

An aerial photograph of a city street grid, specifically Spring Garden Street. The street is highlighted in a light green color, while the surrounding streets are in a light yellow color. The text 'spring garden street' is overlaid in a large, black, lowercase, sans-serif font. A rectangular box in the lower-left quadrant highlights a specific section of the street grid, labeled 'PEDESTRIAN SCALE OVERLAY'.

spring garden street

PEDESTRIAN
SCALE
OVERLAY

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Spring Garden Street Pedestrian Scale Overlay District

Purpose

Good design is an essential element of any urban environment. The purpose of the Spring Garden Street Pedestrian Scale Overlay Design Manual is to ensure quality and compatible development or redevelopment through the use of flexible and clear design guidance. The manual identifies broad guidelines and specific standards that are important to the pedestrian-oriented development of the Spring Garden Street corridor.

Through the use of the goals, guidelines, and standards included in this design manual, a system of relationships that is larger and more comprehensive than the design of an individual building is created. The organization of these various factors, including building design, landscaping, parking, open space and transportation all contribute to the “urban design” of an area. It is the use of these urban design standards and good practices that are necessary for the creation of successful, memorable places.

This design manual is also intended to implement the Lindley Park neighborhood’s vision for a revitalized Spring Garden Street corridor. To reach this vision, the Lindley Park Neighborhood Plan established six objectives to guide decision making:

- Enhance the walkability and pedestrian experience along Spring Garden Street.
- Provide identified opportunities for the development of enhanced neighborhood retail destinations.
- Identify areas to be retained for industrial uses and provide enhancements needed for the viability of these uses.
- Provide for a diverse scale of residential development opportunities that retain and enhance the character of the corridor.
- Develop signature gateways at the east and west entrances to the neighborhood along Spring Garden Street.
- Develop guidelines for developers, builders, and residents to implement the vision.

To implement the above goals and the neighborhood vision, this manual is based on fundamental principles of good site, architectural, landscape, and urban design. In addition, the manual is also intended to go beyond the role of a regulatory document and be used as an educational tool.

Organization

The main body of the manual is organized into 12 specific design issues. Each design issue is phrased as a goal that the development must meet. Goals are then followed by guidelines, standards, or both. Guidelines are suggested flexible ways to meet the stated goal, while standards are direct requirements of the goal. For each specific design issue, developments are required to meet the stated goal. If a development is unable to comply with the standards of a particular goal, then it is permissible to achieve compliance by meeting the stated guidelines. Graphic examples are also included for each specific design issue to assist the user in applying the guidelines and standards.

Following the main body of the manual are additional sections aimed at supplementing the 12 specific design issues. This includes dimensional requirements, a glossary, and a boundary map. This information is intended to help the user fully comprehend and meet the stated design goals.

Intent

The following guidelines and standards have been developed to aid private and public sector property owners, developers, architects, engineers, and planners in accomplishing the goals and vision for the Spring Garden Street corridor as expressed in the adopted Lindley Park Neighborhood Plan. The intent of this document is to set parameters for what the corridor will look like as new development and redevelopment occur, while providing opportunities for self-expression and individual responses to the existing resources and context of the Lindley Park Neighborhood. Certain site design and construction techniques that have been determined to be incompatible with the development goals and vision of the Lindley Park Neighborhood Plan are discouraged in future development.

Submittal Requirements

The submittal requirements for proposed projects in the Spring Garden Street Pedestrian Scale Overlay District do not vary from those presently outlined in the City Code. However, full color elevations must accompany any submittal. Review procedures for new construction or additions will be handled through a standard Staff level review. For specific information regarding application and approval processes in Greensboro, consult the Greensboro Land Development Ordinance or the Greensboro Planning Department.

The Spring Garden Street Pedestrian Scale Overlay Design Manual is intended to be a resource for property owners, developers, architects, engineers, and planners to use to aspire to higher standards of urban design. Due to the manual’s encouragement of experimentation and flexibility in design approaches, applicants for a proposed project are encouraged to contact Planning Staff for a pre-submittal conference. This is not a required step in the review process; however, it is offered as a service to facilitate the design review and approval processes.



GOAL

Promote pedestrian appropriate parking lot design to limit the visibility of parking areas so that pedestrian activity and safety are prioritized.

