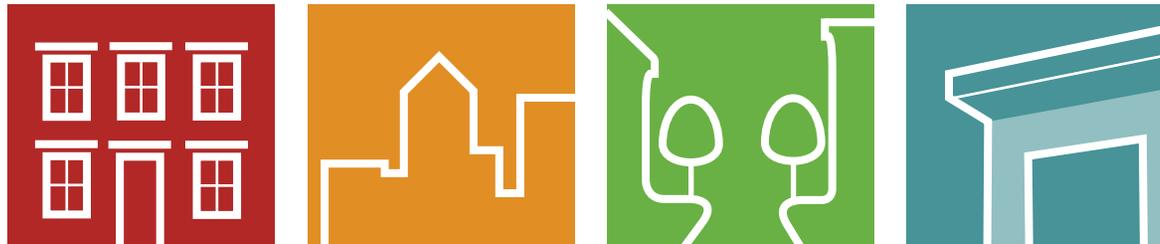




CITY CENTRE
Warwick

DESIGN MANUAL



PREPARED BY VHB | FERRELL MADDEN | ASG PLANNING

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Introduction

The *Warwick Station Development District Master Plan* was created in 2012. The purpose of the Master Plan was to define a vision and development strategies that will advance the redevelopment within the Warwick Station District, now known as City Centre Warwick, that comprises approximately 100 acres of land. Key to this Master Plan is the idea that this District will become a walkable, transit-oriented community that is rich in its architecture and public realm, providing many opportunities to connect development to the regional transportation network which includes the Warwick train station, InterLink multi-modal facility, and T.F. Green Airport.

The Master Plan, which was approved and adopted by the Warwick City Council, envisions a new “City Centre” with a unique identity that captures economic benefits for Warwick, creates a series of urban places that include mixed-use development, retail and restaurants, and capitalizes on this location as a regional transit hub.

Zoning

In addition to the Master Plan, the City has prepared zoning that enables redevelopment within City Centre. The zoning for this area includes two primary Districts that include the “Intermodal” and “Gateway” sub-districts that are regulated under Warwick Zoning Ordinance section 507 *Warwick Station Development District*.

Both Districts envision higher density development patterns that foster walkability, mixing of uses, and a high-quality public realm that encourages shopping and dining.

As defined in the City’s Zoning Ordinance, it is intended that these two Districts be supported by a series of design guidelines that will further define the character and goals for the built environment within City Centre.

Access Management Plan

In 2013 the City prepared a Circulation and Access Management Plan for the Warwick Station Development District. That plan reviews existing traffic conditions and land uses, and identifies a series of improvements that will address future traffic conditions. The goal of that plan is to increase overall mobility, accessibility and safety within the District.

Streetscape Plan

In 2014 the City undertook another initiative that led to the creation of a streetscape plan for the Intermodal District that focused on defining parameters for sidewalks, streetscape and street furnishings within the core of the District. This plan identifies street types, sidewalks and other public realm improvements that provide a preliminary framework for the streets within the Intermodal area.

Purpose of the City Centre Design Manual

In 2016 the City engaged VHB and the consulting team to develop the Design Manual for the City Centre, which includes four major components:

- ▶ **Section 1** of the Manual defines character and building standards
- ▶ **Section 2** of the Manual provides an overview of block structure and massing

- ▶ **Section 3** of the Manual summarizes street types in framework of the public realm
- ▶ **Section 4** of the Manual outlines goals for buildings that will be retrofitted and/or renovated, as well as identifies the urban approach to potential National Chain stores

The Design Manual is intended as a guide for the City of Warwick’s Planning Board, serving as a tool that will assist in articulating goals for the entire District. In addition, the Design Manual is organized within the four sections as outlined above. Projects that contemplate complete new development or major redevelopment should use this guide to understand the goals for building placement, architectural character, massing, and form, as well as the goals related to the streetscape, public realm, and screening of areas such as parking lots and/or structures.

For smaller projects to contemplate minor renovations to existing buildings, use Section 4 of the Design Manual, which illustrates numerous ways the buildings can be renovated by addressing the architectural features that contribute toward the broader goals of City Centre.

In addition to the Design Manual, the City has prepared a Checklist (see Appendix A) that must be used in conjunction with developing a project. The Checklist, which is available at the City’s Planning office, must be completed by an architect and landscape architect. It is recommended that project proponents meet with the City Planning office early in the process of developing their design, to review the Design Manual, and the associated Checklist, and discuss the steps and procedures that will be employed by the City as part of the review process.

How to use the City Centre Design Manual

This Design Manual is organized under four Sections that provide information about Architectural Character and Standards, Building Massing and Placement, Streets, and the Retrofitting of existing buildings. Users of this guide should follow the adjacent steps when considering Redevelopment and/or New Construction, or when Retrofitting an existing building with small renovations.

It is recommended that users of this Design Manual meet with the City Planning staff at the outset of a project to ascertain the nature of their project and the specific guidelines that should be considered.

Given the goals and design recommendations included in this Design Manual, Project Proponents should use Licensed Architects and Landscape Architects when developing their proposed project. In addition, Project Proponents shall use the Design Manual Checklist as a guide to inform how their project meets the goals and objectives included in this Design Manual.

This Design Manual contains guidelines and recommendations only. The guidelines are not intended to dictate solutions. Instead, the guidelines provide a range of alternatives to a variety of specific design issues. Any and all applicable regulations should be obtained and reviewed prior to any design and construction in the City of Warwick.

> For Redevelopment and New Construction:

Character Areas >

Use this Section to understand goals for various types of building character and architectural standards for doors, windows, roofs and other features of the building

Block Structure >

Use this Section to understand goals for building massing, building placement, and how to assemble multiple lots. In addition, use this Section to understand goals for parking and parking structures

Street Types >

Use this Section to understand goals for streets, open space, and goals for special areas within the District that include nodes and gateways. In addition, use this Section to understand a preferred palette of materials

Checklist

Use this Checklist to address how the Project meets the goals, objectives and guidance outlined in the Design Manual

> Retrofitting Buildings:

Retrofitting >

Use this Section to understand goals for retrofitting existing buildings as well as opportunities to make landscape and streetscape enhancements

Checklist

Use this Checklist to address how the Project meets the goals, objectives and guidance outlined in the Design Manual

Section 1

Character Areas and Building Standards

The District Design Standards are broken down into sub-sections, generally related to scale- from the overall Character Area, to the street and block level, to the architectural standards for individual buildings. Depending on the scale and context of the proposed development (from the redevelopment of an entire block to the construction of an infill building on a small lot), one or more of these sub-sections may be applicable.

This Section includes the following elements:

- Character Areas
- The Areas Map
- Multiple Frontage Standards
- Individual Area Standards
- Architectural Design Standards



Section 2

Block Structure and Massing

The City Centre is structured around an interconnected network of streets and blocks. Development within the District is organized at the block level, with buildings located around the block perimeter. Building façades are aligned along the street (at the back of the sidewalk) to define the public realm. Back-of-house service functions (such as loading, trash pick-up, and parking) are located behind buildings, in the center of the block.

This Section includes the following elements:

- Building Placement Standards
- Lot Assembly Standards
- Building Massing Standards



Section 3

Street Types and Framework

The City Centre Warwick's roadway network is comprised of a hierarchy of Primary Roads and Secondary Roads that are identified to convey goals for the streetscape, parking, and elements within the public and private realm. Gateway entrances are indicated at key locations that will best introduce the public to the City Centre Warwick roadway network. Nodes are indicated at intersections that will be best suited for expanded pedestrian activity and opportunities.

This Section includes the following elements:

- Street Types
- Special Interest Streets
- Gateways and Nodes
- Transit Facilities
- Buffers and Sustainability



Section 4

Retrofitting Buildings and National Chains

This Section describes architectural and site improvements that owners can take to improve their property. Each is an incremental step towards the standards described in this manual.

In addition, this Section includes examples of national chain stores that are located in urban settings and illustrate how the City Centre could accommodate a range of retail prototypes.

This Section contains a menu of steps owners can take for façade improvements, including:

- Awnings
- Entry Features
- Window Treatments
- General Façade Clean-up
- Streetscape Enhancements



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Section 1

Character Areas and Building Standards



Overview

The City Centre has been envisioned as a mixed-use, transit-oriented District, with an emphasis on walkability and quality building design. The Design Manual provides a visual interpretation of Warwick's zoning ordinance and is intended to guide existing property owners as they look to upgrade properties and aid new developers who are looking to invest in the District. The District Design Standards are broken down into sub-sections, generally related to scale—from the overall character area, to the street and block level, to the architectural standards for individual buildings. Depending on the scale and context of the proposed development (from the redevelopment of an entire block to the construction of an infill building on a small lot), one or more of these sub-sections may be applicable.

This Section includes the following elements:

- Character Areas Purpose and Intent
- The Areas Map
- Multiple Frontage Standards
- Individual Area Standards
- Architectural Design Standards



1.1 Character Areas

The City Centre is subdivided into three different Character Areas, based on context, scale, form, and intensity: Core, Perimeter, and Storefront. These Character Areas cover multiple blocks and are described more fully in this sub-section in terms of physical form, range of uses, and relationships between the building frontage and the street (or public realm). While some design standards will apply throughout the City Centre, others are specific to an individual Character Area.

1.2 The Areas Map

The map identifies the locations of the individual Character Areas within the District. It also includes a series of lines that indicate specific requirements for each block and parcel, related to permitted building and parking locations, which are described in the Key for understanding the Character Areas Map.

1.3 Multiple Frontages

The City Centre includes many properties (including corner lots and other parcels) with multiple street frontages, some of which are designated as different Character Areas. Because the District design standards require buildings to face the street, this sub-section describes the approach to designing buildings that are required to respond to more than one frontage.

1.4 Area Standards

These standards describe and illustrate recommended features of buildings within each Character Area, with an emphasis on street and

pedestrian orientation, and building façade composition and massing.

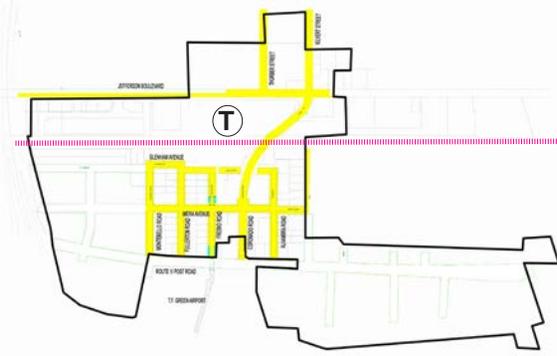
1.5 Architectural Design Standards

The architectural standards address individual building design, focusing on façade components such as building walls, windows and doors, cornices and roof lines, along with secondary lot features, including screening fences, garden walls, signs, and parking.

1.1 Character Areas

Area 1: Core

The Core Area is immediately surrounding the Intermodal station. The goal of these guidelines is to promote a walkable district between the station and T.F. Green Airport, with intense, mixed-use development in a compact, transit-oriented urban form—accommodating a flexible range of uses that can respond to local market conditions—with architectural detailing that reinforces the pedestrian scale.



Area 2: Perimeter

The Perimeter Areas are located around the edges of the City Centre and are generally the entrance or approach for people arriving via automobile. The goal of these guidelines is to promote a range of uses that accommodate cars while still encouraging pedestrian activity. The Perimeter Area allows more flexible building forms and a greater range of uses than the Core.



Area 3: Storefront

The Storefront Areas are recommended for the heart of the Core Area and other prominent City Centre locations. The goal of these guidelines is to create a high-quality pedestrian environment through the design of the street-level building façade. Shopfront designs will be required in the areas designated as Storefront in the City Centre.



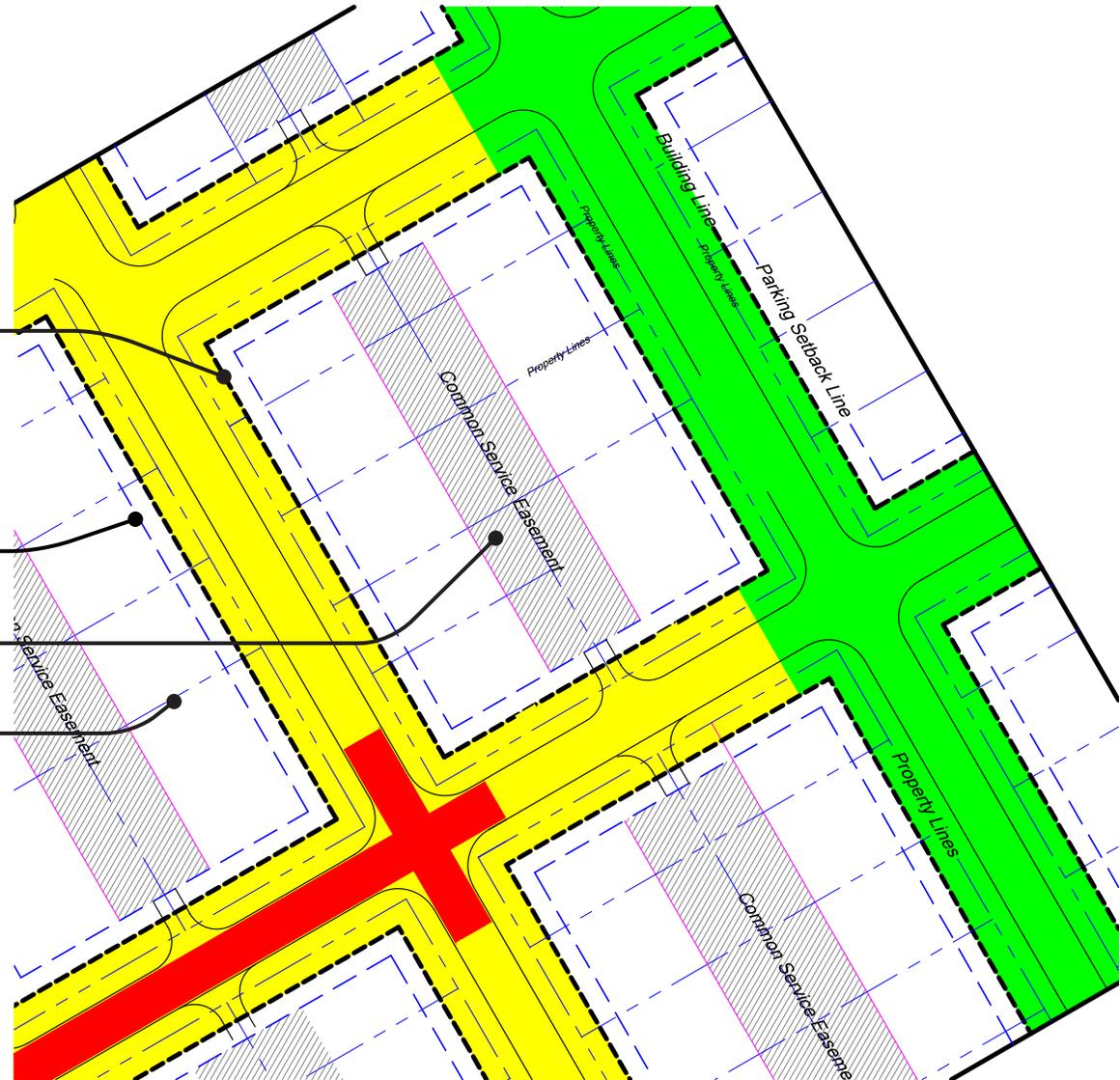
1.2 Areas Map

The Areas Map (see opposite page) is the central and coordinating document of the Design Manual. Following is a brief explanation of its contents and language:

- ▶ **The Building Line:** Identifies where the building façade should be placed, in order to shape and define the public realm. The Building Line is generally 10 feet behind the Property Line, but the location varies depending on frontage and streetscape designation.
- ▶ **The Parking Setback Line:** Surface-level parking should be placed behind this line. The Parking Setback Line is 20 feet behind the Building Line in the Core Area and 10 feet in the Perimeter Areas. See page 40 for parking options.
- ▶ **The Common Service Easement:** An area within the block that is reserved for shared access, service, and parking.
- ▶ **Property Lines:** Existing property lines as of December 2016.

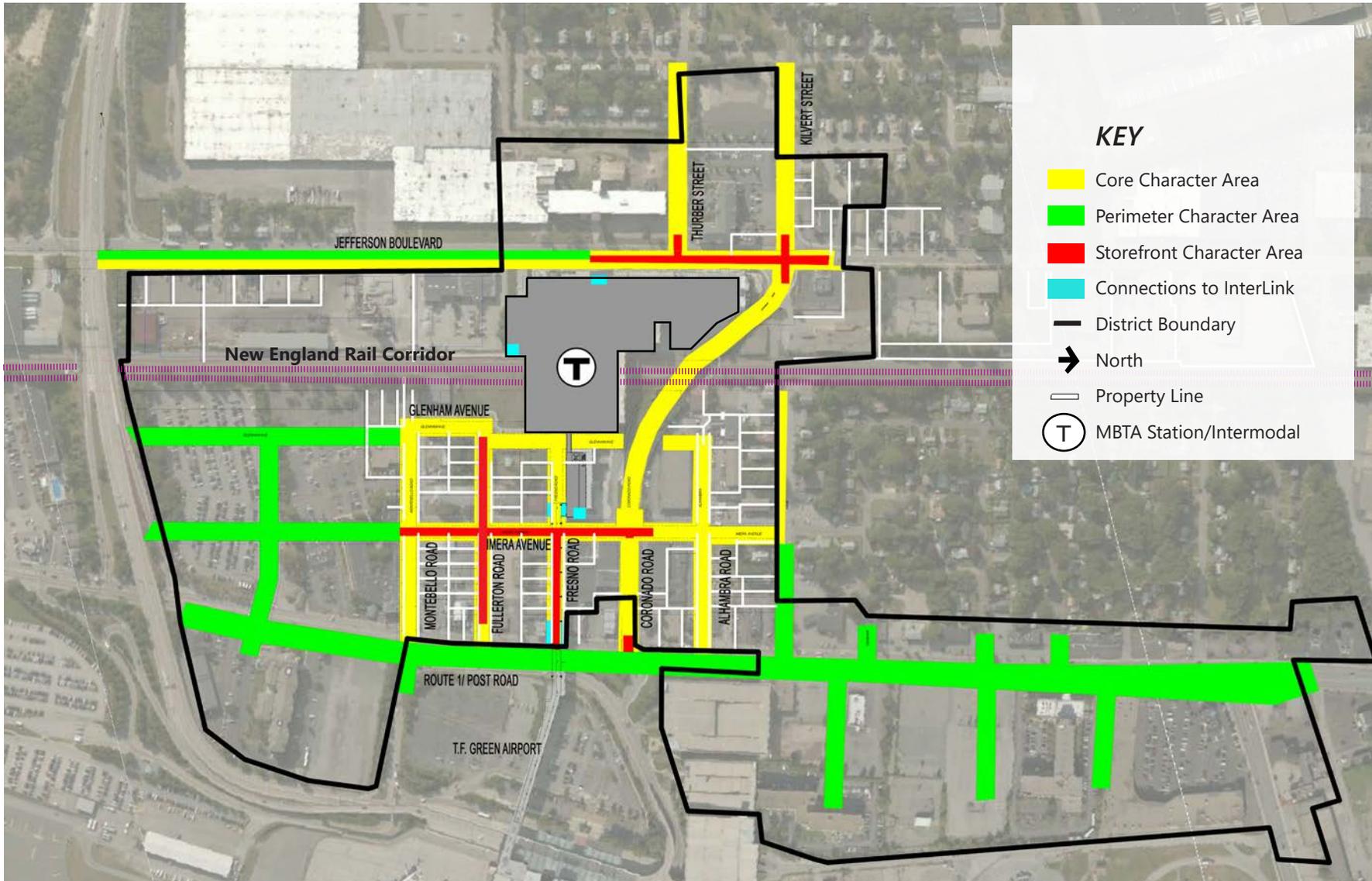
Character Area Frontages: Designate the Character Area Type (described in the following pages) of individual properties and/or blocks, with emphasis on the relationship between the building massing and façade and the street.

- ▶ Core Frontage
- ▶ Perimeter Frontage
- ▶ Storefront Frontage Overlay



Enlargement of the Character Areas Map

Figure 1.2 Areas Map



1.3 Multiple Frontages

Redevelopment may involve a lot or lots that have more than one Character Area Frontage—with slightly different standards.

The requirements of the various frontages are complementary, not contradictory, and easy to respond to within a single structure or development. The graphic at right shows how this may be done.

Frontages:

Core Frontages: One-story buildings are not allowed in Core Areas.

Perimeter Frontages: One-story buildings are allowed in Perimeter Areas.

Note 1: This portion of the building could be one story. The Gateway Zoning district allows for one-story buildings subject to zoning ordinance 507.2

Storefront Overlay: Exists in both the Core and Perimeter Areas and only applies to the ground floor façade design and uses. In the example at right, located in the Core, at least 75% of the ground level frontage should be configured as a Storefront (see the standards on page 18).

Note 2: The portion of the structure not within the Storefront Overlay has a raised first floor and stoop. (A Storefront is permitted in all Core and Perimeter Areas; therefore this part of the ground level frontage could also be a Storefront.)

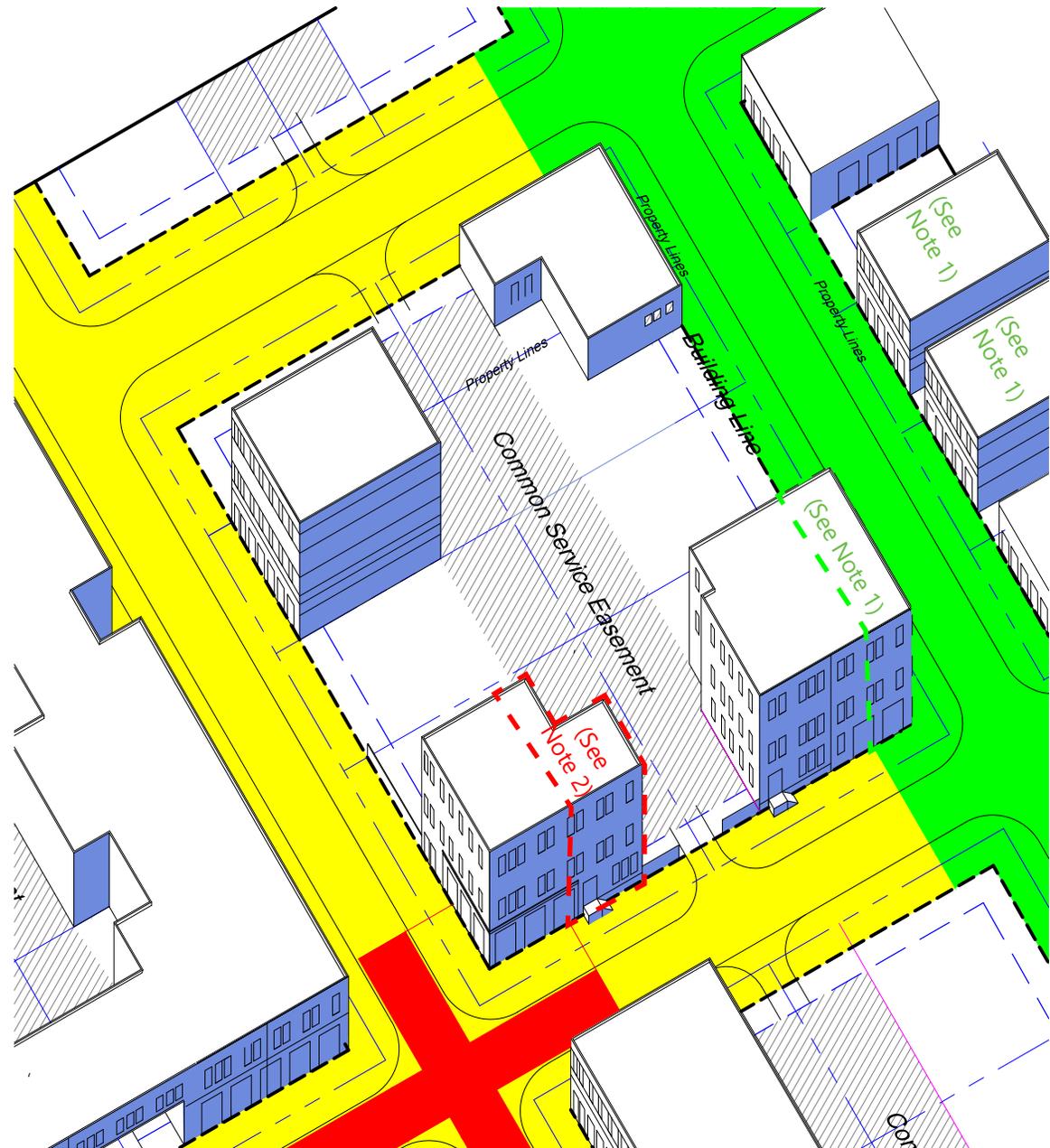


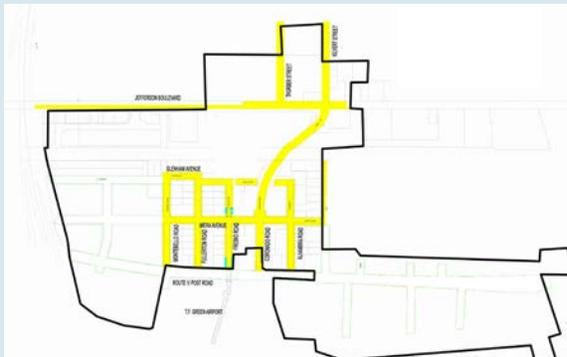
Diagram depicting Multiple Character Areas Frontages

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1.4.1 Core Area Standards

The Core Area is the most intense, pedestrian-oriented part of the City Centre District, immediately adjacent to the transit/rail station and airport terminal. It is characterized by multi-story buildings, wide sidewalks, and mix of uses providing an attractive employment and/or living environment. Buildings in the Core can accommodate a range of uses, including office, retail, restaurants, and residential.



Core Character Area - Key Plan

DO: Place your building façade along the sidewalk to define the street-space.



DO: Incorporate a medium to high level of transparency in the façade.



DO: Use building massing and architectural details to break down the scale of larger buildings.





DO: Incorporate mixed-use buildings with on-street parking.

Don't: Allow blank walls for more than a 20-foot distance along any façade. Expose parking to the street or sidewalk.

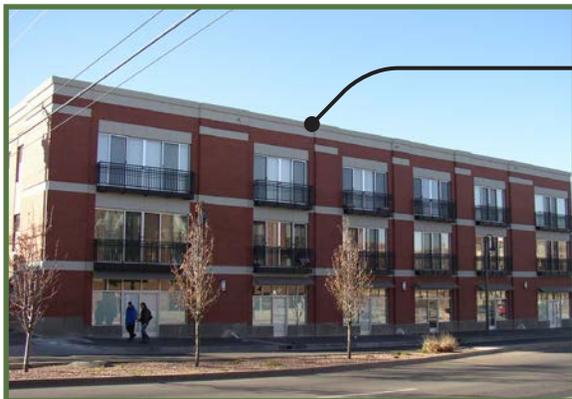
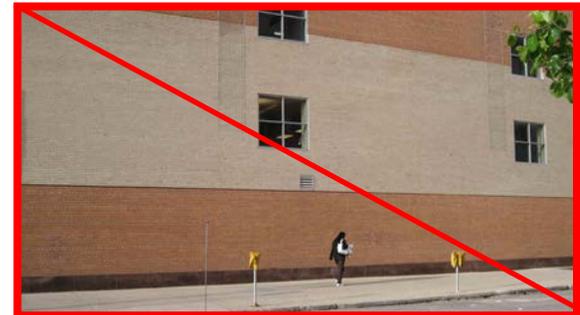


DO: Raise the first floor for residential uses along the sidewalk to provide privacy and increase marketability.

Don't: Permit drive-thru facilities.



Don't: Use mirror or other forms of opaque glass, particularly along the sidewalk.



DO: Build between two and six stories. Develop mixed-use buildings.

Don't: Develop single-use buildings.

Don't: Locate parking between the building and the street.



1.4.2 Perimeter Area Standards

The Perimeter Areas are located at the edges of the City Centre District. Building form requirements are less stringent, encouraging businesses, including offices, to maximize economic potential. Residential and retail uses are also permitted.



Gateway Character Area - Key Plan



DO: Emphasize building corners at street intersections to define the street-space.



DO: Orient the building toward the street or public space.



DO: Build between one and six stories in height.



DO: Locate outdoor work space, parking and service areas behind the building.

Don't: Use continuous horizontal ribbon windows. (They accentuate the length of large buildings and detract from the pedestrian scale.)



DO: Orient the building toward the street or public space.

Don't: Locate work or storage areas between the building and the street.



DO: Distinguish between lower and upper levels of a building.

Don't: Expose parking to the street or sidewalk. (It should be behind the building, screening fence, or within a structure.)



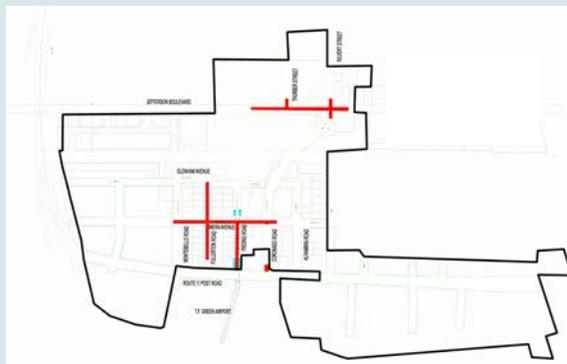
Don't: Allow blank façades for more than a 30-foot distance along the façade.

Don't: Allow garage doors to front on the street.



1.4.3 Storefront Area Standards

Storefront Overlay Areas occur within both the Core and Perimeter Areas. They are distinguished by street-level shopfronts that help to engage with and activate the sidewalk, creating a lively pedestrian environment. Retail and restaurant uses are preferred. Where designated on the Character Areas Map, at least 75% of the façade should be configured as a Storefront, per these standards.



Storefront Character Area - Key Plan

DO: Use transom windows to accent shopfronts and bring additional natural light into the store.



DO: Encourage simple awnings to provide weather protection and visual interest.



DO: Permit storefront design aesthetics that reflect the tenant.





DO: Incorporate a high level of transparency with between 50% and 95% fenestration to provide visibility between inside and outside and expand the street-space.

Don't: Permit blank façades for more than a 15-foot distance along any façade



DO: Incorporate signage in façade design.

Don't: Permit mirror or any other form of opaque glass.



DO: Provide frequent entrances.

Don't: Install landscaping between sidewalk and shopfront.



DO: Permit café tables against the building façade to bring activity and interest to the sidewalk.

Don't: Allow views into storefronts to be obstructed.



1.5 Architectural Design Standards

The City Centre District Architectural Standards promote a consistent pedestrian-scale urban architecture throughout. These standards emphasize quality design and durability over a specific architectural style. More detailed location-specific standards within the District distinguish different areas, highlighting local history, shopfront buildings, and transit-oriented design as appropriate.

This section includes architectural standards organized by:

- ▶ City Centre East vs. West
- ▶ Building Façade Composition
- ▶ Building Walls
- ▶ Windows
- ▶ Doors
- ▶ Roofs, Eaves and Parapets
- ▶ Garden Walls and Parking
- ▶ Signs

City Centre East vs. West

In order to reflect the historic character and context, there is a desire for more traditional building forms and materials on the west side of the railroad, on both sides of Jefferson Boulevard.

Development at the intersection of Jefferson Boulevard and Thurber Street should incorporate details that acknowledge and reinterpret features of Elizabeth Mill, such as its massing and tower. This project has to be aesthetically unique in its use of traditional brick and contemporary materials and should represent excellent building design in the neighborhood context. On the east side of the rail lines, the desire is to allow an eclectic mix of traditional and contemporary aesthetics within the urban form standards.



City Centre East

- ▶ City Centre Warwick, east of the northeast rail corridor and adjacent to Post Road, is a reflection of both the success of T.F. Green Airport, and a former light-industrial past. Building form and use is generally eclectic and varied. The development pattern includes a range of uses including restaurants, banks and, hotels which, in turn, contrast with single-story, cement-block, industrial buildings primarily concentrated in the Intermodal core. Abutting City Centre to the north is a residential neighborhood consisting of well-maintained, single-family homes.
- ▶ Architectural standards for the east side of City Centre are intended to allow for an eclectic mix of traditional and contemporary aesthetic within the urban form standards. The installation of attractive, consistent LED lighting combined with landscaping and sidewalk improvements along Coronado Road has lent spatial definition to this corridor and serves as a model for future developments. New building design elements could play off the modern character of the InterLink Skywalk and the T.F. Green Airport terminal as well as the more traditional elements as prescribed for City Centre Warwick West.

City Centre West



THE NEW INTERLINK SKYWALK HAS CONTEMPORARY LIGHTING



THE SKYWALK HAS CONTEMPORARY LIGHTING

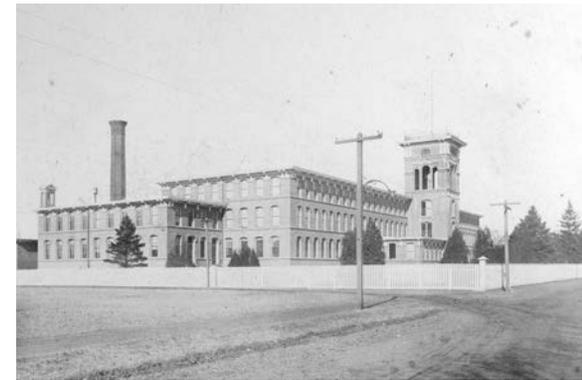
▶ Future development in City Centre Warwick, west of the Northeast Rail Corridor, and along Jefferson Boulevard is desired to reflect the historic character and context of its rich industrial past through more traditional building forms and materials. This area was originally developed in 1867 by industrialist Thomas Jefferson Hill, who constructed the R.I. Malleable Iron Works factory, which eventually became the nucleus for the village that was to grow around it. This mill, the adjoining mill housing in the neighboring blocks, the train depot and the Elizabeth Mill next door were all part of Hill's vision, which is why the area is now known "Hillsgrove." The Elizabeth Mill and adjacent properties were occupied for many years by Leviton Manufacturing, an international maker of electronic products.

▶ A portion of the Mill, which served as Thomas Hill's Offices, was restored and is now occupied by the Iron Works Tavern. Much of the original foundry has been preserved, such as the 8-foot, 300 pound solid oak front door, the ceilings and beams, along with the brick. Many other details have been replicated to match the time period. The Iron Works Tavern is a reflection of this area's rich history and a beacon of its promising future.

▶ Building design and form in this area should reflect the rich past and remnants of this industrial age gone by.



A PORTION OF THE FORMER RI MALLEABLE IRONWORKS BUILDING REMAINS ON JEFFERSON BOULEVARD



FORMER ELIZABETH MILL ON JEFFERSON BOULEVARD



1.5.1 Signs

Signs are an important part of the District. They should be clear and informative and weather well. They are desirable for advertising shops and offices, while also providing visual interest. But signs that are garish and too large create distraction and damage the District’s overall character and aesthetic appeal. Signs in the City Centre should be scaled to the District—a mixed-use, pedestrian-oriented place, with slow-moving automobile traffic.

This section includes the following:

- ▶ Types of Signs
- ▶ General Standards
- ▶ Lighting for Signs
- ▶ Wall Signs
- ▶ Projecting Signs
- ▶ Awning Signs
- ▶ Free Standing / Monument Signs
- ▶ Temporary Signs

The following standards are the recommended configurations and materials for signage in the District. For the specific regulations regarding permitted and prohibited signs, materials, and dimensional standards, see Section 800 of the Warwick Zoning Ordinance. The following design guidelines do not supersede the WZO and are intended to provide design guidance to achieve Master Plan consistency.

Types of Signs

The following sign types, described further below, are preferred: wall signs; blade, marquee, or projecting signs; awning signs; window signs; and temporary “sandwich board” signs.

Free-standing signs such as billboards, pole signs, and monument signs are discouraged.

General Standards

- ▶ All signs should be constructed of durable materials.
- ▶ The design of the sign (and any supporting structure) should relate to the design of the principal building.
- ▶ The location or placement of signs that are attached or mounted on buildings should be considered part of the façade composition.
- ▶ All projects must comply with the Warwick Zoning Ordinance and Master Plan. The signage and site plan with the building elevation plans must be submitted to the Planning Department for design review and approval.
- ▶ All sign applications shall address: Proposed location of signage; General dimensions of signage area method of illumination Design & materials guidelines, including colors and letter size as it relates to conformance with the WZO and master plan.
- ▶ All signage must contribute to creating strong building identity when it is well-integrated with the design of the building architecture and surrounding community.
- ▶ The plan shall be prepared by a graphic designer and/or a signage design company to assure an integrated approach to the variety of signs required for the building, including but not limited to identification, wayfinding and regulatory needs.
- ▶ Structural aspects of signs, such as poles, supports, and cabinets, should be constructed of materials and colors related to the principal building. Landscaping should be designed to reduce the emphasis on the mechanical and supporting aspects of the sign. Plastic molded signs are discouraged, and neon, fluorescent or beacon signs such as “Open”, and similar styles are inappropriate. There should be a general, overarching consistency concerning aspects such as size, scale and placement on the building and site. Discordant, randomly placed and poorly designed signage should be avoided.
- ▶ External projected lighting fixtures are the preferred method of lighting signs. External lighting emphasizes the continuity of the building’s surface and signs should appear to be more of an integral part of the building’s façade.

- ▶ Sign material choices should be consistent with the building to which they are affixed, and also attempt to convey some degree of consistency throughout City Centre. Signs should be understated rather than visually overwhelming.
- ▶ Illumination of signs should be from a secondary source to prevent unwanted light from spilling into adjacent properties; internal illumination is prohibited. Fixtures chosen to light the signs should either be hidden from view or complement the architecture of the building/sign.
- ▶ Signs should have a human scale, and be pedestrian oriented.
 - ▶ Signs that are illegible when viewed from the sidewalk, or are located too high upon a building are not encouraged.
 - ▶ New signs should also respect neighboring buildings in a way that they do not shadow or overpower adjacent structures.
- ▶ Position a sign primarily to serve the pedestrian at the street level.
 - ▶ The majority of signs should be concentrated at the street level close to the entrance of the building.
 - ▶ Signs at a higher level should be considered only where the premises may be limited in sign location at street level where otherwise, the sign would be obscured or if it is the name of the building.
- ▶ Illumination of a sign should be done with

the objective of achieving a balance between the architecture and the sign.

- ▶ The color and the intensity of illumination are central to achieving a complementary balance of building and signs.
 - ▶ The sign illumination source should be shielded and directed only toward the sign to minimize glare.
 - ▶ Light intensity should not overpower the building or street edge.
 - ▶ Small and discreet modern light fixtures may provide an unobtrusive alternative to traditionally styled lamp units.
 - ▶ Sign colors should complement the colors of the building.
 - ▶ The number of colors used on a sign should be limited. In general, no more than three (3) colors should be used, although accent colors may also be appropriate.
 - ▶ Sign colors should be coordinated with overall building colors.
 - ▶ Color should be used both to accentuate the sign design and message, and also to integrate the sign or lettering with the building and its context.
- Prohibitions**
- ▶ Motorized, moving, or animated signs are prohibited.
 - ▶ Highway signs, off-site signs and, billboard, rooftop signs LED signage are prohibited in the WZO and within the general concepts of

the Master Plan.

- ▶ Exposed conduit and tubing is prohibited. All transformers and other equipment must be concealed.
- ▶ Exposed conduit and tubing is prohibited. All transformers and other equipment must be concealed.
- ▶ Electronic Message Boards
- ▶ Neon window signs
- ▶ Plastic Box Signs, Plastic Lettering
- ▶ Vinyl signs



1.5.1 Signs (Continued)

Lighting for Signs

The illumination source for a sign should be compatible with both the sign and building.

- ▶ Light can be directed at the sign from an external, shielded lamp.
- ▶ All sign lighting should be shielded and directed only toward the sign.
- ▶ Halo illumination is encouraged as an alternative to other types of internally illuminated signs/lettering.
- ▶ Reversed pan-channel letters with an internal light source reflecting off of the building may be used for “halo” illumination
- ▶ The light source should not be visible.
- ▶ Internally illuminated signs are not allowed

DO: Use Halo lighting to back-lite letters on signs.



DO: Use goose neck lighting to cast light on a building or wall sign.



DO: use uplighting to project light onto signs or monument walls.



Don't: Use internally lit signs.



1.5.1 Signs (Continued)

Wall Signs

Wall signs are attached to exterior building walls and can be designed in a variety of styles. They:

- ▶ Should be located:
 - a. In the horizontal band between the top of the ground floor windows and the bottom of the second floor windows, or
 - b. Above the uppermost story windows, near the top of the façade, just below the cornice line.
- ▶ Should not block any windows or interfere with architectural features.
- ▶ Shall not be internally illuminated.
- ▶ When a large building contains several storefronts, signs for the individual business should relate to each other in terms of location, height, proportion, color and illumination while allowing the observer to readily distinguish among individual stores.
- ▶ Should respect architectural features such as vertical piers and trim work.
- ▶ Tenant directory signs are allowed if designed appropriately and wall mounted.
- ▶ Primary signs near the top of the building should consider containing only the name of the major building tenant but must be externally illuminated by halo lite.
- ▶ Should not be plastic or lighted box signs.

DO: Encourage placement of wall signs in the horizontal band between the top of the ground floor windows and the bottom of the second floor windows.



DO: Place individual business signs relative to the location, height, proportion of each store to readily distinguish between individual stores.



Don't: Use electronic message boards or animated/changeable copy signs



Don't: Use plastic or lighted box signs.



1.5.1 Signs (Continued)

Awning Signs

Awning signs communicate information while also providing shade or shelter. They:

- ▶ Should be located over ground floor doors and windows.
- ▶ Should have text or graphics limited to the vertical portion of the awning (visible to pedestrians).
- ▶ Should be made of canvas or equivalent, metal, or glass (no shiny or translucent plastic or vinyl).
- ▶ Should be scaled and proportioned to match the opening that they shield.
- ▶ Should have sufficient depth to provide shelter (and not create a drip-line in mid-sidewalk)
- ▶ Should maintain a minimum clear height.
- ▶ Shall not be internally illuminated.

DO: Locate awnings over ground floor doors and windows.



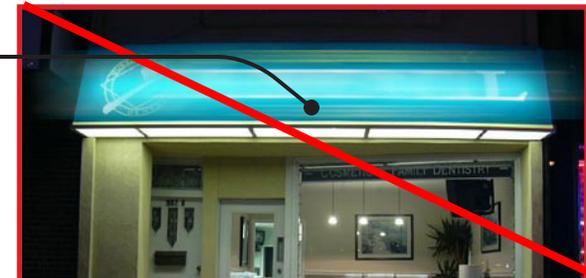
DO: Limited text to the vertical portion of the awning (visible to pedestrians).



Don't: Allow awnings to extend across multiple windows or doors to create a monolithic awning.



Don't: Allow awnings to be internally illuminated.



1.5.1 Signs (Continued)

Free-Standing / Monument Signs

Freestanding signs are discouraged, except at a single major site entry and designed as an attractive monument sign with high-quality masonry or similar materials designed to complement the architectural style and setting of the structure with the sign being externally illuminated or halo lit.

“Pylon sign” means a freestanding sign erected upon pylon(s) or post(s) whose bottom edge of any portion of the sign frame is more than one foot above the ground, base or berm on which the sign is located.

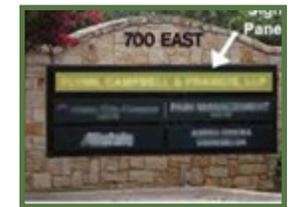
No single pole or dual pole without proportional surround and base:

- ▶ Do not use pole or pylon signs. They are scaled for fast-moving automobile traffic.
- ▶ Limit the use of monument signs.
- ▶ Use free-standing signs for communicating public information and way-finding.
- ▶ Use masonry or stone for any monument sign that is constructed in an appropriate “gateway” location.
- ▶ Shall not be internally illuminated.

DO: Use free-standing signs in limited locations for communicating public information and way-finding.



DO: Use masonry or stone for monument signs at gateway locations.



Don't: Allow single pole or pylon signs.



Don't: Allow monument signs that have a metal or plastic framed posts.



Don't: Use electronic message boards.



1.5.1 Signs (Continued)

Window Signs

Window signs are located fully within the window frame. They:

- ▶ Should be limited in size.
- ▶ Should not obstruct the view from the sidewalk to the building interior.
- ▶ May be illuminated if located within the building interior.
- ▶ Should not exceed 15 percent of the window area. Signs should not obstruct visibility.
- ▶ Shall not be internally illuminated.

DO: Limit the amount of window signs used in a storefront windows.

DO: Place window signs so that they do not obstruct views to the interior of the building.



Don't: Use neon window signs



Don't: Allow window signs to exceed 15% of the window area and clutter views to the interior of a building



1.5.1 Signs (Continued)

Projecting Signs

Projecting signs, including blade or marquee signs, generally extend perpendicular to the Building Line. They:

- ▶ Should be hung:
 - a. Between the ground story and second story windows, or
 - b. From a ground story overhang or awning.
- ▶ Should maintain a minimum clear height above the sidewalk.
- ▶ May be vertically or horizontally oriented.
- ▶ Should be generously spaced to avoid a cluttered appearance.
- ▶ May be located at a block corner, in order to be visible to people on two streets.
- ▶ Should be designed and scaled primarily for the pedestrian (not for fast moving automobile traffic.)
- ▶ Should not be up-lit.
- ▶ Shall not be internally illuminated.
- ▶ Should not be made of plastic.

DO: Encourage projecting signs that include a blade or marquee signs, generally extend perpendicular to the Building Line.



DO: Maintain a minimum clear height above the sidewalk.



Don't: Uplight or internally illuminate projecting signs.



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1.5.2 Building Façade

Composition

Building façades are the primary factor in establishing the public perception of City Centre; they will define its character and quality. The façade is the public face of both your building and City Centre; therefore, façade composition receives the greatest emphasis in these standards.

COMPONENTS:

Façade composition is the overall arrangement and design of doors, windows and other architectural features—such as columns, pilasters, arches, headers, expression lines, awnings, and cornices—along with the type and mixture of materials used.

GOAL:

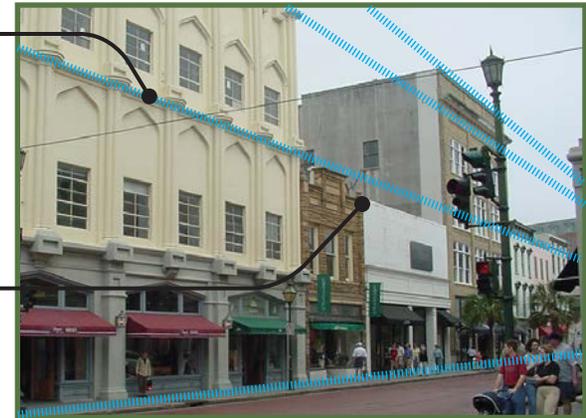
The goal of City Centre is for a pedestrian-scale urban architecture. The arrangement and detail of the façade components, particularly the design and frequency of doors and windows at the street level, establish that scale.

These standards can be achieved across a range of architectural styles, using a broad palette of durable quality materials.

DO: Articulate the façade with doors, pilasters, awnings, and windows to reinforce the human scale.



DO: Design large buildings to have a varied façade, especially at the street level. This contributes to the walkability of the street.



DO: Allow varying building heights.

DO: Design your façade to have a rhythmic pattern of bays, using architectural detailing, articulation, or expression lines.



DO: Raise the first floor of a residential building several feet above the sidewalk.



DO: Differentiate between the ground and upper stories in the façade composition with a change in materials, window size and configuration, use of a horizontal expression line, or other architectural details. (This is particularly important for defining the pedestrian realm in Storefront Area buildings.)



DO: Consider the cornice (and any visible roofline) as part of the overall façade composition, particularly in regard to scale, detailing, and materials.

DON'T: Design the façade of large buildings without vertical articulation or expression lines to break down the scale and provide pedestrian-orientation.



DON'T: Locate garage doors on the façade (fronting the street and sidewalk). They detract from the human scale and create conflict points between pedestrians and cars.



DON'T: Over design with façade articulation that can only be seen from great distance.



DON'T: Raise the ground floor and present a blank wall to the street.



1.5.3 Building Walls

Building walls in City Centre will set the tone for the “look and feel” of the place. Building walls define the public realm—the street-space-like the walls of an outdoor room. All walls should be of strong, long-lasting materials, providing a sense of durability and permanence.

The following are the permitted materials and configurations for building walls in the District:

MATERIALS:

Brick, natural stone (or integrally-colored synthetic, equivalent or better), tile, approved fiber cement siding, and metal (not more than 20% of the façade).

CONFIGURATIONS:

Access ramps and other special accessibility features should be incorporated into the building itself and be placed behind the building line.

PROHIBITED MATERIALS:

Dryvit, stucco, metal siding (more than 20% of the façade), cinder block and other concrete masonry units (CMU) as a finished material, mirror glass panels, large expanses of high gloss or shiny metal panels are prohibited as building wall materials.

GOAL:

To provide a sense of quality, durability and permanence for City Centre.

DO: Use fiber cement board (for upper stories only) in smooth clapboard or board and batten configurations.



DO: Use block or CMU, (only with special faux stone facing and only for foundation or ground floor portions of the building).



DO: Use local or regional stone to provide a sense of place and indicate durability.

DO: Use standardly available brick (red recommended) for walls and window lintels and sills.



DO: Recess the window openings in wall to create shadows and increase three-dimensional quality.



DO: Use different façade materials and configurations for the ground floor versus upper stories.

DON'T: Use mirror glass as a façade material.



DO: Use contrasting materials for trim, cornices, or special elaboration of building details.

DON'T: Use metal siding as a primary façade material.



DO: Use a solid enclosure with gates and access panels to hide service equipment such as trash dumpsters and utility boxes. If visible from the public realm, incorporate ornamental architectural details that reflect the style of the principal building.

DON'T: Expose equipment boxes and meters to the public sidewalk or street.



1.5.4 Windows

Windows serve both functional and aesthetic purposes. Not only do they provide a natural source of light for the building interior, but they bring the public activity of the street together with the private activity of the building, serving as the eyes of the building, allowing interplay between inside and out. Windows also help establish the building scale, with detailing to convey style and character.

The following are the permitted materials and configurations for windows in City Centre:

MATERIALS:

Metal, vinyl, wood, FRP and clad wood.

CONFIGURATION:

Window openings should generally be “no more squat than square” and subdivided into smaller increments with multiple panes. Recessed windows, at least two to three inches behind the wall plane, are preferred.

DETAIL:

Windows that can be opened are encouraged.

OTHER:

Clear glass should be used for all ground floor level façade windows. Specialty glass is allowed in transom windows and on upper floor levels.

GOAL:

To help define the pedestrian scale and establish building character through size, proportion, and arrangement in the façade composition.

DO: Use single, double, or triple hung (operable) window configurations.

DO: Use wood and clad-wood windows.



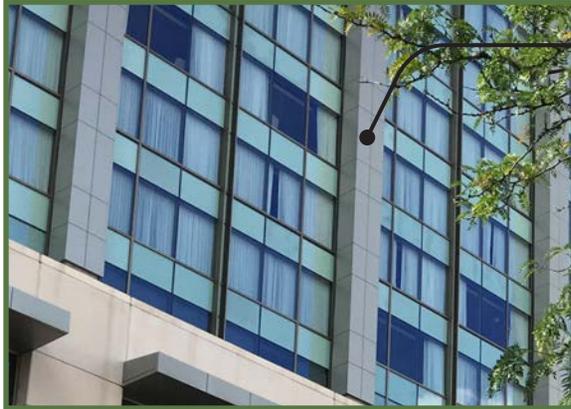
DO: Use recessed windows and detailed headers and sills to add to the three-dimensional quality of the façade design.

DO: Subdivide windows and use architectural detailing to reinforce the pedestrian scale, regardless of style.



DO: Use metal frame windows to create an aesthetic that references mid-20th Century industrial buildings.





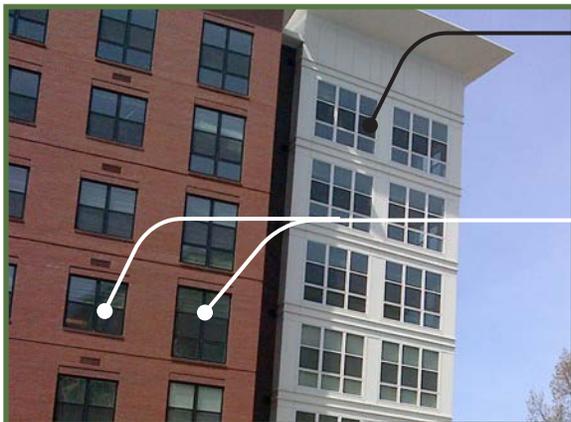
DO: Use vertical wall elements or façade articulation to break down the scale of horizontally-oriented windows.

DON'T: Use ribbon window configurations. They damage the pedestrian scale and accentuate building length.



DO: Use large clear windows to create active and inviting retail frontages that inter-mix with the sidewalk area.

DON'T: Use mirror or reflective glass, particularly at street level. The relationship to the sidewalk is like a blank wall for pedestrians. The glass can also create heat and glare along the sidewalk, damaging the public realm during summer months.



DO: Use window placement and design to emphasize the primary entrance, particularly for Storefront Area buildings.

DON'T: Use large, single pane windows. They lack scale and make the building look flat and unsubstantial.



DO: Subdivide large window openings with multiple panes.

DO: Vary the window style and configuration to create vertical breaks to define bays of larger buildings.



1.5.5 Doors and Entrances

The design and location of doors in the District will be an important part of the pedestrian experience. Frequent entrances help to activate the sidewalk and enliven the public realm.

The following are the permitted materials, configurations, and details for doors in the District:

MATERIALS:

Metal, vinyl, wood, glass, FRP

CONFIGURATION:

Doors for retail and commercial businesses should be both more prominent and more transparent than doors for residential and other private uses.

Access ramps and other special accessibility features should be incorporated into the building itself and be placed behind the Building Line.

DETAIL:

Use quality hardware.

GOAL:

Entrances should contribute to the District's overall pedestrian orientation, providing visual interest along the sidewalk and contributing to the vitality of the public realm.

DO: Use canvas awnings and pedestrian-oriented signage to emphasize entryways.



DO: Use transom windows to accent or emphasize entrances.



DO: Have transparent entryways for retail and commercial tenants.

DO: Emphasize primary entrances with awnings or overhangs and include visible building addresses.



DO: Incorporate accessibility ramps into façade composition and locate within the building envelope.





DO: Incorporate a prominent entry into shopfront design.

DON'T: Build long, doorless façades, as they deaden the public realm and discourage walkability.



DO: Make business and residential entry doors distinct from retail entries, especially when part of the same façade composition.

DON'T: Mismatch design and form of entrances with their function.



DO: Use glass and metal frame awnings to provide shade and shelter and emphasize entrances.

DON'T: Build masonry awnings.



1.5.6 Roofs, Eaves, and Parapets

City Centre roofs will be visible, not only from the sidewalk, both also from the Coronado Road overpass and the Skywalk. They will be a symbol of City Centre. Eaves and parapets cap the building façade, helping to define the street-space.

The following are the permitted materials, configurations, and details for roofs, eaves and parapets in the District:

MATERIALS:

Where visible from the street (including the Coronado Road overpass): metal, tile, conventional shingles, slate and/or shakes (including imitation materials).

CONFIGURATION:

Where visible from the street (including the Coronado Road overpass): Simple hip, gable and shed pitched roof. Parapet walls should surround 'flat' type roofs.

OTHER:

Mechanical equipment should be shielded and not visible from the street (including the Coronado Road overpass).

GOAL:

The rooflines should "finish" the buildings, providing scale and character to City Centre through their architectural detailing.

DO: Use modern cornice or eave design that reflects the architectural style of modern buildings.



DO: Design traditional cornice or eaves for traditional or historic styles.



DO: Employ hipped roof configurations.



DO: Incorporate brackets with broad roof overhangs.



DO: Employ parapet walls around flat roofs.



DO: Build gable end roofs.

DON'T: Build fake mansard roofs as building walls.



DO: Use special roof, eave and parapet forms to emphasize block corners.

DON'T: Build portions of hip roofs and eave treatments.



DO: Design parapet walls to reflect the style of the building—with either simple coping or an elaborate cornice.

DON'T: Allow roof-mounted equipment to be unshielded and visible from the street.

All rooftop mechanicals shall be shielded from view, especially where visible from the InterLink or adjacent buildings and Skywalk.



1.5.7 Garden Walls and Parking

Garden walls shield the street-space from parking, trash bins, loading, and other back-of-house operations and define the street-space where there is no building frontage.

The following are the permitted materials and configurations for garden walls in City Centre:

MATERIALS:

Brick and natural stone (or Integrally-colored synthetic, equivalent or better), ornamental fencing.

CONFIGURATIONS:

Garden walls should be aligned and within 12 inches of the building line. They should shield parking and service areas from street view:

- ▶ Minimum 5 feet tall (Core Areas)
- ▶ Minimum 4 feet tall (Perimeter Areas)

GOAL:

The goal for garden walls is to define the street edge or public realm and provide aesthetic screening where needed.

DO: Place utility boxes, meters, trash bins and parking behind Garden Wall and Parking Setback Line, in Core Areas.



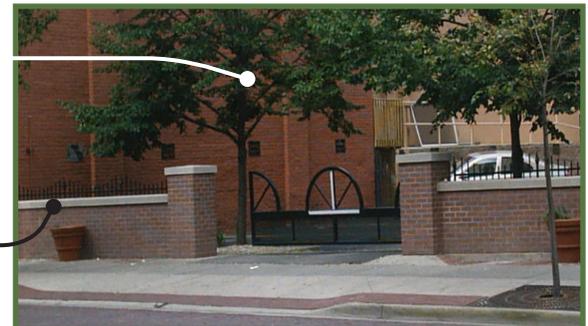
DO: Keep parking behind ornamental fence, Parking Setback Line, and landscaping, in Perimeter Areas.



DO: Use garden walls or ornamental fencing to define the street-space when there is no building frontage.



DO: Plant canopy shade trees behind the garden wall and in front of parking areas, in all Areas.

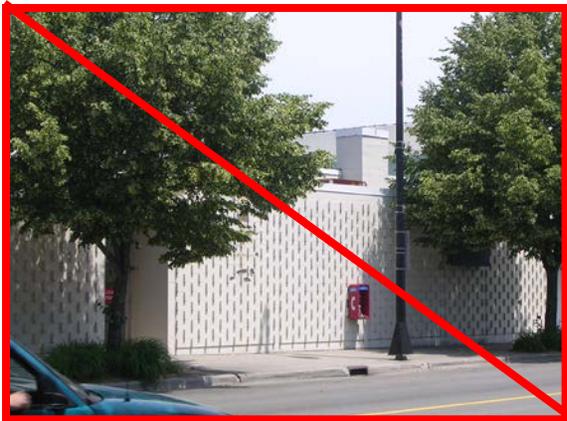


DO: Locate parking behind garden wall and Parking Setback Line.



DON'T: Use corner lots for parking.

DON'T: Use chain link fencing.



DON'T: Build garden walls that are tall and blank. This damages the pedestrian experience (and degrades property values).

DON'T: Allow mechanical equipment, trash bins, and other back-of-house activity to be seen from the street-space.



DON'T: Locate surface parking lots adjacent to the street or sidewalk. Exposed parking lots are visually unattractive and detract from walkability.



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Section 2

Block Structure and Massing



Overview

The City Centre is structured around an interconnected network of streets and blocks. Development within City Centre is organized at the block level, with buildings located around the block perimeter. Building façades are aligned along the street (at the back of the sidewalk) to define the public realm. Back-of-house service functions (such as loading, trash pick-up, and parking) are located behind buildings, in the center of the block.

This emphasis on buildings outlining block perimeters and shaping the public space (rather than sitting in mid-block like an object surrounded by parking) helps to create the desired pedestrian-oriented environment for City Centre.

This Section includes the following elements:

- Building Placement Standards
- Lot Assembly Standards
- Building Massing Standards
- Parking Standards



2.1 Building Placement Standards

These standards establish the building parameters for each Character Area, particularly in relation to building height, location on the lot, and relationship to the street and/or public realm.

2.2 Lot Assembly

This sub-section illustrates ways in which using the existing street, block, and lot structure as the framework for redevelopment can efficiently accommodate businesses and buildings at a variety of scales, from single-lot infill to buildings filling a half-block or development encompassing one or more blocks. Establishing shared mid-block access for parking and service functions from a common service easement within each block is a key component. Consolidating curb cuts (thereby limiting potential conflict points with vehicles) enhances the pedestrian-friendly character of the District.

2.3 Building Massing

Building Massing addresses ways to break down the scale of large footprint buildings to maintain the pedestrian scale of the District and to provide access to parking and other service features within the building structure.

2.4 Parking in Block Interior

Establishing shared parking in the mid-block is fundamental for creating a pedestrian-oriented “park once” environment and reducing the quantity of underutilized surface lots. Keeping automobile storage accessible but hidden from the pedestrian view maintains the street edge and enhances the public realm.

2.5 Block Assembly

This sub-section describes potential approaches to accommodating large-scale redevelopment projects while maintaining the interconnected street network, which is fundamental to creating a pedestrian-friendly, transit-oriented District.

2.6 Parking Structures

Parking structures should be designed to include outstanding building design and should include an exterior screen comprised of high-quality materials that hide the underlying concrete structure. Structures should also include the installation of art to elevate the building’s stature as a contributing structure in the District.

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2.1 Building Placement Standards

City Centre is designed, for overall efficiency and value, as perimeter blocks with service, loading and off-street parking behind the buildings in the block interior. This section explains the base standards for siting building(s).

Building Line Requirement:

- ▶ The Core Area minimum frontage requirement is 75%.
- ▶ The Perimeter Area minimum frontage requirement is 50%.
- ▶ 100% frontage build-to is permitted in all Character Areas.
- ▶ Curb Cuts/Access Points: The Curb Cuts/ access points are designated on the Character Areas Map on Page 11. Additional Curb Cuts should only be allowed where exceptionally large projects have combined/ assembled blocks; then access can be from the Secondary Street that has been absorbed.
- ▶ Corner Lots: The minimum Building Line requirement for Secondary Street frontages should be:
 - ▶ In the Core Area, the minimum frontage requirement is 50%. This example exceeds this minimum requirement.
 - ▶ In the Perimeter Area, the minimum frontage requirement is 33%.



2.2 Lot Assembly

City Centre includes areas of small blocks and small lots. Some redevelopment may occur within the constraints of a single lot; however much will require assembly of two or more lots. This section will help you understand how you can take best advantage of lot assembly in these areas.

The District can accommodate almost any size business operation, from a single lot to whole and even combined blocks. Exceptionally large operations can be given permission to combine two blocks. See Block Assembly, page 56, for specific guidance.

- ▶ A **Common Service Easement** is retained for any size and combination of lots within a block. This ensures efficient access and circulation for the entire block.
- ▶ **Projects** that fit on one lot. Multi-story buildings are encouraged throughout the District.
- ▶ **Projects that need more than one lot:** Lots may be combined to fit your needs.
- ▶ **Projects that need more than one block:** Blocks may be combined, but only when separated by Secondary Streets.
- ▶ **Curb cut/access points** for the block: These are retained for individual blocks to provide mid-block parking and service access. Buildings may span over a Common Service Easement within 40 feet of the Building Line.



2.3 Building Massing

This section explains the basic massing options in City Centre:

- ▶ Buildings throughout the District should place their façade at the Building Line and locate service, delivery and parking uses behind the building.
- ▶ Block corners should be emphasized, with extra height (Option 1), chamfered building corner (Option 2) and/or public open space (Option 3).
- ▶ Façades longer than 150 feet should incorporate openings, pedestrian passages, and/or architectural design changes to break down the scale of these large buildings and preserve a more pedestrian scale at the street.
- ▶ Buildings fronting Fresno Road and the Skywalk have special frontage standards. See Section 3.

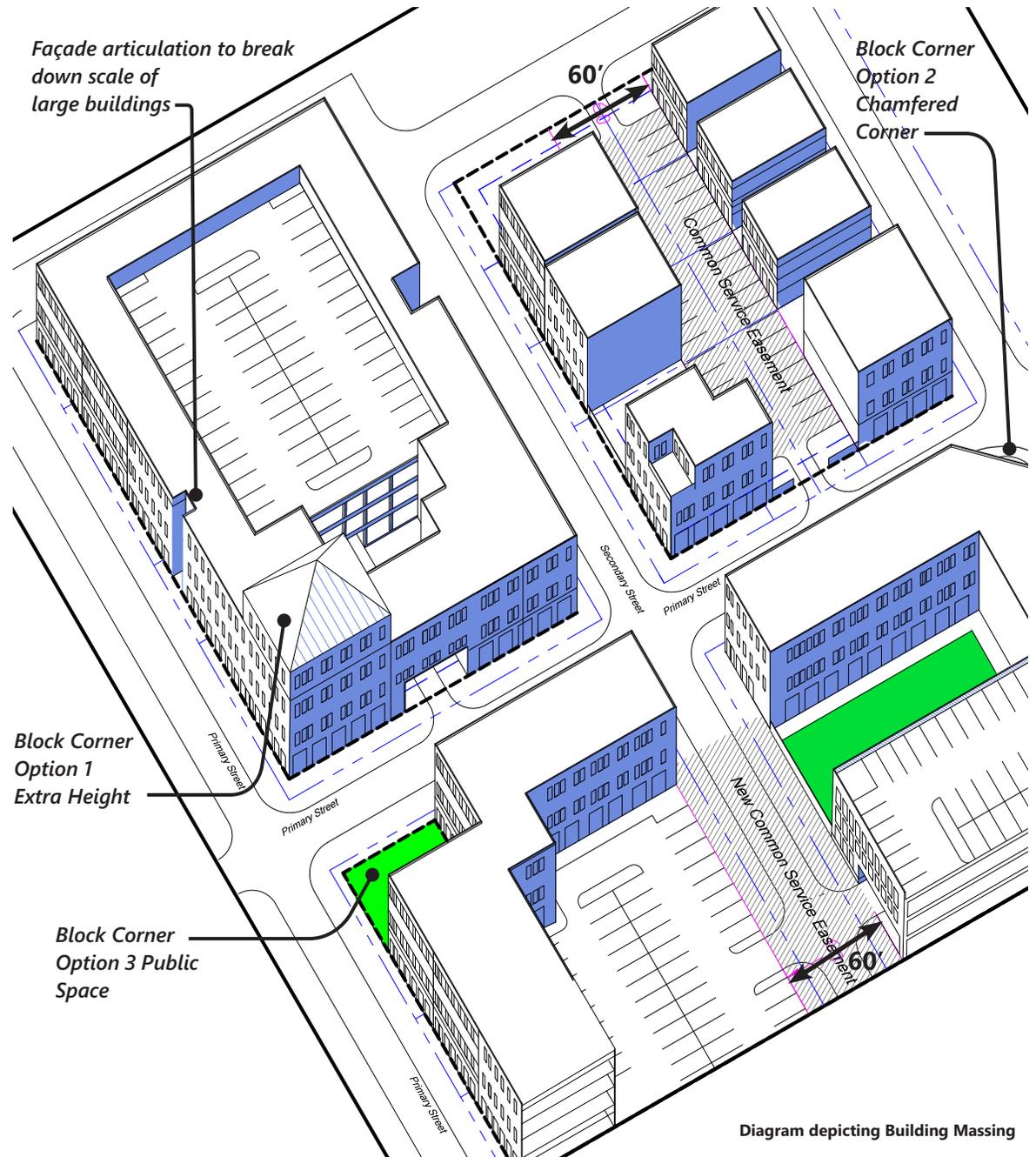


Diagram depicting Building Massing

2.3 Building Massing (Continued)



DO: Emphasize and celebrate the block corner with extra height and/or façade articulation.

DO: Build over the Common Service Easement areas that are within 40 feet of your Building Line. (Maintain a clear height of 16 feet.)



DO: Break up or subdivide long façades, by changes in overall composition, fenestration pattern, bay rhythm, cornice line, and/or materials.

DO: Locate hotel pick-up and drop-off areas behind the Building Line and/or within the building envelope.



DO: Limit or step down the height of any structures that are adjacent to an existing single-family residential neighborhood.

DON'T: Design long buildings without a change of façade composition.



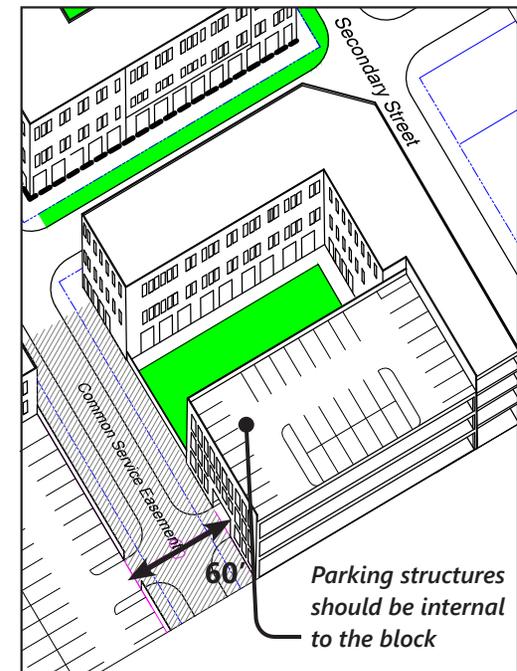
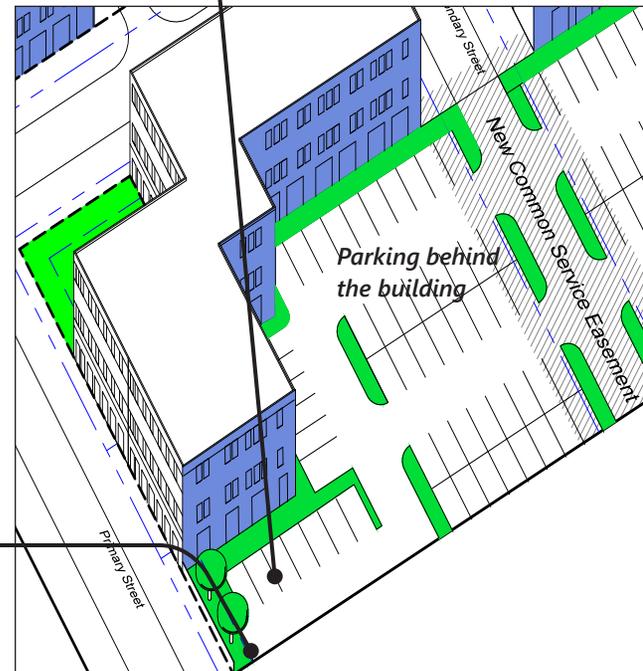
DON'T: Set the building back away from the street-space.



2.4 Parking in Block Interior

Parking is an important factor in redevelopment. The location and appearance of parking can be a positive or negative factor in the perception of the District. These standards address both, as follows:

- ▶ Off-street parking spaces should be located behind buildings and not exposed to the street or sidewalk.
- ▶ Temporary access from the street may be provided where a mid-block project is built before the drive area of the Common Service Easement is constructed and accessible.
- ▶ Parking lots in side yards permitted, provided:
 - a. The buildings they serve can meet the frontage percentage build-to requirements and
 - b. These parking lots are obscured from view, behind a Garden Wall with canopy shade trees on not less than 20-foot centers parallel to the wall.
- ▶ Service, deliveries and loading should be from behind the buildings, via the Common Service Easement.
- ▶ Parking structures should be internal to the block and have articulated façades. See section 2.6 Parking Structures.
- ▶ Parking behind the Parking Setback Line and landscape buffer per this CCDM.



2.4 Parking in Block Interior (Continued)



DO: Locate off-street parking behind the building, in the block interior.

DON'T: Expose surface parking lots or raw parking structures to the sidewalk or street edge (excepting along Secondary Streets absorbed by extra-large projects, see next page).



DO: Build over the Common Service Easement at the end of each block - minimum clear height (16 ft) within 40 ft of the Building line.



DO: Provide on-street parallel parking to improve the pedestrian experience and calm automobile traffic.



DO: Design parking structures that are exposed to a secondary street, as at left, with the same architectural detailing as other buildings and provide active uses on the ground floor.



2.5 Block Assembly

City Centre can accommodate very large business operations, especially in the Perimeter Areas and east of Post Road. In some cases a business operation might be large enough to require two blocks.

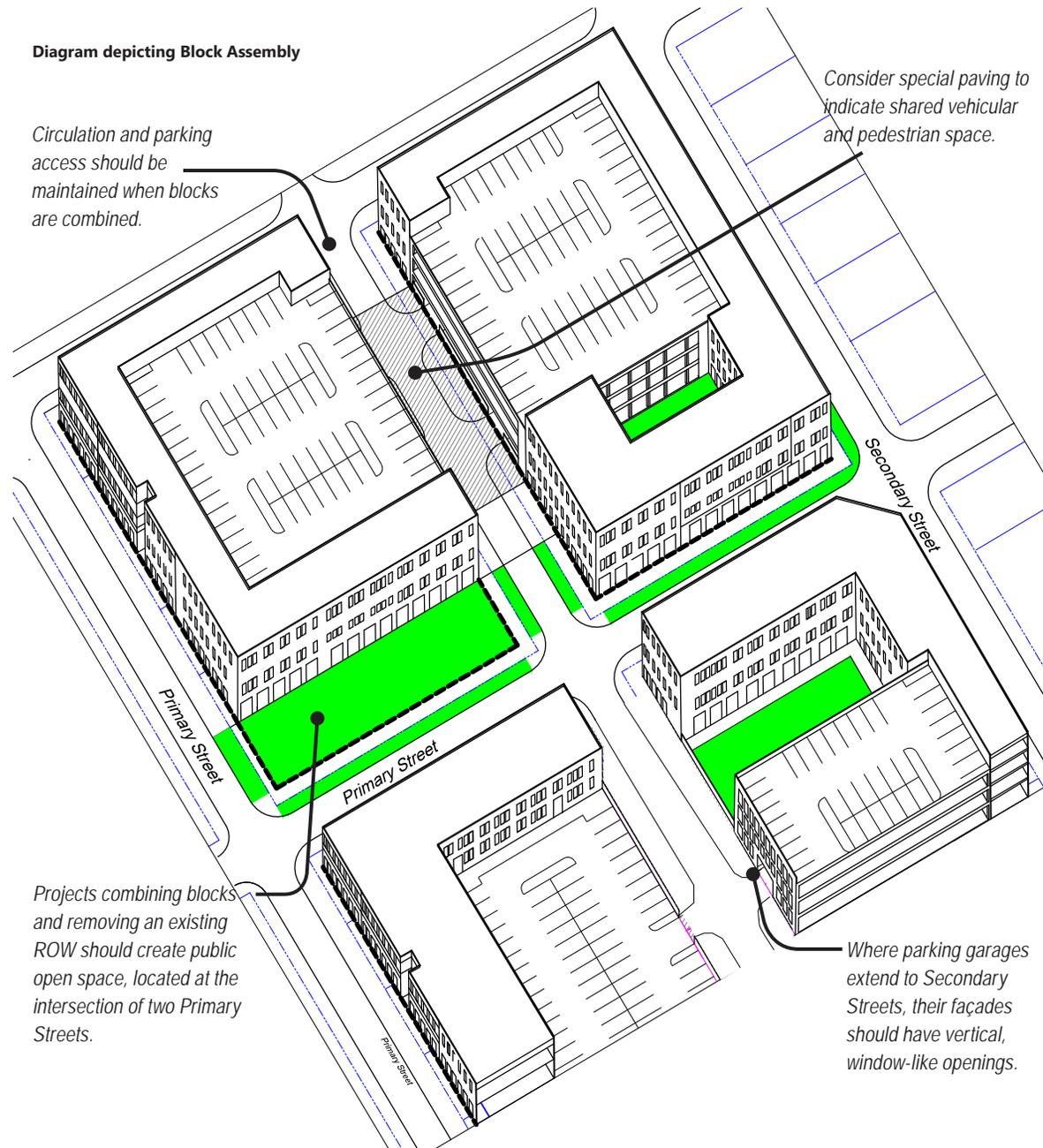
Exceptionally large developments or businesses may combine two blocks that are separated by a Secondary Street. Primary Streets should not be vacated or compromised.

- ▶ Where two blocks are combined, the secondary street will serve as the Common Service Easement.
- ▶ Where two blocks are combined, parking may be brought out to the Secondary Street ROW; however, the ground floor should retain active uses for the first 20 feet of depth off the Building Line.
- ▶ Where a project combines multiple blocks:
 - a. A tract equal to half the area of the abandoned/absorbed Secondary Street should be configured as public open space with a public access easement.
 - b. The public open space should be located at the intersection of two primary streets.
 - c. No portion of the tract should be less than 40 feet deep or wide.
- ▶ Façades longer than 150 feet should incorporate openings, pedestrian passages, and/or architectural design changes to break down the scale of these large buildings and preserve a more pedestrian scale at the sidewalk.

Diagram depicting Block Assembly

Circulation and parking access should be maintained when blocks are combined.

Consider special paving to indicate shared vehicular and pedestrian space.



Projects combining blocks and removing an existing ROW should create public open space, located at the intersection of two Primary Streets.

Where parking garages extend to Secondary Streets, their façades should have vertical, window-like openings.

2.5 Block Assembly (Continued)



DO: Design the street elevations of large buildings as multiple façades, especially along the sidewalk. This maintains a sense of pedestrian scale.

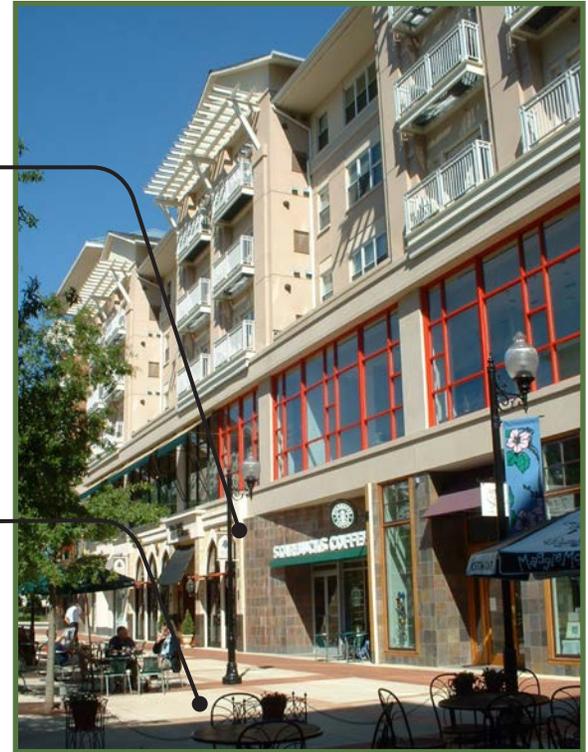


DO: Create public open spaces to complement and compensate for large developments that combine blocks. These spaces will contribute to the pedestrian orientation of the District and greatly increase the value of the adjacent properties and the District as a whole.



DO: Park in the rear and shield parking and service functions from the street-space.

DON'T: Build long, unbroken building façades. They are monotonous and detract from the pedestrian realm.



2.6. Parking Structures

Parking structures should be designed to include quality building design and should include exterior screen comprised of high quality materials that screen the underlying concrete structure as well as the installation of art to elevate the building's stature as a contributing structure in City Centre.

- ▶ Parking structures should be designed to have an external skin designed to improve visual character when exposed to prominent public view. The adjacent photo depicts an acceptable skin.
- ▶ Integrate the design of public art and lighting with the architecture of the structure to reinforce City Centre's unique identity.
- ▶ Ground floor treatments should provide screening to block views of parked vehicles, bumpers, and headlights from pedestrians using the adjacent sidewalk.
- ▶ Signage and way wayfinding should be integrated with the architecture on primary pedestrian corners that are easily seen as entry points. See adjacent photo that's acceptable.
- ▶ Parking structures should integrate sustainable design features such as photovoltaic panels, renewable materials, landscaping and storm water treatment wherever possible.
- ▶ Interior garage lighting should not produce glaring sources towards adjacent residential units while providing safe and adequate lighting levels per code.
- ▶ Parking Structures should not have blank walls that face the street, nor should they have walls that lack architectural elements that screen views to the parking.



Section 3

Street Types and Framework



Overview

City Centre Warwick roadway network is comprised of a hierarchy of two distinct street types, Primary Roads and Secondary Roads, that are applied in the Guidelines to existing roads to be redeveloped and to future development roadway extensions. Gateway entrances are indicated at key locations that will best introduce the public to the City Centre Warwick roadway network. Nodes are indicated at intersections which will be best suited for expanded pedestrian activity and opportunities.

This Section includes the following elements:

- Street Types
- Gateways
- Nodes
- Transit Facilities
- Buffers and Sustainability
- Palette of Materials



3.1 Street Types and Framework

The street hierarchy establishes two major categories of roads, Major Roads, Primary Roads and Secondary Roads. Major Roads are Route 1 and Jefferson Boulevard, Primary Roads are roadways which will carry substantial vehicular traffic, such as Coronado Road, Kilvert Street and Thurber Street. Imera Avenue and Montebello Road are also included, being viewed as urban center “main streets” for the Intermodal District. The Primary Roads can be considered for ground floor retail, restaurant and hotel opportunities.

Fresno Road is a special character road resulting from the Skywalk which runs above it. It is considered a Future Primary Road, being viewed as having great potential as a mixed-use corridor with ties to the Skywalk.

Secondary Roads are a combination of mid-block roads and roads of lesser traffic volumes. Some of these may be considered flexible in that they may be abandoned to expand potential development areas should the demand arise.

3.2 Gateways

Gateways to Primary Roads have been selectively located to frame entrances to the most visible and highly traveled roads. The gateways will serve to set the stage for future development by establishing a level of quality and visual emphasis emblematic of building development to follow. The goal is to raise initial public awareness of City Centre Warwick as an upcoming major new mixed-use development and to set a high standard for streetscape and building development to follow.

3.3 Nodes

Nodes are indicated at intersections best suited for expanded pedestrian opportunities and activity. They are primarily located along Imera Avenue to complement the City’s goal of its redevelopment as the Main Street of City Centre Warwick’s envisioned mixed-use development. Plans for Imera Avenue’s redevelopment with an emphasis on ground floor retail, restaurant and hotel opportunities will be a good match for the pedestrian node design goal of attracting and enhancing pedestrian activity.

3.4 Corners

The design of building corners will strongly influence the character of the adjoining streetscape. This Section outlines a variety of approaches toward addressing corner of buildings and streets.

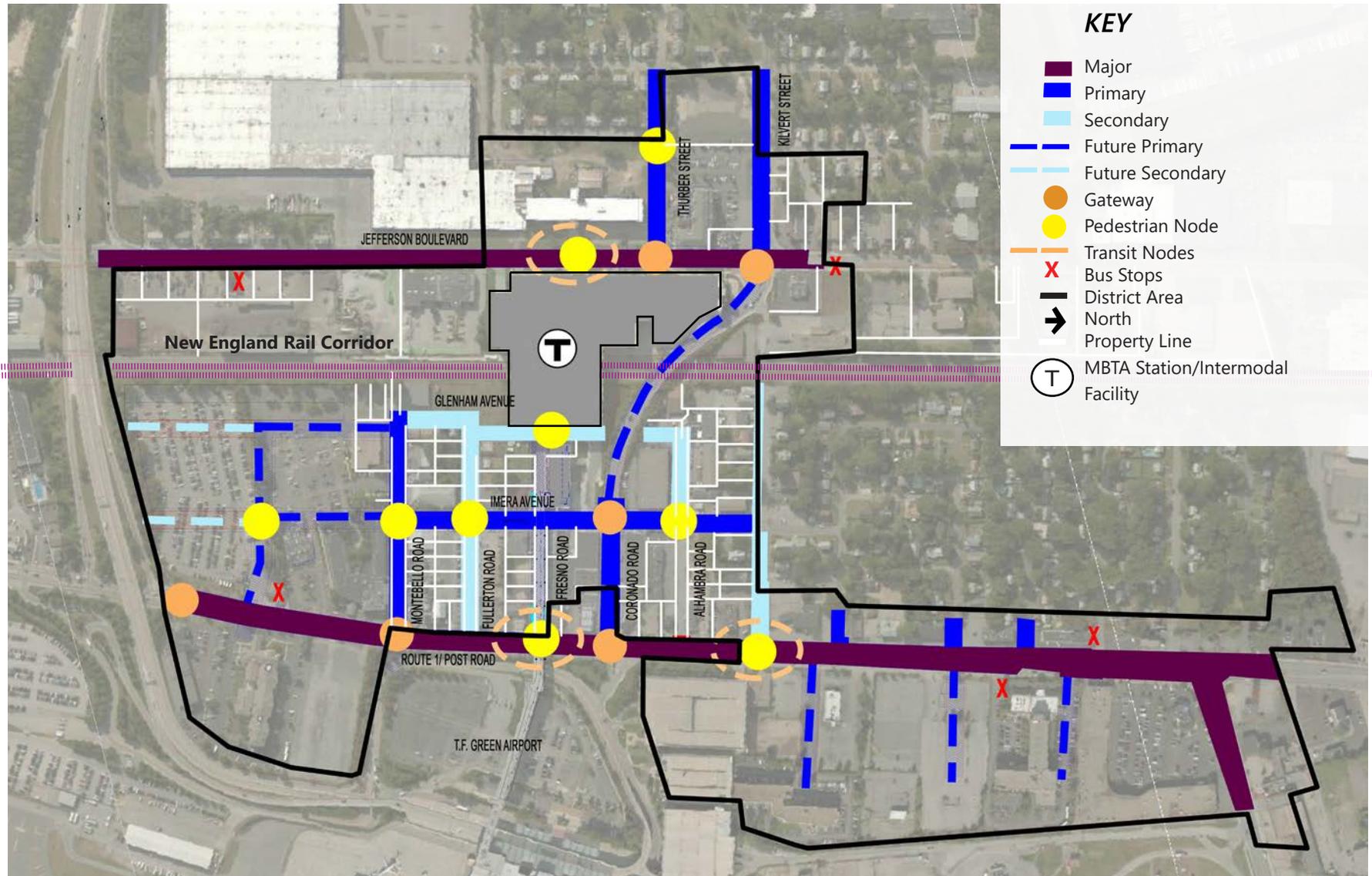
3.5 Transit Nodes and Amenities

Transit facilities can be designed to create nodes of pedestrian activity and present opportunities for highlighting the presence of transportation in the District, enhancing the streetscape, and creating entrances into the District off primary streets. This section describes where and how local bus stops might be designed to create or enhance new nodes along primary streets in the districts.

3.6 Buffers and Sustainability

This Section outlines goals and guidelines for buffering views to parking and dumpsters, as well as goals for incorporating sustainability into project elements.

Figure 3.1 Street Types Map



3.1 Street Types and Framework

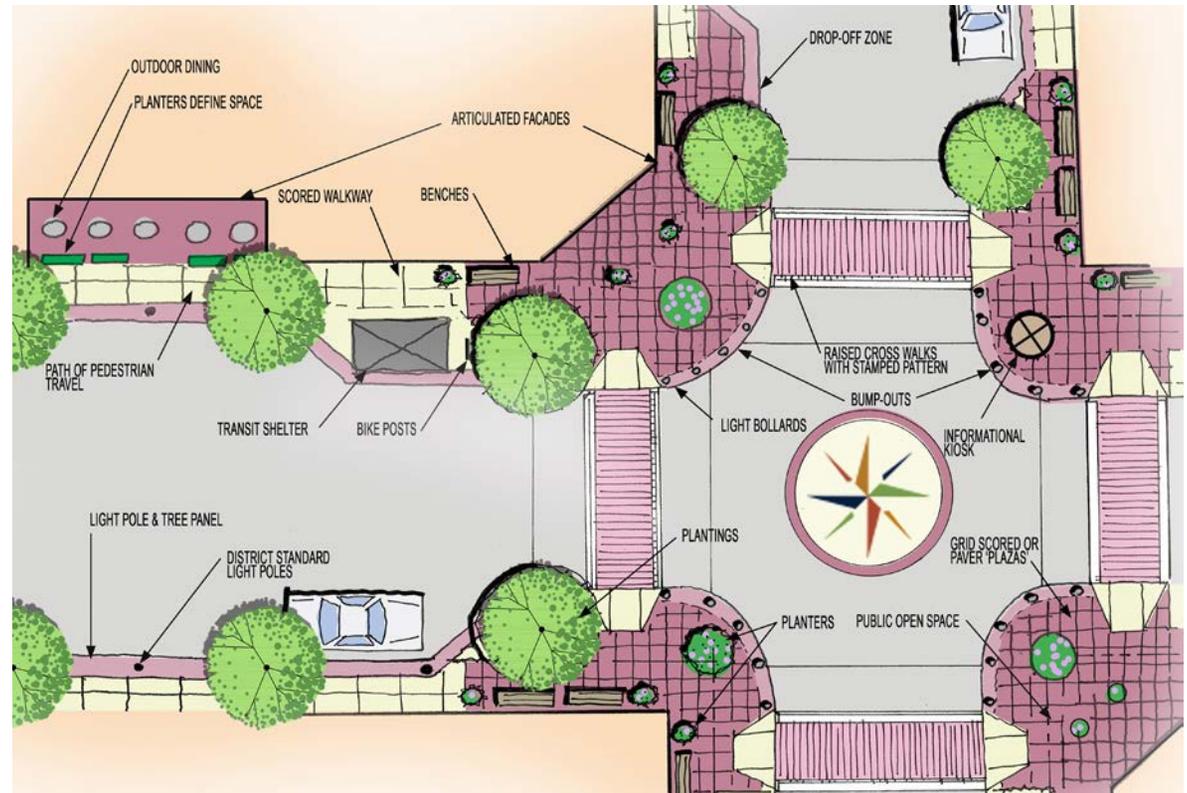
City Centre Warwick is a live/work/play environment with an entertaining environment and is pedestrian friendly but shares the Centre with automobiles and public transportation. This provides vitality and enhances the pedestrian's experience if all components are kept in balance. Paramount is the safety and sense of comfort for pedestrians. This includes ensuring that new buildings include sidewalks that are designed to facilitate walking and that public spaces are created that are lively and inviting.

The streetscape experience plays a fundamental role in setting the stage for the realization of such goals, which are to be achieved through implementation of comprehensive streetscape design standards. These standards establish an overall design framework by delineating minimum dimensional standards for streets, walks and public spaces.

The figure on the opposite page identifies the kit of parts to a successful sidewalk experience which are to be applied across City Centre Warwick.

In addition, new developments are also to include the following features as part of their streetscape and block design:

- Building façades
- Display areas and benches
- Path of Pedestrian Travel
- Tree, Planter and Lightpole
- On-Street Parking and Bump-outs





BUILDING

DISPLAY, BENCHES, ETC.

PATH OF PEDESTRIAN TRAVEL

TREES, PLANTERS & LIGHT POLES

ON-STREET PARKING

Building façades are to be articulated in a manner that presents an interestingly varied edge to the streetscape. It is highly desirable to have sections of façade recessed from the street to allow for outdoor cafés, seating areas and attractive public spaces.

Display areas and benches should be included in front of storefronts to promote window shopping and the potential for outdoor dining.

A **Path of Pedestrian Travel** or a clear, unobstructed path running the length of each sidewalk which meets ADA standards. This path of travel must be at a minimum 5 feet wide and, where possible, greater widths are preferred. It is to be constructed of concrete with score lines every 5 feet.

A **Tree, Planter and Light Pole** panel located between the roadside curb and the path of pedestrian travel. This panel is to be 4 foot minimum width from face of curb, with a width of 4 1/2 feet preferred where possible to allow for standard sized 4' x 4' tree grates or linear plant beds. Where right of way width allows, a display and furnishing panel is to be provided along buildings facade.

On-Street Parking and Bump-outs are to be provided at the ends of rows of on-street parking as they approach intersections, expanding pedestrian space. Bump-outs are to be the same width as on-street parking spaces and extend 25 feet back from street stop bars.





▶ Consistent with the provisions of the Zoning Ordinance, all development should provide open spaces at street level in both the public and private realm. Open space should be located at the ground level adjacent to buildings.

▶ Limit the number and width of curb cuts and vehicular entries to promote street wall continuity and reduce conflicts with pedestrians.

▶ Landscape elements should provide scale, texture and color. A rich, coordinated palette of landscape elements that enhances the development site's identity is required and subject to approval by the Planning Board.



▶ Take advantage of the open space provisions of the Zoning Ordinance by applying required open space area along building frontages to allow for expanded sidewalks to promote on-street parking.

▶ Provide outdoor dining opportunities.

▶ Landscaping should be used to screen or divide up blank wall massing. For example, trees and shrubs may be planted in front of a blank wall where space allows or vines may be trained on the wall where space is limited.



- ▶ Developer should provide landscaping, site furnishings, amenities, seating, art work, or kiosks in the semi-public or public realm.



- ▶ Furniture and fixtures should be selected with regard to maintenance considerations that are subject to approval by the Planning Board. Ample seating in both shaded and sunny locations should be provided in the plaza areas.



- ▶ Tasteful barriers may be utilized to separate pedestrians from dining activities through planters, rails and chain with bollards. Jersey barriers, chain link fencing and similar non-aesthetic means are prohibited. All barriers are subject to approval by the Planning Board and Board of Public Safety.



- ▶ Street furniture should be located in close proximity to areas of high pedestrian activity and clustered in groupings to encourage social interaction.

- ▶ Provide secure bicycle parking space for residential, commercial and institutional building occupants.
- ▶ Locate drop-off zones along the curb or within parking facilities to promote sidewalk and street wall continuity and reduce conflicts with pedestrians.
- ▶ Encourage the use of alternate modes of transportation by providing incentives for reduced automobile use. These should include shelters at transit stops, bike posts at bump-outs, drinking fountains and seating areas for pedestrians and the like.
- ▶ Plazas and courtyards are strongly encouraged to incorporate amenities beyond the minimum required. They should include permanent and/or temporary seating to facilitate enjoyment and use, with seating placed with consideration to noontime sun and shade and deciduous trees planted to afford shade and visual interest.
- ▶ Utilize buildings, porticos and landscaping to define edges and create a sense of three-dimensional containment to urban open spaces and plazas.
- ▶ Developers are required to provide/purchase and install lighting that is in conformance with these regulations in both the public and private realm. Lighting in the public realm should be turned over to the City for operation and maintenance after installation.



3.1.1 Imera Avenue- Option 1

40 FT ROW Plus Public Realm-Preferred

Imera Avenue’s existing character sets buildings at varying distances from the right of way with parking areas often set directly at the right of way and with no sidewalks present.

Option 1 illustrates how expansion of the streetscape on both sides of the right of way can be achieved by applying Zoning’s 10% open space requirement to the length of block frontages. This approach results in:

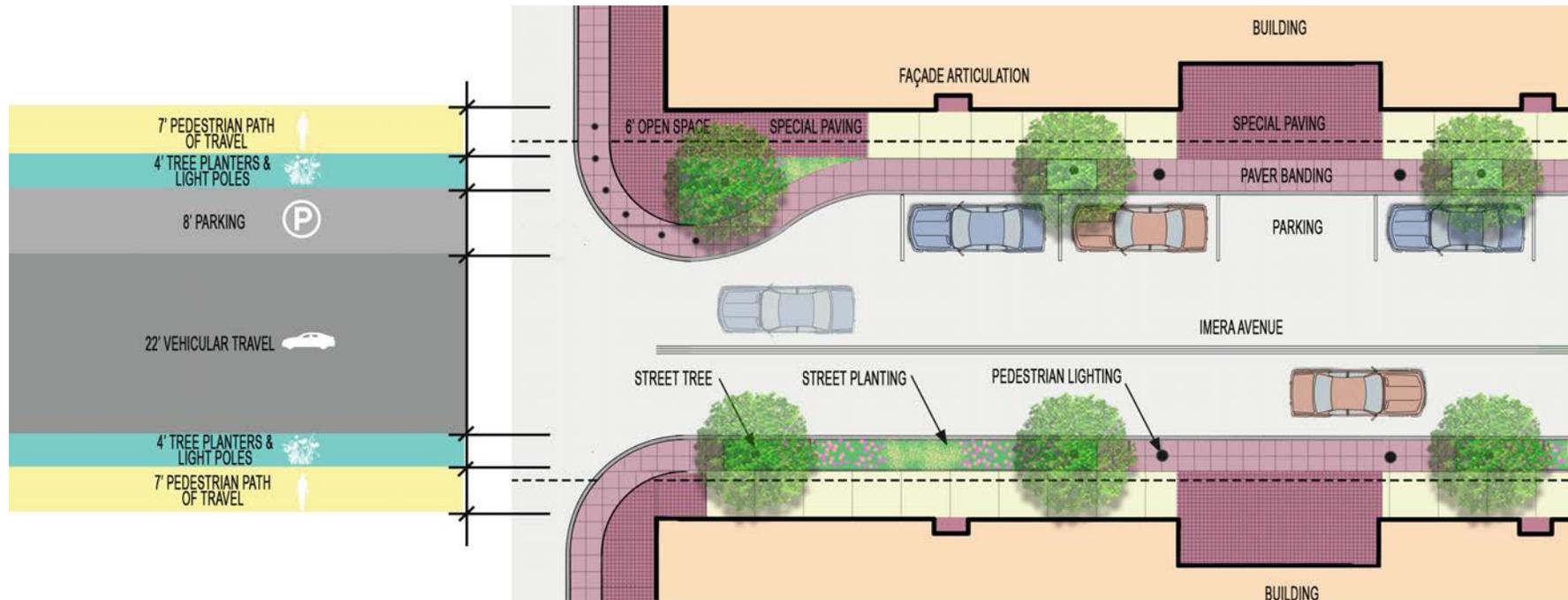
- ▶ Approximately a 6 foot expansion of the streetscape on both sides of the right of way,

effectively resulting in a 52-foot façade-to-façade streetscape width.

- ▶ Introduction of on-street parking with bump-outs framed by bump-outs along one side of a 22 foot drive.
- ▶ A 7’ wide pedestrian path of travel and 4 foot wide tree/planter/light pole panel on both sides of the avenue.
- ▶ Bump-outs at ends of on-street parking areas can be developed with public art displays, planters, furnishings and bike

storage.

- ▶ Building façades that are modulated with varying step-backs along the streetscape, further expanding and adding interest to the streetscape.
- ▶ Specialty pavement treatments as illustrated on sidewalks to enrich the corridor and define path of travel and street tree zones.
- ▶ Curbside panels of plantings.

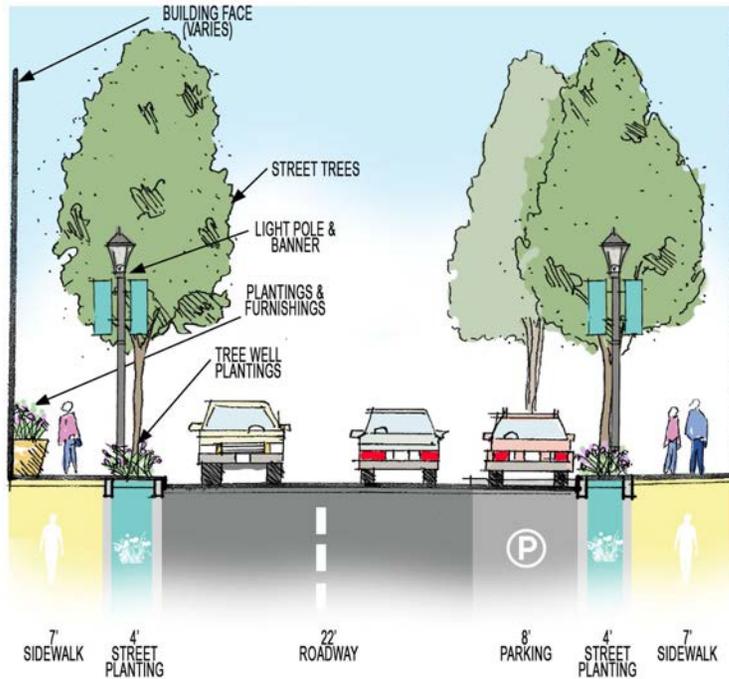




Existing conditions



DO: Use contrasting pavement colors and treatments to enhance plantings and amenities and create an inviting streetscape



Imera Avenue Section - With expanded public realm



DO: Include street trees and landscaping in the bump-outs.

DO: Include street furniture like benches and bike racks at key locations along the street.

DO: Use bump-outs to expand pedestrian and public art opportunities.



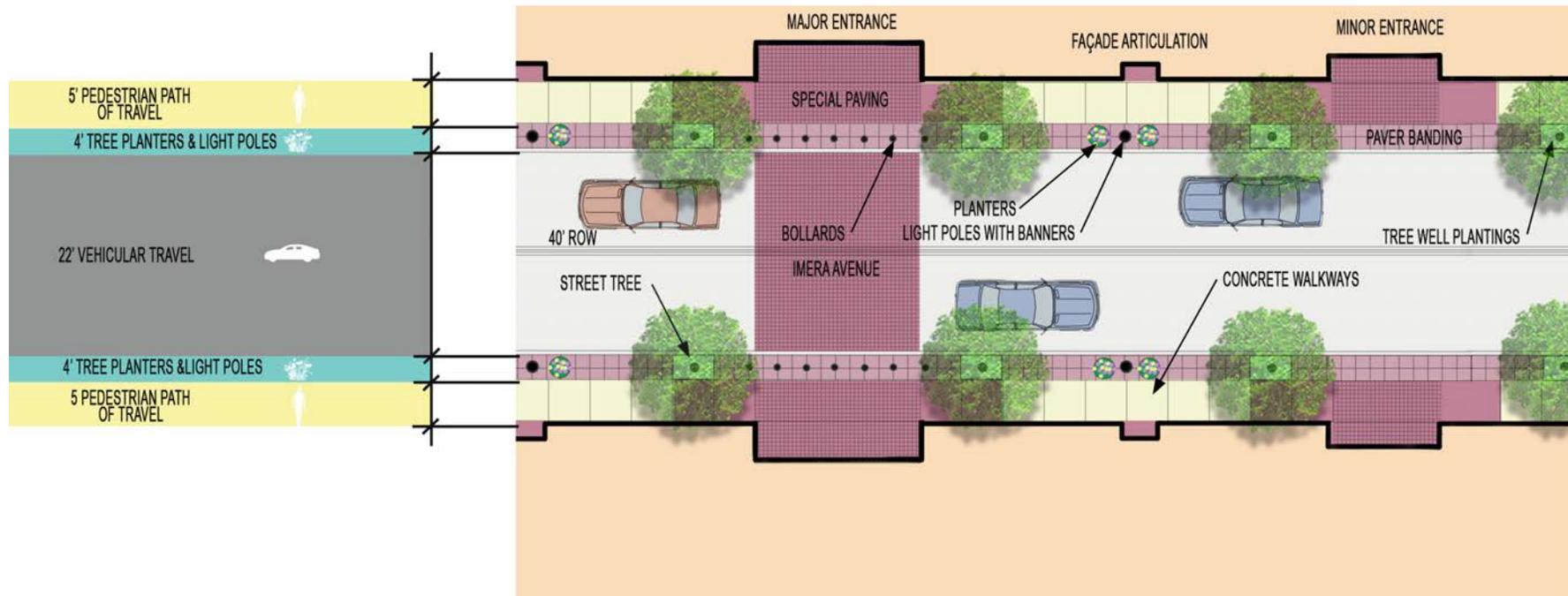
3.1.2 Imera Avenue- Option 2

40 FT ROW

Option 2 illustrates how sidewalk elements may be integrated within the existing narrow 40-foot right of way which would be directly framed by building façades as allowed by zoning should the open space area not be applied along frontages.

- A 22 foot drive is introduced (a variance from the 24' required by standards) and on-street parking is not provided.

- A 5' wide path of travel and 4 foot wide tree/planter/light pole panel is to be provided.
- Varied articulation of building façades, especially at entrances, is indicated as desirable to expand usable pedestrian space and the perceived scale of the streetscape.
- Specialty pavement treatments should be provided on sidewalks and at street crossings to add visual richness and a pedestrian-friendly scale to the experience.



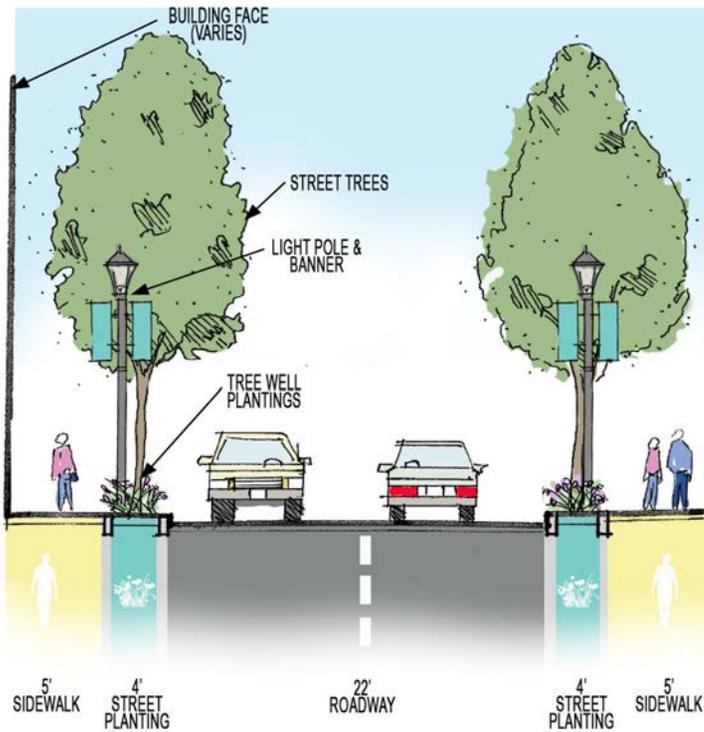
Imera Avenue Plan



Existing conditions



DO: Use contrasting walkway and street tree panel materials to define distinct usages.



Imera Avenue Section - Within ROW



DO: Use distinctive paver patterns to add visual richness.



DO: Use planters at key locations to provide scale and texture to the streetscape.



3.1.3 Montebello Road- Option 1

50 FT ROW Plus Public Realm- Preferred

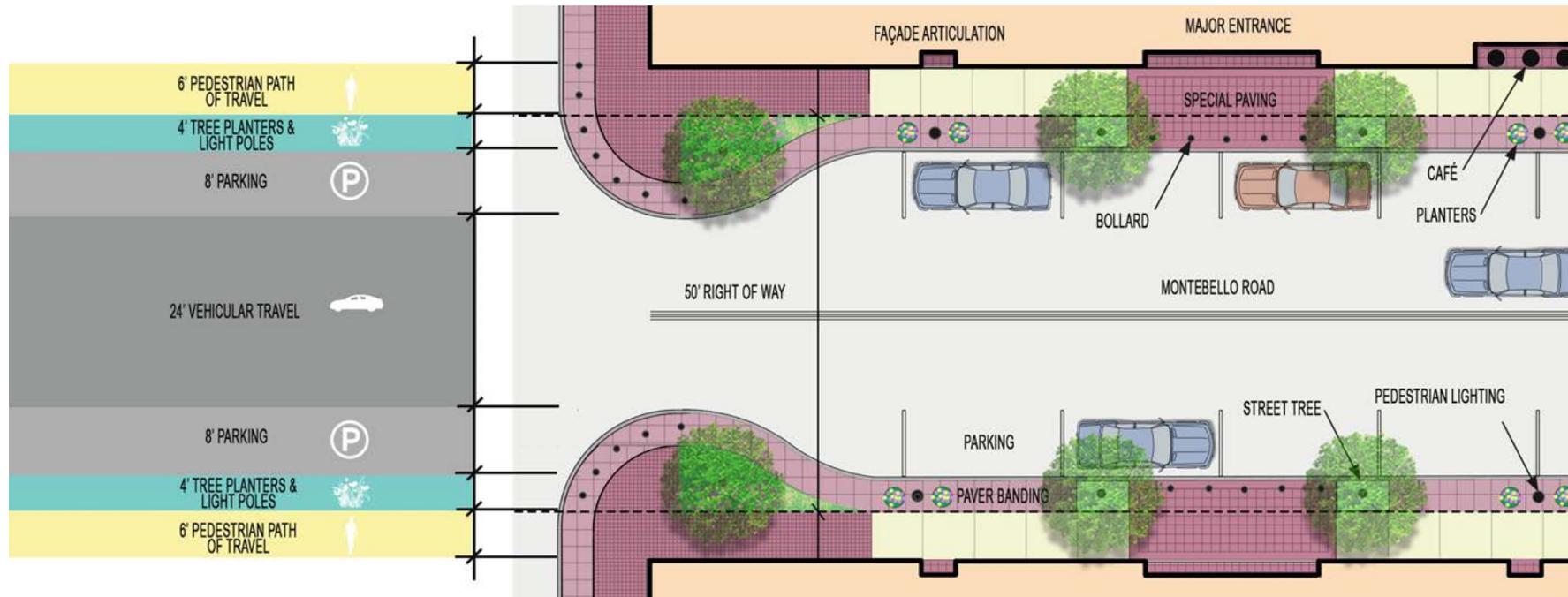
Montebello Road’s existing character is of a broad expanse of uninterrupted pavement with parking on both sides undefined by bump-outs and largely devoid of sidewalks, street trees and other pedestrian amenities.

As with Imera Avenue, Option 1 illustrates how applying Zoning’s 10% open space requirement to the block frontages allows expansion of the streetscape on both sides of the right of way. This approach results in:

- ▶ A 60 foot façade-to-façade streetscape width.
- ▶ Introduction of on-street parking framed by bump-outs on both sides of a 24-foot drive (meets Subdivision standards).
- ▶ 6’ wide paths of travel and 4 foot wide tree/planter/light pole panels on both sides of the road.
- ▶ The use of bump-outs on both sides of the right of way dramatically reduces perceived

vehicular pavement width, placing the emphasis upon pedestrian areas, while also serving to visually break down the linear streets into a series of outdoor rooms, each of which can have a distinct character.

- ▶ Modulating building façades to further expand the sense of pedestrian space and reduce the linearity of the corridor experience.
- ▶ Specialty paving treatments add visual richness to the streetscape.



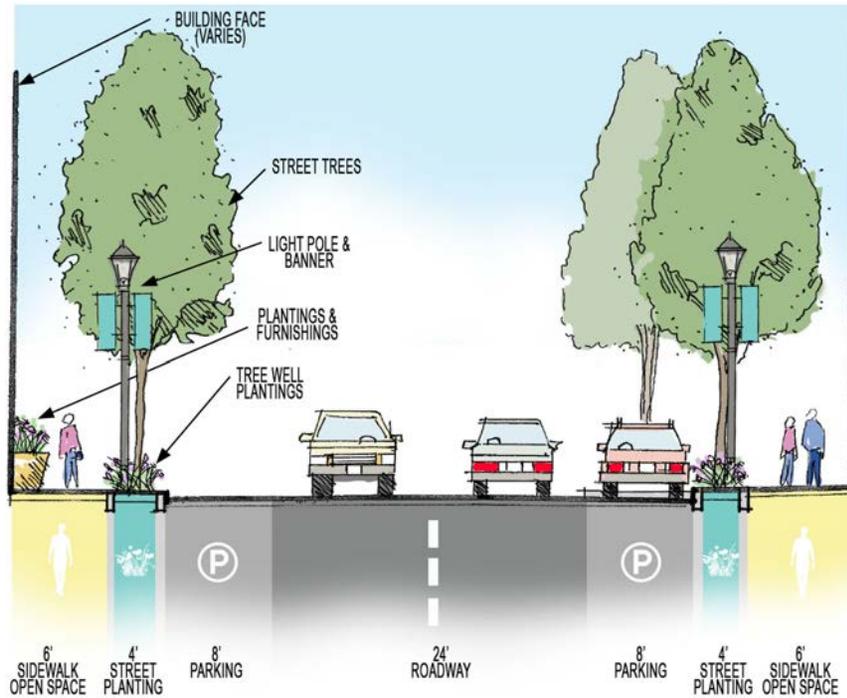
Montebello Road Plan



Existing conditions



DO: Include outdoor cafés to add life to the street.



Montebello Road section - With expanded public realm



DO: Include plantings and furnishings at nodes of the streetscape.



DO: Use bollards at street corners to accent the edges of the streetscape.



3.1.4 Montebello Road- Option 2

50 FT ROW

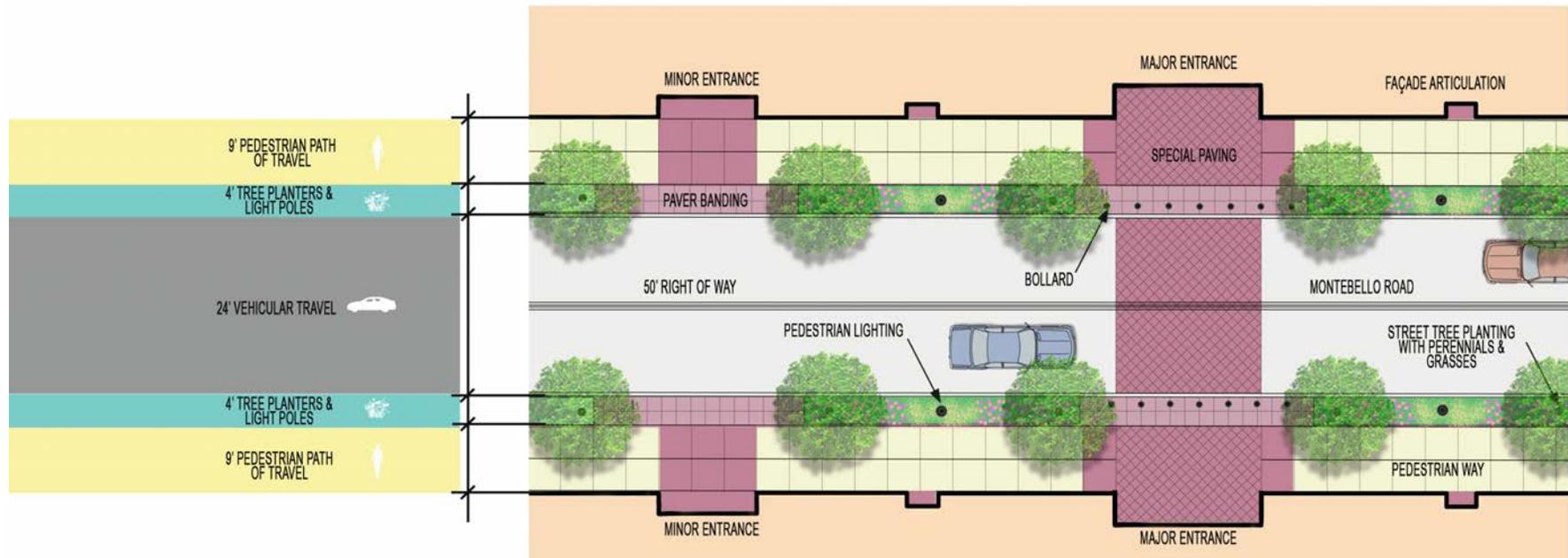
Option 2 illustrates an approach towards organizing the streetscape within the confines of the existing 50-foot right of way. This approach results in:

- A 24-foot drive (meets Subdivision standards) is accommodated.
- On-street parking cannot be provided due to space limitations.

- 9' wide paths of travel and 4 foot tree/planter/light pole panels are provided on both sides of the road, significantly expanding the pedestrian area.
- Panels of specialty pavers and panels of low maintenance plant beds are introduced at curbside tree/light pole zones, enriching the pedestrian experience.
- Varying the setbacks to building façades fosters pedestrian interaction through creating a variety of streetscape scales and treatments.



Existing conditions



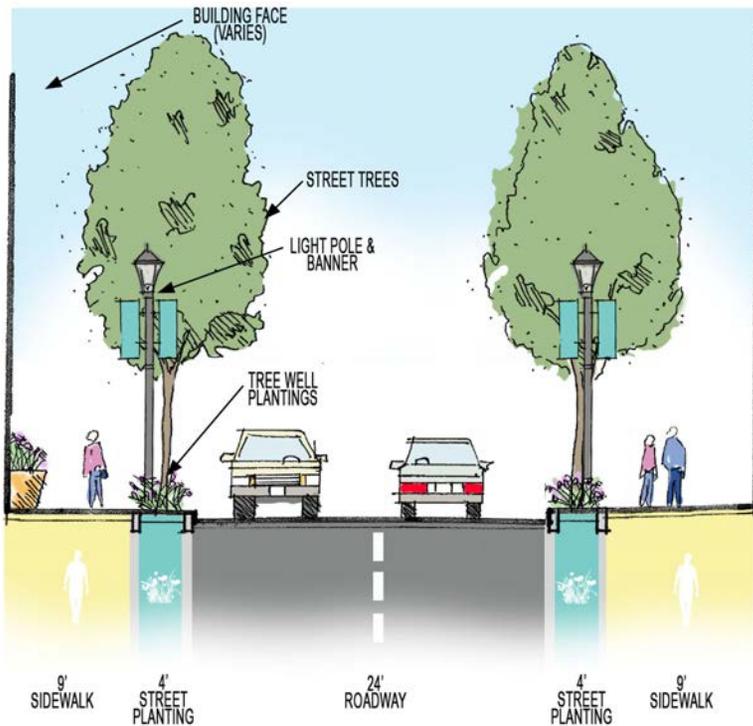
Montebello Road Plan



Existing conditions



DO: Include streetscape amenities such as banners and planters to gain visual interest within the overall streetscape.



Montebello Road Section - Within ROW



DO: Use landscape panels to provide attractive stormwater control & pedestrian safety opportunities.



DO: Include bike racks at key locations to accommodate temporary bike storage.



3.1.5 Thurber Street- Option 1

60 FT ROW-Preferred

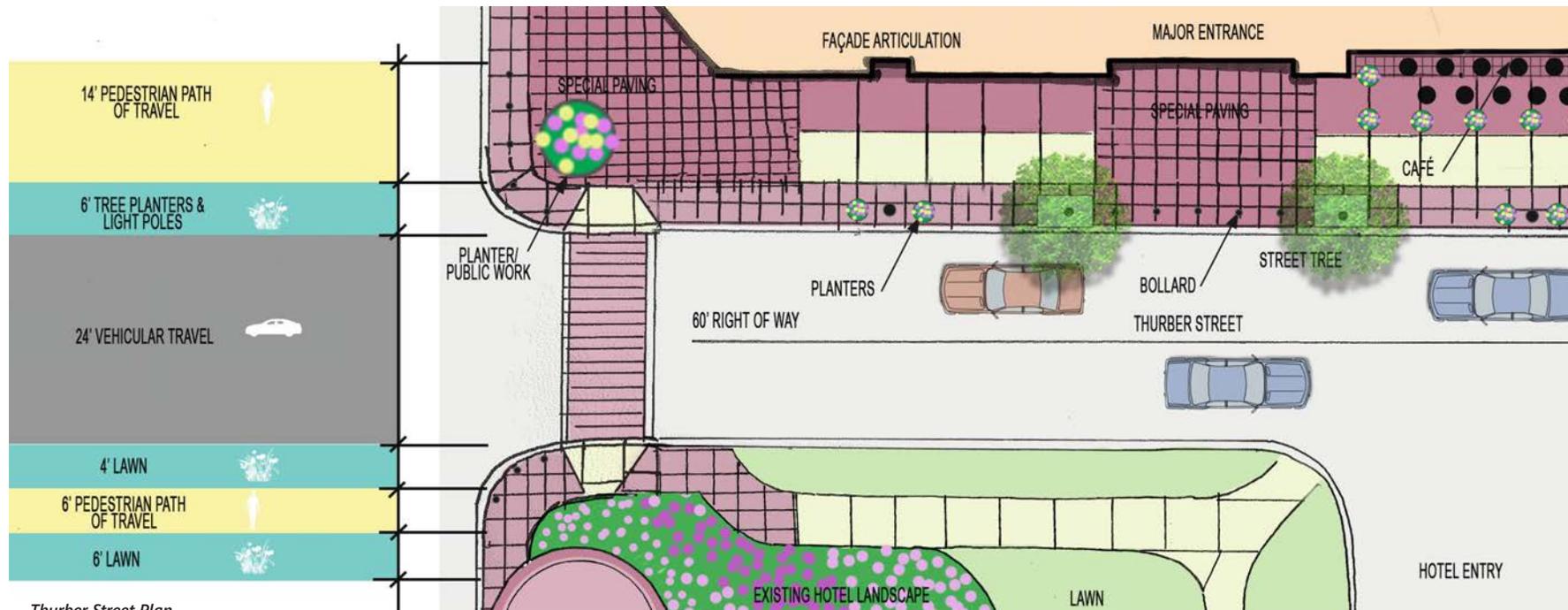
Thurber Street is characterized by a Hilton Garden Inn and parking lot extending 400 feet in from Jefferson Boulevard along its north side and the now vacant former Elizabeth Mill's site to its south. The remaining 500 feet of Thurber is residential in character, with the exception of a vacant lot extending to Cottage Street on its north side.

The Hilton Garden Inn provides a concrete sidewalk and well landscaped edge leading up to the parking lot. The sidewalk then ends and trees are set in the lawn introduced as foreground to an ornamental metal fence with brick piers which provides a partial screen of the

parking lot. The remaining portions of Thurber Street lack sidewalks.

The Hilton Garden Inn sets the stage for future commercial development on the former Elizabeth Mill site, which extends up Thurber Street 400 feet from Jefferson Boulevard to the beginning of existing residential development. The Option 1 plan figure illustrates an approach towards organizing the streetscape within the limits of Thurber Street's 60-foot right of way that provides for:

- ▶ A 24-foot wide roadway.
- ▶ Maintaining the existing Hilton Garden Inn landscape and sidewalk improvements.
- ▶ Extending sidewalks within residential portions of Thurber Street.
- ▶ A broad 14' wide pedestrian sidewalk alongside the future development site (formerly Elizabeth Mill) opposite Hilton Garden Inn.
- ▶ Panels of specialty pavers and durable plant beds within the curbside tree/light pole zones
- ▶ Varied setbacks to building façades to provide a variety of streetscape scales and treatments.
- ▶ A Gateway corner treatment at the Jefferson Boulevard corner of the future development site complementing the one provided at Thurber Street's Hilton Garden Inn corner.



Thurber Street Plan

3.1.5 Thurber Street- Option 2

60 FT ROW (With Parking)

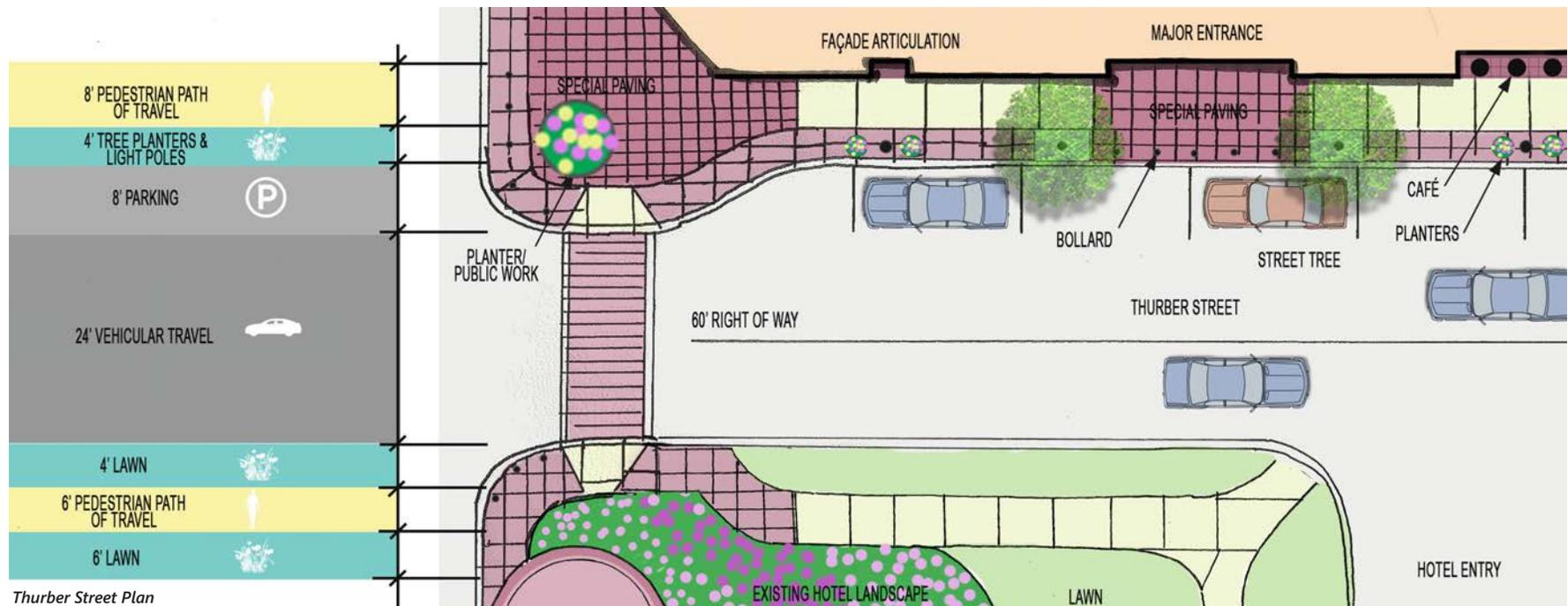
The Option 2 plan figure illustrates an alternate streetscape approach alongside the future development site which provides the following differing features:

- ▶ A 24-foot wide roadway (meets Subdivision standards).
- ▶ 8' wide on-street parking spaces.
- ▶ Bump-outs at termini of on-street parking.
- ▶ 8' wide sidewalk paths of travel with 4-foot wide curbside tree/light pole zones.

- ▶ Panels of specialty pavers at curbside tree/light pole zones.
- ▶ A Gateway corner treatment at the Jefferson Boulevard corner of the future development site is maintained as part of this scheme, as are varied setbacks of building façades.



Existing conditions



Thurber Street Plan



3.1.7 Fresno/Skywalk

Fresno Road presents particularly exciting opportunities for development as a very special streetscape experience. The Skywalk above presents an iconic contemporary architectural element tying the Warwick InterLink to the T.F. Green Airport terminal. It also protects Fresno below from the elements and provides opportunities for bridge connection points to future mixed-use buildings along its sides. Key to the success of fully realizing the potential of this defining feature is the introduction of creative approaches to take best advantage of it. In keeping with this, design of Fresno Road should draw from a special palette of streetscape materials to highlight its unique character.

Design Goals:

- ▶ Celebrate the boldness of the Skywalk by complementing it with surrounding architecture as it relates to the streetscape below as well as to bridge connections to a “skyscape” above Fresno.
- ▶ While zoning allows for placement of building façades directly at the 40-foot wide right of way lines, setting sections of future buildings back from the Skywalk will allow for expanded pedestrian plazas/building entrances and additional natural lighting to avoid a tunnel effect.
- ▶ To foster entertainment opportunities, special plaza areas integrated with the architecture, each of distinct character, should provide a range of unique treatments and programming possibilities.

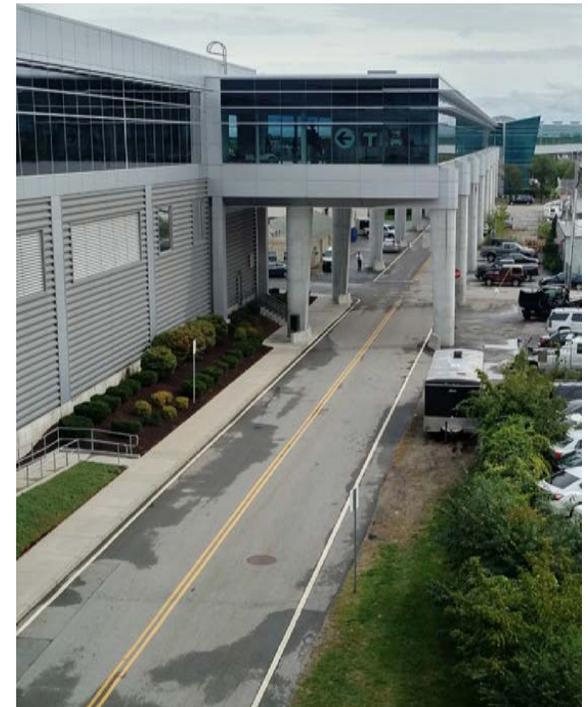
- ▶ Introduction of a planned one-way street below the Skywalk will afford improved separation from Skywalk support piers and provide pedestrian space protected from the elements.
- ▶ Draw upon a palette of materials distinct to Fresno, including pavement materials and treatments, dramatic LED lighting effects, contemporary furnishings, possible contemporary trellis treatments, a family of contemporary signage and banner treatments, plant material selected for and designed to accentuate the unique qualities of the space.



Existing conditions

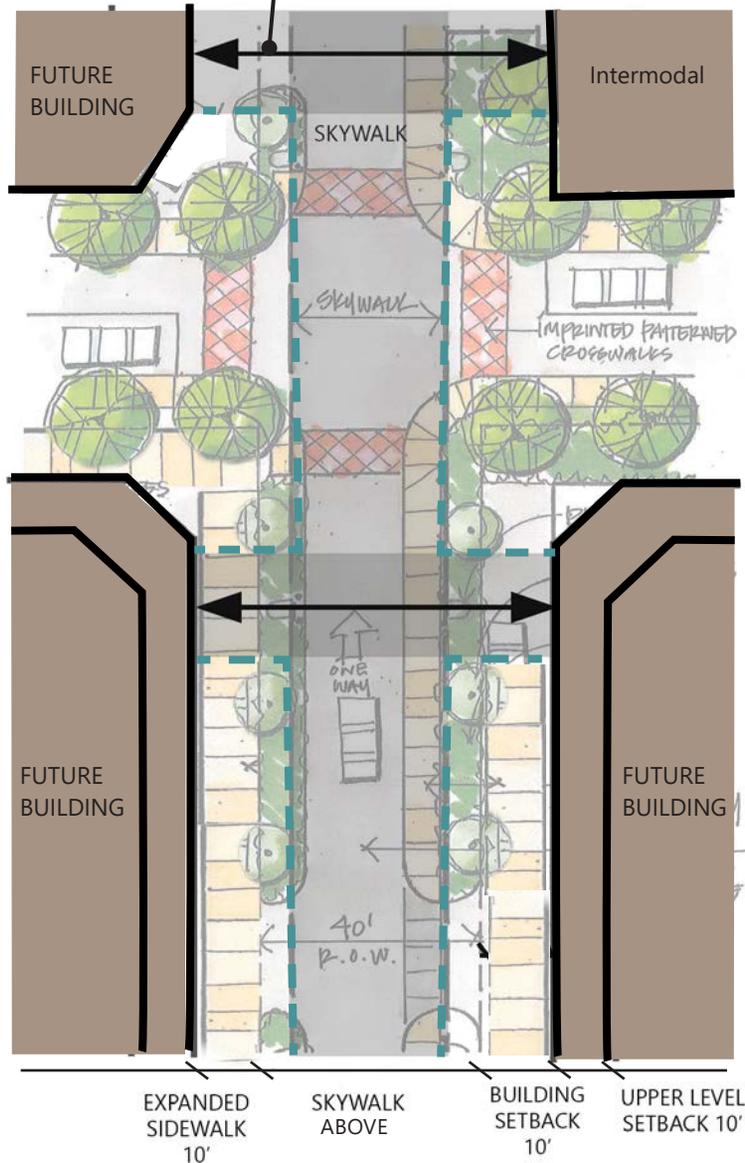


The Skywalk as potential to add uplighting to illuminate the

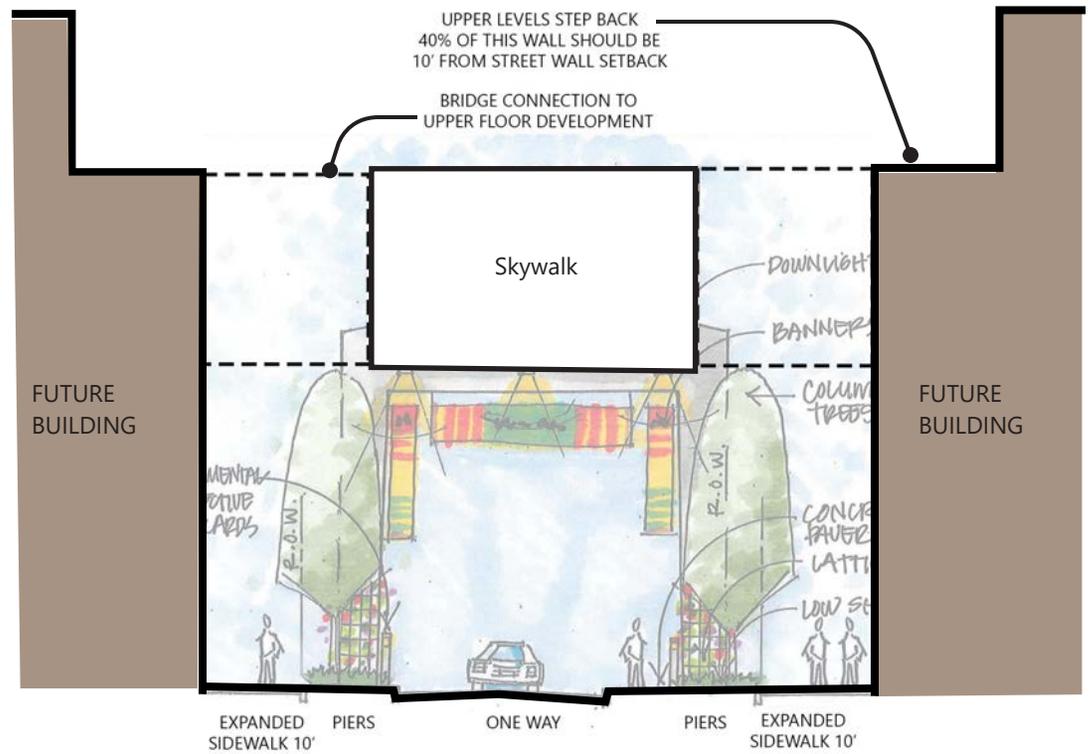


Existing conditions

Potential locations for connections to the skybridge and upper floors of buildings. Locations should be coordinated with the City and TF Green Airport



Fresno/skywalk plan



Fresno/skywalk section



3.2 Gateways

City Centre Warwick's Gateway entrances will set the tone for the streetscape and architecture they lead into. There is no "one size fits all" approach to Gateway design; rather, they are to be developed to respond to the character of the architecture they frame.

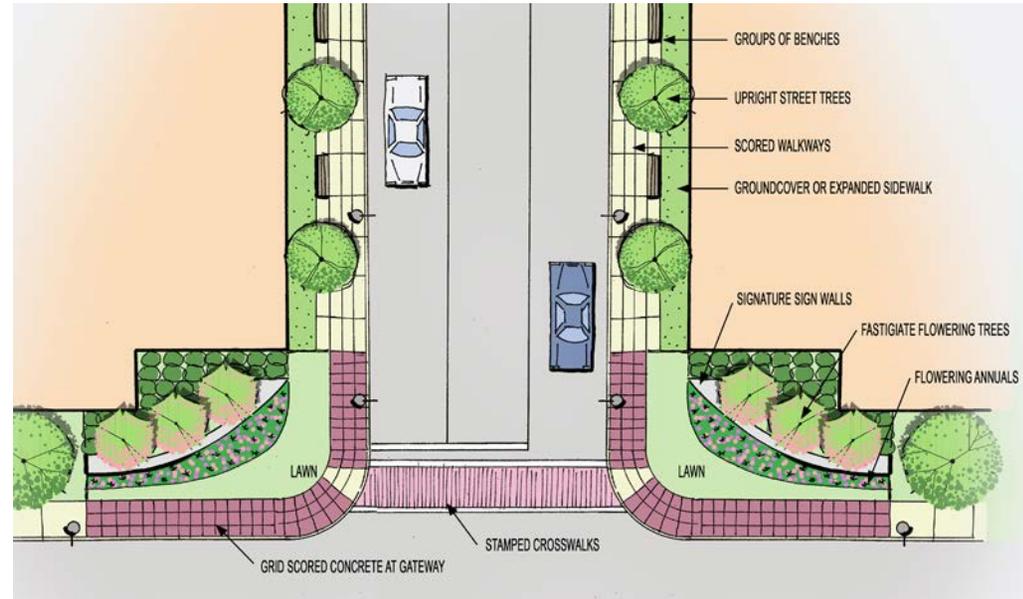
Two Gateway designs are illustrated, demonstrating a range of opportunities for Gateway development.

The **first approach** places emphasis on landscape with features including:

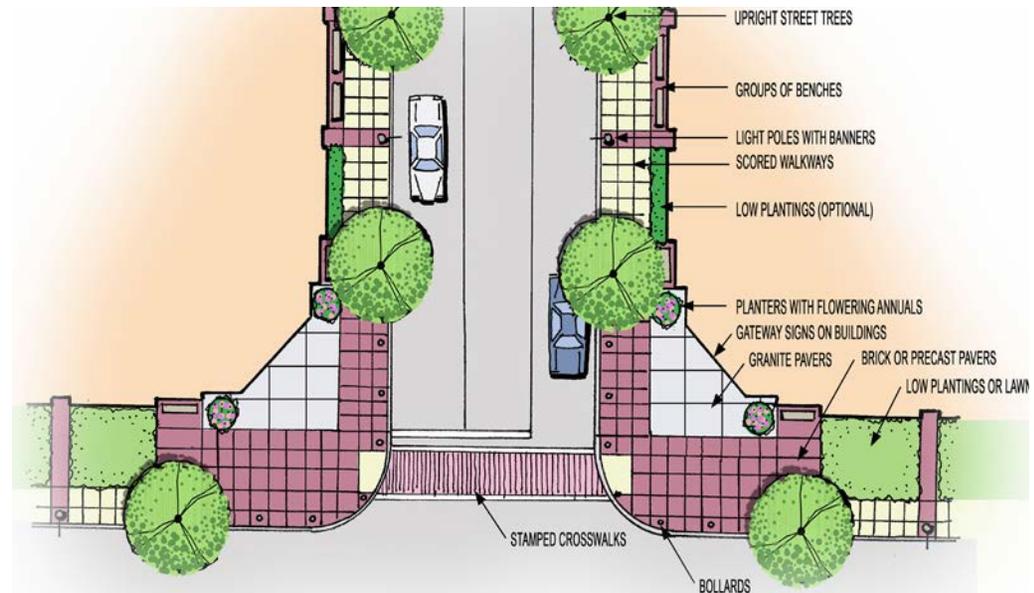
- ▶ Contemporary sign walls announcing City Centre Warwick with a foreground of plantings.
- ▶ A streetscape with a focus on trees, plant beds and furnishings along building fronts.
- ▶ Granite or brick pavers are featured in the pedestrian walkway fronting the Gateway sign, visually strengthening the Gateway experience.

The **second approach** is more urban in character:

- ▶ Building corners are pulled back from the street to present inviting entrances that activate the Gateway corners.
- ▶ City Centre Warwick Gateway signage is incorporated into the building façade.
- ▶ Hardscape features, planters and furnishings serve as placemaking devices and visually tie the Gateway entrance to the streetscape it leads into.



Approach 1: Gateway Plan with Lawned Area



Approach 2: Gateway Plan with hardscaped area

DO: Use ornamental trees.

DO: Use signage on signature walls at gateway locations.



DO: Include signature sign walls and landscaping at the street corner to enhance the visual appearance of the street.

DO: Use ornamental street lights.

DO: Use ornamental bollards at street intersections.



DO: Use ornamental trees.

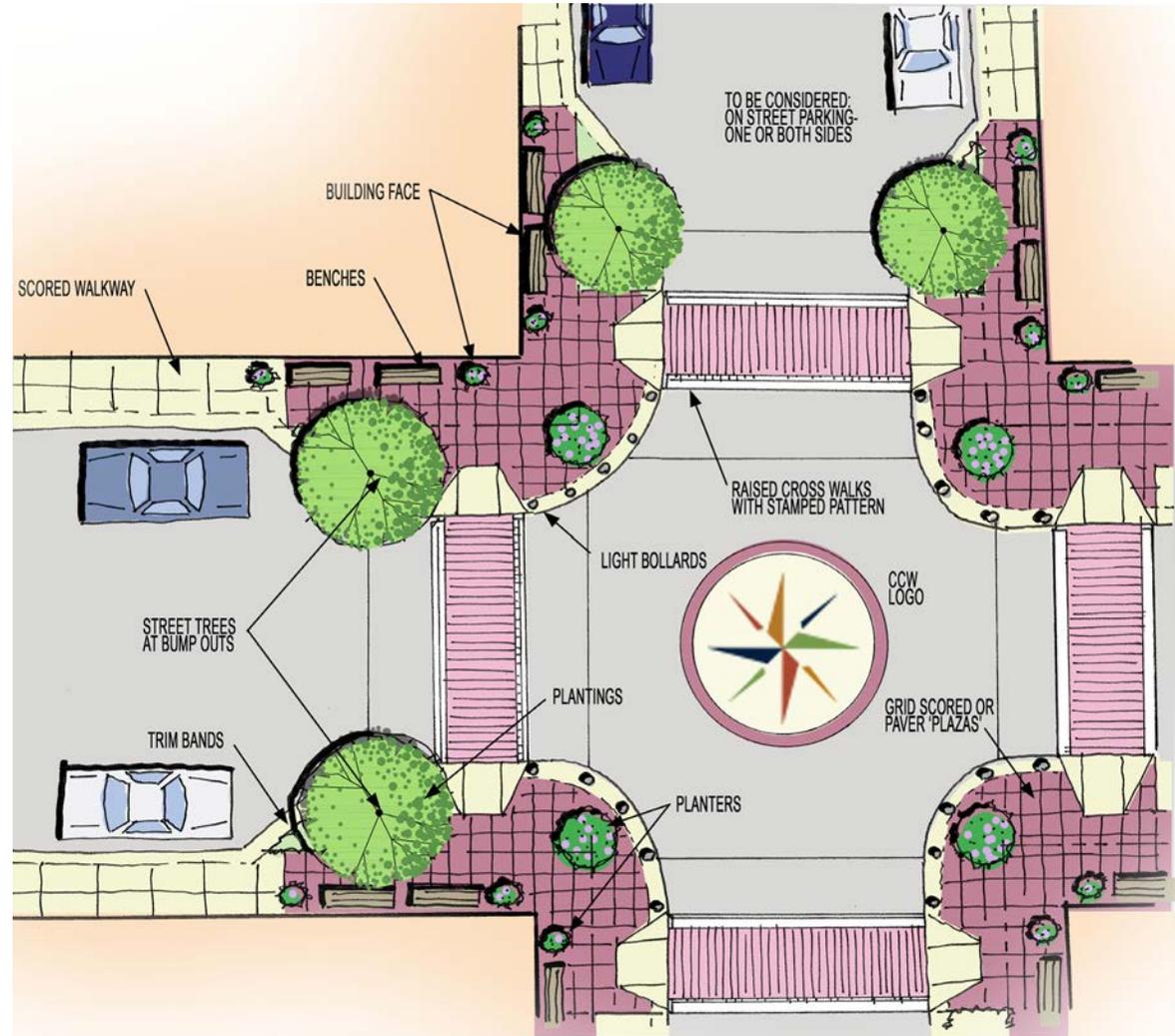
DO: Use a rich pattern of materials at the street corners to accent the scale of the ground plane.



3.3 Pedestrian Nodes

Pedestrian nodes are locations where perception of an active streetscape is strengthened through the introduction of clusters of pedestrian-related amenities, encouraging seating, walking and use of public transit. Opportunities for pedestrian nodes exist at most intersections in City Centre Warwick, with special opportunities along Imera Avenue as a primary roadway and along Fresno Road given its unique character. Future development along Jefferson Boulevard will also present opportunities.

Pedestrian nodes should take advantage of locations generating a high volume of pedestrian traffic such as by retail storefronts, transit stops and entertainment venues. Some of the amenities to be considered at pedestrian nodes include benches, café areas, bus shelters, planters, street trees, seasonal plantings, ornamental lighting with banners, bike posts, public art, information displays, wayfinding signage and water fountains.



Typical Pedestrian Node Concept Plan

DO: Include street light poles and decorative banners that show the brand and identity of City Centre.



DO: Include expanded sidewalk areas at nodes to emphasize pedestrians, architecture and amenities.

DO: Include landscape panels.

DO: Include areas for outdoor dining that are well defined.



DO: Using bump-outs for benches and seating areas.

DO: Using a rich palette of pavement treatments announces arrival at pedestrian nodes.



3.4 Corners

The design of building corners will strongly influence the character of the adjoining streetscape. Their treatments will in turn be influenced by the varying right of way widths of City Centre Warwick's streets along with whether the 10% open space requirement is applied to expanding building façade-to-façade separation. In order to illustrate the possibilities, a series of sketch plans are provided demonstrating a range of possibilities given these different design influences.

The example below is considered optimal towards achieving the streetscape vision of creating settings that foster pedestrian interaction and comfort in a range of stimulating environments. Desirable features include:

- ▶ Bump-outs are introduced at all four corners to expand the pedestrian space.
- ▶ Display of public art is provided for.
- ▶ Attractive and durable precast concrete planters, metal benches and metal bike posts are included in the space.
- ▶ Building corners are recessed and feature building entrances to activate the space.
- ▶ Granite or brick pavers are used throughout the plazas to emphasize their importance as public spaces.
- ▶ Brick paved tree panels frame the bump-outs, giving them greater visual prominence.

Additional corner treatments are illustrated on the opposite page to demonstrate expectations as applied to varying street conditions. These range from simple square corners of buildings that constrain pedestrian space (least desirable) to broad chamfered corners that maximize pedestrian space (most desirable).

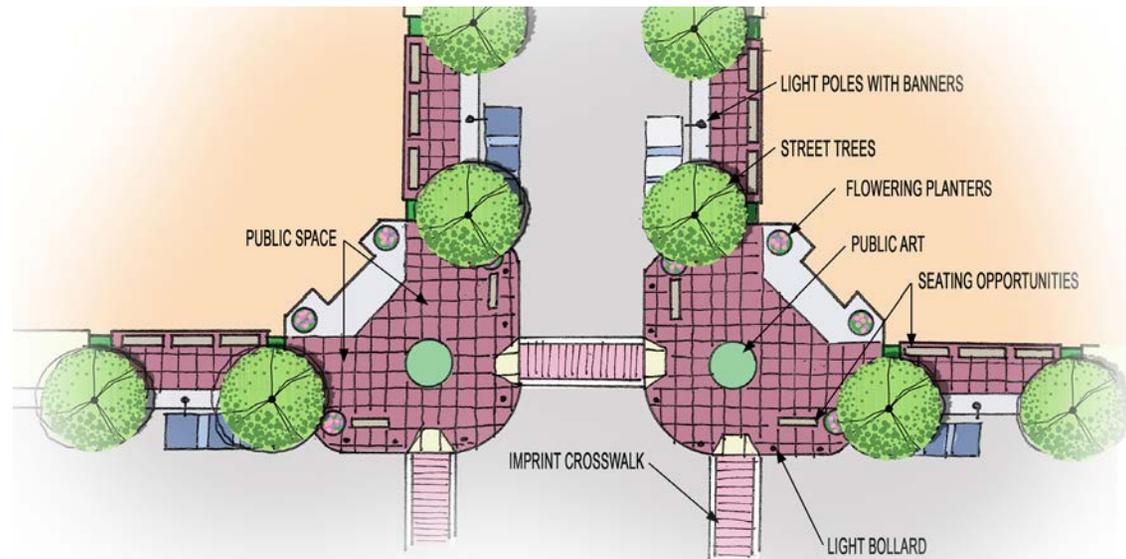
The upper row of examples illustrates possible building corner treatments applied to streets with parking on one side:

- ▶ A bump-out is to be provided in these instances to increase pedestrian area.
- ▶ Granite or brick pavers are to be used in the plazas.
- ▶ Concrete walks with granite or brick paved tree panels frame the corner plazas.

- ▶ Metal or granite 42" height bollards protect pedestrians on the plazas.

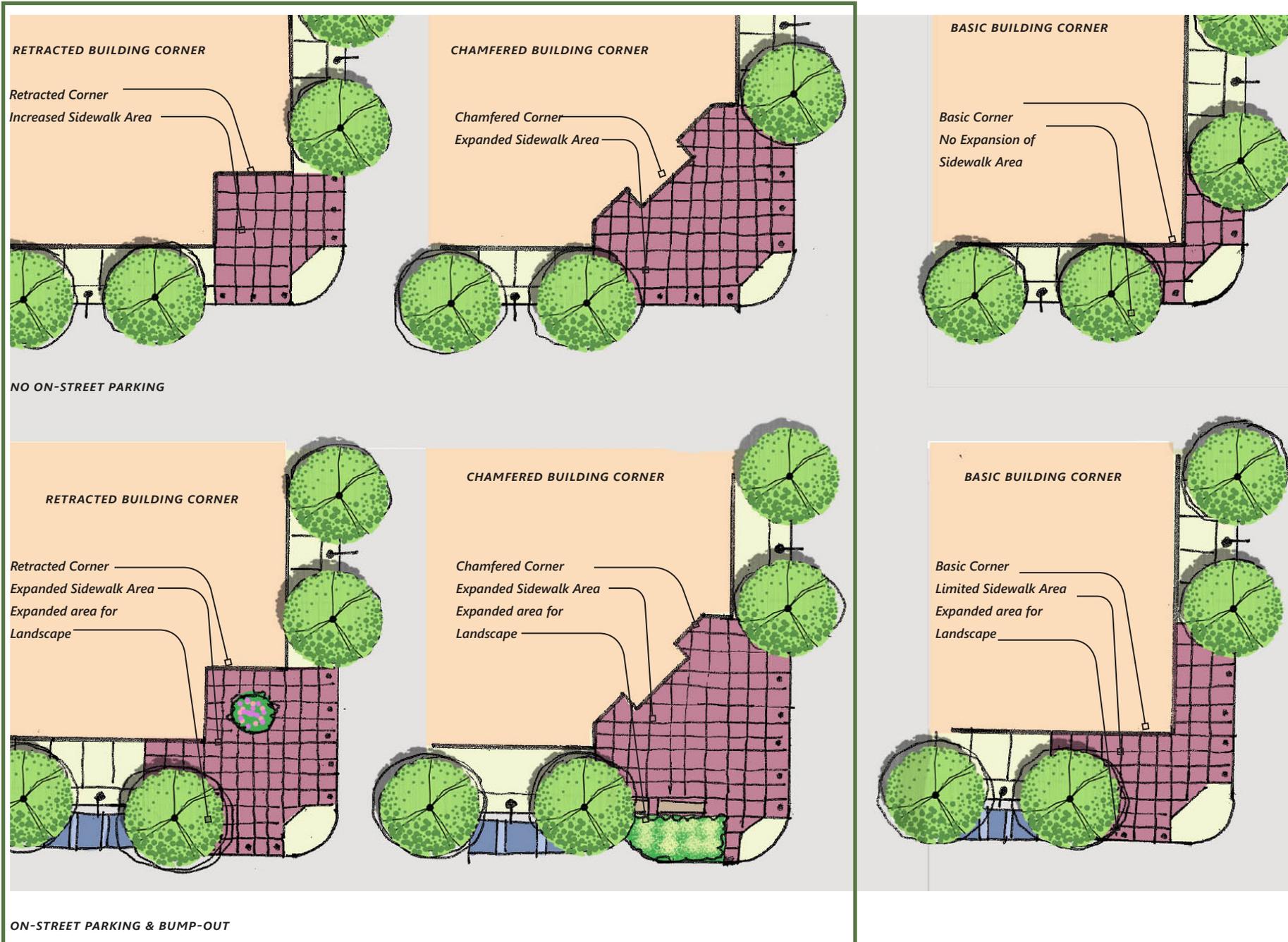
The lower row of examples illustrates possible building corner treatments applied to streets with no on-street parking:

- ▶ Granite or brick pavers are to be used in the plazas.
- ▶ Concrete walks with granite or brick paved tree panels frame the corner plazas.
- ▶ Metal or granite 42" height bollards protect pedestrians on the plazas.
- ▶ These should all be viewed as a suggested starting point towards development of creative corner treatment solutions that celebrate a proposed development's distinctive qualities.



Corner Treatments Plan

Preferred



3.5 Transit Nodes and Amenities

“Transit Nodes” are a type of Pedestrian Node, where transit facilities can add to the streetscape, helping to augment the pedestrian experience and overall District identity. This section include suggestions for:

- ▶ locations for Transit Nodes
- ▶ goals related streetscape and passenger amenities, such as shelters, seating, lighting, and wayfinding kiosks.

Pedestrians will also arrive to the District via the airport and InterLink, the commuter rail station, or local bus. Where these entry points intersect with pedestrian-oriented streets and walkways, transit amenities and other street furnishings can be used to highlight the presence of transportation options and to help activate adjacent public spaces and developments.

These nodes also present opportunities to install pedestrian safety features to guide and direct pedestrians across busy primary streets. Treatments could include crosswalks with varied pavement materials, pedestrian signals, refuge islands and/or curb “bulb-outs” to shorten crossing distances across Jefferson Boulevard and Post Road.

There are three locations where pedestrian nodes are suggested to be enhanced with transit amenities and other street furnishings to highlight transit features and draw pedestrians

into the District. See Figure 3.3 on page 86.

The Jefferson Boulevard entrance to the rail station serves as a local bus stop and western entry point to the InterLink walkway. Transit and street furnishings at this location would highlight these connections and help create a sense of place. Curb extensions and a crosswalk with special pavement treatment would help guide pedestrians from the Thurber Street area into the heart of the District. Wayfinding signage should identify pedestrian paths and how to find transportation, dining and other local activities. This node also provides the opportunity to be integrated with adjacent future development on the west side of Jefferson Boulevard.

Existing bus stops on Post Road serve RIPTA Routes 1, 14 and 20. Locations recommended as Transit Nodes include Fresno Road, a street targeted to have an enhanced streetscape and pedestrian orientation, and where connections



Example guidelines for RIPTA bus stops



Bus stop with lighting, branding and wayfinding

to the InterLink can be made. A second Post Road bus stop north of the airport between Coronado and Kilvert roads should be enhanced with transit amenities to help create a sense of place and to highlight entries into the Intermodal district. Pedestrian safety features such as crosswalks and refuge islands should also be considered to augment the safety of Post Road crossings and to steer pedestrians to these locations.

The placement of bus stops should conform to RIPTA guidelines and standards. The City or other proponents should coordinate with RIPTA to place bus stops where they best serve riders but also integrate with surrounding development.

Transit amenities may take a variety of forms and could range from a simple bench with wayfinding signage, to a higher-profile transit stop with a bus shelter and other high-quality

street furnishings. A contemporary design for bus shelters, wayfinding kiosks and other amenities could mirror the look and feel of the InterLink to highlight the transit-oriented character of the District and strengthen overall District branding.

RIPTA is trending towards more uniform shelter contracts throughout their service area, but is amenable working with municipalities to select custom-designed shelters and to properly place them at mutually beneficial locations. The City would be responsible for maintenance and an attractive, easily-maintainable design would be critical. Additional features to be placed at such transit nodes in City Centre should include signage and wayfinding that are consistent with the overall District branding. Optional design elements could include lighting, and additional seating, landscaping and public art intuitively placed to serve as adjacent public plazas.

Current legislation proposed before the RI General Assembly would award state funding for transit, pedestrian and other infrastructure within the public right of way and in urbanized areas targeted and suited for increased future development. The upcoming update of RI's Long Range Transportation Plan is also anticipated to put forth a more holistic view for statewide transit integration that may put greater emphasis on transit districts such as City Centre.



Bus stop with artistic lighting



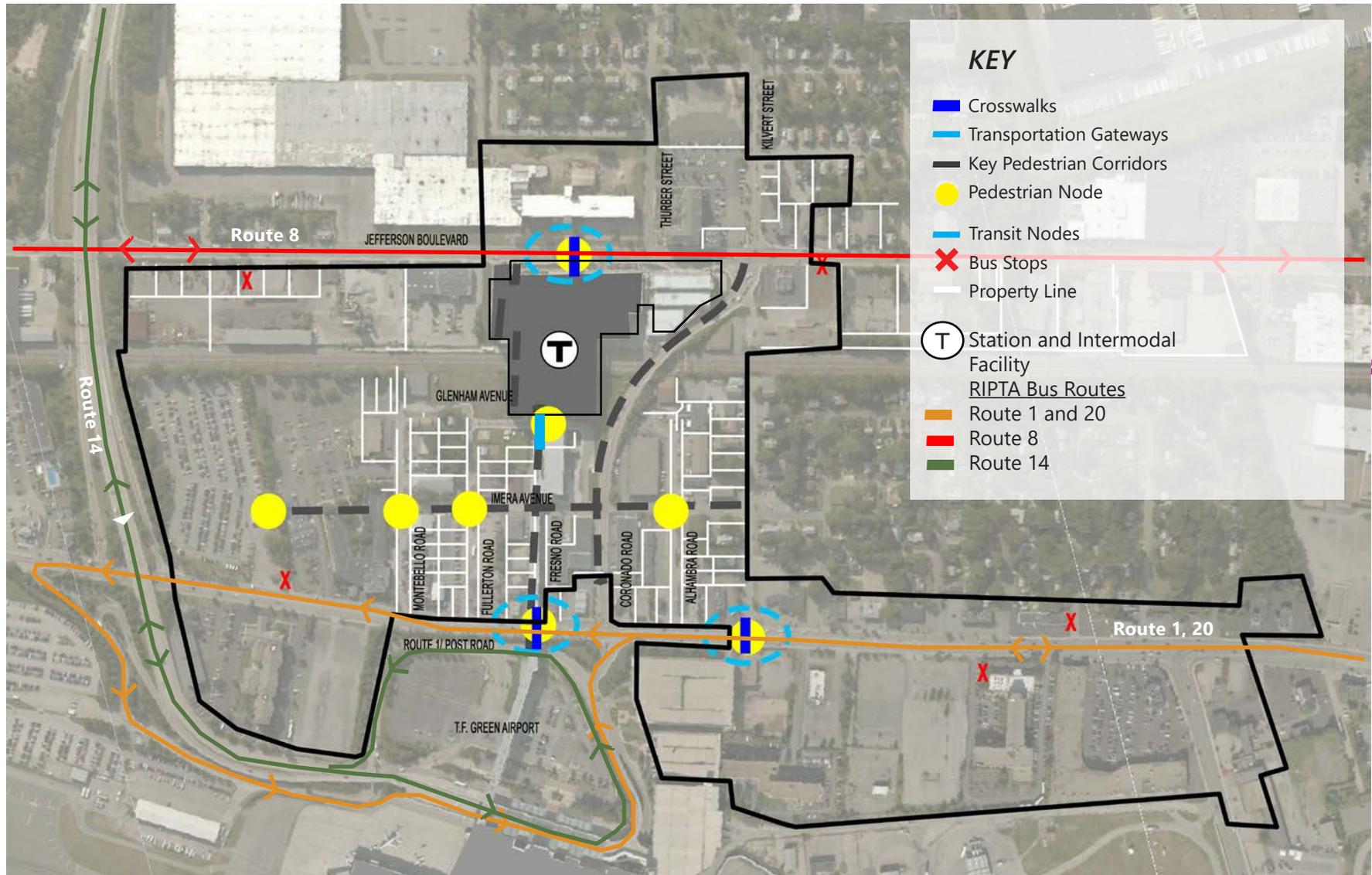
Bus stop with wayfinding



Example guidelines for RIPTA bus stops



Figure 3.3 Transit Nodes and Pedestrian Corridors



3.6 Internal Block Parking and Service

Area Buffers

In locations where off-street parking is to be implemented, perhaps as part of an interim phase of development, such areas are to be screened with a combination of plantings and walls. Standards include:

- ▶ Shrub plantings are to be predominantly evergreens that are 2 feet in height and spaced at 4 feet at time of planting and of a spreading habit so as not to pose security issues to users of parking areas.
- ▶ Architectural granite or brick masonry walls of 2 foot height are encouraged as an alternate or supplementary screening device to shrubs.
- ▶ Ornamental grasses and perennials are encouraged as accents and facing plantings to shrubs and screening walls. Ornamental grasses are to be 2 gallon pot minimum, perennials 1 gallon pot minimum.
- ▶ Service Areas are to be screened with a combination of fences and walls in keeping with the urban character envisioned for the full development of City Centre Warwick.
- ▶ Architectural fences and gates used for screening are to be powder coated steel and of similar character to adjoining buildings.
- ▶ Fences are to be opaque and of sufficient height (6 foot minimum) to mask loading bays, dumpsters, transformers and similar

outdoor storage areas.

- ▶ Architectural screening walls are to be of the same material, color and finish as the adjoining building.
- ▶ Columnar evergreens, perennials and ornamental grasses may be integrated as a foreground where space allows to provide varied color and texture along the street edge.

Refer to Page 40 for “Garden Walls and Parking” for walls that shield from the street, versus interior to the block.



Lawn berm with planted parking buffer



Fence divider with planted parking buffer



Screening of Dumpster areas



3.7 Sustainability

In order to achieve the goal of a more livable streetscape environment, sustainable design practices are to be incorporated into the streetscape and adjoining parking lot designs. Low Impact Development (LID) practices for urban environments are to be employed, including:

- ▶ Rain gardens for control of first flush rainfall and pollution uptake.
- ▶ Water quality filtering sidewalk planters.
- ▶ Bio-retention water quality and storage features in parking areas.
- ▶ Permeable pavers selectively used in some tree panels and on-street parking areas.
- ▶ Subsurface storage and water quality treatment facilities.
- ▶ Street and parking area trees for heat island mitigation.
- ▶ Green walls on building façades.

A successful sustainable streetscape design also involves selection of furnishings, planters and pavers that include:

- ▶ Certified natural materials.
- ▶ Recycled materials.
- ▶ Products manufactured locally to the project.
- ▶ Standards for these characteristics are described in material available from the U.S. Green Building Council (USGBC).



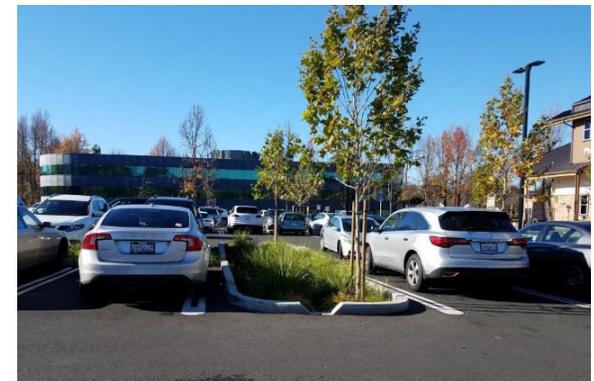
Filtering sidewalk planters



Parking lot bio-retention feature



Filtering sidewalk planters



Parking lot bio-retention feature



Greenwalls



Permeable precast concrete pavers

3.8 Palette of Materials

The Palette of Materials provides images of furnishings, lighting, hardscape materials and plant material. The City Centre Warwick standard light pole is included. This has been introduced as part of the Coronado Road improvements project. The images are intended to convey a level of design and quality desirable for the project while also demonstrating to designers that other high-quality materials will be entertained provided they represent a cohesive appearance throughout the project area and are approved by the City of Warwick Planning Department.

3.8.1 Site Furnishings

Site furnishings are to include benches, café tables/chairs, trash receptacles, bollards, bike posts and planters.



Modern bench



Traditional receptacle



Café seating

DO:

- ▶ Select furnishings from a family of common design theme.
- ▶ Furnishings are to be available from one manufacturer to facilitate phased implementation and ease in procuring replacements and replacement parts.
- ▶ Furnishings are to be contemporary in character.
- ▶ Construction is to be entirely of metal to resist vandalism.
- ▶ All metal furnishings are to be primed and finished in powdercoat applied black finish, allowing an easy match for touch-up paint.
- ▶ Planters are to be of precast concrete.
- ▶ Furnishings are to be located at bump-outs as well as along building faces where space allows.
- ▶ Whenever possible, locate benches in groups.
- ▶ Locate café tables where portions of building façades can be set further back from the street and in possible outdoor plaza areas.
- ▶ Place bike posts primarily at bump-outs, but additionally at outdoor cafés and strategically at building entrances and Gateways.



Bike racks



Bollards



Planter



3.8.1 Site Furnishings (Continued)

DON'T:

- ▶ Use furnishings of disparate designs and manufacturers.
- ▶ Introduce furnishings that have wood or other materials that are difficult to maintain and vandal prone.
- ▶ Use furnishings with plain galvanized steel finishes.
- ▶ Use plastic garbage barrels.
- ▶ Use temporary installations of furnishings.
- ▶ Use a variety of furnishing types that do not complement each other.
- ▶ Install furnishings in locations that will not be used, or have poor light.



3.8.2 Light Poles & Light Bollards

Light poles and luminaries are to be similar to those installed on Coronado Road and approved by the Planning Board as used on the Coronado Road project, the first phase of City Centre Warwick:

- ▶ Poles are to include double banner arms and GFI receptacle

Light bollards are to be similar to those installed on Coronado Road. Bollards are to be installed with protective 4 inch height x 20 inch diameter round granite collars, sandblast finish, 1 inch rounded nosing, source and color to be coordinated with the City of Warwick Planning Department.



Bollard

DO:

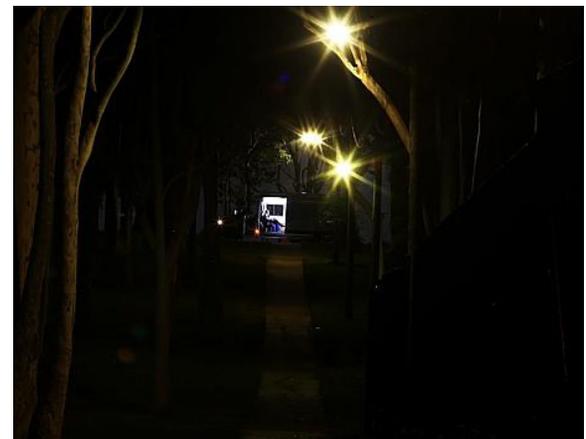
- ▶ Use light poles and bollards that have LED light sources and are in accordance with the provided specifications to achieve uniformity.
- ▶ Place light poles and light bollards at a spacing determined by their photometrics for streetscape application and in accordance with IES (Illuminating Engineering Society of North America) standards.
- ▶ Locate light poles and bollards at intersections to assure well-lit pedestrian crossings.



Street lighting

DON'T:

- ▶ Allow poorly lit pedestrian use areas that can pose safety and security issues.
- ▶ Allow Cobra-head lights.



3.8.3 Pavements

A range of pedestrian pavement treatments are illustrated. Pedestrian pavement selection is to be based upon the following criteria:

- ▶ Brick or granite pavers are preferred for feature areas such as plazas, trim and tree panels, but precast concrete pavers will be considered, especially for permeable pavement applications.
- ▶ Concrete pavement with either a broom or fine exposed aggregate finish is preferred for the path of pedestrian travel and may feature grid scoring and/or color admixture when used in specialized locations.
- ▶ Other pedestrian pavement treatments may be considered subject to review and approval by the City of Warwick Planning Department.
- ▶ Crosswalks are to be color impregnated, texturized and patterned resin systems poured to an approximately 3/8 inch thick depth in a cold-planned surface recess in the bituminous concrete roadway surface. Pattern and color are to be representative of brick or granite cobble, selection of which is to be approved by the City of Warwick Planning Department.

DO:

- ▶ Provide ADA accessibility at the path of pedestrian travel (see 3.1 Streets).
- ▶ Set pavers on a bituminous setting bed over a concrete sub-slab to assure a long term successful installation.

- ▶ Use pavement materials of proven durability in the New England climate.
- ▶ Assure that pavements provide slip-resistant surfaces.
- ▶ Select paver products that have a reliable source for replacements.
- ▶ Utilize pedestrian pavement treatments that complement color and materials of adjacent buildings.

DON'T:

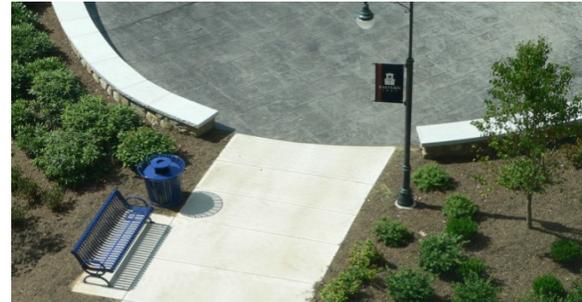
- ▶ Use pavements with uneven surfaces in the path of pedestrian travel.
- ▶ Introduce pavements with surfaces prone to becoming slick when wet.
- ▶ Do not use asphalt paving for sidewalks.



Concrete with precast concrete bands



Precast concrete pavers with bands



Stamped concrete



Precast concrete pavers



Brick pavers



Scored broom finish concrete

3.8.4 Street Trees

Street trees are to provide species variety and seasonal interest, lending definition to different character areas in City Centre Warwick.

DO:

- ▶ Use trees cold hardy to USDA Zone 5.
- ▶ Select species able to withstand drought, compacted soil, pollution and other urban stresses.
- ▶ Place an emphasis upon using native and improved hybrids of native tree species.
- ▶ Provide year round interest through distinctive form, bark, flowers and foliage.
- ▶ Assure that street trees placed in proximity of buildings and the path of pedestrian travel have an ascending branch habit with a minimum branch height of 6 foot 8 inches.
- ▶ Use street trees and flowering trees with a minimum caliper of 3 ½ inch.
- ▶ Introduce larger specimen trees with a minimum caliper of 4 ½ inches in locations suited to their mature growth.

DON'T:

- ▶ Introduce busy appearing blends of numerous species on individual blocks.
- ▶ Use disease-prone mono-cultures (trees of one species) in extensive portions of City Centre Warwick.

- ▶ Select trees of wide spreading canopies poorly suited to restricted streetscape sidewalk locations.
- ▶ Use trees with thorns, pods and/or fruit that pose safety and maintenance issues.
- ▶ Allow trees to be planted that have a form uncharacteristic of their species.
- ▶ Plant trees that have been damaged (broken branches, scarred bark, broken root balls, etc.) at the source nursery, during shipping or during installation.



MAIDENHAIR TREE



RED MAPLE



OKAME CHERRY



ARMSTRONG MAPLE



RED OAK



RED OAK



3.8.5 Perennials, Grasses & Shrubs

Ornamental grasses, perennials and shrubs add variety in color, texture and scale to the streetscape and are encouraged.

DO:

- ▶ Use ornamental grasses, perennials and shrubs with proven urban tolerance, durability and drought resistance.
- ▶ Introduce plants that offer ease of maintenance.
- ▶ Select species that maintain a low profile so as not to obstruct visibility.
- ▶ Predominantly use native and hybrids of native species.
- ▶ Utilize plants in groups for greater visual effect and reduced maintenance.
- ▶ Focus plantings of grasses, perennials and shrubs on beds and planters in bump-outs, outdoor café areas and plazas as well as planter panels in sidewalks of sufficient width.

DON'T:

- ▶ Use shrubs that are highly prone to breakage from snow and ice or damage from salt.
- ▶ Select plants that require high levels of watering and/or maintenance.
- ▶ Introduce shrubs and grasses that will outgrow a space.
- ▶ Use plant material identified as invasive by the Rhode Island Invasive Species Council.

PERENNIALS



STELL D'ORO DAYLILY



SIBERIAN IRIS



SUMMERSWEET



BAR HARBOR JUNIPER



BLACK-EYED SUSAN



SHASTA DAISY



INKBERRY



SPIRAEA

ORNAMENTAL GRASSES



LILY TURF



BLUESTEM



BLUE OAT GRASS



FOUNTAIN GRASS

3.8.6 List of Recommended Trees

Large Street and Shade Trees

Scientific Name	Common Name	Character
Acer rubrum "Armstrong"	Armstrong Red Maple	Columnar
Acer rubrum "Brandywine"	Brandywine Red Maple	Oval crown
Gingko biloba	Maidenhair Tree	Upright
Gleditsia triacanthos "Halka"	Halka Honeylocust	Rounded
Platanus x acerifolia	London Planetree	Rounded
Quercus phellos	Willow Oak	Rounded
Quercus rubra	Red Oak	Rounded
Tile cordata "Greenspire"	Greenspire Littleleaf Linden	Rounded
Ulmus Americana "Princeton"	Princeton American Elm	Vase
Zelkova serrata "Green Vase"	Green Vase Zelkova	Vase

Small and Medium Street Trees

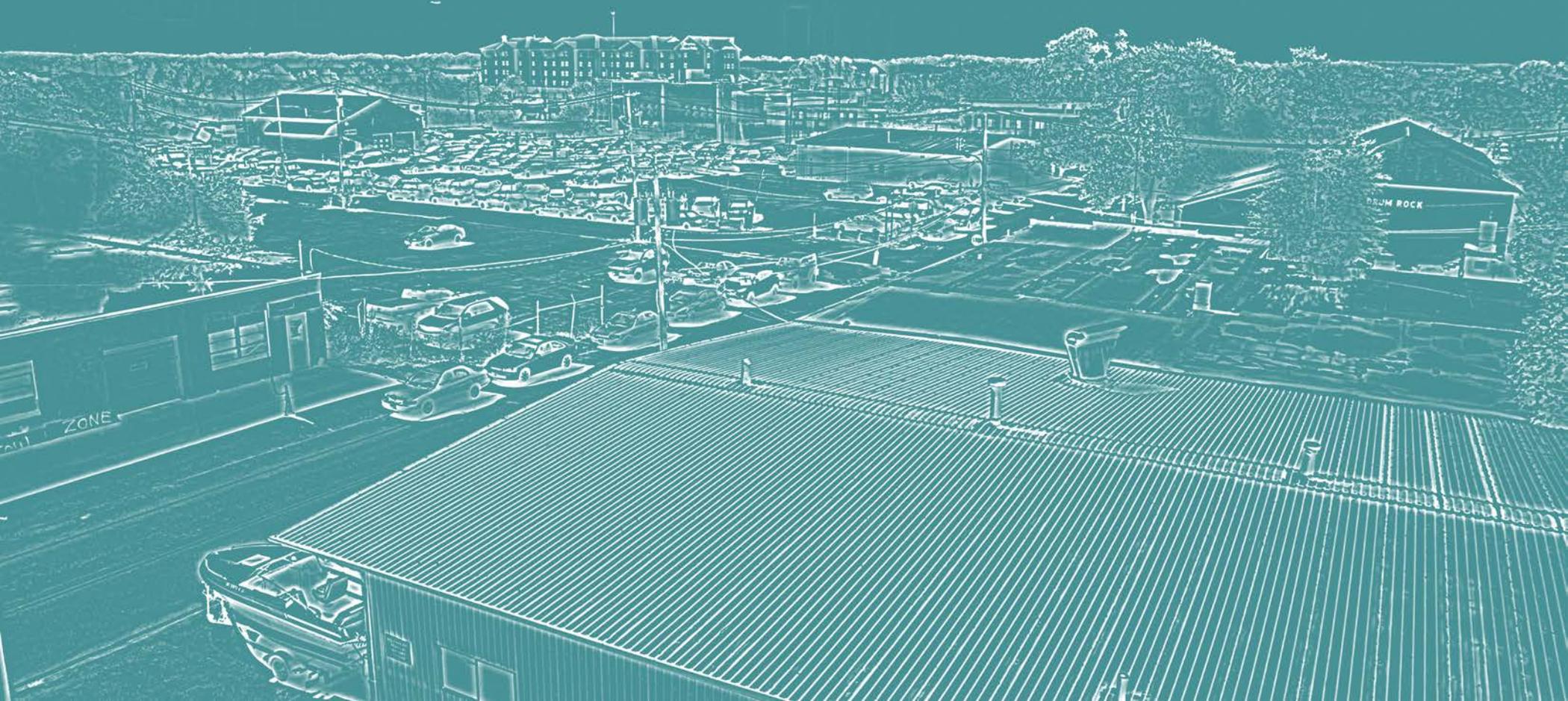
Scientific Name	Common Name	Character
Cercis Canadensis	Eastern Redbud	Rounded
Carpinus betula	European Hornbeam	Upright
Prunus x "Okame"	Okame Cherry	Vase
Prunus x "Snow Goose"	Snow Goose Cherry	Vase
Pyrus calleryana "Chanticleer"	Chanticleer Pear	Upright pyramidal



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Section 4

Retrofitting Buildings & National Chains



Overview

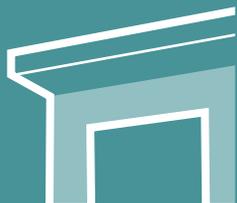
The City Centre District will change over time, with the speed and scale of redevelopment following market forces. As the District evolves, existing business owners can take simple steps both to fit in, and take advantage of the changing business environment.

These pages describe architectural and site improvements that owners can take to improve their property. Each is an incremental step towards the standards described in this manual. Proposed retrofits of existing building and sites should be designed by an Architect & Landscape Architect.

This section contains a menu of steps an owner can take for façade improvements, including:

- Awnings
- Entry features
- Window treatments
- General façade clean-up and painting
- Streetscape improvements

In addition, this section includes examples of national chain stores that are located in urban settings and illustrate how the City Centre design standards can accommodate a range of retail prototypes.



4.1 Retrofitting Existing Buildings

Façade Improvements:

- ▶ Clean and paint
- ▶ Install new awnings
- ▶ Repair or replace old signs
- ▶ Improve or decorate the façade
- ▶ Use window boxes with flowers
- ▶ Improve/upgrade accent lighting around entrances
- ▶ Add new eaves or cornices
- ▶ Install new façade windows

Frontage Renovations:

- ▶ Fence off any yards, storage, service areas and work areas with a garden wall or ornamental fence along the Building Line.
- ▶ Where an existing building is set back more than 10 feet from the Building Line, a lower fence or garden wall may be located to create a front entry yard. Where a building is within 10 feet of the Building Line, no fence or wall is necessary.
- ▶ Install front yard landscape improvements; consider turf, flowers, or other ground cover. In high foot-traffic areas, hardscape or decorative paving may be appropriate.
- ▶ Design additions or expansions to meet the new standards.

Frontage/Streetscape Improvements:

To begin to implement the District streets plan:

- ▶ Move parking from the front of your building to an on-street parallel alignment.
- ▶ Move parking to behind the building and new fence.
- ▶ Construct the planned sidewalk.
- ▶ Plant the intended street trees.

The photos below illustrate an example of a successful retrofitting of an existing building.



Before



After

4.2 Façade Improvements

Building façades are the face of District businesses. Minor improvements will not only change the aesthetic of the District, but can be an important marketing and economic development tool as well. Reinvestment by individual businesses can provide a synergistic effect.

DO: Add awnings above windows and doors to provide shade and shelter and create visual interest.



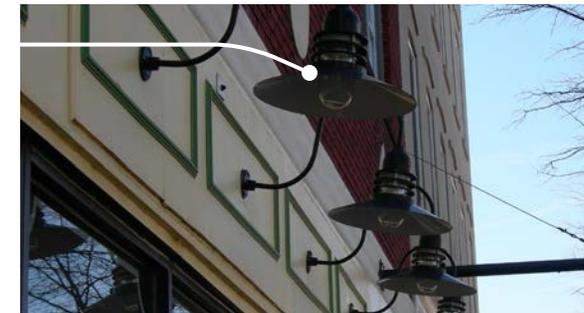
DO: Add pedestrian-oriented signs. Blade signs are effective for pedestrians and drivers alike.



DO: Make aesthetic improvements to your façade such as fresh paint and the installation of window boxes.



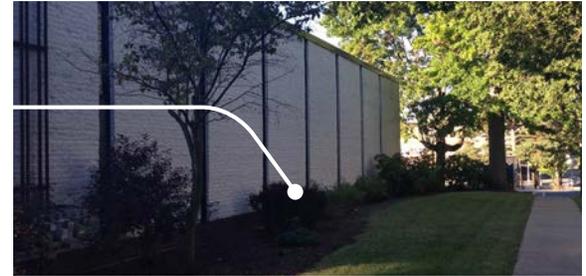
DO: Add pedestrian-scale façade lighting, especially around entrances and to emphasize shopfronts.



4.3 Frontage Improvements

Many of the existing buildings in the District are set back from the front property line, creating an extensive paved frontage area. Even without redevelopment, this space can become an inviting front yard for the business and contribute to the pedestrian realm with a range of improvements to the space between the building façade and the right-of-way.

DO: Build street-oriented additions, placed at the Building Line.



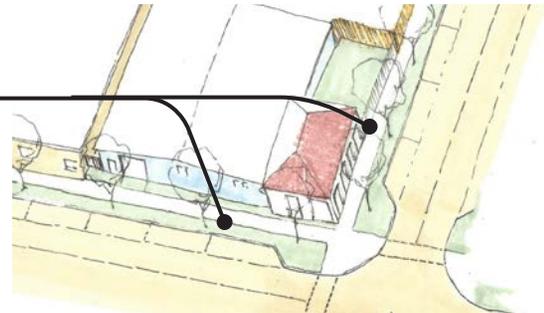
DO: Renovate your façade and turn it into a shop front, or simply bring it up to the new District design standards.



DO: Expand your building to the street edge to reinforce streetfront activities. Consider placing entrances and active land uses at the street edge.



DO: Landscape the area between the building and the front property line with ground-cover and/or decorative paving.



4.4 Streetscape Improvements

As sites are improved, there is the opportunity to make numerous enhancements to the streetscape and site features. The goals for these enhancements should correspond to the streetscape objectives and standards outlined in Section 3. Items that can be addressed in retrofitting sites within the City Centre include:

- ▶ Sidewalk and landscape enhancements,
- ▶ Improvements to the location and buffering of parking,
- ▶ Opportunities to include on street parking and bump outs,
- ▶ Improvements to plazas and forecourts to building entrances.
- ▶ Moving parking to behind the building and new entrances.

DO: Add landscaping to buffer views to existing parking lots and minimize the width of curb cuts.



DO: Improve the streetscape by adding sidewalks, lighting, street furniture and other amenities as described in Section 3.



DO: Identify the goals for the streets that abut your property in Section 3, and include streetscape elements that reinforce the goals for the street.



DO: Include buffering of dumpsters recycling facilities and outdoor utilities to screen views to these elements as described in Sections 2 and 3.



4.5 Interim Case Study

The following is an example of a successful retrofit within the Intermodal Zoning District of City Centre Warwick. The building is a typical-style for the area, single-story, concrete block structure reflecting a former light industrial use.

The Applicant requested interim status for a non-conforming use in accordance with City of Warwick Zoning Ordinance Section 507.2 Design Regulations for alterations and enlargements of existing buildings. The applicant was able to apply the principles outlined in the Master Plan and Zoning Ordinance (now illustrated in this design manual) to that of a pedestrian-scaled urban development.

A summary of improvements utilized by the applicant included general façade clean-up, painting using a coordinated color scheme; addition of landscaping to screen the parking area; installation of new windows and trim details (paint); installation of canvas awnings over all entrances and adding architectural details to the roofline.

By improving the building and incorporating pedestrian-related features to the structure and site, the applicant was able to successfully locate an interim use in the structure and advance the overall goals of the City Centre Master Plan for an improved business and pedestrian environment. This is an example of an interim use making incremental improvements to an existing structure that allows conformance with the Interim provision of the Zoning Ordinance for City Centre.



Before



After



4.6 National Chains

Most national chain restaurants, stores, and hotels have multiple building prototypes, including those that are appropriate for an urban, pedestrian-friendly context with limited on-site and/or shared off-site parking.

It is the desire for City Centre to include National Chain stores that use similar 'urban' models and architectural features such as those shown in the examples included on these pages.

These design guidelines establish the preferred format for such development within the Warwick City Centre District. The examples on these pages illustrate common features:

- ▶ Street-oriented buildings, placed at the back of the sidewalk and defining the pedestrian realm.
- ▶ Compact building footprints on small sites.
- ▶ Façade designs with high transparency.
- ▶ Signage and corporate logos incorporated into the overall façade composition.
- ▶ Ground floor locations in multi-story, mixed-use buildings.
- ▶ Use of awnings and signs to emphasize entrances.
- ▶ A range of architectural styles.



4.5 National Chains (Continued)



