

ARCHITECTURAL AND URBAN DESIGN PRINCIPLES

BUILDING HEIGHT & SETBACK

Depot District

YES: Appropriate



Appropriate heights consistent with the existing template are one to two stories. A three-story structure may be permissible so long as no building looms more than one story over existing adjacent. Buildings should generally front directly on the sidewalk, but the occasional small front setback is acceptable as long as it is in active streetfront use (such as outdoor seating) and has design elements to make it inviting.

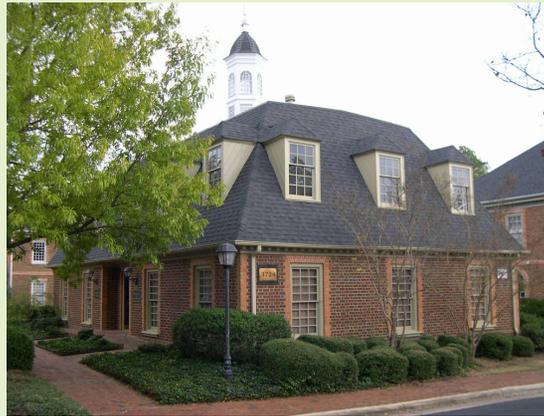
NO: Inappropriate



Consistent with public preferences and historic precedents in the depot district, buildings should not generally exceed two stories. Building should not be set back from the sidewalk, and no off-street parking should be located between the building and its associated street.

Boulevard Office/Commercial

YES: Appropriate



Commercial buildings in the Boulevard Office/Commercial area should be one to three stories in height, and they should be located close to the primary street. At least 50% of off-street parking should be accommodated behind and to the side of buildings to a large extent.

NO: Inappropriate



Buildings in the Boulevard Office/Commercial area should not exceed three stories in height. Setbacks from the street should not be too deep, and no more than 50% of off-street parking should be located between the building and the primary street.

Residential

YES: Appropriate



Setbacks for residences should roughly equal the existing setbacks on the same block face. Building height should be compatible with structures on adjacent lots.

NO: Inappropriate



Residential structures out of scale with neighboring houses: Houses that loom over adjacent yards are invasive of privacy, while under-sized new houses may harm perceptions of property values.

ARCHITECTURAL AND URBAN DESIGN PRINCIPLES

BUILDING SCALE & MASSING

Depot District

YES: Appropriate



New commercial buildings should be compatible with the small to medium scale of existing “vintage” commercial buildings along First Street. Interruptions in the vertical plane of the façade can break larger buildings into multiple masses. Bays and pilasters should be used to reflect the scale and rhythm of vintage commercial buildings.

Boulevard Office/Commercial

YES: Appropriate



Wide façades should be broken up into multiple masses, rather than consisting of a single uninterrupted plane. However, the overall scale could be somewhat larger than in the depot district, since there is no historical precedent on the site.

Residential

YES: Appropriate



Detached single-family houses can vary according to individual taste, so long as their scale is basically compatible with adjacent existing houses. Where patio homes, townhouses, and other residential options are indicated, building masses should be broken into distinct elements through façade projections & recesses, balconies, gable/roofline changes and dormers.

NO: Inappropriate



Large-scale buildings unbroken by individual massing elements would overwhelm the depot district and its vintage setting.

NO: Inappropriate



Large-scale buildings consisting of a single uninterrupted façade plane tend to make new development seem out-of-scale and unfriendly to pedestrians.

NO: Inappropriate



New single-family houses should avoid changes in scale that are incompatible with neighboring houses on the block.

ARCHITECTURAL AND URBAN DESIGN PRINCIPLES

FAÇADE DESIGN

Depot District

YES: Appropriate



The building front should have display windows, and building entrances should have entry features such as entry alcoves, canopies, and detailed door surrounds. Transom windows are appropriate. Pedestrian interest should also be created by use of non-structural elements such as awnings, planters, and window boxes.

Boulevard Office/Commercial

YES: Appropriate



Buildings should have transparent, non-tinted windows with a vertical or ganged vertical orientation on all street facades. Building entrances should be set off by entry features such as detailed door surrounds. Where one building houses several establishments, multiple exterior entrances should be used instead of one main entrance to interior offices.

Residential

YES: Appropriate



A variety of design is appropriate according to individual taste. New houses should have the principal entry door and at least two windows facing the primary street, along with a usable front porch. If a garage is present, it should be set back behind the primary façade at least two feet. Lots 50 feet wide or less should have alley access rather than front driveways.

NO: Inappropriate



Poor design is indicated by building fronts lacking in façade elements; no windows or tinted/blind windows; and entry doors that are not demarcated by design elements.

NO: Inappropriate



Façades very different in character to those existing in the depot district are not appropriate, even if their scale, massing, and setback are appropriate. This building is too contemporary and includes excessive first floor glazing and other elements that have little in common with vintage buildings in the area.

NO: Inappropriate



Garages located in front of the front building wall of the house are inappropriate, as are driveways serving narrow lots. House fronts should have windows and doors to create a sense of “facing” the street.

ARCHITECTURAL AND URBAN DESIGN PRINCIPLES

ROOF FORMS AND MATERIALS

Depot district



Flat roofs with a front parapet are appropriate on principal buildings in the depot district. Metal, peaked roofs are appropriate on smaller buildings of secondary importance.

Boulevard Office/Commercial



Flat roofs with a parapet façade are appropriate architectural elements, as are gabled roofs as long as they have a maximum pitch of 12:12. Roof materials can be standing-seam metal or shingles of various materials, but shingled roofs should have a dark color.

Residential



A variety of roof forms and materials are appropriate according to individual taste. Roof heights should be compatible with existing houses on adjacent lots (for example, use of a low-pitched roof can ensure that a two-story house does not loom over an adjacent one-story house or infringe on the privacy of its back yard.)

ON-STREET PARKING

Depot district & other commercial



“Head-in” or perpendicular parking should not be used along streets as it is difficult for drivers to negotiate when backing out, making it detrimental to safe driving. Diagonal parking is optimal in the depot district. It is easy for drivers to negotiate and provides more spaces per linear foot of frontage than parallel parking. If state road restrictions prevent diagonal parking, parallel is acceptable. Either way, bulbouts should be used to define the ends of parking rows, help pedestrians cross, and visually narrow the street.

Residential



Informal (unmarked) parallel parking along residential streets is fine, since these areas do not need as much parking as commercial districts. The occasional car parked along the road edge helps to slow traffic by “narrowing” the pavement. For other housing types than single-family houses (such as townhouses), marked spaces may be necessary.

ARCHITECTURAL AND URBAN DESIGN PRINCIPLES

OFF-STREET PARKING Depot district



No parking requirement should apply to re-use of existing buildings in the depot district. This will promote re-use of vintage buildings, and prevent the interruption of the streetscape by parking lots.

Any off-street parking that is provided to serve depot district uses should be shared or public parking so that duplicative lots for individual uses do not proliferate, destroying the streetscape. The pedestrian ways from parking to destinations should be along the main street-front

sidewalk to the extent possible, and parking should never occur between buildings and the street, but internally to blocks.

Boulevard Office/Commercial



Off-street parking should consist of the minimum number of spaces that will adequately serve the development. Parking areas should be broken up into smaller areas serving multiple building entries rather than provided as a single large lot. Most parking should be located to the side or rear of buildings, with no more than half the parking located between buildings and the primary street.

Residential



Garages should not be located between the residence and the street, and narrow lots should be served by alleys to avoid multiple driveway cuts. Where lots are less than 60 feet wide, alleys (or in the case of townhouses, an alternative is clustered garages) should be provided to eliminate multiple driveways and garage doors on the street.

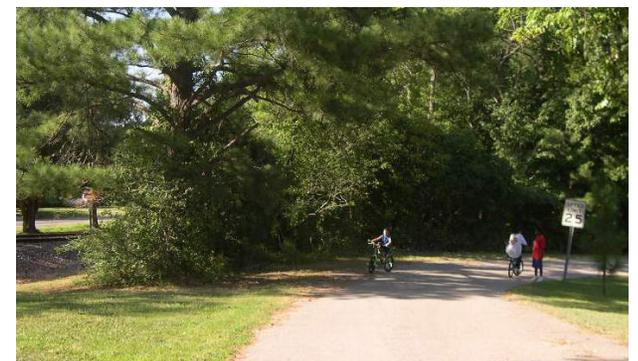
SIDEWALKS

Depot district and boulevard office-commercial



Wider sidewalks are appropriate for the Depot District and other commercial streets. The outer “utility zone,” which borders the curb and contains street trees, lights, and furnishings, should be at least 3 feet in width. The unobstructed “pedestrian zone,” located between the utility zone and the adjacent building facades, should be a minimum of 5 feet in width.

Residential



Shared streets (without separate sidewalks) will predominate in single-family areas. To ensure safety, it is necessary to tame vehicle speed with narrow pavement width and indirect routes to prevent cut-through traffic.

ARCHITECTURAL AND URBAN DESIGN PRINCIPLES

STREET FURNISHINGS AND LIGHTING

Depot district



Trash receptacles and benches should be placed at regular intervals consistent with good retail district standards. Seating should be placed so that users face activity and can watch other people. Seasonal plantings and flower boxes (both publicly and privately maintained) add color and a sense that the district is well cared for.

Depot district



Lighting should be no more than 20 feet in height, and consist of decorative fixtures with full cut-off shielding to eliminate glare, and true color rendition. Rather than a Victorian style, an early-mid 20th century fixture (such as the one pictured) may be more appropriate to the vintage setting of the depot district. Street and parking signage should be consolidated to the extent possible by being installed on light poles, rather than proliferating on separate posts.

Residential



Street furnishings are limited in single-family residential areas and consist mainly of lighting. New lighting should be no more than 20 feet high, and consist of decorative fixtures with full cut-off shielding to eliminate glare, and true color rendition (white light). Utilities should be installed underground or in rear alleys for new development.

LANDSCAPING

Residential



Consistent with the existing, informal typology of Old Town neighborhoods, shade trees planted in front yards are more appropriate than street trees at regular intervals. Installation or preservation of shade trees should be required in front yards of new dwellings.

Depot district and Boulevard office-commercial



Street trees should be installed in tree grates at the curb side of sidewalks in commercial areas. Foliage will filter sunlight and soften building edges to create an attractive commercial district.

ARCHITECTURAL AND URBAN DESIGN PRINCIPLES

FENCES AND WALLS Commercial



Appropriate materials are metal, stone (especially local granite), and brick. Inappropriate materials are split rail, treated or unpainted wood, chain link, and wire.

Residential



Appropriate materials are stone (especially local granite), wire, and picket. Chain link and unpainted wood fencing is also appropriate in side and rear yards adjacent to the street. Inappropriate materials include chain link with vinyl slats.

