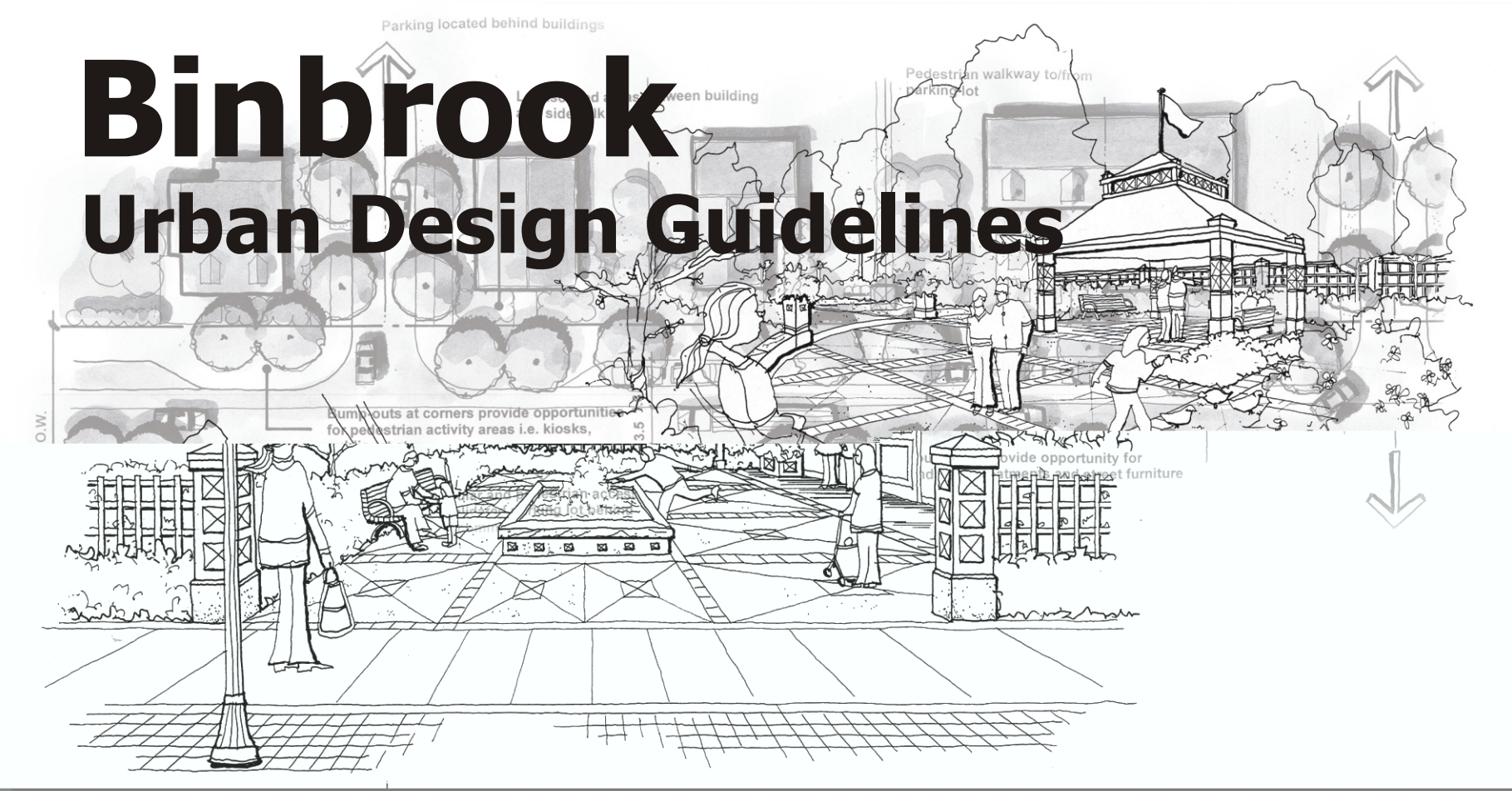
Binbrook
Urban Design Guidelines



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1.0 Introduction

1.1 Introduction

In December,1999, the former Township of Glanbrook approved *the Binbrook Village Secondary Plan (Amendment No. 27 to the Official Plan of the Township of Glanbrook)* for the purposes of outlining detailed policies to guide the future growth and development of the Binbrook Community.

A goal of the Binbrook Village Secondary Plan is to make the Binbrook Village Community Core the identifiable commercial centre of the village and a destination for the community and visitors.

To support the implementation of this document, the City of Hamilton's Long Range Planning and Design Division has developed Urban Design Guidelines for the Community Core as recommended in the *Binbrook Village Secondary Plan*. These Urban Design guidelines examine the design of the public realm, streetscape, and the built form and character of private development. Specifically they address the following elements:

- The character of the Binbrook Village in its historical and present day context,
- Key urban design principles,
- Heritage design,
- Streetscape design,
- Architectural design,
- Public space design,
- Community core design for the main intersection focusing on architecture and streetscape design,
- Gateway design at the entrances into the community core, and
- Parking design.

These Urban Design Guidelines were developed as a result of:

- a review of the Binbrook Village Secondary Plan,
- conducting an inventory and analysis of existing conditions in the community core,
- consultation with the general public and key stakeholders, and
- integrating the findings and recommendations of the Binbrook Village Transportation Master Plan Study.

Concurrent with the development of the Urban Design guidelines, the City of Hamilton's Public Works Department conducted the Binbrook Village Transportation Master Plan Study. The purpose of the study was to review the anticipated transportation impacts and functional roadway requirements resulting from the implementation of the Binbrook Village Secondary Plan.

Binbrook Village Character

Early 1920's Edwardian Style home also known as "Four Squares"

"Veteran" or Victory housing constructed in Brinbrook post World War Two

2.2 Present-Day Character

Today, Binbrook still retains some of its nineteenth- and early twentieth-century buildings but incremental growth in each of the four crossroads corners has changed the character of the settlement and much of the public landscape has been radically altered. Binbrook's low rise, twentieth century, residential development are the key determinants of its present-day character. These key defining elements are described in greater detail as follows.

The majority of the Binbrook crossroads settlement comprises residential structures (approximately 85%) with the remainder being divided equally amongst religious, public or institutional and commercial buildings. Of these approximately 15% were built prior to 1900, 44% between 1900 and 1950 and 44% after 1950.

Frame construction (77%) is the predominant construction type with synthetic cladding being the most common walling material. Wood, stone and stucco are used sparingly. Approximately 71% of Binbrook comprises buildings of one to one and half storeys and accounts for the settlement's very low profile. Many of these low structures are in the form of bungalows that are rectangular in plan and aligned parallel to the roadway (69%). Only a few buildings are set very close to the traveled portion of the sidewalk and roadway: 5% are located within 3 metres (10 feet), 25% within 3 to 6 metres (10-20 feet), 34% between 6 to 16 metres (20 to 50 feet) and 37% beyond 16 metres (50 feet).

Most buildings comprise three to four bays (65%) in the front façade and typically accommodate a single entranceway and separate windows. The majority of structures do not possess any decorative features (56%) with only a third (34%) having a porch. Roof forms vary considerably with side gable (34%), hip (26%) and cross/centre gable (25%) being the most common. Roofing is composed almost exclusively of asphalt singles.

In the property or area surrounding many of the residences over a third feature separate garage structures (36%) and a third (33%) have no garage at all. (Just under a third have garages incorporated into the main residential structure). Nearly all properties (96%) have a driveway that allows access to garages or that provides off-

2.0 Binbrook Village Character

street parking. Remaining lands within these properties are characterized by soft landscaping consisting of grass (93%) and ornamental tree species in excess of 100 mm caliper (65%).

Commercial and public buildings within the Community Core vary widely in the architectural style and building materials. Buildings that are located at the main intersection, such as the bank and food store, have setbacks ranging from 0-5.0m. Other commercial buildings such as the library, post office and doctor's office have a defined "front yard" green space and are currently set back approximately 20 to 30m. from the edge of the road.

The Public Library situated on a corner lot with lawn area and landscaping.

The Franklin Hotel currently the corner store with second storey housing units retains its original façade on Highway 56.

The Binbrook Memorial Hall constructed in 1920 is one of a few historic buildings of great prominence within the community core. Opportunities to incorporate this building into the Binbrook streetscape are numerous.

The food store and pharmacy located at the main intersection with primary parking lot behind the building.

Existing medical office with front lawn and side yard parking .

3.0 Key Urban Design Principles

3.1 Key Urban Design Principles

In order to prepare urban design guidelines for the Community Core that address the objectives of the Secondary Plan the following tasks were completed:

- The Binbrook Village Secondary Plan was reviewed to determine implications for future development,
- An inventory and analysis of the existing conditions was conducted,
- A thorough and comprehensive public consultation process was undertaken, and
- The findings and recommendations of the transportation study were reviewed and incorporated where applicable.

The next step in the process was to synthesize this information and develop key urban design principles and strategies for their implementation. These principles form the foundation for the urban design guidelines, define the character of the Community Core and aid in the controlled development of the core.

The urban design guidelines are based specifically on the four following principles:

3.2 Greening of the Core

A goal of the *Binbrook Village Secondary Plan* is to make the Binbrook Village Community Core the identifiable commercial centre of the village and a desirable destination for the community and visitors. In order to achieve this it is important to provide a cohesive urban design theme that captures the core's uniqueness. One key characteristic that is enjoyed by the local community is the landscape treatment of individual lots and the opportunities for street trees and other landscape beautification treatments. This element of the streetscape can be enhanced and further developed through the implementation of a cohesive streetscape design. The final vision will include street tree planting and other soft landscape areas associated with both the public and private realm.

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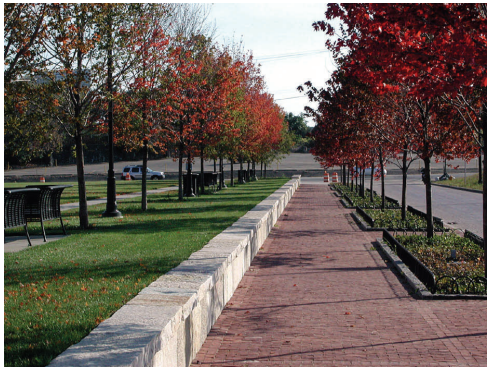
Examples of potential landscape treatments that contribute to the greening of the street.

Key Urban Design Principles



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Effective use of planted medians and street trees on the sidewalk create a desirable environment for pedestrians and motorists

3.3 Conserve and Enhance the Unique Character of the Core

One of the goals of the urban design guidelines is to provide an enhanced and integrated visual experience in the community core. To accomplish this it is important to guide development in a coordinated and well-designed manner. This can be achieved by promoting an attractive and safe streetscape design as well as giving careful consideration to individual building design, site layout and site landscaping.

These two major components of urban design: streetscape design and architecture and building design for both public and private properties are described in 3.3.1 and 3.3.2

3.3.1 Streetscape Design

Comfortable public spaces, including the sidewalk, offer pedestrians places to walk, sit, stand and gather. Amenities such as street lighting, benches, bike racks, and other accessibility features such as Urban Braille are essential. In addition to the appropriate design and placement of streetscape elements, the introduction of landscaped traffic calming features as well as attractive street-paving materials can all enhance the core's atmosphere.

