

VIII. URBAN DESIGN ELEMENT

INTRODUCTION

The Urban Design Element recommends policies and actions to improve the built environment in the City. The overall goal is to make the City a more desirable place to live, work and play. The Urban Design Element recommends a series of design-related considerations that could be implemented as development guidelines. Such design guidelines would supplement the City's zoning requirements (e.g., use, building setback, building mass, lot coverage, etc.) in that they would address the appearance, character, layout and design of future development in a more detailed manner than is addressed by minimum zoning requirements. The use of such standards could result in well designed and attractive development in the City; could provide applicants with a better understanding of acceptable design in the City; and provide the City's land use review boards (Planning Board or Zoning Board of Adjustment) with an objective set of standards upon which to review the appearance, design and site layout of future development proposals.

Where the design standards described below are not set forth in development guidelines (e.g., those related to the appearance of one- and two-family homes), they should still be considered as a guide regarding the construction of such residences. In such cases, the City

should encourage development consistent with the standards recommended in this element (e.g., through its housing rehabilitation programs).

The recommendations in this element can also guide, as appropriate to the particular project, the design of redevelopment projects within the City.

The Urban Design Element begins with a discussion of design recommendations related to the City's commercial and industrial areas with general recommendations related to the City's different commercial areas. The Urban Design Element will then present design recommendation related to the City's residential developments and neighborhoods. Finally, the Urban Design Element will present recommendations related to particular elements of design (e.g., landscaping, lighting, parking lot design) that are generally part of any development project (i.e., both residential and nonresidential).

The Urban Design Element will provide examples of good and bad design, where appropriate, to illustrate the recommendations.

COMMERCIAL AND INDUSTRIAL DESIGN

The primary thrust of the Land Use Plan Element is to set forth the recommended location, type, density and intensity of land use

development and redevelopment throughout the City. This Urban Design Element goes one step further by presenting a number of design recommendations related to commercial and industrial development that are intended to result in well designed and attractive development in the City. In this way, the Master Plan not only recommends that commercial and industrial development be appropriate in terms of location, type and intensity as recommended in the Land Use Plan, but recommends that such development be consistent with, or improve, the design and appearance of commercial and industrial development in the City.

- To the extent possible and appropriate, the design and layout of buildings should provide an aesthetically pleasing design that is compatible with the character of surrounding development. New commercial development within an existing commercial area should be consistent and compatible with buildings in the adjacent area in terms of building setbacks, building mass, building height, building materials and color, roof designs, entrance design, window design and placement, and architectural style.
- The architectural design of non-residential uses should, to the maximum extent possible, avoid the appearance of clutter by integrating mechanical, electrical, storage structures, loading facilities, etc., into the general architectural concept for the site.
- Infill development should continue the prevailing site layout of properties in the surrounding area unless the existing pattern (e.g., parking in the front yard) is contrary to recommended design practices. For example, infill development should follow the existing pattern of parking lot locations (e.g., parking to the rear of the building) that is characteristic of the area.
- Non-residential developments consisting of two or more buildings should maintain a consistent design theme including building silhouette, architectural style and scale; massing of building form; surface material, finish and texture; decorative features; window and doorway proportions, entry way placement and location, signage and landscaping throughout the development. Within an overall design theme, individual buildings could be differentiated by size, shape, detailing and fenestration.
- Buildings should be designed so as to have attractive, finished appearances from all public spaces and streets. Where sides and rear of a building would be visible from a public space or street, such side and rear elevations should present a finished and attractive architectural appearance. Such rear and side elevations should incorporate the architectural features of the primary or front façade.
- Blank walls should be avoided. Façade articulations such as windows, trellises, recesses, arcades, openings, ornamentation,

changes of material, landscaping and/or other such features should be used to lessen the impact of blank walls.

