

6.0 SPECIFIC BUILDING TYPES

6.1 Introduction

Some specific land uses and their associated buildings have site design requirements and challenges which are unique to that activity.

In addition to the general guidelines of the previous sections, the guidelines of this section provide further direction for industrial, commercial and multiple unit residential development.

6.2 Business Parks and Industrial Buildings

Rationale

Business parks serve an important economic function in the city. Business parks are special districts accommodating industrial, warehouse and office facilities.

The quality of the built form and landscaping within these areas contributes significantly to the image of industry and employment in Hamilton. Design guidelines in this section are intended to enhance the streetscape; provide efficient site circulation and parking; establish high quality building design particularly at gateways, and corner lots; and, minimize impacts to sensitive land uses.

Guidelines

Site Layout

1. The City encourages building placement close to the street edge as the dominant and consistent element in the business park.



Office and warehouse oriented to the street

2. The office component of the building may be located closer to the street than the plant or warehouse component *to* be visible from the street and break up a long building mass.



Office component located in front of main building mass

3. Buildings should be sited to complement the visual quality of the streetscape, and the existing or proposed development of neighbouring properties.
4. Where possible, site and building design should recognize and incorporate the natural features of a site such as existing trees, contours, water course and ponds.



Existing trees retained along perimeter of site

5. Development should be set back from existing natural features to create buffer areas.
6. Buildings should be sited to ensure that adjacent properties are protected from the new development's site illumination, noise and odour if applicable.

7. Outdoor amenity areas such as a patio for lunch should be incorporated into the overall site design and defined by building facades, fencing or landscaping.

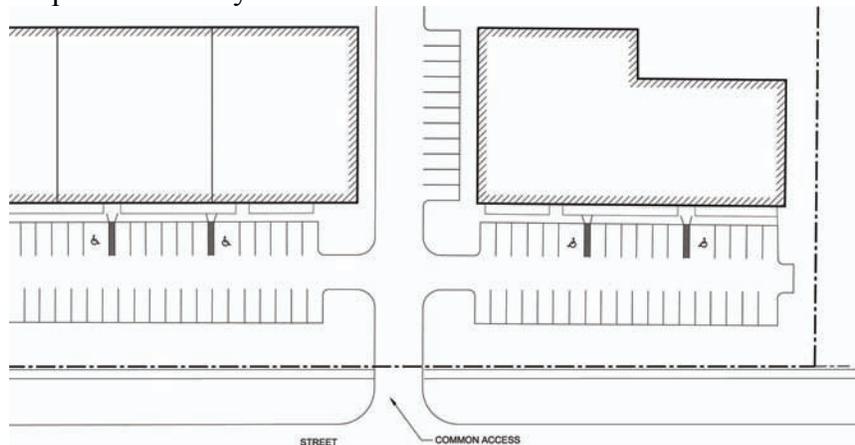


Patio area with tables and pergola

8. Display areas, if desired, could be incorporated into the front yard landscape.

Circulation and Parking

1. Common driveways that access more than one site should be considered on major roads to minimize the number of driveways on public roadways.



Two industrial buildings served by one driveway

2. Site access for corner lots should be located away from the street intersection.

3. Sufficient area should be provided on the site for truck movements.
4. Large scale parking areas should not be located between the building front and the street line.
5. The preferred location for the primary parking area is at the side and/or rear of the building. Visitor parking, handicapped parking, and drop off areas can be located between the building and street.



Building oriented to street with side yard parking

6. Visitor parking areas in the front yard should be limited to a single or double loaded row. A landscaped strip should be provided between the street and parking.



Visitor parking close to entrance, screened from street with landscaping

7. Curbing is to be used to separate all driveways and parking from landscaped areas, and curb cuts are to be provided at pedestrian crossings.

8. Snow storage provisions should be considered in the parking layout.

Loading and Servicing Areas

1. Waste storage areas should be located inside buildings, wherever possible. Outside waste disposal areas and containers should not be visible from the street. Building design, siting, landscaping and planting or fencing should be utilized to screen views.
2. Loading and outdoor storage should be located in the rear and interior side yard. Outdoor storage should not be located in rear yards backing on major arterial roads or highways.