3.3.2 Building Design and Site Layout

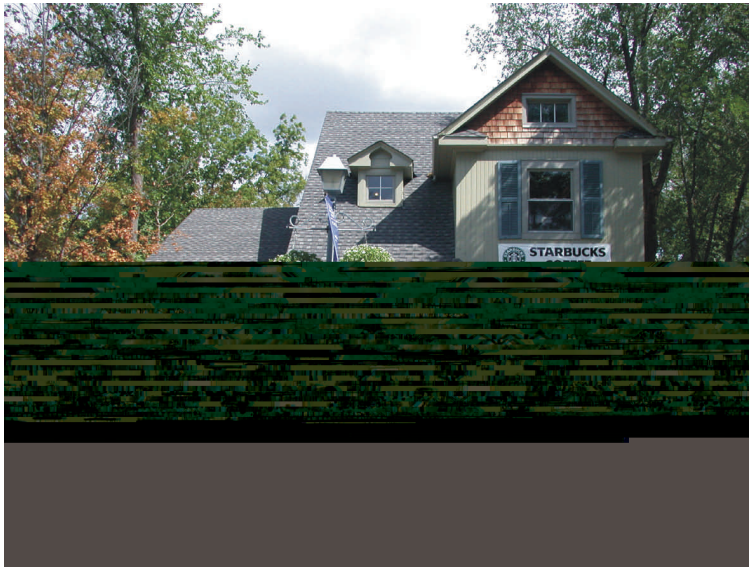
Conserving heritage structures
Heritage buildings and structures are maintained by ensuring any alterations, additions, and repair of these buildings are in keeping with the original character of the building and area.

Scale and design of buildings
Human scale design is essential in creating an intimate atmosphere for the village core. It is important that the height, mass, scale, and design of any new building is appropriate to the context of the street and adjacent structures.

Lot sizes
While it is the Secondary Plan's intention to retain the village-like quality of the community, it must be recognized that in order to accommodate future growth in businesses and mixed used functions, consolidation of lots may sometimes be necessary. The urban design guidelines will address issues of appropriate lot consolidation for new or redeveloped properties.

3.0 Key Urban Design Principles

Building setbacks
Building setbacks can help to create specific qualities in the Community Core by creating a sense of scale and enclosure through the location of the building edge which affects opportunities for “front yard” landscape treatments. In order to retain and enhance the village-like atmosphere, a hierarchy of setbacks for properties will be developed to reinforce the concept of front yard landscape or additional retail/commercial space.



The character of the new community core can be established by careful attention and consideration of the scale and design of new and renovated buildings.

4.0 Heritage Design Guidelines

4.1 Introduction

Binbrook Village has witnessed considerable change over the past two hundred years. Just as change has occurred in the past, change will obviously occur in the future. The intent in guiding and managing future change is to try and ensure that alterations and additions do not detrimentally affect the overall character of the Binbrook Village Community Core and its component building stock.

Within the core are a variety of heritage buildings as well as more recent structures that are not considered to be of heritage interest. Accordingly, this section provides guidance on a number of topics relating to building changes, notably:

- alterations to heritage buildings and structures (Section 4.2);
- additions to heritage buildings and structures (Section 4.3); and
- conversion to mixed use commercial (Section 4.4)

4.2 Alterations to buildings and sites: Guiding principles

Alterations to heritage buildings may be pursued for a number of reasons. Residing facades, insulating wall surfaces, cutting new window openings, enlarging entrances have much to do with providing a fresh look to a building or improving interior comfort levels. Where alterations are necessary every attempt should be made to make changes on the least visible facades, in discreet locations, away from the street presence of the building.

In all cases the following guiding principles should be consulted:

- Historical, architectural and landscape features and building materials should be maintained and enhanced;
- Any proposed change to a heritage property should be based upon a clear understanding of the particular problem with the building or site. Wherever possible proposed alterations should be based on a sound knowledge of the building type, materials and form;
- Contemplated work should attempt to be limited avoiding wherever possible extremes of over enthusiasm, replacing too much; cleaning too well; or adding inappropriate historic detailing;
- “Quick fix”, “maintenance free” and “magic remedies” should be avoided as they may be simply ineffectual or at worst may be capable of causing irreparable damage to a significant building.

4.2.1 Features and spaces around heritage buildings and sites

Features and spaces around heritage buildings and sites are important in providing the context or setting of a heritage property and enhancing the presence of the building in the streetscape. Accordingly, every effort should be made to:

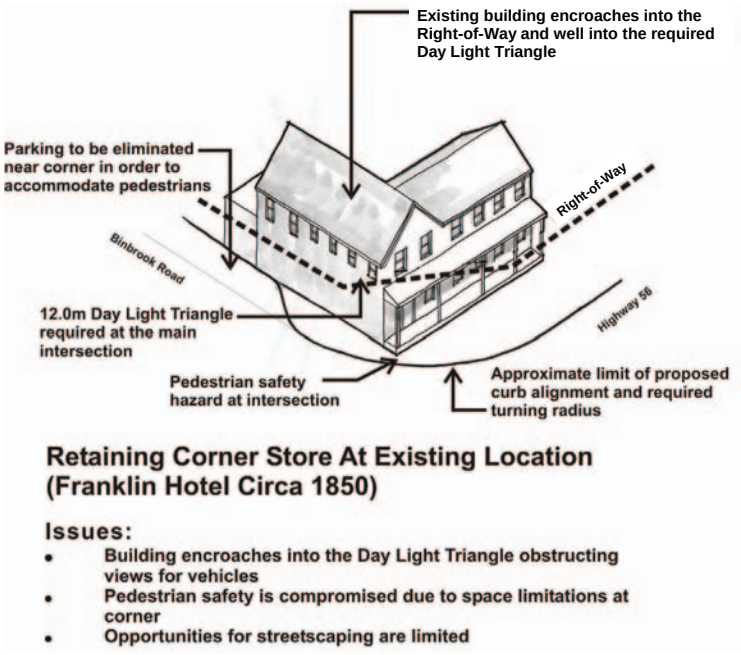
- Maintain traditional views of the property by avoiding the masking or hiding of prominent building features. Ensure that front lawns, tree plantings, hedges and fences are given adequate care;
- Keep parking areas and outbuildings including garages and utilities such as heat pumps and satellite dishes to the side or rear in those areas traditionally designated for domestic activities and structures;
- Continue to use historic means of access: drives, paths and doorways. Encourage required new entrances to be installed on secondary elevations, generally those at the side or rear. Where external staircases are proposed they should be located at the rear;
- Maintain proper site drainage in any work so that water does not collect or drain towards foundations.

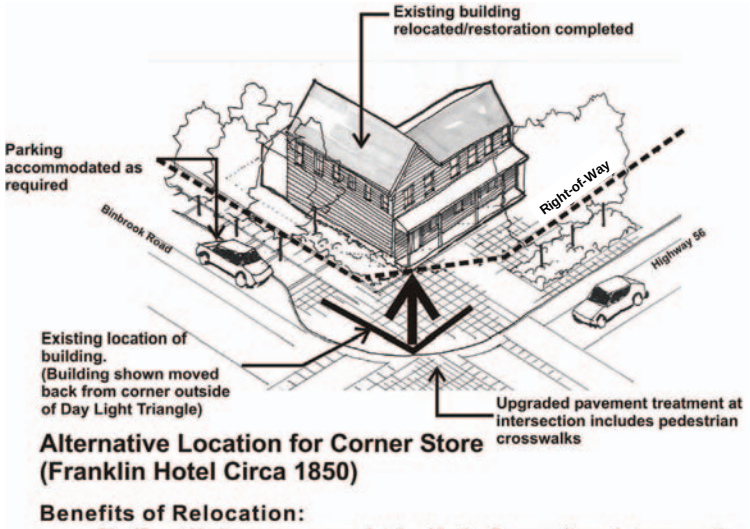
4.2.2 Heritage building fabric

The following general principles provide the context for any work that potentially involves work on heritage building materials:

- Attempt to repair rather than replace;
- Base all designs for replacement or restoration of former features on dependable documentary evidence and try to avoid guessing the size, shape and materials of former features;
- When undertaking repairs, replacement or restoration, use the same materials as the original. New or repair work should not confuse the historic character of an area by creating an impression of greater age or of a different region or even country;
- Signs of age or irregularities found in older work and materials should be respected and should not be covered up or obscured.
- Maintain the symmetry or other important features of architectural design, particularly on the main elevation(s);
- Avoid moving heritage structures either into or out of the village core.

4.0 Heritage Design Guidelines





The corner store (Franklin Hotel) is a well known landmark building in Binbrook and an excellent example of the existing heritage fabric. The integration of the existing building would provide a significant opportunity to retain an important part of Binbrook's history, maintain a village character in the core and set a precedent for future building design. However, due to existing deficiencies in traffic operations compounded by the planned growth in traffic, an alternative location for the building is required .
Efforts to conserve rather than replace should be made where feasible as illustrated.

The Franklin Hotel: Conservation Alternatives

4.2.3 Roofs

- Decorative roof features and original roofing materials should be retained and conserved wherever possible;
- Ensure that vents, skylights and other new roof elements are sympathetic in material and that they are discretely placed out of general view from the street and public rights-of-way;
- Original roof types should be respected when constructing additions to heritage buildings. Flat roofs will not be permitted in the core.

4.2.4 Foundations and walls

- Protect original wall surfaces from cleaning methods that may permanently alter or damage the appearance of the surface or give a radically new look to the building, for example, sandblasting, strong liquid chemical solutions and high pressure water cleaning;
- Attempt to avoid application of new surfaces or new coatings that alter the appearance of the original material, especially where they are substitutes for repairs. This may include the application of waterproof and water repellent coatings, paint, aluminum or vinyl siding and stucco.

4.2.5 Windows

- Protect and maintain original window openings as well as their distinguishing features such as materials, frame, surrounds, shutters, sash, muntins and glazing;
- Modifications to the size or shape of window openings, removal of muntins, installation of snap-in muntins, replacement with sealed units or covering of trim with metal or other material is discouraged;
- Avoid removing or blocking up windows that are important to the architectural character of the building;
- New windows should be installed sensitively, in an area that is inconspicuous. New window design that is compatible with the original in terms of proportions, rhythm and scale is encouraged; however, the new should not attempt to replicate the original in terms of historical details;

4.2.6 Entrances

- Protect and maintain entrances, verandahs and porches notably on principal elevations where they are often key elements in defining the character of the building. Retain the historic means of pathway and/or stairway access and conserve important features such as doors, glazing, lighting, steps, balustrades and door surrounds;
- Restoration of a missing verandah or porch should be based wherever possible upon accurate research using both pictorial and physical evidence;
- Where documentation does not exist, the design and construction of a contemporary entrance, verandah or porch sympathetic and compatible with the character of the building is preferred over a conjectural design of the original;
- Where new entrances are required, they should be installed on secondary elevations.

