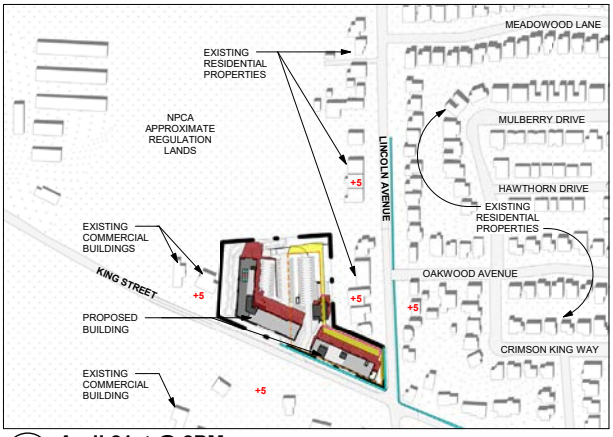
Where possible, step-backs and reductions in height have been incorporated along property lines to further mitigate shadow impacts, particularly on neighboring rear yards and public walkways. Generous setbacks from low-rise residential properties have been incorporated to minimize the shadowing effects of the massing.



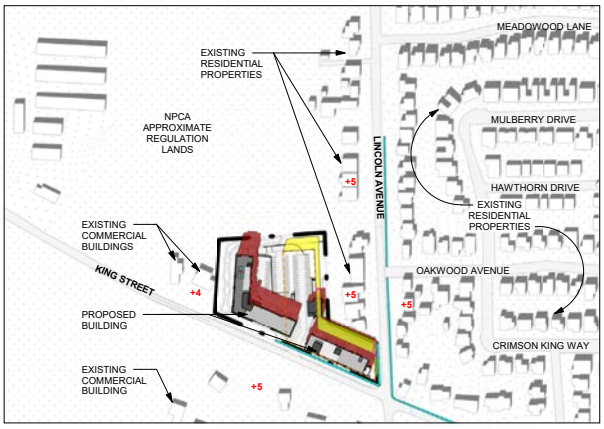
April 21st @ 1PM



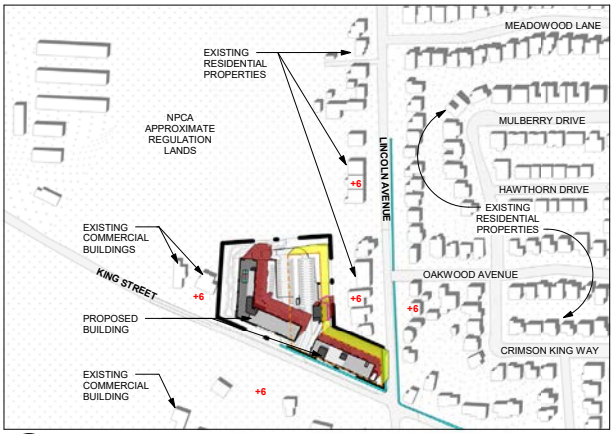
September 21st @ 1PM



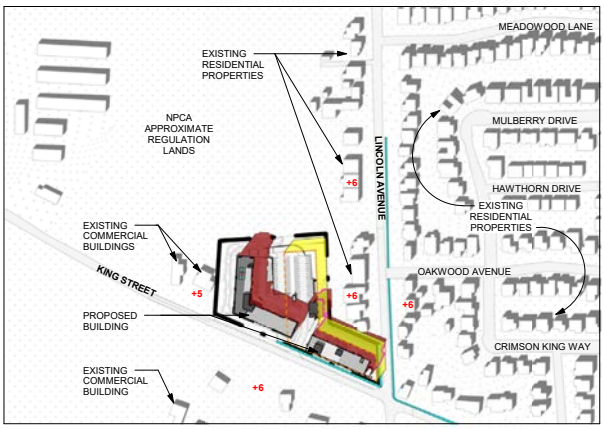
April 21st @ 2PM



September 21st @ 2PM



April 21st @ 3PM



September 21st @ 3PM

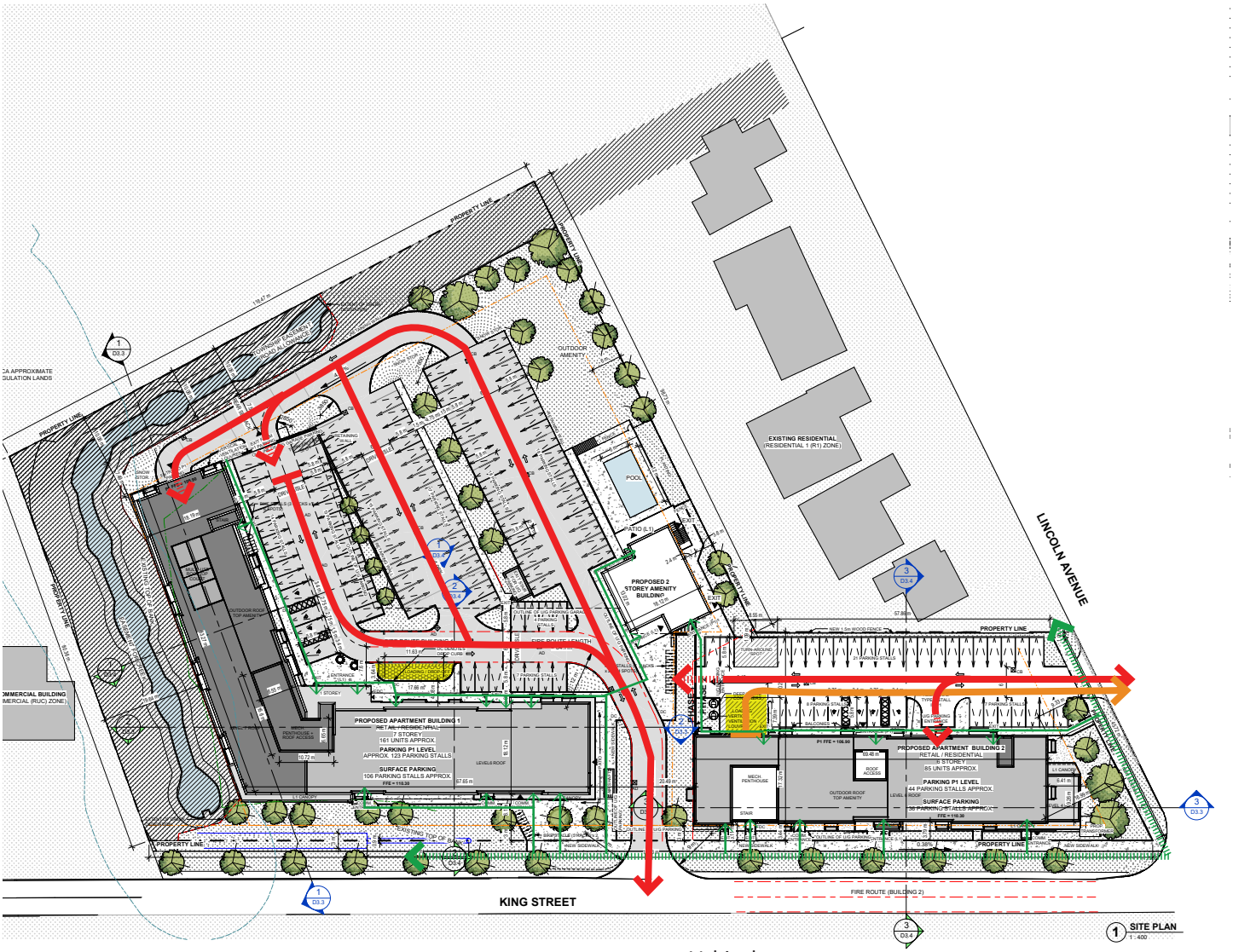
2.0 Development framework

Circulation and Servicing:

Residents access Building 1 via the central court yard and can access Building 2 via the courtyard or via King Street. The commercial units break up the scale of the facade along King Street, generating interest for pedestrians, and activating the streetscape, providing eyes on the street, with more glazing facing the public space.

Pedestrian routes from the parking to the main entrance and commercial areas are achieved through high quality, legible pedestrian walkways, and overlooked by residential units facing the courtyard. Bicycle storage for residents is located in indoor secure facilities in P1, while visitors and retail customers have easy access to outdoor cycle parking near the sidewalk. Exterior and interior cycle parking provide a total of 77 bicycle parking spaces.

Vehicles can access the site via two vehicular entrances. One is located between the 2 buildings off King Street. The second takes advantage of the slope on site, providing access to a lower parking level via Lincoln Ave. The waste collection and servicing area is veiled from the street, at the back of the building, with the help of an interior garbage room and a waste pick up alcove hidden from public view. This provides a more attractive streetscape.



- Vehicular access
- Waste / loading
- Pedestrian access and egress
- Loading and Waste Pickup Area

2.0 Development framework

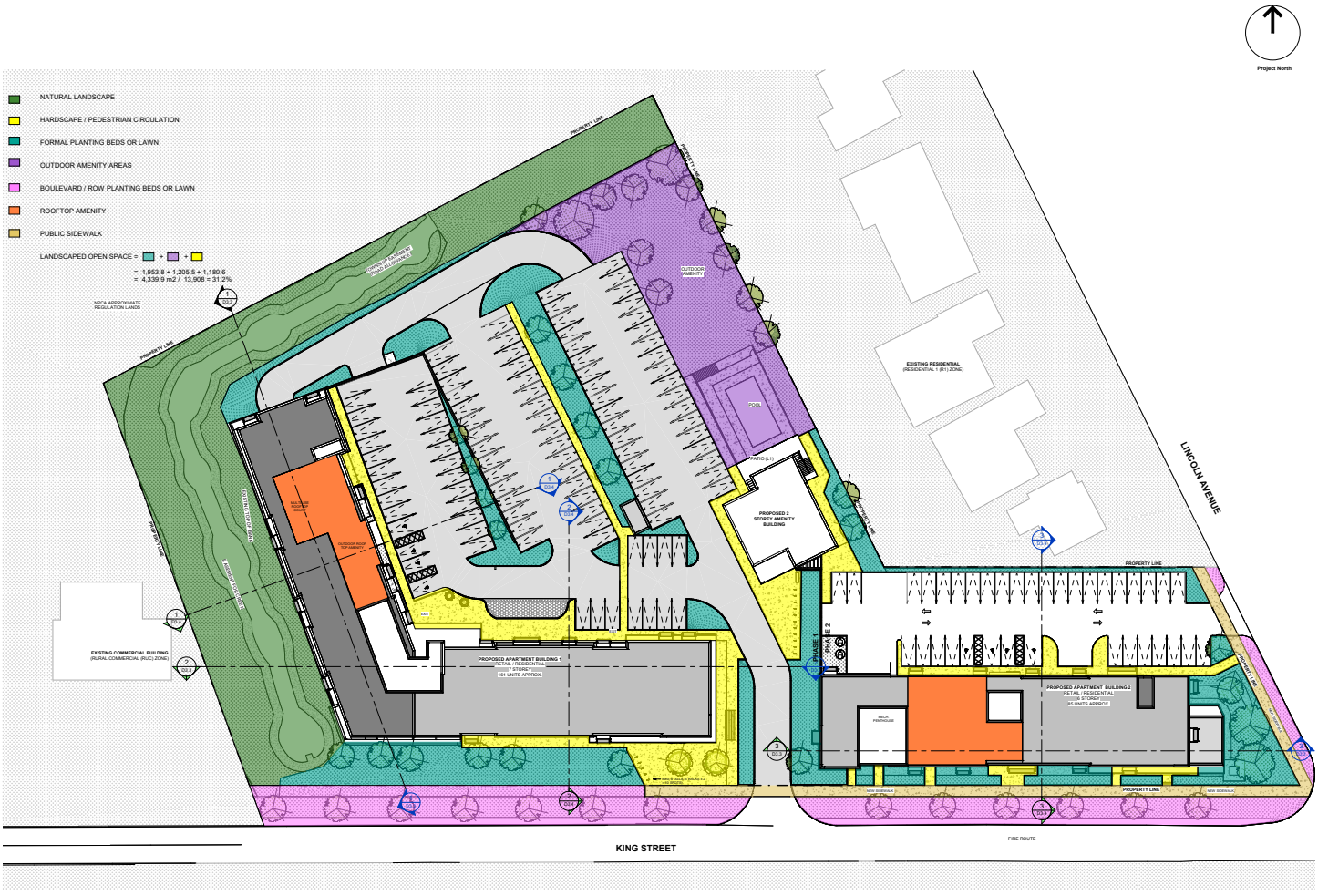
Landscape and Amenities:

The proposal is accompanied with a landscape plan that enhances the positive impact of the building on the public realm. A series of landscaped garden beds accompany the pedestrian along the sidewalk on King and Lincoln in front of the building entrances.



The landscaping strategy is in-line and builds on the site considerations and streetscape policies set out in section 8.6 of the Official Plan, using landscaping as a tool to prioritize pedestrian circulation and legibility.

The proposal includes roof top amenity areas on each building, and a an outdoor private terrace with a pool for residents outside the 2-storey amenity building to the rear of the Site. For more information, refer to the architecture package.



LANDSCAPE PLAN

2.0 Development framework

Streetscape and Public Realm:

Commercial units along the building frontage open directly onto the sidewalk, activating the pedestrian realm and enhancing public safety through passive surveillance. This vibrant interface is further enriched by green landscaping elements that soften the transition from a more urban built form (6 to 7 storeys) to the existing green streetscape of Beamsville.

The scale of the commercial units, the use of traditional materials, and the integration of appropriately scaled signage support the City's vision for this area, as outlined in the Central Area Urban Design Guidelines.

The Official Plan acknowledges that many commercial areas in Beamsville are currently car-dependent. In response, it establishes a clear objective to foster a more walkable urban environment, particularly along general commercial corridors such as this segment of King Street (OP 3.4.2.E).

Achieving this goal requires learning from other small towns that have successfully cultivated walkable, mixed-use urban environments. Although rare in North America, notable precedents include Burlington, Vermont, where downtown buildings reach up to 21 metres in height, creating a 1:1 ratio of building height to street width. This proportion establishes a strong sense of enclosure and pedestrian comfort. In Canada, Squamish provides a comparable example, where mid-rise mixed-use development has transformed the downtown while maintaining a similar 1:1 height-to-street ratio.

Both towns exemplify the enduring principles of traditional urbanism —compact, mixed-use, and human-scaled development. This "golden rule" of urban design—achieving a height-to-width ratio close to 1:1—has shaped many of the world's most celebrated urban streets.

In this proposal, the two buildings fronting King Street are 23.22 metres and 25. metres in height, respectively. With a 3.4 metre setback from the 26 metre right-of-way, the resulting street wall occupies approximately 70% of the ROW width—approaching the ideal 1:1 ratio. This proportion helps to define a comfortable, walkable street enclosure and contributes to a vibrant public realm.



Victoria St, Squamish, Height to Width Ratio



Church Street, Burlington Vt, Height to Width Ratio



Proposal, Height to Width Ratio

3.0 Conclusion:

The triple bottom line:

From a triple bottom line perspective, the proposed building, as envisioned, will support Official Plan policies and has a number of benefits for the city of Beamsville and its residents.



Proposal marking a strong urban edge to Beamsville

Environmental Benefits:
As an infill development, the 6 and 7-storey buildings will add 246 residential units to the urban area within a 15m walk to the Central Business District. This sustainable approach will help Beamsville to reverse years of car-oriented development, by moving towards a compact, walkable urban model. The project provides further benefits through the creation of an active streetscape, replacing a surface parking lot along King Street with active retail uses and formal planting beds that will improve the pedestrian experience through an enhanced public realm.

The development will help Beamsville to reverse sprawl by intensifying a brownfield site, following a 15 minute city approach, where active transportation is possible from the residential units to shops, employment and schools.

Social Benefits:
The proposed project will define a strong urban edge to Beamsville through the creation of a landmark at the border with the greenbelt. This clear demarcation between urban and rural will help demarcate this crossing of King and Lincoln as a safe, walkable urban area. Moreover, the provision of 246 units will help to address the housing crisis in southern Ontario, helping Beamsville reach its housing targets through a context sensitive mid-rise development.

Economic Benefits:
By generating gentle density in the form of a mid-rise building, the proposed project will help to sustain local shops and offices within the urban area of Beamsville.