GUIDELINES

1. Surface parking lots and parking decks should be minimized in appearance so as to blend into their surroundings. They should not be located at intersections. Parking decks should not be located on Spring Garden Street unless the ground level of parking structures is wrapped with retail or other activity generating uses. It is encouraged that surface parking lots be located behind buildings.
3. Utilizing on street parking is encouraged.
4. Emphasize pedestrian crossings within parking lots using elevated crosswalks, different paving colors, textures or materials.
5. Break up large parking areas by providing landscaped aisles, medians and entities that protect pedestrian access between buildings and parking.
6. In parking areas adjacent to residential properties, drive aisles should abut the required landscape yards as opposed to parking spaces.
7. Bicycle parking should be located in safe and convenient locations near the primary entrances to buildings and residences.

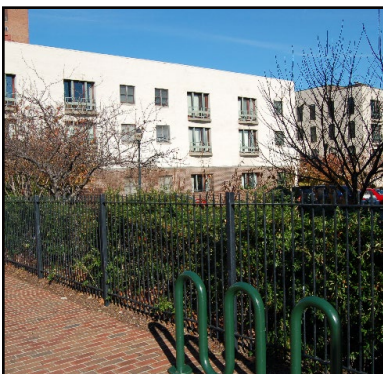
STANDARDS

1. Locate surface parking either behind or to the side of buildings. (This standard does not apply to residential dwellings containing two or less units.)
2. On-street parking that is adjacent to a property may be counted toward the minimum parking requirements.
3. All surface parking must provide safe pedestrian connections that are clearly differentiated from vehicular areas.
4. Minimum Parking Requirements:

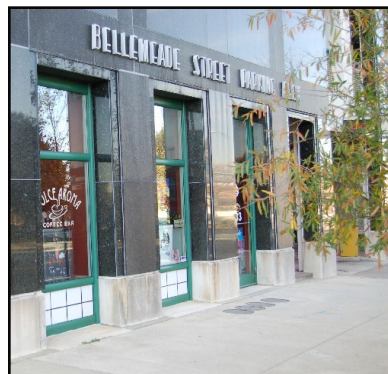
Uses	Minimum Parking Required
All Uses	1 bicycle space/7 automobile spaces
Multi-family	1 bedroom: 1/dwelling unit 2 bedrooms: 1.25/ dwelling unit 3+ bedrooms: 1.75/ dwelling unit
Restaurants	1/200 square feet
Retail Sales	1/500 square feet
Office Uses	1/500 square feet

5. Maximum Parking Requirements:

Uses	Maximum Parking Permitted
Multifamily Dwellings	3/ dwelling unit
Restaurants	1/75 square feet
Retail Sales	1/200 square feet
Office Uses	1/200 square feet



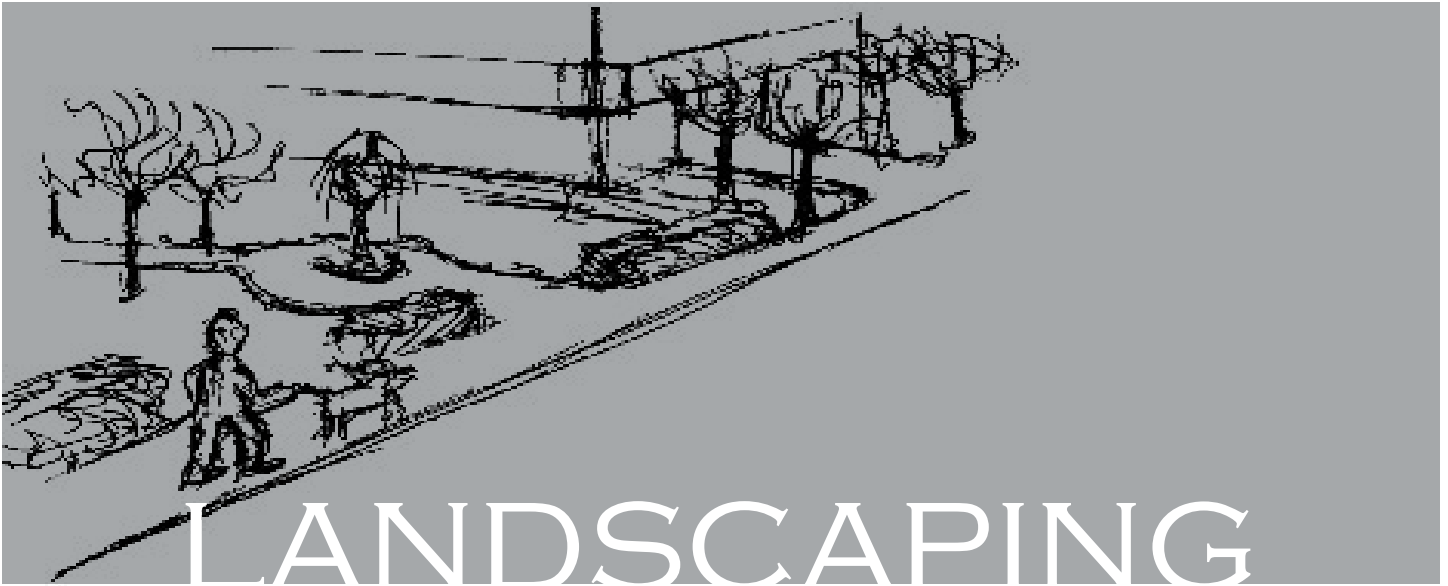
Plantings are used here to visually screen a large surface parking lot located to the side of a apartment building.



