STORRS CENTER
SPECIAL DESIGN DISTRICT
DESIGN GUIDELINES PURSUANT TO
MANSFIELD ZONING REGULATIONS
ARTICLE X, SECTION S.3.c (vi)

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Amendments and Notations to the Design Guidelines

The following changes or notations have been added to the SC-SDD Guidelines since the date of original approval.

1. Proposed Changes to the Master Plan and Design Guidelines for the Market Square (Phase 4) were adopted by the Mansfield PZC on November 19, 2012 pursuant to Mansfield's PZC Approval for a Zoning Map Amendment Application, PZC File #1246-10. The approved Map Amendment has been included in these Design Guidelines in Section 2 as Section 2.7: Alternative Design Guidelines for Market Square Area and has been added to the Table of Contents on page ii. The approved changes take the form of an alternative section of the Design Guidelines for the Market Square portion of Storrs Center. The existing provisions of the Design Guidelines for the Market Square would remain intact in case the proposed Market Square modifications do not go forward. The referenced portions of the guidelines represent only those items that have been altered for the alternative section. All other sections and components of the Design Guidelines remain fully applicable to the Storrs Center Special Design District.

2. The following sections of the original Design Guidelines have been modified to correct a correlation between the referenced section and the regulations under 4.10, entitled Site Safety Issues: item m in section 2.3.4 (page 13); item m in section 2.4.4 (page 22); item m in section 2.5.4 (page 30); item m in section 2.6.4 (page 39). In each of these sections, the last sentence should correctly state "Refer to Section 4.10.c." (not 4.9.c.).

3. Final street names for several of the streets located within the SC-SDD have been adopted by the Town of Mansfield. The maps associated with item number 1 above have been modified to reflect the adopted street names with reference made to the original names used in the planning documentation for Storrs Center. The new street names include Royce Circle, which is the northerly portion of the former Village Street from Dog Lane along the east side of the Town Square, wrapping around the southerly end of the parking facility in Phase 1 and continuing around the back or easterly side of the parking facility to another connection point with Dog Lane. The road at the southerly end of the project, which is the extension of South Eagleville Road (a.k.a. Post Office Road) on the east side of Storrs Road to the Post Office, has been named Charles Smith Way. The balance of the former Village Street, from the southerly end of the parking facility in Phase 1 to the intersection at the southerly end of the project with Charles Smith Way, has been named Wilbur Cross Way. The road along the southerly side of the Town Square, connecting Royce Circle to the existing Bolton Road on the west side of Storrs Road, has been formally named Bolton Road Extension.

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SECTION 1: COMMUNITY VISION

1.1 INTRODUCTION TO THE GUIDELINES

The vision for Storrs Center is a closely knit community of streetscapes, buildings, and site improvements that are based upon time-tested urban design and architectural design concepts. While each building should stand on its own design merit, it is also necessary that each individual building or improvement contribute to the desired neighborhood character and to the creation of an enduring, livable town center.

The design guidelines are not intended to regulate building styles but rather the patterns and the framework that, in conjunction with the Preliminary Master Plan, guide the composition of buildings, of individual building components, of the spaces that they create collectively, of the landscaping of those spaces, and of the architectural components located in those spaces. The guidelines support a diversity of building styles that may draw inspiration from colonial traditions characteristic of the region, gothic and classical revival traditions typically found on the University campus, and modern and contemporary styles, amongst others. The goal of these guidelines is to ensure that, regardless of individual stylistic influences from building to building, all buildings will work together to create a well defined sense of place and a coherent, livable public realm with an enduring appeal to people.

1.2 PROJECT VISION

Storrs Center is envisioned as a vibrant, mixed-use town center at the crossroads of the Town of Mansfield and the University of Connecticut. The town center will be a focal point of local and regional activity that will bring together Mansfield residents, University staff and students, and regional visitors in a lively, pedestrian-oriented environment of inviting public spaces, walkable streets, and meaningful architecture. Residential, retail, and commercial uses will be combined to provide a critical mass of activity to bring year round life to Storrs Center. The town center will reach out to the surrounding civic, cultural, and educational facilities – Town Hall, E.O. Smith High School, the Community Center, and the University of Connecticut Fine Arts Complex – to create a true mixed-use main street environment that can be shared and enjoyed by everyone.

Neighborhoods are the traditional building blocks of villages, towns and cities. They provide an organic, localized sense of identity and community within the larger fabric of a town. Storrs Center is conceived as a series of small, local neighborhoods organized in a framework of larger neighborhood types or areas. The primary neighborhoods that make up Storrs Center will include a town square, a market square, a village street, and a residential area, accompanied by an undeveloped conservation area. Within the larger, primary areas will be the smaller commercial and residential neighborhoods that create variety, scale, local identity, and texture. The concentration of this series of neighborhoods in a tightly knit area near the main town and University functions will facilitate shared pedestrian accessibility to the many activities and residences, the creation of a vibrant, downtown commercial area, and the simultaneous introduction of a natural, conservation area in the heart of town.

The street system proposed in this plan emphasizes connectivity and the importance of the streetscape as a place of value to the community. The various forms and spaces in the street system become special places for people – the centers of neighborhoods or the entrances to neighborhoods within the town fabric. Where vehicle traffic is envisioned, parking is planned as an essential part of the project and will be encouraged on the streets, contributing to the availability of convenient parking spaces and to a sense of traffic-calming in pedestrian-oriented areas that have concentrated street-front commercial activity. Streets and parking facilities will be designed to support single trip visits to Storrs Center for multiple activities. While the basic accommodation of cars is essential to the life of the project, the town center is fundamentally a place for people. The design of all streets and public spaces should reflect a focus on pedestrians and the enduring qualities of livable, active public spaces for human interaction.

The concept of a main street environment is central to the community functions of a town center. Adapting Storrs Road to its fully developed role as a main street will situate civic, educational, commercial, and cultural activities in a coherent, accessible precinct connecting all of the neighborhoods of Storrs Center with the Town and the University. As the most public street of Storrs Center, Storrs Road will be the common thread that binds the civic and commercial life of the town into one place. Lined with buildings and

reconfigured to improve traffic management, Storrs Road will be designed with parallel parking on both sides of the road, transit stops and clearly defined pedestrian zones that will help calm traffic and improve safety. Broad sidewalks and ample landscaping along the main street corridor will further encourage the use of Storrs Road as a place of human exchange.

At the heart of Storrs Center will be the town square. This square, a translation of the traditional New England green, will be the place where the Mansfield community, the University, and the larger regional community find common ground. Around the square will be stores, offices, housing and cultural resources that will ensure that the square becomes a primary destination in the region and an emblem of the collective, civic life of the Town. The intent is to ring the square with year-round activity, supported by broad sidewalks, wonderful streets, on-street parking, and a rich variety of commercial and residential life. Defined clearly by the surrounding architecture, the square will be designed to encourage the full activation of the space by the community whether informally, for shopping, working, or eating, or for cultural events. The town square will be opposite the university's new School of Fine Arts and will help to create a dialogue across Storrs Road between the town center and this important point of connection to the University. The plan proposes that the architecture of the buildings facing the town square have urban consistency, defined by related heights, cornices, building materials and architectural elements.

A smaller square, referred to as the market square, will be located along Storrs Road at the southerly end of Storrs Center. The market square will be located opposite the town hall and community center. Like the visual dialogue created between the town square and the university, the market square will help to create a dialogue with important municipal and civic functions. The market square will be designed principally for commercial uses and will also make an ideal place for markets, festivals and fairs. The market square will open up vistas down the village street and into the heart of Storrs Center. It should become an important anchor for Storrs Center and will serve as an identifying gateway from the south.

Connecting the town square and market square will be a new village street, which will be a precinct for retail and commercial activity of a more specialized character and intimate scale than is found within the town or market squares. The village street will extend in an arc from the town square to the market square, and it will be linked to Storrs Road by a grid of secondary streets, lanes, and courtyards – narrow vehicular connectors and pedestrian paths, each with its own particular character. These will also provide opportunities for alternative retail stores and the opportunity to open the rear of properties along Storrs Road to the project area. The village street neighborhood will be lower and more intimate in scale than the town square. Though of similar materials to the buildings surrounding the square, there will be greater opportunity for variety in the detail of the architectural elements. Buildings will be mixed in use, with stores and mixed commercial space at the street level, and housing or offices above. Unifying the village street will be the continuity of activity along the sidewalks on both sides – stores, restaurants, galleries, and the housing above. The village street forms a common connector linking all the new neighborhoods of the downtown. The village street will also provide another point of

connection between the street system of the town center and the existing Mansfield street network, improving circulation in the town as a whole.

To the east of the mixed-use areas of the town square, market square and village street areas will be a residential area bordered on three sides by the conservation area. The residential area will be a collection of streetscapes and enclaves of housing that define smaller neighborhoods within the whole. Extending the concept of a pedestrian scaled, public realm into the residential area entails maintaining a focus on the street level, on sidewalks, on landscaping, and on building entrances amidst a variety of different building and residence types. Orientation of the buildings to the street and to the streetscape is essential, as is the integration of necessary parking both along the streets and in areas that will afford easy access to the buildings and the neighborhood. A quieter, lower activity zone, this residential neighborhood will form a buffer between the active, mixed-use neighborhoods along Storrs Road and the conservation area to the east as well as the protected woodlands beyond the project area.

The various neighborhoods and local spaces will be defined through the combination of town planning, architecture, and programming of uses. The master plan provides the underlying structure of the town center even though the plan itself is ultimately not as self-evident as the buildings by which it is defined. The plan and the guidelines delineate the locations and orientation of the buildings as well as the location and types of public spaces, the sizes and configurations of the streets and sidewalks, and the location of the various neighborhoods and areas. Together, the town plan and the guidelines provide a framework for the design and programming of buildings that will reinforce the intent of the plan.

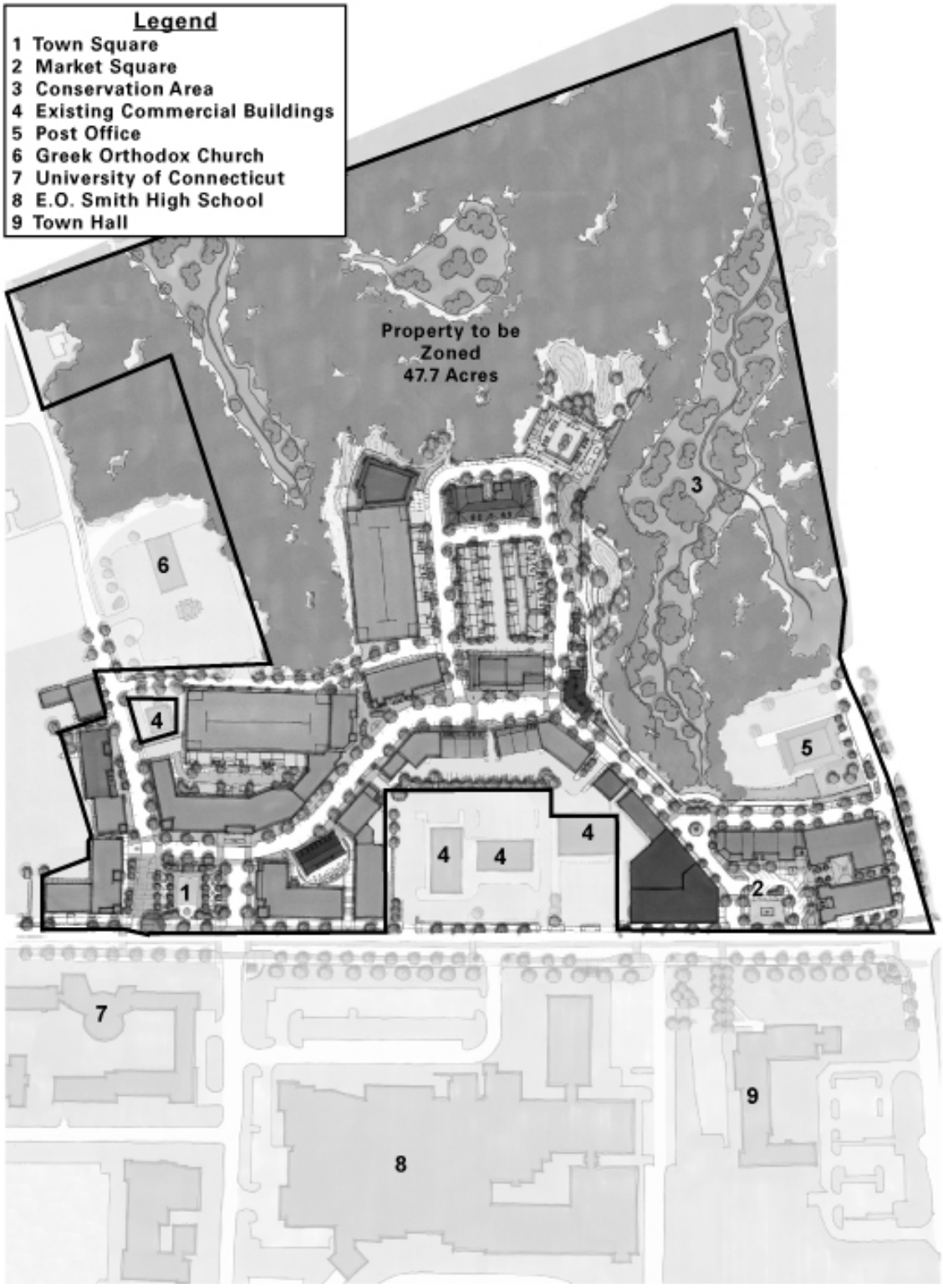
The architecture that will define the town center must enhance, enliven, and support the focus upon the public spaces and the life of the street. It must provide streetscapes and defined street walls that support and enhance the experiences of daily life, with particular emphasis on the ground plane and lower level, where the perception of the project by pedestrians, patrons, and passers-by is the strongest. Buildings must work together as an extension of the urban plan to reinforce the focus on the public realm as the shared setting of public and commercial activity. Successful street walls will hold together as a background to the places that they define, while allowing for variety and an organic quality. The occasional individual building may become a focus in the streetscape – but only as a foil to the collective of buildings that work together to define public spaces and streetscapes.

In the tradition of vernacular architecture, the architecture of Storrs Center must look to the climate, land conditions, and the culture of the region. The architecture should seek inspiration in those forms that were often developed by local custom, using regional materials, techniques, and forms. Drawing upon traditional as well as modern forms, the architecture must seek to bridge the gap between the past and the future, recognizing its place in a continuum of forms and building types that serve to support the creation of wonderful places. The architecture of Storrs Center should not run the risk of being dated by conforming to an accepted concept of style or form. Rather it should look to vernacular architecture for inspiration and a sense of authenticity that does not derive

simply from the duplication of past styles but primarily from the recognition of the role that buildings play in defining the landscape of daily life and interaction. Like the vernacular, the architecture of Storrs Center should respond practically to the place and purpose for which it is built with a collective focus on the creation of a lasting and sustainable backdrop to life and culture in Mansfield.

The buildings of Storrs Center should be an extension of the ideas expressed in the plan and vision of the project. Buildings should define an exciting visual and spatial landscape with their scale, texture, memory, detail and depth. Some buildings may be distinguished by their simple, repetitive quality – others by their idiosyncrasies. All buildings must work together in fulfillment of the concept of the town center and the need to create an inviting place for people. Ultimately, the goal of all the planning, design, and architecture is the creation of a place that people can share and enjoy.

1.3 PRELIMINARY MASTER PLAN



NOTE: Map is illustrative. Refer to SDD Map Amendment for actual plan.

1.4 HOW TO USE THESE GUIDELINES

These guidelines have two principal purposes. First, they are intended to guide the work of the planning and design professionals who will be preparing specific site and building plans within Storrs Center. Second, the guidelines will serve as a checklist of issues for regulatory review at the zoning permit stage. Following is a generalized outline of considerations in the use of these guidelines.

Overall Vision for Storrs Center
The design parameters vary from location to location in Storrs Center. By referring to the Area Plan, general building locations and types can be identified along with the overall design intent for different Areas of Storrs Center. The key design features of the site are notated on the plan and should be considered as detailed plans evolve.

Consistency with Area Standards
Section 2 outlines the various Areas within Storrs Center. Each Area within Storrs Center has its own unique set of streetscape and building configuration guidelines which should be used for specific building and public space designs. Site plans and building plans should be reviewed for appropriate use, building heights, setbacks, street dimensions, etc. for each Area.

Consistency with Lot and Building Design Criteria
Section 3 includes guidelines for building massing and scale, materials and colors, window and doors, and roof and cornice forms, all of which are critical to the relationship between buildings and the public realm. These guidelines will reinforce coherent relationships between the buildings themselves and between the buildings, the streets, and public spaces of Storrs Center.

Consistency with Public Space and Site Design Standards
Section 4 outlines guidelines for the different types of public spaces, parking, and service areas for Storrs Center. Building materials and design standards for all of these spaces should be considered in all plans for buildings and public space improvements. Parking and service areas should be handled in a manner that will not detract unnecessarily from the streetscape and public spaces of Storrs Center.

Forms and Checklists
Prior to submittal of designs for zoning permit approval, the Design Certification Form and Design Review Checklist should be completed by the Architect or Engineer of Record for the building or designated site improvements. The checklist outlines those components of the guidelines with which individual applications for zoning permits must demonstrate reasonable consistency. In these regulations “reasonable consistency” means that some variation or deviation from specific provisions is acceptable provided that the overall intent of the provision is achieved.

SECTION 2: AREA-SPECIFIC REQUIREMENTS

2.1 AREA PLAN

Building form and site design within Storrs Center will be guided by a combination of Area-specific requirements as well as general requirements. This section identifies the Area-specific requirements. For the purposes of these Guidelines, Storrs Center will be divided into five Areas that include three mixed-use Areas (Town Square, Market Square and Village Street), a Residential Area, and a Conservation Area. Following is an overview of each.

2.1.1 Town Square Area

Modeled after such prominent public spaces as Princeton's Palmer Square and Philadelphia's Rittenhouse Square, the Town Square Area will include a public square at the north end of Storrs Center that will serve as an active center of civic and retail activity. Distinguished by its scale, functions, and architectural character, the town square will open onto Storrs Road to create a visual dialogue with the University. Shops and restaurants will line the ground floor of the surrounding buildings and enliven the open space. The square will be framed by buildings ranging from three to five and a half stories. Ground floors will be dedicated primarily to retail and restaurant spaces that occasionally occupy second level or mezzanine spaces. Upper floors will be dedicated primarily to residential spaces.

An important role of the Town Square Area will be to help reactivate Storrs Road as the main street for Mansfield and the University of Connecticut. The plan calls for new buildings to front a broad sidewalk and terrace area along the main street frontage across from the campus. The main street vision, at the crossroads of town and university life, draws inspiration from such traditional college towns as Cambridge, Massachusetts, New Haven, Connecticut, Princeton, New Jersey, Northampton, Massachusetts, Hanover, New Hampshire, State College, Pennsylvania, Charlottesville, Virginia, and Chapel Hill, North Carolina, amongst others. Sidewalks and outdoor terraces along the main street will typically be 18 to 24 feet wide in front of the buildings around the square and will create a pedestrian oriented environment characterized by landscaping, outdoor seating, and outdoor displays. While providing a wonderful place to play, sit, convene, and meet neighbors, the Town Square will also provide an important venue for civic activities ranging from festivals and markets to performances and exhibitions. Kiosks and small pavillions can accommodate special uses, open air services and activities and performances in conjunction with the changing seasons. Special celebrations and events will enliven the street front experience of the entire neighborhood and contribute positively to the creation of a vital and sustainable commercial environment.

2.1.2 Market Square Area

At the south end of Storrs Center will be the Market Square Area, which will include a smaller square opening up to Storrs Road and the municipal offices and community

center located on the westerly side of the street. The openness of the square will also create inviting vistas down the village street and into Storrs Center. The Market Square Area will principally include commercial uses, with retail shops and restaurants located on the ground floor and offices and residences located on the upper floors. The open space of the Market Square Area may consist of hardscapes, such as brick or concrete pavers, consistent with its role as a center of commercial activity. It is anticipated that markets and fairs that now take place on municipal property across the street may naturally expand onto the Market Square.

The Market Square Area will also play an important role in reactivating Storrs Road as the main street for the Town of Mansfield. Like the Town Square, new buildings will front a broad sidewalk and terrace area along the Storrs Road frontage creating a pedestrian friendly environment. The architectural details of the Market Square Area will also help to create an identifiable gateway into Storrs Center from the south.

2.1.3 Village Street Area

The interior streets of Storrs Center will feature smaller scaled buildings and public spaces. Wide, landscaped sidewalks and outdoor terraces will allow for some outdoor cafes and display areas. Retail, restaurant, and office uses will occupy the ground floor with upper floor offices, residences, and live/work spaces. Small public spaces and semi-private courtyards will be located along and just off of the interior streets, enhancing the vitality and appeal of the public realm.

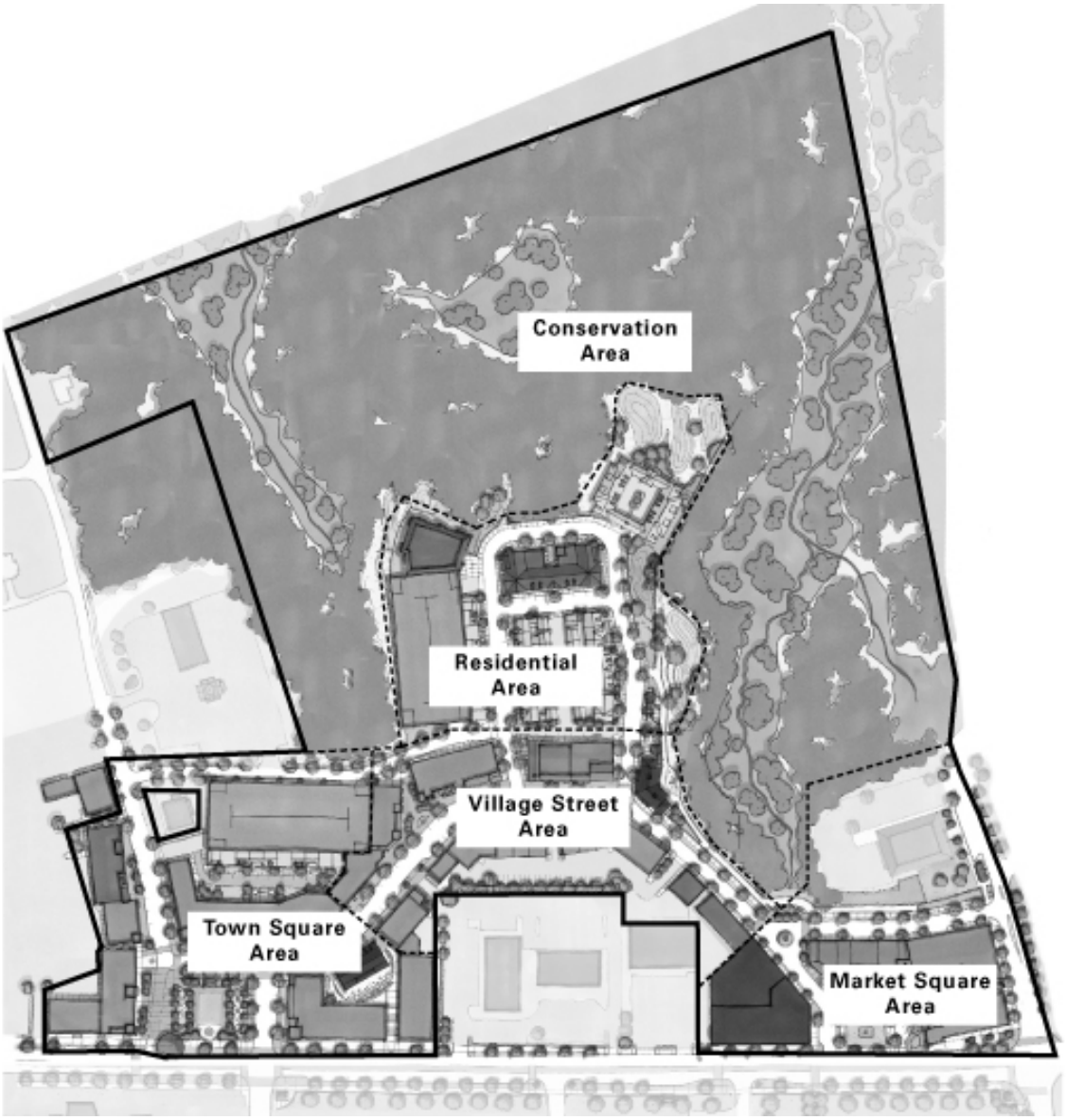
2.1.4 Residential Area

The residential streets on the east side of the site will feature a variety of multi-family and attached residential dwellings that will benefit from their proximity to the mixed-use areas and the adjacent Conservation Area. The streetscape will be reminiscent of in-town neighborhoods and may include stoops and front yard gardens. Smaller, two to four story town homes will be combined with larger, multifamily buildings to create localized neighborhoods characterized by their shared streetscapes, courtyards, and residential amenities.

2.1.5 Conservation Area

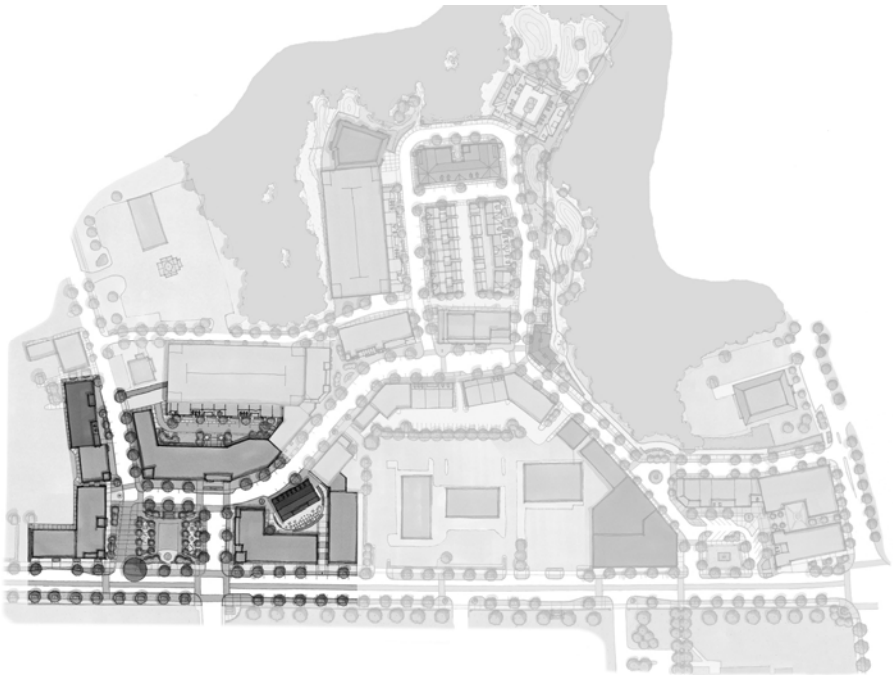
The undeveloped eastern portion of the site includes two intermittent watercourses, a vernal pool, woods and rock outcrops. This area will remain a protected Conservation Area. In addition to preserving the natural qualities of the site, the Conservation Area will protect water resources. The plan provides that no buildings, roads or related improvements will be built in the Conservation Area. Storm water management features, such as swales and bio-basins, may be located within the Conservation Area to promote renovation of storm water. In addition, the plan provides limited pedestrian entry points into the Conservation Area for access to low impact paths, offering local residents and visitors an opportunity to enjoy this natural preserve.

2.2 AREA PLAN



NOTE: Map is illustrative. Refer to SDD Map Amendment for actual plans.

2.3 TOWN SQUARE AREA



2.3.1 Use Requirements

a. Allowable Uses: Retail, restaurant, live/work, and any other non-residential uses allowed at grade with allowance for entries and lobbies to upper floors; non-residential or residential uses allowed on upper floors; non-residential use may occur on second floor as an extension of a ground floor use. Residential uses may also extend to the ground floor on streets, alleys, and courts not directly fronting the Town Square. Structured parking decks allowed; but should be either below grade or, if above grade, buffered by liner buildings or architectural cladding when facing to other uses within project area.

2.3.2 Dimensional Requirements

a. Building Coverage: No maximum building coverage, subject to requirements for public sidewalks and streets.
b. Lot Size: No minimum lot size.
c. Front Yard Setback Line: 0 foot minimum from public sidewalk, provided that the face of building shall be no less than 8 feet from the back curb.
d. Side Yard Setback Line: 0 feet.
e. Building Height: Two story minimum up to a maximum of five and one-half stories. Three story minimum for buildings located directly on the Town Square. Overall building height may not exceed 85 feet to peak of roof, excluding spires, cupolas, steeples, chimneys and similar vertical elements, which are allowed.

2.3.3 Building Design Requirements

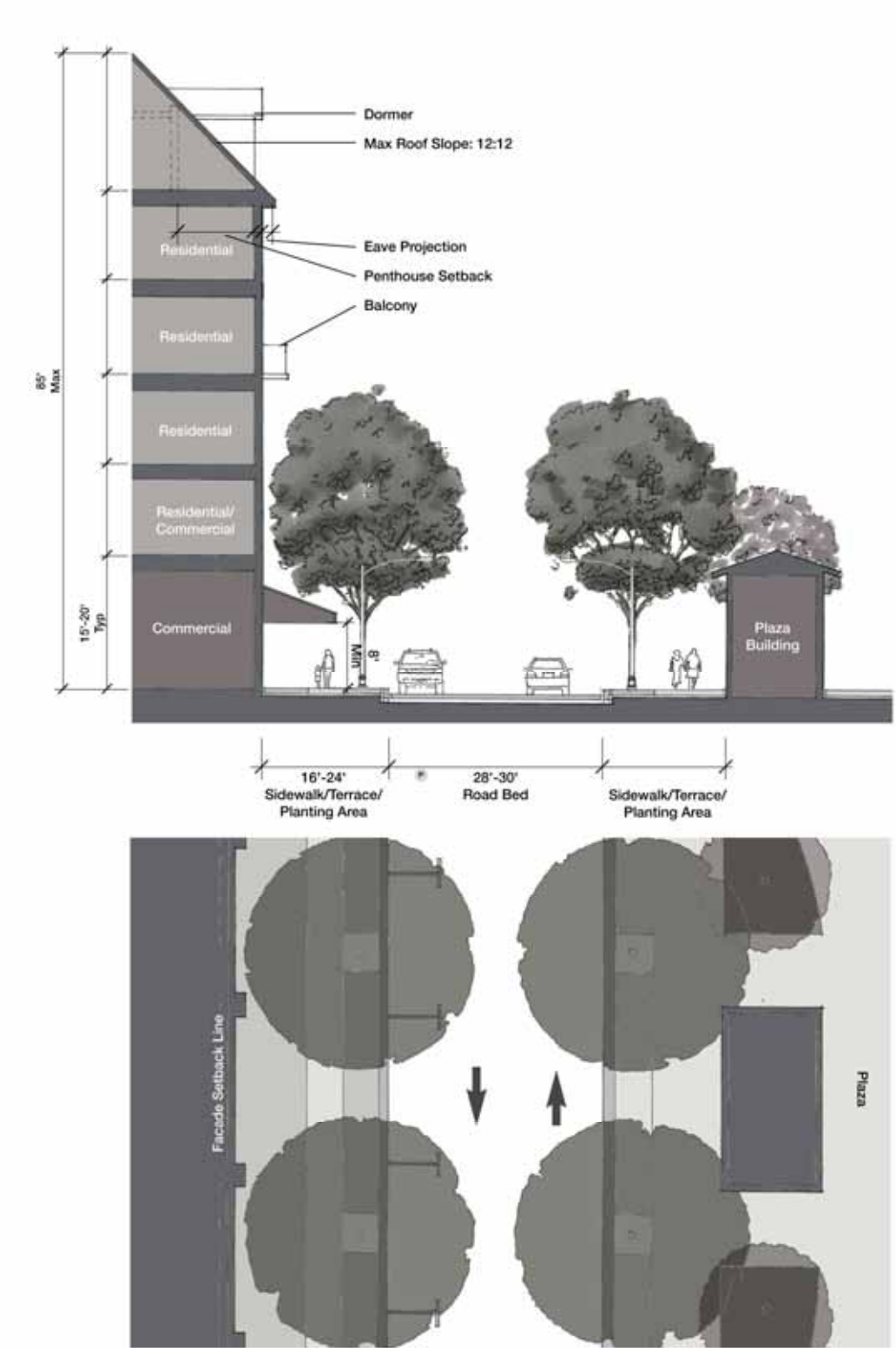
a. Façade Setback: 0 to 2 feet from building face at lower levels and 12 feet maximum at half level/penthouse level, if any.
b. Eave/Cornice/Building Facade Projection: 3 feet maximum for eave/cornice. 4 feet maximum for building facade projections. Eave/cornice/building façade projections may extend over the sidewalk/terrace areas as long as they or any necessary supporting columns do not interrupt the required clear passage area for the public sidewalk.
c. Half Level/Penthouse Area: The maximum half level or penthouse area is the habitable floor area that fits within the allowable profile for a single slope roof, including the knee wall. 3 feet minimum setback required for flat roof penthouse.
d. Roof/Roof Profile: Sloped, flat, or combination allowed. Sloped roof profiles may include a five foot exterior knee wall from the uppermost full floor to the bottom of the eave/cornice projection. Single slope roofs should have slopes between 4-in-12 and 12-in-12. Multi-slope roofs, such as mansard, gambrel, and domed roofs, should adhere to traditional proportions. Flat roofs must have a 30 inch minimum parapet wall at building exterior façades (not required at penthouses) and should be sloped for proper drainage. Arched roofs allowed within the profile established for single sloped roofs. Gable and shed dormers allowed.
e. Recessed Entries: 4 feet maximum depth from building face.
f. Bay Windows: 3 feet maximum depth. Bay windows located at grade may extend into sidewalk/terrace area provided they do not interrupt the required clear passage area for the public sidewalk.
g. Awnings: Where provided, awnings should have 4 feet minimum and 12 feet maximum depth with minimum height of 8’-0” at any point. Awnings may extend over the sidewalk/terrace areas provided they do not interrupt the required clear passage area for the public sidewalk.
h. Balconies: 18 inches maximum projection from building face on Storrs Road; 48 inches maximum projection elsewhere within area. Recessed balconies prohibited on Storrs Road; 6 feet maximum recessed balconies elsewhere within area. Visibly transparent balcony walls should be used where feasible on projecting balconies. Balconies may extend over the sidewalk/terrace areas provided they or any necessary supporting columns do not interrupt the required clear passage area for the public sidewalk. 12’ maximum balcony above covered arcades.
i. Covered Arcades/Galleries: Not permitted on Storrs Road, permitted elsewhere within the Town Square Area.

2.3.4 Site Design Requirements

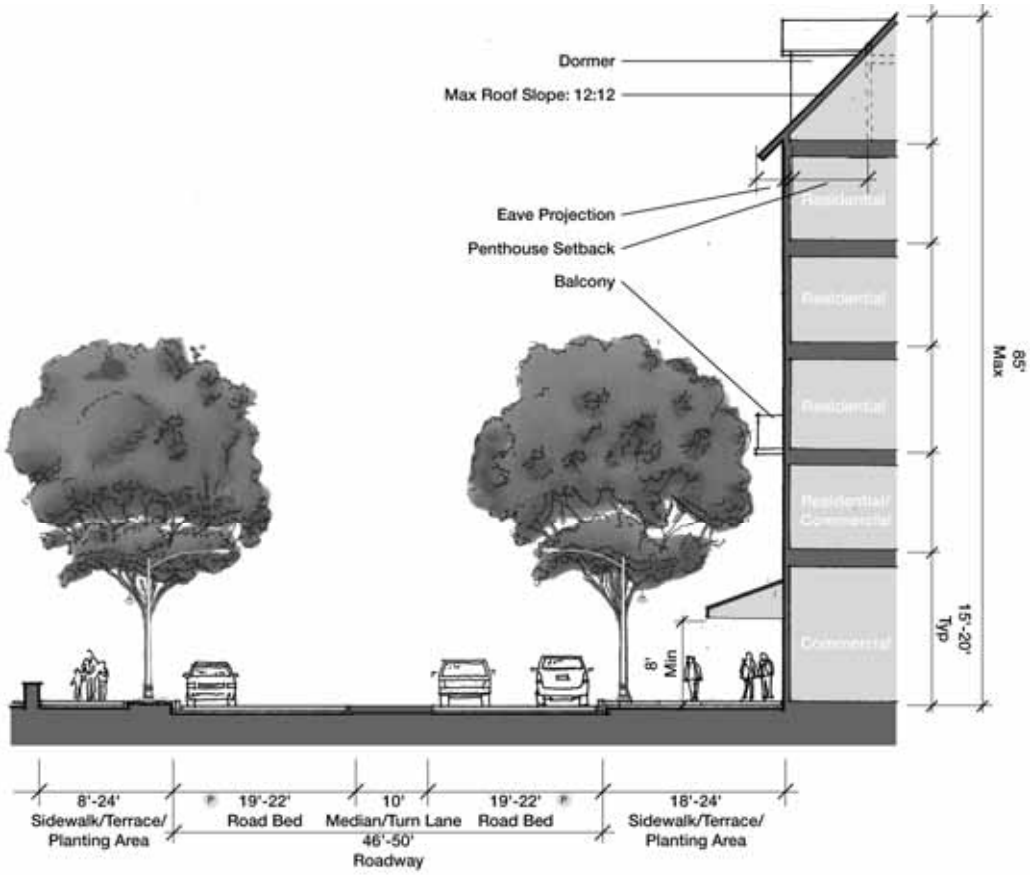
a. Lane Widths: For Storrs Road: 11 feet minimum travel lane and 10 feet minimum turning lane. For other public streets, typical travel lane shall be 11 feet minimum; 10 feet minimum for turning lanes. In specified locations, excluding Storrs Road, where there is an identified constraint on street space or a specific need for traffic calming or controlled vistas, travel lanes may be reduced to 10 feet subject to requirements for fire lanes and turning radii.
b. Parking Lane Widths: 8 feet minimum width for on-street, parallel parking.

