

Why Design Guidelines Matter

New York Planning Federation Annual Conference

April 20, 2026

PLANNING 4 PLACES

COMMUNITY PLANNING SPECIALISTS

Agenda



Streetscape Design

Street furniture, lighting, signage



Street Design

Different street standards



Complete Streets

Street standards that address all modes



Building

Building design, placement



Historic Preservation

Historic building additions, improvements



Wrap Up Discussion

Summary and Final questions and discussions if design guidelines can work in your community

There will be a chance to ask questions between each section

Let’s Get to Know Each Other - About Your Community



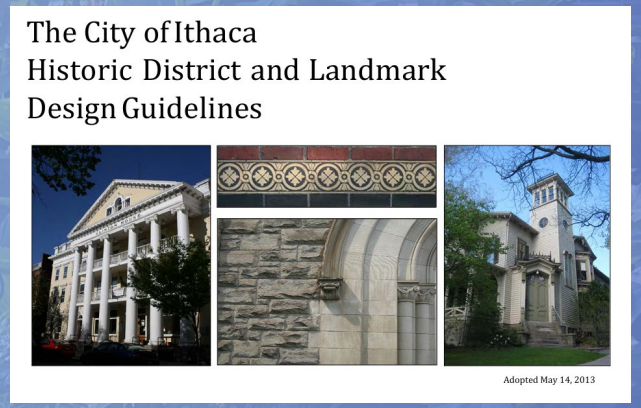
Does Your Community Have Design Guidelines?

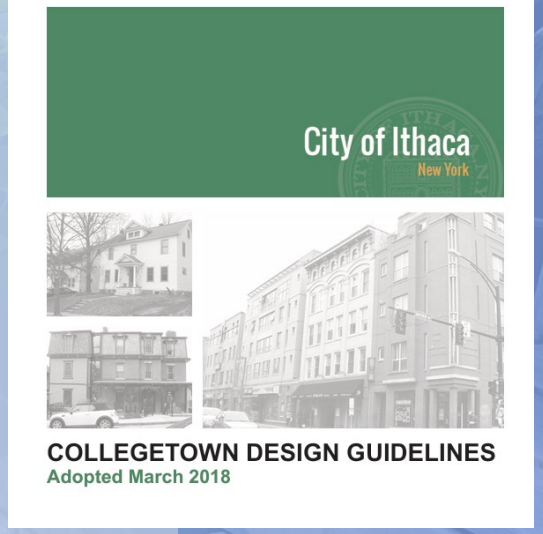


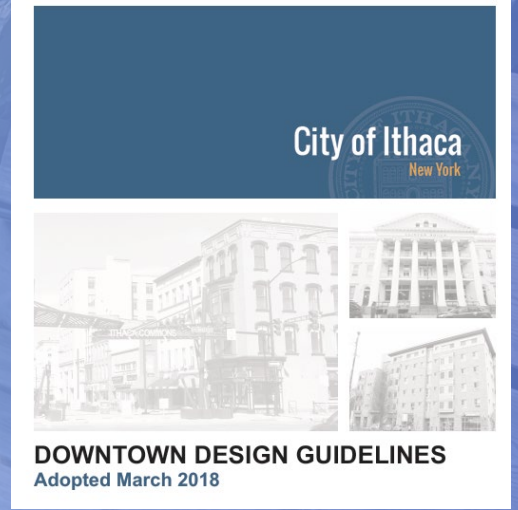

Does this community have design guidelines?
Ithaca, New York

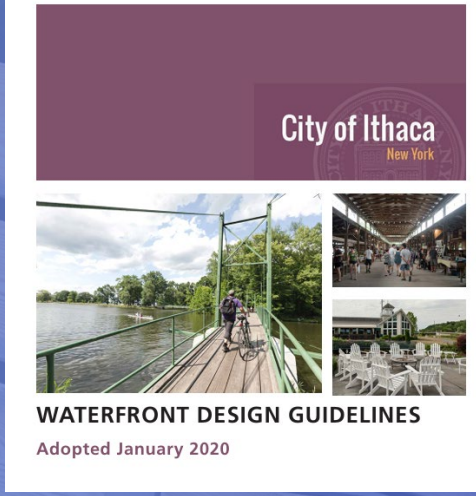
- Yes– Ithaca has Design Guidelines

Ithaca, New York









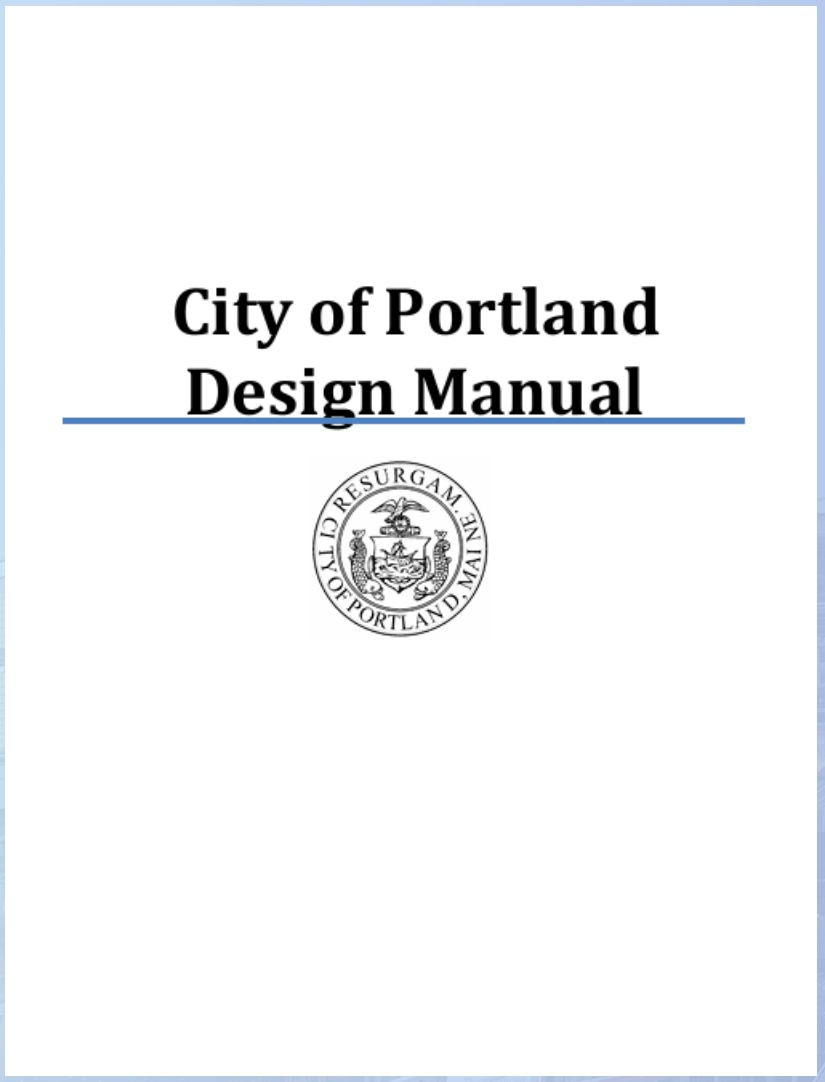
Does this community have design guidelines?



Portland, Maine

Portland, Maine

- Yes– Portland has Design Guidelines



Design Guideline Principles



Streetscape zones.

Focuses on the Public Realm

Municipalities can guide the development of the public realm– the sidewalks, the area's walkability

- Streetscape Zones
- Activating the public realm – what makes an area fun to walk around?

Lots of Images

Visuals are so important!

- Photo examples
- Drawings
- Graphics


Building Zone
Sidewalk Zone
Amenity Zone

Streetscape Design – Things to Think About

Example #1



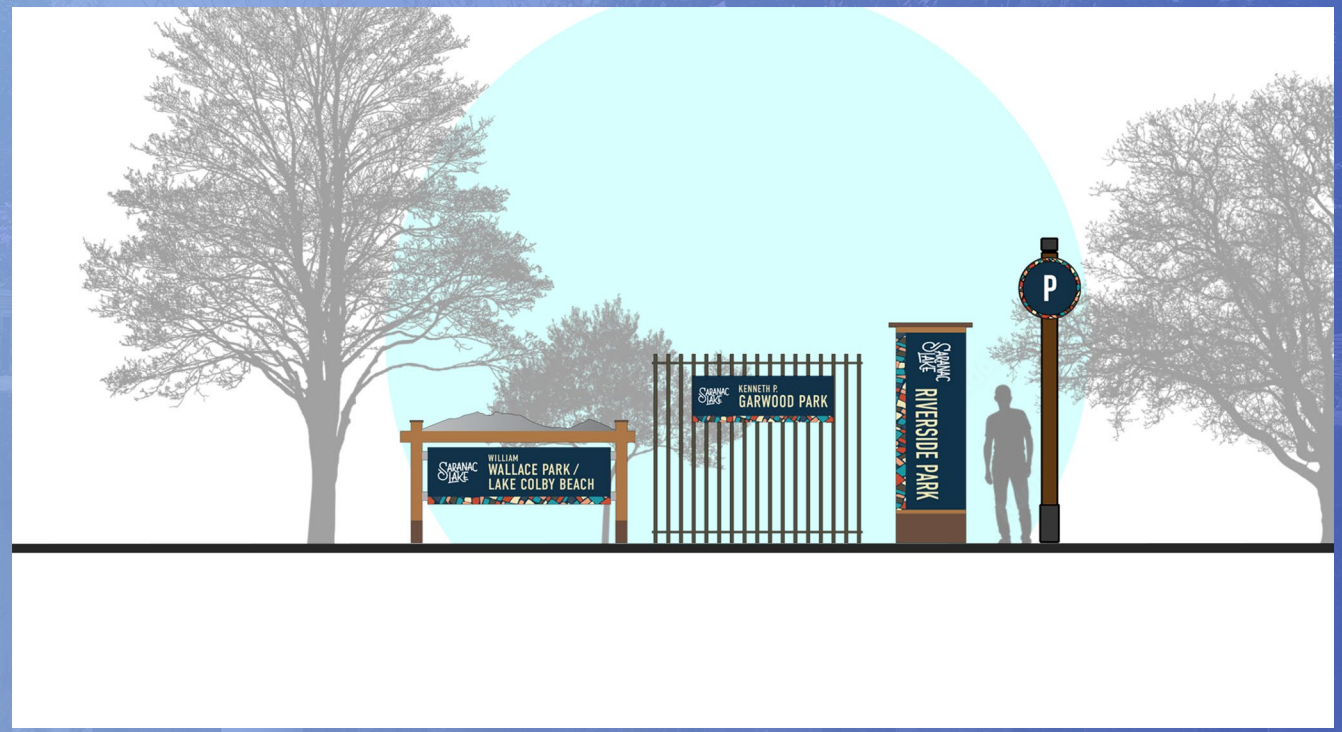
Example #2



Streetscape Design

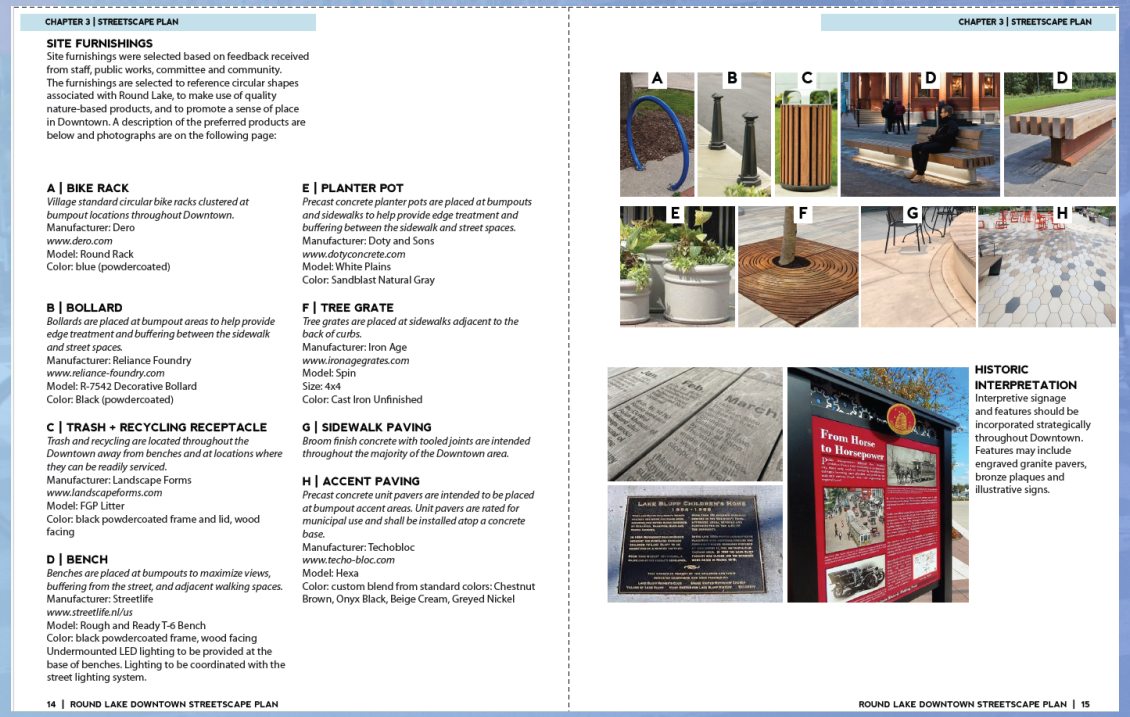
Typical Elements

- Street Furniture
- Street Trees
- Lighting
- Signage
- Sidewalks and Crosswalks
- Parklets and Outdoor Dining
- Parking and Wayfinding