This parking deck has small storefronts located at the street level. This use of space provides visual interest to people on the street and helps to screen what could be an unsightly and utilitarian block.



The raised crosswalks here help to differentiate between the pedestrian and automotive worlds. By also acting as a speed bump, the crosswalks help to protect pedestrians.



GOAL

Develop attractive, maintainable landscapes and buffers that are integrated with the site's architecture and provide effective screens to mitigate the negative impacts of noise and unsightly views.

GUIDELINES

1. Landscape design should create interest, add variety, provide focal points, and frame views.
2. Maximize and balance landscaping throughout the site, including the use of landscaped aisles and medians in parking areas.
3. Street planting yards should allow flexibility in design so as to accommodate pedestrian amenities such as wide sidewalks, plazas, outdoor seating areas, or public art.
4. Interior planting yards should act as a buffer between adjacent properties, provide shade where possible, and create an attractive view to and from the properties.
5. Screen parking lot edges, loading areas, and other visually unappealing features with elements such as extensive landscaping, architectural design elements, building orientation, decorative fences, walls, plantings, and topographic features. Such elements should align with the street wall or sidewalk and blend into the existing neighborhood fabric.

STANDARDS

1. Street planting yards for commercial or mixed use properties must meet the following requirements:
 - a. A minimum of one canopy tree for every 30 linear feet of property adjoining a street right-of-way, planted within five feet of the back of the street curb in a 25 square foot planting area. Understory trees may be substituted where utility lines are present.
 - b. There must be a minimum sidewalk width of 10 feet (this may include portions of the sidewalk located within the public right-of-way).
2. If the principal building does not abut the sidewalk, then a street planting yard must be provided in compliance with Article 30-10 of the Land Development Ordinance. The street planting yard may utilize a combination of foundation plantings and/or the relocation of required plant material to accommodate pedestrian amenities or create a building presence along the street.
3. Interior planting yards must meet the following requirements:
 - a. Type C planting yards are required for residential sites adjacent to properties designated as Industrial on the adopted Lindley Park Neighborhood Future Land Use Map.
 - b. 5' wide planting yards using the Vehicular Use Area buffer planting rates may satisfy the interior landscaping requirements for all other properties.
4. Maintain the existing street wall at parking areas through the use of tree rows, hedges, decorative fences, walls, or any combination thereof.



The landscaping along this building helps to soften the impact of the built environment on the sidewalk and automotive environment.



This heavily landscaped planting yard helps to screen parking from the public right of way and adds visual interest to the street.



The street trees here provide shade for pedestrians and buildings while serving as a buffer between the sidewalk and street.



TRANSITIONS

GOAL

A blend of uses and appearances is welcome and creates a transition between use areas. Any major changes should occur gradually, incorporating site and building elements that soften the impact on adjacent properties.

GUIDELINES

1. Roof lines should be varied on large buildings so their apparent mass and height is minimized. Stepping back several stories allows for larger buildings to appear in scale with smaller buildings and dwellings.
2. Vary building setbacks to soften the transitional areas between different uses.
3. High density residential and office development can serve as a transition between less dense residential areas and nonresidential uses.
4. Safe, pedestrian circulation should exist between sites through the use of elevated or buffered walkways, courtyards, and similar pedestrian-oriented facilities.
5. A variety of building heights is common in the pedestrian environment, and therefore appropriate. However the dominant pattern and scale of the District should be maintained.