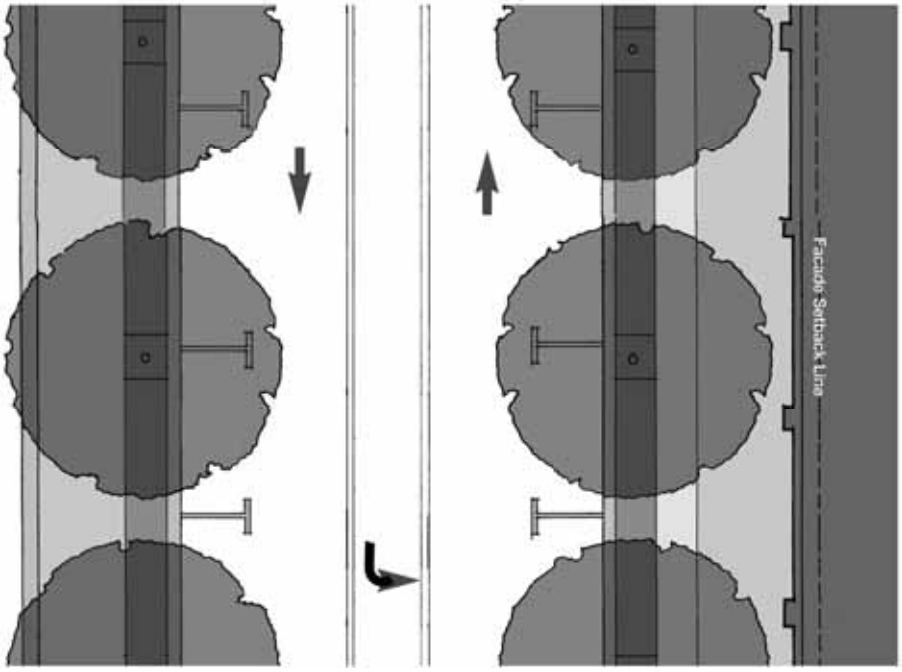
c. Fire Lanes: Any roadway which functions as a fire lane shall have a minimum total width of 20 feet. A minimum separation of 10 feet shall be required between the fire lane and the face of habitable buildings. Refer to Section 4.9.b.
d. Turning/Curb Radius: 15 feet turning radius recommended for Town Square, Village Street, and Dog Lane. In locations where a radius in excess of 15 feet is required, a flush mounted curb and surface area may be set into the street to articulate a radius of or less than 15 feet.
e. Curb heights: For Storrs Road: 6 inch curb required except at median, which must be designed to be mountable by emergency vehicles. For Town Square, Village Street, and Dog Lane: Raised or flush curbs allowed. At street edges with raised curbs, 4 inches recommended; 6 inch maximum. For all flush curb areas, drainage and safety features must be provided.
f. Public Sidewalks: Public sidewalk shall be a clear, continuous passage of no less than 5 feet in width. Public sidewalks may be separated from the road edges or from buildings by outdoor terraces, planting strips or tree planting areas. Public sidewalks are required on both sides of Storrs Road and at all commercial building frontages.
g. Terraces: Private exterior terraces are allowed at all commercial building perimeters to allow for outdoor seating, outdoor dining, and retail activities associated with adjacent businesses. Where provided, terraces shall be contiguous with sidewalk surfaces but may be distinguished by removable barriers, furniture, awnings, and different paving patterns.
h. Sidewalk/Terrace/Planting Area: The distance from the back of curb to the building face, including planting areas, public sidewalks, and terrace areas shall typically be 18 to 24 feet along the east side of Storrs Road and 16 to 24 feet elsewhere in the Town Square area. The combined sidewalk and planting area on the west side of Storrs Road shall be 8 to 24 feet wide.
i. Parking: Parallel parking on both sides of Storrs Road, subject to DOT requirements. Wherever feasible, parallel parking is recommended on all street edges fronting buildings subject to requirements for sidewalks, outdoor terraces, and street design.
j. Street Trees: Required on both sides of all streets; 50 feet maximum spacing; 8 feet minimum bottom of mature canopy height. Street trees and associated landscaping zones may not impede clear passage of required minimum sidewalk.
k. Street Lighting: Required on both sides of Storrs Road, Town Square, and Village Street; 16-20 feet maximum height recommended for Storrs Road; 12-16 feet maximum height for Village Street and Town Square.
l. Street Furniture: Public benches, trash receptacles, and bus shelters, where applicable, required on Storrs Road, Town Square, and Village Street; dining terraces, outdoor café/retail, and outdoor display allowed at all commercial building frontages.
m. Fire Hydrants: Fire hydrants shall be provided along all required fire lanes and all public streets pursuant to applicable code. Refer to Section 4.10.c.

2.3.5a Illustrative Plans and Sections: Town Square



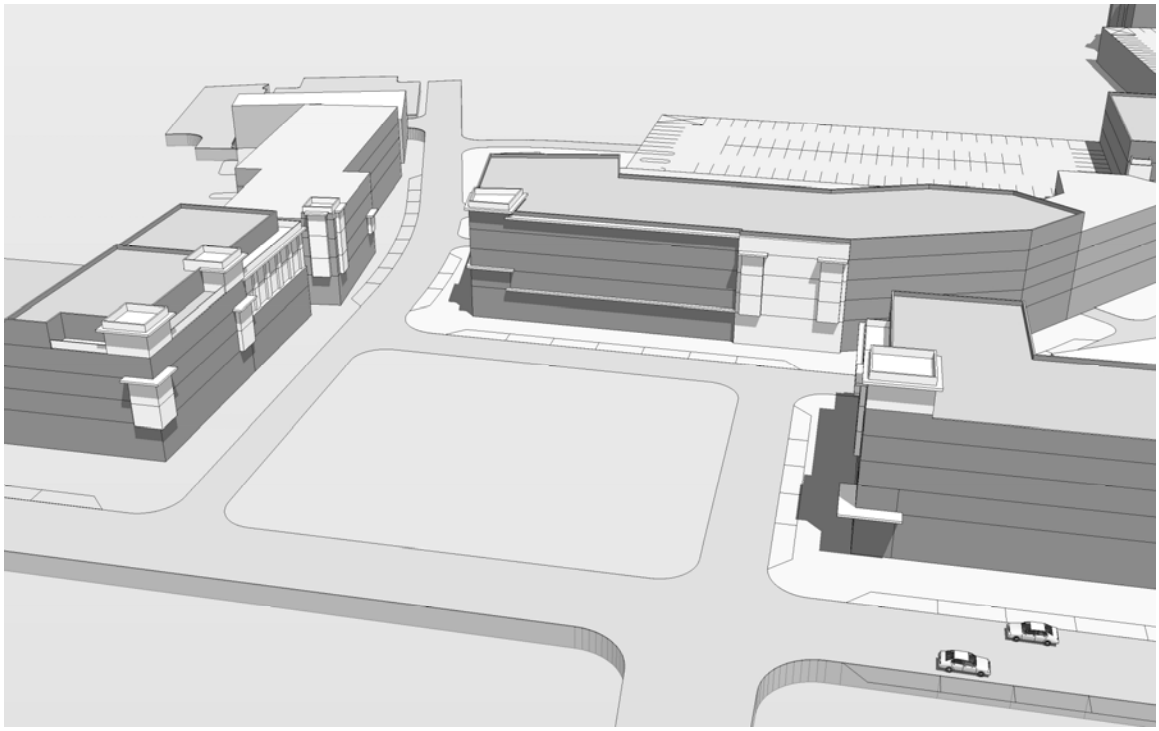
2.3.5b Illustrative Plans and Sections: Storrs Road


Dormer
Max Roof Slope: 12:12
Eave Projection
Penthouse Setback
Balcony
Residential
Residential
Residential
Residential/ Commercial
Commercial
85' Max
15'-20' Typ
8' Min
8'-24' Sidewalk/Terrace/ Planting Area
19'-22' Road Bed
10' Median/Turn Lane
19'-22' Road Bed
18'-24' Sidewalk/Terrace/ Planting Area
46'-50' Roadway


Facade Setback Line

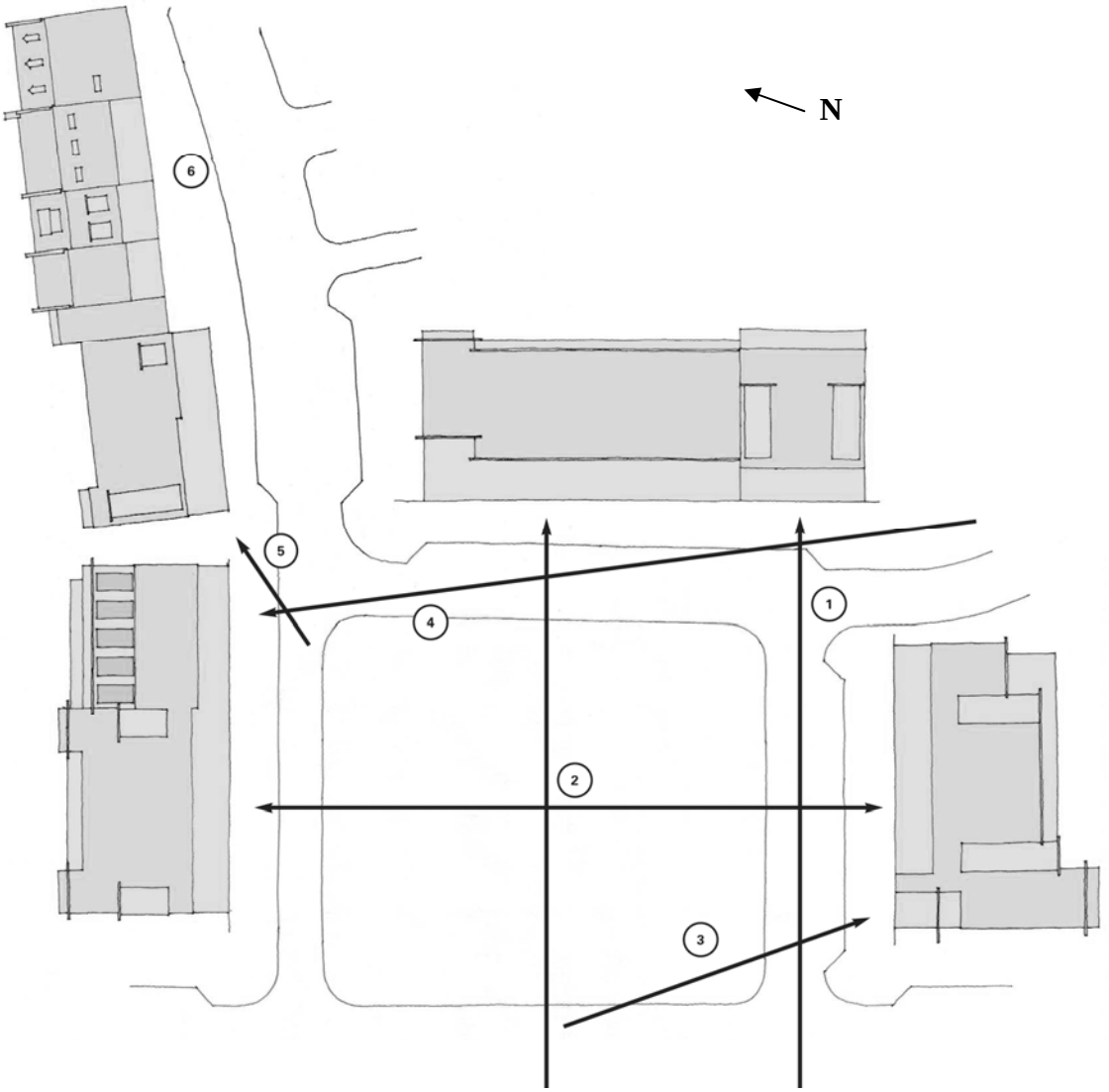
2.3.6a Building Composition - Town Square

The composition guidelines may be interpreted in different architectural styles as long as they adhere to the principles in the text and diagrams.



The Town Square is adjacent to the University of Connecticut and is the largest civic space in Storrs Center. At the larger urban scale, buildings surrounding the Town Square should function collectively to reinforce and define the sense of space within the Town Square Area and should bear a proportional relationship to this large public space and neighboring institutions. At the same time, the facades of the individual buildings should be broken down into smaller components to provide a localized, pedestrian oriented sense of scale at the street level. Though they may be built as one building on each side of the square, the individual facades should be designed to appear as or provide a scalar breakdown indicative of multiple buildings with a vertical orientation to the street. The definition of the Town Square should take formal priority over entrances to interior streets though localized gestures should help to demarcate those entrances.

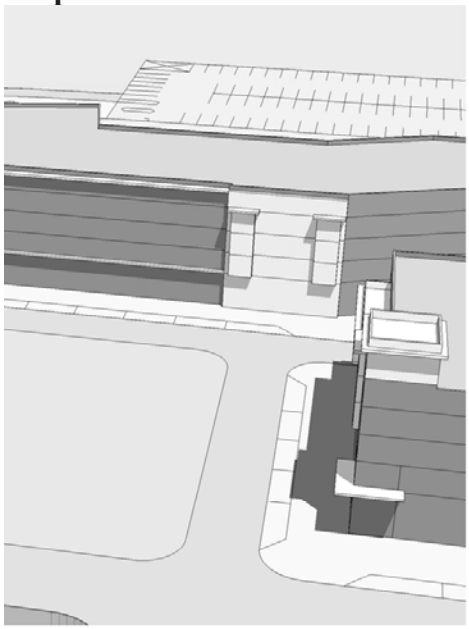
2.3.6b Building Composition - Town Square Building Orientation and Vistas



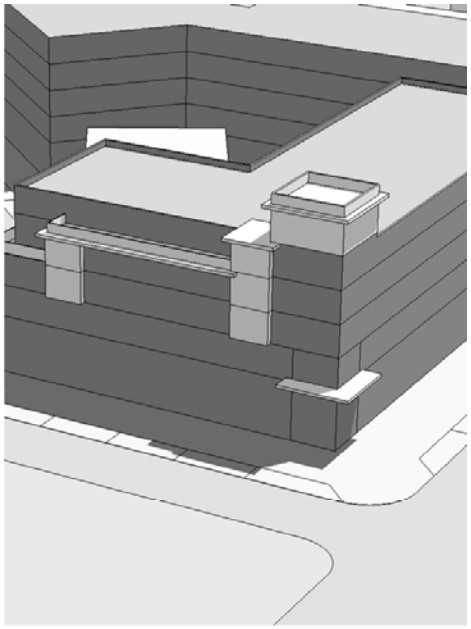
Key Vistas

The diagram identifies key vistas and building orientations within and around the Town Square. Building orientation around the Town Square should reinforce the clear definition of the space by providing a regularized frontal building perimeter. Buildings lining Storrs Road should help to define the street edge and set up a regular frontal pattern for the Main Street environment. Buildings lining Dog Lane and the Village Street may have irregular orientations to the street that respond to localized conditions and create secondary street front spaces. Site specific architectural gestures, such as bays, prominent symmetries and vertical elements should be used to demarcate key terminating vistas such as the end of Bolton Road, the corner of the southerly building on the Town Square, the view towards Dog Lane, and the terminal view from the Village Street into the Town Square.

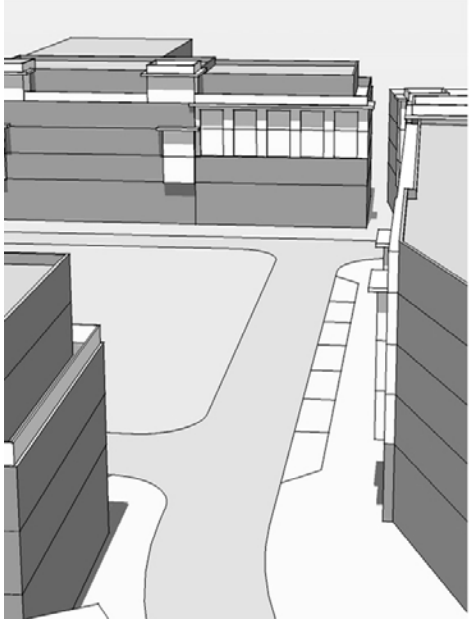
2.3.6c Building Composition - Town Square: Examples of How Buildings Could Respond to Vista Considerations



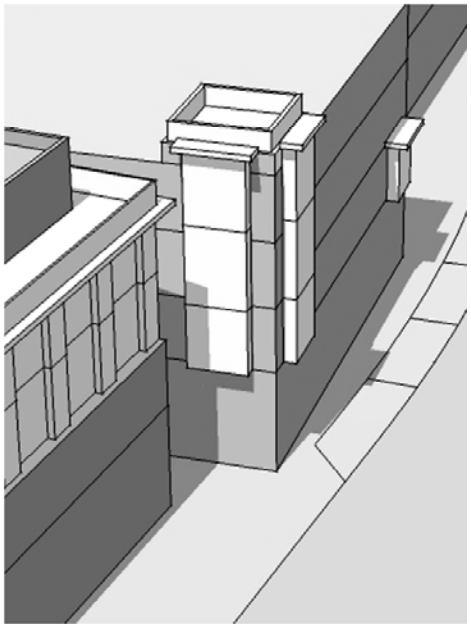
Vista 1) The view corridor of Bolton Road could be terminated by a prominent architectural composition or by a break in the building.
Vista 2) The three facades surrounding the square could each have in their composition



Vista 3) The corner of the southernmost building could be a vertical element or feature that anchors the corner and directs people into the Town Square

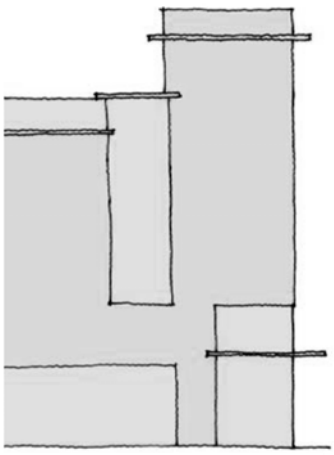


Vista 4) The view corridor from the Village Street could be terminated in a prominent façade that could help to draw the eye upward.



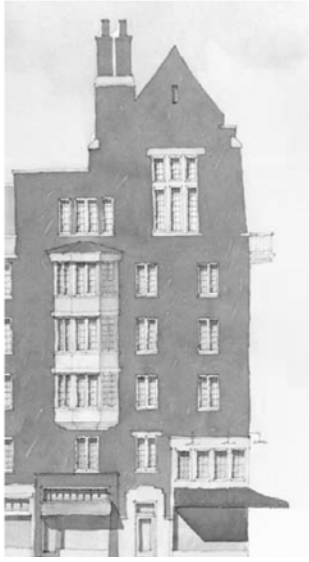
Vista 5) A prominent corner of the first Dog Lane building could be used to anchor the northern corner of the square.
Vista 6) The buildings further along Dog Lane could be articulated as a series of smaller town buildings.

2.3.6d Building Composition - Town Square: Sample Interpretations

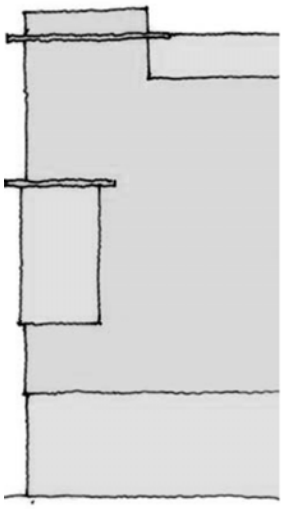


Interpretation of building composition for southernmost building on Square

Interpretation of composition guidelines in a modern vocabulary

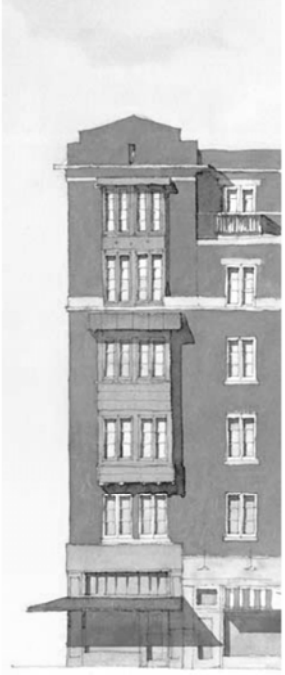


Interpretation of composition guidelines in a traditional vocabulary



Interpretation of building composition for northernmost building on Square

Interpretation of composition guidelines in a modern vocabulary



Interpretation of composition guidelines in a traditional vocabulary

2.4 MARKET SQUARE AREA

2.4.1 Use Requirements

a. Allowable Uses: Retail, restaurant, live/work, and any other non-residential uses allowed at grade with allowance for entries and lobbies to upper floors; non-residential or residential uses allowed on upper floors; non-residential use may occur on second floor as an extension of a ground floor use. Residential uses may also extend to the ground floor on streets, alleys, and courts not directly fronting the Market Square. Structured parking decks allowed; should be either below grade or, if above grade, buffered by liner buildings or architectural cladding when facing other uses within project area.

2.4.2 Dimensional Requirements

a. Building Coverage: No maximum building coverage, subject to requirements for public sidewalks and streets.
b. Lot Size: No minimum lot size.
c. Front Yard Setback Line: 0 foot minimum from public sidewalk, provided that the face of building shall be no less than 8 feet from back of curb.
d. Side Yard Setback Line: 0 feet.
e. Building Height: Two story minimum up to a maximum of five and a half stories. Two and a half story minimum for buildings located directly on the Market Square. Overall building height may not exceed 85 feet to peak of roof, excluding spires, cupolas, steeples, chimneys and similar vertical elements, which are allowed.

2.4.3 Building Design Requirements

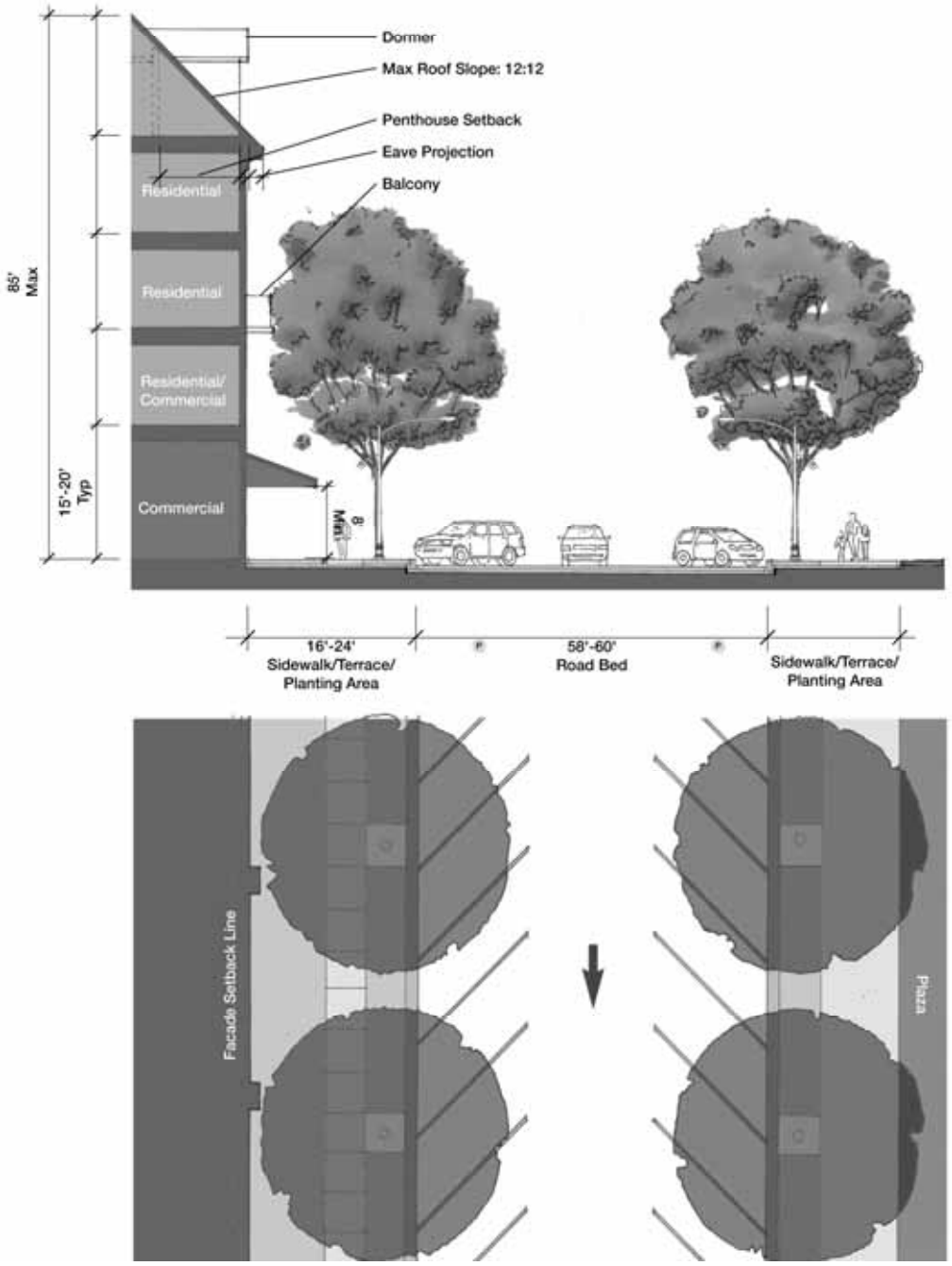
a. Façade Setback: 0 to 2 feet from building face at lower levels and 12 feet maximum at half level/penthouse level, if any.
b. Eave/Cornice/Building Facade Projection: 3 feet maximum for eave/cornice. 4 feet maximum for building facade projections. Eave/cornice/building façade projections may extend over the sidewalk/terrace areas provided they or any necessary supporting columns do not interrupt the required clear passage area for the public sidewalk.
c. Half Level/Penthouse Area: The maximum half level or penthouse area is the habitable floor area that fits within the allowable profile for a single slope roof, including the knee wall. 3 feet minimum setback required for flat roof penthouse.
d. Roof/Roof Profile: Sloped, flat, or combination allowed. Sloped roof profiles may include a five foot exterior knee wall from the uppermost full floor to the bottom of the eave/cornice projection. Single slope roofs should have slopes between 4-in-12 and 12-in-12. Multi-slope roofs, such as mansard, gambrel, and domed roofs, should adhere to traditional proportions. Flat roofs should have a 30 inch minimum parapet wall at building exterior façades (not required at penthouses) and should be sloped for proper drainage. Arched roofs allowed within the profile established for single sloped roofs. Gable and shed dormers allowed.
e. Recessed Entries: 4 feet maximum depth from building face.
f. Bay Windows: 3 feet maximum depth. Bay windows located at grade may extend into sidewalk/terrace area provided they do not interrupt the required clear passage area for the public sidewalk.
g. Awnings: Where provided, awnings should have 4 feet minimum and 12 feet maximum depth with minimum height of 8’-0” at any point. Awnings may extend over the sidewalk/terrace areas provided they do not interrupt the required clear passage area for the public sidewalk.
h. Balconies: 18 inches maximum projection from building face on Storrs Road; 48 inches maximum projection elsewhere within area. Recessed balconies prohibited on Storrs Road; 6 feet maximum recessed balconies elsewhere within area. Visibly transparent balcony walls should be used on projecting balconies where feasible. Balconies may extend over the sidewalk/terrace areas provided they or any necessary supporting columns do not interrupt the required clear passage area for the public sidewalk. 12’ maximum balcony above covered arcades.
i. Covered Arcades/Galleries: Not permitted on Storrs Road. Permitted elsewhere within the Market Square area.

2.4.4 Site Design Requirements

a. Lane Widths: For Storrs Road: 11 feet minimum travel lane and 10 feet minimum turning lane. For other public streets, typical travel lane shall be 11 feet minimum; 10 feet minimum for turning lanes. In specified locations, excluding Storrs Road, where there is an identified constraint on street space or a specific need for traffic calming or controlled vistas, travel lanes may be reduced to 10 feet subject to requirements for fire lanes and turning radii.
b. Parking Lane Widths: 8 feet minimum width for on-street, parallel parking.

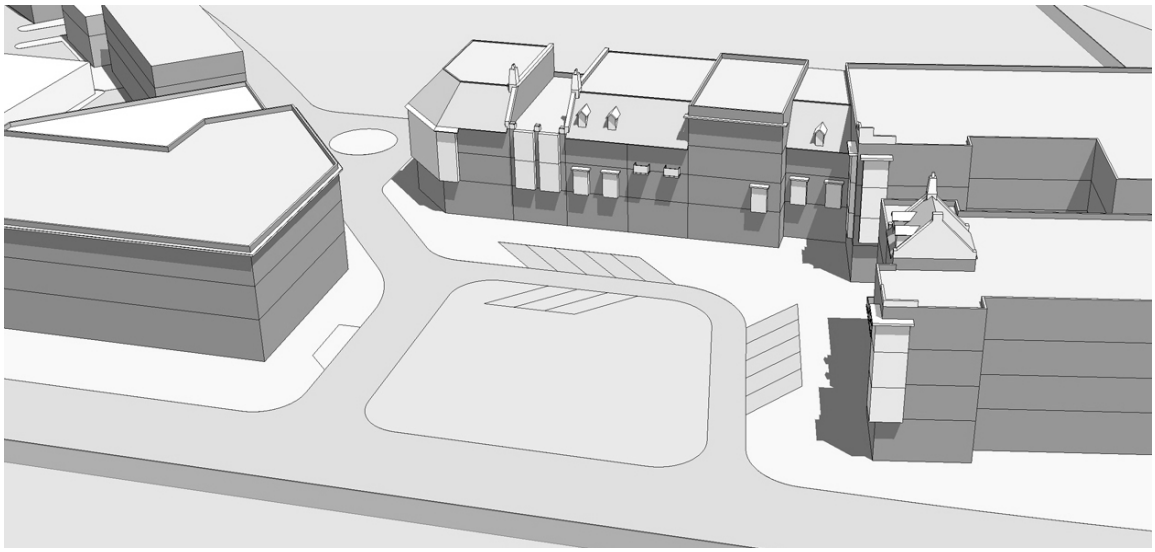
c. Fire Lanes: Any roadway which functions as a fire lane shall have a minimum total width of 20 feet. A minimum separation of 10 feet shall be required between the fire lane and the face of habitable buildings. Refer to Section 4.9.b.
d. Turning/Curb Radius: 15 feet turning radius recommended for Market Square, Village Street and Post Office Road. In locations where a radius in excess of 15 feet is required, a flush mounted curb and surface area may be set into the street to articulate a radius of or less than 15 feet.
e. Curb heights: For Storrs Road: 6 inch curb required except at median, which should be designed to be mountable by emergency vehicles. For Market Square, Village Street, and Post Office Road: Raised or flush curbs allowed. At street edges with raised curbs, 4 inches recommended; 6 inch maximum. For all flush curb areas, drainage and safety features must be provided.
f. Public Sidewalks: Public sidewalk shall be a clear, continuous passage of no less than 5 feet in width. Public sidewalks may be separated from the road edges or from buildings by outdoor terraces, planting strips and the tree planting areas. Public sidewalks are required on both sides of Storrs Road and at all commercial building frontages.
g. Terraces: Private exterior terraces are allowed at all commercial building perimeters to allow for outdoor seating, outdoor dining, and retail activities associated with adjacent businesses. Where provided, terraces shall be contiguous with sidewalk surfaces but may be distinguished by removable barriers, furniture, awnings, and different paving patterns.
h. Sidewalk/Terrace/Planting Area: The distance from the back of curb to the building face, including planting areas, public sidewalks, and terrace areas shall typically be 18 to 24 feet along the east side of Storrs Road, 12 to 24 feet around Market Square, and 8 to 24 feet at building frontages on the Village Street and Post Office Road. The combined sidewalk and planting area on the west side of Storrs Road shall be 8 to 24 feet wide.
i. Parking: Parallel parking on both sides of Storrs Road, subject to DOT requirements. Wherever feasible, parallel parking is recommended on all street edges fronting buildings subject to requirements for sidewalks, outdoor terraces, and street design.
j. Street Trees: Required on both sides of all streets; 50 feet maximum spacing; 8 feet minimum bottom of mature canopy height. Street trees and associated landscaping zones may not impede clear passage of required minimum sidewalk.
k. Street Lighting: Required both sides of Storrs Road, Market Square, and Village Street and on one side of Post Office Road. 16-20 feet maximum height recommended for Storrs Road and Post Office Road; 12-16 feet maximum height recommended for Village Street and Market Square.
l. Street Furniture: Public benches, trash receptacles, and bus shelters, where applicable, should be provided on Storrs Road, Market Square, and Village Street; dining terraces, outdoor café/retail, and outdoor display allowed at all commercial building frontages.
m. Fire Hydrants: Fire hydrants shall be provided along all required fire lanes and all public streets pursuant to applicable code. Refer to Section 4.10.c.

2.4.5 Illustrative Plans and Sections: Market Square



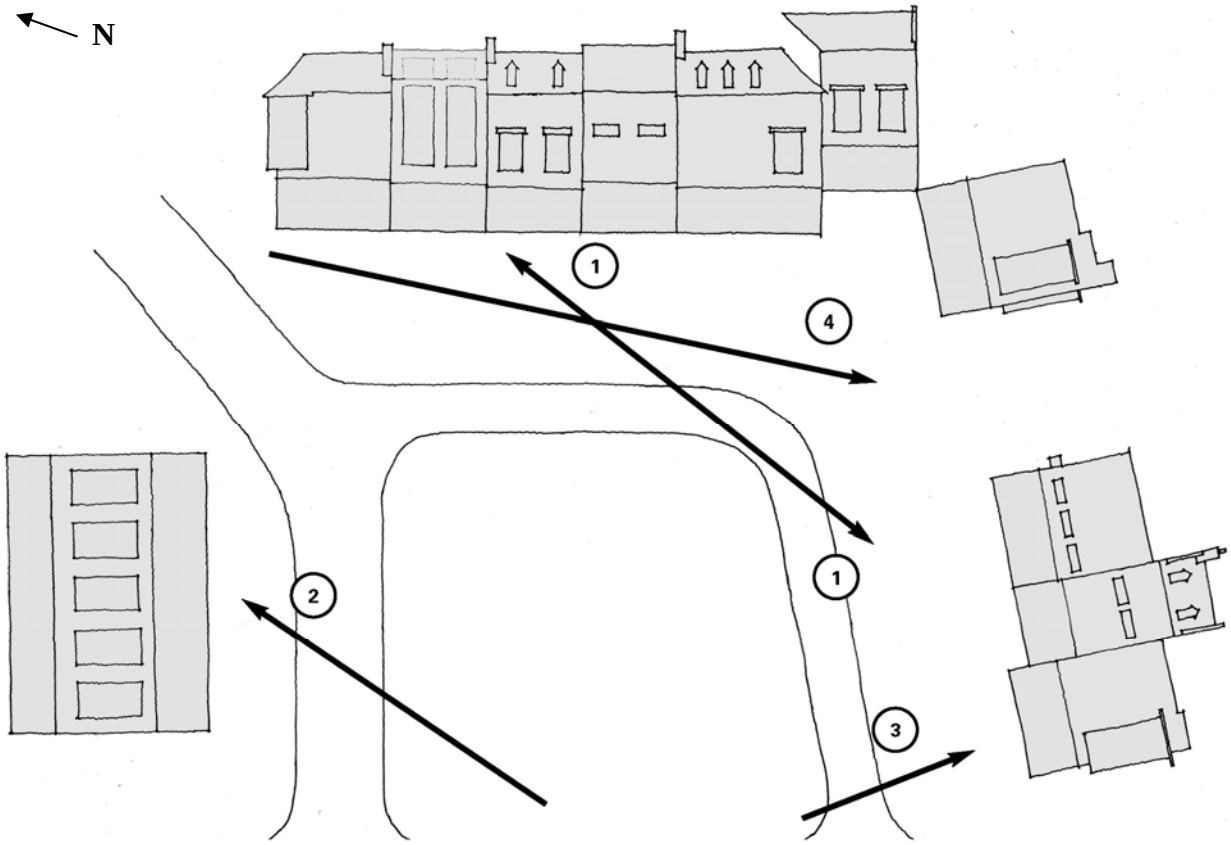
2.4.6a Building Composition - Market Square

The buildings around Market Square should have ample scale and mass to clearly define the space but could easily range from smaller building façades to the east and south combined to a prominent building on the north side.



Market Square welcomes visitors to Storrs Center by opening up views from Storrs Road deep into the site. Buildings around this smaller civic space should both define the space and suggest a strong portal to the Village Street. A less formal quality should be reinforced by a variety of building types and scales. A prominent building could anchor the north side of the square as approached from the south and should work with adjacent buildings to draw people into the square and around the corner onto the Village Street. Buildings on the eastern and southern sides of the squares should also help to define the edges of the square but could be broken down into a series of more vertically proportioned facades. The buildings on the southern side of the square should have adequate continuity to define an edge for the Square but, depending on use, could accommodate a break in the building wall for the entry into a semi-private pedestrian courtyard off of Market Square.