4.0 Heritage Design Guidelines

4.3 Additions to heritage buildings and sites

While alterations are usually undertaken to improve comfort levels in an existing house (more light or heat for example) additions are usually undertaken to provide needed living space, such as additional bedrooms for growing families, separate kitchens, and adaptive re-uses e.g. from residential to commercial. Accordingly the following guidelines provide advice on how best to add desired space to an existing heritage structure.

4.3.1 Location

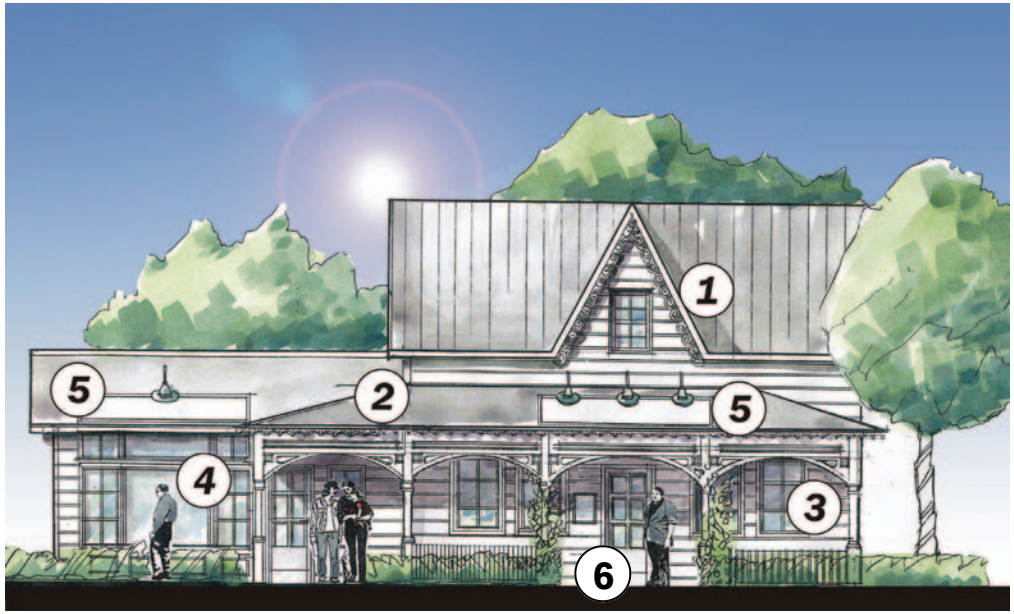
- Exterior additions, including garages, balconies and greenhouses are encouraged to be located at the rear or on an inconspicuous side of the building, limited in size and scale to complement the existing building and neighbouring properties. Additions at the rear should always be slightly lower than the existing roof line and stepped in at the sides in order not to overpower or dominate the existing heritage building and the view from the street. Additions so constructed will also tend to be more compatible with adjoining property owners;
- Multi-storey exterior additions are best set back as deeply as possible from the existing front wall plane in order to be unobtrusive in the streetscape and differentiate the addition from the older structure;
- Additions to structures with symmetrical facades should avoid creating asymmetrical arrangements (imbalance) in building form.

The addition to the Binbrook Memorial Hall is an uncomfortable fit both in its location and height. While an effort was made to match the existing brick type and colour, the forward placement of this addition detracts from the grandness of the existing building. Following the advice in these guidelines may assist in selecting better locations and building forms.

4.4 Conversion to Mixed-Use Commercial

With the current and future growth of the village, it is planned that the Community Core will continue to evolve as a viable commercial centre. It is possible that many of the existing residential buildings may be adapted for commercial uses. Where this adaptive re-use of an existing structure is contemplated, guidelines for commercial applications will be required. Some of the key principles of commercial design will involve:

- Window area for retail display
- Signage and lighting
- Building entry
- Visual clarity
- Architectural detailing
- Appropriate landscape treatment
- General accessibility



Legend

1. Maintain original roof elements and decorations
2. Maintain heritage elements on original porch. Porch additions should respect scale, material and architectural detailing of the original
3. Renovations of heritage buildings should consider vernacular, vertically proportioned windows
4. Street elevations should be accentuated through cornice lines, distinctive storefront design, awnings and exterior lighting.
5. Signage with an artistic flair or heritage orientation will enhance and enliven the heritage buildings and clearly identify commercial establishment.
6. At grade (or ramped) accessibility to accommodate all users

4.0 Heritage Design Guidelines

The successful conversion of a heritage building into a mixed use residential/commercial use. The storefront design respects the character of the existing building and greatly enhances the streetscape.

Incorporation of a "front yard" outdoor patio space provides a complementary use for this restaurant in a renovated heritage building.

Storefront design and renovations must also consider physical access. While the brick wall and steps may be aesthetically pleasing, as illustrated in this example, the lack of an at-grade access is unacceptable .

5.0 Streetscape Design Guidelines

5.1 The Binbrook Streetscape

Design Objectives

The intent of these streetscape design guidelines is to create a vibrant and prosperous village Community Core.

The implementation of these guidelines will create landscaped streets with interesting architecture and public spaces, streets that are interesting and visually stimulating, streets that have a balance between vehicle traffic, parking and pedestrians, and streets that support a wide variety of commercial and retail activity.

Typically, the street can be considered the largest system of publicly accessible open space in a community. A shared-use space that is essential to pedestrian activity, the street supports a variety of commercial and retail uses and accommodates vehicular traffic. The streets of the Community Core must be designed to provide a full range of pedestrian amenities and provide opportunities for spontaneous social interaction.

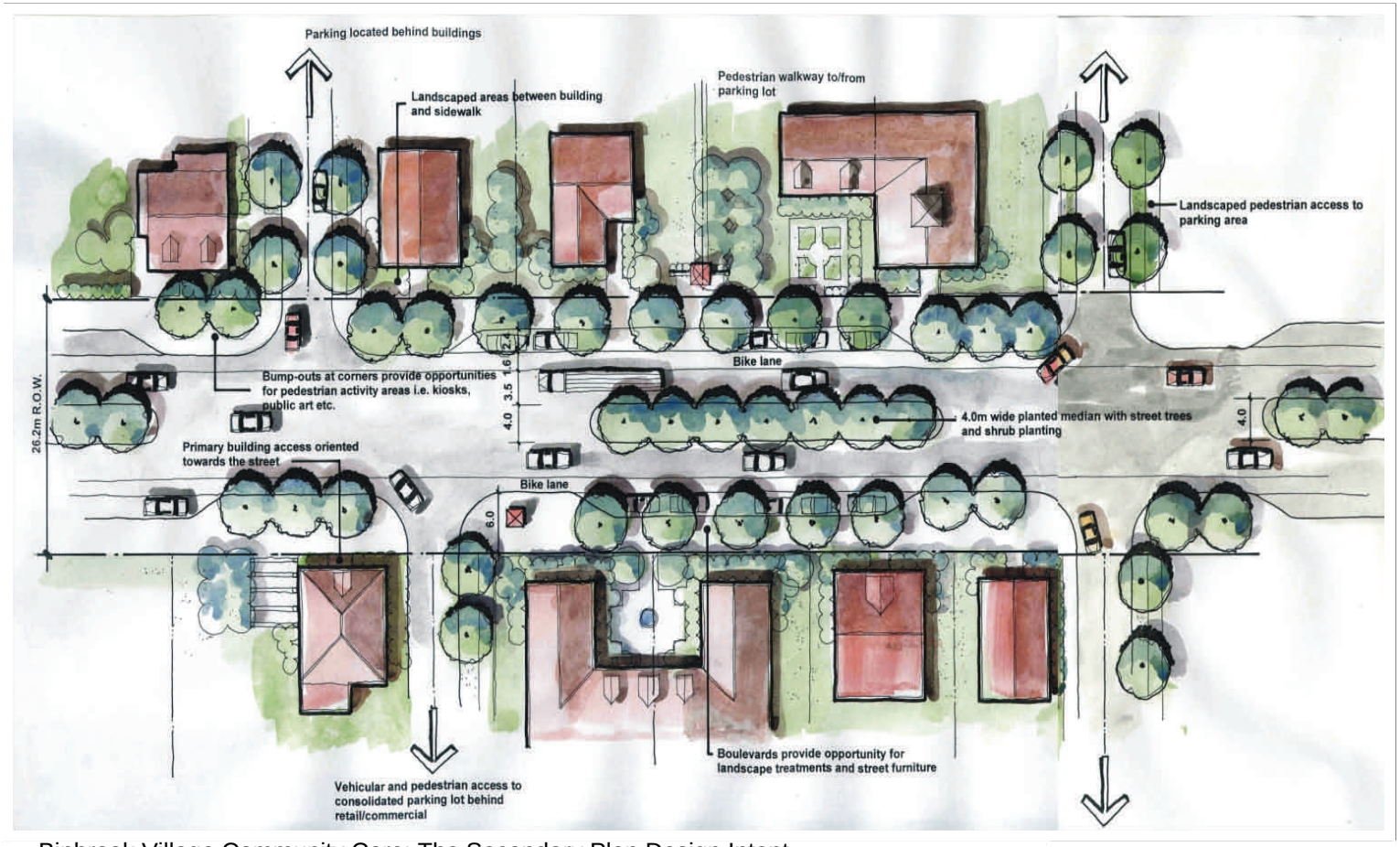
Two important objectives drive the streetscape design of the Community Core. These are:

- Developing an appropriate theme that will reinforce the Community Core as a unique place within the Village of Binbrook. The emphasis of this vision will maintain the existing rural character, and
- Defining elements within the public right-of-way, i.e. street furniture, sidewalks, landscaping, signage, lighting, etc., that would support and embellish the character of the Community Core.

Within the Community Core area of Binbrook the proposed road right-of-way will be 26.2 metres. The configuration of the road will consist of two travel lanes 3.5m wide with an adjacent bike lane of 1.6m wide. A centre turn lane / centre median of 4.0m width will also be incorporated.

The remaining space will be dedicated to on-street parking and landscaped boulevards.