Streetscape Design Guidelines

Examples



CHAPTER 3 | STREETSCAPE PLAN

SITE FURNISHINGS

Site furnishings were selected based on feedback received from staff, public works, committee and community. The furnishings are selected to reference circular shapes associated with Round Lake, to make use of quality nature-based products, and to promote a sense of place in Downtown. A description of the preferred products are below and photographs are on the following page:

A | BIKE RACK
Village standard circular bike racks clustered at bumpout locations throughout Downtown.
Manufacturer: Dero
www.dero.com
Model: Round Rack
Color: blue (powdercoated)

B | BOLLARD
Bollards are placed at bumpout areas to help provide edge treatment and buffering between the sidewalk and street spaces.
Manufacturer: Reliance Foundry
www.reliance-foundry.com
Model: R-7542 Decorative Bollard
Color: Black (powdercoated)

C | TRASH + RECYCLING RECEPTACLE
Trash and recycling are located throughout the Downtown away from benches and at locations where they can be readily serviced.
Manufacturer: Landscape Forms
www.landscapeforms.com
Model: FGP Litter
Color: black powdercoated frame and lid, wood facing

D | BENCH
Benches are placed at bumpouts to maximize views, buffering from the street, and adjacent walking spaces.
Manufacturer: Streetlife
www.streetlife.nl/us
Model: Rough and Ready T-6 Bench
Color: black powdercoated frame, wood facing
Undermounted LED lighting to be provided at the base of benches. Lighting to be coordinated with the street lighting system.

E | PLANTER POT
Precast concrete planter pots are placed at bumpouts and sidewalks to help provide edge treatment and buffering between the sidewalk and street spaces.
Manufacturer: Doty and Sons
www.dotyconcrete.com
Model: White Plains
Color: Sandblast Natural Gray

F | TREE GRATE
Tree grates are placed at sidewalks adjacent to the back of curbs.
Manufacturer: Iron Age
www.ironagegrates.com
Model: Spin
Size: 4x4
Color: Cast Iron Unfinished

G | SIDEWALK PAVING
Broom finish concrete with tooled joints are intended throughout the majority of the Downtown area.

H | ACCENT PAVING
Precast concrete unit pavers are intended to be placed at bumpout accent areas. Unit pavers are rated for municipal use and shall be installed atop a concrete base.
Manufacturer: Techobloc
www.techo-bloc.com
Model: Hexa
Color: custom blend from standard colors: Chestnut Brown, Onyx Black, Beige Cream, Greyed Nickel

14 | ROUND LAKE DOWNTOWN STREETSCAPE PLAN

CHAPTER 3 | STREETSCAPE PLAN

HISTORIC INTERPRETATION
Interpretive signage and features should be incorporated strategically throughout Downtown. Features may include engraved granite pavers, bronze plaques and illustrative signs.

ROUND LAKE DOWNTOWN STREETSCAPE PLAN | 15

Village of Round Lake, IL Downtown Streetscape Plan

https://www.roundlakeil.gov/files/documents/DowntownStreetscapePlanFinal952313321104511115 23AM.pdf



PROPOSED PAVING

DOWNTOWN CORE STREETS

Styles

- Existing granite curb to be preserved and retained or reused as raised planters.
- Truncated domes at pedestrian ramps to be brick, matching existing brick on N Main Street
- Stamped asphalt with running bond brick pattern in crosswalks
- Sidewalks to include concrete with saw cut scoring, brick banding and brick paving at intersections
- Other refined materials such as granite setts or cobbles are encouraged.

Existing granite curbing should be incorporated into and/or reused in new streetscapes. Use in a curbed planter is shown below.

BRICK PAVERS

GRANITE CURB (MT AIRY BLEND)

CONCRETE SIDEWALK WITH BRICK BANDING

SIGNATURE STREETS

Styles

- Existing granite curb to be preserved and retained, future curb to be granite matching existing. Existing historic granite is from a regional quarry and should be retained. If use as a curb is not feasible, incorporate reused historic granite into raised planters.
- Sidewalk to be brick paver with clay or granite truncated domes.
- Other refined materials such as granite setts or cobbles are encouraged.

GRANITE SETTS

STAMPED OR MURAL CROSSWALKS

CLAY OR GRANITE TRUNCATED DOME

06 DESIGN STANDARDS | 104

Mooresville, NC Downtown Streetscape Master Plan

Downtown Streetscape Master Plan

Gateway Streets

Gateway Streets provide neighborhood ingress/egress into the Stockade District without encouraging through traffic. With the exception of Front Street, they tend to have wider sidewalks than the other street types and generally have room for medium to large street trees and lighting. Again with the exception of most of Front Street, the majority of the Gateway Streets have two-way traffic. These streets warrant special attention at points of entry to the neighborhood through wayfinding signage and decorative intersections and crosswalks. The cross section below is a typical representation of a Gateway Street but the dimensional characteristics do vary.

Gateway Streets include:

- Front Street (N. College Street to N. Church Street)
- N. Church Street & S. Church Street
- Washington Avenue (south of Union Street)
- Union Street

Figure 3: Gateway Street Cross Section

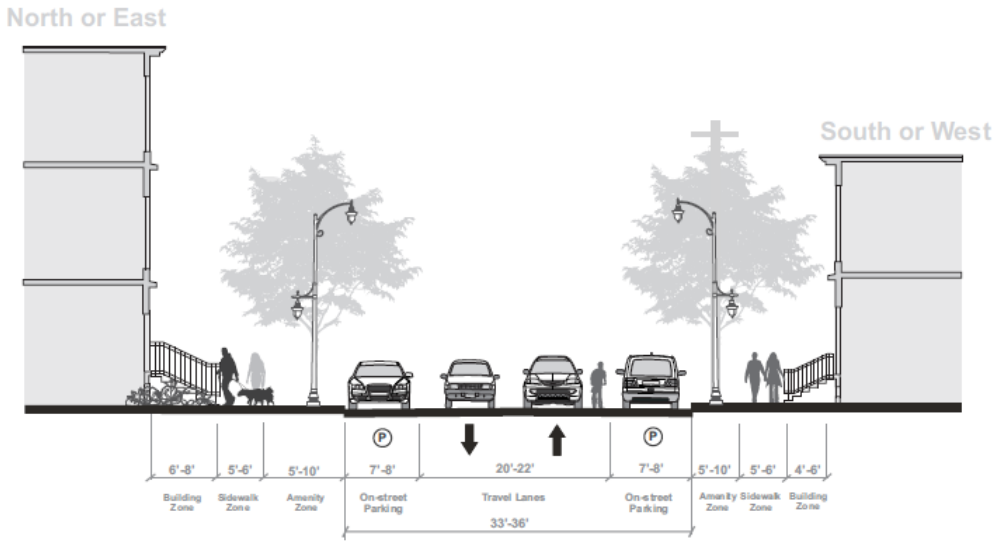
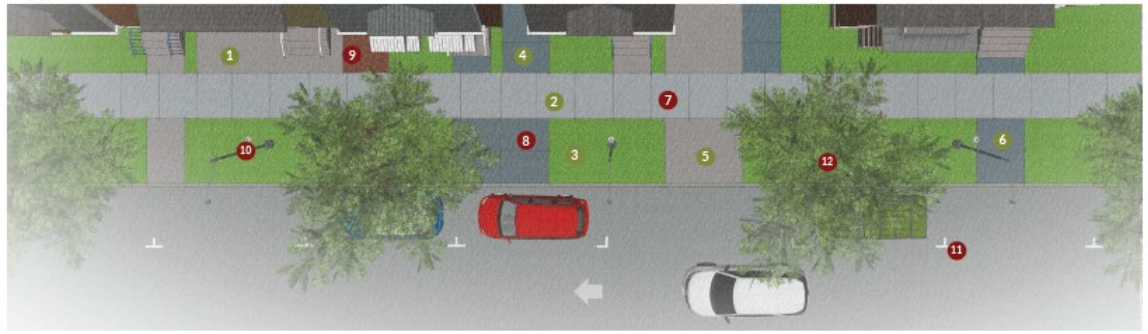


Figure 4: Illustrative Representation of the Gateway Street



Zones

1. Building Zone - Lawn, landscaping, concrete and/or pavers
2. Sidewalk / Pedestrian Zone - Concrete
3. Amenity Zone - Lawn, landscaping, concrete and/or pavers
4. Private Pedestrian Alley - Concrete and/or pavers
5. Private Driveway - Concrete (in buffer zone)
6. Carriage Walk - Concrete and/or pavers

Materials

Paving

7. Tinted Concrete (see page 29 for details)
8. Reused Slate or New Bluestone (see page 29 for details)
9. Brick Paver - Herringbone Pattern (see page 29 for details)

Lighting

10. Double arm street light serving both the pedestrian way and the street (see page 24 for details) - image below from Acuity Brands lighting

Parking

11. On Street Parking Tees - Delineation of parking spaces

Trees

12. Medium to Large street trees (see page 37 for details)

Furnishing

Strategically placed benches, trash receptacles and bike racks - bench image from DuMor, Inc.

Design Palette



Stockade

Historic Stockade Comprehensive Streetscape Plan

Stockade- Association | Planning4Places, LLC

Sidewalk Materials & Curbing

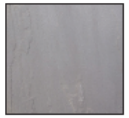
Walk surfaces are an important consideration when developing streetscape standards. The materials need to be durable, safe to walk on, and contribute to the overall character of the Historic Stockade District. When possible, existing slate and brick should be removed, cleaned, and reused.

Sidewalk Materials Standards & Guidelines

- The standard sidewalk treatment is tinted concrete (see color below). Aggregate concrete shall be avoided and hand-tooled joints are recommended to mimic the historic look of other materials. Higher cost alternatives to tinted concrete include reused slate or new bluestone provided that the installation and materials meet city standards. The city standard for installation is 4" thick (6" thick across driveways).
- Sidewalks shall meet the standards set forth in the Americans with Disabilities Act (ADA).
- A contiguous sidewalk path, free of obstructions, shall be maintained at a minimum of 4 feet wide. 5 feet or more is preferred where possible where the width can be accommodated.
- Sidewalk placement (not width) can vary as needed to accommodate large tree roots to allow for adequate tree growth.
- Reused slate, new bluestone, or clay brick pavers can be used to accent the sidewalk in the amenity zone (per city standards). Clay brick pavers shall be in the herringbone pattern.