STANDARDS

- I. Maintain existing patterns of building stories to adjacent properties. Use existing roof lines, cornice lines and water tables to distinguish floor levels and provide context.



The contemporary building on the right mitigates its transition from a single story on the far right to two and three stories as it joins the historic warehouse building on the left. The contemporary building also employs complimenting materials for the transition.



This two-story development helps to transition between an adjacent neighborhood and a commercial shopping district. The varying heights and use of articulated bays also help to transition a commercial area to its residential neighbors.



SITING AND BUILDING ORIENTATION

GOAL

Buildings should be welcoming and accessible to pedestrians and situated so as to stimulate pedestrian activity. Respect should be given to the existing fabric of established neighborhoods in regard to orientation, setbacks, streets and sidewalks.

GUIDELINES

1. Respect existing block patterns. Combining multiple blocks into large developments is discouraged. The existing street pattern is based on navigable and manageable block lengths that are inviting to pedestrians (Generally, a pedestrian oriented block length is between 200' - 300')
2. Site buildings to reinforce pedestrian routes by orienting plazas, building entry points, and interior walkways toward the public sidewalk or other major walkways.
3. Building sites should consider the impact of solar orientation on the building so as to maximize site and orientation. Thoughtful consideration to the impact of the sun on structures can reduce heating and cooling costs and alleviate "heat island" effect.
4. Site buildings with their front facades at the minimum street setback line to create a pedestrian scaled street wall. Pedestrian amenities such as wide sidewalks, plazas, outdoor seating areas, or public art are encouraged.
5. Vehicular entrances to parking areas are encouraged along side streets to promote safety and pedestrian activity.

STANDARDS

1. A primary building entrance must be: oriented to, and visible from the street; designed for the pedestrian; and distinguishable from the rest of the building.
2. Orient long sides of buildings parallel to the street to reinforce or maintain existing street patterns.
3. At intersections, site buildings directly on the corner. Parking, loading and service areas must not be located on corners.
4. For new commercial or mixed use properties, 75 percent of a building's façade must be located at the minimum street setback line or the required sidewalk. For new residential properties 60 percent of a building facade must be located at the minimum street setback line.*
5. Provide for direct pedestrian access from the public sidewalk to the main entrance of the building through the use of clearly defined walkways.

*This standard may be amended to accommodate: conflict with utility placement, environmental or topographical constraints, preservation of healthy or mature trees, arcades or pedestrian plazas, wider, decorative sidewalks, landscaping, public art, fountains, and sidewalk planters



The infill house on the left respected the existing traditional setbacks of the neighborhood by siting the structure in line with existing homes.



The building here is sited directly on a corner, placing its entrance at a prime location, visible from all streets.



These joined town homes have their long elevations oriented toward the street, providing a greater presence and visual interest to pedestrians.



GOAL

New construction should have deference to the pedestrian world. Buildings may be tall or large, but when broken into human-scaled sections, they become less imposing and more agreeable to their users.

GUIDELINES

1. Relate buildings to human scale through the use of materials, articulation, architectural elements, proportion and scale.
2. Use window and bay patterns and modular articulation to relate large scaled buildings to an appropriate human context.
3. Use upper story stepbacks or increase setbacks to reduce the visual impact of buildings that are out of scale vertically. Stepping back several stories allows for larger buildings to appear in scale with smaller buildings and dwellings.
4. Roof lines should be varied on large buildings so that their apparent mass and height is minimized.

STANDARDS

1. Avoid large scale, unarticulated buildings with blank exterior walls. Buildings with street frontage should be visually broken up by articulation or be broken up into modules every 30 feet. Engaged building elements as well as physical separation may achieve this standard.
2. For rear and side elevations that must remain unpierced by fenestration, utilize building elements to break up large masses at least every 30 feet. Consider using building elements like murals, art, engaged columns, pilasters, etc.



This building could have been designed as a solid, uninviting cube. By breaking up its mass into different bays and forms, the building appears less imposing. Also its subtle use of decoration creates a lighter presence on the street.



This exterior wall could not have windows or doors. The designers incorporated these baseball murals to break up the large expanse of brick. The art is visually appealing and does not interfere with the building's function.