- All rooftop equipment should be screened from view by materials of the same nature as the main structure. If feasible, mechanical equipment should be located below the highest vertical element of the building.
- All additions, alterations and accessory buildings should be compatible with the principal structure and design and material and should share a common architectural theme.
- In commercial structures, a certain minimum percentage (e.g., at least 50%) of the ground floor façade area should be fully or partially transparent for visibility from the sidewalk, with at least a certain minimum percentage (e.g., 30%) being fully transparent glass. On corner lots, the secondary storefront façade should be consistent with the alignment, location and amount of glazing of the primary storefront window façade.
- Building entrances should be clearly defined and highly visible. Primary access to buildings should be from the front, facing the street. Where necessary and appropriate, the rear and/or side of the building should be enhanced to provide public access from parking lots and service alleys.
- Where entire or significant portions of blocks are being redeveloped, or where elsewhere feasible, shared parking should be pursued.
- In developments providing loading areas, service and loading areas should be separated from main circulation and parking areas and away from public streets.
- Window security gates should be placed on the inside of the entrance door and display window panels. Window security gates should be of open mesh design and should be as inconspicuous and as complementary to the façade as possible. The use of decorative designs in store-front security gates should be encouraged.
- All public utilities and related facilities should be located underground. In such event that they cannot be installed underground, facilities such as pumping stations or transformers should be enclosed in buildings or effectively screened with an evergreen hedge and/or fencing as approved by the Board.
- Recycling and solid waste disposal areas should be enclosed. Trash enclosures should be screened from public streets, pedestrian areas and neighboring properties through the use of landscaping where feasible. Trash enclosures screen should be designed to be compatible with the architectural character of the development and should be constructed of durable materials. Locations should be

conveniently accessible for trash collection and maintenance and should not block access drives during loading operations, to the extent feasible.

- Industrial uses should be designed to present an appearance that is as attractive as possible, particularly from the view of roadways such as Jersey Avenue and How Lane that convey a large percentage of non-industrial traffic. Such industrial uses should appropriately be landscaped and attention should be paid to presenting an attractive architectural appearance of the building. Parking, loading and service areas should be thoroughly screened from adjoining roadways and from view of sensitive land uses such residential development.
- As described in the Land Use Plan Element, the City has a number of distinctive commercial areas – from the City’s downtown area – to the community commercial areas along the major roads that spread out like spokes from the City’s downtown – to the large-scale highway business uses along Routes 1 and 27 – to the small neighborhood commercial areas that serve the City’s neighborhoods. The City should consider design standards that address the unique nature of the City’s distinct commercial areas. The discussion below describes aspect of some of the City’s different commercial areas that could be considered as a basis for design guidelines relative to those areas.

- *Downtown* - Over the last few decades the City has made revitalization and redevelopment of the City’s downtown a key objective. These efforts have helped ensure and enhance the downtown area’s role as the commercial, cultural and governmental hub of the City. Being a focus of the community, it is important that the downtown area be well designed and attractive. The City has made already made significant efforts in this regard over the last two decades including streetscape improvements including the installation of street furniture, traditional street lights and street trees. However, improvement is still needed. Recent studies of the City’s downtown, including the CORE Vision Plan and the George Street Revitalization Study prepared for Devco, propose a number of changes to the design and appearance of the City’s downtown.

The CORE Vision Plan suggests opportunities that exist or may come to exist over the coming decade for developing a better downtown. Urban design related proposals within the CORE Vision Plan include: creating strong links between the different neighborhoods within the downtown, the new residential neighborhood along Neilsen Street, the theater district, the government district, the healthcare campus, retail district and

the transportation/office district; creating a civic plaza next to the train station; creating a public park on Elm Row between Bayard and Patterson Streets; modifying street configurations in order to improve traffic circulation.