Tinted Concrete



Bluestone



Brick - Herringbone Pattern

- The finish materials and pattern of the sidewalk shall be maintained through driveways, alleyways, and curb ramps. Driveways should come up to the sidewalk level.
- Stamped concrete and asphalt shall be avoided. Asphalt shall not be permitted between the street, curb, and building zone. Asphalt may not be laid on top of sidewalks.

Construction Design Standards

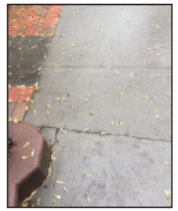
Concrete shall be considered the standard material for sidewalks in the Historic Stockade District. Upgrades to the use of slate and bluestone shall be at the installing party's discretion. However, any upgrade must fully comply with city standards, ADA construction and design standards, and be approved by the City of Schenectady.

All Stockade District concrete sidewalks shall be designed to imitate the look of the District's historic bluestone and slate sidewalks. To this end, all cement shall be mixed, pigmented (tinted), formed, poured, cut, and finished to imitate the natural look of the bluestone quarried in New York and Pennsylvania and still found in certain locations within the Historic Stockade District.

- Strength and Aggregate Mix: The strength and aggregate mix shall meet or exceed city standards (4,000 psi, Portland cement).

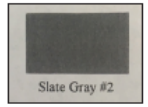


Typical Concrete



Preferred Look

- Pigmentation/Tinting: All cement to be used for sidewalks in the Historic Stockade District shall be tinted during the cement mixing process to achieve the bluish color of blue stone. Pigmentation added to cement shall achieve the coloring and look of the Grandview Block and Supply "Slate #2," or equivalent.



- Forming and Cutting: Perimeter form imprints shall not be visible. All concrete sidewalks shall be saw-cut to lengths not exceeding five feet. Saw-cut lengths of 2-3 feet are acceptable. Saw-cuts shall be made through to the entire depth of the sidewalk.
- Finishing: All sidewalks shall be first smooth finished (trowel or screed) in preparation for stamping or otherwise providing the bluestone finished appearance. Finishing the concrete shall entail "loose" stamping, or other finishing technique, such that each section of sidewalk has the differing textures and patterns that would naturally appear in true bluestone. There shall be no "broom" finishing, nor any trowel finishing. Perimeter form imprints shall not be visible.



Example of Preferred Construction Design

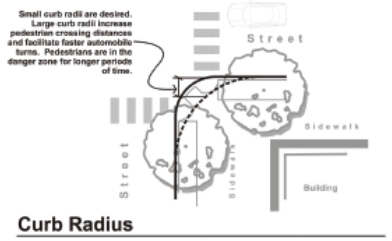
Curbing Standards & Guidelines

- Granite curbs shall be the standard installation and meet the city standard.
- Sloped curbs are required at crossings consistent with ADA regulations.
- Curb design must meet city standards.

Curbing Design Considerations

- When determining curb radii, consider vehicles as well as impacts on pedestrians crossing distances. Smaller curb radii reduce pedestrian crossing distances and increase pedestrian safety.

Figure 9: Curb Radius



Stockade

Saranac Lake





Planters, hanging baskets, window boxes

Planters, hanging baskets, and window boxes provide colorful decorative accents and add visual interest to the downtown streetscape. The Village of Saranac Lake is known for its vibrant, colorful plantings in the spring and summer.

- Hanging baskets, planters, and window boxes should contain live plantings.
- Landscaping should provide year-round interest. Stakeholders have indicated that the downtown looks best in the spring and summer and looks bare in the winter.
- Providing winter options will help to make the downtown more inviting in the winter months. The Village has previously put out lighted balsam trees in the winter. Other winter planting options to be placed in planters include ornamental cabbage, kale & grasses, pansies, violets, and dwarf evergreens.

Planters

- Plantings in planters are currently include the following: 4 1/2" deep Sanvitallia; 4 1/2" deep Canna or tall blue salvia; 4 1/2" deep heavenly blue supertunia; 4 1/2" deep limelight licorice vine; 12" - 14" yellow marigold; 12"-14" orange marigold and 3 purple waves.
- Planters can be moveable (for example during winter months) or permanent along the street.
- Planters should not block pedestrian travel and could be placed in the building zone and/or the amenity zone.
- Planters can also be placed on bridges to provide a welcoming accent.
- Rail planters should fit around the railing or be secured with brackets to the railing.





Existing planters. Manufacturer/Model: EarthPlanter EPMV31 - Urban Vase 31 in Gray Granite.
https://earthplanter.com/shop-self-watering-planters/







Above left: Winter planter example. Above right: Rail planters along bridges secured with brackets.

Customization of brackets may be needed. Railings on the bridges are about 6" in diameter. Self-watering options are also available.

- Rail planter color - black.
- A selection of options can be found:
  https://www.flowerwindowboxes.com/Rail-Planters-p/railtop-namrt-60.htm
  https://www.greenhousemegastore.com/products/deck-rail-planter?variant=42703416950983
  https://www.hooksandlattice.com/vinyl_deck_rail_2_sizes_4_colors/
  https://www.hooksandlattice.com/modern-farmhouse-railing-planter/

Window Boxes

- Window boxes should be as wide as the window sill and a minimum of 6 inches wide by 6 inches deep.
- Window boxes should be secured to the window by brackets.

Hanging Baskets

- Hanging basket are currently planted with red surfina.
- The Village of Saranac Lake Community Development Office currently bids out the planter program in January. The bid includes the plant list, guidelines for planting the planters, and the date the planters are needed.
- The Village Improvement Society currently contracts for the hanging baskets and they donate the hanging basket plants for the Village. The Village of Saranac Lake installs and maintains them during the season.





Top: Example of planters with a variety of plant species.
Above: A window box that is wide as the window sill.



Existing hanging baskets at Village Hall.
Manufacturer/Model: EarthPlanter EPPS22 - Pro Series Self Watering Hanging Basket in Black
https://earthplanter.com/shop-self-watering-planters/pro-series-self-watering-hanging-basket-22/

Streetscape Zone Details

Sidewalks in Downtown Saranac Lake are more than circulation routes — they are shared public spaces that shape the character and vibrancy of downtown. To guide design and installation, sidewalks are organized into three zones. Each zone serves a distinct role, from protecting pedestrians at the curb to supporting business activity at the frontage. Together, these zones create sidewalks that are safe, accessible, and adaptable to varying widths while reinforcing the identity of Downtown Saranac Lake.

Building Zone

This zone is a transition area between building facades and sidewalk, supporting private activity and streetscape vibrancy. It provides space for outdoor dining, signage, or retail displays without obstructing pedestrian flow.

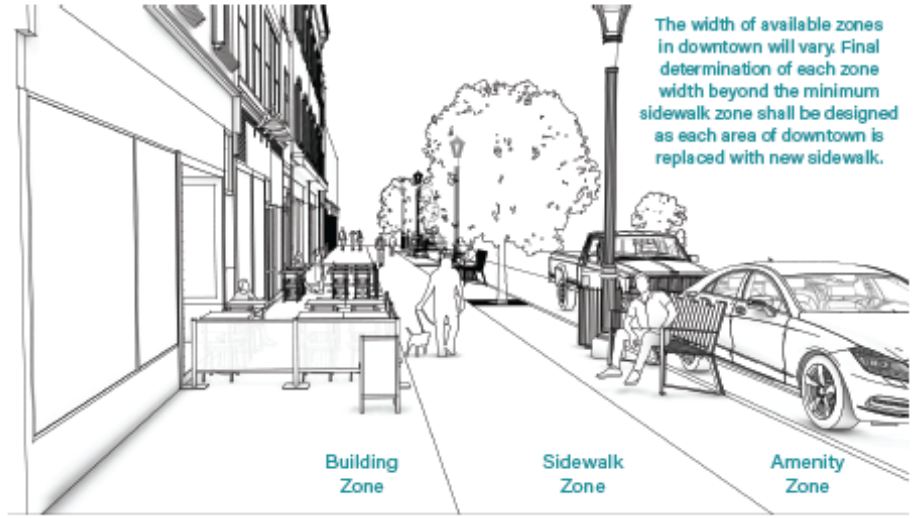
Sidewalk Zone

This zone is the unobstructed pedestrian travel way reserved for safe, accessible movement. It must remain clear of furniture, signage, or displays and be wide enough to meet ADA standards.

Amenity Zone

This zone provides a buffer between traffic and the walking area while hosting public infrastructure and amenities. It accommodates trees, plantings, furniture, and utilities while enhancing comfort and character.

Within the amenity zone, is the curb zone (adjacent to the roadway). This area defines the edge of the roadway, separating vehicles and pedestrians. It consists of a granite curb, typically 6–8 inches wide, and may include detectable warning strips or curb extensions for pedestrian safety and drainage.



Streetscape zones.

Streetscape Zone Dimensional Standards

	Building Zone	Sidewalk Zone	Amenity Zone*	Curb
Priority	3	1	2	1
Width (Preferred)	As remaining ROW allows	6'	5'	6"
Width (Minimum)		5'	2'	6"
Notes	*A 12-inch buffer must be maintained next to the curb, free of any vertical obstructions. In extremely constrained applications, the placement of elements within this zone may allow for a portion of the zone to be used to accommodate the clear sidewalk dimension.			

Streetscape Zone Design Standards

	Building/Sidewalk Zone	Amenity Zone	Curb
Material	Concrete	Granite pavers	Granite
Strength	Portland cement concrete, min. 4,000 psi (28-day compressive strength); air-entrained, freeze-thaw durable	Sound, durable granite, thickness & base per engineer; pedestrian load rated	Sound, durable granite, sufficient density and compressive strength for vehicular impacts
Color	Medium gray natural granite; consistent tone; no artificial coloring	Medium gray natural granite; consistent tone; no artificial coloring	Standard gray (natural, unpigmented) unless otherwise approved for special purpose
Finish	Light broom finish, perpendicular to line of travel	Medium-textured finish (thermal/flamed); not smooth (slippery) or rough (inaccessible)	Medium-textured finish (thermal/flamed) on exposed face & top; sawn/split back & bottom allowed
Scoring/ Trowling Pattern	Scored grid: 2'×2' squares for 6' sidewalks; 2.5'×2.5' squares for 5' sidewalks with 2" trowling along score lines; decorative scoring is supplemental to structural joints	4"×8" pavers in running bond or herringbone pattern; joints ≤ ¼", ADA-compliant	Straight sections standard (≥4' long, longer preferred); curved sections cut to true radii
Joints	Structural control joints every 5' to 6' to match a multiple of the grid or at direction changes; expansion joints at fixed objects; decorative scoring does not replace joints	Tight, uniform joints ≤¼"; filled with durable ADA-compliant material	Joints ≤ ½", tight & even; filled with durable, flexible joint material
Installation	Per NYSDOT Section 500; Village Engineer approval required	Set on an approved base and bedding layer; stable, well-drained foundation or a concrete subbase	Set true to line & grade; bedded on compacted gravel or concrete foundation; aligned smooth & continuous
Accessibility	Slip-resistant surface; joints and scoring do not impair ADA compliance	Medium finish + tight joints ensure firm, stable, slip-resistant surface	Adjust curb reveal at ramps/ crossings; integrate with ADA curb cuts & warning panels
Example			

Image sources - Above left: https://alphaconcretellc.com/galleries.php
Above center: Jerry Michael