Loading bays screened by extension wall

3. All outside storage should be screened by landscape features and fencing features. Screening should be compatible with the building design and materials.
4. All loading and servicing areas should be located away from the street frontages and be effectively screened and buffered from public views and from adjacent residential properties by landscape features and/or fencing that is compatible with the building's architecture.



Berming and landscaping screen the loading area

Building Design

1. Distinctive building designs that complement the surrounding area are encouraged. Building design is not restricted to any specific style or character however, proposed buildings should provide continuity and be sensitive to a unified image of the area should one exist.



Building conveys a contemporary image of the company and the business park

2. Office and entrance elements should be oriented toward the street.



Main building entrance faces the street with parking located in side yard

Landscaping and Buffers

1. Landscaping should be used in the business parks as a major visual element in unifying the streetscape and softening long expanses of blank walls.



Well treed yard softens the streetscape

2. Landscape planting adjacent to gateway entries should be designed to complement the business park identify features.
3. Landscaping treatments should screen parking that is visible from the street.

4. Landscaped buffer strip of approximately 3 metres in width should be provided along all interior property lines. Increased buffers will be required adjacent to sensitive uses.
5. Large expanses of solid fencing should be broken up with landscaping elements.
6. Stormwater ponds within business parks should be developed as natural landscaped features that contribute to the landscaped environment.



Stormwater management pond adds a natural feature to the built landscape

7. Noise attenuation measures should be incorporated where necessary to ensure that adjacent properties, especially residential properties, are not disrupted by activity on site.

Multi-Tenant Buildings

1. Individual entry points of multiple tenant buildings should be identifiable without detracting from the overall appearance of the building.



Tower elements identify entrances to individual units

2. The architectural style of buildings accommodating multiple tenants should remain dominant and cohesive over the entire building.
3. Vehicular linkages between adjacent multi-tenant industrial sites are desirable.

6.3 Drive-through Restaurants and Other Facilities

Rationale

Many commercial services, especially the restaurant sector, have developed drive-through facilities as part of their operation. The drive-throughs have become an important part of the sales approach and have grown in popularity. Banks, pharmacies and drycleaners have also developed drive-through facilities.

The City of Hamilton strives to create high quality, pedestrian-oriented streetscapes throughout the City. The design of drive-through facilities must therefore be considered in relation to the streetscape as well as internal site operations. As well, the drive-through operation should not disrupt on-site traffic, the operation of adjacent local streets and ensure minimal impact on neighbouring properties, particularly residential lots. Site design for drive-through facilities must efficiently move automobiles and provide the necessary vehicle stacking for cars waiting to use the drive-through facility.

The City's general objectives of locating buildings close to the street line should also apply to drive-through facilities, wherever possible. The parking and drive-through component of the operation should be located away from the street. Drive-through facilities typically have a great deal of paved areas and it is important that site landscaping be extensive and of a high quality in order to soften the hard surfaces and provide necessary buffers along the edges.

Guidelines

1. Drive-through facilities should be located behind or along side of the principal building mass which is oriented to the street. Where a drive-through facility must be located between the building and the street as there are no other design alternatives or safety may be compromised, the boulevard adjacent to the drive-through aisle must be extensively landscaped.