2.4.6b Building Composition - Market Square Orientation and Vistas

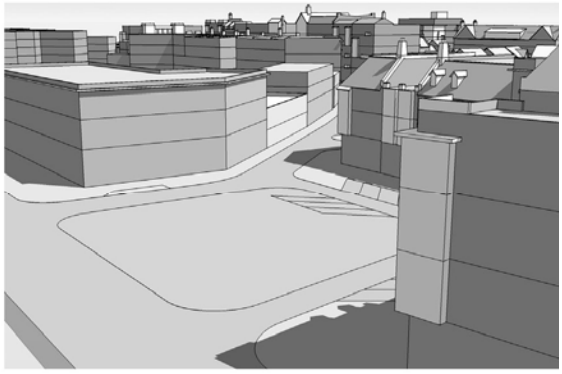


Key Vistas

The diagram identifies key vistas and building orientations around the Market Square. Buildings do not need to have a regular orientation to each other across the Square, lending to the less formal quality of the civic space. Key vistas include the approach from the south on Storrs Road, which should be addressed by the building on the north side of Market Square. The vista should open up to the Village Street while moving across the Square. Similarly the orientation of the southerly building should address the closure of the Square and the major intersection to the south. The entry to the courtyard could be used to draw views towards the southerly wall of the Square when viewed from the Village Street. Dialogue between the southerly and easterly sides of the Square should also be considered in maintaining definition of the space within the Square.

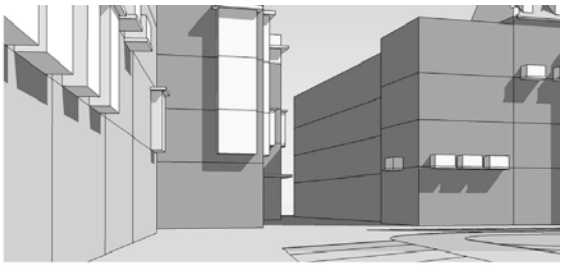
2.4.6c Building Composition - Market Square: Examples of How Buildings Could Respond to Vista Considerations

Vista 1) The eastern and southern sides of Market Square could be articulated as a series of smaller commercial town buildings with a rich variety of elements including bay windows, balconies, dormers, varying roofscapes and dormers. Though all buildings should help to define the Market Square space, a variety of building types could be well suited to this less formal square.



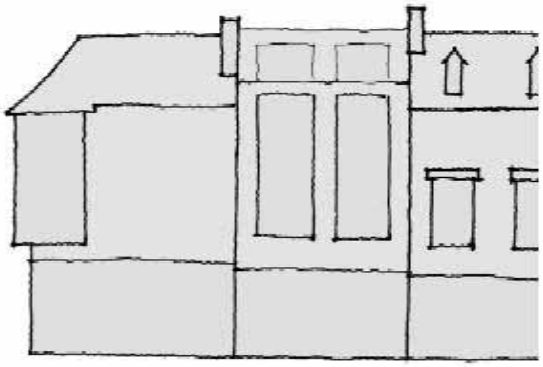
Vista 2) The northern face of the square could be firmly anchored by a prominent building or facade with large repeating window bays and cornices that flow around the corners, helping to draw the view into the Village Street area.

Vista 3) At the southwest corner, a building with a prominent corner feature could anchor the corner of the square and would be highly visible from Storrs Road and other approaches to the square.



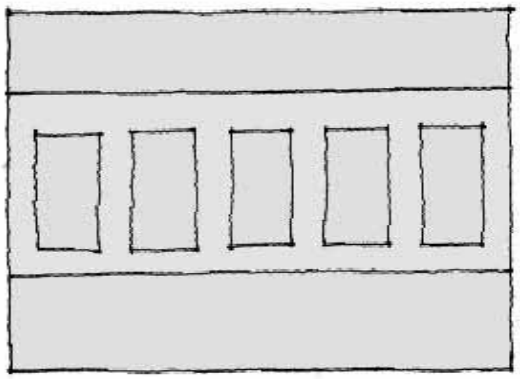
Vista 4) On the southern side of the square, the buildings could form a portal to a small courtyard. The corners and the visual terminus of the view into the square could be recognized in the design of the facades.

2.4.6d Building Composition - Market Square: Sample Interpretations



Interpretation of Guidelines for buildings on the eastern side of the square

Interpretation of Facade Composition Guidelines



Interpretation of Guidelines for buildings on the northern side of the square

Interpretation of Facade Composition Guidelines

2.5 VILLAGE STREET AREA

2.5.1 Use Requirements

a. Allowable Uses: Residential and non-residential uses allowed at grade and in upper floors along with entries to upper floors. Structured parking decks allowed; must be either below grade or, if above grade, buffered by liner buildings or architectural cladding when facing other uses within project area.

2.5.2 Dimensional Requirements

a. Building Coverage: No maximum building coverage, subject to requirements for public sidewalks and streets.
b. Lot Size: No minimum lot size.
c. Front Yard Setback Line: 0 foot minimum from public sidewalk, provided that the face of building shall be no less than 8 feet from back of curb.
d. Side Yard Setback Line: 0 feet.
e. Building Height: Two story minimum to five and a half story maximum. Overall building height may not exceed 85 feet to peak of roof, excluding spires, cupolas, steeples, chimneys and similar elements, which are allowed.

2.5.3 Building Design Requirements

a. Façade Setback: 0 to 2 feet from building face at lower levels and 12 feet maximum at half level/penthouse level, if any.
b. Eave/Cornice/Building Facade Projection: 3 feet maximum for eave/cornice. 4 feet maximum for building facade projections. Eave/cornice/building façade

projections may extend over the sidewalk/terrace areas provided they or any necessary supporting columns do not interrupt the required clear passage area for the public sidewalk.

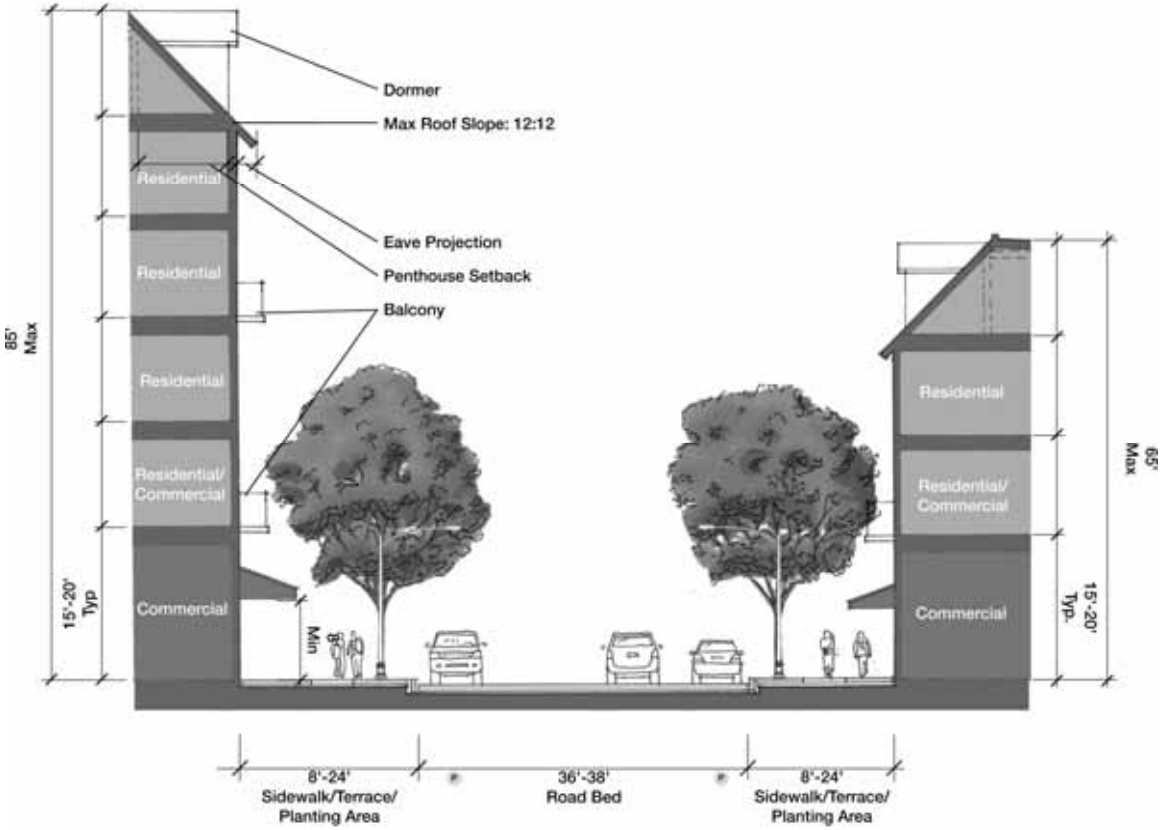
c. Half Level/Penthouse Area: The maximum half level or penthouse area is the habitable floor area that fits within the allowable profile for a single slope roof, including the knee wall. 3 feet minimum setback required for flat roof penthouse.
d. Roof/Roof Profile: Sloped, flat, or combination allowed. Sloped roof profiles may include a five foot exterior knee wall from the uppermost full floor to the bottom of the eave/cornice projection. Single slope roofs should have slopes between 4-in-12 and 12-in-12. Multi-slope roofs, such as mansard, gambrel, and domed roofs, should adhere to traditional proportions. Flat roofs must have a 30 inch minimum parapet wall at building exterior façades (not required at penthouses) and should be sloped for proper drainage. Arched roofs allowed within the profile established for single sloped roofs. Gable and shed dormers allowed.
e. Recessed Entries: 4 feet maximum depth from building face.
f. Bay Windows: 3 feet maximum depth. Bay windows located at grade may extend into sidewalk/terrace area provided as they do not interrupt the required clear passage area for the public sidewalk.
g. Awnings: Where provided, awnings should have 4 feet minimum and 12 feet maximum depth with minimum height of 8’-0” at any point. Awnings may extend over the sidewalk/terrace areas provided they do not interrupt the required clear passage area for the public sidewalk.
h. Balconies: 48 inches maximum projection elsewhere within area. Recessed balconies prohibited on Storrs Road; 6 feet maximum recessed balconies elsewhere within area. Visibly transparent balcony walls should be used on projecting balconies where feasible. Balconies may extend over the sidewalk/terrace areas provided they do not interrupt the required clear passage area for the public sidewalk. 12’ maximum balcony above covered arcades.
i. Covered Arcades/Galleries: External covered arcades are permitted on Village Street; covering may be articulated as roof or wide balcony. Galleries may extend over sidewalk/terrace area provided they do not interrupt the required clear passage area for the public sidewalk.

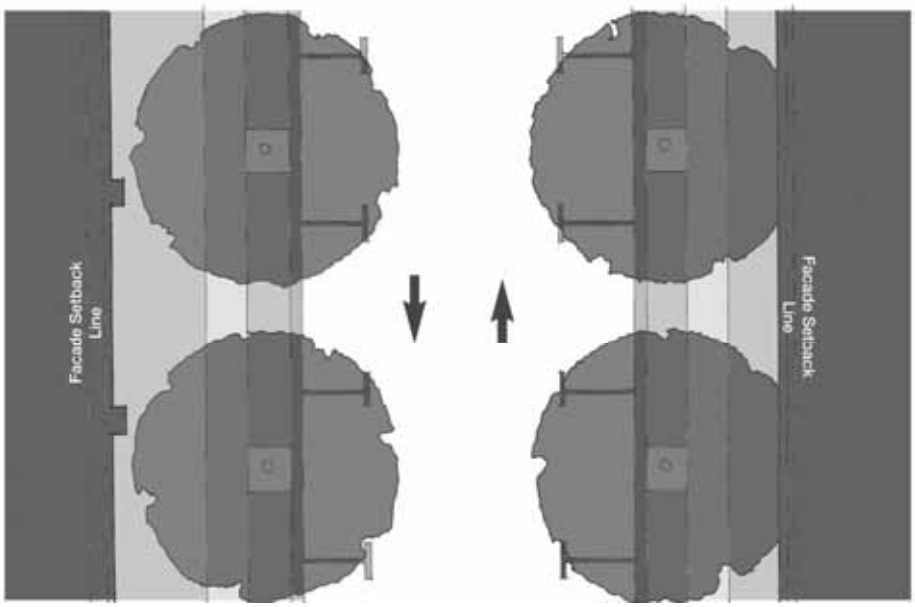
2.5.4 Site Design Requirements

a. Lane Widths: For all Village Street Area public streets: typical travel lane shall be 11 feet minimum; 10 feet minimum for turning lanes. In specified locations, excluding Storrs Road, where there is an identified constraint on street space or a specific need for traffic calming or controlled vistas, travel lanes may be reduced to 10 feet subject to requirements for fire lanes and turning radii.
b. Parking Lane Widths: 8 feet minimum width for on-street, parallel parking.
c. Fire Lanes: Any roadway which functions as a fire lane shall have a minimum total width of 20 feet. A minimum separation of 10 feet shall be required between the fire lane and the face of habitable buildings. Refer to Section 4.9.b.
d. Turning/Curb Radius: 15 feet turning radius recommended for Village Street. In locations where a radius in excess of 15 feet is required, a flush mounted curb and surface area may be set into the street to articulate a radius of or less than 15 feet.

e. Curb heights: For Village Street: Raised or flush curbs allowed. At street edges with raised curbs, 4 inches recommended; 6 inch maximum. For all flush curb areas, drainage and safety features must be provided.
f. Public Sidewalks: Public sidewalk shall be a clear, continuous passage of no less than 5 feet in width. Public sidewalks may be separated from the road edges or from buildings by outdoor terraces, planting strips and tree planting areas. Public sidewalks are required at all commercial building frontages.
g. Terraces: Private exterior terraces are allowed at all commercial building perimeters to allow for outdoor seating, outdoor dining, and retail activities associated with adjacent businesses. Where provided, terraces shall be contiguous with sidewalk surfaces but may be distinguished by removable barriers, furniture, awnings, and different paving patterns.
h. Sidewalk/Terrace/Planting Area: The distance from the back of curb to the building face, including planting areas, public sidewalks, and terrace areas shall typically be 8 to 24 feet at building frontages on the Village Street.
i. Parking: Wherever feasible, parallel parking is recommended on all street edges fronting buildings subject to requirements for sidewalks, outdoor terraces, and street design.
j. Street Trees: Required on both sides of all streets; 50 feet maximum spacing; 8 feet minimum bottom of mature canopy height. Street trees and associated landscaping zones may not impede clear passage of required minimum sidewalk.
k. Street Lighting: Required both sides of Village Street. 20 feet maximum height; 12-14 feet recommended for Village Street.
l. Street Furniture: Public benches, trash receptacles, and bus shelters, where applicable, required on Village Street; dining terraces, outdoor café/retail, and outdoor display allowed at all commercial building frontages.
m. Fire Hydrants: Fire hydrants shall be provided along all required fire lanes and all public streets pursuant to applicable code. Refer to Section 4.10.c.

2.5.5 Illustrative Plans and Sections: Village Street

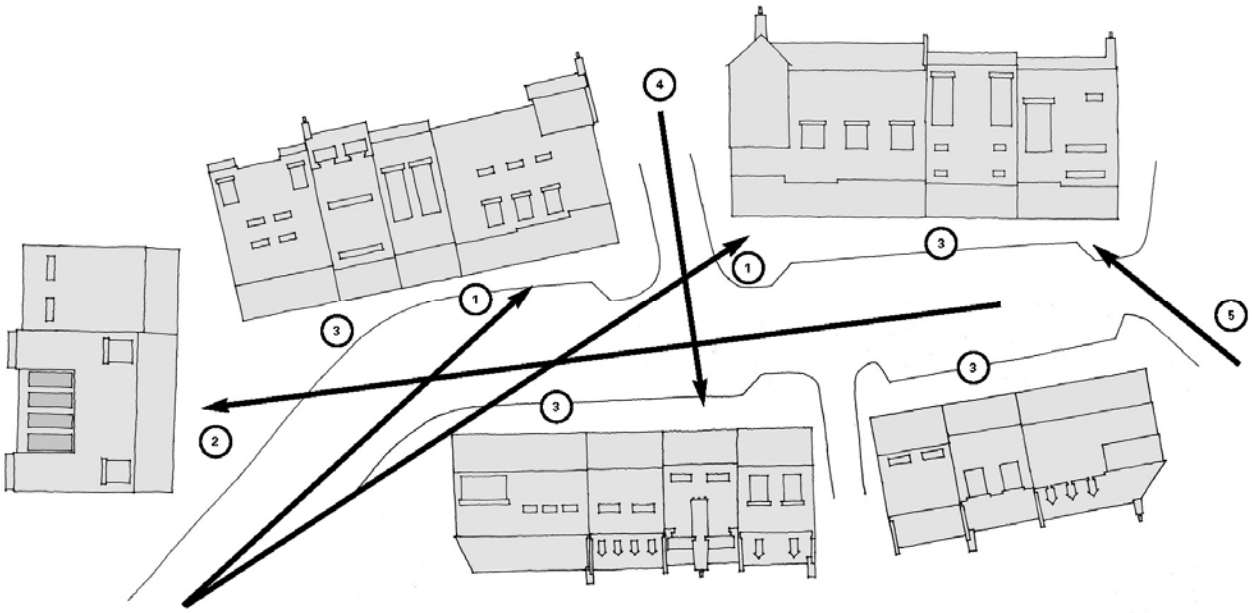




2.5.6a Building Composition - Village Street

The Village Street is designed as the main shopping street of Storrs Center and should be characterized by a rich variety of architectural expression that reinforces the small scale of the street and the focus on pedestrian activity. The ground floor of the street is a continuous row of shop fronts. The upper floors are composed of many small vertically proportioned facades, animated by balconies, bay windows, terraces, dormers, vertical elements etc. Building heights and roofscapes should be varied, lending to the informal character of the Village Street**.** The facades should be designed to respond to their specific location in the urban space of the street. The street bulges in the middle to create a spatial quality that begins to read as a single place. Buildings should be designed to reinforce this collective space of the Village Street but should also reflect attention to very localized occurrences along its edges, suggesting a close relationship to pedestrian activity at the street level and a more organic quality to the public realm and the space of the street.

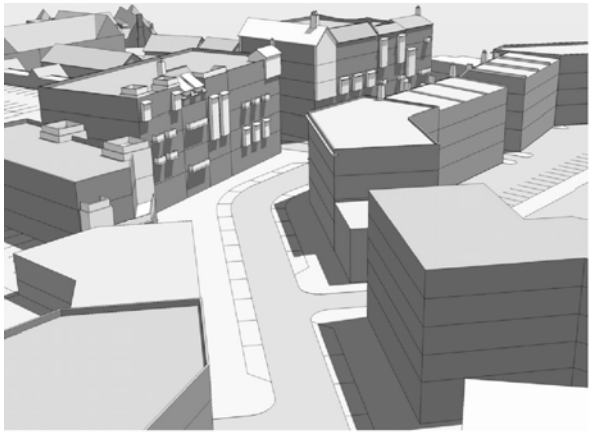
2.5.6b Building Composition - Village Street Building Orientation and Vistas



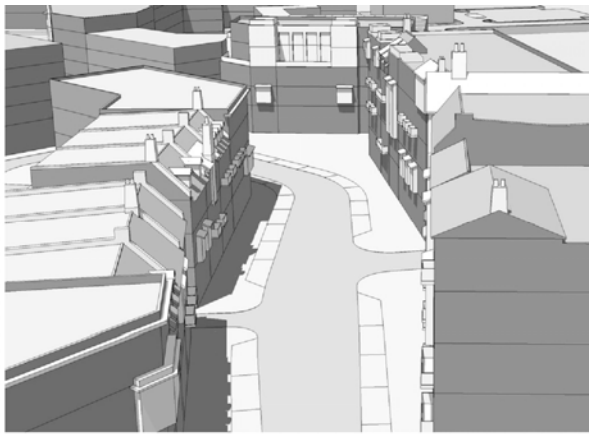
Key Vistas

The diagram identifies key vistas and building orientations along the Village Street. Building orientations along the Village Street are skewed outward slightly from the street in order to reinforce the sense of space within the street itself. Terminating vistas at the ends of the Village Street should reinforce the sense of closure to the street while drawing people around the bends in the road into the adjacent squares. Localized gestures should address vistas from the adjacent squares into the village street and from residential streets into the village street. Building orientation and architectural gestures should be very specific to the surrounding spaces and localized conditions of the Village Street, reinforcing the focus on street front, pedestrian oriented activity.

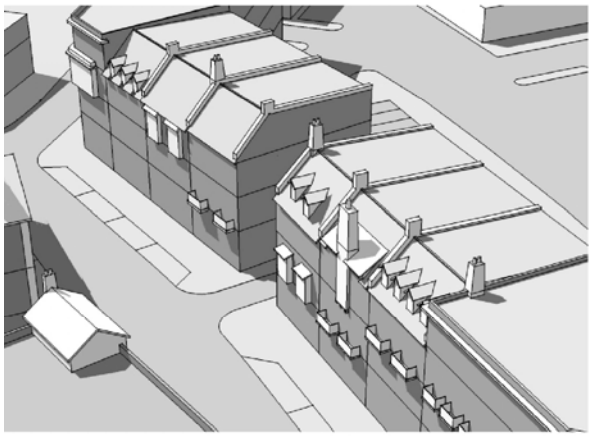
2.5.6c Building Compositions - Village Street: Examples of How Buildings Could Respond to Vista Considerations



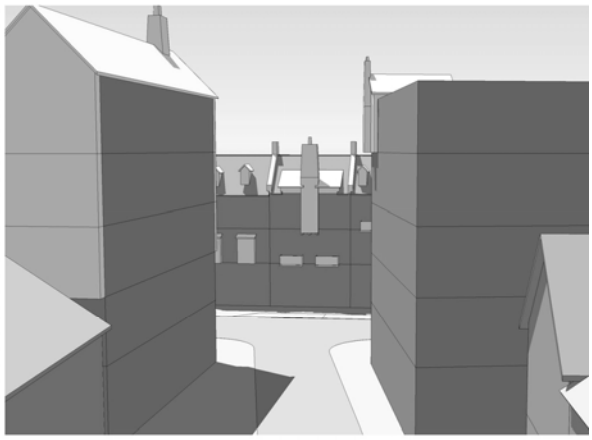
Vista 1) From the Town Square, tall narrow buildings with high corner features could be used to draw the eye into the space of the Village Street..



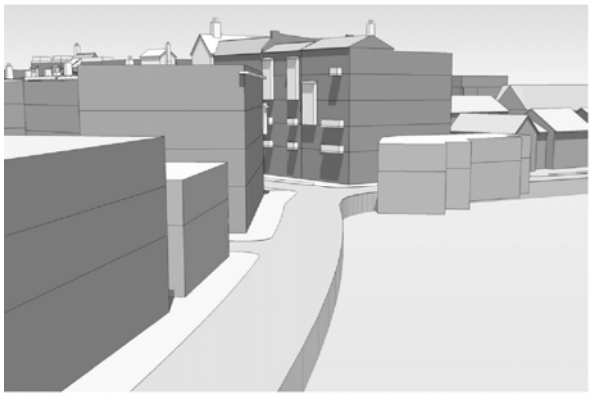
Vista 2) The northern end of the street could be anchored by a prominent facade with symmetrical features, an attic loggia, or bays of windows.



Vista 3) The buildings that form the space could be articulated as many small vertically proportioned facades with a hiah varietv of architectural features.

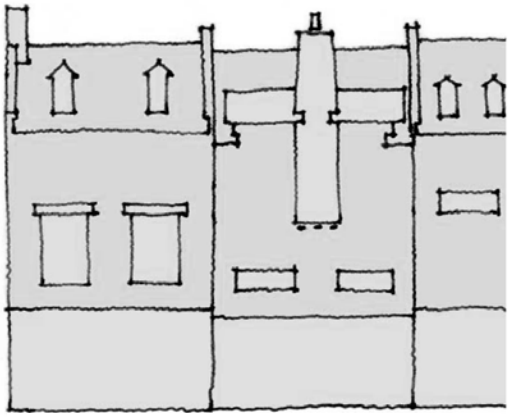


Vista 4) The visual terminus of the intersecting residential street could be a narrow facade with a symmetrical chimnev element or vertical feature.



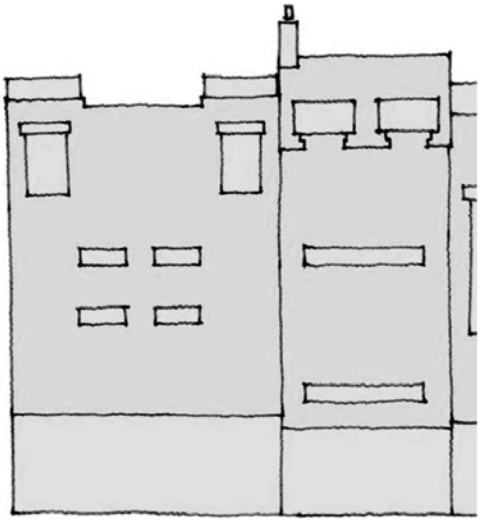
Vista 5) The view approaching from Market Square could be composed of tall slender facades with bay windows and balconies that direct the eye upward.

2.5.6d Building Composition - Village Street: Sample Interpretations

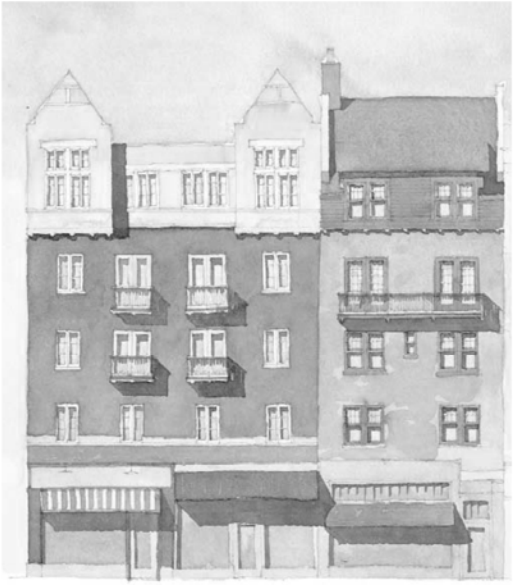


Interpretation of Facade Composition Guidelines for southern building face

Interpretation of Facade Composition Guidelines

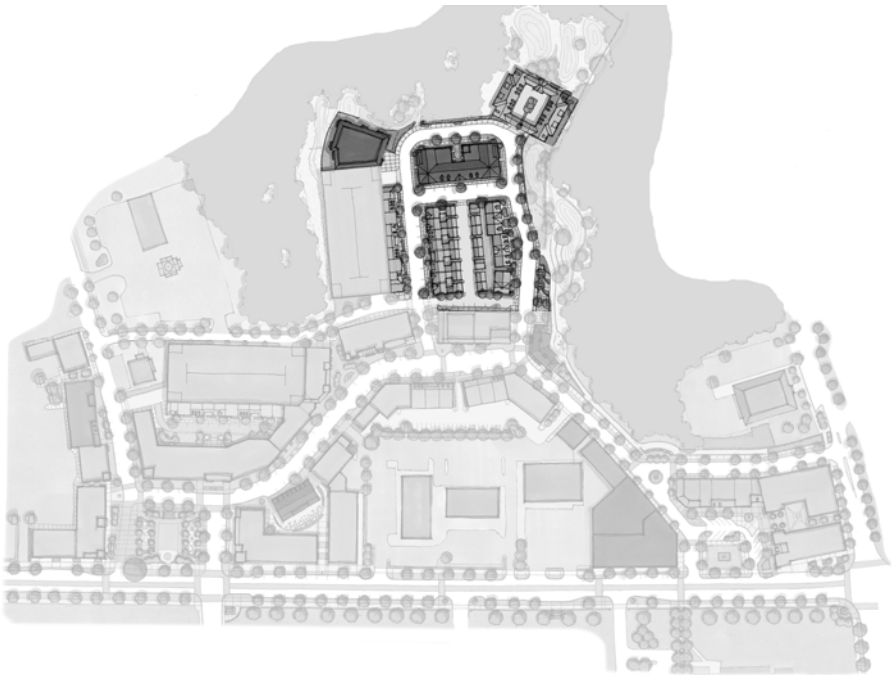


Interpretation of Facade Composition Guidelines for northern building face



Interpretation of Facade Composition Guidelines

2.6 RESIDENTIAL AREA



2.6.1 Use Requirements

a. Allowable Uses: Residential only with home office use allowed per town regulation. Service and civic uses associated with residential uses allowed (e.g. spa, laundry, clubhouse, management office, etc.). Structured parking decks allowed but should be buffered by residential uses or architectural cladding if above grade when facing streets or other residential buildings in the project area. Garage studios associated with townhouses may be rented out subject to accommodation of parking needs by Owner.

2.6.2 Dimensional Requirements

a. Building Coverage: No maximum building coverage, subject to requirements for public sidewalks and streets.
b. Lot Size: No minimum lot size.
c. Front Yard Setback Line: 0 foot minimum from public sidewalk, provided that the face of building shall be no less than 8 feet from back of curb.
d. Side Yard Setback Line: 0 feet.
e. Building Height: Two to three and a half story residential buildings; multi-family buildings from 2 and a half to 4 and a half stories; one eight story maximum multi-family building at the easterly side of the site. Overall building height for single family or attached residential units should not exceed 55 feet to peak of roof, excluding spires, cupolas, steeples, chimneys and similar elements, which are allowed, except as required to conceal garage elevations. Overall building height for the mid-rise multi-family buildings may not exceed 65 feet to peak of

roof, excluding spires, cupolas, steeples, chimneys and similar elements which are allowed. Overall building height for the taller multifamily building may not exceed 95 feet.

2.6.3 Building Design Requirements

a. Façade Setback: 0 to 2 feet from building face at lower levels and 12 feet maximum at half level/penthouse level, if any.
b. Eave/Cornice/Building Facade Projection: 3 feet maximum for eave/cornice. 4 feet maximum for building facade projections. Eave/cornice/building façade projections may extend over the sidewalk/terrace areas provided they or any necessary supporting columns do not interrupt the required clear passage area for the public sidewalk.
c. Half Level/Penthouse Area: The maximum half level or penthouse area is the habitable floor area that fits within the allowable profile for a single slope roof, including the knee wall. 3 feet minimum setback required for flat roof penthouse.
d. Roof/Roof Profile: Sloped, flat, or combination allowed. Sloped roof profiles may include a five foot exterior knee wall from the uppermost full floor to the bottom of the eave/cornice projection. Single slope roofs should have slopes between 4-in-12 and 12-in-12. Multi-slope roofs, such as mansard, gambrel, and domed roofs, should adhere to traditional proportions. Flat roofs must have a 30 inch minimum parapet wall at building exterior façades (not required at penthouses) and should be sloped for proper drainage. Arched roofs allowed within the profile established for single sloped roofs. Gable and shed dormers allowed.
e. Recessed Entries: 4 feet maximum depth from building face.
f. Bay Windows: 3 feet maximum depth. Bay windows located at grade may extend into sidewalk/terrace area provided they do not interrupt the required clear passage area for the public sidewalk.
g. Awnings: Where provided, awnings should have 4 feet minimum and 12 feet maximum depth with minimum height of 8’-0” at any point. Awnings may extend over the sidewalk/terrace areas provided they do not interrupt the required clear passage area for the public sidewalk.
h. Balconies: 48 inches maximum projection elsewhere within area. Recessed balconies prohibited on Storrs Road; 6 feet maximum recessed balconies are allowed elsewhere within Area. Visibly transparent balcony walls should be used on projecting balconies where feasible. Balconies may extend over the sidewalk/terrace areas provided they do not interrupt the required clear passage area for the public sidewalk.
i. Stoop Encroachment: 10 feet maximum encroachment into setback area with 8 feet maximum width for front facing steps; 6 feet maximum stoop height. Separate entry to basement level allowed.
j. Bay Windows: 3 feet maximum depth. Bay windows located at grade may extend into the sidewalk/terrace area provided they do not interrupt the required clear passage area for the public sidewalk.
k. Entry Level Garden Terrace: Where included, 3 feet minimum and 10 feet maximum depth within setback area.

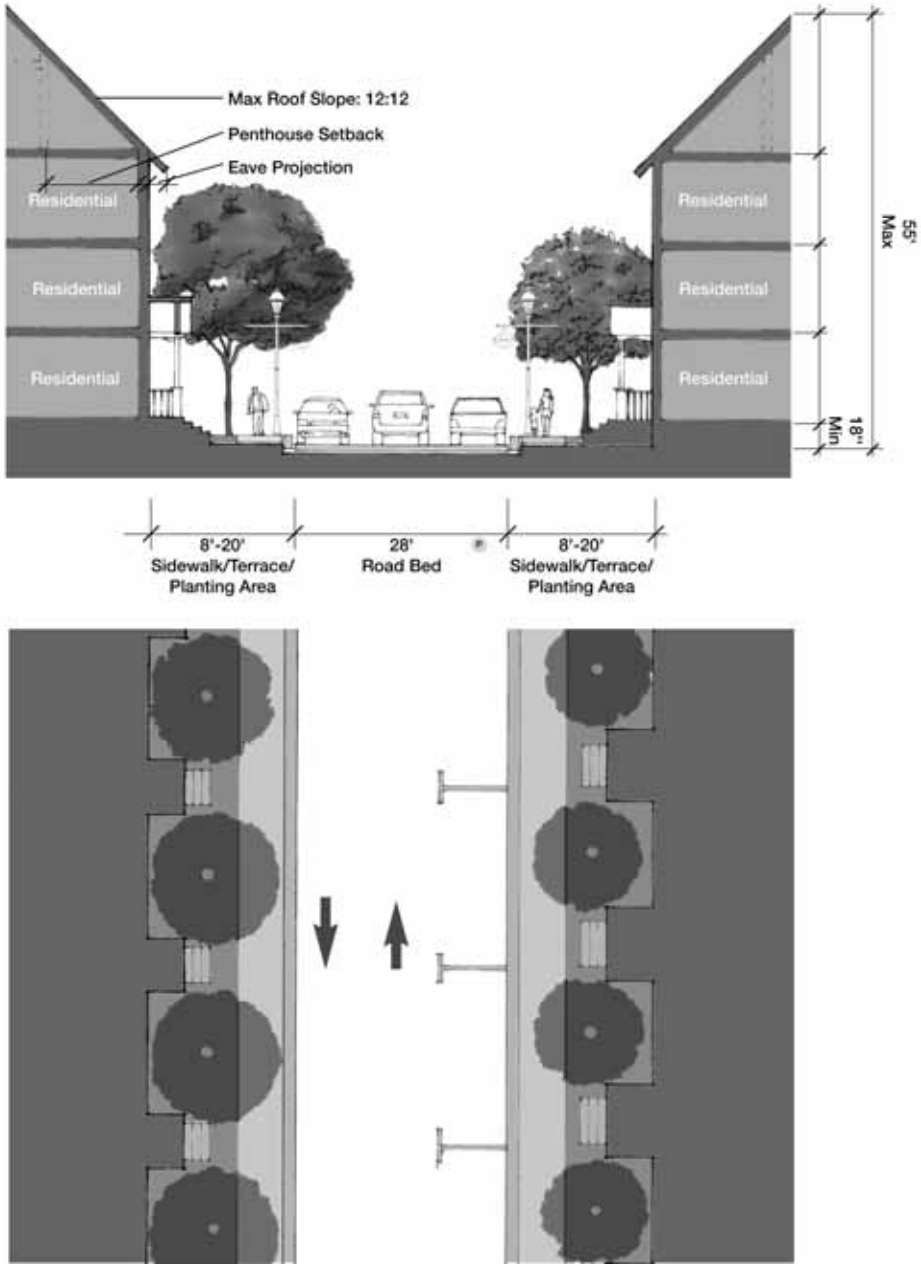
l. Porches: Where included, 5 feet minimum depth and 10 feet maximum depth into setback area with minimum 8'-0" height at any point.
m. Fenestration (In % of Wall Area): Residential - 20% minimum to 65% maximum and 20% minimum to 80% maximum at Penthouse Level.
n. Recessed Entries: 4 feet maximum depth from building face.
o. Balconies: 48 inches maximum projection from building wall and 60 inches maximum on residential buildings above five stories; 6 foot maximum recessed balconies. Transparent railings should be used on projecting balconies where feasible. Balconies may extend over the sidewalk/terrace areas, provided they do not interrupt the required clear passage area for the public sidewalk.