The George Street Revitalization Study concentrates on recommended improvements to the streetscape of the George Street corridor from Albany Street to the Morris Street. The study indicates that the 1970s-era streetscape renovations (which included contemporary paving details, traffic signals, bus shelters and redesign of Monument Square) have experienced inevitable wear and tear and are in need of revitalization. The study provides overall guidelines to aesthetically revitalize the George Street streetscape. The study portrays a consistent design theme along George Street. For example, the study recommends replacing the 1970s-era streetlights/street-crossing structures and planters with more traditional ones. Streetscape improvements along the George Street corridor include: new planters, installation of new traffic signals and poles; stamped concrete brick sidewalks; paved crosswalks; new bus shelters; and the restoration of Monument Plaza to its former Edwardian design.

Both the CORE Vision Plan and the George Street Revitalization Study make recommendations that would improve the design and appearance of the City's downtown. Certain of the proposals (e.g., the street layout changes, public plaza and downtown park proposals in the CORE Vision Plan) would be significant projects whose cost, impact and effectiveness would need to be closely evaluated. As a result, such proposals may not occur in the near term. Other proposals in these studies, such as the streetscape improvements in the George Street Revitalization Study, are smaller in scope and if implemented would have an immediately positive impact on the appearance of the City's downtown.

In 1989, a document entitled a design standards manual was prepared for the New Brunswick City Market, the organization that manages the special improvement district that covers a significant portion of the downtown area. This manual contains a plethora of design recommendations covering topics such as: parking garage treatment; façade composition; roof shapes; signage design; awnings; and façade materials. The manual covers issues and recommendations that reflect design issues still existing within the downtown area today and should be considered in the review of development proposals in the downtown area. Simply due to the age of the document

(approaching 15 years now), however, the City may wish to investigate whether more up-to-date design guidelines should be developed.

- o *Community Commercial Areas* - There are a number of community commercial zones located primarily along the major roadways that run out from the City's downtown - George Street; Easton Avenue; Livingston Avenue; and French Street. Each one of these areas is a different zoning designation that reflects their unique nature. While the zoning designation covers such critical issues as permitted land uses, building bulk, setbacks, etc.; design standards that address design aspects characteristic of each of these areas could further help ensure that future development in these commercial areas is consistent with and/or improves their appearance. For example, design standards relative to the Livingston Avenue commercial area could help ensure consistency with its "boulevard" appearance, the character of the site design in the area including the prevalence of landscaped front yards, the location of parking on rear or side of buildings, the predominately residential appearance of buildings, etc.
- o *Neighborhood Commercial Areas* - Design standards relative to neighborhood commercial areas could address the particular

nature of these areas including: an emphasis on pedestrian-scale and pedestrian friendly design as well as neighborhood commercial oriented façade and signage standards.

- o *Highway Commercial Areas* - Standards relative to highway commercial areas could be considered as well. These commercial areas differ from the rest of the City's commercial districts in a number of critical ways including the prevalence of large building setbacks, large parking lots, and a design emphasis geared towards accommodating the automobile. Design standards relative to highway commercial uses could include: architectural standards relative to highway business uses; requirements relating to landscaping and screening of parking lots; design standards addressing the layout and design of parking lots and driving aisles; building placement; special lighting standards due to the need to illuminate large parking areas for such uses; and requirements for adequate queuing space for and screening of drive-thru facilities.

RESIDENTIAL DESIGN

A key component of the Land Use Plan Element was setting forth the appropriate location, type and density of residential areas within the City. The Land Use Plan Element emphasizes the maintenance and

protection of existing residential neighborhoods; encourages residential development that is compatible in density with the surrounding neighborhood; and recommends against the intrusion of incompatible commercial and overly dense residential development in the City neighborhoods. This section goes one step further by setting forth a number of design recommendations respective to residential development that are intended to result in well designed and attractive development in the City. In this way, the Master Plan not only recommends that residential development be appropriate in terms of location, type and density as recommended in the Land Use Plan, but recommends that residential development be consistent with, or seek to improve, the design and appearance of residential development in the City.