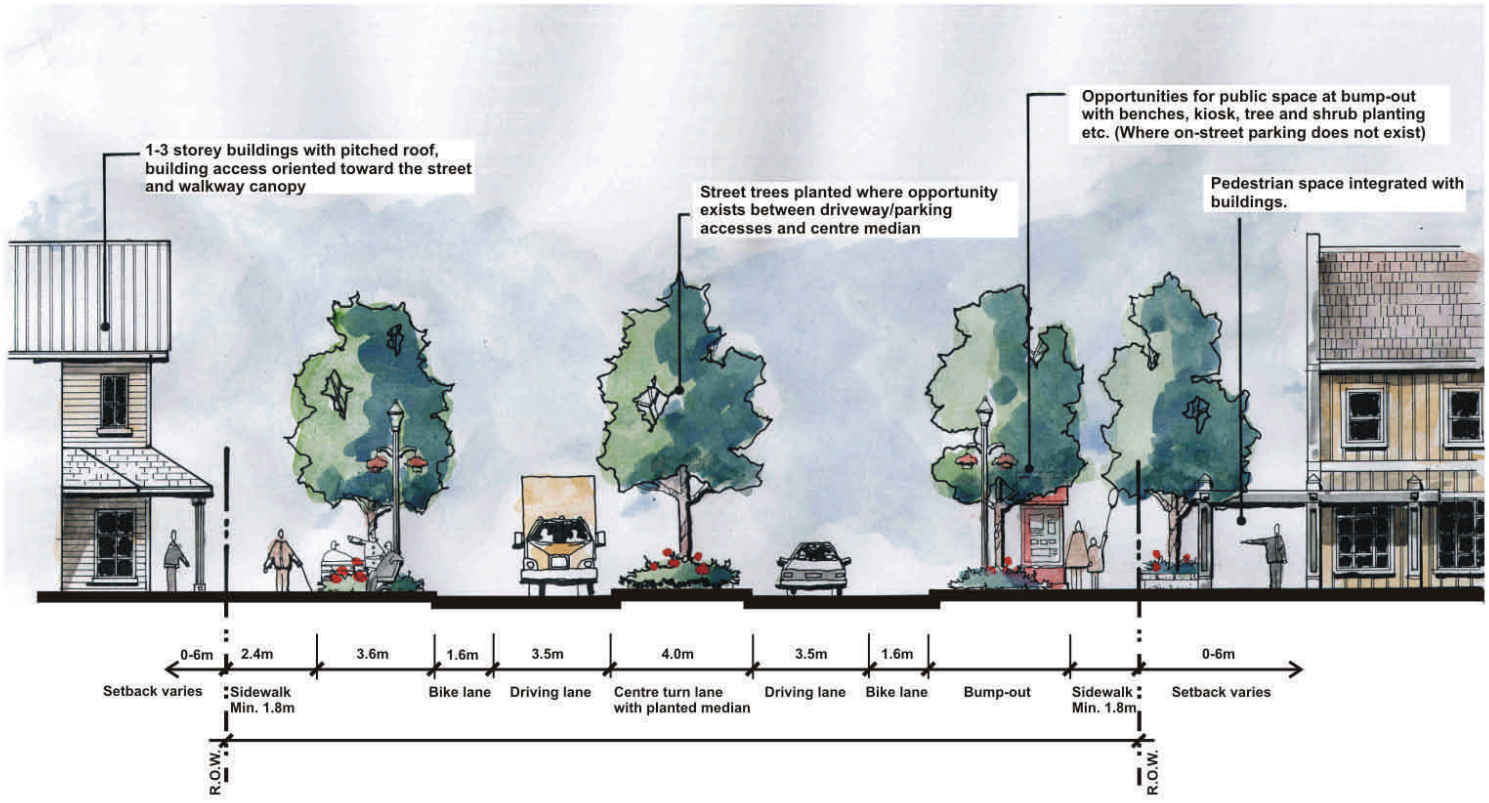
Streetscape Design Guidelines



Binbrook Village Community Core: The Secondary Plan Design Intent

The Binbrook Village Streetscape as envisioned in the Secondary Plan places emphasis on convenience and comfort for pedestrians, efficient traffic movement and parking, opportunities for streetscaping, and an overall aesthetic quality characteristic of a village setting. The above drawing illustrates how a good village core can be designed.

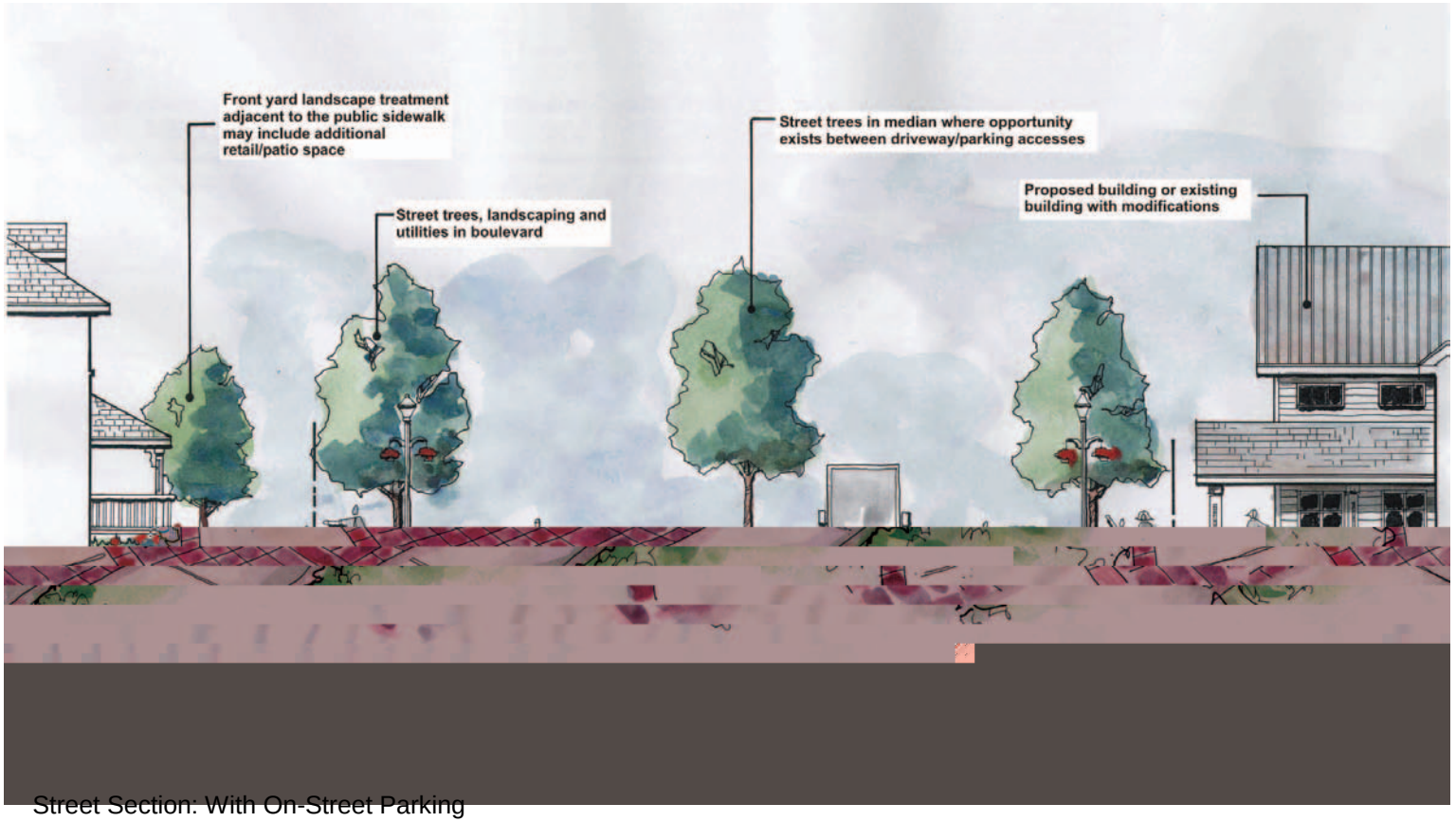
5.0 Streetscape Design Guidelines



Proposed Street Section: No On-Street Parking

In areas of the street where on-street parking is not accommodated, the boulevards provide an opportunity to provide expanded pedestrian space. This additional boulevard width can accommodate formalized sitting areas or activity nodes. It may also provide opportunities for landscaped planters or street trees and opportunities for the placement of public art.
Extensive use of street trees and landscaping will effectively add an aesthetic quality and further emphasize the small town rural character of the Binbrook Village Community Core.

Streetscape Design Guidelines



Street Section: With On-Street Parking

The boulevards narrow to 3.6m in areas with on-street parking . The typical boulevard in these locations will include a minimum 1.8m wide sidewalk , landscaping, street trees and other pedestrian amenities. Integration of the private space in the setback area adjacent to the sidewalk can provide additional pedestrian space and opportunities for street related activities such as commercial and retail uses.

5.3 Main Intersection

The Community Core of the village is centred at the intersection of Binbrook Road and Highway 56. It is the intent of the Secondary Plan to develop the intersection as a prominent focal point for the community. Opportunities to create a positive image through building design, landscape treatments, and public open space enhancement are significant due to the exposure that the four corners provide.

As an additional focus for the core, a village square is to be created on the north east corner of the intersection. A village square at this prominent location will help create an intimate, pedestrian friendly environment and define a character for the community core.

This major intersection will also be designed to accommodate large volumes of vehicular, bicycle and pedestrian traffic with an equal level of importance placed on all of the user groups.

5.4 Building Design

Building design and architectural detailing at the main intersection is an important element in the development of the community core. The following principles are to be adhered to in the design of buildings at this location:

- Buildings located at the intersection should be set close to the lot line;
- Buildings should be designed with prominent focal features that will contribute to the character of the village. The use of vertical elements such as clock towers can provide visual interest;
- Buildings should be angled or setback at corners to ensure that adequate sight lines are maintained;
- Primary access to buildings should be highly visible to motorists and pedestrians and should be located at the corners;
- The building mass on the long sides of a corner building is to be articulated into a series of 7-10m modules of retail space along the street face in order to create a building that is sympathetic to the pedestrian scale. This modulation is to extend to the upper floors;
- Corner buildings are to be constructed to a maximum of 3 stories in height.

5.0 Streetscape Design Guidelines

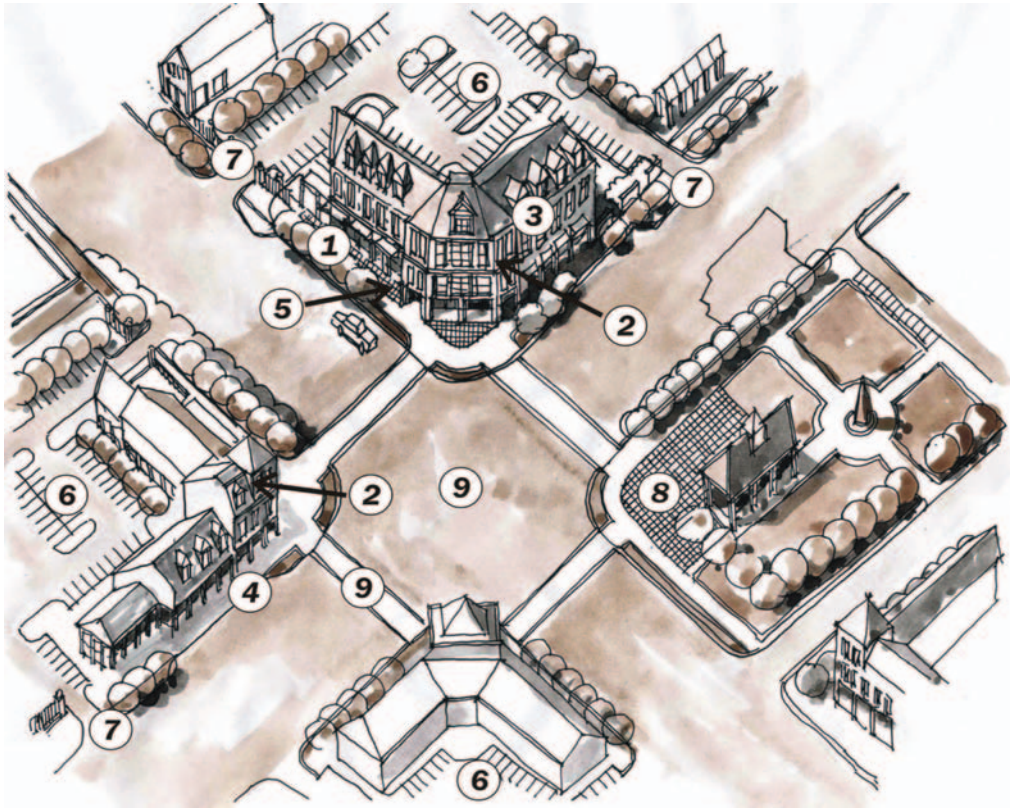
Photograph courtesy of Micheal Ronkin, ODOT

A good example of contrasting colours used to enhance visibility for both the motorist and the pedestrian.