FENESTRATION

GOAL

Openings on a building's exterior should relate to the human scale and should not be oversized and visually outweigh or overwhelm the pedestrian experience.

GUIDELINES

1. Unnecessary window adornment is discouraged. Inoperable shutters, nonfunctioning keystones, etc. unnecessarily complicate building design, function and maintenance.
2. Fenestration should be functional, rather than simply decorative. Building penetrations should provide symmetry, day lighting, ingress, egress, entrance, temperature modulation, etc.
3. Window composition clearly defines buildings. Great respect and care should be given to any window selection. In the case of historic structures, windows should not be replaced or removed, unless a suitable alternative can be found respecting the size, scale, style, and materials as the originals.
4. Articulate building massing through window placement and scale. Locate large windows at the street level and place smaller windows at upper stories.
5. Frame building openings to provide extra prominence and visual weight, especially at entrances.
6. Recessed entries are encouraged on the ground floor. Recessing entries provides safe ingress and egress and helps to focus slower-moving pedestrian traffic off of sidewalks.

STANDARDS

1. Building entrances must be clearly articulated and appropriately scaled in relation to the pedestrian experience.
2. Windows located on the ground level of commercial and mixed use buildings may not be located more than 36 inches from the ground and must be located at least every 15 feet unless interrupted by a door.
3. Shutters must be sized and shaped to their corresponding openings.
4. For commercial buildings with street frontage, transparent glass must be used at the ground floor with the total fenestration representing at least 75 percent of the ground level façade. These windows may be utilized for window display, rather than accessory storage.
5. Entrances to commercial buildings may be recessed to accommodate ingress and egress as well as sidewalk traffic.



The glass block on this industrial building helps to define its historic context as well as its individuality.



The large amount of glass on these storefronts give visual interest to the street while providing the businesses with opportunities to display their goods and attract customers. These storefronts also provide safe, recessed pedestrian access.



The entrance to this building uses a canopy structure and an accented parapet to give an unassuming entrance more prominence.



BUILDING FACADE

GOAL

Façade designs should exhibit a unified architectural expression and contribute to the established architectural character of the surrounding area.

GUIDELINES

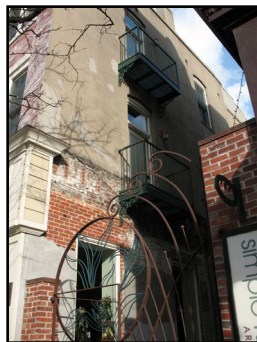
1. Large parapet roofs should serve a function and not be freestanding.
2. Building bays are encouraged to have a vertical emphasis.
3. Building details must be appropriately scaled to the overall mass of the building. Elements such as porch posts, awnings, brackets, eaves, etc. should be designed to compliment, rather than distract from the building.
4. The ground floor of buildings should be more highly detailed than upper stories. Detail at the ground floor provides a greater visual interest to the pedestrian environment.
5. Balconies are encouraged on residential properties as their projections increase “eyes on the street,” providing an extra measure of public safety.
6. Facade design should be functional and avoid false representations.
7. Special attention should be given to the corners of buildings located at intersections. Their placement helps to define the streetscape and create an “outdoor room.”
8. Facade design should be aware of false representations in terms of use, functionality, historic context, etc.

STANDARDS

1. Buildings that are three stories or more in height must establish a clear distinction between the ground floor and the upper levels.
2. Buildings must exhibit an apparent base, middle and top. When a building exceeds three stories, the middle stories must accommodate the majority of the height.
3. Building entrances must be: clearly defined, articulated at the ground floor; face the street; and located at grade so as to be accessible to the pedestrian.
4. Buildings should have articulated facades with details and elements that add interest at the pedestrian level. Expanses of blank walls are not appropriate.
5. Attached garages must be recessed a minimum of 10 feet from the main façade of the structure.
6. Balconies must be explicitly differentiated from their structure through design, materials, etc.
7. Design rear and side building elevations with details and materials similar to those of the primary elevation.
8. Uses that invite pedestrians into buildings are the most appropriate uses for the ground floor.



This contemporary building was constructed to recall an 1812 earthquake by mimicking a building style and a “crack” on the facade. This type of building treatment can confuse historic authenticity and potentially devalue truly historic structures.



