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INTRODUCTION

The Building and Site Design Guidelines apply to all areas within the City of Hamilton. Some of these are older areas where development patterns are established and the adjoining neighborhoods are a part of the design context. Others are newer locations where character is emerging and natural resources are a part of the scene. In each case, the character and functional qualities of each area can greatly enhance the community. Certain commercial corridors also serve as key entry routes into the core of the city and set expectations for the quality of development downtown. For these reasons, the city seeks to assure that nonresidential
commercial development will result in dynamic, attractive neighborhoods and also will reflect the overall goals for high-quality design throughout the community. It is in this spirit that these design guidelines are produced. This section establishes the objectives of the Building and Site Design Guidelines and provides an overview of their organization. In addition, the process for developing them is explained.

In this Chapter:

- Background
- Purpose and Application
- The Scope of the Design Guidelines
- Organization of the Design Guidelines

BACKGROUND

The City of Hamilton seeks to protect its unique character, which is a combination of spectacular natural features and early building traditions. The community is fortunate to have a strong downtown with a rich architectural history and the community wishes to respect those design traditions in development of the city’s various commercial areas, while supporting their unique identities.

Relationship to Other Goals & Policies

These design guidelines attempt to demonstrate a consistent commitment to promoting livability and protecting design traditions of the region. The image of the community, as well as its economic vitality, are affected by the safety, operations and appearance of the streetscape. It is suggested that particular characteristics such as additional landscaping, fewer access points and enhanced building design are to be reviewed when properties are developed or redeveloped. It is also suggested that a degree of flexibility be used in the application of any future standards.

Hamilton is a dynamic community and it is recognized that policy will change over time. This will necessitate that plans reflect the evolving nature of new development, community expectations and building economics. Therefore this undertaking establishing the Building and Site Design Guidelines should be considered a “working tool” to guide the long term quality of physical change in the community. Finally, dramatic improvements in the physical environment cannot occur overnight. It takes years of small, incremental enhancements to cumulatively produce an eventual result that can be appreciated. This requires a long term commitment by the city to encourage higher quality development. In many ways, it is the next and future generations that will benefit from this sustained effort.

PURPOSE AND APPLICATION

This document applies to all development within the city’s jurisdictional area. In applying design guidelines to proposals for development or remodeling, it is necessary for the city to recognize the importance of three guiding principles: flexibility, appropriateness and clarity of direction. In general, compliance with the guidelines is expected, to the greatest extent feasible. However, there are cases in which some added flexibility may be appropriate. These relate to projects in which deviations from the underlying zoning are requested and in which
alterations to existing properties are planned. The City’s Special Use Permit process provides a review framework for evaluating deviations from the design guidelines.

**Deviations From Underlying Zoning**

In some cases, property owners may apply for “deviations” from underlying zoning requirements. The general design objectives and guidelines will be used in the review of all development proposals, regardless of whether “deviations” from basic code standards are being sought. However, for projects requesting deviations, street frontage landscaping (trees and shrubs), pedestrian spaces and amenities, and the criteria applicable to each neighborhood will be applied with particular emphasis. The City’s Special Use Permit process provides a review framework for evaluating deviations from the design guidelines.

**Application to Alterations of Existing Development**

These guidelines apply to alterations of existing properties as well as completely new development. However, in the case of improvements to existing properties, the degree to which the guidelines can be fully met may be limited because of existing constraints. For that reason, they will be applied with more flexibility in such situations. When considering the application of the guidelines, the city recognizes that the potential viewpoint of a project may influence the degree to which specific guidelines may apply, particularly those that address the character of development as seen from a public way. Most properties along the commercial corridors are highly visible, but in a few cases, this exposure may be limited and, in such a case, the guidelines addressing the character of the street edge may have less emphasis.

**THE SCOPE OF THE GUIDELINES**

These guidelines shall apply to all commercial zones within the city. When improvements are proposed, the city will consider the appropriateness of the project within the context of these guidelines.

It is the general intent that the review process should apply to areas abutting the roadway where development could affect the character and function of the corridor. This generally is the full depth of a parcel; however, in some circumstances where the parcel is quite deep and extends beyond the district boundary, the entire parcel will comply with the design guidelines.

**How the Guidelines are Organized**

The guidelines address three topics of design and an addendum addressing the central business district.

* **Neighborhood Design**

These focus on integrating individual projects with broader community development objectives, which seek to link properties together into a sense of “neighborhood.” Even a commercial corridor is envisioned as functioning as a cohesive unit, and in this sense is to be considered a “neighborhood.”
• Site Design

Site design guidelines address the manner in which a building is placed on its site and in which site functions are organized. It includes guidelines for landscaping, parking and treatment of open space.

• Building Design

Building design guidelines address the basic mass, scale and materials of buildings. They address only broad-scale topics and do not dictate architectural styles.

Guideline Format and Compliance

In Chapters 1-3 each guideline topic is presented in a “hierarchical” format.
• First, a policy statement is provided.
• Secondly, specific guidelines are provided that respond to the policy statement.
• Supplementary information which includes examples of how guideline compliance could be achieved is then provided in a series of “bullets.”
• This text is usually supplemented with an illustration.

Note that all of these components constitute formal design policy and may be used in determining the appropriateness of a proposal. In many cases, compliance with a guideline can be achieved by meeting one of the specific measures described in the “bullet” list. In a case where the specific bullets do not apply, the guideline statement itself shall, and if that also does not apply, then the policy statement shall be used. In this way, flexibility is provided within a consistent structure.

It is understood that there is a dynamic interaction among the guidelines and that, in some cases, one design guideline may not be met fully, in order to more fully meet a guideline of higher priority. In order to indicate those guidelines which are of highest priority, a plus symbol (+) is used at the end of certain guideline sentences.
Organization of the Design Guidelines

Chapter 1 - Neighborhood Design

This section presents guidelines that address how individual properties should be designed to create a sense of neighborhood.

Chapter 2 - Site Design

These guide which individual parcels should be planned to enhance appearance and function.

Chapter 3 - Building Design

These guidelines address basic elements of architectural design, such as mass and scale and materials.

Appendix A – Additional Design Guidelines for the Central Business Zone District and the Historic Downtown Area

These guidelines address additional elements of architectural design, such as mass and scale and materials and compatibility with the historic character of the area.
Neighborhood Design Guidelines

Properties should be planned to frame important views.

This chapter focuses on urban design concepts that connect individual properties and help knit them into the fabric of a neighborhood. They address concepts that will help to link adjoining properties and plan for ways in which abutting developments enhance each other and make use of opportunities for coordinated, cooperative site planning.

Objectives for Neighborhood Wide Design:
Each development should help to achieve a sense of neighborhood.
Projects should be planned to relate to adjoining properties in a positive way, by promoting connections among properties where appropriate, by planning cooperatively to make joint use of natural features that span across properties, and by using design treatments that convey a sense of visual continuity.