Legend

Aerial view illustrating key urban design principles at the main intersection.

1) 0– Setback
2) Maximum 3 storey building height
3) Corner buildings with landmark features
4) Colonnade
5) Space for outdoor patios or retail display
6) Parking located to the side and rear of the lot and building
7) Landscaped entrances
8) Village square
9) Upgraded road surface pavement treatment including pedestrian crosswalks with highly contrasting colours for visibility for approaching motorists and for visually-impaired pedestrians



A conceptual alternative development at the main intersection creating a focal point for the community.

Streetscape Design Guidelines

Buildings at the main intersection should be designed with prominent architectural features and emphasis on pedestrian access. Commercial requirements such as outdoor patios and retail space can also be integrated with the streetscape treatments.

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6.0 Architectural Design Guidelines

6.1 Design Principles

The following key architectural design principles for residential, mixed use and commercial properties will guide new development within the Binbrook Village:

6.1.1 Balance

In architectural design, balance is a principle that brings a special quality to the building's overall appearance. In the Binbrook Village some of existing buildings employ symmetry as the simplest and most common way of creating balance.

AVOID

6.1.2 Proportion

In architecture, proportion is the relationship between one portion (dimension) of the building to another. All aspects of a building's design can be referred to as a ratio between width and height of the building or elements of the building. Good proportions of individual buildings within the Binbrook Village will help create a consistent quality of the entire streetscape.

AVOID

6.1.3 Scale

Scale is a measure of the size of the building or architectural element in relationship to the dimensions of the average person. In the Binbrook Village Community Core, human scale plays an important role in the creation of sense of place and a small town character.

The intent is to:

- avoid sharp contrasts in scale between adjacent buildings which are visually disruptive, and;
- create a similarity of scale that in turn will create a continuity in the streetscape and reinforce a small

AVOID

Architectural Design Guidelines

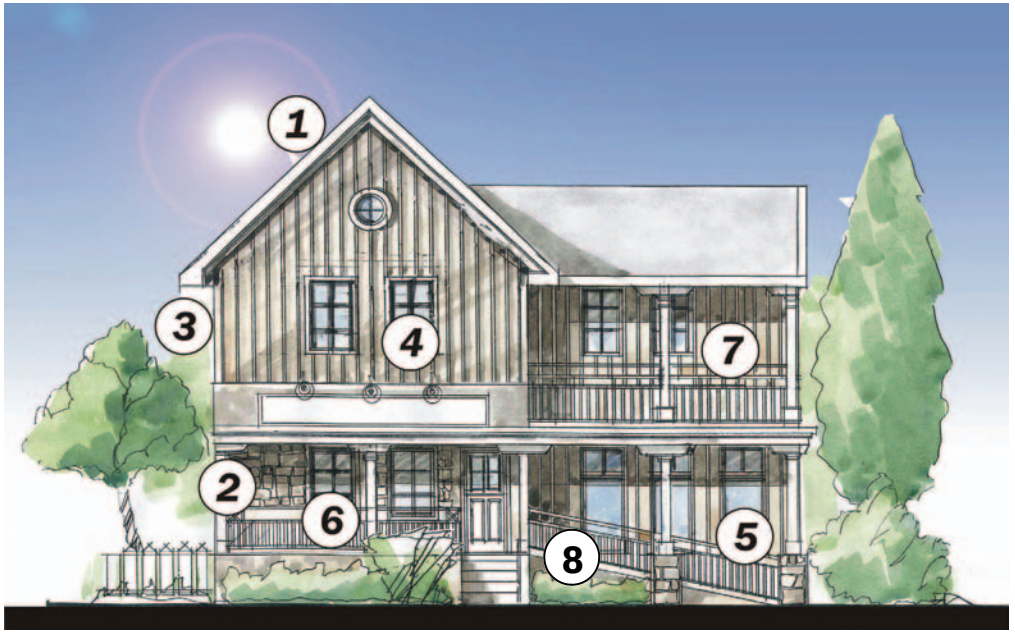
6.2 Architectural Design Guidelines

The following architectural design guidelines are based on the understanding that new infill development and additions to existing buildings create opportunities to upgrade existing built forms and create a visually attractive commercial Village Core. These guidelines will establish common understanding of desired architectural quality and assist developers, individuals and architects in achieving that quality over time.

Above, an existing residence prior to design intervention aimed at conversion to a commercial use.

Legend

1. Front gable enhances building presence on the street and contributes to the traditional Binbrook Village character.
2. Use of stone as an accent material, not main façade material.
3. Use of siding to contribute to the traditional architectural character.
4. Use of vertically oriented and aligned traditional windows and muntin bars.
5. For commercial space provide sufficient storefront window display area.
6. Use of porch as a unifying element for commercial use on the ground floor.
7. A two storey porch will provide a colonnade and sheltered ramp access to the commercial space on the ground floor (in buildings where the ground floor is raised).
8. Incorporate an access ramp to the building in a fitting manner



6.0 Architectural Design Guidelines

6.3 Guidelines for changes and additions to buildings

The Secondary Plan encourages the conversion of existing residential buildings into new retail/commercial uses. For those buildings, the following design guidelines may apply:

Access & Entrances

All retail space must be easily accessible to the general public. There may be a need to create new ramps or steps in order to accommodate that need and these should be incorporated into new front porches or colonnades.

Storefronts

Conversions will create a need for new storefronts that are designed for optimum retailing benefits and are aesthetically pleasing.

Signage

Conversions will create a need for new commercial signage. Signage location, type and design must be carefully considered in order to maximize retailing opportunities and to provide visual enhancement in the core.

6.3.1 Additions

Additions to existing buildings (non-heritage) are permitted if additions will be in part (ground floor) or in whole used as retail/commercial space allowed in the Zoning by-law. Additions to non-heritage buildings will be guided as follows:

Addition Location

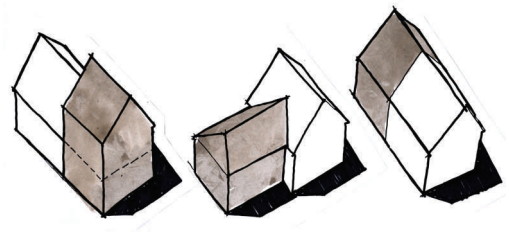
Additions to existing non-heritage buildings may be located at the front, side or rear of the existing property if space allows. Front additions are desirable for retail uses, and should conform to new setback guidelines and zoning requirements in the Village Core.

Additions-scale and Massing

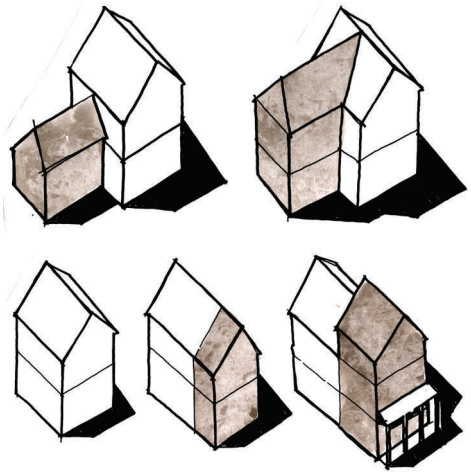
Additions to existing non heritage buildings should carefully blend with the existing residential or commercial building.

New additions should conform to all guidelines related to orientation of retail space, massing, scale, roof design, fenestration, storefront design, signage and materials used as outlined in the following section.

	EXISTING RESIDENTIAL	FRONT ADDITION	SIDE ADDITION	REAR ADDITION
1	1-storey height	Max. 2 storeys with optional porch/ colonnade	Max. 1 storey allowed	Max. 1 storey
2	2-storey height	Min. 2 storeys with optional porch/ colonnade	Min. 1 storey	Min. 1 storey
		Max 3 storeys with mandatory porch/ colonnade	Max. 2 storeys allowed	Max. 2 storeys



Appropriate additions to a one storey building. If a building is to have a two storey addition, it should be added to the front of the building, space permitting.



Options for side additions to a two storey building include one and two storey additions. For a three storey addition, a sense of scale can be maintained through the addition of a front porch or colonnade.

A good example of a one storey addition on this converted residence provides valuable commercial floor space. The size and scale of the addition also respects the existing building and complements the character of the street.

6.0 Architectural Design Guidelines

6.4 Guidelines for New Buildings

New mixed use or commercial infill development in the Binbrook Village Core should be planned and designed to achieve functional and visual continuity with the existing buildings and street patterns. The design of the new infill buildings can fulfill this objective by a variety of means: building massing can be broken into visually smaller segments, new architectural forms may be integrated with more traditionally designed older buildings, as well as existing footprints re-used, repeated or replicated. Existing and new built form should connect visually and spatially in order to retain and enhance the existing Binbrook Village character.

6.4.1 Character and Context

- New mixed-use infill construction should follow patterns of site utilization as guided in this document. New infill should be planned and designed in a manner that protects, sustains, and enhances the existing architectural character of the Binbrook Village Core;
- In addition to the setback requirements established, the new infill should match the existing building's width, height and massing;
- New infill buildings should maintain the size and rhythm of space between buildings along the established streetscape.

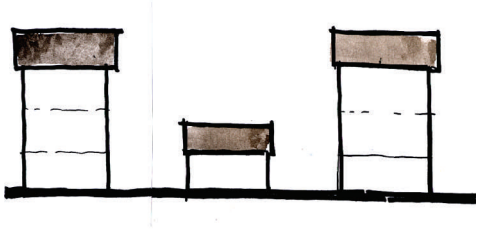
6.4.2 Massing

- New mixed use infill development should conform to the proportion, scale and massing of existing residential or commercial buildings adjacent to the infill development;
- Larger architectural structures can achieve visual harmony with smaller buildings by the use of repetitive massing, roof forms, materials used and cladding colour. New, larger buildings may also be subdivided into smaller elements reflective of the mass or detailing of surrounding buildings (i.e. roof form may employ gables, mansard windows, front porches, colonnades, etc.).
- Although these guidelines do not prescribe architectural style, the goal is to avoid monolithic and "boxy" massing in order to create attractive buildings that reflect human scale;
- New commercial infill development may have a maximum three storey height as set in the Zoning By-laws. Massing should be encouraged such that height differences between adjacent buildings should attempt to be no more than one storey in order to provide smooth transition between the building masses;
- Commercial buildings, especially those located at the intersection of Binbrook Road and Highway 56 should be distinguishable by special architectural features other than large commercial signage. Clock towers, turrets or similar special features/elements may be used to create special landmark features.