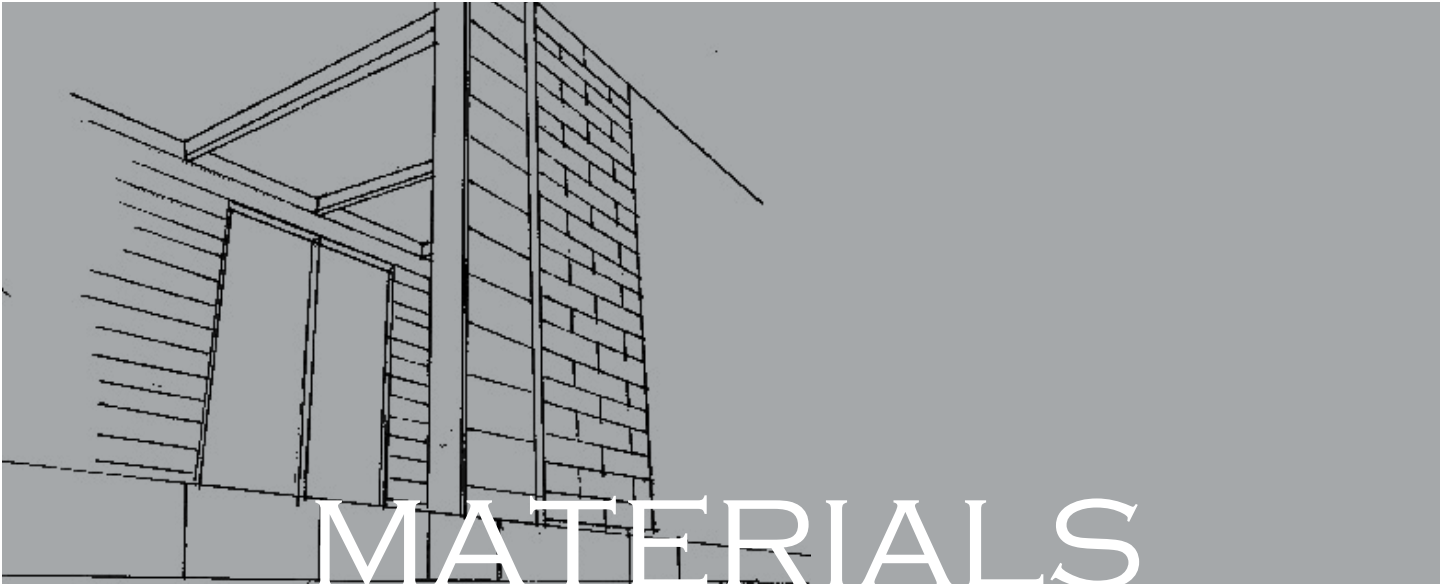
These balconies are clearly differentiated from the rest of the building. By changing materials, the balconies are noticeable as accessory features and help to instill a public presence of residents on the street.



This three story building has a clear definition between its base (ground floor), middle (floors 2-4) and top (decorative cornice). With a vertical emphasis it accommodates the majority of its height with its middle stories.



The ground floor of this building has a clearly articulated entrance accented by ground floor windows and window box plantings.



GOAL

Materials should serve to accentuate the architecture and be compatible with the established environment. Special detail should be given to authenticity and craftsmanship at the ground level of all buildings.

GUIDELINES

1. Use low maintenance materials that can withstand the elements and be visually appealing after several years of use. Visual durability carries equal weight as performance durability.
2. Select materials that are interesting to pedestrians' senses of touch and sight and relate to human scale. Materials such as split face concrete, EFIS, vinyl siding, and pressed wood siding are discouraged.
3. Simple, matte materials are encouraged for large wall expanses. Reflective and shiny materials should be used as accents, rather than the principal building material.

STANDARDS

1. Materials must support an architectural concept rather than overwhelm it.
2. Materials should be selected based on their compatibility with established contexts and the appropriateness for their intended function.



The materials on these mixed use buildings compliment the overall design and concept of the structures by striking a balance between traditional commercial and residential materials.



The materials that comprise this storefront differ from traditional “Main Street” materials, yet look appropriate in their context.



The contemporary and modern materials used for this storefront employ traditional design that is appropriate for the pedestrian scaled streetscape.

SIGNAGE AND AWNINGS



GOAL

Signage and awnings provide advertising and individuality. These elements also help to accommodate buildings to a human scale by breaking up large masses, providing shelter and adding visual interest to the street.