2.6.4 Site Design Requirements

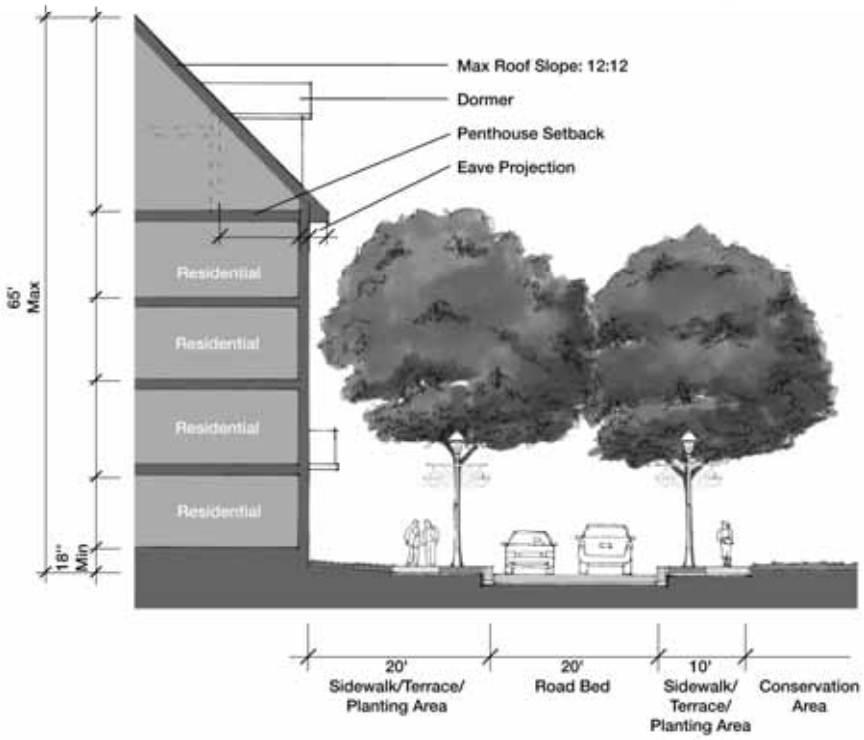
a. Lane Widths: For all Residential Area public streets: 10 feet minimum for travel lane or turning lane.
b. Parking Lane Widths: 8 feet minimum width for on-street, parallel parking.
c. Fire Lanes: Any roadway which functions as a fire lane shall have a minimum total width of 20 feet. A minimum separation of 10 feet shall be required between the fire lane and the face of habitable buildings. Refer to Section 4.9.b.
d. Turning/Curb Radius: 15 feet turning radius recommended for Village Street. In locations where a radius in excess of 15 feet is required, a flush mounted curb and surface area may be set into the street to articulate a radius of or less than 15 feet.
e. Curb heights: For Village Street: Raised or flush curbs allowed. At street edges with raised curbs, 4 inches recommended; 6 inch maximum. For all flush curb areas, drainage and safety features must be provided.
f. Sidewalks: Sidewalk shall be a clear, continuous passage of no less than 5 feet in width. Sidewalks may be separated from the buildings by private outdoor or garden terraces or landscaped areas in the setback area. Sidewalks required at all public street edges directly fronting residential buildings; not required on residential lanes, alleys, courts, building sides, or on project perimeter areas.
g. Terraces/Entry gardens: Exterior, private outdoor or garden terraces allowed at all street edges fronting residential buildings. Where provided, garden terraces must have 3 feet minimum depth and 15 feet maximum depth. Terraces may be hardscaped or landscaped but should be distinguished by paving patterns, perimeter enclosures, such as fences and gates, or landscape components.
h. Sidewalk/Terrace/Planting Area: The distance from the back of curb to the building face, including planting areas, public sidewalks, and terrace areas shall typically be 8 to 24 feet at building fronts on main residential streets.
i. Parking: Wherever feasible, parallel parking recommended on all main streets fronting residential buildings on at least one side except at one way lanes and residential alleys/lanes.
j. Street Trees: Required at all public street edges fronting residential buildings; 45 feet maximum spacing; 8 feet minimum bottom of mature canopy height. Street trees and associated landscaping zones may not impede clear passage of required minimum sidewalk. Minimum recommended width of continuous planting strips is 3-5 feet.

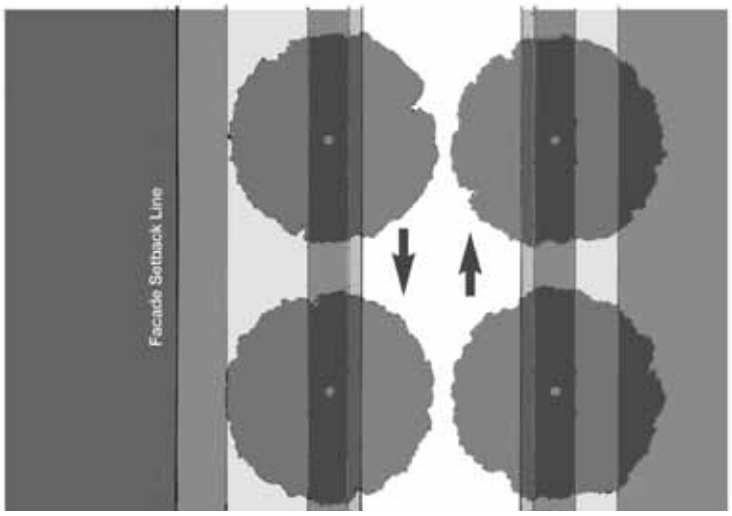
k. Street Lighting: Required at all main street intersections in residential area; 10 feet minimum height and 15 feet maximum height. Lighting along street frontages should be building mounted and operated by photocell so as to work in conjunction with street lighting. Lighting required in lanes and alleys should be building mounted and timer operated. Overhead street lights should not be placed in the Conservation Area outside of the residential perimeter road.
l. Street Furniture: Not required except at public park or playground areas.
m. Fire Hydrants: Fire hydrants shall be provided along all required fire lanes and all public streets pursuant to applicable code. Refer to Section 4.10.c.

2.6.5a Illustrative Plans and Sections: Residential Area – Residential Buildings

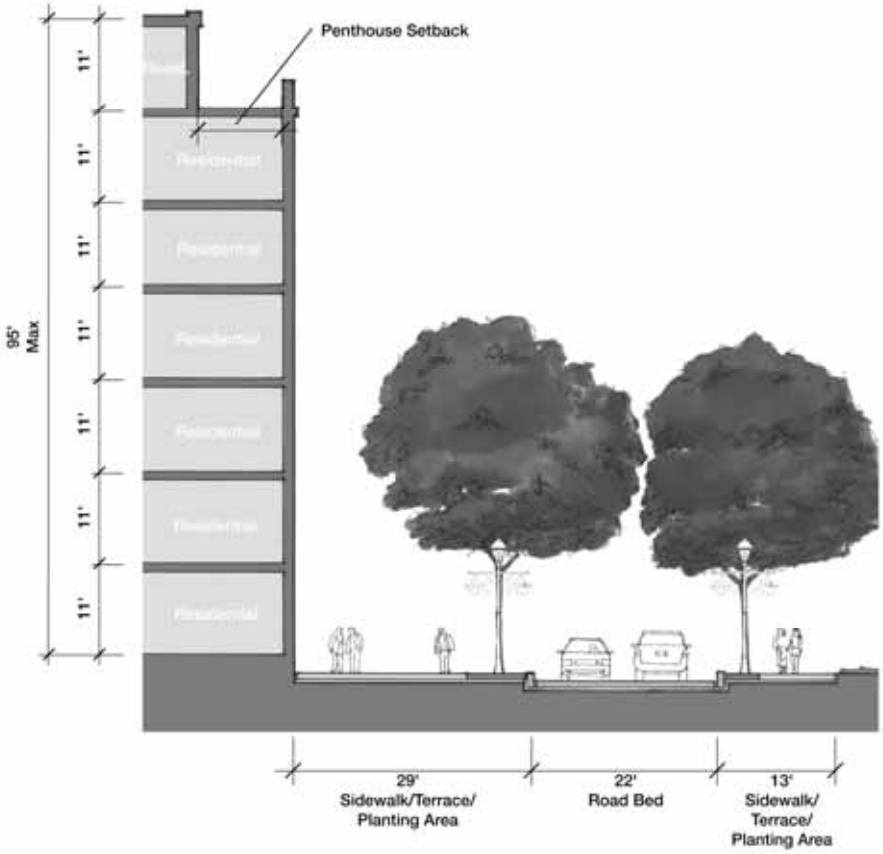


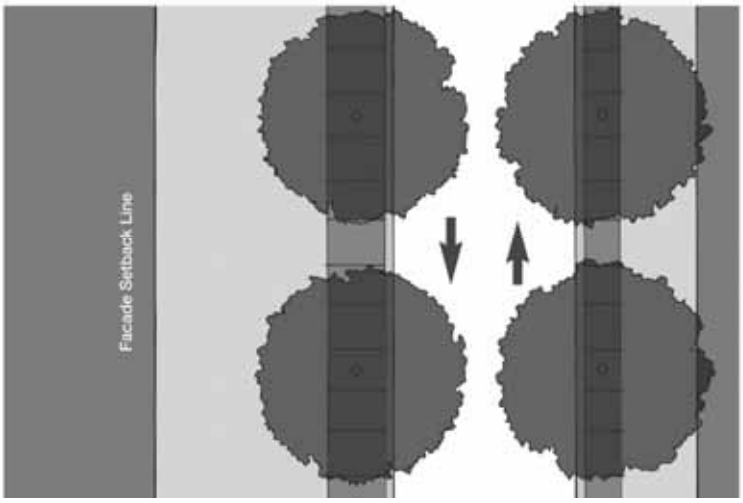
2.6.5b Illustrative Plans and Sections: Residential Area - Typical Multi-Family



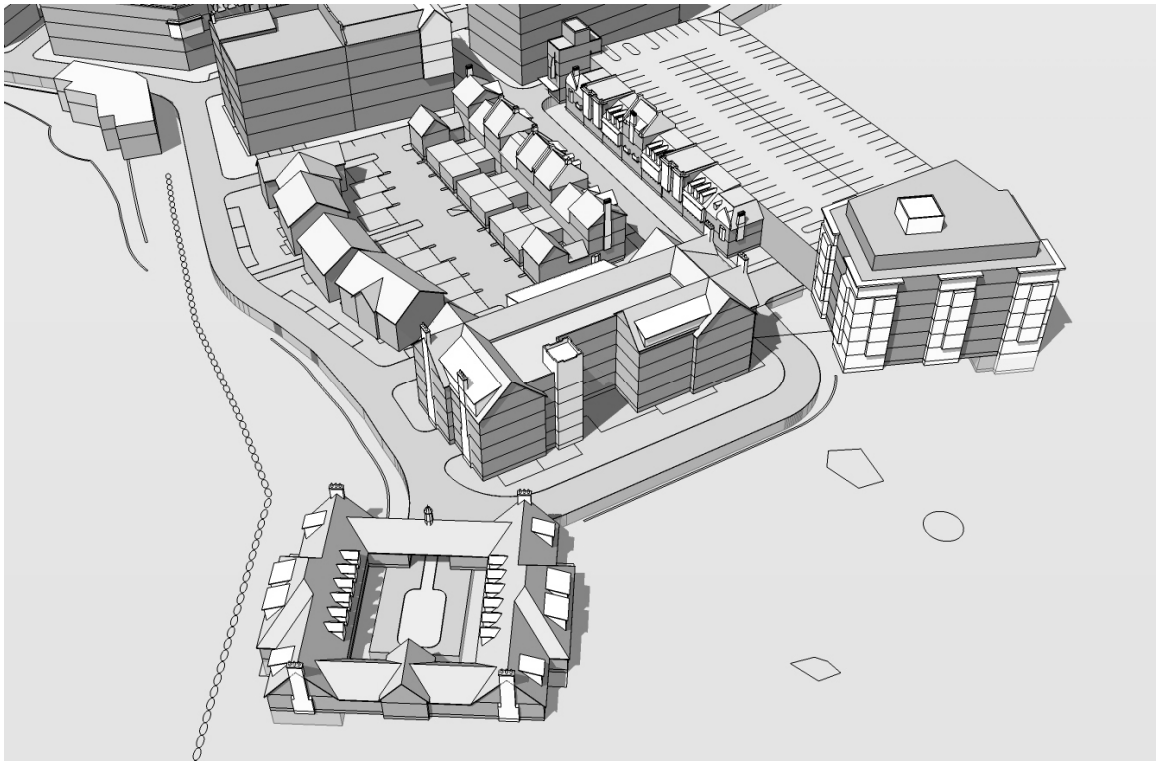


2.6.5c Illustrative Plans and Sections: Residential Area - Taller Multi-Family



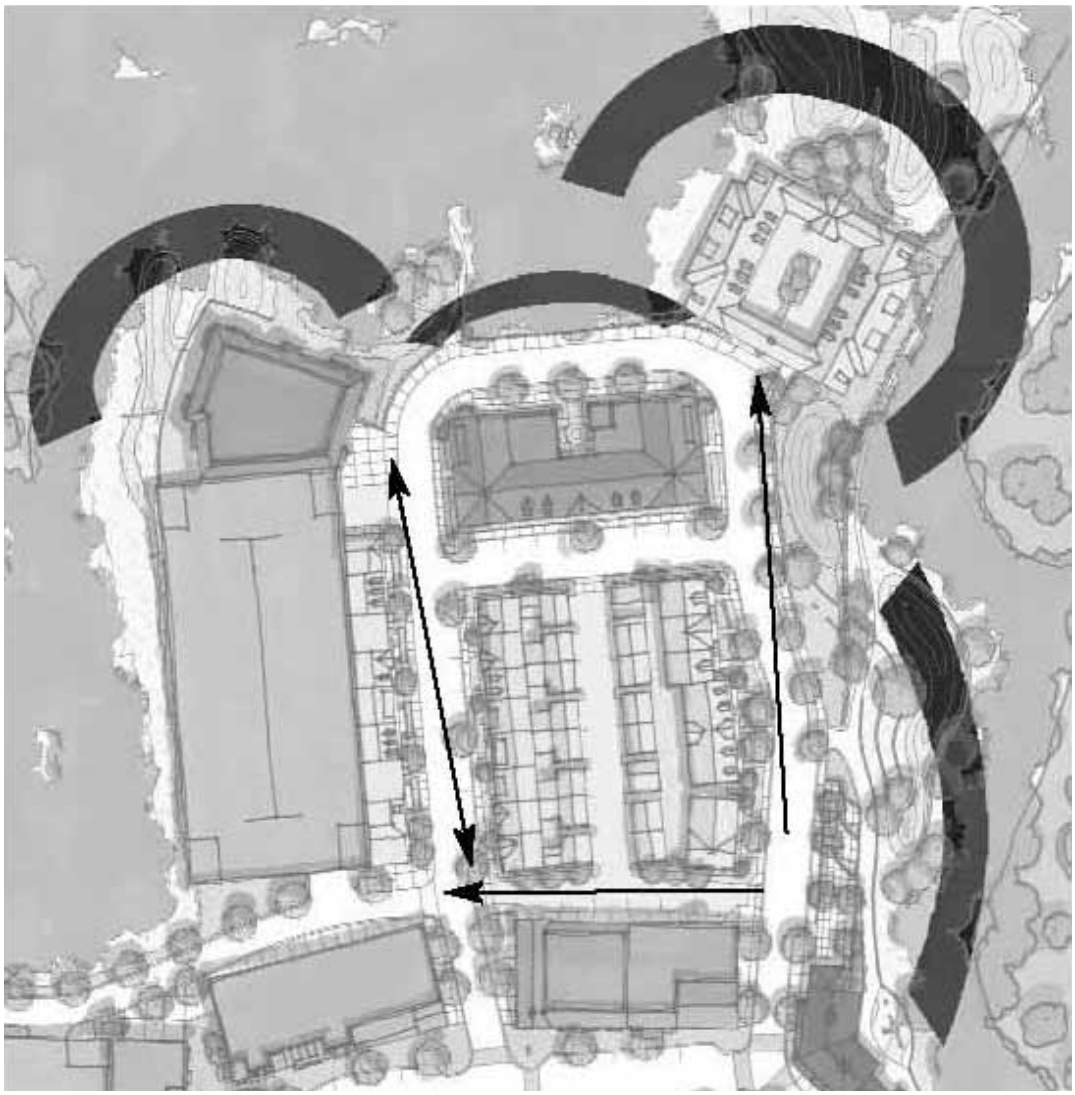


2.6.6a Façade Composition - Residential Area: Scale and Composition



The varied composition of the residential area derives from the mixing of different residential building types. Various single-family and multi-family configurations can be combined to provide a range of residential unit types and sizes while supporting a variegated, street level experience that remains focused on the pedestrian life of the Town Center. Buildings should range in scale from the multi-family types that appear along the Village Street to smaller unit types. Taller multi-family components should be located on the easterly edge of the project area, furthest from the public street and close to parking facilities. A variety of building types should take maximum advantage of the surrounding vistas and setting by concentrating numbers and various types of units around the edge of the project. This diagram identifies a possible mix of the building types described on the following pages. These types may be mixed in different patterns to achieve the necessary range of unit types and sizes and to enhance the experience of the neighborhood, the streetscape, and the relationship of the residences to the streets and the surrounding natural environment.

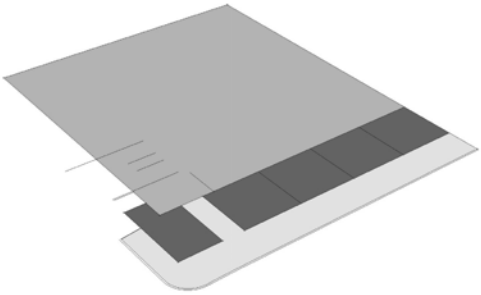
2.6.6b Façade Composition - Residential Area: Building Orientation and Vistas

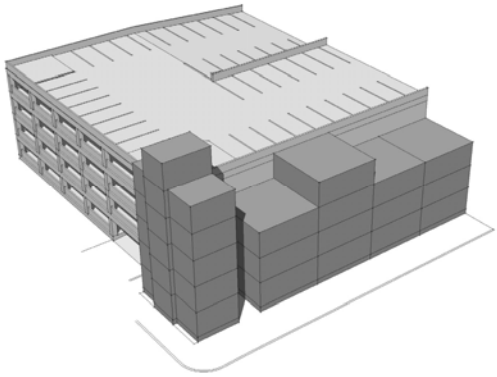


Key Vistas

Building orientations and vistas in the Residential Area define both an internal relationship amongst the buildings as well as a strong orientation towards the surrounding natural areas. The main residential street parallel to the garage is characterized by two regular sides that are oriented towards each other and reinforce the experience of the enclosed space of the street. At the easterly end of the street, the project meets the Conservation Area and buildings around the perimeter of the project focus on their respective views to the surrounding areas and their direct connection to the Conservation Area. Sited largely in response to features within the landscape, the perimeter buildings are oriented towards landscape features and perimeter vistas while maintaining a relationship with the street edge and the pedestrian realm.

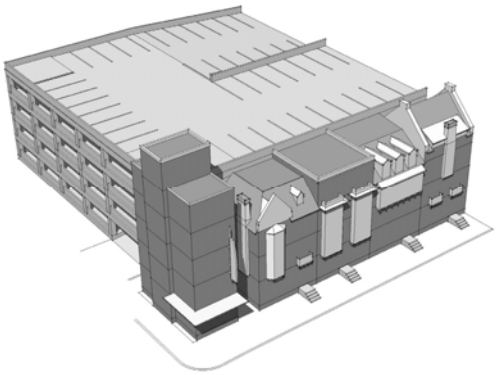
2.6.6c Building Composition - Residential Area: Sample Interpretations of Liner Building Type

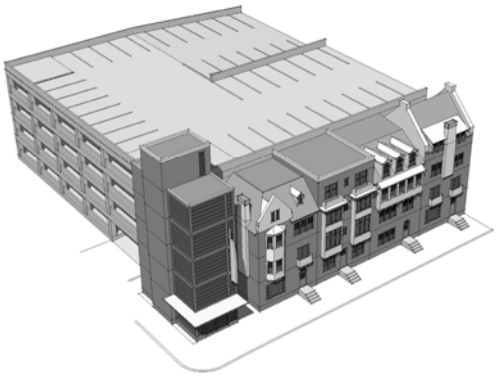




Liner Residential Buildings: *Liner residential units are structures attached to parking garages and are intended to both conceal the garage from public view and provide pleasant residential units with proximate parking. They may be multi-family units with common entries or individual single-aspect units with street addresses. When feasible, the floor level of the liner units may correspond to a garage level and allow for the creation of adjacent parking spaces within the larger garage structure. This type of rowhouse can have basements or lower level flats with front entries below the stoops.*

Massing: *Residential liner buildings are typically two- to four-and-a-half-story buildings. Individual units are typically arranged with lower floor living spaces and bedrooms on the upper floors. The rooms are oriented to the exterior wall and service spaces such as kitchens, laundry, utility, bathroooms and storage rooms are oriented to the back of the unit against the garage party wall. Multi-family units typically have common circulation against the garage. Public entrance lobbies and circulation cores are located at strategic points and, whenever possible, provide clear and direct access to the garage levels.*

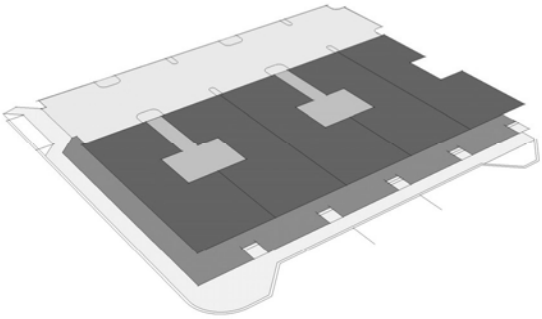




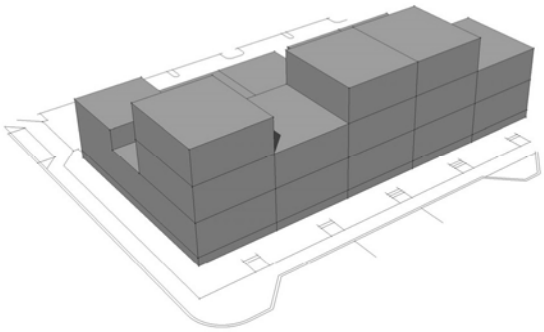
Scale Elements: *Liner buildings should provide a scalar transition from the garage structure to the street and surrounding neighborhood. Whether multi-family or individual, buildings should be articulated with a vertical orientation to the street that suggests individual townhouse types. They may be repetitive for a sense of continuity or differentiated to create visual variety along the street as long as the vertical orientation to the street is maintained. Available tools for differentiation of units include chimneys, bay windows, balconies, and porches. Front stoops are characteristic of this type and might include traditional entries to basements or lower level apartments.*

Windows and Doors: *Each residential unit or vertically articulated component should have a front door on the street from either a stoop or entrance porch to enhance the connection with the streetscape. Large windows and window groupings in bays will further animate the facades. The drawing above illustrates a parking garage pedestrian entrance and circulation core. This entrance should have a high degree of transparency and be well lit for public safety.*

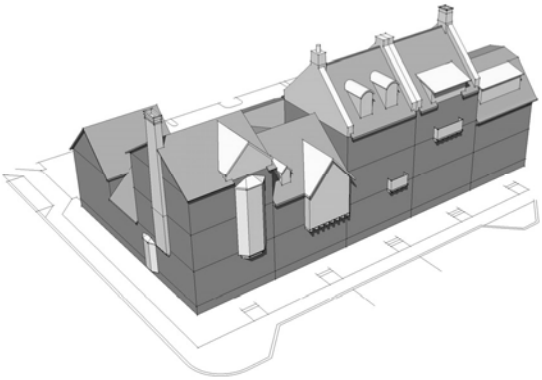
2.6.6d Building Composition - Residential Area: Sample Interpretations of Rowhouse/Mews Building Type



The Rowhouse/Mews Residences follows the traditional typology of the repeating townhouse unit facing a residential street and served by a lane in the back. Each unit could have a private garage on the lane, either free standing or attached at the first level to the building. Studio apartments or flats can be built over the garages or in the basement and developed as integral parts of the unit or as separate rental apartments. The units should have individual front entrances facing the street.



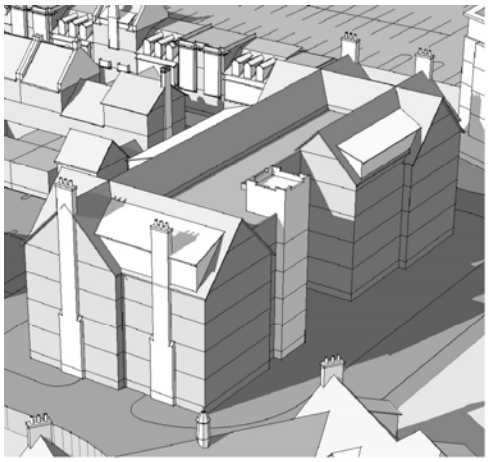
Massing: Rowhouse/Mews Residences should be two- to three-and-a-half-story units. They may be repetitive units that give a strong sense of continuity to the streetscape or they may be varied from unit to unit as long as they maintain the vertical differentiation. Mixing buildings of varying heights can contribute to a diverse and animated streetscape. Building units may be grouped or repeated in long rows in order to relate to their surroundings.



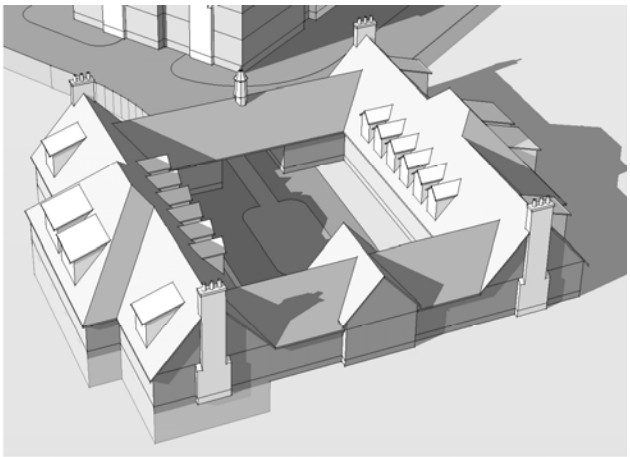
Elements: *Individual residential units may be further differentiated through the use of a range of elements such as roof massing, dormers, chimneys, gable fronts, window bays, balconies, and dormers. Front stoops are characteristic of this type and might include traditional entries to basements or lower level apartments.*

Windows and Doors: *Each residential unit should have a front door on the street front from either a stoop or entrance porch, which will help enliven and enhance the streetscape experience. Large windows and window groupings in bays can further animate the facades and differentiate the units.*

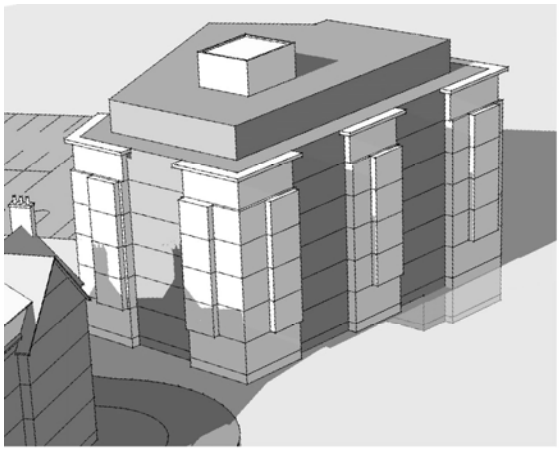
2.6.6e Façade Composition - Residential Area: Sample Interpretations of Multi-Family Building Types



Residence House Units: The Residence House type is a singular block of multi-family residences with the coherent architectural quality of a traditional grand residence. The Residence House could be used to concentrate a large number of units next to the surrounding wooded preserve. The four to five-and-a-half-story building would typically feature an entrance court and massing with an animated roofscape, dormers, towers and chimneys.



Courtyard Houses: Courtyard houses can be developed as an assembly of residential building units organized like a traditional stable building around an interior courtyard. Living spaces in each unit could be oriented to the surrounding forest. The central court could function as a motor court surrounded by garages with stable doors. The units could vary in height from one-and-a-half- to three-and-a-half-stories.



The Park Apartments Units: The concept of the tall apartment building on the edge of the project would be in the great tradition of 'park address' apartment houses, providing a number of units with excellent views onto the surrounding wooded areas and across the project area. The building should be oriented to maximize views from all levels and should feature large balconies and terraces that overlook the woodlands.

Double Loaded Residential Units: The Double Loaded Residential Building is a traditional building type that may be used for mixed-use or strictly residential use throughout the project. It contains multiple levels of units served by common circulation and should address street fronts on both side of the building. Both common and individual entrances can occur on the lower floor. This type may be substituted in townhouse/rowhouse locations but should be articulated with vertical orientation to the street, as would be typical of present day rowhouse flats or converted townhouses.

SECTION 2.7

ALTERNATIVE DESIGN GUIDELINES FOR MARKET SQUARE AREA WITH SUPERMARKET

Introduction

From the earliest stages of planning for Storrs Center, the Market Square Area was envisioned to include commercial uses that serve the daily shopping needs of Mansfield residents. An opportunity has arisen to bring a leading supermarket to the Market Square Area, and SCA has been actively working on planning to incorporate this exciting use into the project.

To reflect the unique design considerations associated with the proposed supermarket, the following alternative guidelines for the proposed supermarket and related improvements have been adopted. <u>The following sections of the guidelines represent only those items that have been modified to accommodate the alternative design. All other sections and components of the Design Guidelines remain in effect.</u>

2.7 General Description for the Market Square Area

This section shall apply to the Market Square alternative in lieu of Section 2.1.2.

At the south end of Storrs Center will be the Market Square Area, which will be developed principally with a supermarket and other commercial uses. The Market Square Area will play an important role in reactivating Storrs Road as the main street for the Town of Mansfield by incorporating into the center of the community essential commercial uses that serve the daily shopping needs of residents. The addition of a grocery store in the Market Square Area will complement the nearby land uses, including the municipal offices and the community center on the west side of Storrs Road, and the U.S. Post Office and ball fields on Post Office Road.

The layout of the Market Square Area is designed primarily to accommodate a downtown grocery store concept with smaller supporting commercial functions. As a central destination for the community, the Market Square Area, and specifically, the supermarket component, is conceived as a downtown market and characterized by a form that actively addresses the surrounding pedestrian environment while allowing for multi-modal access and convenient parking that will readily support the commercial uses. In keeping with the broader parameters of Storrs Center for a vibrant, walkable community, street-front elevations along Storrs Road and at the front of the store should express openness to the surrounding pedestrian environment and contribute positively to the streetscape experience. The form of the building should be characteristic of an urban market in a downtown environment and should activate street front areas adjacent to the store with windows and doors that open the store to the street and adjacent parking. The front of the store should open onto a broad sidewalk and terrace area inviting visitors and outside activity at the entry and along intentional pedestrian pathways.

The layout of the site should anticipate patrons arriving on foot, on bicycle, on the transit system, and by car. Sidewalks should be ample and inviting and should work with the buildings to identify key access points. Bicycle racks should be located in convenient proximity to the main entries. Bus stops should be located nearby along the key thoroughfares associated with the new transit facilities. In order to accommodate cars, a compact surface parking lot should provide convenient access to the supermarket and corner building. The surface parking lot should be readily accessible but visually separated from the street by landscape features that enhance adjacent sidewalks.

The architectural details of the Market Square Area will also help to create an identifiable gateway into Storrs Center from the south. The corner building at Storrs Road and Post Office Road should be designed to mark the corner at this important intersection and entry to the main street environment of downtown Storrs. Elevations should address the street front edges on Storrs Road, the Village Street, and Post Office Road as well as the parking area. The primary elevation of the supermarket should also face south to help create a strong architectural feature addressing the gateway entry along Storrs Road approaching from the south. The elevations of both the supermarket and the corner building along Storrs Road should work together with key landscape features in the parking lot to create a strong edge to the Market Square Area along Storrs Road and to strengthen the quality of the visual and pedestrian streetscape along Storrs Road.

2.7 MARKET SQUARE AREA WITH SUPERMARKET

2.7.1 Use Requirements

a. Allowable Uses: Supermarket, retail, restaurant, and any other non-residential uses permitted within the SC-SDD allowed at grade with allowance for entries and lobbies to upper floors; offices and other non-residential uses allowed on upper floors and mezzanines. The supermarket shall not open before 5:30 AM and shall close by 1:30 AM. Future tenants of the corner building shall not open before 7:00 AM and shall close by 11: 00 PM. Parking shall be off-street surface parking with on-street parking where allowed within the SC-SDD. Surface lots at grade shall be buffered by architectural or landscape features.

2.7.2 Dimensional Requirements

a. Building Coverage: No maximum building coverage, subject to requirements for public sidewalks and streets.
b. Lot Size: No minimum lot size.
c. Front Yard Setback Line: 0 foot minimum from public sidewalk, provided that the face of building shall be no less than 8 feet from back of curb.
d. Side Yard Setback Line: 0 feet.
e. Building Height: Minimum height shall be 18 feet. Maximum height shall be 45 feet to peak of roof, excluding spires, cupolas, steeples, chimneys and similar vertical elements, which are allowed. One story buildings may be designed with an external appearance of two stories to achieve minimum height requirements.

2.7.3 Building Design Requirements

a. Façade Setback: 0 to 2 feet from building face at lower levels and 12 feet maximum at half level/penthouse level, if any.
b. Eave/Cornice/Building Facade Projection: 3 feet maximum for eave/cornice. 4 feet maximum for building facade projections. Eave/cornice/building façade projections may extend over the sidewalk/terrace areas provided they or any necessary supporting columns do not interrupt the required clear passage area for the public sidewalk.
c. Half Level/Penthouse Area: The maximum half level or penthouse area is the habitable floor area that fits within the allowable profile for a single slope roof, including the knee wall. 3 feet minimum setback required for flat roof penthouse.
d. Roof/Roof Profile: Sloped, flat, or combination allowed. Sloped roof profiles may include a five foot exterior knee wall from the uppermost full floor to the bottom of the eave/cornice projection. Single slope roofs should have slopes between 4-in-12 and 12-in-12. Multi-slope roofs, such as mansard, gambrel, and domed roofs, should adhere to traditional proportions. Flat roofs should have a 30 inch minimum parapet wall at building exterior façades (not required at penthouses) and should be sloped for proper drainage. Arched roofs allowed within the profile established for single sloped roofs. Gable and shed dormers allowed.
e. Recessed Entries: 4 feet maximum depth from building face.

f. Bay Windows: 3 feet maximum depth. Bay windows located at grade may extend into sidewalk/terrace area provided they do not interrupt the required clear passage area for the public sidewalk.
g. Awnings: Where provided, awnings should have 4 feet minimum and 12 feet maximum depth with minimum height of 8'-0" at any point. Awnings may extend over the sidewalk/terrace areas provided they do not interrupt the required clear passage area for the public sidewalk.
h. Balconies: 18 inches maximum projection from building face on Storrs Road; 48 inches maximum projection elsewhere within area. Recessed balconies prohibited on Storrs Road; 6 feet maximum recessed balconies elsewhere within area. Visibly transparent balcony walls should be used on projecting balconies where feasible. Balconies may extend over the sidewalk/terrace areas provided they or any necessary supporting columns do not interrupt the required clear passage area for the public sidewalk. 12' maximum balcony above covered arcades.
i. Covered Arcades/Galleries: Not permitted on Storrs Road. Permitted elsewhere within the Market Square Area.