Highlight landscapes and views.
Properties should be planned to emphasize landscaped areas and frame important views. This includes retaining significant existing landscape features, when feasible, and planning development with abutting properties in mind, such that
opportunities to plan in a coordinated manner are maximized. Planning view corridors such that they align with those on adjacent properties is also encouraged.

**In this Chapter:**

A. Green Space  
B. Auto Connections  
C. Pedestrian and Bicycle Connections  
D. Street Character

*Places that include mature stands of trees are examples of important green space to preserve, when feasible.*
CHAPTER 1
NEIGHBORHOOD DESIGN GUIDELINES

Design Guidelines:

A. Green Space

Policy:

Green space that can be enjoyed, both visually and functionally, should be provided in a project, when feasible. The green space of an individual parcel should be coordinated with that of adjoining properties as well, such that mutual benefits can be maximized. In many cases, this will be provided in the required setback area, but may occur in some settings, in other parts of the site.

Guidelines:

1. Preserve existing green space in a development whenever feasible. (+)
   • Places that include mature stands of trees and distinctive land formations are examples of important open space to preserve.
   • A reduction in the front setback requirement may be granted when a significant amount of existing green space is preserved elsewhere on the site.

2. Enhance high-quality green space when it exists in key locations. (+)
   • Where opportunities exist, reserve green space where it will abut that of adjacent properties to increase the visual impacts of these areas.
   • Coordinate green space with that of adjacent parcels such that they are visually associated and are interpreted as a larger area.
   • Also position green space to link access points with those of adjoining properties.

3. Organize uses to maximize natural assets of the site. (+)
   • When a storm water detention facility is to be provided, position it in green space and design it to be an amenity.
   • Locate service areas away from natural green space that is retained on the site.
   • Provide public access for green space, when feasible.
Inappropriate: Natural resource areas are not linked.

Appropriate: Natural resource areas are linked between properties.

B. Auto Connections

Policy:

Connections to auto circulation systems on adjoining properties and within properties that permit access without returning to the street, should be provided, when feasible, to permit convenient access and to reduce traffic on abutting public streets. The cumulative benefit of doing this will sometimes be contingent upon cooperation with adjoining property owners.

Guideline:

1. Provide direct automobile access within or to an abutting property, when feasible. (+)
   • Even where an adjoining parcel is presently undeveloped, reserve the opportunity to provide a connection in the future.
   • A cross-property easement may be used to assure access.
   • Individual parking areas on large parcels should be connected internally.
Appropriate: A continuous, safe and convenient automobile circulation system should be provided between adjacent properties and within properties when feasible. Connections should occur through parking areas.

Appropriate: Pedestrian connections to public sidewalks are provided and waiting zones are provided at the sidewalk corner.
C. Pedestrian and Bicycle Connections

Policy:

Convenient pedestrian and bicycle access should be provided among properties to achieve a sense of being an integrated neighborhood and to reduce dependence upon automobiles. Access to regional trail systems also should be provided.

Guidelines:

1. Provide convenient pedestrian and bikeway connections among abutting properties. (+)
   • Create an internal walkway that will link to those of adjacent properties.

2. Provide convenient connections to regional pedestrian and bikeway circulation systems. (+)
   • Provide a clearly defined, direct connection to adjoining public sidewalks.
   • Also provide connections to regional trails when they abut a property or are in close proximity.

3. Provide a waiting zone at major pedestrian crossings. (+)
   • Provide a clearly defined area where a pedestrian can take refuge while waiting to cross a major arterial.
   • This may occur as a small plaza that adjoins the sidewalk corner.

Appropriate: Connections to pedestrian systems are provided.
Appropriate: Pedestrian access routes linking abutting properties.

Appropriate: In this development scenario a continuous “green edge” is shown with a coordinated landscape treatment along several parcels. Automobile and pedestrian links also occur and site drainage is incorporated as an amenity.
D. Street Character

Policy:

In addition to the design features described in this section, special streetscape elements may be selected when an area plan is developed. For example, a distinctive light standard may be chosen, along with a collection of benches and waste receptacles.

Guideline:

1. The use of a coordinated set of street furnishings is encouraged. (+)

2. The use of a coordinated landscape design shall be used along the street edge to establish a single identity for the area and to buffer the view of cars in parking areas. (+)
   - Use plant materials that are similar to those on adjacent properties to provide a sense of continuity in landscape design.
   - Landscape design may include: street trees, shrubbery and decorative walls and/or fences.
SITE DESIGN GUIDELINES

Outdoor public places should be provided on major site developments.

This section addresses the organization of uses on a site, the layout of pedestrian and automobile circulation, the development of open space, the orientation of buildings and landscape design.

Objectives for Site Design:

Provide positive outdoor public spaces. Outdoor public spaces that can be enjoyed by people using a site should be provided throughout the area. In addition, space that can be appreciated by views from the public way are to be encouraged.

Provide landscaping that reflects the Hamilton region. Landscaping, including plantings, earth forms, decorative paving and site furniture, should convey the design traditions of the region. Plant materials should be used that convey the changing seasons, which are such a distinctive part of life in the city. Plants that provide seasonal variations in color are particularly appropriate.
Provide landscaping that enhances views from the public way.
Landscaping should contribute to the visual continuity of a commercial corridor, while reflecting
the identities of individual sites. It should provide visual interest while also serving to define
functional areas within the site and to buffer views of service areas.

Provide landscaping that enhances pedestrian activity within a site.
Landscaping should help to define walkways and outdoor use areas. These should be designed to
facilitate their use throughout the year.

Provide buildings that clearly establish the desired character for development
at major intersections.
Buildings at key intersections should strongly establish a pedestrian scale and address the road
edge.

In this Chapter:

A. Natural Features
B. Views
C. Cultural Resources
D. Topography
E. Site Drainage
F. Building Placement
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H. Pedestrian and Bicycle Circulation Systems
I. Internal Automobile Circulation Systems
J. Parking Lots
K. Site Lighting
L. Utilities and Service Areas
M. Landscape Design
N. Buffers

Appropriate: A building shall be positioned to
enhance natural features that exist on a site
CHAPTER 2
SITE DESIGN GUIDELINES

A. Natural Features

Policy:

A significant natural feature on a property should be incorporated as an asset in a site plan. For example, waterways and mature trees should be incorporated into the development, when feasible. When adjacent properties are developed, natural resources should serve as unifying elements.

Guidelines:

1. Preserve and enhance existing significant natural resources in the area. (+)

   • Enhance existing vegetation and landscaping, particularly mature trees.
   • Preserve and/or enhance existing drainage ways.
   • Note however, that “noxious” vegetation which is inappropriate in Hamilton, need not be preserved.

Preserve existing drainage ways as amenities. Although a more natural planting scheme is required today, the concept illustrated here, of making use of a drainage way as an asset, is valid.
2. Minimize negative impacts on natural slopes. (+)
   • Minimize excavation that may be visible from adjacent properties.
   • Terrace cuts into landforms with retaining walls and plant materials, for example.