- To the extent possible and appropriate, the design and layout of residential buildings should provide an aesthetically pleasing design that is compatible with the character of surrounding development. For example, to the extent possible, new residential development within an existing neighborhood should be consistent and compatible with the housing units in the adjacent area in terms of building proportions and mass, building height, building materials and color, roof designs, porch design, entrance design, window design and placement, and architectural style. New development

within existing neighborhoods should incorporate any distinctive architectural characteristics of the neighborhood.

- Where multiple buildings are proposed as part of a residential development, there should be a clear and attractive architectural design theme established and continued throughout the development. Groups of related buildings should be designed to present a harmonious appearance in terms of building silhouette, architectural style and scale; massing of building form; surface material, finish and texture; decorative features; window and doorway proportions, entry way placement and location, signage and landscaping.
- Infill development should continue the prevailing site layout of properties in the surrounding neighborhood unless the existing pattern (e.g., parking in the front yard) is contrary to recommended design practices. For example, infill development should follow the existing pattern of parking lot locations (e.g., parking to the rear and/or side of the building) that is characteristic of the neighborhood.
- All additions, alterations and accessory buildings should be compatible with the principal structure in terms of design and material and should share a common architectural theme.
- All buildings should be designed so as to have attractive, finished appearances visible from all public spaces and streets. Where

sides and rear of a building would be visible from a public space or street, such side and rear elevations should present a finished and attractive architectural appearance. Such rear and side elevations should incorporate the design theme and architectural features (e.g., windows, siding, shutters and other façade treatment) of the primary or front façade. Such sidewalls should have a consistent proportion of openings (doors and windows) to solid wall as the front and rear walls. To the extent possible, the front of buildings (i.e., the side that offers the primary access into the building) should face the street. Positioning buildings so that the side or rear of buildings towards the street should be discouraged.

- Monotonous uninterrupted expanses of walls should be avoided. Recesses, projections, columns, openings, ornamentation materials and colors should be used as texture and detail.
- Buildings should be set back from the street in a manner that is consistent with that existing in the area. For example, large setbacks that are inconsistent with the existing street wall should be avoided.
- Building entries, porches, windows and other openings should be compatible in location, scale and pattern to other structures on the street.
- A clear differentiation of public-vs-private space should be encouraged along the street line. The use of low decorative steel,

tubular steel, wrought iron or brick fencing should be encouraged to accomplish this. The use of chain-link, board-on-board or other such unattractive and/or solid fencing should be discouraged. No fencing in the front yard should exceed 3 feet in height.

- Entries should be well-defined and visible from the road, right-of-way or parking area serving the building. All entryways should be properly illuminated so as to provide appropriate security, and to allow easy identification of each individual unit address.
- Fences or walls enclosing individually owned or controlled outdoor space should be consistent throughout the development and should complement the architecture and design of the buildings.
- Mechanical equipment whether mounted on the roof or ground should be screened from view. All screening devices should be compatible with the architecture and color of the structures. If roof-mounted, mechanical equipment should be located below the highest vertical element of the building where feasible and located on the side of the roof not facing the street or adjoining properties.
- The types and arrangements of units should be varied to allow an appropriate range of building configurations within the development.
- Where possible, fire escapes should be constructed only against the side of rear wall of a building and should be located and/or

screened so as not to distract from the appearance of such buildings.