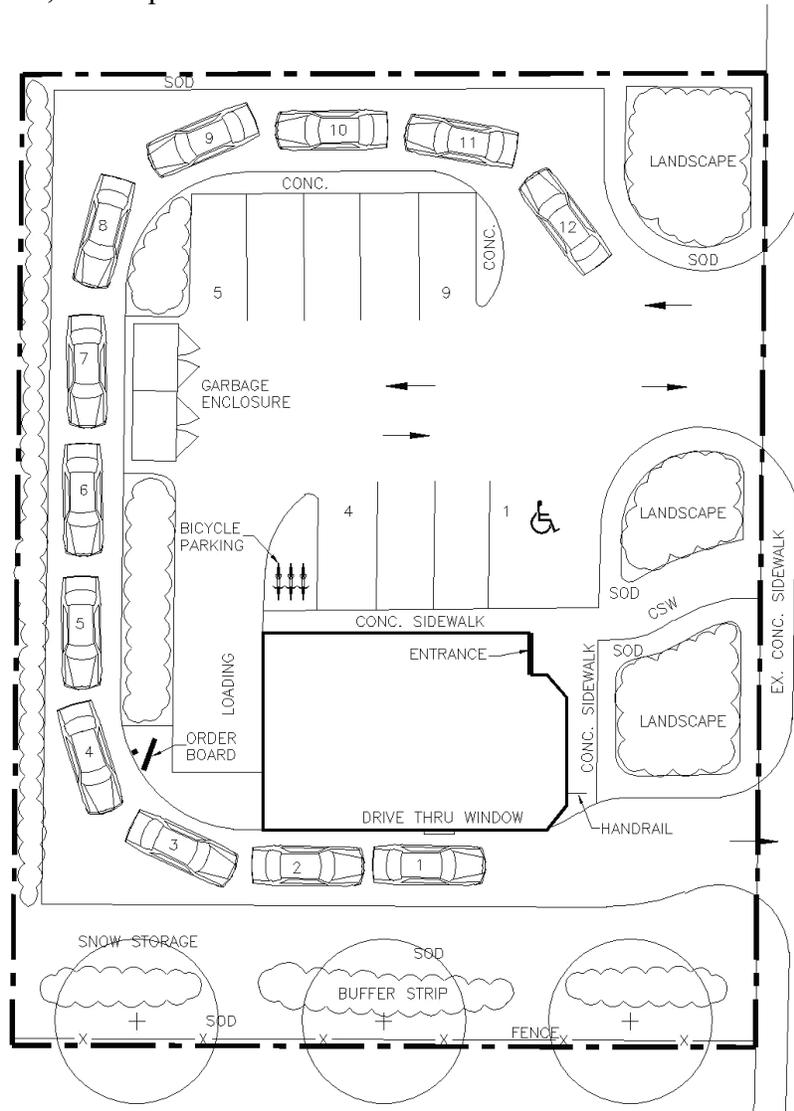


Building is located at the street corner, drive-through lane is located behind the store



Landscaping minimizes impact of drive-through lane located between store and public street

- Site design should consider both vehicular access as well as pedestrian movements throughout this site. The main building entrance should be located as far as possible from the order window. Pedestrians should be able to enter the main door of the restaurant from the parking lot without crossing the stacking lane, where possible.



Drive through restaurant sited to provide direct pedestrian access to street and stacking around the perimeter of the site

- Site operations and stacking lanes should be located away from adjacent streets to ensure that site operations do not disrupt traffic on public streets.

4. Sufficient vehicle stacking space should be provided for the drive-through area. For drive-through food establishments, a minimum of 12 vehicle stacking spaces should be provided. Other non-food related commercial businesses such as banks, drycleaners and pharmacies should provide a minimum of 3 stacking spaces.
5. Drive-through stacking areas should be located away from adjacent residential and institutional areas, where possible.
6. Drive-through stacking lanes should be separated by raised islands, be well signed to provide for ease of use and located so as to avoid crisscrossing of lanes.



Drive through lane separated by landscaped island

7. Order boards with an intercom should be designed to minimize noise impact on adjacent residential or institutional areas. The City may require a noise study to assess the proposed drive-through operation and mitigation measures where the drive-through is in close proximity to a residential area.
8. Solid barriers and landscaping should be provided adjacent to residential areas. Fencing, berming, and landscaping or combination of these elements should be used to reduce headlight glare and noise from the drive-through facility.
9. In urban areas, drive-throughs should have strong architectural features such as canopies to extend and create building mass.



Bank drive-through has canopy integrated with building design and is visible from the street

Standards

10. Visibility to automated banking machines from streets and adjacent buildings should be provided.
1. Minimum stacking spaces:
 - Fast food: 12 spaces.
 - Non-food: 3 spaces.