2.7.4 Site Design Requirements

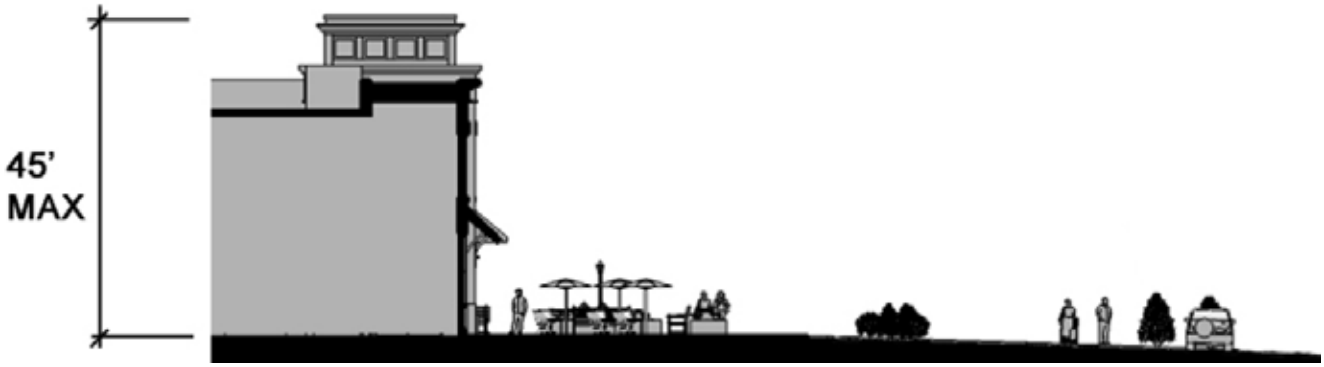
a. Lane Widths: For Storrs Road: 11 feet minimum travel lane and 10 feet minimum turning lane. For other public streets, 11 feet travel lane to be achieved wherever possible; 10 feet minimum for travel lane or turning lane.
b. Parking Lane Widths: 8 feet minimum width for on-street, parallel parking.
c. Fire Lanes: Any roadway which functions as a fire lane shall have a minimum total width of 20 feet. A minimum separation of 10 feet shall be required between the fire lane and the face of habitable buildings. Refer to Section 4.9.b.
d. Turning/Curb Radius: 15 feet turning radius recommended for Market Square, Village Street and Post Office Road. In locations where a radius in excess of 15 feet is required, a flush mounted curb and surface area may be set into the street to articulate a radius of or less than 15 feet.
e. Curb heights: For Storrs Road: 6 inch curb required except at median, which should be designed to be mountable by emergency vehicles. For Market Square, Village Street, and Post Office Road: Raised or flush curbs allowed. At street edges with raised curbs, 4 inches recommended; 6 inch maximum. For all flush curb areas, drainage and safety features must be provided.
f. Public Sidewalks: Public sidewalk shall be a clear, continuous passage of no less than 5 feet in width. Public sidewalks may be separated from the road edges or from buildings by outdoor terraces, planting strips and the tree planting areas. Public sidewalks are required on both sides of Storrs Road and at all commercial building frontages.
g. Terraces: Private exterior terraces are allowed at all commercial building perimeters to allow for outdoor seating, outdoor dining, and retail activities associated with adjacent businesses. Where provided, terraces shall be contiguous with sidewalk surfaces but may be distinguished by removable barriers, furniture, awnings, and different paving patterns.
h. Sidewalk/Terrace/Planting Area: The distance from the back of curb to the building face, including planting areas, public sidewalks, and terrace areas shall

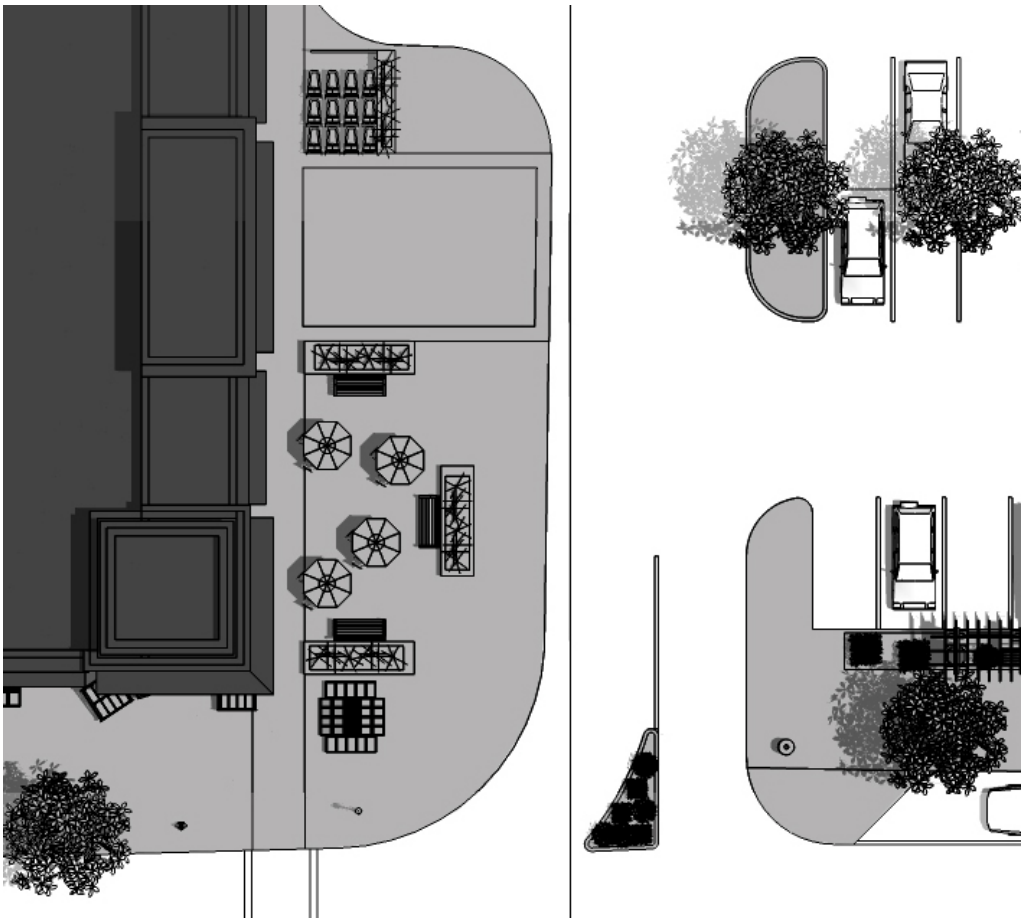
typically be 12 to 24 feet along the east side of Storrs Road, 8 to 24 feet at the front side of the building facing the parking area, and 6 to 12 feet at building frontages on the Village Street and Post Office Road. The combined sidewalk and planting area on the west side of Storrs Road shall be 8 to 24 feet wide. In areas where a retaining wall over 4 feet in height abuts the sidewalk planting area, landscape treatments should be used to visually break up the mass of the retaining wall. See Section 2.4.6.e for sample illustrations.

i. Parking: Parallel parking on both sides of Storrs Road, subject to CT DOT requirements. Wherever feasible, parallel parking is recommended on all street edges fronting buildings subject to requirements for sidewalks, outdoor terraces, and street design.
j. Street Trees: Required on both sides of all streets; 50 feet maximum spacing; 8 feet minimum bottom of mature canopy height. Street trees and associated landscaping zones may not impede clear passage of required minimum sidewalk.
k. Street Lighting: Required both sides of Storrs Road and Village Street, one side of Post Office Road, and in surface parking areas; 20 feet maximum height. 18-20 feet recommended for Storrs Road; 12-14 feet recommended for Village Street.
l. Street Furniture: Public benches, trash receptacles, and bus shelters, where applicable, should be provided on Storrs Road and Village Street; dining terraces, outdoor café/retail, and outdoor display allowed at all commercial building frontages.
m. Fire Hydrants: Fire hydrants shall be provided along all required fire lanes and all public streets pursuant to applicable code. Refer to Section 4.10.c.
n. Phasing: The building at the corner of Storrs Road and Post Office Road is an essential component in the creation of a gateway to the downtown. Additionally, the building helps to buffer the surface parking lot by creating strong visual and pedestrian edge along Storrs Road. To ensure that this gateway is established, no permits shall be issued for the supermarket building until permits have been issued for the corner building; permits may be issued simultaneously.

The following images are conceptual.

2.7.5 Illustrative Plans and Sections: Market Square



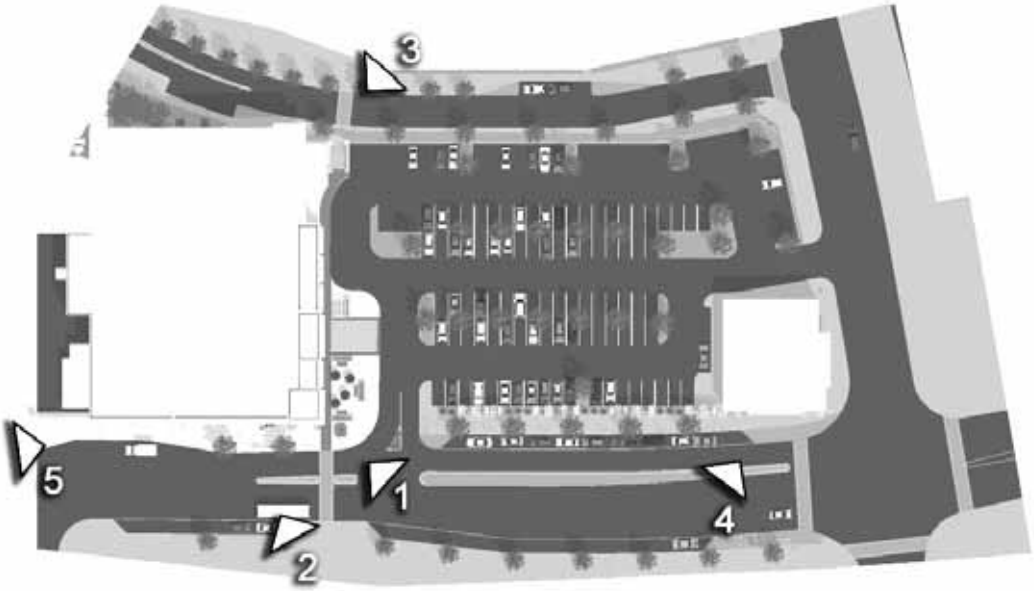


2.7.6a Building Composition - Market Square

View of Market Square from Storrs Road

The Market Square Area welcomes visitors to Storrs Center with a prominent supermarket building on the north side of the Phase 4 area. The market will be readily visible from Storrs Road, particularly when the area is approached from the south. The main elevation of the supermarket will be oriented to the south, facing the parking area. A smaller commercial building will provide a civic presence at the intersection of Storrs Road and Post Office Road. Landscape features along Storrs Road will buffer the parking and help to tie the buildings and the area together.

2.7.6b Plan and Vista Orientation



Market Square: Key Vistas

The plan diagram identifies some of the key vistas and building orientations around the Market Square Area. The approach from the south on Storrs Road is particularly important as a an arrival point into the downtown area and will be addressed both by the building at the corner of Post Office Road and Storrs Road and by the primary elevations of the supermarket, including the south facing, main elevation and the elevation along Storrs Road.

2.7.6c Building Composition – Market Square: Examples of How Buildings Could Respond to Vista Considerations.

(1) View of Supermarket at Entry Area on Storrs Road

Windows and awnings lining the ground floor of the main building mass open up the market to the life of the street to activate the town market experience. A series of two-story, vertical bays enhance the orientation to the street. A strong corner feature identifies this key location as an important access point for vehicles and pedestrians alike. The corner entry feature and the main entry break the cornice to provide civic recognition and a strong, formal presence.

(2) View of Main Elevation of Supermarket on Storrs Road

Along Storrs Road, the overall mass of the building is broken down into two main parts. The more prominent main mass steps down a less formal mass along Storrs Road. Windows and awnings accentuate the main market area, opening up the retail area to Storrs Road and to passing pedestrians. A series of two story bays helps to break up the longitudinal mass with a vertical relationship to the street that addresses pedestrians and the streetscape.

2.4.6c Building Composition – Market Square: Examples of How Buildings Could Respond to Vista Considerations.

(3) View Approaching Supermarket from Village Street

Along the front elevation of the supermarket, the main mass of the retail market is broken down into two components. The more prominent main façade drops down to a lower scaled mass that wraps around to meet the Village Street. The bay system continues but proportions and materials change to suggest a less formal frontage on this secondary street. Cohesive as a mass, this area is broken down in scale with paneling and trim that distinguish and ornament the structure

(4) View of Corner Building Approaching from North on Storrs Road

The corner of Storrs Road and Post Office Road is a critical urban intersection and serves as a transition point to downtown Mansfield and Storrs Center. The building located at this corner should have adequate mass and proximity to the two street fronts to hold the corner and begin to set up a strong edge along Storrs Road. The articulation of the Storrs Road elevation is particularly important to the creation of an active, pedestrian friendly streetscape.

2.7.6c Building Composition – Market Square: Examples of How Buildings Could Respond to Vista Considerations

(5) View of Supermarket from Storrs Road Approaching from the North on Storrs Road

To minimize the impact of the adjacent service area on the Storrs Road streetscape, the fence or wall used to screen the area shall be compatible in materials and proportion to the market building. Columns will be used to break up the mass of the structure and continue the pattern of vertical bays established by the building.

2.7.6d Building Composition - Market Square: Elevation Studies

(1) ***Front Elevation of Supermarket***

The mass of the front elevation is broken down into two smaller scaled components. Looking to the forms of traditional buildings, the main body of the market is distinguished by windows and awnings that open up the active retail area to the street front and the sidewalk. The two story articulation with second story windows gives the building a strong street front presence and repetitive bays emphasize the relationship to pedestrians. Within the main body of the larger mass, a prominent arched opening distinguishes the front entry and a corner feature accentuates the junction with the Storrs Road elevation. Further from Storrs Road, the building steps down from the main market area to a lower structure. The bay system continues but with a change in material and proportion that suggests a less formal, vernacular quality as it shifts away from the main entry and wraps around to the Village Street.

(2) ***Storrs Road Elevation of Supermarket (West Side)***

The Storrs Road elevation continues the strategy of the front by reducing the longer mass of the building into two smaller components, changing the scale of the building and giving it more diversity along Storrs Road. The prominent corner feature is the distinguishing component of the main market area, wrapping around the corner as the first in the series of repetitive bays that make up the main body. Windows and awnings at the ground level reinforce a storefront like quality to the market, creating an active streetscape experience. Second floor windows enhance the urban prominence of the building along Storrs Road. Stepping down from the main body of the market, a secondary mass reduces the scale but maintains the two-story character with repetitive bays that are slightly adjusted in proportion. Here again, the building takes on a slightly less formal character and a more subdued vernacular quality.

2.7.6d Building Composition - Market Square: Elevation Studies

(3) ***Corner Building from Post Office Road (South Side)***

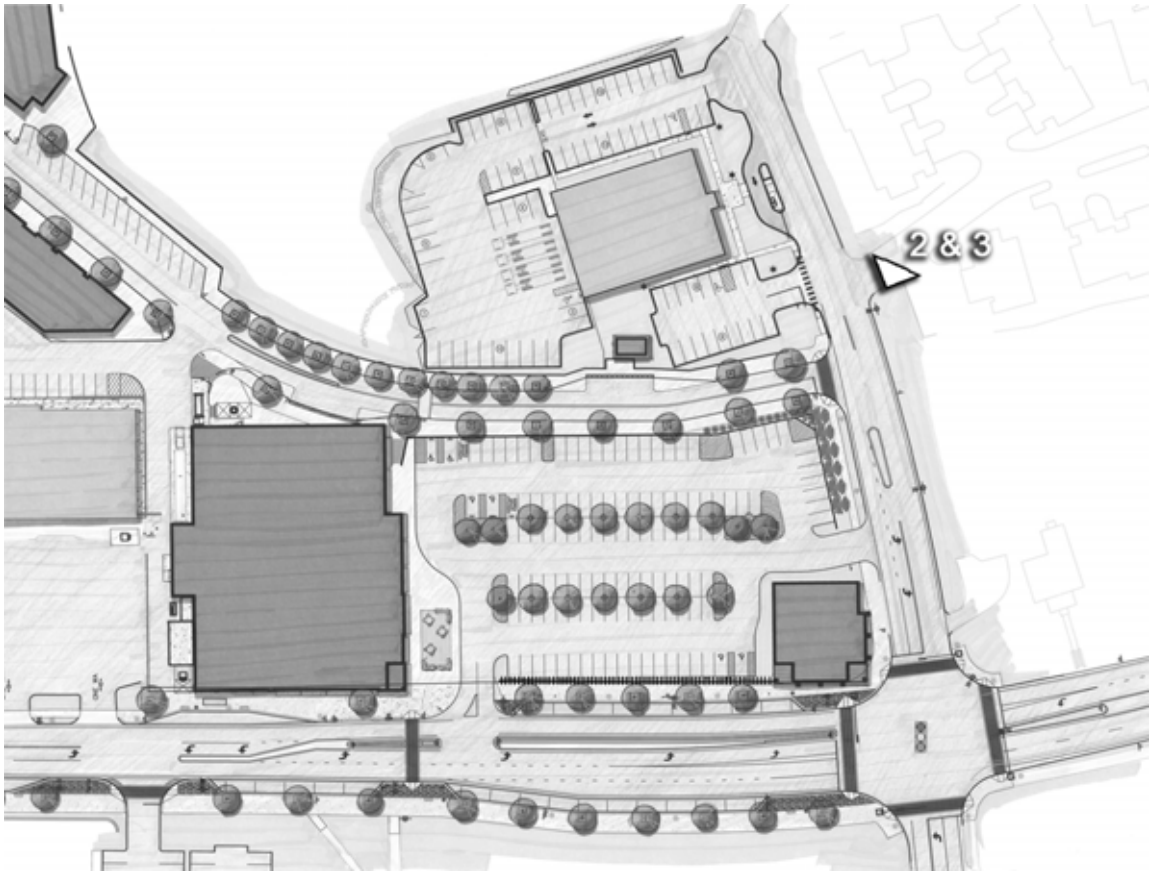
A concept for a corner commercial building places a strong emphasis on Post Office Road and Storrs Road and the need to hold this important corner. Here, the building has adequate mass to establish a civic presence but opens up to the streetscapes with windows and awnings for a pedestrian friendly orientation. The mass of the buildings has a cohesive quality but is still broken down into bays to reduce scale and enhance orientation to the street. Stepping back at the corner to allow for the bend in the road, a corner feature, possibly an entry, is created to acknowledge the significance of the corner without detracting from the coherence of the building and the continuity of the architecture.

(4) ***Corner Building from Storrs Road (West Side)***

At this key location, a concept for this building wraps around the corner and steps back out to the edge of the sidewalk to reinforce the need for a strong street edge along Storrs Road. Where possible, architectural features, such as columns, windows, and awnings, open up the ground floor to the streetscape while bays help to create a more vertical orientation to the sidewalk and suggest a relationship to the market structure. The building mass is broken down into smaller parts but still maintains its overall integrity and architectural consistency. Landscape features along Storrs Road buffer the parking area and help to create a possible link in the architecture of the corner building and the market.

2.7.6e Streetscape Composition – Market Square: Examples of How to Respond to Vista Considerations at the Southeast Corner

The following renderings provide examples of how the height and mass of the retaining wall could be softened through landscaping at sidewalk level. The use of a low fence on the top of the retaining wall will help to screen the view of cars from the upper floors of nearby residences. The height of this fence should be carefully balanced with the height of the retaining wall to avoid a combined height that becomes overwhelming to pedestrians.



(1) Conceptual Plan of Planters at Intersection of Post Office Road and Village Street

The easterly edge of the surface parking lot is bounded by a retaining wall along the Village Street, wrapping around the southeast corner along Post Office Road to a termination at the entry from Post Office Road. At the southeast corner of the surface parking area, the wall angles to match the geometry of the intersection. A planter wraps around the base of the retaining wall at this intersection. At this corner location, the planter provides a landscaped buffer zone between the sidewalk and the retaining wall. The buffer is widest along Post Office Road and tapers down to a smaller buffer along the short section on the Village Street closest to Post Office Road. The planter along the Village Street can accommodate smaller trees or bushes. The planter will planted in such a way as to obscure views of the wall and the parking area. To further screen the views of the parking area from this corner, a fence will be located at the top of the wall wrapping around the corner to produce a combined screening element of wall and fence of approximately eight (8) feet in height.

2.7.6e Streetscape Composition – Market Square: Examples of How to Respond to Vista Considerations at the Southeast Corner

(2) View up Post Office Road without Trees Added in the Planter

The retaining wall is shown without the trees along Post Office Road in order to reveal the features of the wall. The wider planter along Post Office Road follows the wall along its base to the intersection with the Village Street, where a corner feature is built into the wall. The combined fence and wall section around this corner further screens views of the parking area.

(3) View of Corner Building Approaching from North on Storrs Road

The same view is shown with the trees added along Post Office Road. Along Post Office Road, larger trees can be used to screen views of the wall and the parking area.

2.7 Public Space Details for Market Square Area with Supermarket
This section shall apply to the Market Square alternative in lieu of Section 4.3.3.

At the south end of Storrs Center will be the Market Square Area, a smaller and less formal component of the mixed-use area that will create a strong commercial presence for Storrs Center. This area should establish a physical, pedestrian-oriented connection with Town Hall and the new Community Center connection to Storrs Road. It is anticipated that the Market Square Area will include a supermarket on the northern side of the site (MS-1) and other commercial and retail venues with a focus on daily and more regional shopping needs at the south end of the site (MS-2). These uses could be complemented by restaurants located on the ground floor and offices on the upper floors.

At the ground level, storefronts should activate the streetscape and pedestrian experience. Active perimeters should be lined with wide terraces and sidewalks that would allow commercial uses to open up to the outdoors or provide a strong visual connection between the interior and exterior wherever applicable. The broad walks may include awnings, outdoor seating, outdoor retail activities, and potential space for outdoor market activities. The Market Square Area should include street trees, tree wells, and planters that will introduce shade and soften the experience of the space and, in particular, of the parking areas.

The surface of the Market Square Area should have a planar quality across the parking area, terraces, sidewalks, and streets. Street surfaces may be paved or covered in pavers. Street furnishings should include street lamps, benches, trash receptacles, bike racks, bus shelters where applicable, and, if feasible, facilities that could accommodate outdoor market activities and removable shading devices. The Market Square Area should be clearly identifiable as an important and well defined entrance to downtown Mansfield and Storrs Center, where it should have a strong visual relationship to Town Hall.

2.7 Off-Street Surface Parking for Market Square with Supermarket
This section shall apply to the Market Square alternative in lieu of Section 4.4.3.

a. Off-street surface parking areas should be compact and convenient to the uses in the Market Square Area.
b. Where possible, surface parking lots should be accessible from multiple roads, including both main roads and secondary streets.
c. Driveways to parking areas generally should not exceed 24 feet in width or be wider than the streets giving access to them or the proposed use.
d. Parking should typically not extend past the established building line on a block.
e. The perimeter of all parking lots should be visually screened through the walls, fences and/or landscaping with an emphasis on any portions fronting a street.
f. In general, no more than 12 contiguous parking spaces should be allowed in a row without a landscape feature, including either landscape islands or tree wells. Where used, landscape islands should have a minimum width of 6 feet and should be planted with shade trees. Columnar trees or other trees with a tap root system are encouraged along the perimeter of the parking lot so as to not interfere with the canopy of street trees while still providing a visual break. Tree wells can be

more closely spaced than islands and should be used to enhance the number of trees and amount of shade.

g. Best management practices should be used to ensure that storm water runoff from surface parking areas is properly managed to attenuate peak flows leaving the site and to maintain water quality consistent with state stormwater guidelines prior to release into the project-wide drainage system.
h. Trees and plantings should be selected from the approved SC-SDD palette and should not require the use of irrigation except at initial planting.
i. Lighting of the surface parking lot shall comply with Section 4.6. Maximum height of free-standing fixtures shall be 16 feet; however, use of shorter fixtures consistent with the prototype for residential neighborhoods identified in Section 4.6.2 is encouraged due to the elevated nature of the parking lot as compared to nearby homes. Lighting of the surface parking lot should not contribute to night sky pollution and should employ light fixtures meeting industry standards for full cut-off.

SECTION 3: LOT AND BUILDING STANDARDS

3.1 OBJECTIVES OF LOT AND BUILDING STANDARDS

3.1.1 Statement of Purpose

This section is designed to provide comprehensive guidelines that encourage and guide the coordinated development of specialized and more intensive uses and groups of principal buildings and uses. Subject to reasonable consistency with more specific provisions of these Guidelines, these guidelines shall be utilized to organize a site layout and to develop the composition and character of new buildings and site improvements.

Additionally, these guidelines shall:

a. protect and enhance the values of properties in the neighborhood of a subject site and encourage the most appropriate use of land in Mansfield;
b. protect and enhance natural and manmade features and scenic views and vistas on and adjacent to a subject site;
c. protect and enhance historic areas and encourage the adaptive use of notable historic structures and features;
d. protect and enhance special features of existing neighborhoods and promote a harmonious character in developing areas

3.2 BUILDING SITING

3.2.1. Site Layout Standards

a. Identify the following site and neighborhood features and incorporate as appropriate and feasible into project design, based on the guidelines within this section;

   1. Natural features, including water bodies, watercourses, existing vegetation, hills, ridges, hedges, rock outcropping, etc.
   2. Historic/Cultural Features including: existing structures of historical significance, foundations, stone walls, fences, cemeteries, historic sites, etc.
   3. Scenic Features, including significant views and vistas on or adjacent to the subject site

b. Protect and enhance site and neighborhood features which are of environmental, historic or scenic importance or otherwise provide or contribute significant character to the subject site or neighborhood.

c. Create significant and proportional spatial relationships between the site and neighborhood features and between the mass (the size or bulk of the building) and scale (the size relationship of the building to the site).

d. Where appropriate, site new buildings to promote energy conservation.

e. Design site entrances and, where appropriate, building entrances, to be clearly visible and identifiable from public access ways or any other primary vantage points. Vehicular and pedestrian safety issues need to be addressed.

f. Where appropriate, locate major parking areas to the rear or side of proposed buildings.

3.3 BUILDING SCALE AND MASSING

3.3.1 Introduction

The overall scale and mass of the buildings that make up a neighborhood play a key role in providing the critical threshold of development needed to attract patrons, pedestrians, and activities to a particular area. Buildings provide the perimeter walls for streets and public spaces and should be designed in a manner that is consistent with the nature of the spaces that they define. Buildings should share with their neighbors a sense of harmony that reveals a shared focus on defining high quality, vibrant public spaces. In the town center, the focus of building design should be on the whole – the creation of clearly defined public and outdoor spaces as a collective expression – rather than on individual buildings with a strong individual expression.

3.3.2 Building Layout and Design Standards

a. Balance the visual relationship of building mass and size with its site and adjacent sites, especially when viewed from a distance. Where applicable, preserve and reinforce historic scale, massing, and proportions between building heights, length, and width.
b. Avoid long, large, box-like structures. Break large building volumes into smaller forms to lessen the total building mass and to provide continuity with nearby patterns. Consider projections (overhangs, awnings, etc.) or recesses (e.g., windows) on all buildings and stepping back upper levels on larger buildings.
c. Strive for visual simplicity rather than complexity and create variety through compatibility rather than conformity. Coordinate color schemes and materials with neighboring buildings and coordinate all exterior elevations of a building (color, materials, architectural form, detailing, etc.). Establish character by creating shadow patterns using architectural elements (overhangs, trellises, projections and awnings, etc.).
d. Form a consistent composition between the roof mass and building façade. Where appropriate, consider rooflines of adjacent properties and adjacent building roof details (e.g., dormers, fascias, roof pitches, etc.).
e. To encourage pedestrian uses, build elements (e.g., protective canopies, stairs, columns, wall or roof projections and recesses, etc.) to human scale at sidewalk level and incorporate weather protection, convenience and safety features.
f. Conceal public view of all roof-mounted equipment (HVAC, plumbing, exhaust fans, etc.), particularly from the public right-of-way, using detailing incorporated into the architectural design. Avoid false detailing (false mansard roofs, partial HVAC screens, truncated roof structures, etc.) to the extent possible.
g. Consider natural materials in their traditional applications (e.g., wood, stone, brick, glass, metal, etc.). Limit the number of different materials on the exterior building elevations.

3.3.3 Floor Heights

a. In order to emphasize the coherence of the streetscape, buildings shall typically maintain a similar floor to floor height allowing for exceptions associated with different or special uses.
b. Generally, ground level floor to floor heights in commercial areas shall be approximately 14 to 20 feet, and upper level residential floor to floor heights should be approximately 9 to 11 feet. Upper level office floor to floor heights can vary but should generally also be between 9 and 12 feet.
c. Second level, commercial mezzanines may occur on some buildings in prominent locations and around the squares. Mezzanines can be used to bring ground level commercial activity up onto the second level of mixed-use buildings by combining lower level and second level commercial spaces. Mezzanine floor heights shall generally have the same heights as office space but may be combined with a lower ground level commercial space to create a double height commercial level from 18 to 30 feet with external expression on the façade.

3.4 FAÇADE COMPOSITION

3.4.1 Building Walls

a. Windows shall be architecturally compatible with the design, materials, colors and details of a building.
b. Individual windows and windows within multiple window assemblies shall generally be vertically proportioned with the exception of those types of windows that are traditionally configured differently, such as clerestories.
c. Multiple windows, bay/box windows, and dormers shall only be used if appropriate to the scale, massing and facade design of a building.
d. Where buildings are located on corners, the window style and details shall be consistent on both facades facing streets, or common open spaces.
e. Windows shall be framed with wood, vinyl, vinyl clad wood or aluminum, or anodized aluminum (for storefronts).
f. Windows shall be rhythmically spaced in a pattern compatible with the form of the building.
g. Symmetrically arranged, upper floor windows shall be vertically proportioned and smaller than the display windows of the ground floor.
h. In general, visual weight in building walls shall typically be carried to the ground plane to convey a sense of structural support rather than a floating quality.
i. Windows shall be recessed in their openings and not flush mounted with the wall and should appear as individually “punched” through the wall rather than as adjacent windows separated by frames.

3.4.2 Window Openings

a. Most windows shall typically be operable one-over-one configurations. Operable, single pane casement windows as well as French doors and cased door openings are also appropriate for residential use. If windows or door openings are to have further dividing members, such divisions should be either true or simulating divided light construction or permanent exterior grilles. Interior grilles alone or grilles set between the panes of double glazing are not appropriate.
b. Glazing shall be clear or slightly tinted glass (not opaque nor highly reflective).
c. Metal screens or bars shall not cover window openings.

3.4.3 Shutters

a. Where appropriate to the design of a building and the historical context, paneled or louvered shutters may be provided on windows visibly exposed to a street or common open space.
b. Shutters shall be sized to match actual window dimensions.
c. Single shutters shall not be used on double or larger windows.
d. Shutters shall be operable or appear to be operable through the use of non-visible fasteners that project slightly where the shutter is affixed.
e. Shutter style shall match the window and architectural style of the building.

3.4.4 Balconies

a. Upper floor bays and balconies may encroach into the right-of-way or the combined sidewalk/terrace/garden area per the area standards as long as the required clear passage for the minimum public sidewalk is not interrupted.
b. The use of flower boxes and plantings is encouraged on shallow balconies as well as the deeper balconies.
c. Deeper balconies up to 48 inches are intended to be usable and may have simple awnings or canopies.
d. Balcony railings shall be designed for transparency so that the planar quality of the street wall is not diminished by the balcony.
e. Roof coverings over exterior arcades may be designed as wide balconies over the sidewalk terrace areas.

3.4.5 Entries

a. Primary entrances shall be defined and articulated by elements such as lintels, pediments, pilasters, columns, porticos, porches and canopies.
b. The main entrances to all buildings shall face the major street, with secondary entrances as necessary from off-street parking areas or secondary street facades.
c. A corner entrance is recommended, when possible, at corner buildings to improve visibility and pedestrian circulation, and to accentuate the corner. Corner entrances should be angled to address both streets.
d. Entrances to upper floors shall be clearly distinguished from storefront entrances through differentiated architectural treatment and materials.
e. Exposed anodized metal, bright aluminum, or stainless steel frames, or fully glazed (frameless) doors shall be avoided. “Wide stile” metal frames with a powder coat painted finish are acceptable; however, painted or varnished wood is preferable.
f. Transoms are typical above entrance doors, often adorned with the street address number.
g. Entries may have a stoop between grade and the first floor level, if the building and public entrances comply with ADA standards.

3.5 COMMERCIAL STOREFRONTS

3.5.1 Introduction

Storefront design is critical to the creation of a visually interesting and active pedestrian environment and to the composition of architecturally expressive buildings. Storefronts should generally front directly onto the sidewalk and terrace areas. Storefronts should be characterized by ample window area, transparency between inside and outside, and, at terrace locations, operational doors that will open up terrace areas directly to the interior spaces. Following the precedent of traditional mercantile streets, storefronts should be set within a frame that is clearly defined by the building architecture. Storefronts should be designed to reinforce a strong connection between the interior of the store and the exterior realm, extending the commercial life of the interior into the public realm and encouraging people to enter stores and restaurants, linger outside where they can enjoy the storefront displays, and participate in the terrace experience.

3.5.2 Storefront Composition

a. Storefronts shall be designed using traditionally framed elements of retail design as well as innovative new components that emulate the composition of traditional retail design. Characteristic elements include large transparent display windows with kick plates below and clerestory windows above, recessed front entries, and exterior awnings and signs.
b. Multiple storefronts within the same building shall be visually compatible in terms of scale, alignment and their relationship to the building as whole while distinguishing between various shops using storefront design, color, signage, and awnings. The coherence of the building design should be able to accommodate the diversity of character and individuality amongst various shops in one building.
c. Storefronts shall maintain a typical rhythm wherever possible, such as 10 to 20 or 15 to 30 feet wide at the ground level, each with its own entry.
d. Storefront entrances shall be clearly distinguished from those serving floors above.
e. Kick plates, windows, transoms and clerestories, signage bands, upper floor windows and cornices shall align where possible but should allow for a level of vertical, horizontal, and three dimensional variations at the lower level that will allow for a variegated and organic quality for the storefronts.
f. Individual storefronts shall be distinguished by interesting design features at the ground level such as lighting, medallions, belt courses, plinths for columns, piers or pilasters, projecting sills, tile work, stone or concrete masonry, pedestrian scaled signs, planter boxes, and specialty bay windows.
g. Within the compositional framework above, storefronts may be composed of various kinds of operational doors and windows that will encourage the opening up of interior spaces onto the sidewalks and terraces, including French doors, modified garage doors, sliding doors, walk-through double and triple hung windows, and others that will support the opening up of interior spaces to the outside.

3.5.3 Terraces

a. Retail, restaurant, and other food and beverage operators are encouraged to design and operate exterior terraces in a manner that will create a seamless connection from their interior operation to the exterior terrace spaces.
b. At terrace locations, storefront designs that reinforce the connection between inside and outside are encouraged. Storefront designs can use operational doors and windows that allow for direct connection and movement between terraces and restaurant and shop interiors.
c. Restaurants and shops are encouraged to maximize the use of exterior space as an extension of interior activity.
d. The use of outdoor plantings, planting boxes, and flower boxes is recommended in the terrace areas.
e. Awnings, canvas umbrellas, and heat lamps can be used to extend the seasonal use of outdoor terraces.

3.5.4 Materials

a. Brick, stone, cast stone, ceramic tile, hard coat stucco, wood, wood substitute (smooth finish, cementitious planks and panels or cellular PVC) or pre-finished heavy gauge metal panels are preferred. Entrance doors shall generally be clear glass in wood or metal frames. Standard, industrial aluminum storefronts are not appropriate.
b. Storefront windows typically consist of large, transparent plate glass set in wood, clad wood, or metal frames. Display windows must incorporate high transparency; windows must have high visibility transmittance values (37% or greater) and low daylight reflectance (15% or less). Colored, visibly tinted, or mirrored glazing is not appropriate.
c. Storefront windows divided into small, multiple lights must be or give the appearance of true divided lights. Transoms may be divided into multiple lights by muntins applied to the exterior, giving the appearance of true divided lights or through the use of small glass blocks.

3.6 ROOF AND CORNICE FORM

3.6.1 Cornices and Parapet Walls

a. There shall be articulation and detailing where the roof meets the wall, including cornices, eaves or rakes. Moldings, brackets, and finials can be special elements added to the cornice.
b. Parapets are a distinguishing characteristic of downtown areas. Flat roofs shall have a parapet wall on the building's front and sides.
c. In larger commercial buildings, extended parapets, projecting cornices, pitched or slope roofs, or decorative moldings of 10 inches or more are considered appropriate to give the roof/cornice area proper visual weight and proportion to the building.
d. Important architectural features, such as cornice lines, shall be used where possible to enhance relationships between buildings and give coherence to the street wall.

3.6.2 Roof Shape

a. Traditional main street roofs throughout New England and the entire United States are typically "flat" (sloped 1-in-12 or less) with parapet walls along the street edge that conceal the roof shape. However, many traditional, colonial buildings throughout New England were also characterized by sloped roofs, including gable, hipped, gambrel, and shed roofs with and without dormers. In order to enhance the diversity of neighborhoods and architectural forms within the town center, roofs within the project shall draw upon both historical precedents.
b. Flat roofs behind parapets shall be configured and sloped appropriately for proper drainage. Sloped roofs should have slopes between 4-in-12 and 12-in-12. Mansard, gambrel, or domed roofs should adhere to traditional forms and proportions. False gables are generally inappropriate.
c. Sloped roof heights from eave to peak shall not exceed the height from the lowest point on grade surrounding the building to the eave (the roof should not be taller than the building wall supporting the roof).
d. In general, architectural solutions shall be used to conceal mechanical equipment, particularly in rooftop applications.

3.6.3 Materials and Color

a. Where visible, roofs should be constructed of standing seam metals (painted aluminum & steel, zinc, copper), slate or imitation slate, or architectural asphalt shingles. Wood shakes or shingles may only be used on smaller, residential buildings. Clay (flat or barreled), concrete tile, plastic, exposed fiberglass, roll roofing, and bitumen are inappropriate for visible roof surfaces. Solar panels may be placed on sloped or flat roof tops. In visible locations, solar panels shall have an architectural correspondence to the shape of the roof.

b. Visible roof materials shall be muted in color (dark reds, browns and earth-tones, natural metal colors including aluminum, dark anodized aluminum, zinc, tin and lead). White, bright, non-fading and high-intensity colors, multicolored and bright metal finishes are inappropriate on visible rooftops. However, colors shall also be considered for their effect on heat absorption. On visible, sloped roofs, any colors lighter than absolute black will help to alleviate this effect and on flat roofs, where the surfaces are not visible from the street, white or very reflective colors shall be used for the roof material.

3.6.4 Mechanical Equipment

a. Where possible, the form of the roof or cornice shall hide mechanical equipment and roof penetrations, such as plumbing stacks and vents, from view from streets and sidewalks.
b. Downspouts on public facades shall be metal (with leader boxes) and oriented so as to not discharge water in a manner that hinders pedestrian areas.
c. Vents, grilles, and louvers required on building facades for mechanical systems shall be architecturally integrated into the facade design.

3.7 BUILDING MATERIALS

3.7.1 Introduction

The visual appeal of building materials has a tremendous impact on the perception of any building. High-quality, robust and tactile finish materials project feelings of warmth, permanence, and quality. Inconsistent or inferior materials can make buildings look 'cheap' or haphazard.

a. The relationship and use of materials, textures, details and color of a new building's principal façades shall be visually compatible with and similar to those adjacent buildings or should not contrast conspicuously.
b. Brick and wood siding are prevalent as building materials throughout the area and shall serve as a precedent for the use of similar materials within the project.
c. Durable materials are especially critical at the street level where pedestrian contact will be considerable.

3.7.2 Appropriate Materials

Appropriate materials include:

a. Façades: brick, stone, stucco, transparent or spandrel glass, pre-cast concrete (for sills, lintels, caps, and accent elements in brick façades), and siding (in wood or fiber-cement).
b. Windows: wood, vinyl, vinyl clad wood or aluminum, anodized aluminum.
c. Doors: wood, anodized aluminum.
d. Trim: wood, synthetics (to appear and be painted as wood).
e. Visible roofing: standing seam metal, zinc, architectural asphalt shingles, slate and high-quality synthetic slate, and wood shake (for smaller residential buildings).

3.7.3 Inappropriate Materials

Inappropriate materials include:

a. Façade: vinyl or aluminum siding, corrugated fiberglass, unfinished concrete block, imitation stone, concrete, mirrored glass coarsely finished or "rustic" materials.
b. Windows: steel, "shiny" aluminum.
c. Trim: vinyl.
d. Visible roofing: clay tile, concrete tile, roll roofing, bitumen, plastic, exposed fiberglass.