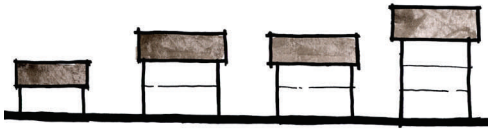
6.4.3 Building Height

- New infill buildings should be encouraged to vary their height but not to extremes. The difference between adjacent or adjoining building heights should be no more than one storey. This guideline is to prevent inappropriate suburban commercial developments which may be out of character.

AVOID



An undesirable integration of buildings. The single storey centre building is dwarfed by the adjacent buildings. This approach is out of character in the Village Core.



Three storey buildings can be accommodated in the core provided there is a transition between adjacent properties as illustrated.

6.4.4 Roof Form

- The majority of new mixed use buildings in Binbrook Village should have sloping roof forms. These forms should be derived from existing roof typology in the area. Flat roofs will not be permitted.
- More complex roof forms, consisting of a principal main roof with additions, is preferred in order to create human scale and harmony with surrounding context;
- Dormers, gables, chimneys and roof cornices add visual richness to a roofscape. These elements should be encouraged in the design of new buildings and can be used to create useable interior space within roofs;
- Minimum roof slopes should have 6:12, ideally 9:12 ratio or higher (12:12) are required in order to preserve rural/small town character of the Village;
- Balconies are encouraged on upper floors and over entry porches. Those will provide an additional visual interest, protection from elements, and opportunities for social interaction, street life and added security;
- Roofing materials may include asphalt shingle, wood shingle or shakes, copper and slate.

6.0 Architectural Design Guidelines

6.4.5 Street Façades

Street facades are usually the most important elevations that assist in enhancing the visual character of the Binbrook Village Core. The front elevations of new mixed-use buildings must contribute positively to the attractiveness of the streetscape and the Village Core.

A well defined separation between different uses in a mixed use commercial building is important in order to maintain visual clarity.

- The entrances to mixed use buildings should be always oriented to and be highly visible from the street. Entrances for retail uses must be separated from residential entrances. Additional residential or service entrances connected to the rear parking may be provided from the rear or side of the buildings.

6.4.6 Rear and Side Elevations

- Although the front facades of mixed-use buildings are critical elevations, these buildings should also be designed to be seen from all sides;
- Materials and textures applied to the front façade should continue around the building;
- The roof form visible from the rear should be identical or similar to the front of the unit. False roof facades are discouraged;
- 50:50 split of façade materials (i.e. ground floor with brick and upper floors with siding) should be avoided on the sides and may be considered only at the rear elevations. Materials, colour and surface treatments should be consistently used on all elevations visible from the streets in the Village Core.

Partial treatment of a building elevation should be avoided.

The preferred option for building facades that are visible from the street is a continuous treatment.

A 50/50 split of materials is not acceptable where the building is visible from the street.

6.4.7 Architectural Style and Visual Character

These guidelines do not prescribe any particular architectural style for the Village Core. There is range of possibilities to creatively replicate or interpret traditional building forms with styles ranging from Victorian to Contemporary. An inaccurate or thoughtless mix of elements is undesirable.

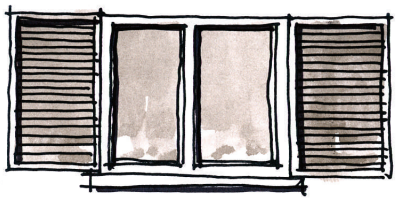
- The architectural design of new mixed-use buildings in the Village Core should be based on the best examples of the surrounding building fabric, character and architectural styles that predominate in the Core;
- Architectural details are essential to create human scale;
- Commercial buildings at the intersection of Binbrook Road and Highway 56 may house uses of "name" commercial corporations. Their architectural designs should be customized to respect the Binbrook scale and context. Standard "cookie-cutter" or "repeat" designs from other locations are strongly discouraged;
- Consistent rhythms of similar (not identical) details and architectural elements should be used to reinforce the framework and scale of the street and aid in the creation of a strong Village Core image;
- New buildings and conversions of the existing residential buildings into commercial use should complement the basic façade elements, which include a transparent glazed lower storefront, a sign fascia over a projecting cornice and a solid upper façade punctuated by vertical windows.

6.4.8 Architectural Detailing

Architectural elements and details that appear artificial and inaccurate for particular architectural style are not recommended. Examples include:

- Snap-in muntin bars inside windows;
- Fake shutters that are not one half of the width of the window opening;
- Paired windows, when only single windows typified the particular architectural style;
- Materials which are applied only to the main façade and only to the surrounding edges by the depth of the material (minimum returns on side elevations should be 2.4m (8'-0");
- Sliding doors with snap-in-muntins.

6.0 Architectural Design Guidelines



The shutters on this window are a good example of architectural detailing and reflect accurate scale and proportion.

The shutters on this window reflect a lack of proportion.

6.4.9 Architectural Materials

To avoid clutter one building material is encouraged as the primary cladding and a maximum of two other materials used as accents (i.e., stone used for foundations and entrance area, brick as main material and stucco for gables and dormers or entire upper floor);

- Excessive use of grey and pink brick colour is discouraged. These colour schemes do not contribute to the quality of the streetscape;
- If buildings of a period style are employed, colours selected should be compatible with the style and period.
- Materials for commercial buildings should be carefully selected to provide visual interest in texture and colour;
- Large scale panels constructed with materials used in large commercial or industrial developments are to be avoided. Other large scale materials/glass paneling must be scaled down to human proportions and be compatible with traditional materials;
- Glass curtain walls, pre-cast concrete and formed concrete shall be limited in use.

A good example of the use of materials whereby the main entrance is accentuated with stone. In this example the completed façades is limited to two primary materials, stucco and stone.

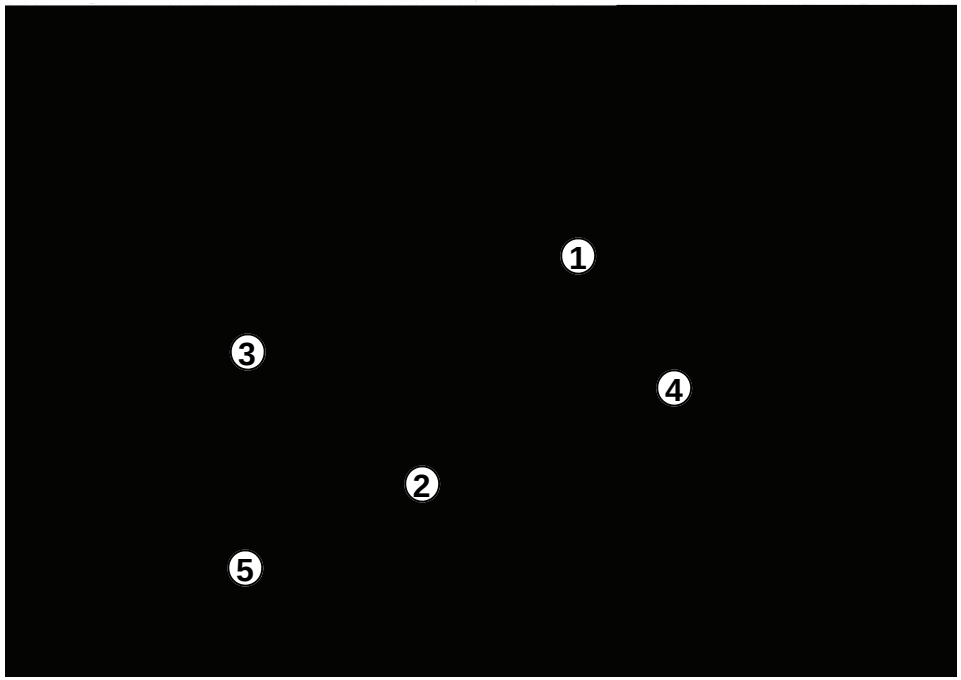
Public Space Design Guidelines

Village Square

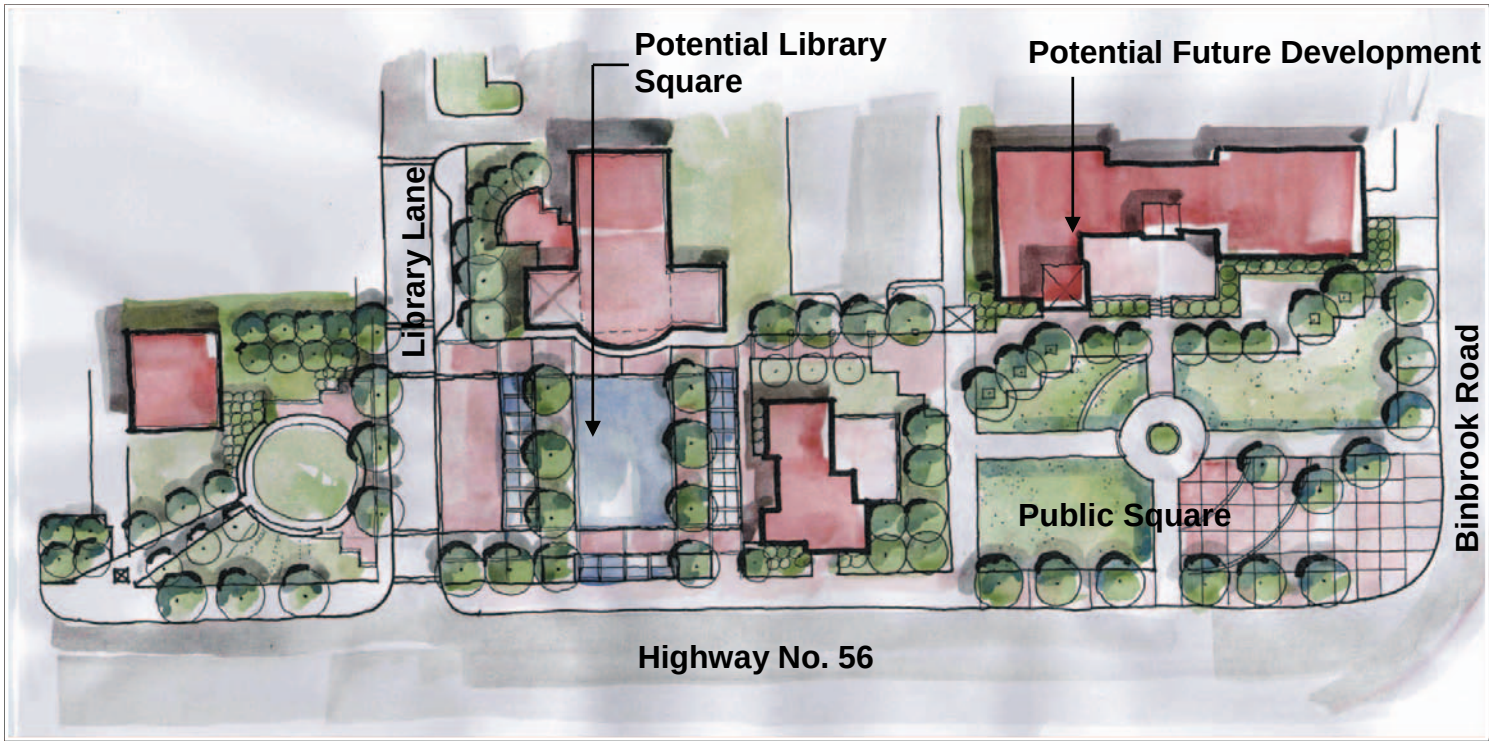
The village square, located at the northeast corner of the main intersection is intended to serve as a focal point of the community.