Requirements

1. The City may require a noise study prepared by a qualified acoustical consultant where a drive-through facility is proposed adjacent to a sensitive land use such as a residential or institutional use. The objective of the study is to ensure that noise generated by the facilities does not exceed the maximum limits established by the Ministry of the Environment (publication NPC-206, October 1995, as amended). Site redesign and noise mitigation measures may be required to develop appropriate and compatible solutions. Also refer to Section 3.8 Noise Attenuation in this document.

6.4 Multiple Unit – Residential

Rationale

Apartments and townhouses are typically located along major streets of Hamilton. These buildings house many people and contribute to the diversity of the streetscape and built form of the city. A high standard of site and building design is necessary to create a quality living environment, contribute to the streetscape, and integrate higher density housing into existing neighbourhoods.

This section addresses apartment buildings, street townhouse dwellings and cluster townhouse dwellings. These residential development types have specific design considerations related to site layout, building massing and design, and outdoor spaces.

Site Design

1. Apartment buildings should be oriented to the street to define the street space and promote a pedestrian oriented streetscape.
2. Apartment towers should be sited to minimize shadowing and view/privacy impacts on adjacent housing. Where possible, tower buildings should be oriented in a north-south direction to minimize shadowing on adjacent streets.
3. Site design should consider building orientation, facing distances and separation to promote privacy and mitigate overlooks between the residential windows and balconies of one building and the windows and yards of adjacent residential properties.

Landscaping and Open Space

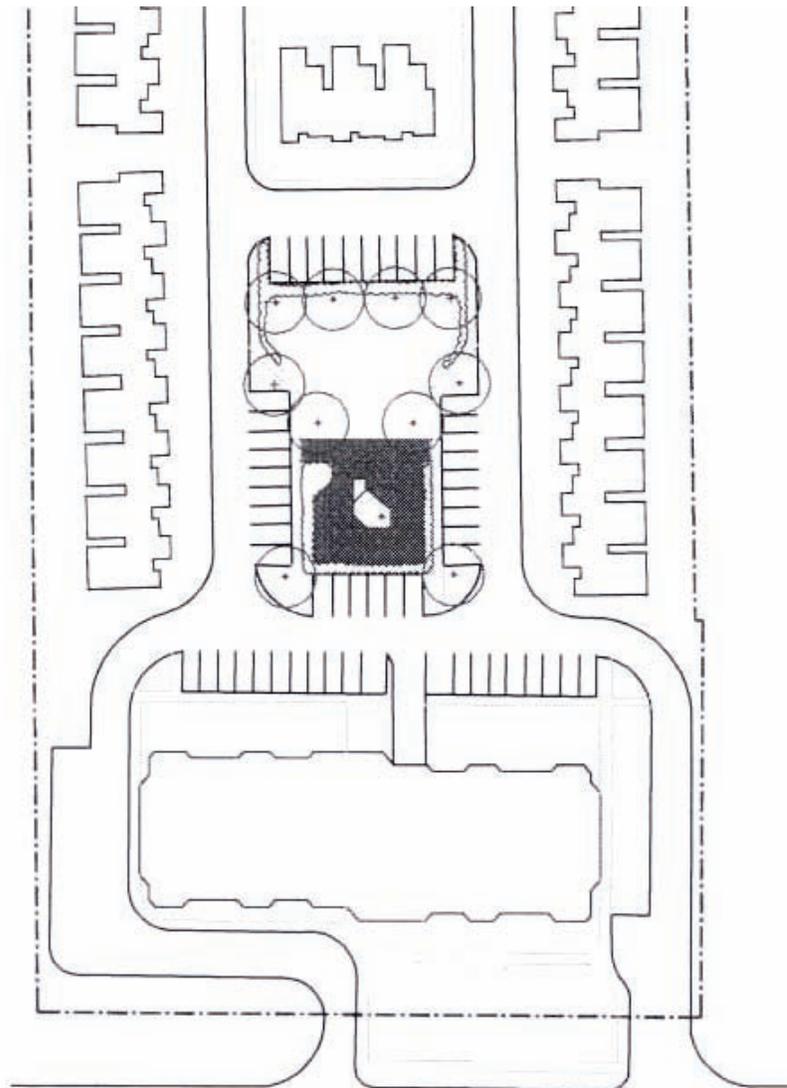
1. Site design and landscaping should make a clear distinction between public and private space. This can be achieved by providing a visual buffer of plant material, privacy walls or patios between the exterior building walls, sidewalks and common open spaces.