Street Design – Things to Think About

Example #1



Example #2

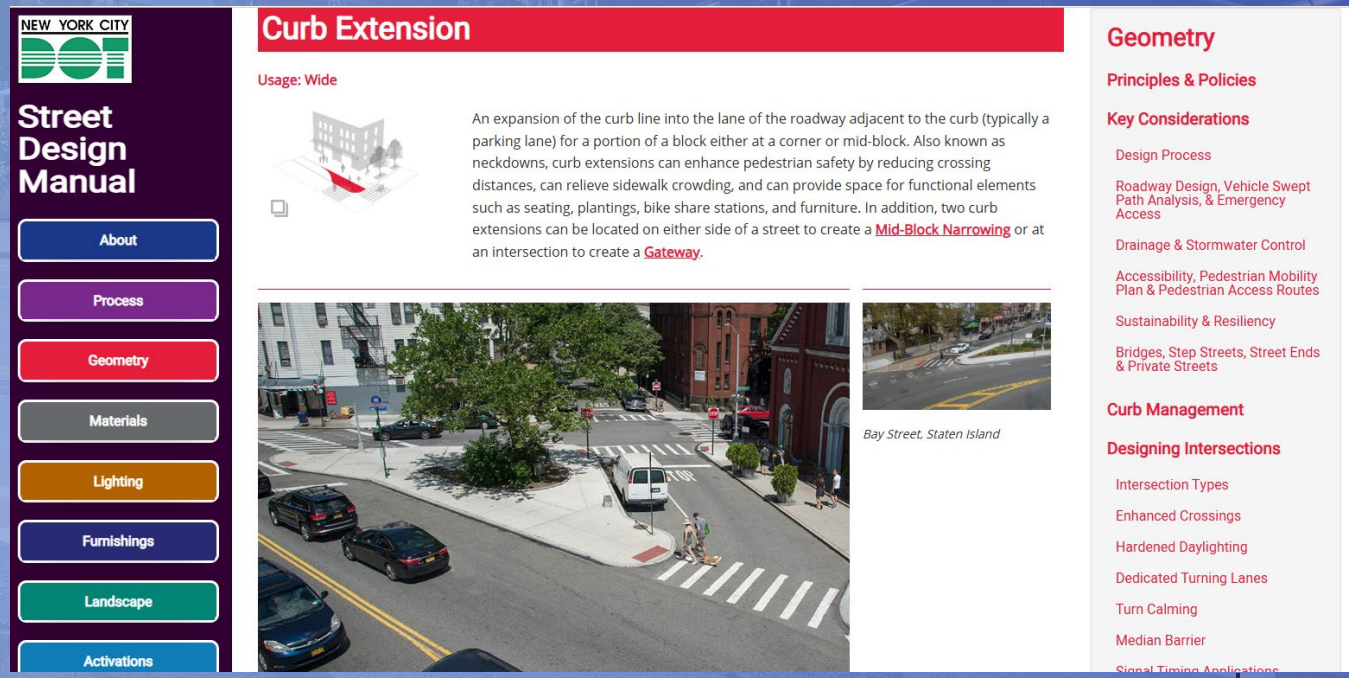


Street Design Guidelines

Typical Elements

- Curb Management
- Intersections
- Shared Spaces
- Sidewalks
- Crosswalks
- Micromobility
- Buses
- Vehicles
- May also address Streetscape Elements Materials, Lighting, Furnishings, Landscaping, Activating Public Spaces

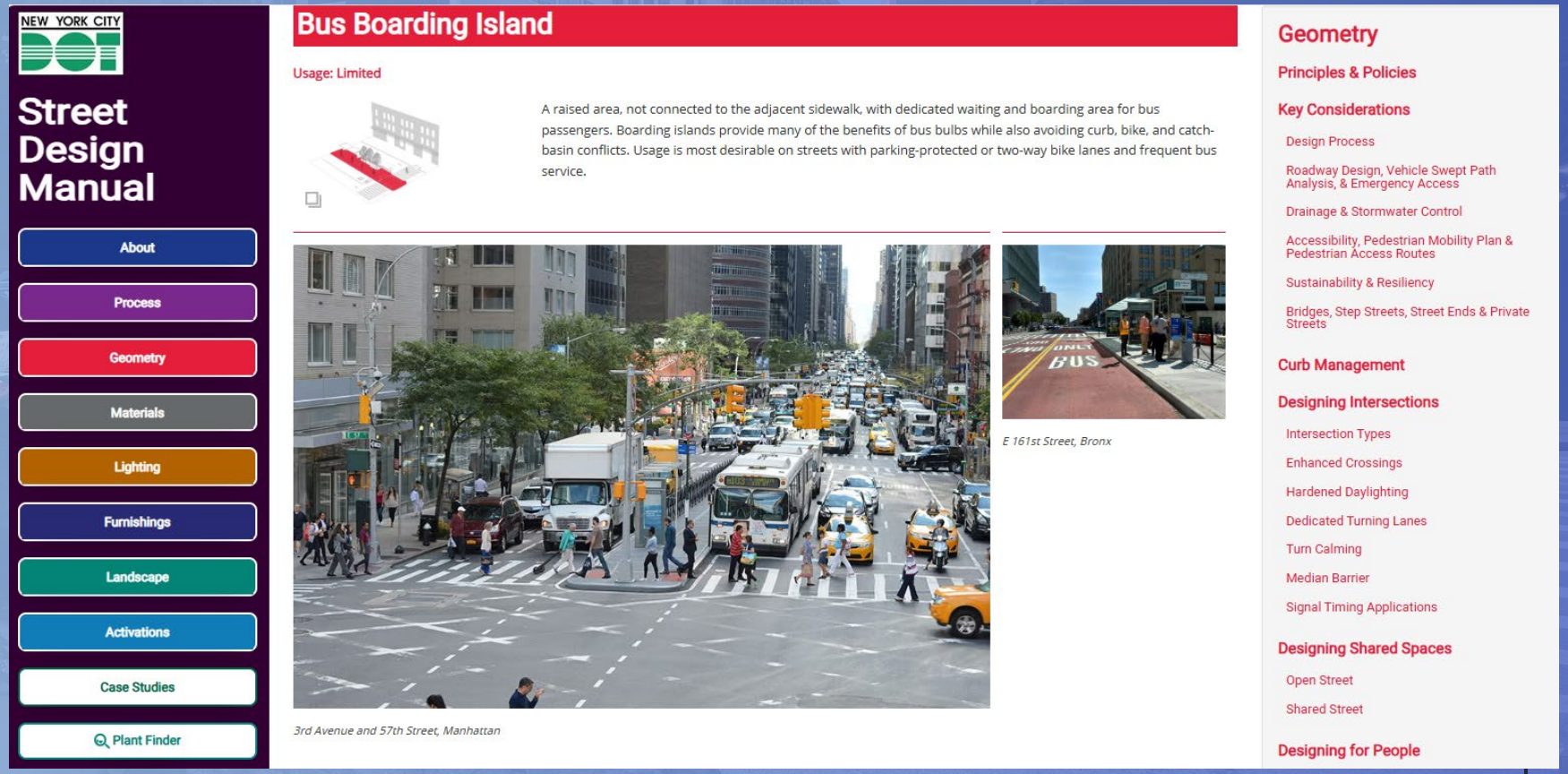
Example: NYC Street Design Manual



Curb Extension | NYC Street Design Manual

Street Design Guidelines

Example



Bus Boarding Island | NYC Street Design Manual

Street Design Guidelines

Example

Recommended



REDESIGN

Lanes greater than 11 feet should not be used as they may cause unintended speeding and assume valuable right-of -way at the expense of other modes.

Restrictive policies that favor the use of wider travel lanes have no place in constrained urban settings, where every foot counts. Research has shown that narrower lane widths can effectively manage speeds without decreasing safety and that wider lanes do not correlate to safer streets.[3] Moreover, wider travel lanes also increase exposure and crossing distance for pedestrians at inter-sections and midblock crossings.[4]

Lane Width - NACTO

Complete Streets Design – Things to Think About

Example #1



Example #2

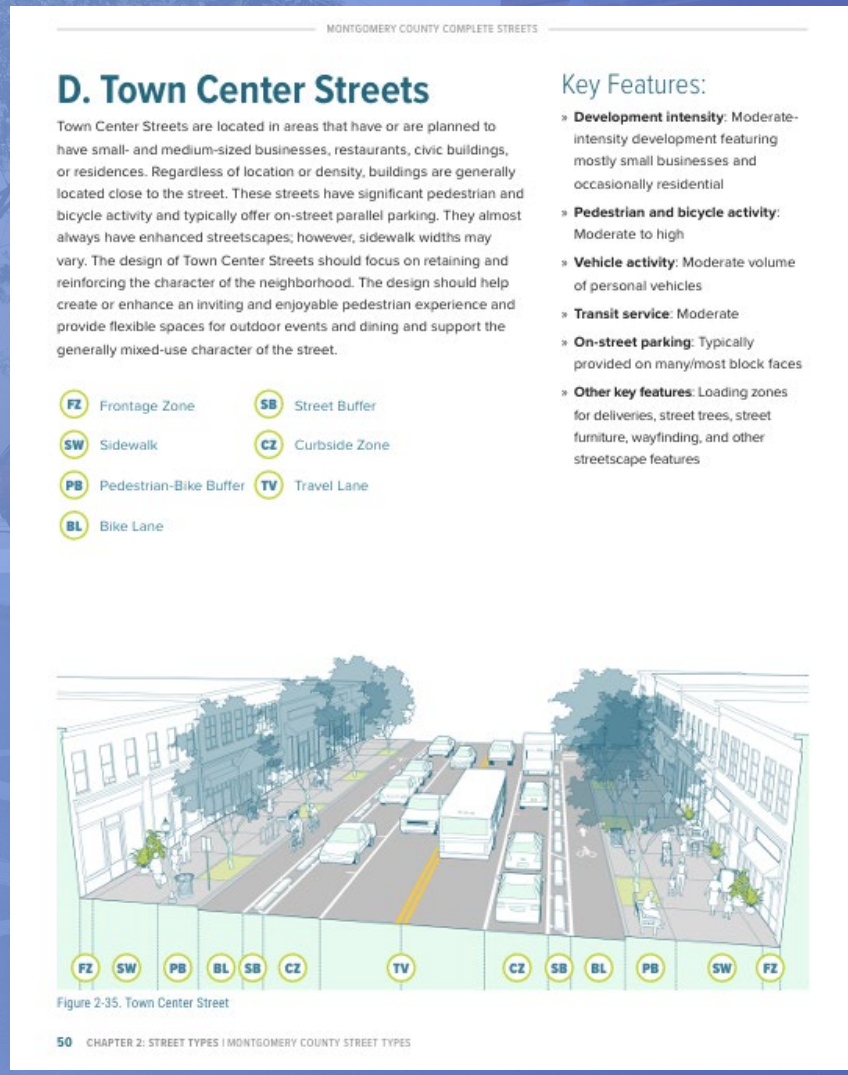


Complete Streets Design Guidelines

Typical Elements

- Street Types – Downtown, Connector, Neighborhood streets
- Street Zones
- Bike Infrastructure
- Bike and Scooter parking
- May address green infrastructure, speed management, process, and implementation

Example



MONTGOMERY COUNTY COMPLETE STREETS

D. Town Center Streets

Town Center Streets are located in areas that have or are planned to have small- and medium-sized businesses, restaurants, civic buildings, or residences. Regardless of location or density, buildings are generally located close to the street. These streets have significant pedestrian and bicycle activity and typically offer on-street parallel parking. They almost always have enhanced streetscapes; however, sidewalk widths may vary. The design of Town Center Streets should focus on retaining and reinforcing the character of the neighborhood. The design should help create or enhance an inviting and enjoyable pedestrian experience and provide flexible spaces for outdoor events and dining and support the generally mixed-use character of the street.