3. A building shall be positioned to enhance significant natural features that exist on a site. (+)
   • Locate an entry plaza such that it provides a view to a waterway or rock formation, for example.

B. Views

Policy:

Views from the public way to natural features also should be maintained. Therefore, view opportunities should be identified for all major site developments. Significant views may occur from major public open spaces, street intersections, bridges and roadway overloads.

Guideline:

1. Enhance views from the public way to scenic natural features and landmarks, when feasible. (+)
   • Locate a building to maintain key views as they are seen from the public way.
   • Site buildings in relation to adjoining properties to frame a view as it may be observed from public rights-of-way. Avoid completely blocking such a view with a large building mass.

C. Cultural Resources

Policy:

Cultural resources, including prehistoric archaeological (below-ground) and/or above ground historical properties. These are community assets that should be addressed. Negative impacts on these resources should be avoided.

Guidelines:

1. Preserve historic buildings, when feasible. (+)
   • Designating significant buildings and structures as historic sites is encouraged.
   • When feasible, preserve a historic building in place, through adaptive re-use incorporating it into a new development.
   • When preservation is not feasible, document the building in photographs or drawings before altering, removing or demolishing it.

2. Leave archeological resources in place, when feasible. (+)
   • Consider avoiding potentially significant archeological resources when locating structures in a site plan.
   • Avoid disturbing known archeological resources, if feasible.
   • If archeological materials are discovered, consider evaluating and documenting them when conditions permit.
Appropriate: Cultural resources, which include properties of historic significance.

Appropriate: Views to natural features also should be maintained. Significant views may occur from major public open spaces, street intersections, bridges and roadway overlooks.
D. Topography

Policy:

Site work should be planned to protect the assets of the existing topography.

Guidelines:

1. Minimize cut and fill on a site. (+)
   • Divide large grade changes into a series of benches and terraces, where feasible.

2. A road or driveway shall follow existing contours, when feasible. (+)
   • Screen a road cut with a rock wall, plant materials or a building.

3. Design a building foundation to conform to the existing topography, rather than creating extensive cut and fill. (+)
   • Step the foundation of a building to follow site contours, when feasible.
   • If stepping the foundation is not possible, disguise the cut with building placement and/or building walls, and provide a landscape buffer system at the top of cut.

4. Minimize the visual impacts of cut and fill on a site. (+)
   • Regrade the site as a stable, “natural” slope, when feasible.
   • Terrace parking lots on steep slopes, following site contours.

Appropriate: A retaining wall shall blend with the natural features of the setting.
Design a building foundation to conform to the existing topography.

5. Where one must be used, a retaining wall shall blend with the natural features of the setting. (+)
   - Use native rock, or:
   - Use other masonry that conveys a scale and texture similar to that of traditional rock walls. Split face block and scored and textured concrete are examples.
   - Limit the height of a retaining wall to less than five (5) feet, when feasible.
   - Where greater heights in a retaining wall must occur, use a series of terraced or stepped walls.
   - The width of a retaining terrace should not be less than three (3) feet.
   - The Office of Community Development may vary the retaining wall height and width requirements depending on site conditions.

Appropriate: Site is terraced, including parking areas, to reduce retaining wall heights.
Inappropriate: excessive cut and tall retaining wall.

Appropriate: Use native rock in retaining walls and to stabilize cut faces.
E. Site Drainage

Policy:

Site drainage should be planned such that it minimizes negative impacts on natural site features. It also should be designed as an amenity that is incorporated into the overall landscape scheme. In addition, planning site drainage to be handled in a regional system is encouraged.

Guidelines:

1. Enhance significant natural drainage ways including flood plains and their tributaries in site design. (+)
   • Incorporate a natural drainage way as an amenity into the site plan.
   • Avoid altering or obscuring natural drainage ways.
   • In order to support water quality policies, consider those systems that provide the following treatments: separation of grit and oil from runoff, slow release ponds to prevent large storm surges in receiving waters, and overland flows through vegetative buffers to remove nutrients and pollutants.
   • Larger detention basins may be designed for active public uses.

2. Incorporate drainage systems as a part of the site amenities and landscape design. (+)
   • Develop a storm drain as an open, landscaped feature that is lined with native grasses and indigenous plants. This can be accomplished while also meeting technical engineering standards.
   • Minimize the use of riprap and other devices that do not appear natural in character.

3. Parking areas should be designed to minimize storm water runoff. (+)
   • Use biofilters to maintain and convey shallow depths of runoff over vegetation.
   • Overflow parking areas are discouraged, but if they are to be provided they should use porous paving materials that will optimize infiltration of storm water into soils.
Appropriate: Enhance significant natural drainage ways, including flood plains and their tributaries, in site design.

Limited use of native rock and indigenous plants line the drainage swale.

Appropriate: Incorporate drainage systems as a part of the site amenities and landscape design.

Appropriate: Incorporate drainage systems as a part of the site amenities and landscape design.
4. Where it is to be used, design a detention pond as a site amenity. (+)
   • Use landscape materials that convey the natural traditions of Hamilton
     such as local stone, evergreens, and drought tolerant grasses.
   • Include a detention area as part of the open space scheme for the
     site when feasible.
   • When a detention pond cannot be designed as a site amenity, utilize an underground
     drainage system, when feasible.

Appropriate: Include a detention area as part of the green space scheme for the when feasible. Also,
arrange buildings in a cluster to define outdoor space.
F. Building Placement

Policy:

Buildings should be sited to respect development patterns that are identified in the design objectives such as the orientation of structures to the street, alignment of building fronts and setbacks, relationship to neighboring properties, as well as the location of buildings at major intersections.

Guidelines:

1. Where two or more buildings will be located in a major site development, arrange them in a cluster to define outdoor spaces. (+)
   • Define plazas and courtyards by clustering buildings.
   • Clustering buildings to create active outdoor public space is appropriate.

2. Where a major intersection occurs, provide a building anchor at the corner. (+)
   • Define the corner with a strong building presence.
   • Enhancing the corner with a pedestrian-friendly entrance plaza is also encouraged. For example, this may include human scaled design features such as benches and planters.

3. Organize the public edges of a site to provide visual interest to pedestrians. (+)
   • Incorporate display windows or other architectural features to provide interest. (*See Building Design Guidelines section*)
   • Provide a landscape feature along the walkway edge.
   • Locate a building at the walkway edge where possible. If it is not feasible, use a planting strip, site wall or similar landscape feature to define the “building wall.”

4. Locate a building entry near the sidewalk edge with an entry plaza and landscape, when feasible. (+)
   • This is especially important for commercial uses.
   • Multifamily uses also should have some building entrances oriented to the street, but may be set back farther where a larger yard or landscaped area is planned.