GUIDELINES

1. Projecting signs are encouraged as they help pedestrians, cyclists, and motorists recognize businesses and building uses from sidewalks and bike lanes.
2. Signage should be incorporated into the overall design of a building. It should serve to accent the structure while establishing the individuality of a business.
3. The use of a single canopy, awning or marquee for multiple buildings is strongly discouraged.
4. Awnings, canopies, marquees and projecting signs should be constructed of high quality, durable materials. The use of plastic and vinyl are strongly discouraged.

STANDARDS

1. Signage in the Pedestrian Overlay District is limited to:
 - projecting signs that are artistically designed or depict a businesses logo in three dimension
 - signs painted on buildings
 - channel set lettering affixed to the building
 - signage printed on awnings
 - monument signs that do not negatively interfere with pedestrian activity and are limited to 8 feet in height
 - signs that do not require a permit
2. Projecting signs must meet the requirements of Article 14 of the Land Development Ordinance.
3. No portion of an awning should be lower than nine feet above grade. They should also be at least three feet from the face of the street curb.
4. Awnings, canopies and marquees must be mounted to a building with no portion of the cover being supported by or touching the ground.
5. Permitted signage must meet the requirements of Article 14 of the Land Development Ordinance.



The signage for this building uses elements that relate to the business on all visible sides of the building. Here, the fish not only advertise the restaurant, but serve as art in the public realm too.



Projecting signs offer a whimsical and artistic opportunity to advertise businesses.



This strip shopping center employs individual signage and uses individual awnings for each business.

SCREENING AND ACCESSORY STRUCTURES

GOAL

Auxiliary or accessory structures should be designed so as to compliment the principal building or structure.

GUIDELINES

1. Refuse receptacles, recycling, exterior building equipment such as HVAC, utility boxes, etc. should be screened from adjacent properties and from any public rights-of-way.
2. Screening of these features should be compatible in design to their main structures.
3. Avoid locating auxiliary structures on Spring Garden Street.
4. Outdoor storage is discouraged.
5. Auxiliary structures like ATMs should blend in with the principal buildings and be designed to compliment the overall site design and concept.

STANDARDS

1. Provide screening that is architecturally compatible with the building and site design for all loading areas, exterior waste handling facilities, utility equipment, roof vents, and other similar mechanical equipment.
2. Auxiliary structures must be designed so that they directly relate to their main structures and must be situated on the site so as to compliment the overall site design.
3. Fences, walls and railings are discouraged on Spring Garden Street unless they are screening parking lots, construction sites, private courtyards or providing pedestrian protection. Such structures should not be constructed of plastic or chain link and should not be taller than 48 inches.
4. All utilities, service equipment and building equipment must be screened from public-rights-of-way.



The brick screening and decorative wrought iron gate screens building utilities in a parking lot.



While this waste receptacle is located directly adjacent to the sidewalk, the decorative screening mitigates the receptacles unsightly elements.

SITE FURNITURE AND OUTDOOR SALES

GOAL

Portable site furniture, including tables, chairs, benches, landscaping pots and planters add visual interest to the pedestrian environment. These features also help to soften the transition from the built environment to the human one.

GUIDELINES

1. Landscaping pots and planters should not block visibility to storefronts or entrances. This helps to increase site safety and recognize distinct businesses.
2. Site furniture should be durable and placed close to the building.
3. All site furniture and sale items should augment the business and be designed as an attractive amenity to the pedestrian environment.

STANDARDS

1. All site furniture should be compatible in design with the main structure and serve to compliment the architecture.
2. Outdoor display is allowed provided that all materials are located outdoors only during business hours and do not inhibit pedestrian or vehicular access and circulation.



The goods outside this store help advertise the business inside and provide interest to the sidewalk.



This alley is made inviting through the use of site furniture, portable landscaping and decorative lighting. These non-permanent amenities can have a great, positive impact in the pedestrian environment.



The benches in front of this business provide a place for a quick rest or allow patrons to wait on others who may be patronizing the business. Also the tree planters help soften the impact of the building on the sidewalk.



GOAL

Outdoor cafes encourage street level activity by blending the private and public realm. As such, sidewalk cafes are encouraged.

GUIDELINES

1. Sidewalk cafes are encouraged, especially on Spring Garden Street. Their presence help blend the public and private realms and encourage street level activity.
2. Sidewalk cafes should be carefully located so as not to interfere with pedestrian traffic or create obstacles on sidewalks.
2. Chairs, tables, umbrellas, etc. should be made of high quality, durable materials that will be an attractive amenity for the business and streetscape.