Key Features:

- **Development intensity**: Moderate-intensity development featuring mostly small businesses and occasionally residential
- **Pedestrian and bicycle activity**: Moderate to high
- **Vehicle activity**: Moderate volume of personal vehicles
- **Transit service**: Moderate
- **On-street parking**: Typically provided on many/most block faces
- **Other key features**: Loading zones for deliveries, street trees, street furniture, wayfinding, and other streetscape features

FZ Frontage Zone
SW Sidewalk
PB Pedestrian-Bike Buffer
BL Bike Lane
SB Street Buffer
CZ Curbside Zone
TV Travel Lane

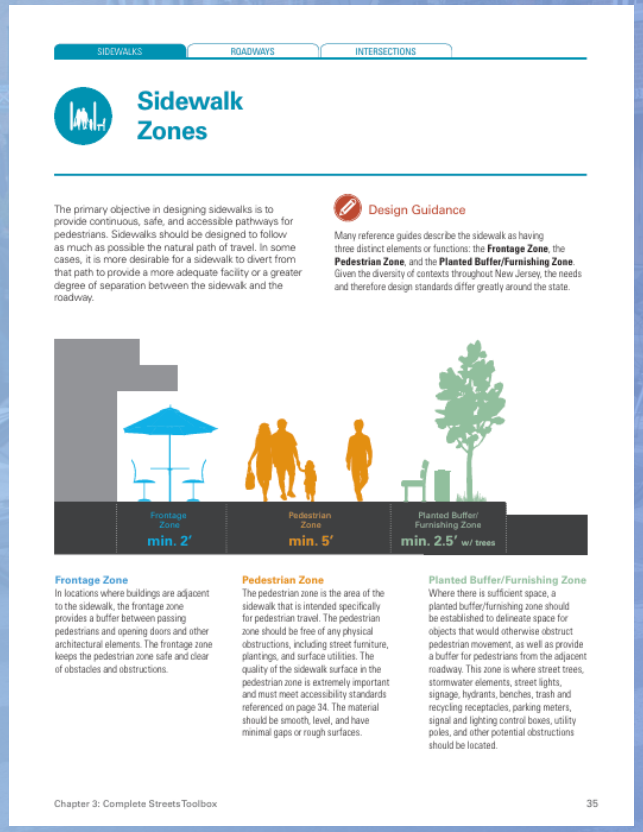
Figure 2-35. Town Center Street

50 CHAPTER 2: STREET TYPES | MONTGOMERY COUNTY STREET TYPES

Montgomery County Complete Streets Design Guide Version 1.2

Complete Streets Design Guidelines

Examples



SIDEWALKS | ROADWAYS | INTERSECTIONS

Sidewalk Zones

The primary objective in designing sidewalks is to provide continuous, safe, and accessible pathways for pedestrians. Sidewalks should be designed to follow as much as possible the natural path of travel. In some cases, it is more desirable for a sidewalk to divert from that path to provide a more adequate facility or a greater degree of separation between the sidewalk and the roadway.

Design Guidance

Many reference guides describe the sidewalk as having three distinct elements or functions: the **Frontage Zone**, the **Pedestrian Zone**, and the **Planted Buffer/Furnishing Zone**. Given the diversity of contexts throughout New Jersey, the needs and therefore design standards differ greatly around the state.

Frontage Zone
In locations where buildings are adjacent to the sidewalk, the frontage zone provides a buffer between passing pedestrians and opening doors and other architectural elements. The frontage zone keeps the pedestrian zone safe and clear of obstacles and obstructions.

Pedestrian Zone
The pedestrian zone is the area of the sidewalk that is intended specifically for pedestrian travel. The pedestrian zone should be free of any physical obstructions, including street furniture, plantings, and surface utilities. The quality of the sidewalk surface in the pedestrian zone is extremely important and must meet accessibility standards referenced on page 34. The material should be smooth, level, and have minimal gaps or rough surfaces.

Planted Buffer/Furnishing Zone
Where there is sufficient space, a planted buffer/furnishing zone should be established to delineate space for objects that would otherwise obstruct pedestrian movement, as well as provide a buffer for pedestrians from the adjacent roadway. This zone is where street trees, stormwater elements, street lights, signage, hydrants, benches, trash and recycling receptacles, parking meters, signal and lighting control boxes, utility poles, and other potential obstructions should be located.

New Jersey Complete Streets Design Guide

NJCS_DesignGuide.pdf



Recommendations

Reconstruction

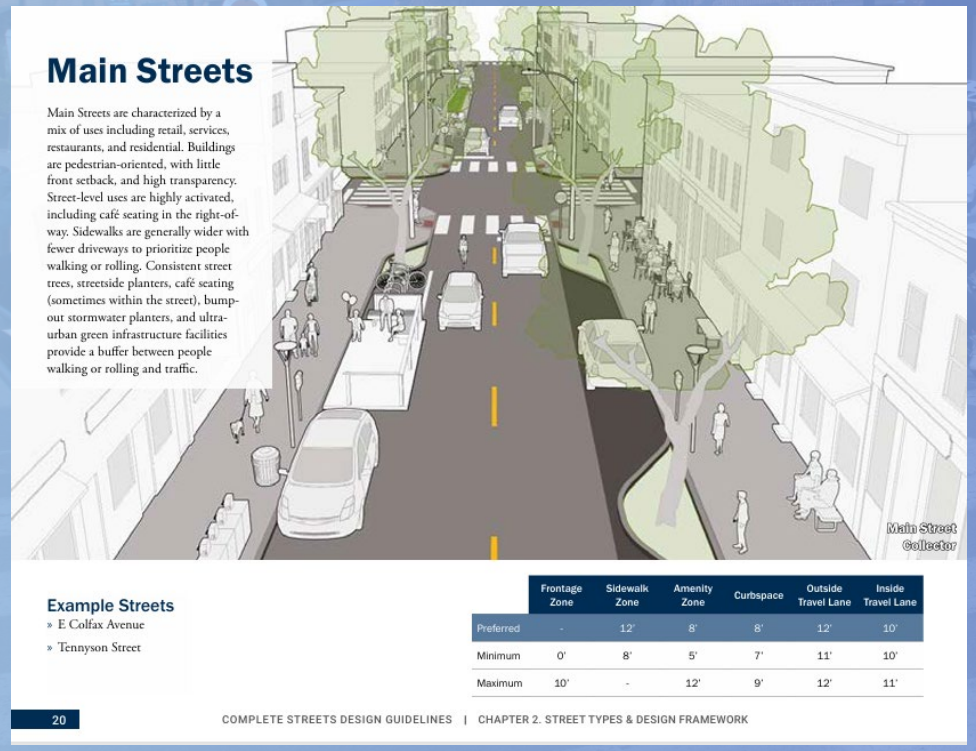
Evaluate intersection volumes to ensure that there are sufficient gaps in traffic for an unsignalized, marked crossing. Look at the overall traffic network to balance permeability while minimizing cut-through traffic. Do not restrict bicycle or pedestrian crossings of major roads, even if warrants are not met.

3. Use raised crossings and curb extensions to limit turning speeds from the major to the minor street. Raised crossings increase visibility and the potential for a vehicle to yield to a crossing pedestrian. When crossing a minor street, a raised cycle track can be carried through an intersection and be combined with a raised crosswalk to clarify and accentuate priority.
4. Minimize turning speeds from the major to the minor street. Design so that drivers on the major street yield to people in the crosswalk and cycle track. Ensure that drivers on the minor street can turn onto or cross the major street without excessive delay (either caused by signals or traffic). Bollards at legal turns keep turning drivers off the crosswalk and reduce crashes with pedestrians.

Urban Street Design GuideNACTO

Complete Streets Design Guidelines

Examples



Main Streets

Main Streets are characterized by a mix of uses including retail, services, restaurants, and residential. Buildings are pedestrian-oriented, with little front setback, and high transparency. Street-level uses are highly activated, including café seating in the right-of-way. Sidewalks are generally wider with fewer driveways to prioritize people walking or rolling. Consistent street trees, streetside planters, café seating (sometimes within the street), bump-out stormwater planters, and ultra-urban green infrastructure facilities provide a buffer between people walking or rolling and traffic.

Main Street Collector

Example Streets

» E Colfax Avenue

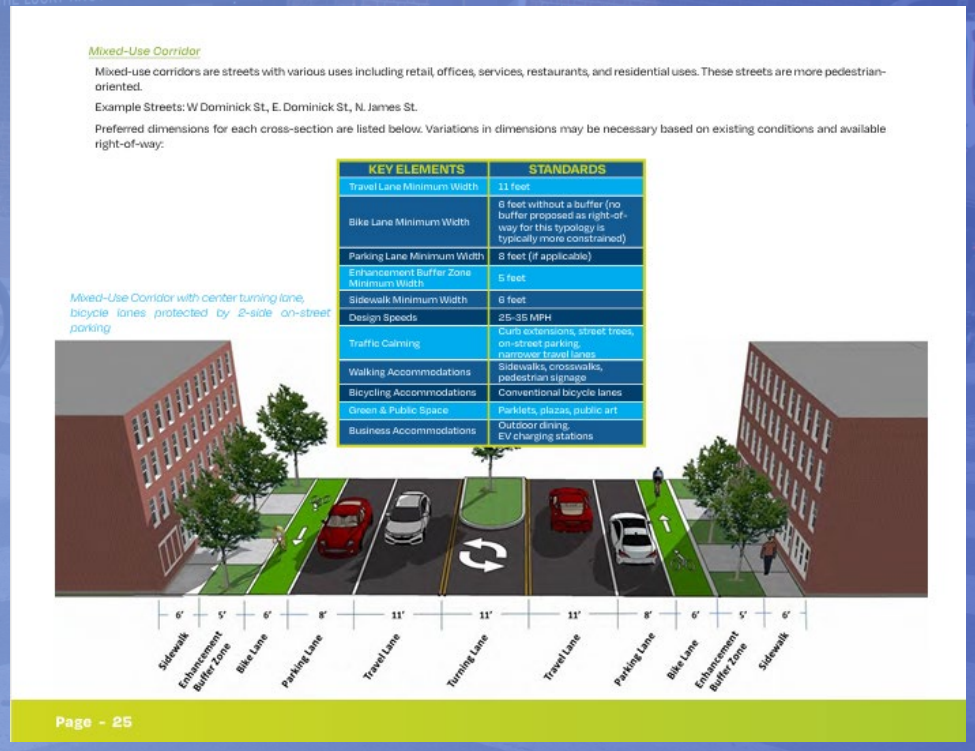
» Tennyson Street

	Frontage Zone	Sidewalk Zone	Amenity Zone	Curbspace	Outside Travel Lane	Inside Travel Lane
Preferred	-	12'	8'	8'	12'	10'
Minimum	0'	8'	5'	7'	11'	10'
Maximum	10'	-	12'	9'	12'	11'

20 COMPLETE STREETS DESIGN GUIDELINES | CHAPTER 2. STREET TYPES & DESIGN FRAMEWORK

City of Denver, CO Complete Streets Design Guidelines

Denver Complete Streets Design Guiadelianes 2020



Mixed-Use Corridor

Mixed-use corridors are streets with various uses including retail, offices, services, restaurants, and residential uses. These streets are more pedestrian-oriented.

Example Streets: W Dominick St., E. Dominick St., N. James St.