- No more than a certain percentage (e.g., 40%) of the first floor facade that is facing the street should be devoted to garages or carports. Where garages must be located facing streets, they should be minimized by recessing the garage entrance within the building façade or through the use of other architectural techniques to make the garage entrance less conspicuous.
- Roof design should be consistent with that exhibited in the existing block or neighborhood where appropriate. Roof design should be an integral part of the overall building design. Hipped or gabled roofs are encouraged with roof slopes comparable to surrounding structures.
- To the extent feasible, multi-family off-street parking should be placed to the rear and/or side of buildings. However, where conditions dictate otherwise and where the reviewing board determines that parking in the front yard would be appropriate, off-street parking and/or interior drives associated therewith could be permitted to be placed in a required front yard provided that such parking and/or interior drives is set back an appropriate distance and screened from the street by a solid natural screen, high decorative wall, or combination thereof.
- Private outdoor space in the front yard should be fenced or otherwise separated from public space. The use of decorative steel, tubular steel, wrought iron or brick fences should be encouraged in lieu of standard chain-link or other less attractive fencing in front yards.
- Where entire or significant portions of blocks are being redeveloped, or where elsewhere feasible, shared parking and the use of alleys for access to off-street parking spaces and/or garages should be pursued.
- To the extent possible, all public utilities and related facilities should be located underground. In such event that they cannot be installed underground, facilities such as pumping stations or transformers should be enclosed in buildings or effectively screened with an evergreen hedge and/or fencing.
- Exposed concrete block (cinder block) or other such masonry units should not be permitted as an exposed surface in residential zones. Split-face, ribbed, scored and glazed masonry units, or an approved equal, with integral color, are permitted.
- Plumbing vents, dryer vents, rooftop vents and all other protrusions should be finished, coated or painted to blend in with the general color of the roof and/or siding as the case may be.

- There should be included in any new multi-family housing development an indoor or outdoor recycling area for the collection and storage of residentially generated recyclable materials. The recycling area should be conveniently located for the disposition of source-separated recyclable materials by residents of the multi-family housing development, preferably near, but clearly separated from, a refuse dumpster. Collection vehicles should be able to access the recycling area without interference from parked cars or other obstacles. Trash containers and outdoor storage areas should be screened from public streets, pedestrian areas and neighboring properties. The screen should be designed to be compatible with the architectural character of the development and should be constructed of a durable material and should have solid walls and doors. Landscaping and/or fencing should be provided around any outdoor recycling area and should be developed in an aesthetically pleasing manner.

GENERAL DESIGN CONSIDERATIONS

Streetscape Design

- *Sidewalks.* Sidewalk design and width should be commensurate with the expected level of pedestrian activity. Sidewalks should be at least 4 feet wide, except where located in proximity to high pedestrian generators such as schools, places of worship and other community facilities where sidewalks should be wider. Sidewalks in proximity to pedestrian-oriented commercial areas should be greatest in width. Sidewalks should be provided along the frontage of all properties and along both sides of the street. Sidewalks and sitting areas should be surfaced so that they will be easily maintained and properly illuminated. Handicap ramps should be provided at all intersections and points of required pedestrian crossing.
- *Street Furniture.* Street furniture and amenities such as phone booths, benches, bike racks, trash receptacles, bus shelters and landscaping planters should be provided at regular intervals to create a more comfortable, attractive and convenient environment for pedestrians. Such elements should be made of the same or similar materials to ensure design continuity and be appropriate to the particular use.
- *Street Trees.* Street trees should be placed between 25 and 40 feet apart and not closer than 25 feet from any existing or proposed streetlight or street intersection. Trees should be nursery grown stock of sufficient size when planted with branches commencing not less than 7 feet above grade. Species that provide shading and aesthetic benefit, that conform to prevailing street tree patterns in the City and that take branching pattern and hardiness into

consideration, are recommended. In higher-density areas with high pedestrian traffic and a preponderance of on-street parking such as commercial zones, street trees should be planted in planters. In lower density such as in residential neighborhoods, street trees should be placed within the planting strip located between the sidewalk and the curb.