3.8 BUILDING COLORS

The intent of the color palette for Storrs Center is to provide a range of complementary colors that enhance the coherence of the streetscape. Paint color schemes should generally be in keeping with traditional or historical palettes. Brighter, traditional colors are encouraged if used to enhance the quality and cohesiveness of the public realm.

a. Painted buildings shall use complementary colors with no more than two or three colors to the façade. The building colors should typically include a base color, complementary trim, and accent colors for doors and shutters.
b. Body colors shall be complemented by trim colors (e.g., reds, creams, tans, whites, grays, dark greens and black). Alternatively, some pastels (non-earth tones, whites, grays and grayish greens) may be used on a limited basis.
c. Window, door and cornice trim shall be painted a highlighting color complementary to the body (e.g., whites, creams, deep blues, greens, reds, and blacks, and grays).
d. Accent colors are permitted for awnings (typically green, blue, yellow or red canvas), doors, window sashes, architectural accents and trim.
e. Color schemes shall be compatible and complementary with nearby buildings.
f. Refer to historic color palettes by major paint manufacturers for examples, such as Sherwin Williams' Preservation Palette or Benjamin Moore Historic Color Collection.

3.9 BUILDING LIGHTING

Directed lighting should be provided to illuminate the building façade, signs, architectural elements/ornamentation, storefront displays, public sidewalks and entrances to enhance interest, security and the comfort of pedestrians at nighttime.

a. Traditionally styled fixtures or appropriately scaled contemporary fixtures are recommended. Allowable configurations include gooseneck fixtures attached to the façade, sconces, and pendant lamps, which shall be coordinated with the building design for consistency of architectural language.
b. 'After-hours' lighting which illuminates the front of the storefront while contributing to a comfortable nighttime pedestrian experience is encouraged.
c. Fixtures used for architectural lighting, such as façade, feature, and landscape lighting, shall be aimed or directed to preclude unnecessary light projection beyond immediate objects intended to be illuminated. Shield or arrange light sources to minimize unnecessary glare for pedestrians and cars.
d. Visible fluorescent bulbs, exposed exterior neon lighting, colored bulbs (except for seasonal decoration) and internally lit awnings are generally inappropriate.
e. "Washing" the entire building façade is inappropriate.
f. Electric boxes, transformer utilities, and conduits shall be concealed from view where feasible.
g. Attached building or wall pack lighting shall be screened by the building's architectural features or should contain a thirty-five (35) degree cut-off shield.
h. Ground-oriented, pedestrian-scale lighting shall be considered as an alternative to pole-mounted fixtures along pedestrian walkways.
i. Luminaries shall not have any blinking, flashing or fluttering lights or other illuminating device which has a changing light intensity, brightness or color; nor is any beacon light permitted, except those required for fire alarm and/ or emergency systems.
j. Metal halide, color-corrected mercury-vapor and color-corrected high-pressure sodium lamps are preferred. Low-pressure sodium is prohibited.

3.10 BUILDING SIGNAGE

3.10.1 General

Signs act as important elements of buildings to identify the presence and nature of various types of residential and commercial establishments. Proper sign design will also enliven and enrich the streetscape experience for pedestrians, without detracting from the spatial coherence and quality of public spaces and the streetscape. The following guidelines, written exclusively for Storrs Center, are intended to dictate that all signs:

a. Express quality and unique characteristics in their design.
b. Be legible and easily understood.
c. Contribute positively to the sense of place and the character of Storrs Center.
d. Communicate the nature of the corresponding business.
e. Reinforce pedestrian scale in size and mounting height.
f. Reflect proper purpose, context, and location.

3.10.2 Prohibited Signs

The following signs will be prohibited in the SC-SDD:

a. Any “box” or “can” letters or signs (internally-lit boxes with translucent covers).
b. Any sign illuminated by bare floodlight, blinking or flashing bulbs.
c. Any sign that extends above the roof line or parapet wall.
d. Any sign erected, painted, or maintained upon fences, rocks, trees, or any natural feature.
e. Electronic message signs with changing text or graphics generated by electronic components.
f. Exposed neon signs. NOTE: such signs are permitted to be mounted on the interior of first floor storefront windows.
g. Freestanding sign posts listing businesses or other freestanding business signs other than those used as directional guides pursuant to Section 4.7 Site Signage.

3.10.3 Special Requirements

The following items should be noted prior to any sign design or development:

a. Multiple storefronts within one building must coordinate the design and alignment of signs to achieve a harmonious appearance to the base of the building.
b. Signs must fit within the architectural divisions of the building, and should not span across structural bays or columns.
c. If present, the signage band must be incorporated into the design of the façade and situated above storefront clerestory and below the second story windows.
d. Signs incorporated by cornices or parapets must be limited in size and be made an integral part of the architecture.
e. Signs only lit by exterior wall-mounted fixtures or signs with individually shadow-lit opaque letters are permitted.

f. It is strongly encouraged to include creative shapes, symbols, and three-dimensional motifs with accompanying text with all sign design.
g. There shall be no minimum setback requirement from street intersections or property lines, provided that the line of sight for regulatory signs and traffic signals is not obstructed.
h. Decorative painting of windows or storefront paneling shall not be considered as signage but rather as part of the architecture. Such decoration should complement and function within the framework of the architecture and do not function to brand or identify the business in any fashion.
i. Signs within storefront windows may be treated as part of the interior display unless suspended directly against the window face, in which case they will be counted as "Window Signs".

3.10.4 Allotment Standards

All signs within the SC-SDD must conform to the following standards:

a. Ground Floor Occupants:

(1) Primary Occupancy Frontage Identity Signage: The maximum allotment of permanent Identity signage for a ground floor business Primary Occupancy Frontage shall not exceed 2 square feet per linear foot of Primary Occupancy Frontage, including both sides of a contiguous corner frontage. Tenants may use their allotted sign face area on one sign, or on a combination of the Identity signs noted in section 3.10.a.4.

(2) Secondary Occupancy Frontage Identity Signage: An additional allowance of 1 square foot per linear foot of Secondary Occupancy Frontage, including alley or courtyard entrances but excluding service areas, shall be allowed for those businesses with secondary entrances and frontage. Businesses may use their allotted Secondary Occupancy sign face area only on the Secondary Occupancy Frontage.

(3) Number of Identity Signs per Business: A ground floor business may have up to three (3) types of permanent Identity signs as part of their Primary Occupancy Frontage as noted in section 3.10.a.4. A business may have no more than one (1) of any type of Identity Sign except for Window Signs, which, subject to the overall allotment of signage area, may be repeated pursuant to the parameters set forth for Window Signs. Businesses with Primary Occupancy Frontage on two sides of a corner shall split their allowable signage allotment accordingly and shall apply the same limitations on number of signs to each of their two storefront faces. Areas of

Secondary Occupancy Frontage may have up to two (2) types of Identity signs with no more than one (1) of any type of sign.

(4) Identity Signs: The types of signs that qualify as permanent "Identity" signs include the following:

a. Flush-Mount Wall Signs

b. Blade Signs (including Projecting Bracket Mounted Signs)

c. Window Signs

d. Suspended Signs

e. Awning Signs

f. Canopy Signs (including Marquee Signs)

(5) Recommended Identity Signage Areas: Subject to the limitation of 2 square feet of total Identity signage per linear feet of Primary Occupancy Frontage, the following general ranges of signs are strongly recommended:

Primary Occupancy Frontage Width	Total Primary Signage Area
Less than 16 linear feet	32 square feet
16 – 24 linear feet	44 square feet
24 - 32 linear feet	56 square feet
32 - 40 linear feet	68 square feet
Over 40 linear feet	80 square feet

(6) Freestanding Signs: In addition to permanent Identity Signs, individual businesses are also permitted to have "Freestanding" signs along their Primary and Secondary Occupancy Frontages. The following types of Freestanding signs are permitted in Storrs Center. Freestanding Signs are not considered to be Identity signs and do not count as part of the total sign face area allotment for an individual ground floor business:

a. Menu Board Signs

b. Sandwich or A-Frame Signs

c. Table Umbrella Signs

(7) Number of Freestanding Signs per Business: The use of Menu Boards and Table Umbrella Signs is limited to eating establishments. The use of Sandwich or A-Frame Signs is limited to eating establishments or retail establishments in alleyways or courts with limited visibility at the street frontage. An eating establishment may have one (1) Menu Board Sign and one (1) Sandwich or A-Frame Sign along their Primary Occupancy Frontage. An eating establishment with Primary Occupancy Frontage on two contiguous sides of a corner may have two (2) Menu Board Signs and one (1) Sandwich or A-Frame Sign. A retail establishment which is accessed through an alleyway or courtyard entry may have one (1) A-Frame Sign at the entry to the alley or court. An eating establishment may also have up to one (1) Umbrella Sign for every 25 square feet of outdoor serving or sitting area. An eating establishment with Secondary Occupancy Frontage may also have up to two (2) types of Freestanding signs along the Secondary Frontage,, including one (1) Menu Board Sign and the applicable number Table Umbrella Signs.

b. Second Floor Occupants:

(1) For a building with one or more second floor commercial occupants, each second floor occupant is permitted to have: one (1) Flush-Mount Wall Sign or Name Plate adjacent to or within the ground floor entry area no larger than 6 square feet in size and one (1) Wall Sign that must be located within an architectural sign band above the second or mezzanine level windows and shall not exceed 1 square foot per linear foot of business frontage.

(2) The Wall Sign for a second floor commercial occupant can be replaced with one (1) Window Sign no larger than 15 square feet or 25% of the glazed surface area upon which it is placed, whichever is lesser. NOTE: Signs hung in upper level windows or from upper level balconies are prohibited.

(3) A second floor commercial occupant may also have one (1) Awning Sign over their ground floor entry door if the entry serves only one tenant and is separate from the entry for ground floor tenants. Awnings without signs may serve various second floor occupants.

3.10.5 Dimensional Standards

In addition to any requirements set forth under existing regulations for signs not specific to the SC-SDD, all signs within the SC-SDD must also conform to the following standards:

a. Flush-Mount Wall Signs: characterized by their parallel relationship with the façade, Flush-Mount Wall Signs are a fundamental form of "Identity" signage. They include individually designed signs that are attached flat to the wall and signs that become an integral part of the architectural detailing of the building.

(1) Sign face area shall be measured as the single continuous perimeter that encloses the limits of any lettering, emblem, or logo to set it apart from the background upon which it is placed.

(2) Signs should be positioned within logical architectural features of the building, such as transom panels above entryways, signage bands above storefronts, or wall panels next to storefront windows.

(3) Signs should typically be located between 4 – 6 feet above the adjacent walking surface or in the architectural sign band located above doors and shop. Signs located within a band for first floor occupants should not typically be mounted higher than 12'-14' above the adjacent walking surface. NOTE: Sign bands can be mounted higher for special stores, such as anchor stores, large stores, or stores with mezzanines or commercial levels.

(4) Lettering should not occupy more than 75% of the sign face area or the area of the architectural feature containing the sign.

b. Blade Signs, including Projecting Bracket-mounted Signs: characterized by their perpendicular relationship to the building façade. They are typically suspended from a permanent bracket attached to the building, either fixed in place or suspended from the bracket. Blade signs shall be reasonably consistent with the following standards.

(1) Businesses may have up to one (1) Blade Sign at their Primary Occupancy Frontage and, at corner locations, up to one (1) Blade Sign on each side of the Primary Occupancy Frontage. Businesses having double frontages shall be allowed up to one (1) Blade Sign per frontage.

(2) Sign Face shall be measured as the full face of the Blade Sign. However, double-faced Blade Signs shall be counted at

75% of their total square footage against the allowable maximum.

(3) The maximum height of any Blade Sign is 4 feet and the maximum width is 3 feet.

(4) The maximum area for any Blade Sign is 12 sq. ft. per side.

(5) The minimum clearance above a pedestrian passage area is 8 feet.

(6) Blade Signs shall not extend more than 4 feet from the building.

(7) Segmented Blade Signs are permitted with up to 3 segments. Secondary segments must be smaller than the primary element.

(8) Brackets for sign support should be metal and must be strong enough to support the sign without deformation.

c. Window Signs: characterized by the direct application of vinyl or paint to the window or door glass of the retail storefront.

(1) Subject to the overall allotment of sign area, an individual business may have one (1) Window Sign at their entry door plus one (1) Window Sign for each six linear feet of storefront area.

(2) Window Signs should be creatively and artistically construed.

(3) The application of the paint or vinyl must be of a high quality, professional installation.

(4) Window Signs should not occupy more than 25% of the glazed area of the window on which they are placed.

(5) Sign face area shall be measured as the single continuous perimeter that encloses the limits of any lettering, emblem, or logo to set it apart from the background upon which it is placed.

d. Suspended Signs: characterized by the need in certain instances to suspend a sign from the overhead structure above a pedestrian walkway or underneath an arcade.

(1) For orientation perpendicular or parallel to the face of the building, the maximum sign depth is 3 feet.

(2) For orientation perpendicular to the face of the building, the maximum sign width is 3 feet shall not extend beyond 4 feet from the building façade; for orientation parallel to the building façade, the maximum width is 12 feet.

(3) The minimum clearance above a pedestrian passage area is 8 feet.

(4) Sign face area shall be measured as the single continuous perimeter that encloses the limits of any lettering, emblem, or logo to set it apart from the background upon which it is placed.

e. Awning Signs: characterized by varying colors and sizes to differentiate between the many small, individual businesses that comprise a traditional American main street storefront shopping environment.

(1) Awnings as signs are limited to first floor occupancies only.

(2) Awnings shall not be internally illuminated, but may be illuminated by a direct exterior lighting source located above the awning and attached to the building structure.

(3) Awnings must be made of a sturdy, flame-retardant fabric. NOTE: Translucent materials, metals, and plastics are not permitted as awning materials.

(4) Lettering, emblems, or logos are permitted on the upper awning surface itself or on the awning flap, provided that the awning flap is no greater than 10 inches in height.

(5) Sign face area shall be measured as the single continuous perimeter that encloses the limits of any lettering, emblem, or logo to set it apart from the background upon which it is placed. An awning alone does not constitute a sign.

f. Canopy Signs, including Marquee Signs: characterized as a sign or sign letters attached to, painted on, or inscribed upon a projecting canopy or marquee. Projecting Signs are mounted perpendicular to the building face and extend outward from the building with either a horizontal or vertical orientation. The canopy or marquee is typically characterized by a three dimensional quality and by its ability to accommodate lettering on 2 sides, if vertically mounted like a traditional movie marquee, or on 3 sides if horizontally mounted. The intent of these signs is typically to reflect the volume and shape of an object or to achieve a sculptural effect. Canopy Signs shall be reasonably consistent with the following:

(1) Canopy Signs are limited to first floor occupancies only.

(2) The canopy or marquee itself may not exceed one foot in thickness.

(3) Signage lettering and logos shall not project below the canopy or marquee but may project above a canopy.

(4) Signage lettering shall not exceed eight inches in height and shall not project more than 4 inches from the surface of the canopy or marquee.

(5) Signs shall not contain any advertising except for that of the name of the business or building.

(6) For vertical orientation, the maximum height of the marquee is 8 feet; for horizontal orientation, the maximum width of the canopy is the width of the storefront; the marquee may not extend more than 4 feet out from the building; for horizontal orientations, the canopy may not extend more than 6 feet out from the building.

(7) Subject to overriding limitations on maximum area for identity signs, a Canopy Sign may not exceed 54 square feet in total signage area.

(8) Sign face area shall be measured as the single continuous perimeter that encloses the limits of any lettering, emblem, or logo to set it apart from the background upon which it is placed. Lettering need not be located entirely within the face of the canopy or marquee. A canopy alone does not constitute a sign.

(9) The minimum clearance above a pedestrian passage area is 8 feet.

g. Table Umbrella Signs: Similar to awnings, table umbrellas or parasols should be used by eating establishments to add vibrant color to outdoor spaces and to create attractive outdoor seating areas. Restaurants may use the table umbrellas to enhance the identification of their business through the selection of thematic colors or by adding text or logos directly onto the umbrellas, thus creating Table Umbrella Signs. A restaurant may have a number of table umbrellas, amounting to up to one (1) per every 25 square feet of outdoor dining or service area. Table umbrella designs should all be consistent for any one restaurant. Table umbrellas shall be reasonably consistent with the following standards:

(1) A restaurant is allowed one (1) Table Umbrella Sign per every 25 square feet of outdoor dining or service area. Design for all umbrellas should remain consistent for any one restaurant. A table umbrella alone does not constitute a sign.

NOTE: The sign will not be counted as a business identity sign.

(2) Umbrellas may consist of solid colors or panels of contrasting colors.

(3) Lettering, emblems, or logos are permitted on the umbrella fabric, provided that identification does not exceed an area of 36 square inches and is displayed on a maximum of 50% of the panels.

(4) Alternatively, the umbrella flap may be used for identification provided that the flap is no greater than 6 inches in height.

(5) In addition to the lettering, emblems, or logos of the establishment, brand name recognition is allowed on table umbrella signs; other forms of advertising are not allowed.

h. Sandwich or A-Frame Signs – characterized as double faced, freestanding signs which may have permanent or erasable information on both sides, Sandwich or A-Frame Signs are designed as a place to identify daily specials or special items not typically included on a menu or Menu Board Sign. They are also used to help identify businesses located down alleyways or in courtyards off of the primary frontage.

(1) First-floor eating establishments are permitted one (1) Sandwich or A-Frame Sign along the sidewalk adjacent to the building in which the business occupant is located. NOTE: The sign will not be counted as a business identity sign.

(2) First-floor businesses located in alleyways or in courtyards are permitted one (1) A-Frame Sign at the entry to the alley or court to help identify the location and type of business.

(3) Sign may not exceed 3’ wide by 4’ high total.

(4) Sign shall be stabilized to withstand wind gusts or shall be removed during windy conditions.

(5) Sign shall be displayed only during normal business hours of the business occupant.

(6) If sign information is to be erasable and modified regularly, a chalkboard format, framed in wood, should be utilized.

(7) Sign shall not be placed in locations that impede pedestrian or vehicular traffic flow, nor should they be located in front of commercial establishments other than that which they are serving.

(8) Signs with dry marker or erasable marker surfaces are prohibited.

i. Menu Board Signs – characterized as building-mounted signs with a cleanly presented menu for the adjacent eating establishments.

(1) Restaurants may have a maximum of one (1) Menu Board Sign on their Primary Occupancy Frontage and, if applicable, may also have a maximum of one (1) Menu Board Sign on their Secondary Occupancy Frontage. NOTE: The sign will not be counted as an identity sign.

(2) The display may not exceed 18 inches in width by 24 inches in height; the maximum area may not exceed 3 square feet.

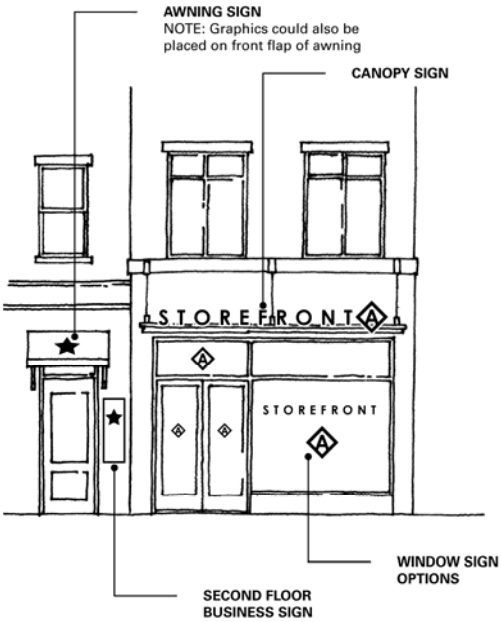
(3) Menu Board Signs must be centered at approximately 5’-6” above the finished sidewalk.

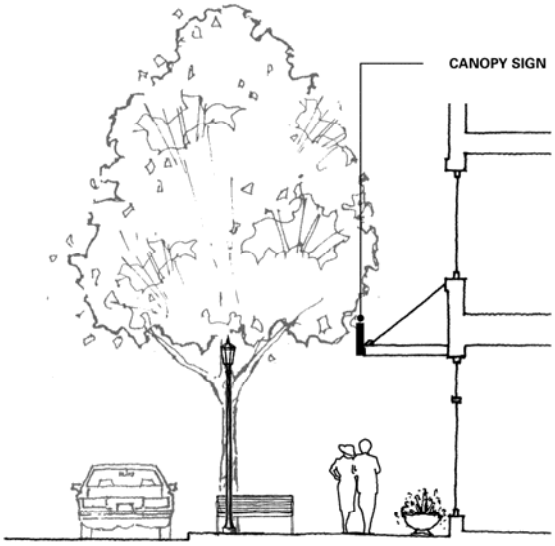
(4) The actual menu may be posted if cleanly and neatly mounted to the Menu Board Sign. Chalk boards may also be used in the traditional fashion as Menu Board Signs.

(5) The menu should be subtly illuminated for evening legibility.

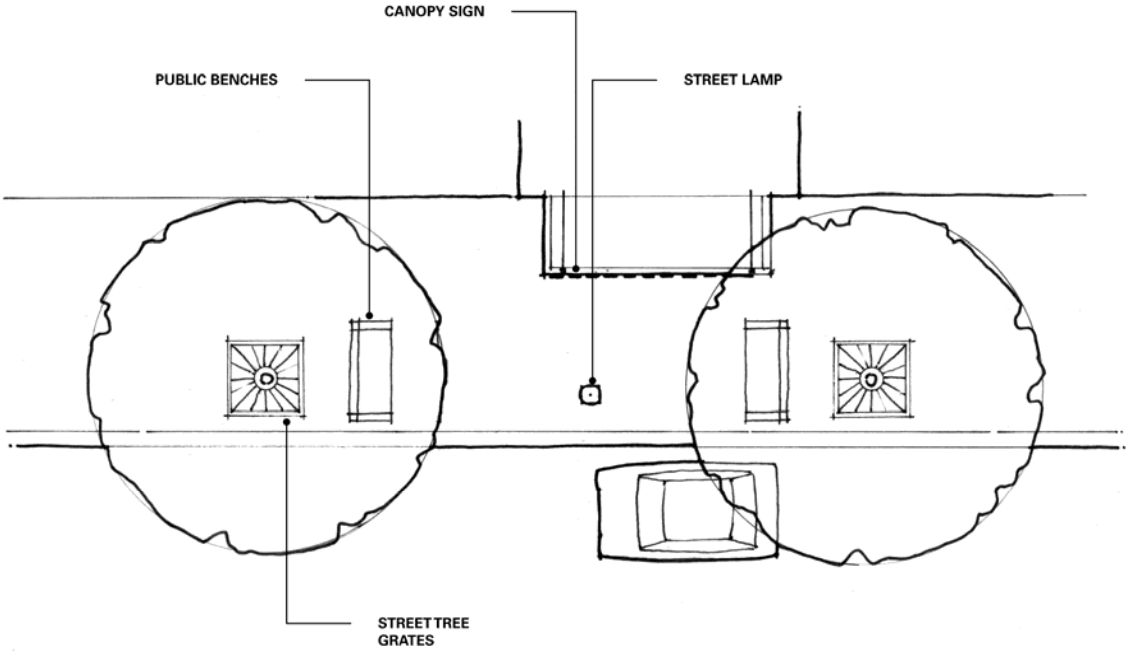
j. Alternative Signs not covered under these guidelines may be submitted to the Planning and Zoning Commission for specific approval.

3.10.6a Illustrative Elevations, Sections and Plans: Storefront A





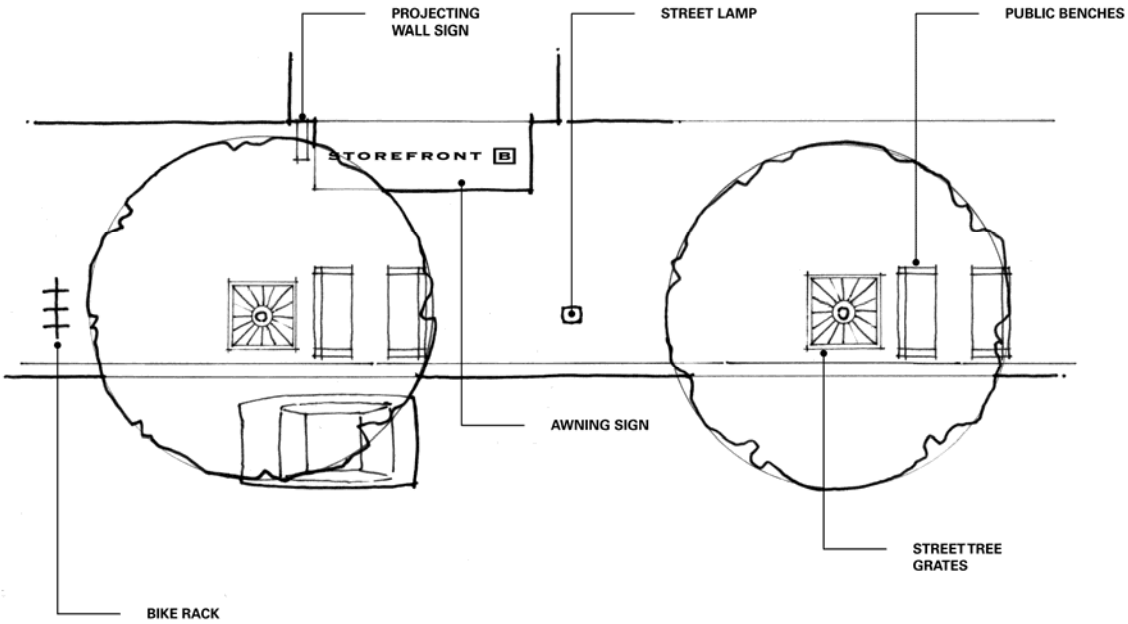
This elevation illustrates an example of a storefront that utilizes various sign types, as outlined in section 3.10.5



Plan view of elevation above.

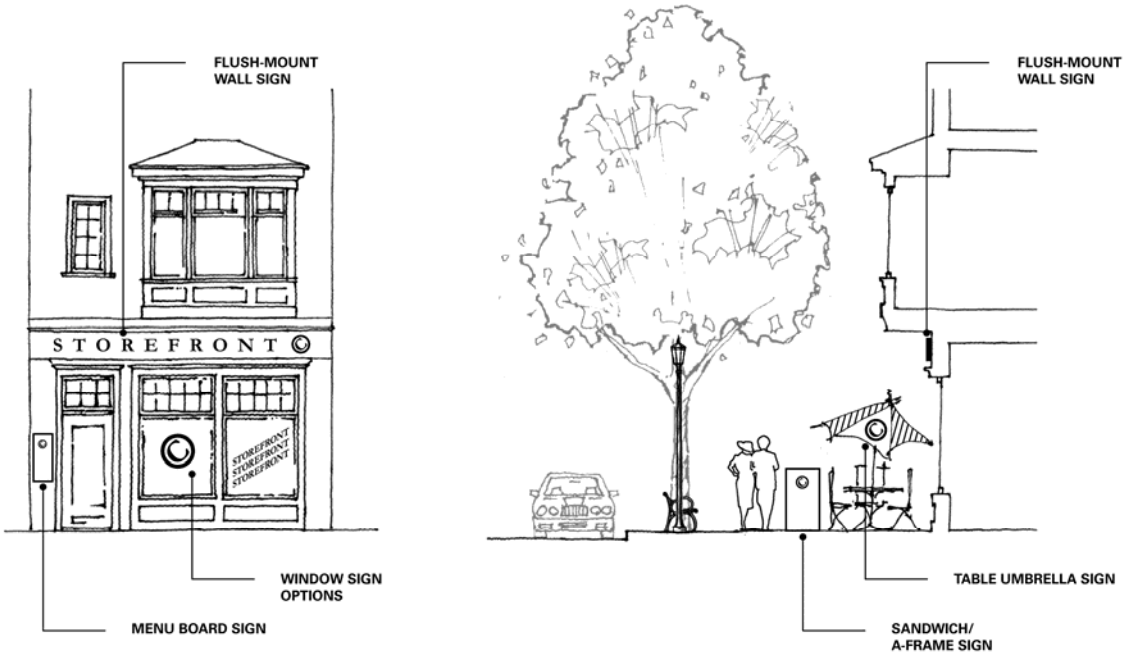
3.10.6b Illustrative Elevations, Sections and Plans: Storefront B

This elevation illustrates an example of a storefront that utilizes various sign types, as outlined in section 3.10.5

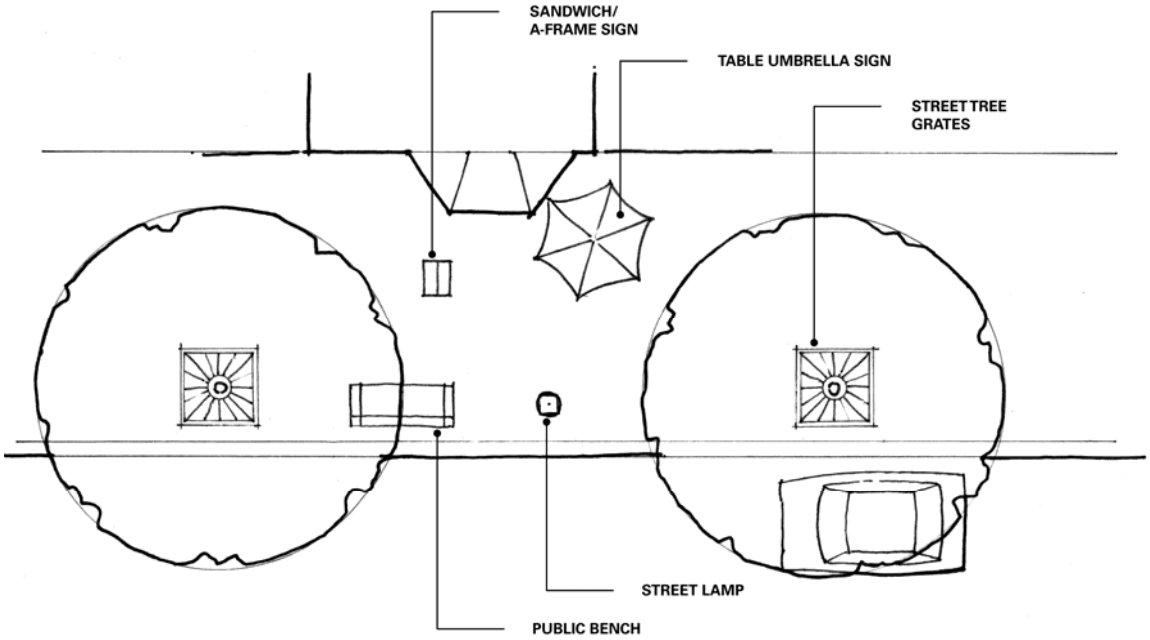


Plan view of elevation above.

3.10.6c Illustrative Elevations, Sections and Plans: Storefront C

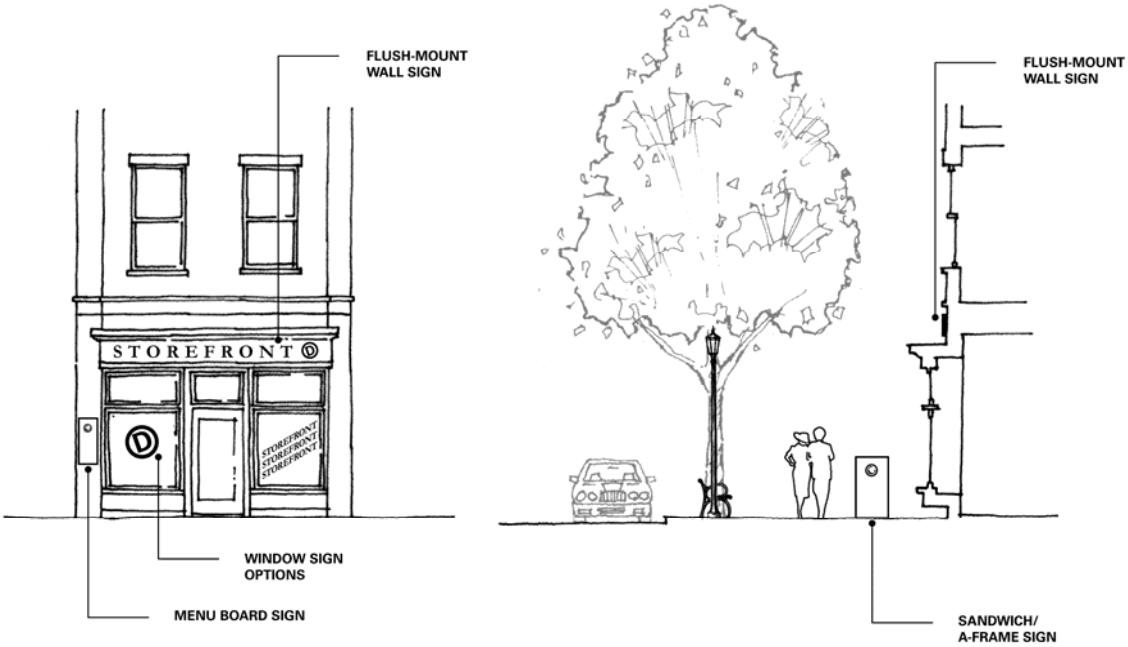


This elevation illustrates an example of a storefront that utilizes various sign types, as outlined in section 3.10.5

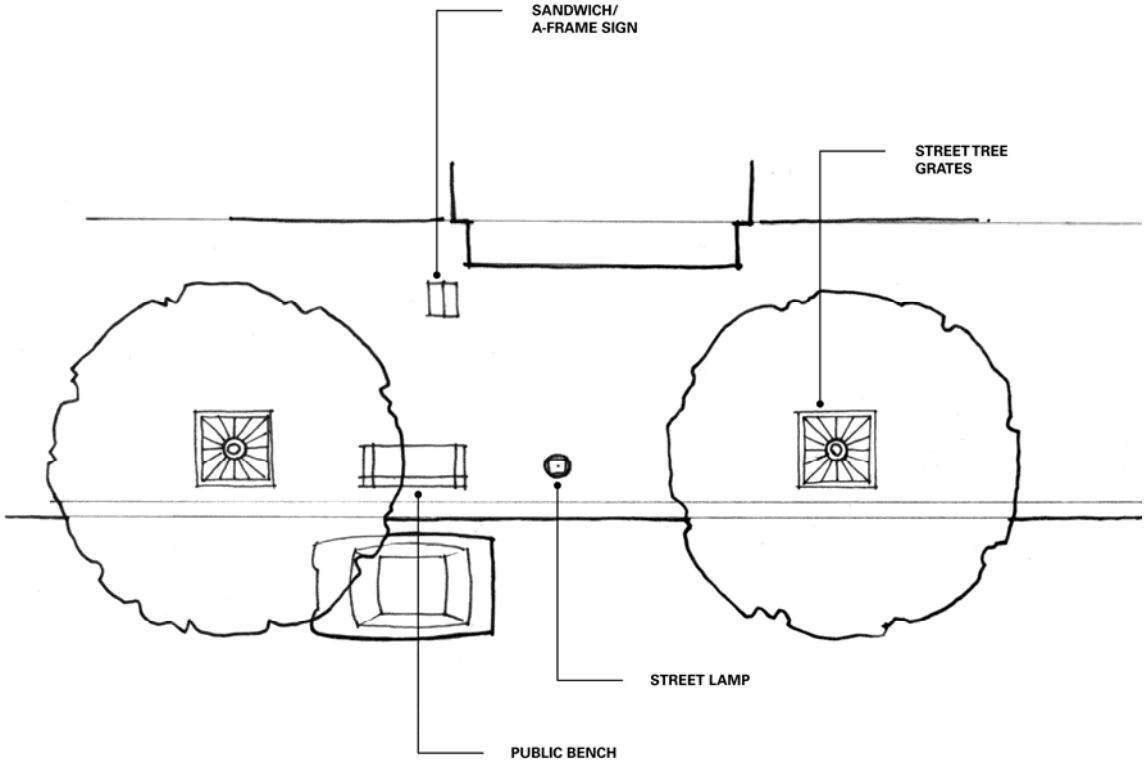


Plan view of elevation above.

3.10.6d Illustrative Elevations, Sections and Plans: Storefront D

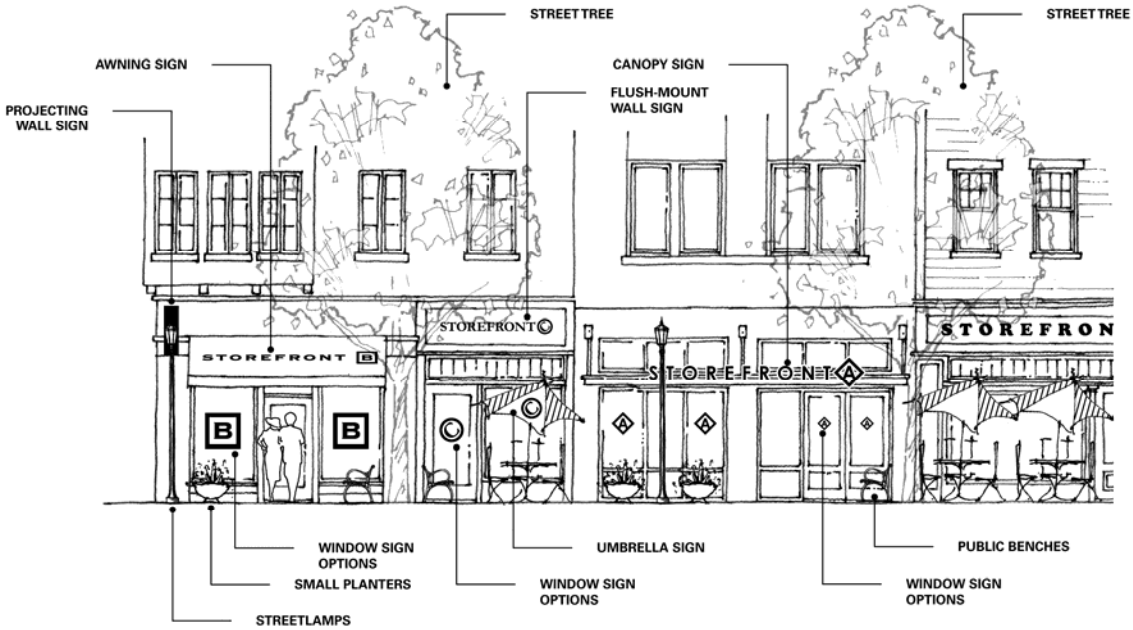


This elevation illustrates an example of a storefront that utilizes various sign types, as outlined in section 3.10.5



Plan view of elevation above.