STANDARDS

- I. Sidewalk cafes must meet the standards of Section 26-244, Article VIII, Division 3 (d) of the Greensboro Code.



This sidewalk cafe is located close to the building so as to not interfere with pedestrians on the sidewalk. Notice the ample room remaining for ambulation.



This outdoor cafe, while not located directly on the sidewalk is immediately adjacent to pedestrian activity. The decorative fence provides an attractive buffer between street activity and the activity of the restaurant patrons.

DIMENSIONAL REQUIREMENTS

	Single Family Detached	Duplex	Townhouse/ Multifamily	Nonresidential
Lot Dimensions (minimum)				
Lot size (sq. ft.)	4,500	7,500	-	-
Lot width (ft.)				
Interior lot	45	50	-	-
Corner lot	55	65	-	-
Setbacks (minimum sq. ft.)				
Street setback				
Front	20	20	0	0
Side	15	15	0	0
Interior Setback				
Side	5	5	15 ³	0/10 ⁴
Rear	15	15	15 ³	0/10 ⁴

Notes:

1. A hyphen (-) entry in the table connotes "same as underlying zoning district."
2. The use of prevailing street setbacks is encouraged on established block faces.
3. The minimum interior setback is 15 feet or 40 percent of the building length facing the lot line, whichever is greater.
4. Setback adjacent to nonresidential/residential zoning.

GLOSSARY

Art, Public – descriptive term for a broad range of artwork that exists in the public realm. Public Art can be many things including sculpture, benches, signage, monuments, bridges, murals, bike racks and more. While it can be temporary or permanent, Public Art always includes community involvement to incorporate the local demographics, culture, social climate and landscape.

Articulation – the pronouncement of certain exterior building elements to add variety and visual interest. Examples of building articulation may be doorways, windows, brick or stonework, differing massing element, decorative features, artwork, etc.

Building Scale – The perceived relative height and bulk of a building in relation to that of neighboring buildings.

Cornice – The crowning horizontal molding of a building or wall, projecting outward from the exterior walls at the roof line, including eaves and other roof overhang.

Engaged Column – A column attached to or appearing to be partly embedded within a wall.

Façade – The exterior wall of a building exposed to public view, extending from roof or parapet to the ground.

Fenestration – The arrangement, proportioning, and design of windows and doors on a buildings exterior.

Keystone – The central, wedge shaped stone, at the top of a completed arch.

Massing – The size and shape of a building above grade.

Parapet – That portion of a wall which extends above the roof line.

Pedestrian Scale – The proportional relationship between the dimensions of a building or building element, street, outdoor space, or streetscape element and the average dimensions of the human body, taking into account the perceptions and walking speed of a typical pedestrian.

Pilaster – A column in flattened, rectangular shape, projecting slightly from the face of the wall.

Plaza – An open space at the intersection of important streets or adjacent to important structures, set aside for civic purposes and commercial activity, which may include parking, consisting of durable pavement and formal tree plantings.

Projecting Sign – Any sign end-mounted or otherwise attached to an exterior wall of a building which forms an angle with said wall.

Roof Line – The top edge of the roof or the top of the parapet, whichever forms the top line of the building silhouette.

Street Wall – The wall or part of the building nearest to the street line.

Water Table – A projecting ledge, molding, or stringcourse along the side of a building, designed to throw off rainwater.

REFERENCES

The following cities' helped to inform to the creation of this manual

Denver, Colorado	St. Louis, Missouri
Nashville, Tennessee	Seattle, Washington
Raleigh, North Carolina	Milwaukee, Wisconsin- Westtown
Milwaukee, Wisconsin- Beer Line	Philadelphia, Pennsylvania
Greenville, South Carolina	Ft. Collins, Colorado
Austin, Texas	Omaha, Nebraska
Durham, North Carolina	Puget Sound, Washington
Portland, Oregon	Wake Forest, North Carolina

The following texts helped to inform the creation of this manual

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Schwanke, Dean, et al. *Mixed Use Development Handbook*. Second Edition. Washington, D.C.: ULI- the Urban Land Institute, 2003.

Watson, Donald, Alan Plattus, and Robert Shibely. *Time-Saver Standards for Urban Design*. New York: McGraw-Hill, 2003.