Landscape Design

- All areas not occupied by buildings, parking areas, patios, walkways and/or any other impervious surface in development projects should be suitably landscaped with ground cover, lawn and other landscape materials as approved by the reviewing board. Landscaping should be provided in public areas, to accentuate buildings, to enhance driveway and building entrances, to screen parking and loading areas, provide buffering between low density residential uses and more intensive land uses, to provide privacy screenings within required side and rear yard areas and to mitigate adverse impacts.
- Landscaping should be of sufficient and appropriate size to accomplish its intended purpose. For example, deciduous trees used with parking lots should be of a type that provides shade and that has a sufficiently high branching pattern so as not to obstruct drivers' sight distance. Plantings intended for screening purposes should be appropriately placed and of a sufficient type, size and spacing to achieve the intended screening.
- Plants in containers should be used for enhancement of sidewalk shops, plaza and courtyards.
- Plant and other landscaping material should be selected with regard to aesthetic and functional considerations. With regard to aesthetics, the landscape design should create visual diversity and contrast through variation in size, shape, texture and color. With regard to functional, the selection of plants should take into account susceptibility to disease and insect damage, wind and ice damage, habitat (wet site, drought, sun and shade tolerance), soil conditions, growth rate, longevity, root pattern and maintenance requirements. All species selected should have proven resistance to the urban environment.
- Foundation plantings should be placed around multi-family, commercial or industrial structures and should be of suitable size in proportion to the building structure and should be planted in beds not less than 3 feet in width around the structure.
- Landscaping within sight triangles should not exceed a mature height of 30 inches. Shade trees within sight triangles should have a branching pattern or be pruned up to a seven (7) foot branching height above grade. The placement of plants within sight triangles that will eventually grow to obstruct sight distances should be

avoided. The landscaping of parking areas, such as within landscape islands at the end of parking rows, should similarly take into consideration sight lines for motorists traversing the parking area.

- Natural features such as trees, views, natural terrain, open waters and natural drainage channels should be preserved whenever possible in designing any development on a lot containing such features. Existing trees of larger caliper should be saved to the extent possible.
- Utility areas, mechanical equipment, transformers and meters should be screened from adjoining lots and street lines with landscaping.

Lighting Design

- The height and design of lighting fixtures and the illumination levels used on a site should be commensurate with the size and intensity of the proposed development and considerate of its location with respect to sensitive land uses such as residences and public and semi-public uses. Where large-scale commercial uses (such as those along Route 1) and industrial uses with large parking lots to illuminate and not in close proximity to residential uses may require taller (25 or 35 feet) and brighter light fixtures, lighting in association with requires neighborhood or community commercial

uses should consist of lighting fixtures that are lower in height and in power.

- Lights should be appropriately placed, shielded and directed so that the lighting will not spill over onto adjacent properties or roadways. Lights should be so arranged and designed so that the direct source of light is not visible off the site. Cutoff light fixtures, which direct the light to where it is needed - on the pavement, should be used.
- Lights placed under a canopy of gasoline filling stations or under eaves of a building should be flush or recessed into such canopy or eave. No such light should protrude below the surface of the canopy or eave.
- Illumination levels should not exceed or fall below the illumination levels recommended for the type of use by the Illuminating Engineering Society of North America.
- The style of all light fixtures and light standards within nonresidential and multi-family developments should be consistent with the architectural style of the principal building and, where appropriate, the architectural character of the surrounding area and all light fixtures and light standards within a development should be consistent in design and appearance.

- All fixtures, light sources, standards and lighting levels should be consistent throughout the site.
- All poles and light fixtures should be aesthetically compatible with the lighting fixtures and architectural style of the principal building.
- Lighting should be provided within nonresidential and multi family developments at building entrances, parking areas, driveways, sidewalks and loading areas.
- Freestanding lights should be so located and protected to avoid being damaged by vehicles. Freestanding lights should be aligned with parking stall striping and located a sufficient distance from the edge of curb.
- During non-operating hours, lighting that is not necessary for safety and security should be extinguished.

Sign Design.

- All signs in association with a development should be in harmony and consistent with the architecture of the building(s) involved in the development and should relate to the features of the building(s) in terms of location, scale, color, lettering, materials, texture and depth. Signs should not be dominant but should be proportionate

and should complement the buildings, existing signs and surroundings.