Design Features and Objectives

1) The village square should incorporate a gazebo type structure to accommodate a variety of uses
2) Enhanced pavement treatment can be used as a valuable design element
3) Design elements such as raised planted columns can be used to provide accent
4) A variety of seasonal plantings can create visual interest throughout the year
5) Low walls, steps and benches can provide a variety of formal or informal seating arrangements

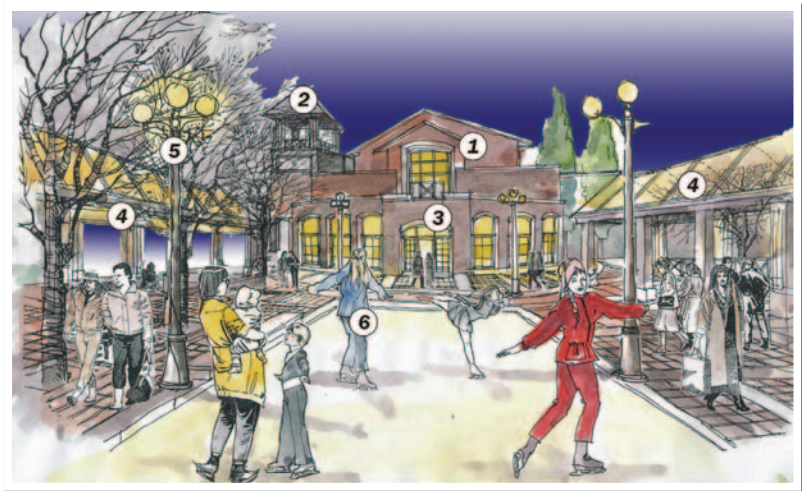


7.0 Public Space Design Guidelines



Public space development is key to creating a vibrant Community Core as illustrated in the above plan. While the Secondary Plan indicates the need for a major public square at the main intersection in the Community Core, other public spaces such as a small court yard at the library could be created to provide opportunities for alternative activities. Well designed public spaces will also help to attract users to the Community Core.

Public Space Design Guidelines



Library Courtyard

Design Features

1) Building design with an articulated front façade. Openings and activities should be oriented close to the street to allow surveillance of the square at nighttime.
2) The architectural massing and detailing to address the character of Binbrook through the use of contemporary architecture.
3) Use traditional material on the front façade (stone, brick, stucco)
4) Courtyard can be enclosed with a colonnade and glass canopies that will provide opportunities for all-weather use of the square
5) Provide sufficient lighting of the public square
6) The use of water in the design of the public square is a desirable element that will provide opportunities for four season enjoyment

Potential Library Courtyard—a courtyard such as this could be programmed for four season use ensuring that the core is vibrant and active year round.

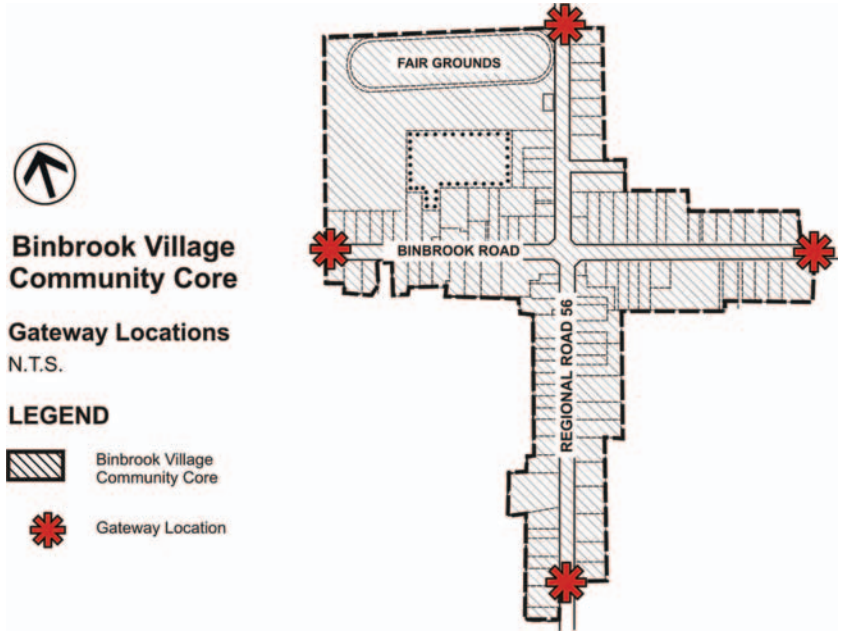
8.0 Gateway Design Guidelines

8.1 Design Objectives

The Binbrook Village Secondary Plan identifies the need for gateway features to be constructed at the boundary of the Community Core on Highway 56 and Binbrook Road. The primary functions of these major gateway features are to:

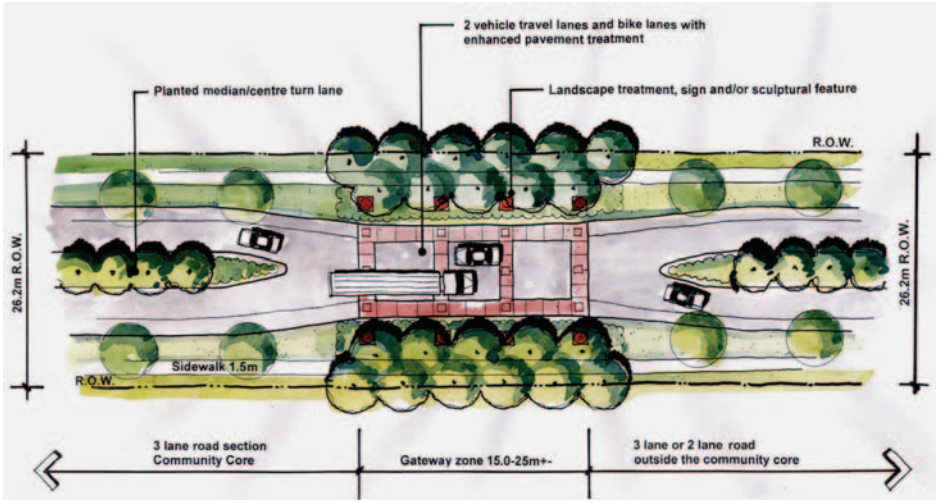
- serve as landmarks highlighting the arrival into the core;
- provide a transition from a rural setting into the Village Core; and
- reflect the character of the Community Core area.

In addition to these aesthetic functions, gateway features may also serve as traffic calming features. As traffic calming features they perform two primary functions. The first is to slow traffic down to an acceptable speed within the Community Core and secondly increase the motorists level of awareness that they are entering an area with a greater level of pedestrian activity.



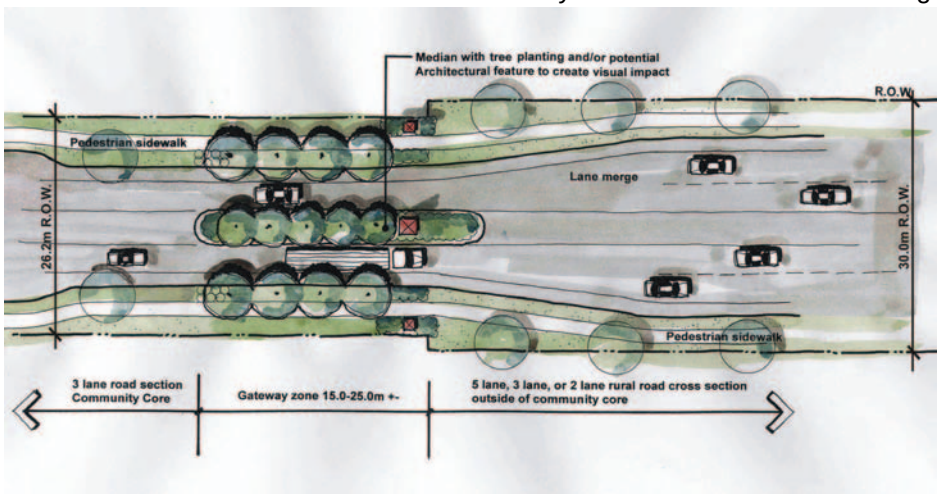
Plan of the Binbrook Village Community Core illustrating the location of the proposed gateway features on Highway 56 and Binbrook Road at the entrances into the Community Core.

Gateway Design Guidelines



Gateway treatment with road narrowing

An alternative gateway design with a road narrowing. The road narrowing and planted medians are effective traffic calming elements that can be incorporated into the gateway. Other features of this gateway may include decorative pavement, tree planting and architectural features.



Gateway treatment with median

A potential gateway design with a centre median. This type of gateway is applicable at the north limit of the community core on Highway 56 where the road cross-section will change from 3 lanes to 5 lanes.