Preferred dimensions for each cross-section are listed below. Variations in dimensions may be necessary based on existing conditions and available right-of-way:

KEY ELEMENTS	STANDARDS
Travel Lane Minimum Width	11 feet
Bike Lane Minimum Width	6 feet without a buffer (no buffer proposed as right-of-way for this typology is typically more constrained)
Parking Lane Minimum Width	8 feet (if applicable)
Enhancement Buffer Zone Minimum Width	5 feet
Sidewalk Minimum Width	6 feet
Design Speeds	25-35 MPH
Traffic Calming	Curb extensions, street trees, on-street parking, narrower travel lanes
Walking Accommodations	Sidewalks, crosswalks, pedestrian signage
Bicycling Accommodations	Conventional bicycle lanes
Green & Public Space	Parklets, plazas, public art
Business Accommodations	Outdoor dining, EV charging stations

Mixed-Use Corridor with center turning lane, bicycle lanes protected by 2-side on-street parking

6' Sidewalk | 5' Enhancement Buffer Zone | 6' Bike Lane | 8' Parking Lane | 11' Travel Lane | 11' Turning Lane | 11' Travel Lane | 8' Parking Lane | 6' Bike Lane | 5' Enhancement Buffer Zone | 6' Sidewalk

Page - 25

City of Rome, NY Main Street Plan

MuncipalPlan_Rome.pdf

Building Design – Things to Think About

Example #1



Example #2

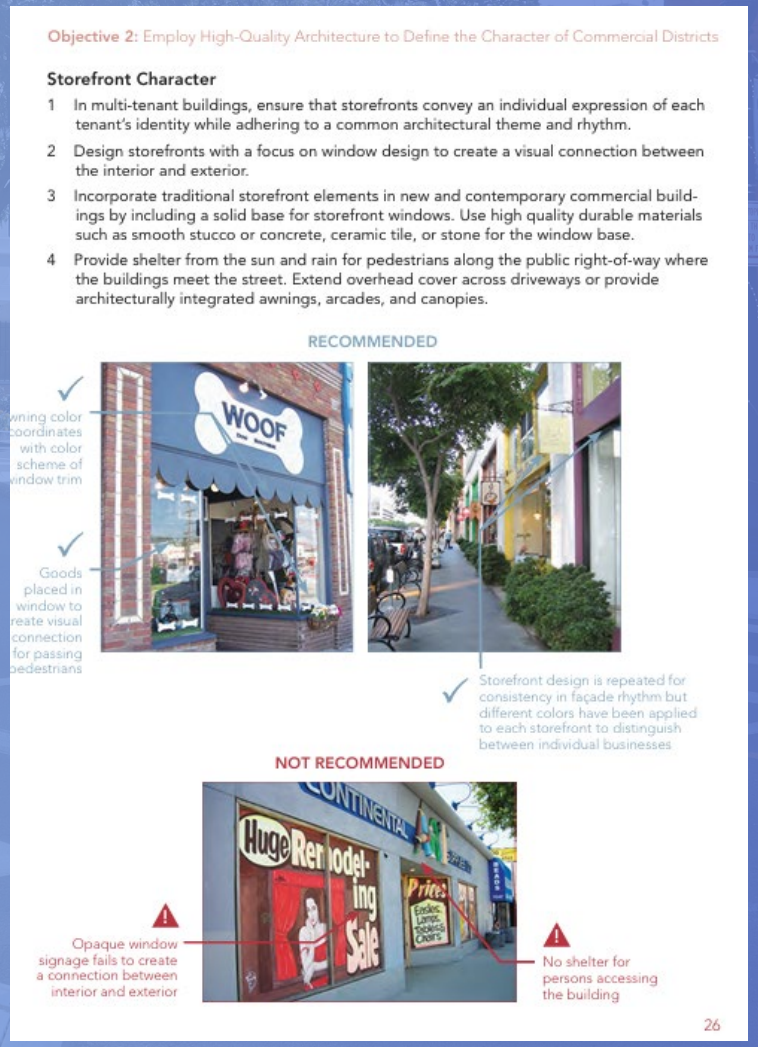


Building Design

Typical Elements

- Building Facades
- Building Orientation
- Building Placement
- Windows
- Doors/Entrances
- Building types like storefronts

Example



Objective 2: Employ High-Quality Architecture to Define the Character of Commercial Districts

Storefront Character

1 In multi-tenant buildings, ensure that storefronts convey an individual expression of each tenant's identity while adhering to a common architectural theme and rhythm.

2 Design storefronts with a focus on window design to create a visual connection between the interior and exterior.

3 Incorporate traditional storefront elements in new and contemporary commercial buildings by including a solid base for storefront windows. Use high quality durable materials such as smooth stucco or concrete, ceramic tile, or stone for the window base.

4 Provide shelter from the sun and rain for pedestrians along the public right-of-way where the buildings meet the street. Extend overhead cover across driveways or provide architecturally integrated awnings, arcades, and canopies.

26

City of Los Angeles, CA Commercial Citywide Design Guidelines

CommercialCitywideDesignGuidelines.pdf

Building Design Guidelines

Example

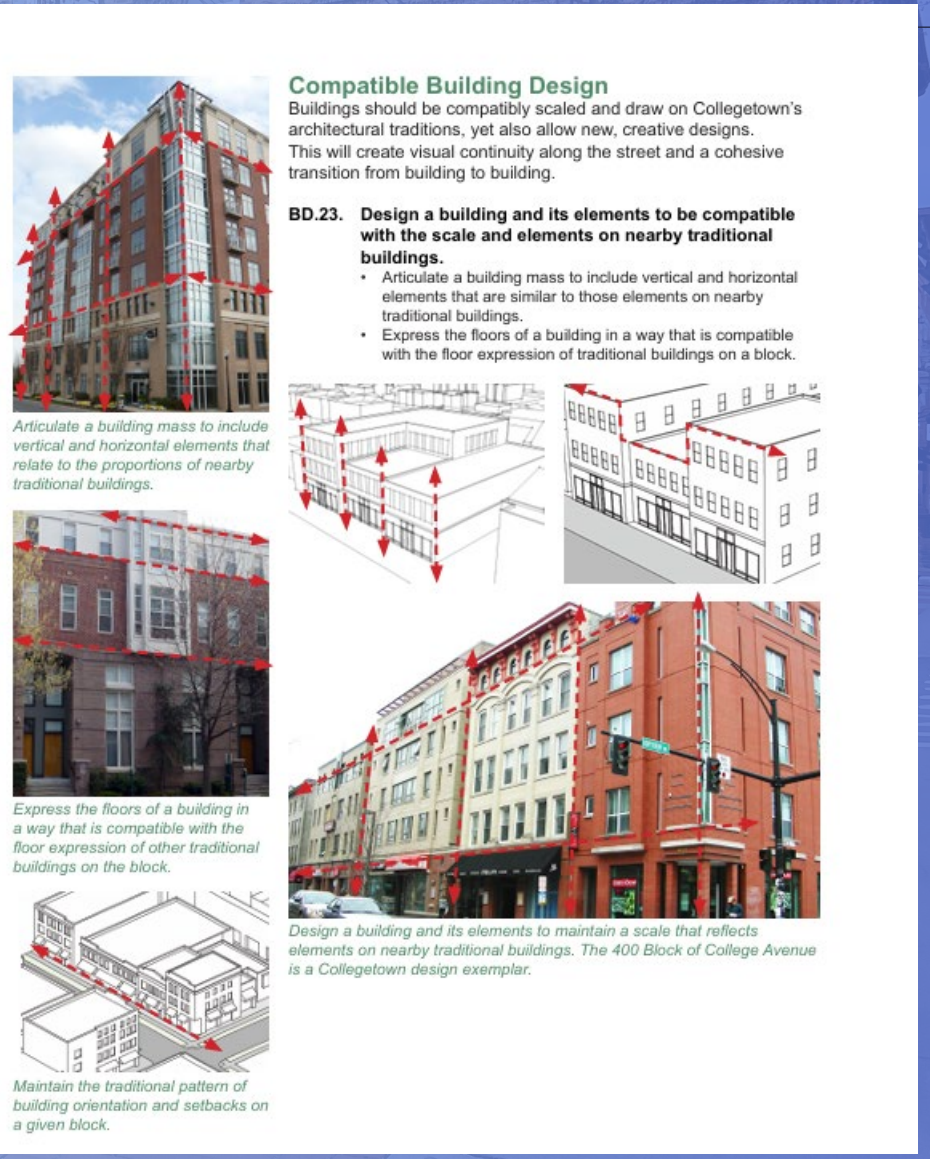
		Collegetown Core		Residential Transition	Neighbor-hood Periphery
		MU-2	MU-1		
Stoops/Porches	Stone, Natural or Cast	A	A	A	A
	Brick	A	A	A	A
	Concrete	A	A	A	A
	Powder-Coated Steel or Aluminum	A	A	A	-
	Painted Metal	-	A	A	-
	Wood	-	-	*	-
	Cementitious Shingle	-	-	A	A
	Wood Composite (Trex)	-	-	A	A
	Cellular PVC Trim Board (AZEK)	-	-	A	A
	True Stucco	-	-	A	A
	Wood Shingle	-	-	A	A
				*Supporting the porch or stoop roof only	
Fencing	Wood	A	A	A	A
	Iron	A	A	A	A
	Steel	A	A	A	A
	Powder-Coated Aluminum	A	A	A	A
Retaining Walls	Natural Stone	A	A	A	A
	Split-Face CMU	A	A	A	A
	Textured/Scored Concrete	A	A	A	A

Cladding	Wood Clapboard	Wood Shingle	Cementitous Clapboard	Cementitous Shingle	Brick
					
	Stone	Cementitious Panel	Synthetic Stucco	True Stucco	Pre-Finished Metal Panel
					
	Glass Curtain Wall	Architectural Metal			
					
Trim	Wood	Cementitious Trim Board	Cellular PVC Trim Board (AZEK)	Stone	Brick
					
	Pre-Finished Metal Panel				
					

[Collegetown Design Guidelines Adopted Mar 2018]

Building Design Guidelines

Example



Compatible Building Design

Buildings should be compatibly scaled and draw on Collegetown's architectural traditions, yet also allow new, creative designs. This will create visual continuity along the street and a cohesive transition from building to building.

BD.23. Design a building and its elements to be compatible with the scale and elements on nearby traditional buildings.

- Articulate a building mass to include vertical and horizontal elements that are similar to those elements on nearby traditional buildings.
- Express the floors of a building in a way that is compatible with the floor expression of traditional buildings on a block.

Articulate a building mass to include vertical and horizontal elements that relate to the proportions of nearby traditional buildings.

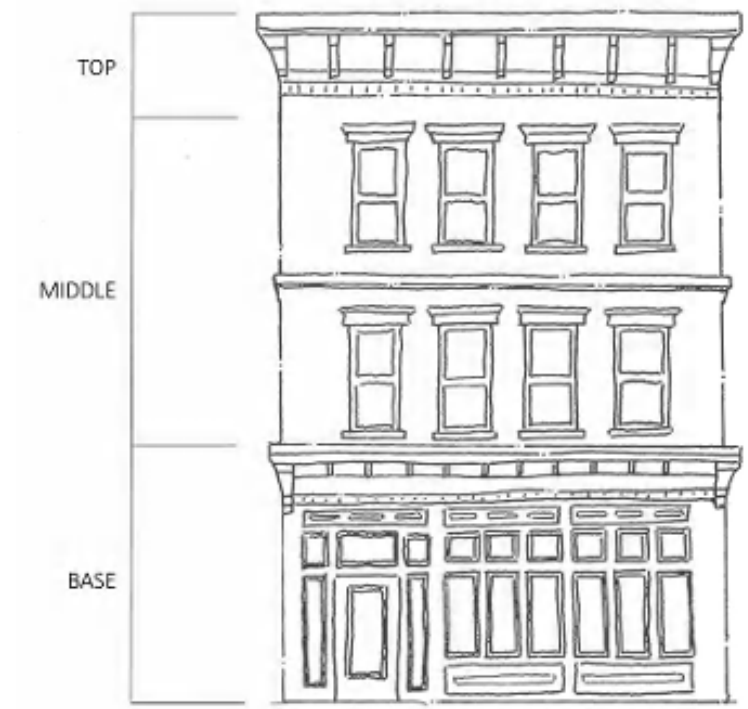
Express the floors of a building in a way that is compatible with the floor expression of other traditional buildings on the block.

Maintain the traditional pattern of building orientation and setbacks on a given block.

Design a building and its elements to maintain a scale that reflects elements on nearby traditional buildings. The 400 Block of College Avenue is a Collegetown design exemplar.

Collegetown Design Guidelines Adopted Mar 2018

Building Design Guidelines





Murals, signage, and lighting can dress up blank walls.



Windows should not be boarded or painted except for temporarily securing a property or in an emergency situation.



Windows should be clear glass allowing views into retail shops and restaurants with a window sill less than 2 feet in height.

Walls & Windows

Walls

Walls with architectural details provide visual interest.

1. **Blank Walls.** Blank walls shall not be permitted along any exterior wall facing a street, pedestrian area, or parking area. Walls or portions of walls without windows must have architectural treatments or design treatments that are similar to the front façade in materials, colors, and details.
2. **Service Entrances.** Loading docks, overhead doors, and other service entrances are prohibited facing a street.

Windows

Open, inviting windows encourage walking and shopping.