5. A building shall be positioned to fit within the setbacks specified for the zone district. (+)
   • Exceptions to the setback requirement may be considered if an alternative street edge treatment meets the intent of maintaining the street wall, if a pedestrian place of refuge is provided and is designed as a pedestrian friendly area, and/or if the site is constrained such that the standard setback is not feasible. These exceptions will be considered on a case-by-case basis.
6. Consider solar orientation and access when siting a building. (+)
   • Where feasible, the long axis of the building should be oriented east - west for maximum solar exposure and daylighting benefits.

Appropriate: Locate a building entry near the sidewalk edge, when feasible.

Appropriate: This commercial property provides a small plaza that adjoins the public sidewalk, encouraging public use.
Appropriate: Enhancing the corner with a pedestrian friendly entrance that may include human scaled design features such as planters.
G. Outdoor Public Spaces

Policy:

The development of outdoor public spaces should be encouraged in order to enhance the site as a place for pedestrians. Buildings and other site functions should be planned to create outdoor public spaces, and the development of space that can be shared among properties is encouraged.

Guidelines:

1. Provide an outdoor public space on a major site development when feasible. (+)
   • Appropriate public spaces include plazas, parks, covered arcades and weather-protected areas.

2. Develop an outdoor public space as a focal point for the site. (+)
   • Position this space such that it can be shared by adjoining buildings, when feasible.
   • Also, position outdoor public space on the site such that it may visually or physically connect with outdoor public space on adjacent properties.
   • Integrate natural features into outdoor public space, when feasible.
   • Orient outdoor public space to views of activities, architectural landmarks or natural features to provide visual interest.

*Appropriate: Provide an outdoor public space on a major site development when feasible.*
3. Decorative surface materials and landscaping should be integrated as design features. (+)
   • Use hand-surfaced (concrete, or unit pavers, not asphalt) materials. Consider colored and/or scored concrete as an option.
   • Enhance with landscaping.

4. Connect an outdoor public space with major building activities. (+)
   • Use a public open space to connect the entrances of two buildings on a site.
   • See the guidelines for pedestrian systems in Section H: Pedestrian and Bicycle Circulation Systems on the following page.

5. Design a public space to be actively used. (+)
   • Plan site drainage to lead runoff away from active use areas.
   • Also orient the space to face south and west for solar heating, to extend its use throughout the year.
   • Provide outdoor seating that is usable for extended periods during the year. Create a sense of enclosure when feasible.
Appropriate: Provide outdoor seating that is usable for extended periods of the year.

Appropriate: Decorative surface materials and landscaping should be integrated as design features.
H. Pedestrian and Bicycle Circulation Systems

Policy:

Pedestrians and bicyclists should have safe, convenient access to the various functions of a site; therefore, a coordinated pedestrian and bicycle circulation system that fits the character of the site should be provided.

Guidelines:

1. Link the various functions and spaces on a site with pedestrian ways in a coordinated system. (+)
   • Provide convenient connections for pedestrians and bicyclists between buildings on an individual site.
   • Also provide convenient connections from parking areas to buildings on the site.
   • Provide access to outdoor public space and green space along these pedestrian routes as well.
   • Provide conveniently located bike rack(s) based on the size and function of the site.
Appropriate: Define walkways through parking lots.

2. Position any street side and internal walkways to encourage pedestrian use. (+)
   - Locate a walkway such that key destination points, such as building entries, are clearly visible.
   - Site a path in an area that will remain visible from active outdoor public spaces.
3. Use hard surface materials for walkways to encourage use by pedestrians. (+)
   • Use materials that provide traction and facilitate general maintenance and snow removal.

4. Clearly define a key pedestrian entrance into a major site development with distinctive landscape elements. (+)

5. Enhance a key pedestrian way at a street or drive crossing. (+)
   • Use decorative or textured paving, signs and/or landscaping to identify the crossing point.

6. In major site developments, provide a clear, continuous, convenient pedestrian route through a parking lot to a building entrance. (+)
   • Define the sidewalk with landscaping, paving, and pedestrian-scaled lighting.

Appropriate: Use decorative or textured paving, signs and/or landscaping to identify pedestrian crossing points in streets and driveways.
I. Internal Automobile Circulation Systems

Policy:

This section focuses on the design of streets and driveways within a major site development. Related guidelines addressing how these systems link to those on abutting properties appear in the Neighborhood Design chapter. Note that all site plans must provide circulation systems which meet the city’s street engineering standards.
A continuous, safe, and convenient internal automobile circulation system should be provided. The hierarchy of differing levels of use should be clearly apparent in the roadway designs.

Guidelines:

1. Within a development, convey the hierarchy of internal streets and driveways in the streetscape design. (+)
   - Streetscape design elements shall convey the level of use of the street. For example, major circulation routes should have a higher degree of landscape materials.
   - Those that are intended to attract intensive pedestrian use shall include decorative elements and furnishings that provide interest and a sense of human scale.

2. Minimize the number of curb cuts onto a public street along a property edge. (+)
   - Share a driveway with an adjacent property, when feasible.
   - Use connections to secondary cross-streets, when feasible.

Appropriate: This development is entered on a drive that is accented by a street median. As the drive projects into the development it narrows and terminates at a roundabout, where several access points leads to a variety of commercial developments.

Policy:

Entry points for automobiles should be clearly defined on a site to facilitate safe and convenient operation.

Guideline:

1. Identify a key entry point into a major site development with special landscape design elements. (+)
   - Use accent paving and landscaping to highlight primary entry points into a site.
   - Special signs that identify the entry point are also appropriate.
Policy:

Automobile circulation should be planned as an integrated system throughout a property.

Guidelines:

1. **Provide a continuous circulation system within a property. (+)**
   - Provide clear connections to external circulation systems.
   - Link a road or driveway with the overall site circulation patterns of adjacent parcels, when feasible.

2. **Minimize the width of internal roadways when feasible. (+)**
   - Streets and drives must meet the minimum standards defined in the city’s engineering standards. It is preferred that the roadway not exceed the minimum width standard.

*Appropriate: Provide defined pedestrian circulation routes within a development.*
Appropriate: Identify a key entry point into a major site development with special landscape design elements.

J. Parking Lots

Policy:

The visual impacts of parking areas should be minimized and large expanses of parking lots should be avoided. Using on-street and shared parking arrangements should be considered to accommodate some parking needs as well.

Guidelines:

1. In all developments, minimize the number of cars parked on site. (+)
   • For major site developments, parking supply shall not exceed the minimum requirements, unless provided in structured parking.
   • Provide pedestrian and bicycle connections, see previous section (H.).

2. In order to reduce the land area for parking surface, use alternative methods of meeting parking demand. (+)
   • Share parking spaces with complementary uses that have different peak periods of parking demand.
   • Facilitate access to the site by alternative modes of transportation, including walking and bicycle.
   • Develop structured parking that may also incorporate other uses.
   • Shared structure and surface parking is appropriate for large commercial projects.
Appropriate: Provide landscape buffers at parking areas.

Appropriate: Buffer parking areas with landscaping.
Inappropriate: Exposed parking without landscaping.

Appropriate: Locating a building at the corner, with parking behind.
Policy:

A parking lot should be designed so it will provide efficient vehicular circulation and safe pedestrian circulation within the site, while minimizing the visual impacts of cars.

Guidelines:

1. Minimize the negative visual impacts of cars parked on site. A single parking area shall not exceed one acre in size. If the total parking area of a project exceeds one acre, it shall be divided into a series of separate lots. (+)
   - Screen parking areas from view of public ways with landscaping (i.e., berm, low decorative wall, evergreen hedge) a minimum of 4’ in height.
   - Divide parking areas into smaller lots with planted buffers between them to minimize the perceived scale of the total field of stalls.
   - Locating all or most of a parking lot to the side or behind a building, rather than in front, is encouraged because it will reduce the visual impact of the parking lot as seen from the street.

2. Use shared drives to access parking areas, when feasible. (+)
   - Avoid parallel road conditions, in which two abutting properties have separate driveways.
   - Provide cross-property easements to share driveways and reduce the need for additional curb cuts, when feasible.
Provide cross-property easements to share driveways and reduce the need for additional curb cuts, when feasible.

Appropriate: Islands located in parking areas should be generously sized and landscaped, because it reduces the negative impacts of large expanses of asphalt and concrete.
Appropriate: Divide a large parking area into a series of smaller lots to reduce the visual impacts. Landscape buffers that separate parking lots should be 15’ minimum width with a sidewalk and 12’ minimum width without a sidewalk.

K. Site Lighting

Policy:

Site lighting should be designed to facilitate safe and convenient circulation of motorists, bicyclists and pedestrians. Light levels should be sufficient for safety. However, light spill onto adjacent properties and into the night sky should be minimized. The light level at the property line is a key design consideration. This is affected by the number of fixtures, their mounting height, and the lumens emitted per fixture.

Guidelines:

1. Use differences in lighting design to express varying site functions. (+)
   - Define road crossings and entry points with accent lighting.

2. Minimize the level of lighting across parking areas. (+)
   - Focus higher light levels at key crossing points and intersections, rather than uniformly across a lot.
   - In other parts of the lot, provide a lower level of lighting, while also meeting safety needs.

3. Provide lighting for pedestrian ways that is appropriately scaled to walking. (+)
   - Mount lights for pedestrian ways on short poles or consider using light posts (bollards).
4. **Lighting shall be shielded to prevent any off-site glare. (+)**
   - Light fixtures should incorporate cut-off shields to direct light downward.
   - Luminaires shall not be visible from adjacent streets or properties.

5. **Light fixtures should be in character with the setting. (+)**
   - Fixtures should be compatible with architectural and site design elements.

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**L. Utilities and Service Areas**

**Policy:**

Service areas should be visually unobtrusive and should be integrated with the design of the site and the building.

**Guidelines:**

1. **Orient service entrances, waste disposal areas and other similar uses toward service lanes and away from major streets. (+)**
   - Screen service entrances with walls or plantings.
   - When it will be visible from a public way, a service area screen should be in character with the building and site it serves.
   - As an alternative, consider incorporating the service area as a part of the building design.
• Locate areas for outdoor storage, truck parking, trash collection or compaction loading, or other such uses so as not to be visible from abutting streets.

2. **Position service areas to minimize conflicts with other abutting uses. (+)**

• Minimize noise impacts by locating sources of offensive sounds away from other uses.
• Use an alley system to locate service areas, when feasible.

*Appropriate: Orient the door to a trash enclosure to face away from the street, when feasible. This enclosure is located within a parking lot and is oriented away from the street face.*

*Appropriate: Service areas should be visually unobtrusive and should be integrated with the design of the site and the building.*
M. Landscape Design

Policy:

Note that these guidelines supplement the city standards in §17.16.040 HMC, That define the minimum amounts of land area to be landscaped and of plant units to be used. They address the character and quality of the landscape design. In general, plant materials that are indigenous or well-acclimated and non-invasive, should be used.

Guidelines:

1. Preserve and maintain mature trees and significant vegetation. (+)
   • Include existing vegetation as a part of a landscape design scheme where appropriate.
   • In development areas, healthy trees and vegetation clusters should be identified for preservation. Special consideration should be given to mature trees, 6” or greater in diameter, and to vegetation clusters with significant visual impact. Vegetation designated for preservation should be incorporated into new development site design to the maximum extent possible.
2. Where new plant materials are to be used, employ indigenous species into the plant palette. (+)
   • Drought-tolerant plant species, native to the region and suitable to the climate in Hamilton should be used.
   • Reserve the use of high maintenance plants, if necessary, for small accent areas in the landscape.

Policy:

The landscape design within a site should help to establish a sense of visual continuity.

Guidelines:

1. Use a coordinated landscape palette to establish a sense of visual continuity in the design of a site. (+)
   • Use a consistent plant palette throughout the property.
   • The landscape design includes lighting structures, paving materials, planting, public signs and street furniture.
   • Also, consider how the design of streetscape furnishings can relate to those in the public way that abut the property.

2. A landscape design should use elements to help provide interest to pedestrians. (+)
   • Using concentrations of decorative planting to identify primary building entries is encouraged.
   • Clustering on-site plant materials such as trees and shrubs to support a coordinated landscape design is also encouraged in other areas.

Appropriate: Preserve and maintain mature trees and significant vegetation.
Appropriate: Where new plant materials are to be used, employ indigenous species into the plant palette.

Appropriate: Clustering on-site plant materials such as trees and shrubs is encouraged.

N. Buffers

Policy:

When site development such as parking, storage and equipment areas create an unavoidable negative visual impact on abutting properties or to the public way, it should be mitigated with landscaping that may buffer or screen it. Landscape design should complement the existing natural character and context of the site, as well as the building design. This section provides direction for landscape buffers.
Guidelines:

1. **Landscape buffers should be provided. (+)**
   - Provide a landscape buffer at the edges and between parking lots.
   - Provide a landscape buffer between incompatible uses.
   - In some cases it may be desirable to provide a landscape buffer between a recreation trail and/or open space. These should complement the natural character of the site.
   - Finally, it may be desirable to provide a landscape buffer at ground mounted equipment, service and/or storage areas.

*Appropriate: Where new plant materials are to be used, employ indigenous species into the plant palette.*
Innovative new designs that draw upon regional design traditions are preferred.
In this Chapter:

A. Building and Topography  
B. Building Character  
C. Primary Building Entrance  
D. Street Level Interest  
E. Building Mass and Scale  
F. Roof Form  
G. Building Materials  
H. Building Complex  
I. Service Canopies  
J. Color  
K. Utilities and Mechanical Equipment

This section provides policies and guidelines for the design of buildings in the commercial areas. In general, they focus on promoting buildings that will be compatible in scale and appear to “fit” in the community by using materials and forms that are a part of Hamilton’s design traditions. As such, they address only broad-scale topics and do not dictate specific architectural styles or building details.

