Site Design & Street Relationship

INTENT: To establish a neighborhood that is urban in character and safe and pleasant for pedestrians.

Recommendations

A. Buildings should be built close to the street, with no front-yard parking, whenever possible. This should apply to all building types and uses, without exception.

B. Building setbacks should be uniform along a street to establish a consistent "street wall".

In locations where a street curves or ends, buildings should be sited and designed either to establish a strong visual "terminus" to the view down the street, or alternatively, to preserve a vista of open space or design landscape feature.

C. All buildings should have an active, public entrance facing at least one public street. In most cases this should be the primary building entrance.

D. Building entrances should be connected to the public sidewalk by an attractive and accessible path/walkway.

E. All sites should incorporate usable outdoor spaces. These can be public, private with public access, or private, depending on the building use. All such spaces should be designed with a clear connection to the building use and interior spaces, to make them safe and active.

F. For sites abutting Verona Road, the preceding guidelines should be applied to focus buildings toward the local street, not toward the highway.

The ADA ramp is incorporated in the stair entrance and meets the needs of all users.

An example of a public space that provides outdoor space for customers, employees, residents and the general public.

Parking, Access and Stormwater Management

INTENT: To provide parking lots that are safe for drivers and pedestrians, while mitigating the visual and environmental impacts of surface parking.

Recommendations

A. Parking should be located in the side yard and rear yard, or beneath buildings.

B. Parking should be coordinated across adjacent sites. Shared parking arrangements are encouraged. Adjoining retail/service uses should incorporate pedestrian and vehicle connections so that customers can get from one business to another without using the public street.

C. Bicycle parking facilities are strongly encouraged.

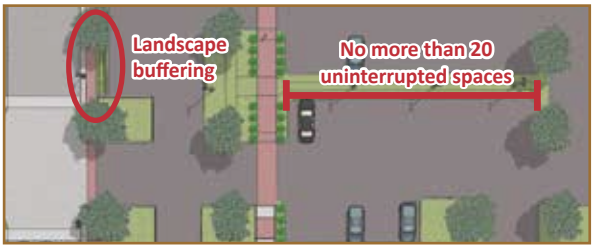
D. Parking lots with rows of more than twenty (20) parking spaces should be interrupted by a landscape median or island.

E. A buffer should be provided between parking lots and adjoining streets using landscaping and/or decorative wall/fencing. A height of two to four feet is recommended, to partially hide vehicles but maintain some visual connection between parking areas and the street

F. Parking lots should be landscaped along their edges and within each parking island. The incorporation of required stormwater detention and infiltration devices into the design of the parking area is encouraged.

G. Pedestrian walkways should be provided in parking areas to allow safe access to building entrances.

This illustration shows two developments on adjoining lots sharing parking and an access drive. A sidewalk connects the two developments through the parking area.



This illustration shows a median and parking islands breaking up the parking stalls. Also the parking stalls are separated from the public sidewalk by a landscaping divider.

Examples of desired stormwater management designs within parking lots.

Signage

INTENT: To promote effective and attractive signage appropriate to an urban area.

Examples of preferred signage.

Recommendations

A. Preferred sign types include building-mounted and free-standing monument signs.

B. Site signage should be coordinated with buildings, in color, material, and design.

C. A concealed light source is the preferred method for lighting monument signs. The use of small, well-designed light fixtures is the preferred method for illuminating building mounted signage.

D. Billboards, roof top signs, and pole signs are discouraged.

E. Free standing signs should be coordinated with landscaping and other features to identify site entrances and maintain a strong “edge” along the public street.

Lighting

INTENT: To promote effective and attractive exterior lighting that does not produce glare or light pollution.

Recommendations

A.. Exterior lights should use “full cutoff” luminaires that light building, parking and walkway surfaces but do not shine outward into the eyes of drivers or neighboring residents.

B. Whenever possible, architectural, landscape and sign lighting should be mounted above the lighted surface and directed toward the ground, to limit light pollution and sky glow.

C. Exterior light fixtures should be coordinated with the overall site and building design.

Examples of full cutoff fixtures that minimize glare and light pollution

An example of a shielded light fixture that cuts down on light trespass.

Building Design

INTENT: To establish urban character, including streets and places that are safe and pleasant for walking.

This building has architectural details that break down the facade to human scale and establish vertical proportions along a wide facade.

An example of a well-defined base, body, and cap.

This example shows the use of a recessed entry to identify its location, and changes in material and wall plane to break up the side facade.

Recommendations

A. True multi-story buildings are strongly encouraged, especially adjacent to Verona Road, McKee Road, and Fitchrona Road. For one- or two-story buildings, accentuate the building height with elevated roof forms and clerestory designs that add height, preferably in a functional way by enhancing the interior space as well.

B. Pitched roofs should have a slope no less than 5/12. Roof designs should be appropriate to the size of the building; larger buildings should generally have flat roofs with parapet walls. In no case should a new building near Verona Road have a flat roof visible from the highway; this can be avoid with taller buildings or, if necessary, the use of a false roof or extended parapet wall around the out edges of a flat roof to hide the rooftop and any mechanical systems.

C. Vertical proportions are strongly encouraged, and long, undifferentiated walls and rooflines are strongly discouraged. When a building is wider than it is tall, consider the use of varied roof forms, facade projections, window patterns, materials and other architectural features to emphasize vertical proportions.

D. All buildings should establish a base, body and cap. The base and the cap should be clearly distinguishable from the body through changes in color, material, and/or profile.

E. Buildings should have details and proportions along all street and parking lot facades that are scaled to the pedestrian. This can generally be achieved through architectural detailing and the use of windows, awnings, canopies and lighting, especially at the first floor level.

F. All buildings should have clearly-defined and welcoming entrances. The use of awnings, canopies, porticos, covered porches and other techniques to provide shelter outside the doorway are strongly encouraged.

Building Design

Recommendations

G. All sides of the building should include materials and design characteristics consistent with the front façade. Use of lesser quality materials for the sides and rear facades should be minimized.

All service, refuse, garage doors and loading dock areas should be screened from public view through strategic placement, landscaping, and/or or architectural design integration. For sites with dual frontage configurations, such as those along Verona Road, these features should generally be located along a side yard, and not prominently visible from either the highway or the local street.

I. While all buildings should be close to the street, most residential buildings should use a first floor elevation at least three feet higher than the adjacent public sidewalk to maintain comfort and privacy for residents. Look for opportunities to use grade changes across the site to also provide accessible entrances to the building.

Single family homes with porches and raised first-floor elevations are both welcoming and sufficiently private while close to the street.

Architectural details add visual interest and vertical proportions to a wide building

Various techniques in use to break down the apparent mass of a large building, including canopies, recessed decks, recessed top story, and variations in materials and wall plane.