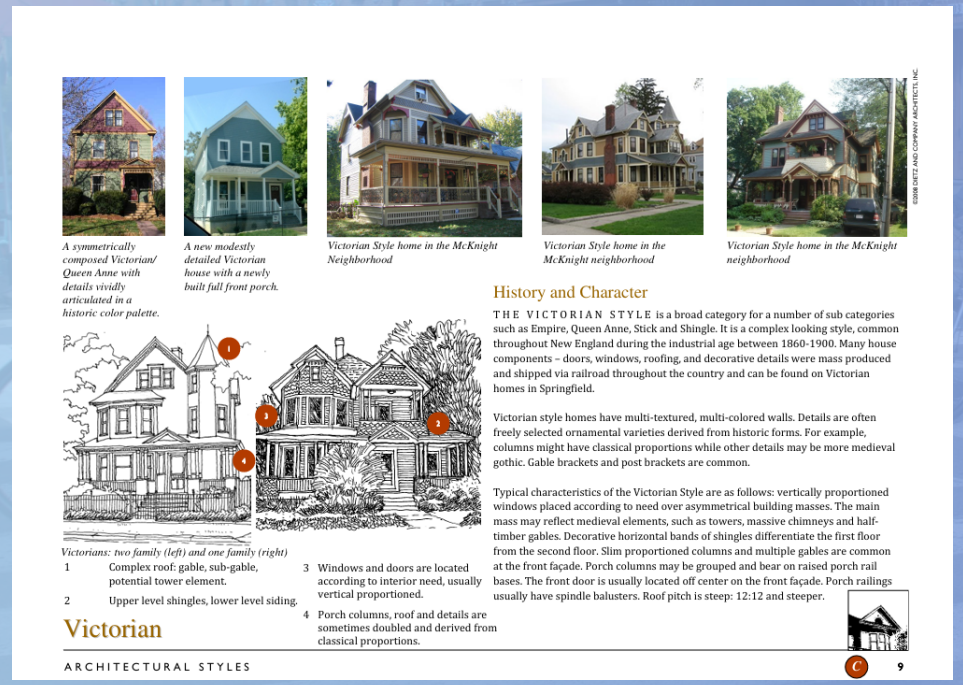
1. **Window Transparency.** Clear glass windows are required on the ground floor and recommended on upper floors. Upper floors and first floors with residential units may provide shades and blinds inside the building. Smoked, reflective, or black glass is prohibited on the ground floor.
   a. Window transparency requirements are found in the Form-Based Codes for the applicable Transect Zone.
2. **Window Sill Height.** Ground floor windows shall have a maximum of 12 to 20 inches above the sidewalk. The window sill height shall be measured from the base of the building beneath the window sill to the window glass.
3. **Replacement Windows.** Replacement windows should match the original style and size of original windows to match the architectural style of the building.

Town & Village of Stillwater Route 4 Corridor Design Guidelines

Final-Design-Guidelines-March-2017.pdf

Building Design Guidelines

Examples



A symmetrically composed Victorian/ Queen Anne with details vividly articulated in a historic color palette.

A new modestly detailed Victorian house with a newly built full front porch.

Victorian Style home in the McKnight Neighborhood

Victorian Style home in the McKnight neighborhood

Victorian Style home in the McKnight neighborhood

©2008 DIETZ AND COMPANY ARCHITECTS, INC.

Victorians: two family (left) and one family (right)

1 Complex roof: gable, sub-gable, potential tower element.

2 Upper level shingles, lower level siding.

3 Windows and doors are located according to interior need, usually vertical proportioned.

4 Porch columns, roof and details are sometimes doubled and derived from classical proportions.

History and Character

THE VICTORIAN STYLE is a broad category for a number of sub categories such as Empire, Queen Anne, Stick and Shingle. It is a complex looking style, common throughout New England during the industrial age between 1860-1900. Many house components – doors, windows, roofing, and decorative details were mass produced and shipped via railroad throughout the country and can be found on Victorian homes in Springfield.

Victorian style homes have multi-textured, multi-colored walls. Details are often freely selected ornamental varieties derived from historic forms. For example, columns might have classical proportions while other details may be more medieval gothic. Gable brackets and post brackets are common.

Typical characteristics of the Victorian Style are as follows: vertically proportioned windows placed according to need over asymmetrical building masses. The main mass may reflect medieval elements, such as towers, massive chimneys and half-timber gables. Decorative horizontal bands of shingles differentiate the first floor from the second floor. Slim proportioned columns and multiple gables are common at the front façade. Porch columns may be grouped and bear on raised porch rail bases. The front door is usually located off center on the front façade. Porch railings usually have spindle balusters. Roof pitch is steep: 12:12 and steeper.

Victorian

City of Springfield, MA Design Guidelines for the Residential Architecture of Springfield

Springfield_Design_Guide



Dunlap - before (L) and after (R)



Manning - before (L) and after (R)



Oskaloosa - before (L) and after (R)

Washington, IA

Downtown Design Guide

Historic Building Design – Things to Think About

Example #1



Example #2

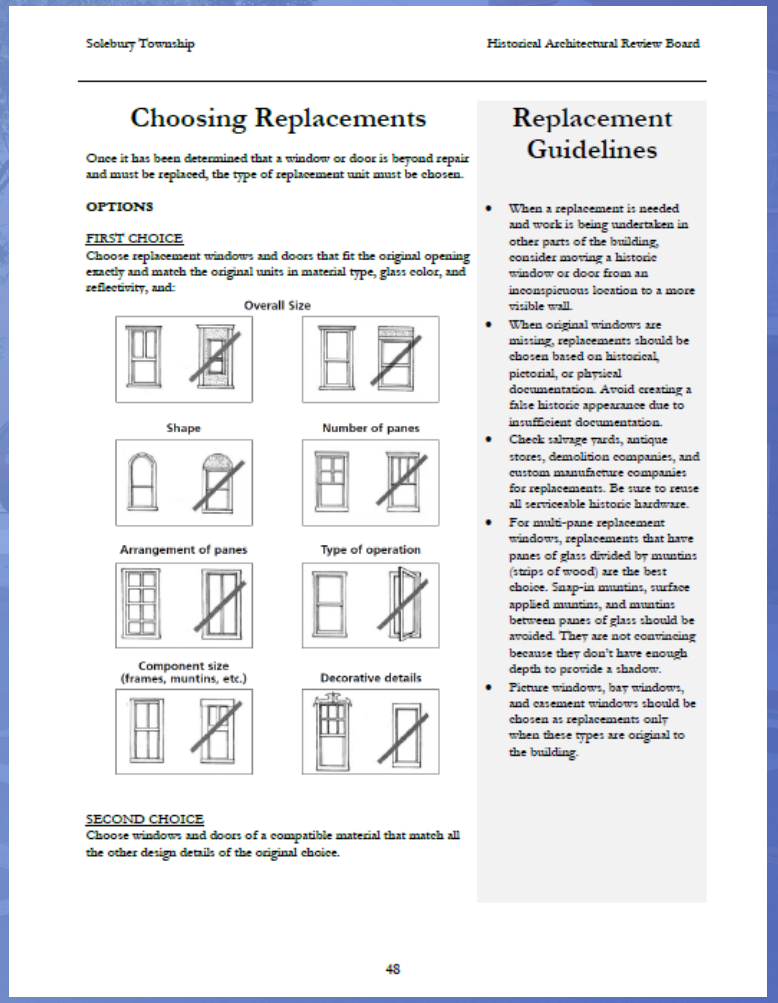


Historic Preservation Design Guidelines

Typical Elements

- Design Review Process
- Roof Types
- Walls
- Windows and Doors
- Porches
- Additions
- Demolitions

Example:



Solebury Township

Historical Architectural Review Board

Choosing Replacements

Once it has been determined that a window or door is beyond repair and must be replaced, the type of replacement unit must be chosen.

OPTIONS

FIRST CHOICE

Choose replacement windows and doors that fit the original opening exactly and match the original units in material type, glass color, and reflectivity, and:

Overall Size

Shape

Number of panes

Arrangement of panes

Type of operation

Component size (frames, muntins, etc.)

Decorative details

SECOND CHOICE

Choose windows and doors of a compatible material that match all the other design details of the original choice.

Replacement Guidelines

- When a replacement is needed and work is being undertaken in other parts of the building, consider moving a historic window or door from an inconspicuous location to a more visible wall.
- When original windows are missing, replacements should be chosen based on historical, pictorial, or physical documentation. Avoid creating a false historic appearance due to insufficient documentation.
- Check salvage yards, antique stores, demolition companies, and custom manufacture companies for replacements. Be sure to reuse all serviceable historic hardware.
- For multi-pane replacement windows, replacements that have panes of glass divided by muntins (strips of wood) are the best choice. Snap-in muntins, surface applied muntins, and muntins between panes of glass should be avoided. They are not convincing because they don't have enough depth to provide a shadow.
- Picture windows, bay windows, and casement windows should be chosen as replacements only when these types are original to the building.

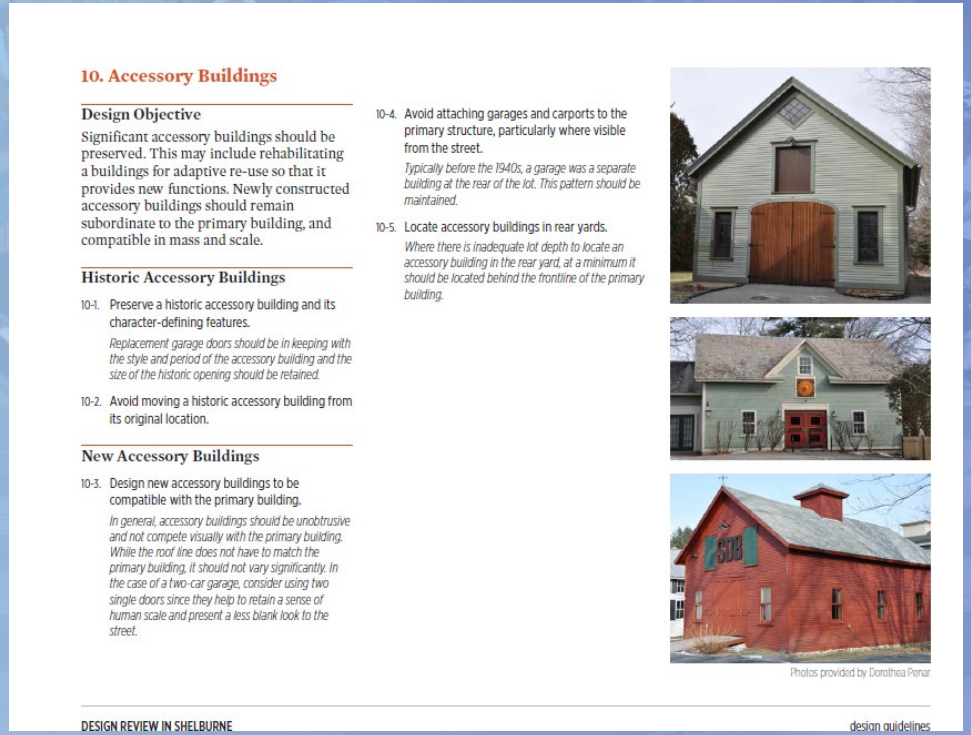
48

Solebury Township, PA Historic Districts Design Guidelines

harb-guidelines.pdf

Historic Preservation Design Guidelines

Examples



10. Accessory Buildings

Design Objective

Significant accessory buildings should be preserved. This may include rehabilitating a buildings for adaptive re-use so that it provides new functions. Newly constructed accessory buildings should remain subordinate to the primary building, and compatible in mass and scale.

Historic Accessory Buildings

10-1. Preserve a historic accessory building and its character-defining features.

Replacement garage doors should be in keeping with the style and period of the accessory building and the size of the historic opening should be retained.

10-2. Avoid moving a historic accessory building from its original location.

New Accessory Buildings

10-3. Design new accessory buildings to be compatible with the primary building.

In general, accessory buildings should be unobtrusive and not compete visually with the primary building. While the roof line does not have to match the primary building, it should not vary significantly. In the case of a two-car garage, consider using two single doors since they help to retain a sense of human scale and present a less blank look to the street.