8.0 Gateway Design Guidelines

8.2 Design Guidelines

The design of a major gateway is subject to the function of the road and the width of the right-of-way. The imaginative use and incorporation of the following elements will help create distinctive and interesting gateways;

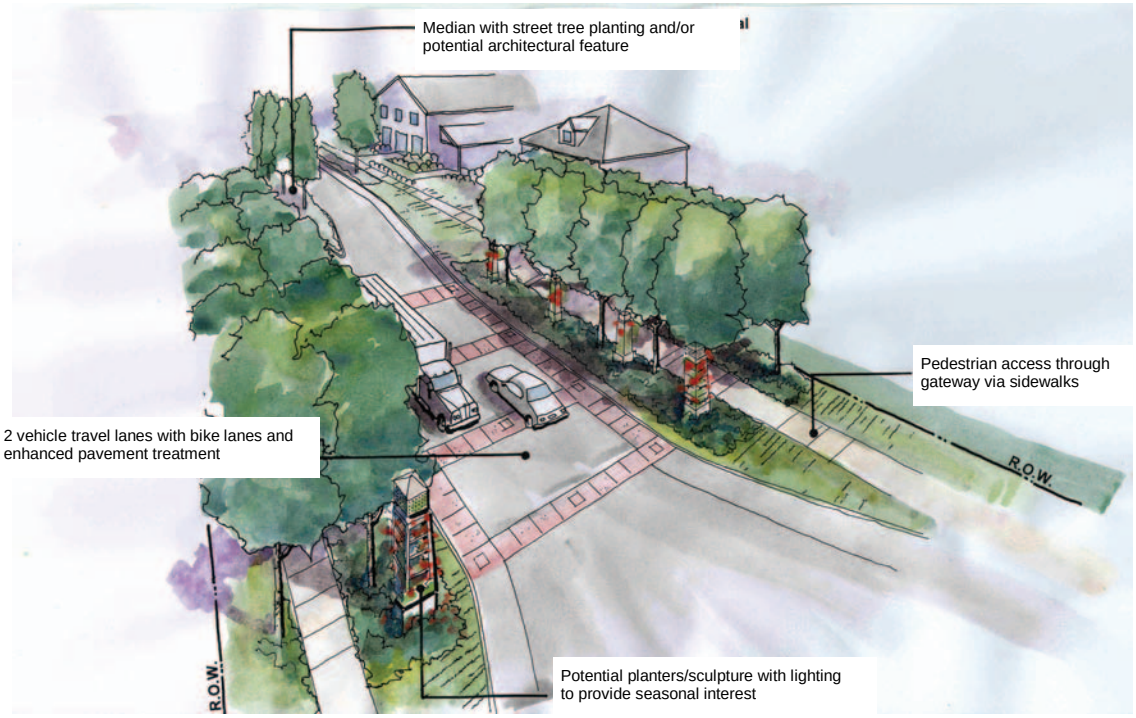
- Street trees, shrubs and groundcover plantings to create visual interest;
- Plants selected for a gateway feature must be hardy, salt tolerant and low maintenance. Irrigation and general maintenance must be considered when designing planting areas associated with gateways;
- Where plantings or architectural features are incorporated they should consider sightline requirements for vehicular and pedestrian traffic.
- Upgraded pavement treatments to provide a contrast in colour from the asphalt road surface. These pavement treatments may consist of precast concrete unit pavers, coloured concrete or a combination of either of these materials;
- Medians as part of gateways should be designed to be accessible as refuges for pedestrians crossing the roadway.
- Materials such as masonry, natural stone, or steel may be used to construct an architectural component of the gateway. These materials should be selected to emphasize the overall design of the gateway and reflect the distinctive character of the Community Core;
- Lighting may be used to create special effects and to accentuate the feature. Careful attention must be given to the selection and placement of the lights in order to prevent interference with motorists vision;
- Signage and graphics may be used to identify the name of the community or to incorporate a community logo. The materials and colours selected for any graphics must be compatible with the overall character of the gateway and in keeping with the character of the core area;
- Sculpture or public art may be used to display a theme or something of significant cultural importance.

An architectural feature such as this clock tower can be used as a gateway element at a major entrance into a community core.

Gateway Design Guidelines

Elements of a Gateway Feature

A gateway feature may incorporate tree and shrub planting, pavement treatment and other landscape features as focal elements as illustrated in the layout of a potential gateway feature within the 26 metre right-of-way proposed for Highway 56 and Binbrook Road



Although the primary focus of a gateway is oriented to vehicles, pedestrian access into the community core must be accommodated in the gateway feature design where applicable.

9.0 Parking Design Guidelines

9.1 Parking Design Guidelines

Design Objectives

The Secondary Plan recognizes the need to accommodate parking for automobiles and loading areas for delivery and service vehicles. It recommends that parking be accommodated through on-street parking as well as parking lots located on-site to service individual establishments. However, the Secondary Plan also recognizes that in order to create a pedestrian friendly environment and an aesthetically pleasing core, on-site parking lots should be located behind the buildings in the core.

9.1.1 On-Street Parking

Traditionally, downtown areas have included on-street parking. There are a number of benefits that on-street parking provides: convenience, providing separation between the street and pedestrians, slowing traffic, and adding to the life of the street. On-street parking will be provided in the Community Core in strategic areas along Highway 56 and Binbrook Road.

9.1.2 Off-Street Parking

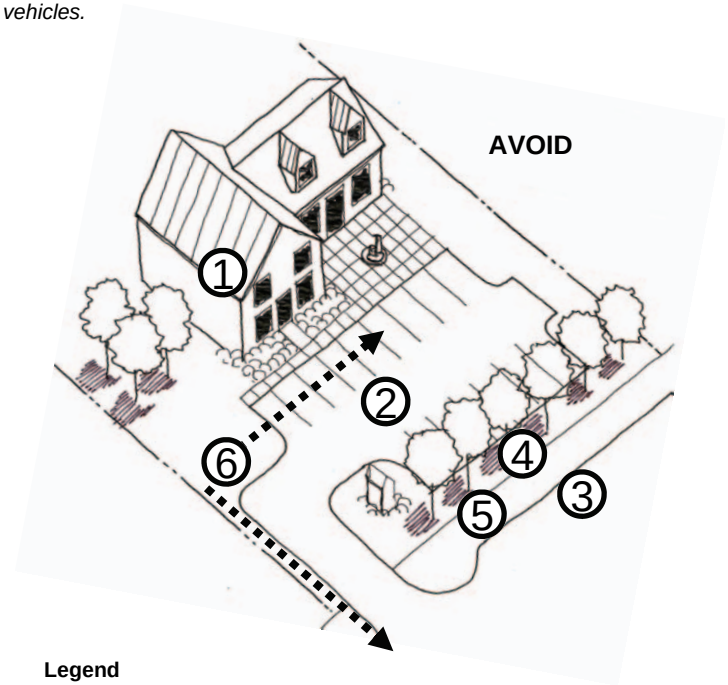
The location of off-street parking is critical in determining the overall appearance of the streetscape in the community core. Off-street parking lots located at the rear of a property will aid in removing unsightly parking and loading areas from street view.

Additional benefits of locating off-street parking to the rear of buildings are maintaining a streetscape which emphasizes a direct connection between pedestrians, buildings and the landscape. This helps maintain a sense of scale and character to the street.

Conveniently located on-street parking in the Community Core is desired.

Parking Design Guidelines

Parking lots located at the front of the property are not acceptable. Visual and pedestrian access to the building is a key aspect of a successful street-scape in the Community Core of Binbrook. This is made difficult when the view to the building is blocked and the pedestrian route is secondary to vehicles.



Legend

1. Existing renovated or new building
2. Required parking (size of lot to be determined as permitted by zoning)
3. Proposed on-street parking
4. Landscape buffer to screen parking also screens building from view of the street
5. Pedestrian access from sidewalk is prohibited by parking lot
6. Pedestrian access to the building is secondary to vehicle access

Parking located directly in front of retail buildings detracts from the character of the buildings and is unsightly due to the expanse of asphalt. In this example there is little opportunity for any landscape improvements including well defined pedestrian access from the sidewalk as a result of the space required for automobile parking.

10 Implementation of Design Guidelines

10.1 Introduction

Implementation of these guidelines will rely on a number of public and private initiatives including changes to municipal by-laws and careful consideration and review of development applications. These initiatives are described more fully in this section.

Private sector development in the core will be subject to requirements under the Planning Act including the site plan review process to ensure compatibility with these Urban Design Guidelines.

City policies and by-laws that are to be reviewed or created in conjunction with development in the core are:

Sign By-Law

- A new comprehensive sign by-law is required for the Binbrook Village Commercial Core area and thus will be implemented as part of the City's new Sign By-Law Study.

Comprehensive Commercial Core Zoning

- A new comprehensive zoning by-law is required for the commercial core as stated in the Binbrook Village Secondary Plan. This new by-law has been included in section 10.4 of this report.

Site Plan Control

- Private property improvements subject to the Planning Act will be implemented through Site Plan control to ensure compatibility with these guidelines.

Heritage Designation

- The designation of heritage properties under the Ontario Heritage Act in the Binbrook commercial core is essential to ensure that heritage buildings are protected. The Urban Design Guidelines recognize that the preservation of key heritage buildings is fundamental to retaining and emphasizing the character of Binbrook. These guidelines will be forwarded to the Municipal Heritage Committee for consideration.

Public Art Policy

- Current policy directives elsewhere in the City require that one percent of public project costs are directed to ensure that public art will be incorporated into site development projects. In Binbrook, development of public projects will provide opportunities for the inclusion of public art in the Community Core. The City shall implement appropriate Official Plan amendment policies to address this in Binbrook and on a City-wide basis.

Urban Braille

- The City of Hamilton Urban Braille system has become the standard model for the Hamilton Downtown and is being considered for inclusion in other commercial areas within the City. The Urban Design Guidelines have included Urban Braille as a component of the Community Core streetscape.

Implementation of Design Guidelines

10.2 Capital Project Implementation

A time frame for capital projects has been established. These public realm streetscape projects are directly linked to the implementation of the Binbrook Village Transportation Master Plan, which in turn is based in part on the completion of development phases one and two as identified in the Binbrook Village Secondary Plan.

The following table is a summary of key public streetscape projects that have been identified for implementation as outlined in these guidelines. The information in this table includes the ownership, timeframe for construction, priorities, and budget implications associated with the recommended actions.

Timeframe

Short Term	1 to 5 years
Medium Term	6 to 10 years
Long Term	more than 10 years

Priority

The public elements included in this table are to be implemented in conjunction with the phasing and implementation of the Binbrook Village Transportation Master Plan. They have been identified as Low, Medium or High priorities.

Budget Implications

Since these projects are municipal projects, they will require capital project funding. The anticipated budget implications for each of the listed projects has been estimated as having Low, Medium or High impact on future capital budget forecasting.

Item No.	Municipal Streetscape Improvement Projects	Responsibility (Primary)	Time-Frame	Priority	Budget Impacts
1.1	Road reconstruction / streetscape improvements	Public Works	Medium-Long Term	Medium - High	High
1.2	Public square at the main intersection	Planning and Development Public Works	Medium Term	High	High
1.3	Community Core Gateways (Highway 56)	Public Works	Medium -Long Term	Medium	High
1.4	Community Core Gateways (Binbrook Road)	Public Works	Short Term	Low	Medium
1.5	Landscape improvements at Binbrook Hall/Fairground entrance	Planning and Development Public Works	Short Term	High	Medium

10 Implementation of Design Guidelines

10.3 Zoning

One of the keys to implementing the Urban Design Guidelines lies within the ability of the proposed guidelines to be implemented through the former Township of Glanbrook Zoning By-law. At present, the existing zoning in the area designated as Community Core, within the Binbrook Secondary Plan, would not permit the implementation of the guidelines. It is recommended that through the development of the new City of Hamilton Zoning By-law, the existing Community Core zoning be modified to reflect and permit the implementation of the Design Guidelines, within the work program when Commercial zoning is revised.

The zoning will create consistency in the Community Core for all properties. The intent would be that existing uses shall be permitted to remain but the long term vision can be maintained.

Key elements that will need to be reviewed and incorporated into the new zoning regulations should include the following:

- Provide for a range of uses consistent with the Community Core Secondary Plan policies.
- Permit existing dwellings to remain.
- Provide for the opportunities for mixed use buildings and restrict new stand alone residential buildings.
- Require buildings to be brought closer to the front property lines to improve the pedestrian streetscape.
- Restrict the construction of flat roofs on new buildings
- Require rear yard parking, ability to share driveways for access to parking and provide for ability to access parking to through easements to gain access to public streets.