3.10.6e Illustrative Composite Elevation of Storefronts



This composite elevation combines the varied storefronts and signage and illustrates how they harmoniously work together to create a dynamic setting. Giving special attention to the placement of the street trees and street furnishings will help to further enhance the space.

This sketch shows how the sidewalk can be engaged at different levels. The variety of architecture, signage and street furnishings all play an important role in shaping the experience that occurs along a street.

3.11 BUILDING SAFETY ISSUES

a. To the extent that zoning approval plans include building safety features, all such features shall be designed in accordance with applicable local, State, and Federal requirements. At a minimum, zoning approval plans shall stipulate the type and location of all structures having automatic fire suppression systems pursuant to applicable code. The requirements of the fire safety codes regarding size, type, and use of buildings will require that the majority of buildings as currently planned will have automatic fire suppression systems. Possible exceptions include unattached and attached single-family residential (townhouses) and small, stand-alone commercial buildings. In all cases, approval plans shall address and comply with applicable regulations for emergency vehicle access. Zoning approval plans shall include all information regarding type and location of automatic fire suppression systems, fire hydrants, standpipe connections, building entrances, and emergency vehicle access to buildings as may be required for evaluation of conformance with applicable fire safety codes and regulations.

b. Building safety features shall be coordinated with related site safety features.

SECTION 4: SITE IMPROVEMENT STANDARDS

4.1 STATEMENT OF PURPOSE

This section identifies the site design standards that will apply throughout Storrs Center. The following general goals apply to this section.

a. Balance the form and quantity of onsite landscaping with the intended character of the proposed development. Landscaping shall be used to further the objectives of the project plan to enhance the quality and continuity of the public realm within the developed area.
b. Where appropriate, integrate existing mature vegetation into the design and avoid the use of invasive species. Incorporate a variety of plant species into the design and avoid monocultures.
c. Utilize landscaping, berms, fencing, etc. to help screen parking areas and waste storage areas from adjacent streets and, as appropriate, neighboring properties.
d. Coordinate lighting fixture assembly with site and building designs. Use lighting with shielding devices or cut-off refractors to eliminate or minimize light spill.
e. Provide safety-textured and, where appropriate, patterned walking surfaces and plazas. Include benches and/or low walls in places where they will encourage pedestrians to gather without creating safety issues.
f. Provide vehicle barriers (curbs, bollards or low walls/fences) located to protect and not obstruct adjacent walks or plazas or where appropriate for other safety purposes (e.g., grade changes; traffic lanes, trees, etc.).
g. New utility lines for proposed new developments shall be located underground. For any utility components which must be located above grade, such as transformers, use careful planning, landscaping, and architectural features to minimize the negative impact on the public realm.

4.2 STREET TREES

The design of the public realm, including streets and public spaces, is central to the concept of a town center. Tree planting in all of those spaces, including Main Street, is a key part of defining the outdoor living spaces – giving them scale, shade, pattern, and natural beauty. Tree canopies provide the ceilings to the shared outdoor living spaces. In view of the many years required for tree growth, existing, healthy, native trees that can be worked into the conceptual design should be preserved. Where this is not possible due to the constraints of the design, new trees should be planted in a manner consistent with the design so that they can be enjoyed for many years.

Planning for trees requires a balance of aesthetic, spatial, environmental, and practical considerations. Generally, trees should be planted to attain similar proportions and spacing on each side of the town center streets. Trees should be sized in proportion to the size of the street and the neighboring buildings. Trees along streets with heavy pedestrian activity should have grates flush with the sidewalk to protect their root areas. If grates are not used, tree planting areas should be well defined and can be enhanced aesthetically with plantings of shrubs, grasses, and flowers around the bases.

Along streets with significant pedestrian or retail activity at the ground level, trees should be selected to eventually provide a mature canopy that is above the ground plane and proportional in scale to the street space and the neighborhood. Trees should be selected so that, in time, the canopies of fully grown trees will allow for an open and visibly unimpeded pedestrian and commercial realm, helping to create an intimate and enjoyable environment at the ground level. Along streets lined by retail and storefront activity, it is particularly important to select trees with canopies that do not obstruct the line of site and the important relationships between pedestrians, drivers, and the shops and activities lining the street. Tree selection should also allow for recognition of the critical spatial and visual relationships between the two sides of a street or the various sides of a square, where there is a strong emphasis on street front activity and interaction amongst people at the ground level.

Tree selection can also be used to distinguish the character or individual neighborhoods or of small areas within neighborhoods where there is a need to establish a sense of coherency or consistent spatial definition. Although a monoculture should be avoided, it is important to use groupings of the same tree to create strong identity for certain areas with a stronger urban definition, particularly along the Main Street and along the Village Street. To the extent possible, street trees should be used consistently to define these distinct urban areas. For example, Main Street could have one type of tree along the immediate street edges that could be used to create consistency and continuity of the urban space in the Main Street urban environment. Varying the type of tree on any one particular street is discouraged except where a transition occurs between distinct areas. Variety should occur through the use of groups rather than individual trees. Each park that is internal to the project may have a different street tree from the others but should have one type of street tree within its framework. Within parks or larger adjacent green spaces, a wider array of trees can be accommodated. As a slightly less urban

environment with less emphasis on the commercial urban setting, the residential area could also accommodate a broader variety of trees as it begins to make the transition to the conservation area. Groupings within the residential area can be used to define street edges and smaller spaces but need not be as regular throughout the entire area.

Ecological and environmental goals should be met by selecting viable native species in those locations where conditions are supportive of their growth and health. In making a determination regarding the viability of native species and the appropriate selection of a species, evaluate soil and historical conditions on the site as well as the conditions that will be created by the proposed development. To the extent that natives can be used and appropriately selected, they are generally well adapted to the climate and to natural rainfall patterns, requiring minimal maintenance and limited irrigation. The use of local flora also provides shelter and food to local fauna, helping to create a continuum with the existing forests. As a general rule, tree species that may be invasive should be avoided. A current listing of invasive species is provided by the University of Connecticut Center for Conservation and Biodiversity. Native species are particularly encouraged within the open spaces and parks along the perimeter of the development. This will provide a seamless transition back into the existing woodlands.

The extended use of deciduous tree species will also help to prevent excessive heat absorption during the months when shade is most needed. Deciduous tree cast shadows in summer and allow shortwave solar radiation to pass through them during the winter months. Their seasonal adaptation to microclimate helps surrounding buildings to benefit from passive solar energy and to lessen its impact during the summer, helping to save energy on heating and air conditioning. The same impacts can be enjoyed by pedestrians and those enjoying street level activity; they will enjoy the shade of trees and cooling effect in summer and the warmth of the sun in the winter. Trees provide an evaporative cooling effect and intercept storm water to help reduce excess run-off and soil erosion.

Tree species are an essential component of the streetscape design. They vary considerably in height, shape, and seasonal foliage. Selection of trees should involve consideration of site conditions, environmental considerations, tree viability and durability, and the design and desired character of the proposed neighborhood. The following list is provided as a basic guide for selecting quality street trees. For purposes of conceptual design considerations, the recommendations have been divided into four categories that can be used to reinforce the desired character for the respective streetscapes.

4.2.1 Type A: Large Street Tree Group

These large trees create canopies and have a major impact in shaping an urban setting. Abundant foliage casts generous shadows and highlights the hierarchy of the most important streets and the boundaries of the development. The following plants are generally considered appropriate for this category:

- Homestead Elm (Ulmus x homestead)

- Pioneer Elm (Ulmus x pioneer)
- Red Oak (Quercus rubra)

4.2.2 Type B: Medium Street Tree Group

Trees on this list can be used in many situations, including such places as medians, smaller planting strips, and sidewalk planting wells. They exhibit an elegant shape and lush foliage during summer and become beautifully colored throughout the fall. The following plants are generally considered appropriate for this category:

- Fastigiated European Hornbeam (Carpinus betulus fastigiata)
- Zelkova (Zelkova serrata "Green Vase" or "Village Green" or "Halka")
- Red Sunset Red Maple (Acer rubrum 'Franksred')
- October Glory Red Maple (Acer rubrum 'October Glory')
- Thornless Honeylocust (Gleditisia triacanthos var. inermis)
- Greenspire Linden (Tilia cordata 'Greenspire')
- Redspire Pear (Pyrus calleryana 'Redspire')

4.2.3 Type C: Ornamental Tree Group

While this group contains many native species, some non-native species are also included in the list. These trees are to be used as accents in larger plant beds and planters as well as accents within the various park and open spaces. These trees are not intended to be street trees, since their branching habits are lower and would interfere with the pedestrian and vehicular zones. These plants warrant extra care in placement to enhance the retail area, not obstruct it. The colors and fragrances that these ornamental trees provide will further enhance the pedestrian environment. Flowers and fruits are a food source for local insect and avian fauna. The following plants are generally considered appropriate for this category:

- Magnolias (Magnolia Sp.)
- Cornelian Cherry (Cornus Mas)
- Shadblow or Serviceberry* (Amelanchier candaensis)
- Dogwood* (Cornus florida)
- Amur Maple (Acer ginnala)
- Bradford Pear (Pyrus calleryana)
- Carolina Silverbell (Halesia Carolina)
- Crabapple (Malus Sp.)
- Korean Dogwood (Cornus kousa)
- Hawthorn, "Winter King" (Crataegus viridis "Winter King")
- Japanese Tree Lilac (Syringa japonica)
- Stewartia (Stewartia pseudo-camellia)
- River Birch (Betula nigra)

4.2.4 Type D: Open Space Tree Group

This group is essential for seamlessly integrating the new park/ open space along the perimeter of the development with the existing woodland edge. These trees are found throughout the New England forest setting. The following plants are generally considered appropriate for this category:

- Beech (Fagus grandifolia)
- Scarlet Oak (Quercus coccinea)
- Pin Oak* (Quercus palestris)
- Ash, "Raywood" (Fraxinus oxycarpa "Raywood")
- Black Gum* (Nyssa sylvatica)
- Royal Elm (Ulmus japonica x. Pumila "royal")
- Sugar Maple (Acer saccharum)
- Littleleaf Linden (Tilia cordata)
- Buckeye, Ohio (Aesculus glabra)
- Scholar-tree (Sophora japonica)
- White Oak (Quercus alba)
- Ginko (Ginko biloba "Magyar" and "Princeton Sentry")
- Golden Raintree (Koelreuteria panniculata)
- Katsura (Cercidiphyllum japonicum)
- Red Maple* (Acer rubrum)
- Sweetgum* (Liquidambar styraciflua)
- Hornbeam, American* (Carpinus caroliniana)
- Sassafras* (Sassafras albidum)

4.2.5 Type E: Evergreens

These trees are appropriate to cut winds and block undesired views and noise due to their dense evergreen foliage. These trees are not intended for use as street trees. The following plants are generally considered appropriate for this category:

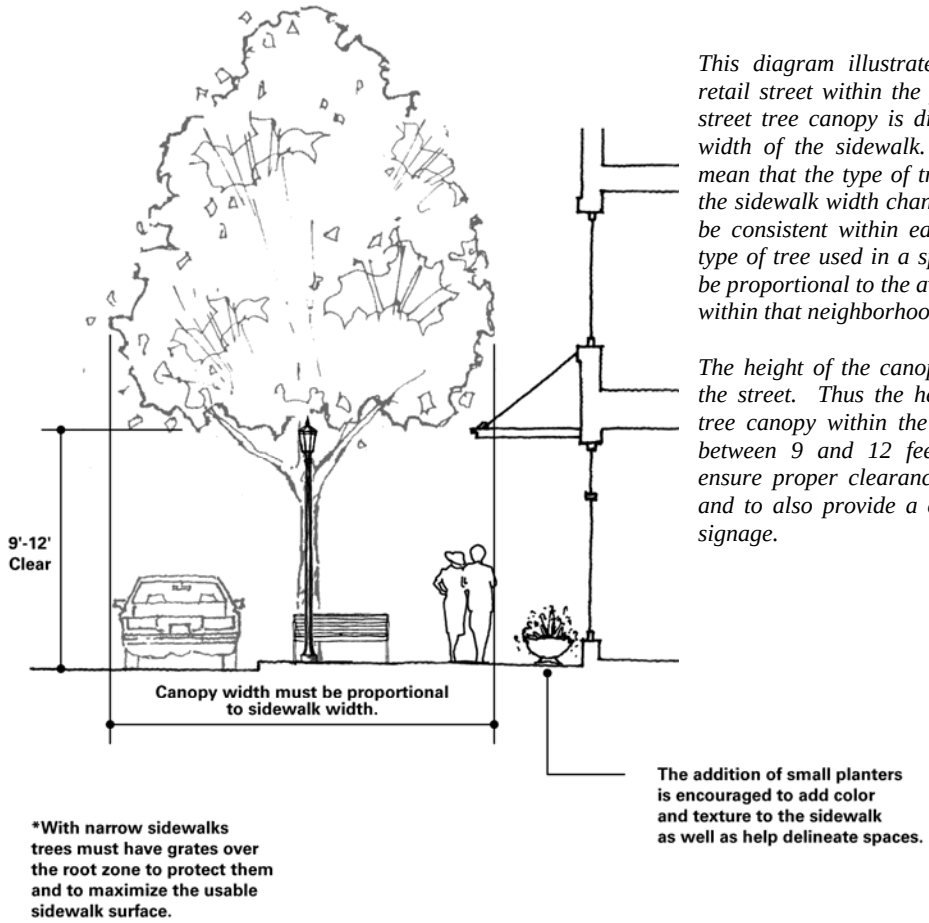
- Red Cedar (Juniperus Virginiana)
- Leyland Cypress (X Cupressocyparis leylandii)
- Eastern White Pine (Pinus Strobus)
- Pitch Pine (Pinus Rigida)
- Arborvitae (Thuja occidentalis sp.)
- White Spruce Trees (Picea glauca)

* Indicates native species or cultivars thereof

4.2.6 Alternative Tree Species

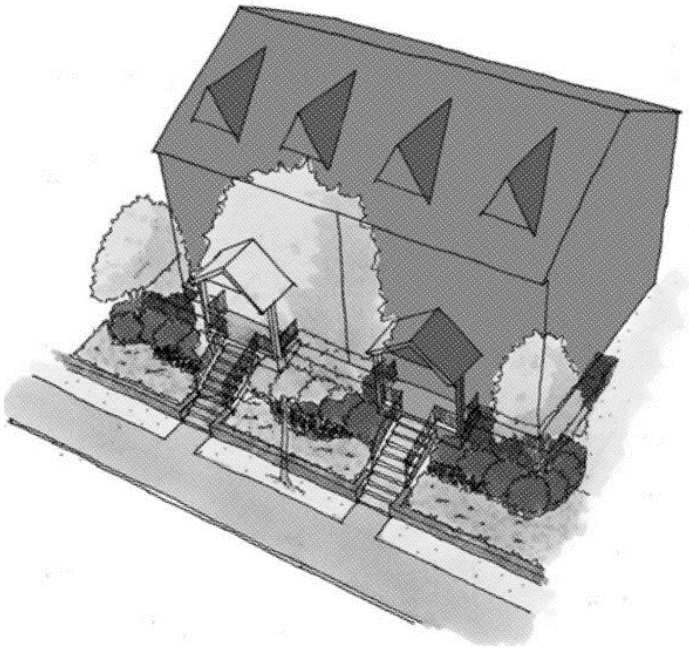
Alternative Trees not covered under these guidelines may be selected by the landscape architect based on specific site characteristics, street design and character, architecture, environmental conditions, and tree durability. The proposed tree type may be approved by the Director of Planning or, if a concern exists regarding application of the tree in the proposed design, may be referred to the Planning and Zoning Commission for specific approval of the requested type of tree.

4.2.7a Street Trees and the Public Realm



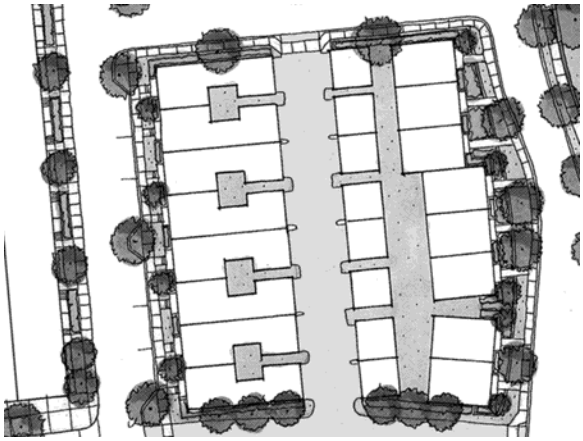
This diagram illustrates a section of a typical retail street within the project. The width of the street tree canopy is directly proportional to the width of the sidewalk. However, this does not mean that the type of tree will change every time the sidewalk width changes. The street trees must be consistent within each zone. Therefore, the type of tree used in a specific neighborhood must be proportional to the average sidewalk dimension within that neighborhood.

The height of the canopy is related to the use of the street. Thus the height of the bottom of the tree canopy within the retail districts should be between 9 and 12 feet above the sidewalk to ensure proper clearance for the pedestrian zone and to also provide a clear sightline to building signage.

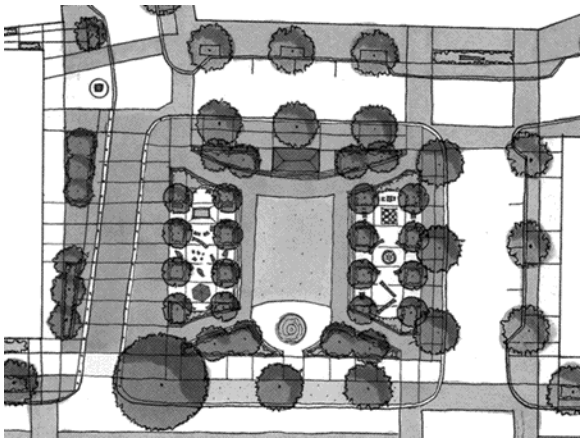


Residential streets can have a slightly lower tree canopy height to provide a more intimate street setting. In addition to street trees, the residential area will be distinctly landscaped with lush foundation plantings. Low stone walls will also define and enhance private yards as well as the streetscape.

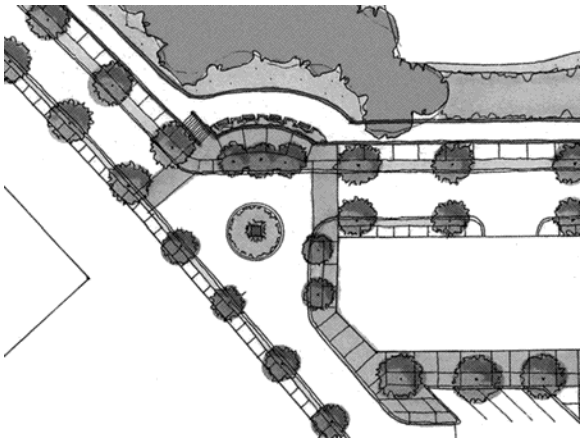
4.2.7b Street Trees and the Public Realm



Smaller street trees and ornamental trees must be integrated into the residential areas to create an intimate and varied street palette. Since the setbacks within this district are more varied, the tree placement may also be varied.

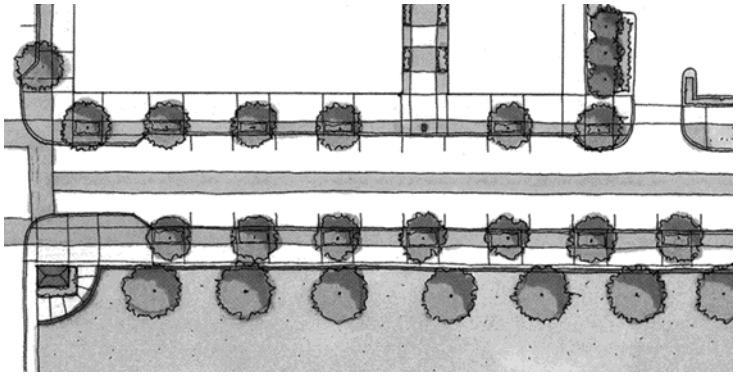


Street Trees should be used to define particular spaces, such as the park shown to the left. Within the park settings, smaller trees should be used to define smaller spaces and uses. These smaller, more ornamental trees will also provide additional seasonal interest as well as establish a more intimate setting. The use of a particular street tree type as well as ornamental species will help the park develop its own identity. Where possible, street trees within the commercial area should be equally spaced and aligned to define a more urban setting.



A variety of street trees should be used to establish identities for particular areas throughout the development. However, this variation should occur in groups rather than individual trees. Shown to the left is an intersection highlighted by the use of a group of ornamental trees.

4.2.7c Street Trees and the Public Realm



Similar to other portions of the development, Storrs Road must have a regimented layout in order to aid in traffic calming as well as place making. This street in particular must use trees listed in the large street tree group. The large trees will make the wide road seem narrower and will contribute to a safer environment for the co-existence of cars and pedestrians. The equidistant placement of the street trees serves as a buffer between the pedestrians and the traffic as well as a visual cue to drivers that they have entered a pedestrian-oriented zone.

4.3 PUBLIC SPACE DETAILS

4.3.1 Introduction

Unique and consistent public space and sidewalk treatments (both public and private) help to create a sense of identity and design cohesion. Uniform standards for sidewalks and other paved areas can help direct pedestrians from parking areas to the commercial establishments, residences, and public spaces in Storrs Center. Properly maintained parks, plazas, and sidewalks promote a safe, clean, and accessible streetscape environment that is inviting to pedestrians. Street trees, street furniture, and paving surfaces are the design components that determine the character of the outdoor living spaces of the public realm. Inviting and interesting outdoor living areas are essential to the identity of the town center and main street concept.

a. Public sidewalks shall have a continuous clear passage width of five feet. Minimal widths for combined sidewalks and outdoor terraces may be met through increasing the width of the public sidewalk or through combination of the public sidewalk with contiguous outdoor terraces as described in Section 2 of the Guidelines. Public sidewalks may be separated from the edge of public streets by placement of an outdoor terrace area between the street and public sidewalk.
b. Public sidewalks and outdoor terraces in general shall be constructed from high quality, durable materials designed for high volumes of pedestrian traffic and regional weather extremes. Sidewalks should be designed for ease of use and regular maintenance. Where pavers are used in sidewalks, concrete or highly stabilized base materials should be used to minimize unevenness of surfaces and collection of dirt.
c. Americans with Disabilities Act required standards shall be met on all sidewalks and public spaces, including around bike racks, street furniture, and sidewalk displays.
d. Street trees in open wells shall be planted outside of the five foot zone of clear passage. In areas of high pedestrian and commercial activity, tree wells should be covered with decorative grates or permeable pavers in order to maximize uninterrupted pedestrian pathways. With appropriate grates or coverings, portions of the tree planting areas may be included in the clear passage area. Tree wells should not be less than three feet wide.
e. Concrete, stone, concrete pavers, brick pavers and metal grates are acceptable materials for the sidewalks and plaza spaces. Ceramic tile can be used as an accent only in locations like building entries.
f. Private walks from parking areas or between buildings shall be compatible with public sidewalk treatments and should be located at sensible points to facilitate movement between these areas and the public spaces.
g. Bus stop shelters, bike racks, directional signage, and benches are all part of the street furniture that help to make the streetscape friendly to all forms of transportation. Well designed and strategically located bus shelters with clear signage shall help to reinforce the use of public transportation. Bike racks and storage areas shall help to make the neighborhood friendly to bikers. Benches shall provide respite for pedestrians in key locations. Directional signage should help to clarify movement through the town center, including to and from parking access points.

4.3.2 Town Square

The Town Square will be planned as the central civic space and center of activity for Storrs Center and the downtown Main Street area. The concept of the Town Square is spatial and experiential in nature and should be envisioned as the entire area defined by the surrounding buildings along Dog Lane, the Village Street, and the extension of Bolton Road. In essence, the Square includes the entire space encompassed by the building walls, including sidewalks, terraces, streets, and the more formal park-like space at the center. The whole of the space should be designed to support a range of activities that are consistent with the notion of the Town Square as the center of downtown life – a place to live, a place to do business, a place for civic activities, gatherings, and festivals, and a place to simply meet, sit, relax, or play. Buildings surrounding the square should have ample scale and mass to support and define the space and should, in the context of surrounding University buildings, establish a place of prominence for the Square within its physical and cultural context.

The ground floors of the building lining the Town Square should be lined with terraces, awnings, outdoor dining and activities, street trees, and, of course, wonderful shop fronts and restaurants opening onto and activating the life of the Town Square. The central park itself should be integral to the grand space of the Town Square space that spans from building face to building face. Within a relatively formal framework, the park will contain both hardscapes and natural components that support a variety of activities throughout the changing seasons and create a series of different spaces at different scales. A larger space should be designed to accommodate a podium or stage for outdoor concerts and events. Smaller outdoor spaces, defined by trees, landscaping, hardscapes, and street furniture, should provide a more intimate scale for sitting, relaxing, and for children's play areas or smaller exhibitions and events.

The variety of spaces could be used for festivals and markets at different scales. Park edges could accommodate kiosks, awnings, umbrellas, and enclosed pavilions that would allow surrounding cafes and restaurants to extend seating areas and service into the park area in certain seasons and for special events. Various markets and outdoor retail events, such as book markets, flower markets, and markets for local crafts and products could also convene around these structures. The diversely scaled spaces could support children's play areas, small and large concerts and events, outdoor exhibitions, and a myriad of activities and civic festivities that should take full advantage of the proximity of the University, surrounding businesses, the high school, and the various other nearby institutions. Special celebrations and scheduled events will enliven the civic experience of the entire neighborhood and contribute positively to the creation of a vital and sustainable commercial environment with a pedestrian orientation.

The Town Square should have plantings, street trees, and seasonal flowers interspersed throughout. Street furnishings should include benches, street lighting, bike racks, and trash receptacles to support safe enjoyment by the public. A variety of paving surfaces, such as stone, brick and concrete pavers, and concrete, may be combined with low walls of stone, brick, and concrete to define planting areas, tree wells, and open areas for activities and simple relaxation. A planar quality to the streets and park surfaces, including Dog Lane, will

reinforce the clarity of the Town Square space. Dog Lane, in particular, need be distinguished only by the slightest change in materials and necessary safety features, such as bollards, to differentiate the drive area itself. Closure of the road on special occasions will immediately integrate the road into the surface and active space of the park and square area. Surrounding streets may be paved or covered in pavers to suggest continuity in the surface of the Town Square. The combination of hardscape, softscape, and tree planters should all work together to create a formal but relaxed environment adaptable to many uses and working together to create an exceptional civic identity for the Town Square area and the heart of Mansfield.

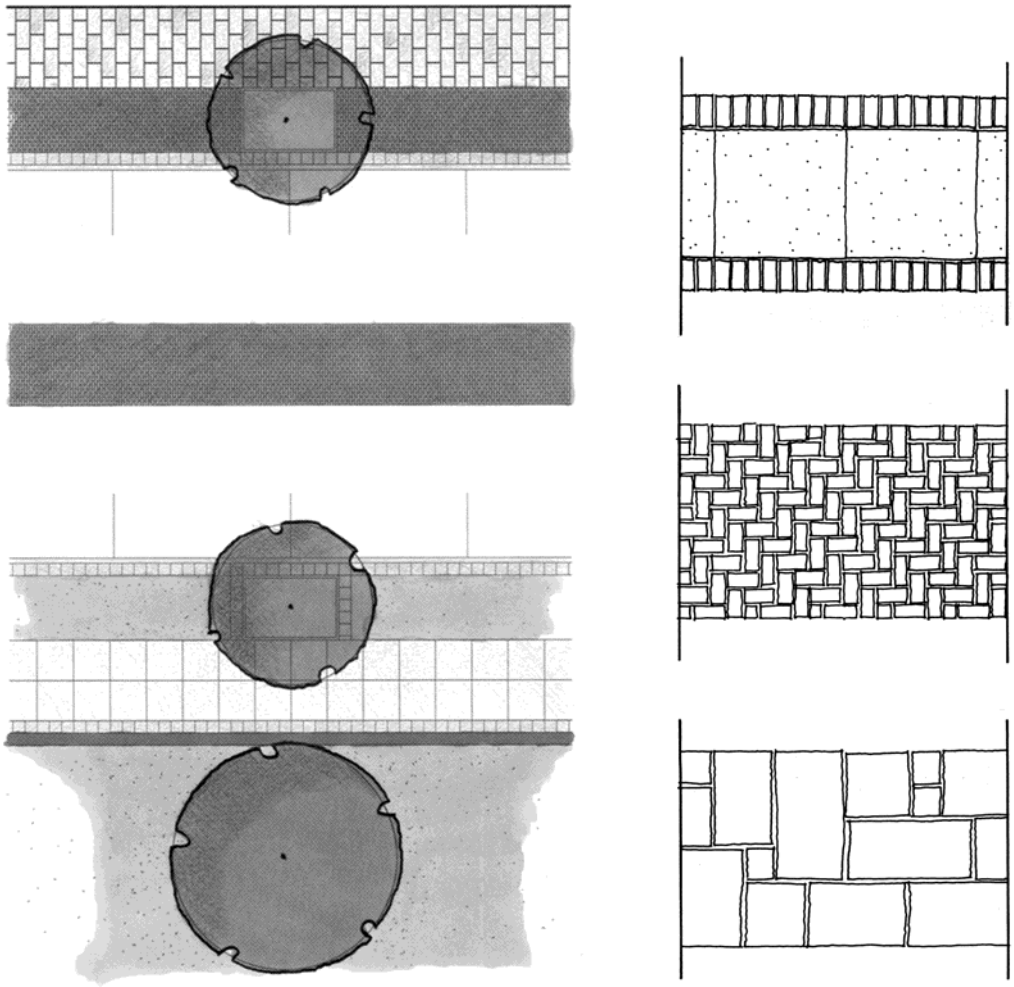
4.3.3 Market Square

At the south end of Storrs Center will be the Market Square, a smaller and less formal civic space that will open up Storrs Road to the interior of Storrs Center and establish a physical, pedestrian oriented connection with Town Hall and the new Community Center connection to Storrs Road. The openness of the square will create vistas into the Conservation Area and down the Village Street to the interior of Storrs Center. It is anticipated that the Market Square Area will include many commercial and retail venues with a potential focus on daily and more regional shopping needs. These uses could be complemented by restaurants located on the ground floor and offices and residences located on the upper floors.

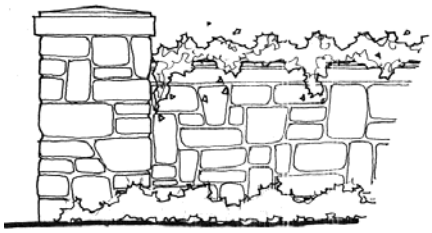
The building wall surrounding the Market Square should reinforce the definition of the entire space as an outdoor room. The scale, mass, and positioning of buildings should clearly define the space while introducing vistas into the interior of Storrs Center from this key civic vantage point. At the ground level, storefronts should activate the streetscape and pedestrian experience. Perimeters should be lined with wide terraces and sidewalks that would allow commercial uses to open up to the outdoors. The broad walks may include awnings, outdoor seating, outdoor retail activities, and potential space for outdoor market activities. The open space of the Market Square Area should consist of a series of hardscapes, such as stone, brick or concrete pavers, and concrete consistent with its role as a center of commercial activity. The park or plaza space at the center may be developed as a hardscape interspersed with trees and softer planter elements. The Market Square should include street trees, tree wells and planters that will introduce shade and soften the experience of the space.

The surface of the Market Square should have a planar quality across the terraces, sidewalks, and streets. Street surfaces may be paved or covered in pavers. Street furnishings should include street lamps, benches, trash receptacles, bike racks, bus shelters where applicable, and, if feasible, facilities that could accommodate outdoor market activities and removable shading devices. It is anticipated that markets and fairs that now take place on municipal property across the street may naturally expand onto the Market Square. The collective experience of the space should be that of a wonderful center of commercial activity, somewhat looser in definition than the Town Square. Market Square should be clearly identifiable as an important and well defined civic space at the southerly entrance to Main Street, where it should have a strong visual relationship to Town Hall.

4.3.4 Public Space Details – Hardscape Materials



The use of different paving patterns and material to delineate various spaces and uses as well as create a rich urban environment must be established throughout Storrs Center. The sketch on the left shows the use of various paving materials and patterns to articulate the various segments of Storrs Road. The center turn lane may be articulated in a different paving material or pattern from the regular travel lanes to slow traffic as well as delineate the lane. The above sketches show alternative paving solutions that can be applied within the project. Exposed aggregate concrete, brick pavers, concrete pavers, and natural stone material such as flagstone, are all appropriate material options.



The use of low stone walls is encouraged throughout Storrs Center. These walls will provide additional seating, delineate spaces, and reflect the history of the site.

4.4 PARKING

4.4.1 Parking Types

Parking for Storrs Center is distributed across the site and located to minimize visibility of off-street parking areas. On street parking throughout Storrs Center will provide a basic core of parking spaces and will help to calm traffic and create a more pedestrian friendly streetscape. Using larger pools of parking obscured from immediate view will help to encourage walking along the town center street fronts and the use of shared parking among the various uses on the site. The types of parking include:

a. Freestanding Parking Structure – Multi-level, structured decks offer the opportunity to concentrate large amounts of parking in key locations within the project in close proximity to many uses. Decks adjacent to other buildings shall typically be located behind buildings or architecturally screened and should be sized for consistency with surrounding buildings.
b. On-Street Parking - Parallel parking is planned throughout Storrs Center and will provide easily accessible parking adjacent to destinations. On street parking provides excellent traffic calming for a pedestrian-oriented town center and should be coordinated with transit stops and signage for loading and service areas.
c. Off-Street Surface Parking – Small, isolated, off street lots are planned to create pockets of convenient parking out of plain view. Surface lots will typically be located to provide parking for specific buildings or uses and should be screened by buildings, landscaping, or architectural features.
d. Underground Parking - Larger complexes of buildings offer the opportunity to create one or two levels of parking below grade.

4.4.2 Parking Structures

In addition to providing for the placement of large numbers of critical parking spaces in central locations within the project area, parking structures also allow for the efficient use of land on sites where space is at a premium. They also minimize the amount of impervious area necessary for large numbers of cars. Due to their size and mass, attention must be given to the aesthetic impact of these structures on the project and surrounding buildings. Wherever possible, the mass of parking decks should relate to the surrounding buildings. While not exceeding the height of the tallest neighboring buildings, structured decks should seek to approximate mass and scale of the neighborhood buildings for consistency of building fabric, street edge, and to avoid the creation of excessive downward views from surrounding buildings onto the tops of parking structures. In cases where parking structures face other buildings within the site, liner buildings or architectural cladding should be considered as a means to disguise the elevations of the structure, provide scale, and maintain consistency with surrounding streetscapes. In project perimeter locations, landscaping may be used to screen garage elevations.

a. Entrances and exits for garages shall be located at easily accessible points within the project and at locations where there will be some opportunity for queing of cars.

b. Exterior walls of parking garages visible from public streets within the project and across from other buildings shall be concealed with liner structures or should have architecturally appropriate design and cladding facing the street.
c. Architectural cladding on parking structures with direct street frontage across from other buildings shall comply with all other standards for buildings constructed with this document.
d. In locations where parking structures directly face the fronts of buildings along the street edge within the Project and do not have liner buildings, it is highly recommended that parking structures be designed with ground floor uses compatible with neighboring areas in order to blend with surrounding structures and continue rhythm of storefronts along the street, where appropriate.
e. The treatment, cladding, or liner buildings of parking structure facades along the front side of street edges in the mixed use area shall be or give the appearance of an occupied mixed use or commercial building.
f. Exterior walls of parking structures on the project perimeter that are visible from surrounding areas shall be well screened with landscaping or covered with architectural screening to mitigate the mass and character of the structure.

4.4.3 Off-Street Surface Parking

a. Off-street surface parking areas shall be located to the side or the rear of buildings and, where possible, be accessed from secondary streets.
b. Off-street parking areas (other than curb-side) shall not occur in front of the primary façade or on corner locations.
c. Parking areas shall be organized into a series of small bays delineated by landscape islands consisting of trees and shrubs separating them.
d. In general, no more than 12 contiguous parking spaces shall be allowed without a landscape feature. Landscape islands shall have a minimum width of 6 feet and shall be planted with shade trees.
e. Driveways to parking areas shall not exceed 24 feet in width and shall not be wider than the streets giving access to them or the proposed use.
f. The perimeter of all parking lots shall be visually screened through the walls, fences and/or landscaping with an emphasis on any portions fronting a street.
g. Parking shall not extend past the established building line on a block.