Apartment Guidelines



Brick walls create private courtyards for the at-grade apartment units

2. Ground floor apartment units should have private garden space directly accessible from living spaces.
3. Pedestrian walkways should create a sense of arrival through the use of plazas and landscape treatments at intersections.
4. Private open space should be provided with each development. This space can take the form of balconies, courtyards, terraces and roof top gardens.



Apartment and townhouse development with centrally located open space

5. Outdoor play space for children should be provided for apartment development containing more than 20 units. The play area must be barrier-free accessible. This guideline will be considered in the context of other publicly accessible facilities which may eliminate the need to provide on-site facilities.

Building Design

1. The composition of the façade should clearly define a base, middle and top with well balanced vertical and horizontal proportions if a traditional architectural style is being used.



Apartment building base defined by a cornice

2. The built form should, where appropriate for the architectural style, incorporate a base element of one to four storeys in height, depending on the building height and design, to reinforce a pedestrian scale. The base should be distinguished through stepping back the buildings, changing building materials and/or adding architectural details such as a cornice.
3. Apartment buildings should have at least one common entrance or foyer at street level facing the street. Building entries should be clearly articulated, and the foyer should be visible from the street to ensure security.
4. Windows should be sited to maximize surveillance of public and private outdoor spaces.
5. Windows should be sited to maximize surveillance of public and private outdoor spaces.

6. The scale of tall apartment buildings should be reduced through architectural design and detailing. Features such as balconies, cantilevers, windows, patios, entries, accent material should be incorporated to provide articulation and interest. Balcony railings should be designed as an integral of the building façade.



Building massing and architectural techniques are used to reduce building scale

Parking and Service Areas

1. The main vehicular access should be to a collector road or a local street rather than an arterial road, where practical.
2. Parking, whether in parking structures, below grade or surface lots, should have clearly marked entrances and generally be screened from public view.



Underground parking entrance is screened with shrubs

3. Visitor parking should be located near the main entrances and clearly marked.

Building Design

**Street Townhouse
Guidelines**

1. Building design should consider the overall form, massing and proportions of the row of townhouses. Individual unit design should generally be varied to avoid repetition, however, repetition may be appropriate in some urban infill conditions. There should be variations in elements such as porches, stoops, bays or dormers, materials and colours. Unit widths, garage projections and recesses, building details and colours should be considered to minimize the impact of the garage.



Townhouse project with articulated roofline, window and material changes to avoid repetition

2. Garages should not dominant the building façade or the streetscape. Variation in the plane of the garage (projection or recessed), materials, colours, porches and other techniques can be used to minimize the visual impact of the garage.
3. End units should take advantage of the side yard with porches, windows, and entrances on the side elevation, where appropriate to add variety to the streetscape.



End unit has side entrance and roof gables

Cluster Townhouse Guidelines

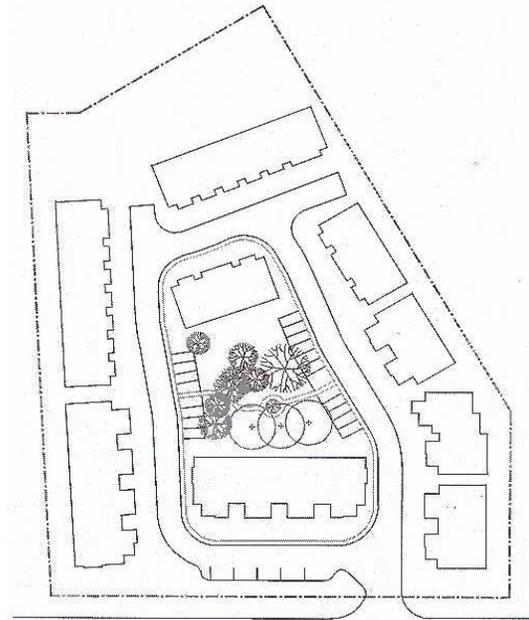
Site Design

1. Townhouse developments should typically front onto major public streets rather than backing onto the street. A service road or rear lane concept may be appropriate on roads with high volumes.



Service road allows townhouse development to front onto major road

2. Townhouse clusters should be sited to retain any significant trees. The buildings should be organized around a common open space, natural features located on the site or community amenity areas.



Trees maintained to create a focal point for townhouse development

3. Sidewalks should be included along at least one side of the internal road and lead to the municipal sidewalk. Small infill sites may not require a separate sidewalk.



Sidewalk provided along main driveway in townhouse development

4. Sidewalks should be provided between townhouse blocks.
5. Public and private outdoor space should be clearly defined. Incorporate landscaping, terracing, screening, low level hedges, garden walls between private ground oriented outdoor spaces and the public realm.
6. Site entries should be emphasized with special landscaping treatments including decorative paving and/or lighting. Hydro transformers should not be located near site entry areas.



Townhouse entrance has extensive landscaping

7. Hydro transformers, waste storage areas and other utilities should be screened with shrub and perennial plant materials.



No landscaping has been used to screen, buffer and soften the utilities, parking and blank walls

8. An orientation map sign should be located at each entrance at a public through-fare to provide orientation to visitors and emergency response personnel. Requirements for the orientation map sign are identified in the Standards Section.

Landscaping and Open Space

1. Street trees should be located along both public and private streets.
2. A common open space area should be provided in a central part of the development.
3. Outdoor play space for children should be provided for family-oriented townhouse developments containing more than 20 units. The play area must be barrier-free. This guideline will be considered in the context of other publicly accessible facilities which may eliminate the need to provide on-site facilities.

Building Design

1. Garages should not dominant the building façade or the streetscape. Variation in the plane of the garage (projection or recessed), materials, colours, porches and other techniques can be used to minimize the visual impact of the garage.



Townhouse block has a variety of elevations and garage treatments

2. End units should take advantage of the side yard with porches, windows, and entrances on the side elevation, where appropriate to add variety to the streetscape.

Parking and Service Areas

1. Visitor parking spaces should be located throughout large developments and near townhouse blocks. For smaller developments, visitor parking should be provided near the entrance of the site.



Small pockets of visitor parking are provided throughout the project

2. Hydro transformers, waste storage areas and other utilities and services should be located for ease of truck access and screen from public street views.

Requirements

1. All municipal residential unit projects are subject to applicable zoning by-law requirements, including minimum building setbacks and open space requirements.
2. All multiple residential unit projects are required to meet emergency access requirements provided in the *Ontario Building Code*. Where access is required to a building for Fire Department vehicles and is provided by a roadway, the following criteria shall apply to the design and construction of the access route:
 - Minimum width of 6 metres;
 - Minimum overhead clearance of 5 metres;
 - must support loads imposed by firefighting equipment;
 - Minimum centre line radius of 12 metres;
 - Maximum gradient change 1:12.5 over 15 metres;
 - Provide turn around facilities if dead end (cul-de-sac) exceeds 90 metres;
 - Have direct connection to public through fare; and
 - Where a building is internally divided so that no internal access is possible between each section, exterior fire fighting access must be provided to each section of the building so that the maximum unobstructed path of travel to each section from a fire department pumper is not more than 45 metres.
3. Orientation map signs shall include the following information:
 - All orientation maps shall be illuminated or use reflecting letters and markings to be visible at night;
 - All signs shall identify the municipal address of the site in 50mm block letters;
 - Each unit must be identified separately and clearly with 12.5mm numbers or letters;
 - All abutting public streets and emergency accesses;
 - Location of the Fire Department water connections and on-site hydrant, and those in close proximity to the site shall be displayed in red; and
 - An identification “you are here” label shall be clearly identified at the point of entry on the map.

References

1. Ontario Building Code
2. Municipal Zoning By-laws