- All signs in association with a development should convey a consistent sign design (including style of lettering, colors, construction material, size and illumination).
- Freestanding signs should be integrated with the landscaping on site.
- Signs that are affixed to buildings (including wall signs, projecting signs and the canopies and awnings onto which signage is placed) should not obscure, conflict with, or cover any architectural element or window and must be aligned with major building elements such as windows, trim and structure lines.
- Canopies or awnings upon which signage is placed should relate in scale to the façade of the building, should be placed over doors or windows consistent with the intent of canopies and awnings, and should not obscure, conflict with, or cover any architectural element of a building or window. The use of angled awning and canopies are encouraged. The use of “waterfall” awnings and canopies, particularly those that run the length of the façade, regardless of window or door locations, are discouraged.
- No electric wiring associated with a sign should be visible to public view.

- Signs lit by external sources should be allowed but should be located in such a manner so as to avoid any glare on adjacent property. Sources of sign illumination should be shielded from the view of vehicular traffic using the road or roads abutting the lot on which the sign is located. External lights used for the illumination of any sign on a building whether or not such light fixtures are attached to or separate from the building, should not extend above the highest elevation of the front wall of the building.
- Lettering on signs should be simple, legible and well-proportioned for clear communication.

Off-Street Parking, Loading, Circulation and Access Design.

- There should be adequate provisions for safe and convenient ingress and egress to all parking areas. Each off-street parking, loading or service area should be connected to a public street right-of-way by means of a driveway.
- To the extent feasible, off-street parking should be placed to the rear and/or side of buildings. However, where conditions dictate otherwise or where the reviewing board determines that parking in the front yard would be appropriate, off-street parking and/or interior drives placed in a required front yard should be separated from the front line street a sufficient distance and screened from the street by a solid natural screen, high decorative wall, or combination thereof.
- In larger parking lots (e.g., those containing 25 or more parking spaces), the interior of the parking area should contain curbed landscape island equal to a certain minimum percentage (10%) of the area of the parking lot. Such landscaping should consist of curbed landscape islands placed at the end of each parking bay and separating opposing parking bays. Such areas should be distributed throughout the parking area in order to break the view of parked cars in a manner not impairing visibility (e.g., planting with low growing shrubs and trees with a high-branching pattern). Landscaping of such parking areas should include 1 shade tree for every certain number (e.g., 10) parking spaces.
- All parking and loading areas in association with multi-family or non-residential uses that abut mixed-uses, or public, semi-public or residential uses should be landscaped about their periphery, should be required to be set back from the property line separating it from such and should be screened so as to reduce visual impacts to the adjoining land use.
- Off-street parking and loading areas should be coordinated with the public street system serving the area in order to avoid conflicts with through-traffic, obstruction to pedestrian walkways and vehicular thoroughfares.

- All parking areas should be graded for proper drainage and provided with an all-weather surfacing maintained at all times.
- Driveway curb cuts should be located an appropriate distance from adjoining street intersections and should be placed an appropriate distance from other on and off-site driveway curb cuts.
- All entrance and exit driveways should be located to afford maximum safety to traffic, provide for safe and convenient ingress and egress to and from the site, and to minimize conflict with the flow of traffic.
- Where uses would involve a significant amount of drop-off and pick-up of persons, sufficient provision for such drop-off and pick-up should be incorporated into the site design of the use.
- Except for one and two family dwellings, all parking spaces within any parking area should be clearly delineated by means of pavement markings to show the parking arrangement and driving aisles within the parking lot. The stalls should be clearly marked and so designed, maintained and regulated such that maneuvering incidental to parking on any public street, walk or alley, is minimized.
- Any access/exit driveway or driveway lane should be so designated in profile and grading and located in such a manner as to provide a sight distance commensurate with the design speed of the road to which it connects.
- The dimensions of driveways should be designed to adequately accommodate the volume and character of vehicles anticipated to be attracted daily onto the site.
- All parking lots and all loading areas should have concrete or Belgian block curbing around the perimeter of the parking and loading areas in conjunction with an overall grading and drainage plan. Curbing between vehicular and pedestrian ways should be designed with periodic ramps from the street or parking grade to the sidewalk.
- Sites should be designed to provide safe and convenient pedestrian access and circulation. Where pedestrians must cross service roads to reach parking areas, crosswalks should be clearly designated by pavement markings or signs and should be slightly raised to designate them to drivers. Sidewalks between parking areas and principal structures, along aisles and driveways, and wherever pedestrian traffic would occur should be raised 6 inches or more above the parking area, except when crossing streets or driveways, guardrails, and wheel stops permanently anchored to the ground should be provided in appropriate locations. Parked vehicles should not overhang or extend over sidewalk areas, unless an additional sidewalk width is provided to accommodate such

overhang. Sidewalks should have a minimum width of 4 feet of passable area, unless such sidewalk is a continuation of an existing sidewalk of greater width in which case the sidewalk should match the width of such sidewalk. The use of pedestrian pathways, delineated through the use of brick or concrete pavers, within parking lots should be encouraged.

- All required off-street loading areas should be provided with sufficient turning space and access.
- In case of structured parking, the facades of parking structures should, to the greatest degree possible, incorporate architectural features that diminish its appearance as a parking structure, or otherwise be finished with a decorative open screen of masonry, metal or other appropriate material. When associated with a particular use, the exterior of the parking structure should incorporate to the greatest degree practicable, the design theme (including building silhouette, architectural style and scale; massing of building form; surface material, finish and texture and decorative features) of the building(s) associated with it. The incorporation of ground floor retail uses along the perimeter of parking structures should be encouraged, particularly where such parking decks front on commercial streets.

Fences, Walls and Screens.

- Fences should compliment the architectural character of the principal building to which it is accessory.
- The finished side of all fences should face out from the property upon which said fence has been erected. All structural supporting members of the fence should face the interior portion of the lot.
- All fences should be symmetrical in appearance. Posts should be separated by equal distances and constructed of fencing material conforming to a definite pattern in size.
- No fencing abutting a residential use should use barbed wire or razor coil on any fencing. Fences topped with barbed-wire or razor coil should be discouraged elsewhere. Where provided, all barbed wire or razor coil should be faced into property. In lieu of barbed-wire or razor coil topped fences, "Fortifier"-type fences or similar such fences, should be encouraged.
- The following types of fencing are recommended: decorative steel, tubular steel, wrought iron or brick. Such fences are encouraged in lieu of standard chain-link fences, particularly forward of the building line facing the street. Such fences are particularly encouraged in residential districts, where the placement of chain-link or board-on-board fencing in front yards is particularly discouraged.
- All gates should be identical in material, design, type, height and color to the fence they are attached. Gates encouraged to

incorporate a special design feature such as, but not limited to, a convex or concave curve at the top, or a more ornate design.

- Gates should be designed so as not to swing outward into a public right-of-way or onto another property.
- Fences that are non-climbable or which discourage climbing are encouraged.
- Fences located along the front lot line should align with the predominant fence line on the street.
- No fence should be erected that would create a hazard either by the manner or construction or the materials used or that may cause injury due to jagged-end surfaces, spikes or points. Speared or spiked fence tops should be permitted only when the top of said fencing is a sufficient height above grade.
- No fence should be erected of nonstandard materials that may be considered makeshift, create an eyesore or cause an annoyance. Solid, perforated, corrugated or flat sheet metal should be prohibited for use as a fencing material.

Public or Common Private Open Space Design.

- All open space should incorporate elements such as shrubbery, attractive paving materials, street furniture, lighting, low walls, fountains and other architectural and artistic amenities so as to produce and provide a pleasant environment at all levels and to

complement the surrounding buildings. All open space should be designed to invite and attract the public.

- Adequate lighting should be provided to promote a sense of security in the open space.
- Open spaces should be so located as to provide for maximum usability and to create a harmonious relationship between buildings.