Table of Contents

Introduction 1
Guideline 1.1 - Site Organization 2
Guideline 1.2 - Built Form and Streetscape 4
Guideline 1.3 - Building Design 6
Guideline 1.4 - Landscaping 8
Guideline 1.5 - Parking and Vehicular Access 12
Guideline 1.6 - Utilities, Loading and Storage 14
Guideline 1.7 - Advertising Signs and Lighting 16
Introduction

Purpose
The purpose of these urban design guidelines is to assist in achieving Official Plan goals for city beautification and enhancement, creation of a comfortable and safe pedestrian environment and the protection of sensitive land uses from unnecessary impacts. The guidelines provide guidance before zoning by-law and/or site plan applications are submitted to the City. These guidelines indicate the preferred City standards for development of industrial facilities within the Dingman Drive Industrial Area. The guidelines will be made available over the counter, by mail and on the City’s website www.london.ca to encourage complete application submissions.

Implementation
These guidelines will be used for development applications within the Dingman Drive Industrial Area to inform the zoning within the subdivision and site plan processes. Applicants are encouraged to meet with civic administration prior to any submission of an application to review the design parameters as set out in these guidelines. A holding provision (or ‘h’) for design could be applied to an application to ensure consistency with the Guidelines. Finally, it should be noted that these guidelines do not supersede the requirements of the Ontario Building Code.
Guideline 1.1

Site Organization

1.1.1 To develop an integrated streetscape utilizing quality and varied built forms and by minimizing parking facilities and other hardstand areas along the street frontage.

1.1.2 Buildings should have minimal setbacks from public streets and spaces to create a consistent street edge and to give a sense of enclosure, which enhances the pedestrian experience.

1.1.3 To ensure that the size, configuration and internal layout of buildings are suitable for the proposed use(s) to ensure the property functionality of the site.

1.1.4 Loading areas and vehicle manoeuvring areas have a minimal visual impact on the street frontage.

1.1.5 It is encouraged that the design of internal spaces satisfy the operational requirements of the particular land use while providing a safe and convenient environment for workers and visitors.

1.1.6 The overall site design and built form of commercial and industrial buildings reflect view corridors to the site and potential focal points and gateway functions.
Source: Town of LaSalle Illustrative Zoning By-law
Built Form and Streetscape

1.2.1 The siting of buildings is to spatially define the street, provide high quality active frontages and provide opportunities for landscape planting in order to improve the visual quality of the streetscape.

1.2.2 Setbacks along major roads are encouraged to provide for street tree planting and sidewalks to create a boulevard style streetscape.

1.2.3 Where industrial buildings have more than one road frontage, the built form that provides the greatest active frontage (i.e. the office) be located along the highest order road. As noted in Section 1.1 (Site Organization), the hardstand or parking facilities in the front yard are discouraged. It is also encouraged that corner sites address both street frontages, with the non-active frontage containing landscaping and other design features to ensure an engaging built form along the lesser order street.

1.2.4 Built form should be designed to encourage active frontages along the public street, for example, locating building entrances towards the public street.

1.2.5 The height and scale of new developments are encouraged to integrate within the local context and surrounding development.
1.2.6 Consider providing weather protection at the main building entrance(s), for areas close to public transit stops, bicycle parking, walkways and in places with pedestrian amenities.

1.2.7 Use building height, setbacks, architectural styles and building orientation to provide context with adjacent and neighbouring buildings, and the surrounding neighbourhood in general.

1.2.8 The built form should support clear sight lines and appropriate lighting to ensure a safe and convenient experience through the site and the public street environment.

1.2.9 Where possible, the proposed built form and landscaping should provide a consistent street wall (i.e. provide a built form edge, with similar setbacks along the street) and be a combination of 65% of the site’s street frontage. Of the the 65%, the built form should consist of a minimum of 50%. 
1.3.1 To encourage a high visual standard and quality of industrial and business developments particularly on frontages to roads.

1.3.2 To encourage building design that provides a diverse and coherent streetscape.

1.3.3 For industrial developments the roof is to provide visual interest, but remain unobtrusive and compatible with an industrial and/or business park environment and context.

1.3.4 All major rooftop or exposed structures including lift motor rooms, plant rooms etc., together with air conditioning, satellite dishes, ventilation and exhaust systems, should be suitably screened and integrated with the building. Parapets can help in screening such services.

1.3.5 Where possible the building should incorporate natural lighting.

1.3.6 Building facades need to contribute to all streetscapes. It is encouraged that streetscapes consist of active frontages, adequate pedestrian connections and architecturally expressive elements that create a diverse and coherent streetscape.

1.3.7 Building facades are to be of a simple modern architectural style and include a variety of material types that reflect the industrial character of the street.
1.3.8 Building facades for office developments or office uses within an industrial building are encouraged to be modulated and articulated. This includes the use of horizontal and vertical architectural elements. The impact of the size of the development when viewed from the street is reduced by avoiding bulky roof forms or extensive blank facades in a single material/colour.

1.3.9 Building facades of manufacturing sales developments are to be similar to office facades, but with a retail focus (active frontage). Buildings are encouraged to have undulating frontages and where possible, should be broken into smaller buildings to prevent large building mass that creates visual bulk.

1.3.10 Buildings that form a gateway function (i.e. entrance to an industrial or activity node) or terminate a vista should have a higher architectural design standard and a built form that reflects its prominence.

1.3.11 The proposed built form should coordinate architectural detail and character, while providing a diversity of forms, within an overall design concept for all building sides and components.

1.3.12 The use of green building technologies such as green roofs, drip irrigation, and other Leadership in Energy and Environmental Design (LEED) approaches are encouraged.
1.4.1 Species selection is to favour hardy and tolerant planting with an emphasis on native and indigenous species that are appropriate to the location and with low maintenance and low watering requirements. The location and choice of vegetation is to be consistent with the landscape theme for the site, local soil conditions and prevailing weather.

1.4.2 Protect existing vegetation, while featuring heritage specimen and mature trees on the site by minimizing grade changes and preserving permeable surfaces.

1.4.3 If existing trees are retained, setbacks shall be from the outside of the canopy of the trees(s) so as to protect the root system.

1.4.4 All landscaped areas should have a minimum width of 1.5 metres (planter boxes excluded) to ensure satisfactory group planting, root growth and landscape quality, where possible.

1.4.5 Any planter boxes should be integrated into the building structure. Planter boxes should have a minimum internal width of 600mm, where possible.

1.4.6 Sodded areas and shrub beds and other innovative features can be used to collect, store and filter stormwater in order to improve groundwater recharge.
1.4.7 Communal open space should be designed, where possible, for staff recreation and informal social interaction. If suitably designed, these outdoor recreation areas will be gathering points for staff providing a source of pride and subsequent value-added benefits to the organization.

1.4.8 Shaded courtyards or plazas with seating and quiet areas could be provided in association with commercial convenience facilities, such as take away food stores.

1.4.9 Any solid façade or wall panel in excess of 3m in height and 4m in length facing a site boundary should be screened with native vegetation or other landscape design solutions.

1.4.10 Any electrical substation structure associated with the development is to be identified in the landscape plan and visually screened by landscaping. Landscaping should not inhibit access required by the supply agency.

1.3.11 Alternative noise attenuation measures such as, mass planting, low earth mounding and retaining walls, should be considered, if required, through a noise attenuation study.

1.3.12 A high standard of landscape design is encouraged within the front yard. Landscaping should be designed to frame the building and improve the streetscape.
1.4.13 Parking areas are encouraged to have major tree planting in every fourth bay for any visitor parking provided along the frontage, where possible.

1.4.14 Where large areas of car parking are proposed (in excess of 20 spaces) at the side or rear of the building, ‘garden bays’ are encouraged at regular intervals in order to soften the appearance of these areas and to provide shade during summer. If possible, a landscape area of at least 2.7 metres wide should be provided at intervals of every eight continuous car spaces.

1.4.15 Where sites have dual street frontages, landscaping is encouraged in both yards (i.e. front and exterior side yards).

1.4.16 Landscaping is to be provided in the rear setback where the site abuts access streets, service roads, and SWM ponds. Where these criteria do not exist, landscaping may not be required in the rear setback.

1.4.17 The use of brick or concrete paver type materials within landscaped areas is discouraged to allow for natural infiltration of water.

1.4.18 A minimum target of 15% of the site area should be comprised of pervious surfaces.
1.4.19 Fencing around the perimeter of each site should be minimised and not provided along the front boundary except where appropriate.

1.4.20 Fencing for security reasons along the frontage is not encouraged. Buildings can be positioned on the site (towards the street), which allows the building to become part of the security solution.

1.4.21 Fencing required for security purposes along the side and rear boundary should integrate with the overall landscape theme and where appropriate, not have a negative impact on the streetscape.
Parking and Vehicular Access

1.5.1 All parking bays, loading docks, driveways and vehicular turning areas are to be constructed and sealed with an all weather pavement surface and are to be adequately drained, to the satisfaction of Planning and Environmental and Engineering Services Department.

1.5.2 Parking within the front yard is discouraged. Preferably, parking should be located behind and/or at the side of the building.

1.5.3 All parking areas are encouraged to provide pedestrian orientation through sidewalks that adequately connect the users to the building’s entrances.

1.5.4 Vehicular access points should be located as far away as possible from street intersections.

1.5.5 Consideration to provide only the minimum number of parking spaces required by the Zoning By-law is encouraged. This will reduce excess parking and provide opportunities for increased landscaping and amenities areas.

1.5.6 Driveways are encouraged to be the minimum allowable width to minimise the impact on the streetscape, where possible.

1.5.7 For developments to positively contribute to the streetscape, driveways for adjoining lots are discouraged to locate adjacent to each other.
1.6.1 Where possible loading and servicing areas should be designed as an integral part of the development on each site. It is preferable that loading bays be entirely contained within buildings. Where it is not possible to internalize loading and servicing areas, external loading and servicing areas will be fully screened from view.

1.6.2 Loading bays should not be the prominent feature of the building facade. Loading bays should be setback from the street to reduce their impact on the facade and the streetscape.

1.6.3 All deliveries to and from the site are to be conducted from vehicles standing wholly within the site and under no circumstances from vehicles standing curbside in laneways, rights-of-way or in any public street.

1.6.4 All external storage of goods and materials, refuse collection areas and garbage skips should be fully screened from view. Screening should be in materials consistent with the architectural design of the buildings to be constructed on the site.

1.6.5 Where a site is bound by more than one road, storage, loading and utility facilities should be located along the non-street frontage, where possible. If this is not possible, these facilities should be located along the lowest order road and integrated with the proposed built form.
1.6.6 To ensure that adequate provision is made for the storage, separation, recycling and reuse of waste material generated by a development.

1.6.7 The garbage holding area facility is to be fully screened from public view and is to be located clear of all landscaped areas, driveways, turning areas, truck standing areas and car parking spaces. Screening may be in the form of mounding with supplementary landscaping (see Section 2.1.2 - Landscaping) or of masonry construction. Where the screening is proposed to be of masonry, the materials used are to co-ordinate with the materials used in the overall site development.
Guideline 1.7

Advertising Signs and Lighting

1.7.1 Signs and lighting should form an integrated part of the building facade, architectural design, and scale of the building.

1.7.2 Signs should be limited in numbers to avoid cluttering, distraction and unnecessary repetition. Total advertisement area will be dependent on the requirements of the sign by-law.

1.7.3 All premises (including parking areas) are to provide external lighting to ensure adequate site security.

1.7.4 Ground mounted and wall mounted signs should be integrated with the proposed architectural style, built form and landscaping theme, while maintaining the overall streetscape objectives.

1.7.5 Use directional signs to enhance clarity of movement patterns, while ensuring priority for pedestrian circulation on the site.

1.7.6 All lighting is to be located, directed and baffled to limit light spill beyond the site boundaries.