Objectives for Building Design:

Achieve high quality design.

Buildings should convey a high quality of design, in terms of their materials and details, as well as through a consistent organization of forms and elements. This quality should establish a standard for design throughout the community.

Reflect the design traditions of Hamilton.

Buildings should reflect the design traditions of the region, in terms of building and roof forms. Distinctive roof forms are a key part of this tradition. Sloping roofs, in gable, hip and shed varieties are historical precedents to promote and they also help reduce the apparent bulk of larger buildings and help to shed snowfall. Flat roofs with varied parapet lines and cornices are also a part of the city’s design traditions and should be encouraged. Buildings that appear to be in scale with those seen traditionally also should be encouraged. Where a new building would be larger than those existing in the area, it should establish a transition in scale, to reduce the impact of building scale on the adjacent property, as well as on the neighborhood.

Promote buildings that fit with the natural setting.

Structures should use native building materials, be sited to fit with the land and incorporate colors seen in the natural setting.

Promote buildings that reflect pedestrian scale.

Each automobile trip begins and ends in a pedestrian mode. With this change comes a shift in the scale of perception. As a pedestrian, finer grain details are more noticeable, which is particularly relevant to architectural design.
CHAPTER 3
BUILDING DESIGN GUIDELINES

A. Building and Topography.

Policy:

A building should respect the natural topography of the site.

Guideline:

Step a building foundation to follow the slope of the site when feasible.
• In general, an exposed building foundation should not exceed three (3) feet in height.

B. Building Character

Policy:

Buildings should reflect the regional urban character.

Guideline:

Innovative new designs that draw upon regional design traditions are preferred.
• Standardized “franchise” style architecture should be strongly discouraged.

C. Primary Building Entrance

Policy:

The primary entrance of a structure should orient to a street, major sidewalk, pedestrian way, plaza, courtyard or other outdoor public space.

Guidelines:

1. Design the main entrance to be clearly identifiable.
• Provide a sheltering element such as a canopy, awning, arcade or portico to signify the primary entrance to a building.
• Where more than one user shares a structure, each individual entrance should be identified.
Appropriate: Provide a sheltering element to identify the primary entrance

Appropriate: Innovative new designs that draw upon regional design traditions are preferred, as shown in these two images.
2. Orient the primary entrance of a building to face a street, plaza or pedestrian way.

- Focusing an entrance toward a parking lot without also addressing the street is inappropriate.
- Consider using a “double-fronted” design where the entrance to parking and to the street is required. That is, provide a door to the street and another to the parking lot.
- Consider locating a pedestrian plaza at the entrance; this may be enhanced with landscaping and streetscape furnishings.

*Appropriate: Use a “double-fronted” design where a entrance to parking is needed in addition to a primary entrance that faces the street.*
D. Street-Level Interest

Policy:
When a building is located close to a street or walkway, it should be designed to provide interest to pedestrians. For example, commercial buildings with storefronts are of interest to passersby, while porches, courtyards and decorative wall surfaces add interest to multifamily housing designs. These features encourage pedestrian activity and should be used whenever feasible. The overall mass of a building should appear to be in scale with buildings seen traditionally. This will help new structures fit with the Hamilton context. At the same time, newer structures may be larger than those seen before; they should simply be articulated in their form and materials such that they convey portions that are similar to those seen traditionally.

Guideline:

Develop the street level of a building to provide visual interest to pedestrians. (+)
• All sides of a building should include interesting details and materials to avoid presenting a “back side” to neighboring properties.
For example, the sides of restaurants and specialty stores should incorporate windows and display cases over at least a third of the facade area.
• A large expanse of blank wall is inappropriate on any street oriented facade.

Appropriate: Develop the street level to provide visual interest to pedestrians. In the photo, architectural details (roof articulation and arcade) and landscape treatments provide interest to those approaching from the public sidewalk.
E. Building Mass and Scale

Policy:

A building should appear to have a “human scale.” In general, this can be accomplished by using familiar forms and elements that can be interpreted in human dimensions. A building should step down in scale to a residential neighborhood and historic resources.

Guidelines:

In order to reduce building scale, each major building project shall provide all of the following:

1. **Divide a building into modules that express dimensions of structures seen traditionally.**
   - In general, a primary facade plane should not exceed 100 feet in length.
   - If a building exceeds this dimension, provide a jog in the facade to divide it into subordinate elements that will be less than 100 feet in length each (the jog should be a minimum of 20% of the façade plane height).

2. **Buildings shall employ all of the following design techniques: (+)**
   - Change material or color with each building module to reduce the perceived mass,
   - Change the height of a wall plane or building module. The change in height shall be at least 20 percent of the vertical height,
   - Change roof form to help express the different modules of the building mass.
   - Change the arrangement of windows and other facade articulation features, such as columns or strap work, that divide large wall planes into smaller components.

*Appropriate: A variation in roof heights and architectural articulation*
Break large buildings into modules to reduce perceived scale.
Appropriate: This building is divided into modules that express dimensions of structures seen traditionally.

Inappropriate: This project could have anticipated neighboring development by enhancing the facades with secondary entrances and openings, as well as providing pedestrian access through the site from this side.

3. Express facade components in ways that will help to establish a human scale
   • Establish a pattern and rhythm on exterior walls to establish a human scale. Windows, columns, and other architectural treatments used repetitively can create this effect.
   • Using windows and doors that are similar in scale to those seen traditionally also can help establish a human scale.
   • Also, recess these elements, even if slightly, and articulate them with headers, sills, columns, and/or mullions.

4. The primary entrance to a building shall have a human scale.
   • Provide a one-story element at the building entrance to help establish a sense of scale.

Appropriate: Change the material of each building module to reduce the perceived mass of the building; however, use a continuous palette of building materials throughout the project.
Appropriate: Some building materials (e.g., standard-sized brick) help to establish a sense of human scale.

Appropriate: Varied building forms
5. Express the position of each floor in the external skin design of a building to establish a human scale.
   • Use belt courses or other horizontal trim bands of contrasting color and materials to define floor lines.
   • Articulate structural elements, or change materials as a method of defining floors.

6. Use building materials that help establish a human scale.
   • For example, use brick in a standard module to express a human scale.
   • Avoid using large surfaces of panelized products or featureless materials.
   • A large surface of stucco or similar material that lacks articulation or detailing should be avoided.

7. New construction should relate to adjacent residential and historic resources.
   • Where a new project abuts a residential neighborhood or an historic structure, step the building down at the property edge to minimize abrupt changes in scale, or increase side yards to reduce the impact.
Appropriate: A cornice or molding should define the top of a parapet.

Appropriate: Using sloping roof forms to reduce the perceived scale of a building is encouraged.
F. Roof Form

Policy:

The primary roof form of a structure should help reduce the perceived scale of the building. For that reason, sloping roofs should be used in most contexts. These also will help the building fit into the mountain backdrop. Varied roof forms in the appropriate context are also encouraged.

Guidelines:

1. Using sloping roof forms to reduce the perceived scale of a building is encouraged.
   • Varying roof forms is encouraged.
   • Providing variety in ridge line height is encouraged.

2. All roof forms shall have no less than two of the following features:
   • A flat roof with parapet
   • A cornice or molding to define the top of a parapet
   • Overhanging eaves
   • Sloping roofs with a minimum pitch of 6:12
   • Multiple roof planes

Appropriate: Provide a variety of ridge line heights, in order to reduce the perceived scale of a building.
G. Building Materials

Policy:

Materials that reduce the perceived mass of a building and appear to blend with the natural setting should be used. Traditionally, brick and stone were used, and wood and stucco also appeared. This tradition should be continued. Alternative materials may also be considered, when they convey a human scale in their detailing.

Guidelines:

1. Use traditional building materials for primary wall surfaces.
   • A minimum of 75% of the surface area of a wall (excluding glass) that is visible from a public way shall be composed of the following:
     - Brick, stone and wood siding are preferred.
     - Other new materials that convey the texture, scale, matte finish and color similar to modular masonry materials are also appropriate.
     - Stucco or similar synthetic material that mimics stucco, when it is detailed to express visual interest and convey a sense of human scale, is also appropriate. For example, use reveals or scoring lines to create panels to establish a rhythm and texture along a wall, or provide moldings and frame openings that establish shadow lines and visual relief.
     - Other materials, such as metal, may also be acceptable upon review and approval by the design review authority.
     - Using these materials on other wall surfaces, including secondary ones, is also encouraged.
       - Synthetic materials, such as vinyl siding, are discouraged.
Appropriate: Use masonry materials, including brick, stone and rusticated block.

Appropriate: Stucco, when it is a tinted earth tone color and detailed to express visual interest and convey a sense of human scale, is also appropriate.
2. Materials that are highly reflective or that do not convey a human scale are inappropriate as primary building materials.  
  • Large expanses of high gloss, shiny metal panels and mirror glass panels, for example, are inappropriate as primary materials.

3. Use roof materials that reflect the design traditions of Hamilton.  
  • Appropriate materials on pitched roofs include: standing seam (low profile), wood shakes/shingles and composition shingles.

H. Building Complex

Policy:

Buildings within a development should exhibit a unity of design.

Guideline:

Coordinate design features among sets of buildings in a single development.  
  • Use similar rooflines, materials, window arrangements, sign location and details.

I. Service Canopies

Policy:

A gas station service area should appear as a subordinate element in the site design.

Guideline:

Minimize the visual impacts of a service area canopy.  
  • Use a low profile section for the canopy itself, or use forms such as gabled roofs, that relate to buildings in the area.  
  • Screen lights under the canopy.  
  • Use a muted color on the perimeter of the canopy.  
  • Break up the mass of the canopy area by stepping the form or by dividing it into a set of smaller individual canopies.
Appropriate: Matte finished panelized products can be used when they provide a sense of human scale. In this case, the product is wrapped horizontally and vertically, recalling traditional horizontal foundations and vertical siding treatments.

J. Color

Policy:

Building finish colors should help a structure blend with the natural setting and reduce its perceived scale.

Guideline:
Use muted colors and earth tones.
• This applies to roof materials as well.
• Bright colors are appropriate only for accents.
• A minimum of 75% of the exterior walls seen from a public way should have muted colors.

K. Utilities and Mechanical Equipment

Policy:

Utilities and mechanical equipment that serve properties may include telephone and electrical lines, gas meters, air conditioners, telecommunication systems and security systems. For new construction, adequate space should be planned in a project from the outset and should be designed such that visual impacts are minimized.
Guidelines:

1. Minimize the visual impacts of utilities and mechanical equipment.
   • Integrate equipment into the building design. For example, rooftop mechanical equipment may be incorporated into the roof form.
   • Visual impacts may also be minimized by jogging the building, creating a space where the equipment may be set and in some cases screened with building materials.
   • Equipment should have a matte or non-reflective finish and be integrated with the building colors.

   ![Appropriate: Integrate equipment into the building design. The screen design in this case, uses similar detailing as found elsewhere on the project.](image)

   • Provide adequate space for utilities. They should not simply be put into “left over” space that abuts the public right-of-way.
   • Locate utility or mechanical equipment at the rear or sides of a property and screen them with landscaping if visible from the street.

2. Screen a satellite dish from view.
   • Use landscaping to screen a satellite dish that is mounted on the ground.
   • A small satellite dish mounted on the building should be located away from the front of a structure to the extent feasible.
Appendix A

Additional Design Guidelines for the Central Business Zone District and the Historic Downtown Area
Additional Design Guidelines
for the Central Business Zone District and the Historic Downtown Area

Applicability and Location

The guidelines in this Appendix are additions to the City of Hamilton building and Site Design Guidelines. Inconsistencies between the guidelines in this Appendix and the City of Hamilton Building and Site Design Guidelines shall be resolved by applying the guidelines in this Appendix within the geographic area defined below.

The area subject to the additional design guidelines included in this Appendix encompasses all properties in the Central Business Zone District as well as the Historic Downtown Area which is located in the historic downtown, and main street area, and adjacent areas that have, or are planned to have, commercial and/or mixed-use development with a storefront character. Typically, downtowns and main streets are designed to give priority to pedestrians.

In addition to the Central Business Zone District and the Historic Downtown Area, these design guidelines are applicable within an area defined as Main Street as the core of the historical business district from First Street to Fifth Street, from State Street to Pinckney Street, comprised of blocks 25, 26, 27, 28, 29, 30, 31, and 32; as well as blocks 15, 16, and 17, between Pinckney Street and Cherry Street, from First to Fourth Streets.

Development Guidelines

All portions of the Central Business Zone District and the Historic Downtown Area shall be accessible by a direct, convenient, attractive, safe, and comfortable system of pedestrian facilities, and appropriate pedestrian amenities. The design of buildings supports a safe and attractive pedestrian environment.

Building Entrances. Buildings shall have at least one primary entrance facing a street, directly accessed by a sidewalk or plaza within 10 feet of the primary entrance; and every building shall have at least one entrance that does not require passage through a parking lot or garage to gain access; and corner buildings have corner entrances whenever possible.

Facades. Blank walls. No blank wall that faces a public street, public plaza or walkway shall exceed fifty (50) feet in length.

Storefronts. Storefronts are an integral part of a building and shall be integrally designed with the upper floors to be compatible with the overall façade character. Buildings with
multiple store fronts shall be unified through the use of architecturally compatible materials, colors, details, awnings, signage and lighting fixtures.

Rooflines. New commercial development may incorporate any form of shed, flat or gable roofs, but such roofs shall be similar to the roofs of buildings within the block face.

Windows. If the building’s front façade is located on the front property line windows or window displays shall be provided along at least 40-60 percent of the building’s façade.

Landscaping. Required landscape treatments shall be determined through site/design review. Street trees shall be planted in sidewalk cut-outs where on-street parking is provided, and in landscape parkway strips where on-street parking is not provided. Street tree standards may be modified where the development provides pedestrian amenities, as approved by the Public Works Director.

Optimize off-street parking. Encourage reconfiguration of off-street parking spaces behind buildings to maximize the total number of parking spaces beyond individual property lines.

Off-street parking access. Off-street parking and vehicle drives shall be located away from building entrances, and not between a building entrance and the street, except as may be allowed when a direct pedestrian connection is provided from the sidewalk to the building entrance.

Vehicular Access. Unobstructed vehicular access to and from public street shall be provided in such a manner as to protect the safety of persons using such access or traveling in the public streets from which such access is obtained and in such manner as to protect the traffic-carrying capacity of the public street from which such access is obtained.

Design Guidelines

This section articulates the community’s design goals and objectives for new development and redevelopment.

The following guidelines and standards are intended to implement the purposes of the Central Business Zone District and the Historic Downtown Area, as described in Chapter 17.76.010. As discretionary approval criteria, Criterion 1-4, below, are meant to be flexible, recognizing the wide range of commercial needs in the community and the creativity of the market.

Design Review Procedures

The applicant must demonstrate how his/her proposal conforms to all of the “guidelines” listed in Criterion 1-4, below. The guidelines under each criterion must be used to satisfy the criterion, or the applicant may propose an alternative approach, as approved by the
decision–making body, that better achieves the intent of the guidelines. Before a development may be approved, the decision–making body must make findings that the proposal satisfies the guidelines.

**Criterion 1. Compact Development**
The site layout is compact, and enables future intensification of development and changes in land use over time.

**Guidelines:**
A. If in the Central Business Zone District and the Historic Downtown Area the development achieves a floor area ratio consistent with that provided in Table 1, or a Long Term Development Plan is provided that demonstrates how development may be intensified over time for more efficient use of land and to meet the required F.A.R.; and
B. Opportunities for shared parking are utilized in the proposal; and
C. If the site contains more than one use, the site layout clusters buildings on the site to promote linked trips. A cluster is a group of buildings that are attached, oriented on adjacent street corners, or are close together such that a pedestrian need not walk across more than 64 lineal feet of parking and driveway area, or one double-loaded row of parking (not inclusive of sidewalks, pathways, landscaping, plazas, and other pedestrian facilities), whichever is less, between building entrances; and
D. The provisions of Parking, are met; and/or
E. The proposal contains an equally good or superior way to achieve the above criterion.

**Table 1 - Land Use Standards**

<table>
<thead>
<tr>
<th>Standards</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum lots size and width</td>
<td>None</td>
</tr>
<tr>
<td>Maximum building coverage</td>
<td>100%</td>
</tr>
<tr>
<td>Maximum storefront set back</td>
<td>0</td>
</tr>
<tr>
<td>Maximum building height</td>
<td>2 stories, not to exceed 40 feet</td>
</tr>
<tr>
<td>Maximum floor area ratio</td>
<td>2</td>
</tr>
</tbody>
</table>

**Criterion 2. Mixed Land Use**
Where appropriate, land uses are mixed on-site or are mixed in combination with adjacent uses (existing or planned); the combining of land uses should promote easy access among stores and services by pedestrians.

**Guidelines:**
A. The proposal is a “mixed-use” development or contributes to a mixed-use district. For the purposes of this ordinance, “mixed-use” means a
combination of residential and commercial/industrial/civic uses, arranged vertically (in multiple stories of buildings) or horizontally (adjacent to one another); or  

B. The proposal is designed in such a way that it is well integrated with adjacent land uses. “Integrated” means that uses are within a comfortable walking distance (1/8 mile) and are connected to each other with direct, convenient and attractive sidewalks and/or pathways; or  

C. The existing and planned land uses on, or in the vicinity of, the site make it impracticable to meet Guideline A or B; or  

D. The proposal contains an equally good or superior way to achieve the above criterion.  

Criterion 3. Crime Prevention and Security  
The site design, buildings, signs, landscaping, parking, and other elements provide a safe environment for customers, employees, occupants, and adjacent properties.  

Guidelines: Crime prevention shall be considered in the site design through application of all of the following guidelines:  

A. *Territoriality* – All proposed building entrances, parking areas, pathways and other elements are defined with appropriate features that express ownership. (Generally, people protect and maintain territory that they feel is their own and have a certain respect for the territory of others.) For example, landscaping, fences, pavement treatments, art and signs are some physical ways to express ownership through design. Such features should not conflict with the need for natural surveillance, as described in B; and  

B. *Natural Surveillance* – The proposed site layout, building and landscape design promote natural surveillance. Physical features and activities should be oriented and designed in ways that maximize the ability to see throughout the site. For example, window placement, the use of front porches or stoops, use of low or see-through walls, and appropriate use of landscaping and lighting can promote natural surveillance. Sight-obscuring shrubs and walls should be avoided, except as necessary for buffering between commercial uses and lower density residential districts, and then shall be minimized; and  

C. *Activity Support* – The proposed site layout and building design encourage legitimate activity in public spaces. For example, locating outdoor seating in areas that are visible from inside a restaurant helps to discourage crime and supports the activity of dining; and  

D. *Access Control* – By properly siting and designing entrances and exits (i.e., in clear view from the store), and through the appropriate use of lighting, signs and/or other features, the proposed plan controls access in ways that discourage crime; and/or  

E. The proposal contains an equally good or superior way to achieve the above criterion and guideline(s).
Criterion 4. Creating and Protecting Public Spaces

The proposal provides usable public space, and recognizes and responds appropriately to existing or planned public spaces (e.g., parks, civic buildings and spaces, transit stops, sidewalks, plazas, and similar spaces). Public spaces are “public” when they are within view of a street or other public space, accessible by pedestrians, and can be occupied by people. All developments shall meet or exceed the following guidelines. A development proposal may be required to mitigate impacts to a public space when it is likely to degrade public safety, or the function, comfort, or attractiveness of a public space.

**Guidelines:**

A. The development provides at least 10 square feet of public space, in addition to required sidewalk(s), for every 10 off-street surface parking spaces or 1,000 square feet of floor space, whichever is greater.

B. The development does not diminish the safety, function, comfort or attraction of an existing public space, as described in 1-4, below. A superior design may enhance an existing public space and/or create a superior public space(s).

1. “Safety” means both pedestrian safety near vehicles, and safety related to crime prevention (see Criterion #3); and

2. The “function” of a public space may include transportation, in the case of the sidewalk; recreation and socialization, in the case of a plaza or park; and

3. “Comfort” means the ability of a public space to reasonably accommodate expected uses; and

4. “Attraction” relates to the reason people use the public space; and/or

C. The proposal contains an equally good or superior way to achieve the above criterion.