10-4. Avoid attaching garages and carports to the primary structure, particularly where visible from the street.

Typically before the 1940s, a garage was a separate building at the rear of the lot. This pattern should be maintained.

10-5. Locate accessory buildings in rear yards.

Where there is inadequate lot depth to locate an accessory building in the rear yard, at a minimum it should be located behind the frontline of the primary building.

Photos provided by Dorothea Penar

DESIGN REVIEW IN SHELBURNE design guidelines

Shelburne, Vermont Design Review guidelines

Design Review in Shelburne



Historic Design Standards

Doors

Definition

The movable barrier composed of a frame and leaf within a doorway that allows access to a building.

"Same-for-same" or "in kind" means that wood doors of one species may be replaced with wood of a different species if the doors were traditionally painted in the style of the building. If doors were traditionally varnished in the building style, such as oak or chestnut doors in Bungalow style houses, chestnut doors may be replaced with oak or another hardwood with a similar appearance.

Pair with arched glazing and rectangular transom above.

Simple glazed storm doors with segmental arched transom above.

Sidelights with entrainment extended forward to create a small porch

Entrance doors and frames are often the single most decorative element of a historic house. The size and design of the door and door surround are an integral part of the style and significance of the house. They also form one of the most important aspects of the public view of the house. Doors are among a house's most heavily used parts and are subject to wear, damage, and inappropriate alterations.

Replacement doors and frames on contributing properties or on additions to contributing properties should replicate the original doors in both materials and design. Composite materials and contemporary designs are not appropriate on contributing properties or on new additions to contributing properties, except for rear doors not visible from any public way, which are not an historic or significant feature of the contributing building. Replacement doors in composite materials are appropriate on non-contributing properties and additions to non-contributing properties in a material and design available at the time of the construction of the building. Composite materials are appropriate for new buildings if the details are designed to resemble traditional wood construction or other appropriate historic door materials in shape, texture, and color. Contemporary door designs are not appropriate.

Cape May, New Jersey Historic Design Standards

Official Website for the City of Cape May NJ Historic Design Standards

Town of Rhinebeck

Typical Project Development & Review Steps

Step 1:
Identify the work you would like to do to your house or property.

Step 2:
Review the Town Code & Town of Rhinebeck Historical & Archaeological Handbook.

Step 3:
Draft all project paperwork for review by the Town Zoning Administrator. If advice is needed on how to proceed, please contact the Zoning Administrator.

Step 4:
Submit your project paperwork with a building permit to the Town Zoning Administrator.

Step 5:
The Town Zoning Administrator will review your application materials and advise on next steps.

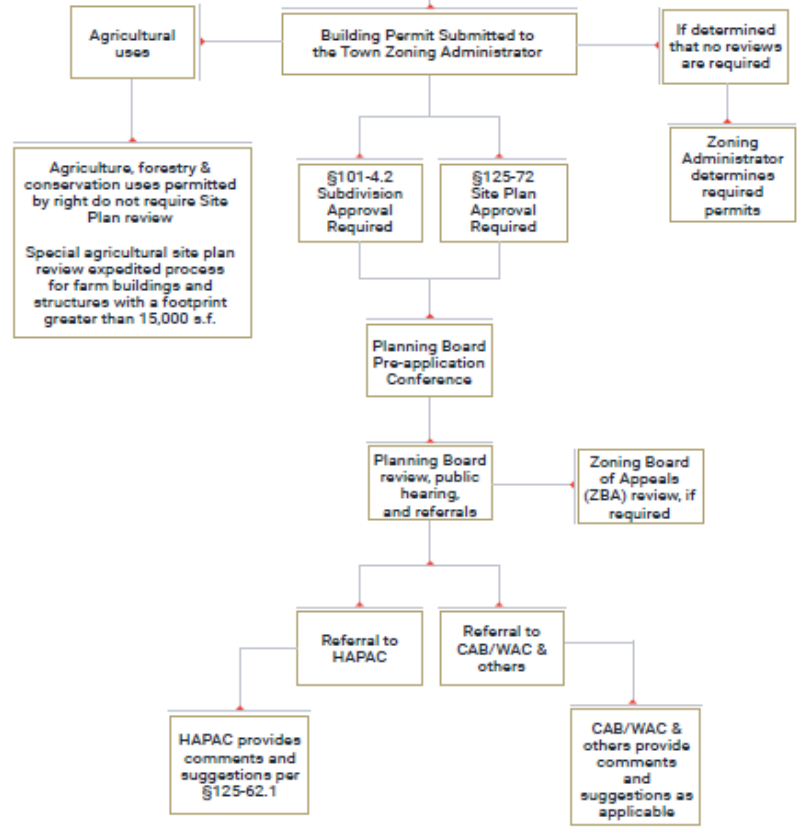
Step 6:
Obtain any necessary approvals from the Town Planning Board or Zoning Board of Appeals. Request the necessary permits for all proposed work.

Step 7:
Congratulations! You have the approvals and permits necessary to undertake the approved and permitted work. If any issues arise, please contact the Town Zoning Administrator for assistance.

Town of Rhinebeck Historical and Archaeological Handbook

Handbook February 2025

BUILDING PERMIT APPLICATION SUBMISSION PROCEDURE



All applications begin with an application to the Building Department for a building permit. That application is reviewed by the ZEO/ZA to determine if any action by the Planning Board and/or ZBA will be required for the building permit to be issued. All Special Use Permits require Site Plan Approval.

Town of Rhinebeck

Building Design Key Principles

The scale, proportion, mass, and rhythm should be in keeping with the surrounding neighborhood. New buildings should be deferential from historic buildings and respect character-defining features. The traditional pattern of the streetscape should be followed in commercial areas with buildings setbacks following the setbacks in the area. In residential structures, where an addition is added, the design should be in keeping with the existing historic residential building.

Building Massing

Massing is the three-dimensional shape of a building, (height, width, and depth).

- New buildings and additions should be of similar size and height to adjacent buildings.
- For larger new construction, breaking up a linear row of buildings provides variety and maintains the architectural rhythm along a street. The building frontage should generally not be more than 60 feet without variation which can be broken up by porches, recessed entrances, building extensions, towers, or other architectural treatments as appropriate.
- See Preservation Brief #17: Architectural Character - Identifying the Visual Aspects of Historic Buildings as An Aid to Preserving Their Character.



Compatible massing along a street.



Massing that is not compatible along a street.



Buildings of similar scale.

Recommended

Design buildings with a similar mass, scale, proportion, and rhythm to adjacent structures.

Not Recommended

Varying the scale, proportion, rhythm, and height of new buildings too much to be incompatible with the surrounding neighborhood.

Porches

Porches are a distinctive feature of historic houses. Their size and details are not always original to the building but they are historic and contribute to the larger story of the property. Porch features can include posts, brackets, a roof, and steps leading to a porch deck.

Porch Design

- Maintain the defining features, design, and scale of original and existing porches.
- Retain and preserve columns, railings, and balusters.
- Heavily deteriorated elements can be replaced in-kind.
- If replacing a lost historic porch, reference old photos of the building or similar style buildings in the area. Be careful to maintain historic proportions in terms of carpentry details i.e., a too thick porch column can negatively impact the overall appearance of a building.
- See Preservation Brief #45: Preserving Historic Wood Porches.



Porch with decorative details.



Porch with decorative details.

Recommended

Retain original scale and proportions of the porch.

Keep wood elements protected with paint.

Not Recommended

Removing or covering original elements or expanding the porch beyond what was originally intended.

Enclosing a porch.

Adding decorative elements where they did not exist before (i.e., columns and brackets).

Using vinyl and prefabricated wood railings.

Town of Rhinebeck

Agricultural Outbuildings

Agricultural outbuildings may include chicken coops, corn cribs, cattle sheds, dairy and horse barns, barnyards, corrals, carriage houses, greenhouses, windmills, and silos. The setting of agricultural outbuildings contribute to a property's historic character.

- Maintain and repair outbuildings to protect from damage.
- Retain and preserve decorative features such as arched window hoods, patterned slate roofs, elaborate cupolas, weathervanes, and ornamental metal ventilators.



Ankony Farm Cattle Shed. Image source: Tom Daley, Consortium of Rhinebeck History, https://www.rhinebeckhistory.org/Index.asp.



Rhinebeck Barn. Image source: Frank Asher, Consortium of Rhinebeck History, https://www.rhinebeckhistory.org/Index.asp.



Scholdorf Farm. Image source: Tom Daley, Consortium of Rhinebeck History, https://www.rhinebeckhistory.org/Index.asp.

Recommended

Maintain agricultural outbuildings and repair damaged or deteriorated features.

Preserve the historic setting.

Not Recommended

Removing decorative features.



Example of Hudson Valley ventilator cupolas. Image source: Adobe Stock.



Rhinebeck Barn. Image source: Robert Asher, Consortium of Rhinebeck History, https://www.rhinebeckhistory.org/Index.asp.

Recommended

Assess the characteristics of the barn.

Repair historic windows.

Repair and repaint historic siding.

Not Recommended

Changing the size of the door or window openings.

Adding new openings to the exterior.

Covering historic siding with artificial siding.



A Town of Rhinebeck barn.

Barn Details

According *About Barns* by Ann Gourlay Gabler and Mirko Gabler, barn characteristics are as follows:

- Dutch Barns (1640s -1840s) - Steeply pitched roof, low side walls, nearly square floor plan (40' x 45'), wagon doors in both gable ends, with massive crossbeams that span the wide center isle inside.
- English Barns (1780s -1850s) - Rectangular, one-story (30' x 40 or larger), three bays, wagon doors on the long sides of the barn leading to the center bay.
- Gambrel-Roof Barns (1850-present) - Double pitched roof, wagon doors on long sides of the barn, may include a basement, three- or multiple-bay floor plan.
- Basement/Bank Barns (1850s -1920s) - Two or three levels, ramps to the hayloft, basement (usually stone) with stanchions for cows.
- Round/Polygonal Barns (1850s -1880s) - Two or three levels, with ramps to upper levels, built round with 8, 10, 13, or other sides.
- Carriage Barns - Two-story buildings with stalls and a carriage room on the ground floor, haymow on upper floor, timber framed, balloon framed or a combination, small windows in the outer walls indicating number of stalls.
- See Preservation Brief #20 - The Preservation of Historic Barns for advice on repairs.



Hudson Valley barn siding. Image source: Adobe Stock.

Wrap-Up Discussion

- Implementation
  - Adoption
  - Budgeting and Grant Funding to implement improvements

Adoption

Appendix to Comprehensive Plan or Zoning Ordinance

Adopted by Resolution

- Shows commitment to funding agencies/organizations
- Additional weight in land development process.

Stand-alone Document

Adopted by Resolution

- Shows commitment to funding agencies/organizations

Funding

Municipal Budgeting

Setting aside funding every year in your municipal budget

- Can you set aside $50,000 per year for sidewalk improvements or $10,000 per year for streetscape furniture?
- Do you already have your public works staff install sidewalks or simple improvements? Install and maintain streetscape furniture?

Grants

State and Local programs

- New York Main Street Program
- New York Downtown Revitalization Initiative
- New York Forward
- Local Foundations

Federal Programs

- Transportation Alternatives Program (TAP)
- Safe Streets and Roads for All (SS4A)
- Community Development Block Grant (CDBG) for sidewalks

Others?

Resources

Complete Streets/Street Design

- National Association of City Transportation Officials (NACTO) Urban Street Design Guide
  - Urban Street Design Guide – NACTO
- Global Designing Cities Initiative
  - Guides & Publications – Global Designing Cities Initiative

Resources

Historic Preservation/Building Design

- National Alliance of Preservation Commissions Design Guidelines Resource
  - Design Guidelines
- National Park Service Preservation Briefs
  - Preservation Briefs Technical Preservation Services (U.S. National Park Service)

Discussion

- Would Design Guidelines work in your community?
- What elements would you include in your Design Guidelines?
- Other Questions?



THANK YOU!

Katherine Ember, AICP
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COMMUNITY PLANNING SPECIALISTS