4.5 SERVICE AND UTILITY AREAS

Service and utility areas are an essential part of the operation of a town center environment. Proper sizing and location of service and utility areas must be combined with an architectural approach to the design of the facilities to ensure both proper operation and aesthetic sensibility in relation to their surroundings. The size of the town center environment requires an efficient use of space that warrants both sharing of facilities and the use of service and utility areas in various locations that include the fronts of buildings. All aspects of building design should be considered, including architectural enclosures for service areas and signage for service vehicle access and operational procedures.

a. Building refuse and service areas shall be adequately sized to accommodate the Town of Mansfield requirements for recycling.
b. Wherever possible, loading docks, solid waste facilities, recycling facilities and other service elements shall be placed to the rear or side yard of the building in visually unobtrusive locations with minimum impacts on view.
c. Due to constraints of the site, many access or loading areas will occur along street frontages. In these locations, appropriate signage shall be used to designate the location and time of use for loading areas.
d. For facilities located towards the front or side of buildings or within view of the street, screening shall be achieved through the use of walls, fences and/or landscaping.
e. Refuse containers and facilities shall be hidden by an opaque wall or fence of sufficient height to screen the bin and any building appurtenances, but not less than 6 feet in height.
f. Walls and fences shall be constructed to match the architectural detail of the principal structure and contain a securable gate to minimize blowing refuse.
g. Recesses in the building and/or depressed access ramps shall also be used for service areas where possible.
h. Businesses are encouraged to consolidate and share refuse areas and equipment.
i. Wherever feasible, refuse areas shall be designated to permit and encourage sharing.
j. Required above ground utility components shall be designed wherever possible to be visually unobtrusive.

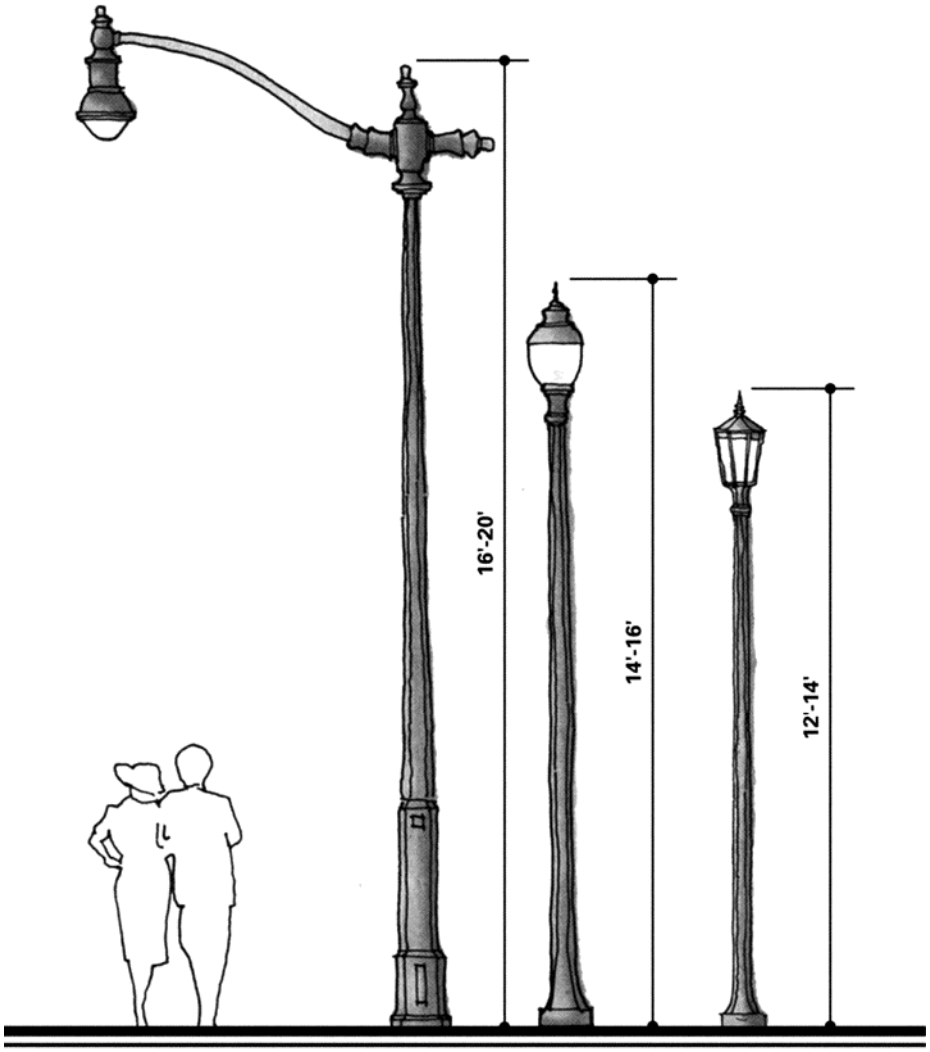
4.6 SITE LIGHTING

4.6.1 Introduction

Site lighting is a key part of the articulation of the public realm. Lighting fixtures not only provide for the safety and accessibility of the outdoor spaces at night but are a key aspect of the street furnishings that give scale and dimension to the streetscape. Fixtures should be selected for lighting capacity as well as for architectural detailing that will lend a sense of quality and articulation to the public realm. To the maximum extent possible, they should be consistent throughout the project.

a. Site lighting shall be pedestrian-scaled and architecturally compatible with lighting installed in adjoining areas.
b. Lighting shall be limited to the amount and intensity necessary for safety, security and to complement architectural character. Lighting is discovered where it would spill onto or interfere with the character of the surrounding neighborhood.
c. Lighting which is visible from adjacent properties or roads shall, to the extent feasible, be indirect or incorporate full shield cut-offs.
d. Service area lighting shall be designed to avoid spill-over onto adjacent areas.
e. Site lighting fixtures shall be selected and designed to focus lighting downward into the zone of pedestrian activity without excessive illumination of the upper residential stories of buildings or of the night sky.
f. In residential areas, site lighting shall be achieved through the use of building mounted fixtures where appropriate, supplemented only as needed by the requisite amount of free standing fixtures to achieve the necessary levels of illumination.
g. At the request of the Director of Planning, photometric charts shall be prepared and submitted for the area included in a zoning permit application.

4.6.2 Site Lighting Illustrations



Street lighting is one of the most important elements for identifying a development. Street lighting is not only functional from a safety stand point but it can also add style and sophistication to an area. The tall pendant light is appropriate for use along Storrs Road. This light fixture will properly illuminate this wide street and has the clearance height to not interfere with traffic. The middle fixture is appropriate for use within the commercial area of Storrs Center. The scale is more proportional to a pedestrian area than the pendant light fixture. The fixture on the right is even smaller to reflect the proportions of the residential neighborhood. These prototypes also reflect a similarity in character and quality that can contribute to the coherent identity of Storrs Center as a whole. Though other styles may be used, they must reflect similar consideration of the character of each neighborhood and a level of consistent architectural treatment and detail between the different neighborhoods and in the transitions between them.

4.7 SITE SIGNAGE

4.7.1 Introduction

Site and street signage are important components of the public realm and provide essential information to visitors. Proper site signage will ensure that visitors can efficiently navigate and use the town center. Furthermore, proper design will enliven and enrich the streetscape experience for pedestrians while simultaneously providing clear location indicators and directions to parking and other facilities. Clear distinction should be made between signs intended to address cars moving through the project and those intended for pedestrians, such as kiosks. Signage intended to direct cars is intended to help guide visitors through the area to key vehicular destination (e.g. parking, streets, public spaces, addresses). Once on foot, pedestrian signs should provide the more specific localized information needed to navigate the area on foot (e.g. specific neighborhoods, features, destinations, etc.).The following guidelines, written exclusively for Storrs Center, are intended to dictate that all signs:

a. Express quality and unique characteristics in their design.
b. Be legible and easily understood.
c. Contribute positively to the sense of place and the character of Storrs Center.
d. Provide for efficient movement throughout all roads, squares, and parking areas.
e. Be oriented to all forms of transportation – both pedestrian and vehicular traffic.
f. Reflect proper purpose, context, and location.

4.7.2 Permitted Signs

The following signs will be permitted in the SC-SDD:

a. Directional signs noting the different uses and destinations within Storrs Center.
b. Directional signs noting different neighborhoods and public spaces within Storrs Center.
c. Directional signs noting different exits from the Storrs Center.
d. Internal signs directing vehicles to various parking areas or facilities serving specific land uses.
e. Internal signs directing vehicles to available parking spaces.

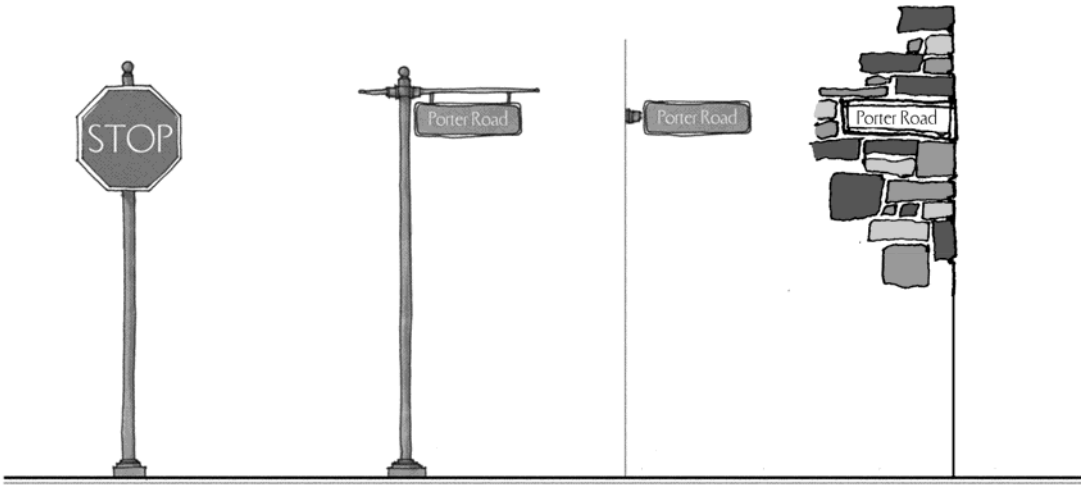
4.7.3 Special Requirements

The following items should be noted prior to any sign design or development:

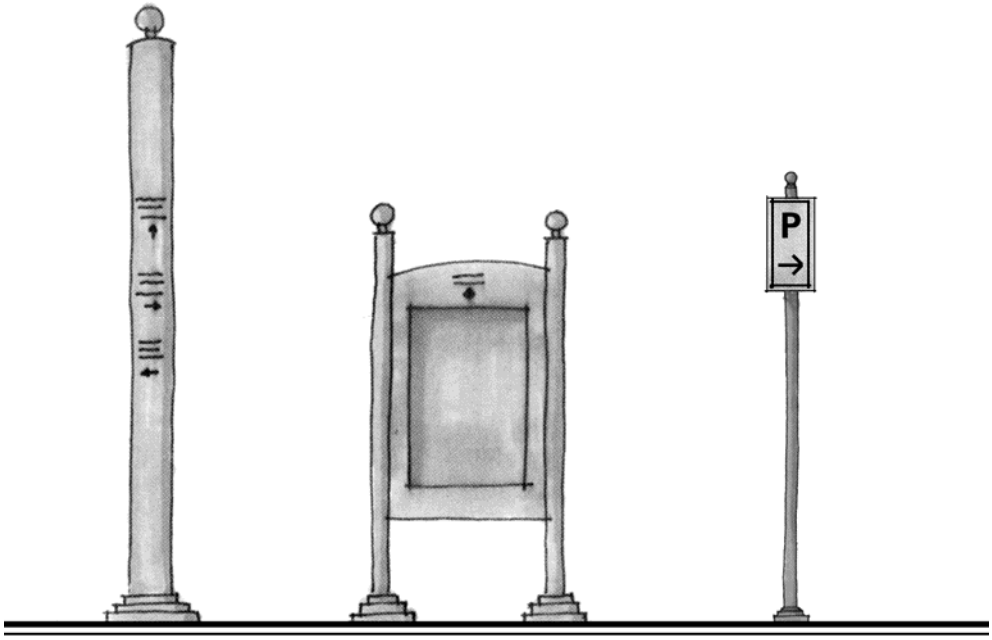
a. In consideration of special provisions for directional signage and traffic control signage, site signage plans must be submitted for specific approval of the Director of Planning who can determine if the size, number, location, and types of signs are needed, appropriate and in accordance with the guidelines of 4.7.1
b. The site signage system shall be hierarchical in nature, proceeding through gradually more detailed information to guide visitors towards noted destinations.

c. Site signage must reinforce and enhance the aesthetic qualities of surrounding architectural and urban design elements and should reinforce the character of the neighborhood.
d. Site signage must include both regulatory street signs and informational kiosk signs to provide clear instruction to visitors.
e. Informational kiosk signs shall be articulated to complement the adjacent architecture and should include directional maps for the entire center.
f. Building-mounted street signs are encouraged as a supplement to pole mounted street signs, specifically in regards to narrow right-of-ways.
g. Signs shall be located prior to decision-making points, such as intersections, to allow the vehicle or pedestrian time to react.
h. Signs and sign letters shall be scaled in proportion with the environment in which they are located.
i. Signs shall be designed and located for easy visibility and legibility.
j. Light post banners are acceptable if the support structure is integral to the design of the light post and the banner design advertises the center as a whole without mention of a specific business or sales establishment.
k. Any “box” or “can” letters or signs (internally-lit boxes with translucent covers) are prohibited.

4.7.4 Site Signage Illustrations



Regulatory and street signage must comply with state and local law, including Town Zoning Regulations. However, there is room for embellishment with how the sign panels are mounted. Whether pole-mounted, bracket-mounted, or mounted in the traditional manner on building faces, street signage should utilize stylized elements that complement and enhance the other components of the public realm in Storrs Center.



Site signage should further complement the Storrs Center public experience both in terms of wayfinding and in terms of the quality and character of public spaces. Signs that are not regulated under traffic codes and rules provide an opportunity for creative and graphic embellishment that can best serve both a practical and aesthetic purpose through excellent design and the use of color, style, and type face. Consideration should be given to consistency of these designs in the various neighborhoods and to compatibility with other features of the public realm. This will help to ensure that such signs as the pedestrian directional signs and kiosks become the jewelry of the site.

4.8 STREET FURNISHINGS

4.8.1 Introduction

Street Furnishings are an essential component of the public realm. Items such as benches, bike racks, trash receptacles, bollards, and the furniture associated with street front outdoor dining uses are all part of the "public rooms" that will distinguish the outdoor spaces of Storrs Center. Combined with site lighting and signage, these components literally make up the furniture of these outdoor living rooms and help to define the nature and character of the pedestrian experience throughout the various neighborhoods. These are the details and finishing touches of the civic realm and the streetscape that will help to establish a sense of comfort for visitors in the public realm and support a truly vibrant and active streetscape experience. Street furnishing should respond to the variety in neighborhoods and the range of characters implied by a Town Square versus a Village Street or a Residential Area, serving to enhance the different characters of each neighborhood. At the same time, street furnishings should also establish a sense of continuity throughout Storrs Center, suggesting that, although the locales may differ in character, there is a consistent focus on the creation of an animated and inviting public realm throughout the project, characterized by the well-designed and user friendly street furnishings.

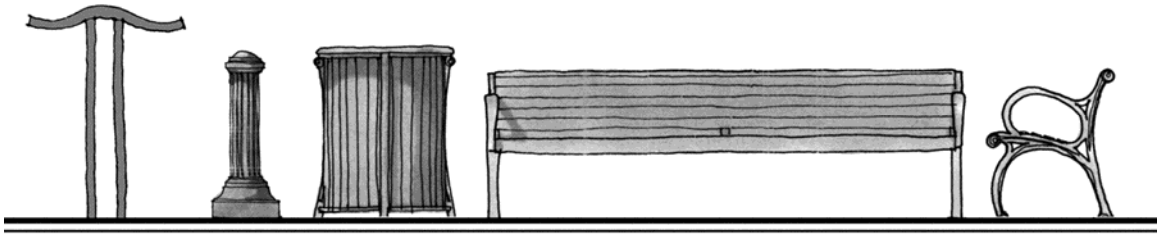
a. Street lighting, benches, trash receptacles, and bike racks shall be coordinated for a coherent character in any particular neighborhood. Consistent themes in the use of specified types should help create coherency throughout the project.
b. Benches, trash receptacles, and bike racks shall be located regularly throughout the mixed use area of Storrs Center and shall be sturdy designs intended for heavy use.
c. Benches in mixed use areas shall be constructed of metal and/or wood and should be affixed to the ground surface. A palette of consistent styles and colors should be used throughout the neighborhoods.
d. Trash receptacles shall be located throughout the development, shall be affixed to the ground, easily serviceable, and designed for heavy use. Styles and colors shall be coordinated throughout and shall complement bench styles.
e. Bike racks shall be located at convenient and easily accessible locations throughout the project.
f. Street furnishing designs shall be coordinated and complementary without being repetitive throughout. In selecting from prototypes, attention should be given to the intended character of the locale.
g. Iron, concrete, or stone bollards may be used to protect and define important pedestrian-oriented areas or to isolate walk areas from streets where flush curbs are used.

4.8.2 Outdoor Dining and Terrace Furnishings

The furniture in outdoor dining areas and seating terraces will also play a key role in defining and activating the street front experience in the commercial areas of Storrs Center. Outdoor furnishings in these areas should reflect a similar attention to design and detail.

a. Furnishings for outdoor dining areas shall be designed to enhance the spirit and vitality of adjoining public spaces as well as the establishments that they serve.
b. Outdoor dining furnishings shall be suited to the high impact use of outdoor dining areas.
c. The only furnishings allowed in outdoor dining areas are tables, chairs, umbrellas, outdoor service components. Standing ashtrays are not permitted in these area.s
d. Approved materials for chairs are synthetic resin, metal, and wood; outdoor seating used for dining should be "bistro" style chairs.
e. Outdoor dining tables shall not be too large. A greater number of smaller tables will provide a better outdoor dining experience and will help to activate and enliven the street front experience.
f. Whenever possible, table feet or pedestals should be heavy and stable.
g. Table materials shall complement chair materials and colors.
h. Ornamental metal or wooden fencing surrounding outdoor dining areas is allowed but must be self supporting. Decoration with flowers and plants is encouraged as are planters and potted shrubs. Planter colors shall be coordinated with the building architecture.
i. Umbrellas shall be no more than 6 feet in diameter, at the most.
j. Standing outdoor terrace heaters are encouraged but must all be coordinated.

4.8.3 Street Furnishings



Along with street trees and street lights, street furnishings are a critical component for unifying a development. These elements make every space more user friendly and comfortable. Benches may be made from wood or metal or a mix of the two; concrete is not acceptable. The style of trash receptacles must always match or complement nearby benches. Bollards may be made from metal, concrete or stone, but must compliment the other street furnishings around them. Bike racks must be metal and must also be coordinated with the surrounding furnishings. The above sketches provide examples of the detail that must occur within the street furniture. Similar to the street tree concept, the street furnishings may very according to neighborhoods within the development. However, street furnishings must not vary within the same block in order to provide continuity and identity. A consistent attention to detail and architectural treatment must run throughout.

4.9 TRAILS AND PATHS

The undeveloped area on the east side of Storrs Center will remain a conservation area that includes both uplands and wetlands. Views from the mixed use zone and the residential zone will open up the developed area to this preserved natural environment. Walkways and sidewalks within the developed area of Storrs Center will connect at limited access points to quiet, low impact paths within the upland areas of the Conservation Area, offering local residents and visitors the opportunity to enjoy this natural preserve, get some exercise, and perhaps catch sight of migrating birds and native species. If feasible, paths through the Conservation Area at Storrs Center should tie into the paths leading from the Joshua's Trust area, expanding the network of pedestrian trails and walks throughout the larger area.

a. Path locations shall be identified in the field with the participation of environmental experts familiar with the site and indigenous ecosystems.
b. Paths shall be located primarily in upland, forested areas and shall be situated to avoid impacts on the protected wetland areas and on fragile wetland ecosystems.
c. Any materials used in the identification or construction of the paths and trails shall be low impact, natural materials. Any materials used on the surfaces shall be natural, pervious materials.
d. Paths shall be designed and sized for limited, pedestrian traffic in keeping with the conservation objectives for the area.

4.10 SITE SAFETY ISSUES

a. To the extent that zoning approval plans include building and site safety features, all such features shall be designed in accordance with applicable local, State, and Federal requirements. Zoning approval plans shall include all information regarding type and location of automatic fire suppression systems, fire hydrants, standpipe connections, building entrances, and emergency vehicle access to buildings as may be required for evaluation of conformance with applicable fire safety codes and regulations. Plans shall include reference to any site installations necessary to ensure compliance with required levels of fire flow water pressure.

b. Fire Lanes (Emergency Vehicle Access): Fire lanes or public roads which are required to meet fire lane design criteria shall be provided in accordance with applicable local, state, and national code requirements.

c. Water Supply for Fire Protection: Fire hydrants shall be provided along required fire lanes and all public streets. The location, number, flow requirements, and spacing of fire hydrants shall be based on the National Fire Protection Association Fire Prevention Code (NFPA 1), the Uniform Fire Prevention Code, and other applicable local, state, and national code requirements.

d. Site safety features shall be coordinated with related building safety features.

SECTION 5: APPENDICES

5.1 GLOSSARY OF TERMS

Accent pendant: a wall mounted or sconce fixture used to accent elements of a building façade.

Anodized aluminum: a coated aluminum with a decorative or protective film created by electrolytic action.

Arcade: A series of arches supported by columns, piers, or pillars, either freestanding or attached to a wall to form a gallery. A series of arches employed for decorative purposes.

Architrave: The lowest of the 3 main parts of an entablature that rests directly on top of a column.

Awning: a retractable or permanently affixed device on a storefront or over a building entrance or window that provides shelter from light or the elements.

Balcony: a platform that projects from the wall of a building and is surrounded by a railing, balustrade, or parapet.

Bay projection: A part of a building that projects into the sidewalk.

Belt course: a horizontal band across or around a building; usually a flat wood member with a molding.

Building appurtenances: a subordinate or adjunct feature of a building, such as a utility meter or dryer vent.

Canopy: a permanent structure designed to shelter persons or activities from the elements. A canopy may be freestanding or attached. Most preferred are canopies that are incorporated into the design of the structure.

Cap: the topmost member of any vertical architectural element, often projecting, with a drip as protection from the weather, e.g. the lintel of a door.

Cast stone: a hardened mix of concrete having a surface ground, polished, or molded to simulate natural stone.

Cellular PVC: a specific form of polyvinyl chloride (PVC) used in insulation, roofing, siding; exceptionally weather resistant and rigid for siding.

Cementitious planks and panels: an exterior siding substitute to traditional wood, using cement fiber boards.

Cladding: the exterior feature of a building; the veneer.

Clerestory windows: a window placed in the upper zone of a wall that admits light to the center of a lofty room.

Colonnade: A range of columns supporting either arches or an entablature and usually one side of a roof.

Color corrected high pressure sodium: a high intensity light fixture with a sodium filament that has been altered so that the light given off resembles that of a traditional incandescent bulb.

Color corrected mercury vapor: a high intensity light fixture with a mercury gas filament that has been altered so that the light given off resembles that of a traditional incandescent bulb.

Cornice: any crowning projection. In classical architecture, the third or uppermost division of an entablature, resting on the frieze.

Courtyard: an open space surrounded by walls or buildings, adjoining or within a building such as a large house or housing complex.

Driveway "aprons": the portion of a driveway that extends out to the street.

Eaves: that part of a sloping roof that overhangs the wall.

EIFS: (Exterior Insulation and Finish Systems) multi-layered exterior wall finishes composed of insulating and reinforcing materials.

Encroachment: to advance beyond proper or established limits.

Entablature: in classical architecture, the top of an Order, horizontally divided into cornice, frieze, and architrave, supported by a colonnade.

Façade: the face or front of a building, esp. the principal face.

Fenestration: the arrangement and design of windows in a building.

Finial: an ornament which terminates the point of a spire, pinnacle, etc.

Fluorescent fixture: a lighting method that utilizes fluorescent gas as opposed to tungsten as a filament; used primarily in office lighting.

Free passage zone: an unobstructed section of sidewalk allowing for pedestrian movement.

Frieze board: the middle horizontal member of a classical entablature, above the architrave and below the cornice; horizontal trim board located below a soffit overhang.

Gable roof: a double-sloped roof forming a triangular shape at one or both ends of a building.

Gambrel roof: a roof which has two pitches on each side; also called a mansard roof.

Half Level/Penthouse Level: a floor above the top full floor that fits within the allowable sloped roof section or complies with the required minimum Penthouse/Half Level setback.

Hipped roof: a roof which slopes upward from all four sides of a building, requiring a hip rafter at each corner.

Incandescent fixture: a lighting method that utilizes a traditional tungsten filament to produce light.

Internally lit sign: any form of signage that self illuminates rather than receives illumination from an outside source, e.g. backlit fast food restaurant signs.

Kick plate: a protective strip attached to the bottom rail of a door.

Lintel: a horizontal structural member over an opening which carries the weight of the wall above it; often made of stone or wood.

Live Work Unit: a mixed-use unit that includes a direct internal connection between office or retail space and residential space, whether on the same or different floors.

Loggia: an open-sided, roofed or vaulted gallery, either freestanding or along the front or side of a building, often at an upper level.

Lot line: the line that defines the boundaries of a piece of land having specific boundaries, especially one constituting a part of a city, town, or block.

Louver: one of a set of parallel slats in a door or window to admit air and reject rain.

Louvered shutter: a window shutter composed of an assembly of sloping, overlapping blades or slats; may be fixed or adjustable.

Mansard roof: a roof having a double slope on all four sides, the lower slope being much steeper; also called a gambrel roof.

Medallion: a small ornamental motif applied to a building façade.

Metal halide fixture: a lighting method that utilizes metal halide as opposed to a traditional tungsten filament; used primarily in street lighting.

Mixed Use Building: describes a structure that serves more than one purpose, such as a first floor retail storefront with apartments on the second and third floors.

Mullion: a vertical strip that divides windows into different numbers of glass panes.

Muntin: a rabbeted member for holding the edges of window panes within a sash; dividing grid on a window.

Parapet: a low guarding wall at any point of a sudden drop, such as the edge of a terrace, balcony, or rooftop.

Penthouse: an apartment or residence often with a terrace or dwelling situated on the roof of a building. A structure housing machinery on the roof of a building.

Pilaster: an engaged pier or pillar, often with capital and base; may be a decorative feature that imitates an engaged pillar along the front of a building.

Plinth: a square or rectangular base for a column, pilaster or door trim.

Pocket park: a small park contained within a dense urban neighborhood.

Porch: A covered platform, usually having a separate roof, at an entrance to a building. An open or enclosed gallery or room attached to the outside of a building.

Precinct: A boundary, a place or enclosure marked off by definite limits. The neighborhood or surrounding area.

Proportion: the relationship between a group of buildings or the elements within a building when viewed as a harmonious whole.

Public Realm: space that be utilized by all members of community.

Rake: a cornice/eave element along the slope of a pediment/roof.

Recessed façades: a building façade that is set deeper than the main surface of the structure.

Recessed balcony: a balcony area that is set within the building deeper than the main surface of the structure.

Rhythm: is used to describe the flow of design elements within a building or comparison of buildings.

Roll roofing: a method of roofing that utilizes longer rolls of asphalt as opposed to individual shingles or shakes.

Setback: the space along the sides of a property designated by building code to be free of structure.

Sidewalk encroachment: the distance a bay window or similar element projects into a public sidewalk.

Sconce: an electric lamp which is designed and fabricated for mounting on a wall.

Shed roof: a roof having only one sloping plane.

Simulated divided light: a window with the simulation of true divided light achieved by permanently bonding muntins to the interior and exterior of the insulating glass pane.

Soffit: the exposed undersurface of any overhead component of a building, such as an arch, balcony, beam, cornice, lintel, or vault.

Stoop: A small porch, platform, or staircase leading to the entrance of a house or building.

Streetscape: refers to the pedestrian view of the downtown area. This includes the harmonious mix of buildings, sidewalks, signs, public furnishings, and the distance at which the buildings are set back from the curb edge.

Stucco: an exterior wall finish, composed of cement, sand and lime.

Style: refers to the design elements that define the architecture of a building and the period in which it was built.

Terrace: a street front portion of the general sidewalk area that is part of the adjacent business or residence but runs contiguously with the sidewalk area. Terraces are designed to be an extension of the private realm into the public realm and are typically occupied by restaurants, outdoor retail, or private stoops and gardens.

Tower/Tower Element: the portion of a building that projects above the average height of the roof, giving the structure an aesthetic tower or usable space above its assumed height.

True divided light: a window composed of individual panes of glass between muntin bars.

Transom: a window located above a door or window.

Wall pack lighting: a lighting fixture that illuminates the space down and away from the exterior walls of a building.

Washing: creating an intense illumination across an entire façades.

Wood shake: rough hewn wood shingles used for siding and roofing.

5.2 DESIGN CERTIFICATION FORM

The application is consistent with the attached design review checklist.

_____

Name and Location of Building

_____

Architect of Record

_____

Date

5.3 STORRS CENTER DESIGN REVIEW CHECKLIST

Building/Site Description: _____

Location: _____

Area: _____

Architect/Engineer: _____

Contact/Phone: _____

Initial Review Date: _____

All questions should be answered Yes/No/NA unless specific information is requested. For 'No' answers, please include explanatory Comments/Notes. In these regulations "reasonable consistency" means that some variation or deviation from specific provisions is acceptable provided that the overall intent of the provision is achieved.

Section 1.3 Preliminary Master Plan

Is the overall plan contained in the zoning permit application reasonably consistent with the Preliminary Master Plan?

Y	N	NA

Comments/Notes:

Sections 2.3 – 2.6 Area Specific Requirements

Is the site plan reasonably consistent with the area specific design standards for its location (i.e., Town Square, Market Square, Village Street, Residential)?

	Y	N	NA
Allowable Uses			
Building Setback			
Building Height			
Façade Setback			
Eave Projection			
Roof Profile			

Recessed Entries			
Awnings			
Balconies			
Covered Arcades/Galleries			

Comments/Notes:

Are the streets reasonably consistent with the roadway design standards for their location?

	Y	**N**	**NA**
Lane Widths			
Parking Lane Widths			
Turning/Curb Radius			
Curb Heights			

Comments/Notes:

Are the streetscape elements reasonably consistent with the design standards for their location?

	Y	**N**	**NA**
Sidewalks			
Terraces			
Combined Sidewalk/Terrace Areas			
On-street Parking			
Street Trees			
Street Lighting			
Street Furniture			

Comments/Notes:

Is the building scale and composition reasonably consistent with the applicable Building Composition diagrams?

	Y	N	NA
Massing and Scale			
Horizontal/Vertical Divisions			

Comments/Notes:

Is the building orientation and façade design reasonably consistent with the applicable Building Composition diagrams?

	Y	N	NA
Location of entrances			
Location of special elements and architectural gestures			

Comments/Notes:

Section 3 Lot and Building Standards

Section 3.2.1 Site Layout Standards

Is the Site Layout reasonably consistent with the Site Layout Standards?

	Y	N	NA
Site features			
Visual patterns			
Building entrances			
Major parking areas			

Comments/Notes:

Section 3.3.2 Building Layout and Design Standards

Is the scale of the building mass reasonably compatible with existing or planned nearby buildings?

Y	N	NA

Are the roof mass and building façade reasonably compatible as a building composition?

Y	N	NA

Does the design reasonably incorporate weather protection, convenience and safety features for pedestrians?

Y	N	NA

Comments/Notes:

Section 3.3.3 Floor Heights

Are the floor-to-floor heights reasonably consistent with the design guidelines?

Y	N	NA

Comments/Notes:

3.4 Façade Composition

3.4.1 Building Walls

Are the windows reasonably compatible with the building design?

Y	N	NA

Are the windows generally vertically proportioned?

Y	N	NA

Are the windows rhythmically spaced in a pattern reasonably compatible with the building form?

Y	N	NA

Are the windows on upper floors generally smaller than the ground floor display windows?

Y	N	NA

Are the windows generally recessed in their openings?

Y	N	NA

Comments/Notes:

3.4.2 Window Openings

Are the window openings designed to be reasonably consistent with the design guidelines?

Y	N	NA

Comments/Notes:

3.4.3 Shutters

Are shutters designed to be reasonably consistent with the design guidelines?

Y	N	NA

Comments/Notes:

3.4.4 Balconies

Are balconies designed to be reasonably consistent with the design guidelines?

Y	N	NA

Comments/Notes:

3.4.5 Entries

Are primary building entrances clearly defined and articulated?

Y	N	NA

Does the main entrance face a major street?

Y	N	NA

If the building has a prominent corner location, is an entrance located at the corner (if applicable)?

Y	N	NA

Are the American with Disabilities Act standards for building entries addressed in the documentation?

Y	N	NA

Comments/Notes:

3.5 Commercial Storefronts

NOTE: Zoning approval plans may not include final individual storefronts and signage pending identification of actual tenants and application for tenant fit-out permits. If not included with zoning approval package, signage and storefronts for individual tenant fit-outs must demonstrate compliance with these design guidelines as part of applications for permitting of individual tenant fit-out construction.

3.5.2 Composition

Where included, are the storefronts reasonably consistent with framework of traditional storefront design?

Y	N	NA

Is there diversity of character and individuality among the various storefronts?

Y	N	NA

Are storefront entrances clearly marked?

Y	N	NA

Is the relationship of indoor to outdoor reasonably well established using transparency or, at terraces, operable doors and windows?

Y	N	NA

Comments/Notes:

3.5.4 Materials

What materials are used for the storefronts?

Are materials used reasonably consistent with the design guidelines?

Y	N	NA

Comments/Notes:

3.6 Roof and Cornice Form

Is the building designed with a cornice or parapet wall in accordance with the design guidelines?

Y	N	NA

Where applicable, do traditional roof forms reasonably follow historic precedent?

Y	N	NA

Are the roofs consistent to the height limitations in the design guidelines?

Y	N	NA

Comments/Notes:

3.6.3 Materials and Colors

What are the roof materials and colors?

Are materials and colors reasonably consistent with the design guidelines?

Y	N	NA

Comments/Notes:

3.6.4 Mechanical Equipment

Is roof-mounted equipment (HVAC, plumbing, exhaust fans, etc.) reasonably concealed from view?

Y	N	NA

Are wall mounted grilles, vents and louvers reasonably integrated into the façade design?

Y	N	NA

Comments/Notes:

3.7 Building Materials

3.7.2 Appropriate Materials

What building materials are used?

Facades:

Windows:

Doors:

Trim:

Visible Roofing:

Are the materials used appropriate and compatible to those of adjacent buildings and reasonably consistent with the design guidelines?

Y	N	NA

Comments/Notes:

3.8 Colors

Is the paint color scheme reasonably consistent with the design guidelines?

Y	N	NA

Comments/Notes:

3.9 Building Lighting Design

If applicable, is the lighting plan design for the building reasonably consistent with the design guidelines?

Y	N	NA

Are the fixtures compatible with the design guidelines?

Y	N	NA

Comments/Notes:

3.10 Building Signage

NOTE: Zoning approval plans may not include final individual storefronts and signage pending identification of actual tenants and application for tenant fit-out permits. If not included with zoning approval package, signage and storefronts for individual tenant fit-outs must demonstrate compliance with these design guidelines as part of applications for permitting of individual tenant fit-out construction.

If included, is the building signage design reasonably consistent with the design guidelines?

Y	N	NA

Comments/Notes:

3.11 Building Safety Issues

Are applicable building safety issues addressed in the plans?

Y	N	NA

Comments/Notes:

Section 4 Site Improvement Standards

4.2 Street Trees

What street tree species are used?

Is the size and spacing of trees reasonably consistent with the design guidelines?

Y	N	NA

Comments/Notes:

4.3 Public Space Details

Is a continuous clear passage width of five feet maintained on all public sidewalks?

Y	N	NA

What materials are used for public sidewalks, outdoor terraces, and plaza spaces?

Are the materials used reasonably consistent with the design guidelines?

Y	N	NA

Is the design of the street tree planting beds reasonably compatible with the design guidelines?

Y	N	NA

Are the materials used in private walks compatible with the materials used in public sidewalks?

Y	N	NA

Does the plan include:

	Y	N	NA
Bus stop shelter, if applicable			
Bike racks			
Directional signage			
Benches			

Comments/Notes:

4.4.2 Parking Structures

Do parking structures have reasonably appropriate architectural cladding or building liners where exposed on street fronts?

Y	N	NA

On perimeters visible from surrounding areas, are parking structures appropriately screened with landscaping?

Y	N	NA

Comments/Notes:

4.4.3 Off-Street Surface Parking

Are surface parking areas located to the side or rear of buildings where possible?

Y	N	NA

Is the number of contiguous parking spaces generally consistent with the design guidelines?

Y	N	NA

Do surface parking areas have appropriate landscaping or screening?

Y	N	NA

Comments/Notes:

4.5 Service and Utility Areas

Are service areas located in the rear or side yards, where possible?

Y	N	NA

Are walls, fences, or landscaping used to screen service areas?

Y	N	NA

Are refuse containers enclosed with an opaque wall?

Y	N	NA

Is the service area contained in a recess of the building or enclosed where possible?

Y	N	NA

Are service areas sized to address Mansfield recycling requirements?

Y	N	NA

Comments/Notes:

4.6 Site Lighting

Is the site lighting pedestrian scaled?

Y	N	NA

Does the site lighting complement the architectural design?

Y	N	NA

Is the site lighting focused downward to illuminate appropriate areas and to avoid spill-off into other areas?

Y	N	NA

Comments/Notes:

4.7 Site Signage

Is the site signage plan reasonably consistent with the guidelines?

Y	N	NA

Has adequate signage been provided to guide visitors in the vicinity of the building(s)?

Y	N	NA

Comments/Notes:

4.8 Site Furnishings

Have applicable site furnishing been provided in the plans?

Y	N	NA

Do site furnishings have a reasonably consistent sense of design for the designated area?

Y	N	NA

Comments/Notes:

4.10 Site Safety Issues

Are applicable site safety issues addressed in the plans?

Y	N	NA

Have Mansfield Fire Lane standards been addressed?

Y	N	NA

Comments/Notes: