CITY OF
Sylvania
THE CITY OF TREES

DESIGN GUIDELINES

APRIL 2016

CITY OF Sylvania
THE CITY OF TREES

ACKNOWLEDGEMENTS

Adopted by Sylvania City Council on _____, ordinace #_____.

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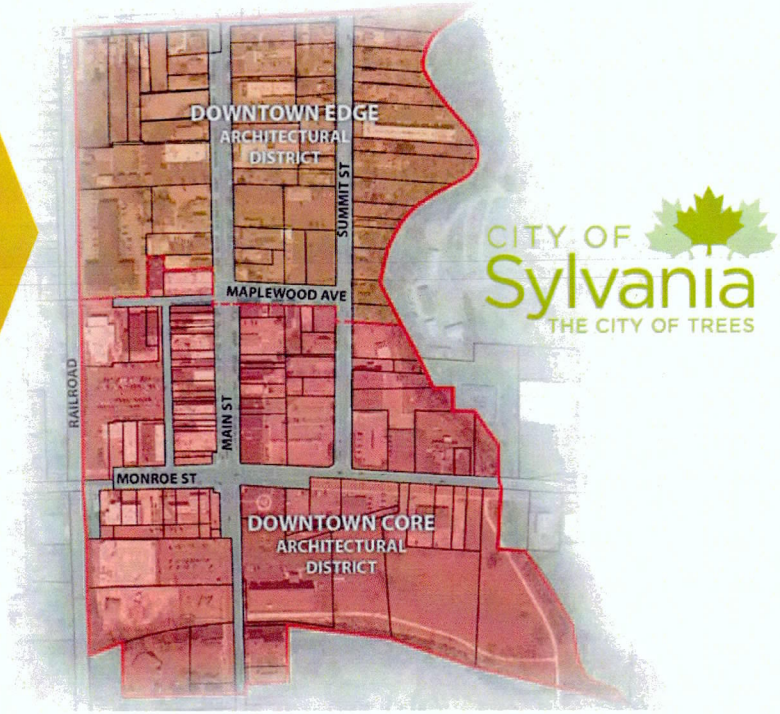
INTRODUCTION

A 20-YEAR TRADITION OF URBAN DESIGN EXCELLENCE

ORIGINAL DOWNTOWN/ CENTRAL BUSINESS DISTRICT DESIGN GUIDELINES PREPARED

UPDATED DESIGN GUIDELINES PREPARED



INTRODUCTION

The City of Sylvania has a strong tradition of maintaining high urban design standards. Twenty years ago, Downtown/Central Business District Design Guidelines were prepared to supplement Zoning Ordinance language that called for an architectural review process in certain areas of the City. These tools were put in place to make sure that new construction and building renovations were compatible with the desired architectural character of downtown Sylvania. This 20-year-old initiative has paid major dividends to the City in terms of both elevated expectations for new investment and from the completion of many strong development and redevelopment projects.

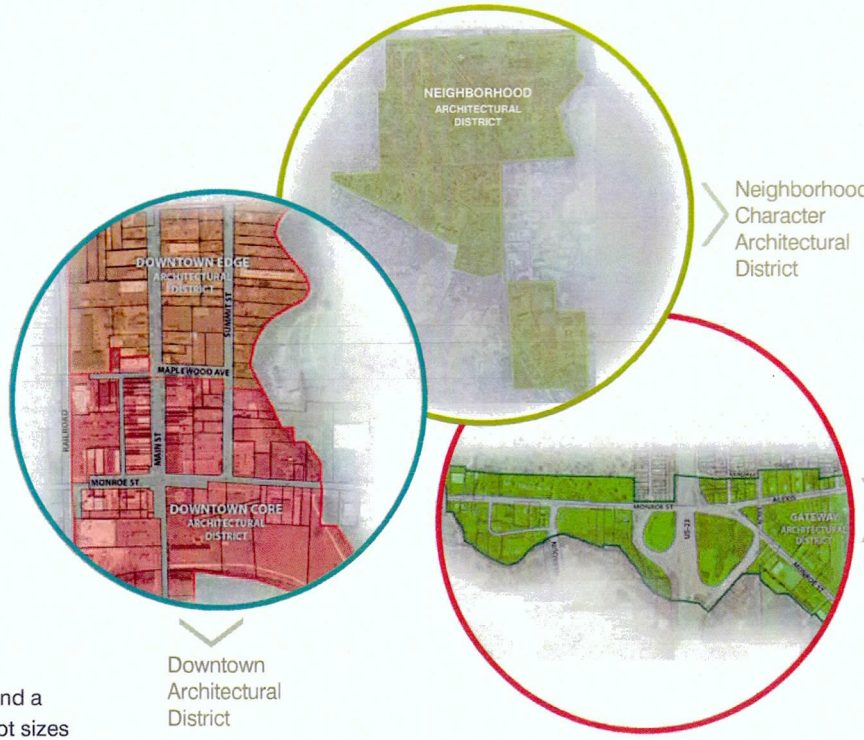
In 2015, the need to refresh and recalibrate the way in which Sylvania deals with design review standards and procedures became apparent.

Since 1995, the City has updated planning documents, has prepared various studies, and has undertaken other initiatives that deepen the understanding of desired urban form and building design. Further, considerable new private development and redevelopment has occurred in the area, along with public improvements to road rights of way and other civic spaces that reshape the Sylvania community. Therefore, in concert with ordinance amendments, these Design Guidelines were prepared, adopted and fully replace the 1995 Design Guidelines. These new Design Guidelines set a new standard for excellence for the built environment that will emerge in the years to come.

ORGANIZATIONAL FRAMEWORK

ORGANIZATIONAL FRAMEWORK

THERE ARE THREE DISTINCT ARCHITECTURAL DISTRICTS IN SYLVANIA.



Neighborhood Character Architectural District

Gateway Architectural District

Downtown Architectural District

A **Neighborhood Character Architectural District** is illustrated on the Official Zoning Map and it relates to written zoning text. This District applies to an older established residential area near downtown with many older homes that were built before, or not long after the City was incorporated. As many homes were built around the same time, they share common architectural themes and character. Further, this area has a historic look and a consistent street pattern with similar lot sizes and building massing. While this area could someday be designated as a more formal Historic District with detailed design review requirements based on the Secretary of the Interior's Standards for Historic Rehabilitation, the overriding planning issue in the present day relates to the need to address infill and large scale building renovation. Demolition of existing housing stock is possible for several reasons, opening the possibility for new housing units that would be out of place given dominant architectural patterns and character of surrounding property. It is also possible that existing homes could be substantially enlarged or otherwise modified in ways that contradict the character of the area. For this reason, basic zoning requirements aimed at addressing contextual infill and building renovation are included exclusively within the zoning code itself. These Design Guidelines are not applicable to areas within the Neighborhood Character Architectural District.

A **Downtown Architectural District** is established and its boundaries are illustrated on the Official Zoning Map. This Downtown Architectural District includes areas generally associated with the B-3 (Central Business) Zoning District and it expresses deep historical roots and an authentic sense of place. Design standards address both new construction and building modifications. Some standards apply uniformly throughout the District, but some distinctions are made between areas generally south of Maplewood and north of Maplewood. A Certificate of Appropriateness is required from The Board of Architectural Review for construction and modifications of buildings (other than for a residential building used exclusively for single-family residential purposes). These Design Guidelines are applicable to areas within the Downtown Architectural District.

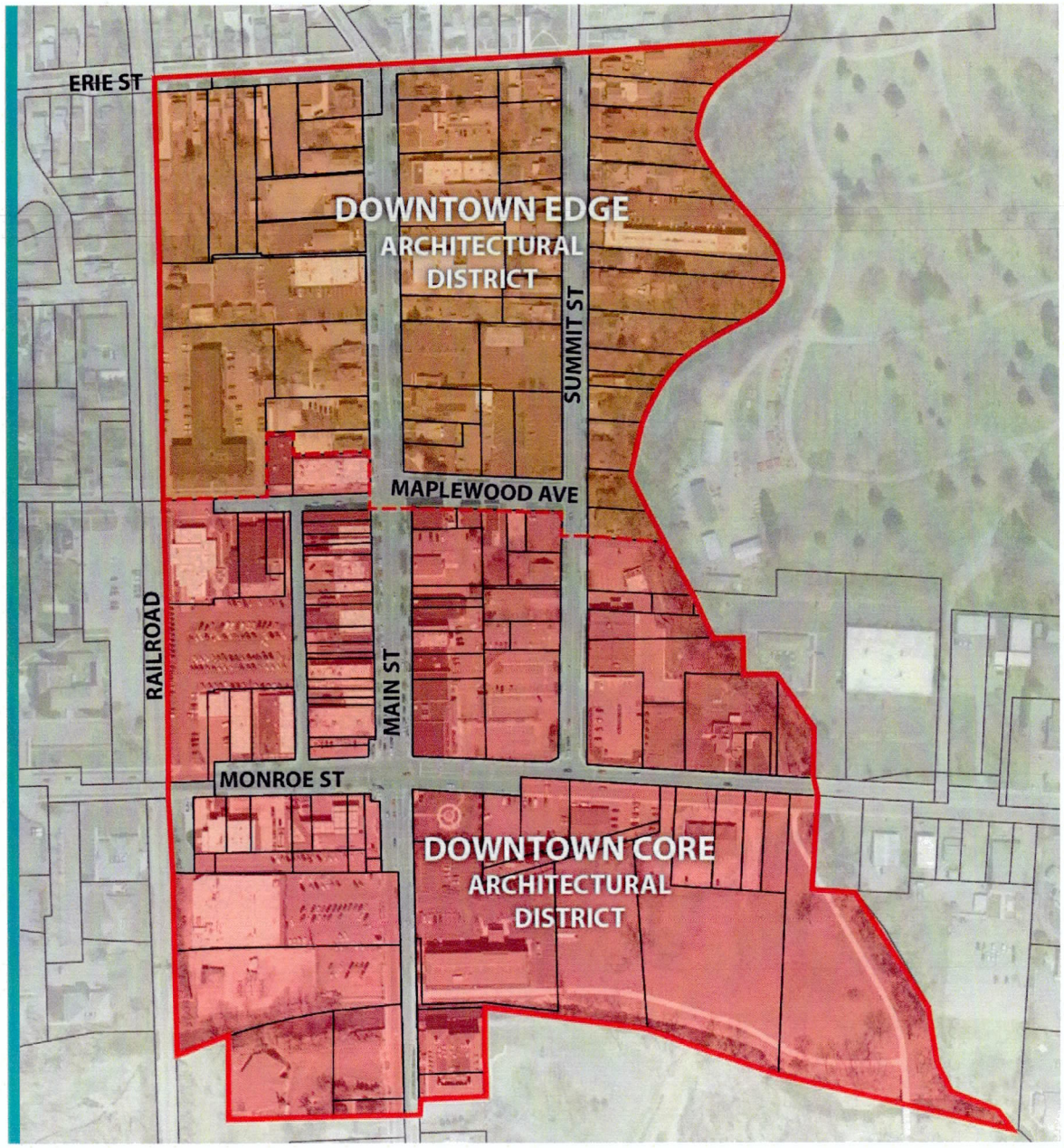
A **Gateway Architectural District** is also established and its boundaries are illustrated on the Official Zoning Map. It applies to areas along Monroe Street (east and west of US 23). This area functions as Sylvania's "front door" and it serves to welcome and introduce people to the community. Existing land use and development patterns contribute to a suburban corridor-type look and feel, but the importance of this area and redevelopment opportunities warrant adherence to unifying standards and that will add real estate value. Design standards address both new construction and building modifications (other than for a residential building used exclusively for single-family residential purposes). Some standards apply uniformly throughout the District, but some distinctions are made between areas south of Maplewood and north of Maplewood. A Certificate of Appropriateness is required from The Board of Architectural Review. These Design Guidelines are applicable to areas within the Gateway Architectural District.

DOWNTOWN ARCHITECTURAL DISTRICT

IT EXPRESSES DEEP HISTORICAL ROOTS AND AN AUTHENTIC SENSE OF PLACE. DESIGN STANDARDS ADDRESS BOTH NEW CONSTRUCTION AND BUILDING MODIFICATIONS.

DOWNTOWN ARCHITECTURAL DISTRICT (DAD)

As illustrated below, the Downtown Architectural District is divided into two areas. The **Downtown Core** is the center of Downtown Sylvania while the **Downtown Edge** is more of a transitional area with important functional connections to the downtown core. In some instances, distinctions are made between desired urban form and design between these two areas.



DAD DESIGN TOPIC 1

BUILDING FORM AND PLACEMENT

Building form refers simply to the mass of buildings and its placement on a lot. Good building form is contextual, meaning that the mass and placement of a building "fits" well with surrounding property. Dense urban downtowns call for building forms that generally cover the lot with perhaps a little off-street parking in the rear. Typically, parking is provided on-street or off-street in designated surface lots or in parking structures. In larger communities, the walkable nature of the downtown urban form and mixed building uses translates into reduced parking demand.

West Side of Main Street in Downtown Sylvania shows dense urban form. Buildings are pulled forward toward the street and there is less emphasis on vehicular travel.

DAD PRINCIPLE 1.1

EXISTING BUILDING FORM SHOULD LARGELY BE MAINTAINED.

In the Downtown Core, new building construction should be 2-5 stories high and pulled forward toward the street to match existing building form. A larger building (subject to zoning height limits) may also be appropriate if an upper floor is recessed in from the street facade to provide for outdoor space. Building mass should match the scale and placement of surrounding structures, and the preference is to maintain building mass toward the street to preserve a strong connection between the pedestrian and adjacent businesses at the street level. As a complimentary requirement, the B-3 Zoning Regulations generally require that buildings be located no more than twelve feet from the right-of-way. This small amount of setback is intended to allow for some outdoor seating, outdoor dining or similar "semi-public space."

On Main Street, south of Monroe Street, building heights may also be 2-5 stories. Taller buildings (subject to zoning height limits) are especially well-suited here as the grade slopes down toward Ten Mile Creek. The Wingate Hotel is already 4 stories and future development of the SOMO area (southeast corner of Main and Monroe Street) is envisioned to be 3-4 stories.

In the Downtown Edge, existing development patterns include two story buildings set back from the road greater distances (compared with areas to the south). Where opportunities present themselves to bring new buildings forward toward the road, they should be explored to help better connect the pedestrian space with adjacent buildings.

Before

After

Alternatively, bringing landscape elements (plant material, decorative fences, public art, etc.) forward can also help to better connect the pedestrian with private spaces, while maintaining existing building form and character.

DAD PRINCIPLE 1.2 〉 EXISTING PATTERNS OF BUILDING PLACEMENT ON SHOULD LARGELY BE MAINTAINED.

In the downtown core (Main Street between Maplewood and Monroe) zero side lot lines are very important and encouraged to maintain the continuous pedestrian experience. The exception to this relates to the need for alleys and pedestrian connections between parking in the rear of buildings and front facades. Elsewhere, side or rear yards may be desirable to reflect existing development patterns and to allow for motorized or non-motorized travel.

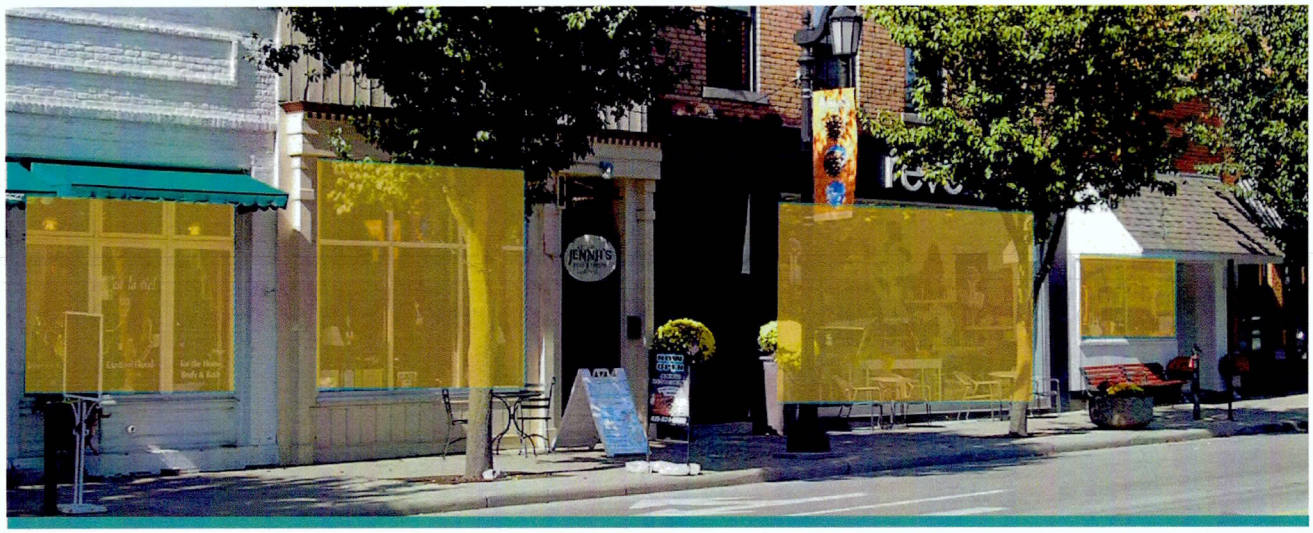
DAD PRINCIPLE 1.3 〉 EXISTING RATIOS OF BUILDING FACADE WIDTH TO LOT WIDTH SHOULD BE MAXIMIZED SO THAT BUILDING FACADES OCCUPY AS MUCH OF THE FRONTAGE AS POSSIBLE.

The goal is to maintain full pedestrian experience at the street wall, rather than creating gaps between buildings that do not have any visual or functional appeal. Throughout the Downtown Architectural District, gaps between buildings are generally discouraged, unless they serve critical functions associated with parking area access, pedestrian movement, or some other public function.

DAD DESIGN TOPIC 2

BUILDINGS - WINDOWS AND DOORS

In downtowns, buildings with ample window areas and building entries are preferred. Windows and doors create functional connections between the pedestrian and the interior spaces of buildings. Buildings with larger "blank" wall surfaces that face a street "dehumanize" areas and create places that are not inviting. Ample window area and defined building entrances at close intervals help to blend the public pedestrian spaces with the private interior spaces; as well as help to make the downtown environment feel richer, more visually interesting and more vibrant.



DAD PRINCIPLE 2.1 〉 WINDOW GLAZING

Buildings should have no less than 60% window glazing on the first floor for all facades that front on a public street. Upper floor facades should have approximately 40% window glazing.

DAD PRINCIPLE 2.2 〉 ENTRANCES

Facades related to larger buildings that front on a public street should have at least one entrance every 50 feet. This entrance should be a public entrance; not a service entrance.

DAD DESIGN TOPIC 3

BUILDINGS - WALL ARTICULATION

Large expanses of uniform building walls with singular materials do not contribute to the visual interest of a building or place. While less common in traditional downtowns, expansive walls uninterrupted by windows, entryways, or even variations in materials or textures are not uncommon in new construction. Building designs should incorporate some methods to break up walls that extend for specific distances. Buildings with large uninterrupted wall surfaces with uniform materials that are visible from a public street "dehumanize" areas and create the appearance of excessive building mass.

Ideally windows and doors, break up the building wall when facing a public street, but when that is not possible, long and large wall planes should be broken up with variations in materials, textures, colors and other means. Circumstances shown above can also contribute to a lost feeling of pedestrian safety.

DAD PRINCIPLE 3.1 〉 BUILDINGS - WALL ARTICULATION

No wall plane that is located within 50 feet of a road right-of-way and is visible from a public street shall extend more than 30 feet without some type of break to add visual interest. Breaks may include off-sets or changes in exterior materials, columns, wall plane shifts, recesses, etc. Breaks may also include a public entrances or substantive window areas.

DAD DESIGN TOPIC 4

BUILDING DESIGN - MATERIALS

Use of multiple exterior materials makes a building more complex and visually interesting. New construction should incorporate variations in exterior materials and renovation activity should seek to maintain (or add to) the visual complexity of the building. While brick materials are generally preferred, these guidelines do not advocate the use of specific materials, or combinations thereof. Rather, the designer and property owner are challenged to creatively organize multiple materials to express individual character while complimenting adjacent buildings.

Brick is a common facade material in downtown Sylvania in terms of both old and newer construction.

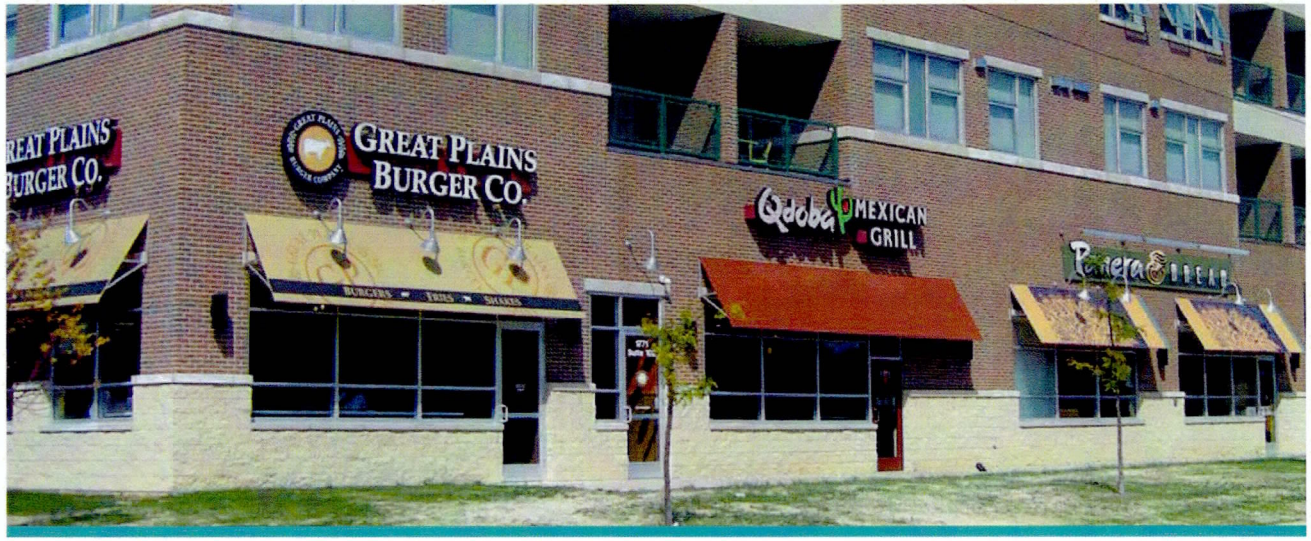
DAD PRINCIPLE 4.1 〉 BRICK IS A PREFERRED MATERIAL FOR AT LEAST SOME OF A DOWNTOWN FACADE. THE USE OF MULTIPLE MATERIALS IS ENCOURAGED.

The use of vinyl siding, aluminum siding, stucco or engineered stucco systems, including but not limited to those commonly known as dryvit or exterior insulation and finish systems (EIFS), is discouraged in downtown, especially in terms of the front facade.

DAD DESIGN TOPIC 5

AWNINGS & ARCHITECTURAL PROJECTIONS

Awnings help to define pedestrian space in downtowns, adding color and three dimensional complexity to most buildings.



DAD PRINCIPLE 5.1 〉 AWNINGS

Generally encourage awnings that complement the building facade.

DAD DESIGN TOPIC 6

SIGNAGE

Signage is an important element of a building, well beyond the functional attribute of helping to identify a place or building. It expresses the brand identity of the business and it contributes to how a building looks and feels. In downtowns, signage is oriented to both pedestrians and people in vehicles. All signage in Sylvania must meet other elements of the Sylvania Sign Code (i.e., type and size) and is subject to design review.

DAD PRINCIPLE 6.1 〉 DOWNTOWN SIGNAGE SHOULD COMPLEMENT THE BUILDING FACADE.

DAD DESIGN TOPIC 7

BUILDING ILLUMINATION

Building illumination is encouraged to accentuate the building facade or signage. The lighting source should generally be separate from the building with light washing onto the structure itself to highlight signage or architectural elements of the building. Only low intensity light should be used to accent signage or building elements, without light "spillover" on to adjacent property. The light source affixed to a building should not direct light outward toward the street or any public space.

Exterior lighting accents the building and makes the sign easier to read at night.

DAD PRINCIPLE 7.1 〉 DOWNTOWN BUILDINGS AND SIGNAGE MAY BE ILLUMINATED WITH LIGHT SOURCES THAT DIRECT LIGHT TOWARD THE BUILDING OR SIGN.

DAD DESIGN TOPIC 8

OTHER BUILDING ELEMENTS

Utility connections and trash collection equipment should not be visible from the right-of- way (ROW).

DAD PRINCIPLE 8.1 〉 UTILITY CONNECTIONS

All utility connections should be located behind the building and should not be visible from a public street.

DAD PRINCIPLE 8.2 〉 TRASH COLLECTION EQUIPMENT

Where possible, trash collection equipment should be designed to integrate with the building. If a standalone dumpster is the only practical alternative, it should be fully screened and not visible.

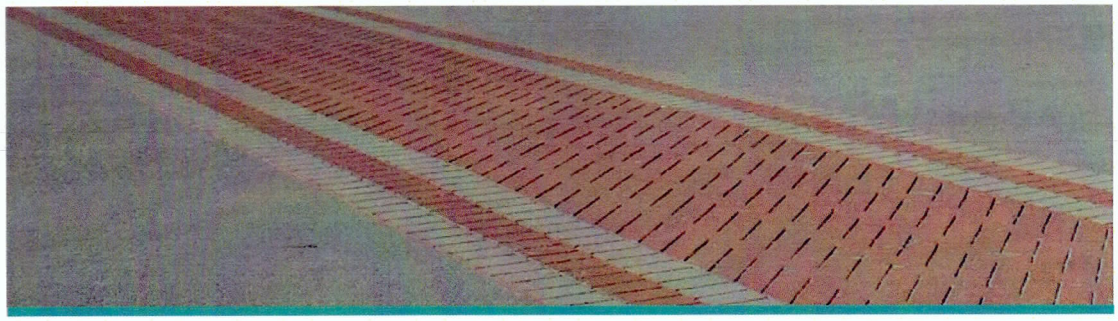
DAD DESIGN TOPIC 9

MOTORIZED/ NON-MOTORIZED MOBILITY

In strong downtowns, safe and comfortable pedestrian movement is critical to success, so site design choices should be very attentive to the pedestrian experience. It is essential to pay close attention to the intersection of motorized and non-motorized travel paths and achieve a strong balance between pedestrian and vehicular movement.

DAD PRINCIPLE 9.1 〉 PARKING LOTS

Parking lots should never be located between the front facade of a downtown building and the street right-of-way. Parking areas should normally be located behind buildings, or otherwise internalized to the block.

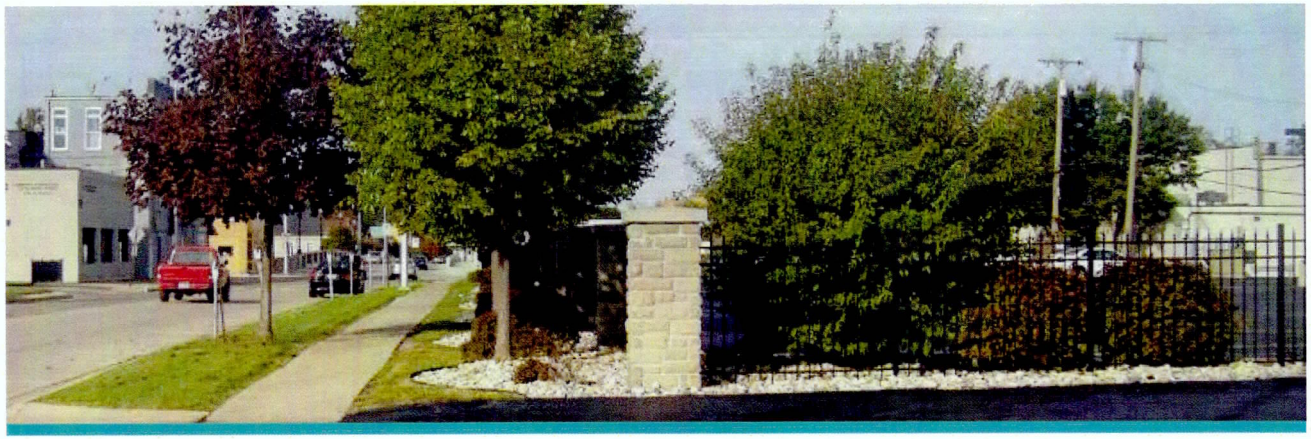


DAD PRINCIPLE 9.2 〉 PEDESTRIAN SPACES IN PARKING AREAS

Areas assigned to pedestrian movement in parking areas should be defined with pavement markings using paint, stamped surfaces, or different materials to identify pedestrian spaces.

DAD PRINCIPLE 9.3 〉 PUBLIC STREET PARKING AREA

Wherever a parking area must abut a public street, a decorative fence or knee wall should also be provided in line with the established building wall along the same block. This fence or knee wall should also include a landscaped strip (5-8 feet wide) to help separate the pedestrian from surfaces designed for vehicles. Landscape materials should include a combination of plant material (shrubs, trees, bushes) that screens at least 50% of that parking area to a height of 3 feet.



DAD PRINCIPLE 9.4 〉 LOADING AND SERVICE AREAS SHOULD BE LOCATED BEHIND BUILDINGS AND SCREENED FROM VIEW.

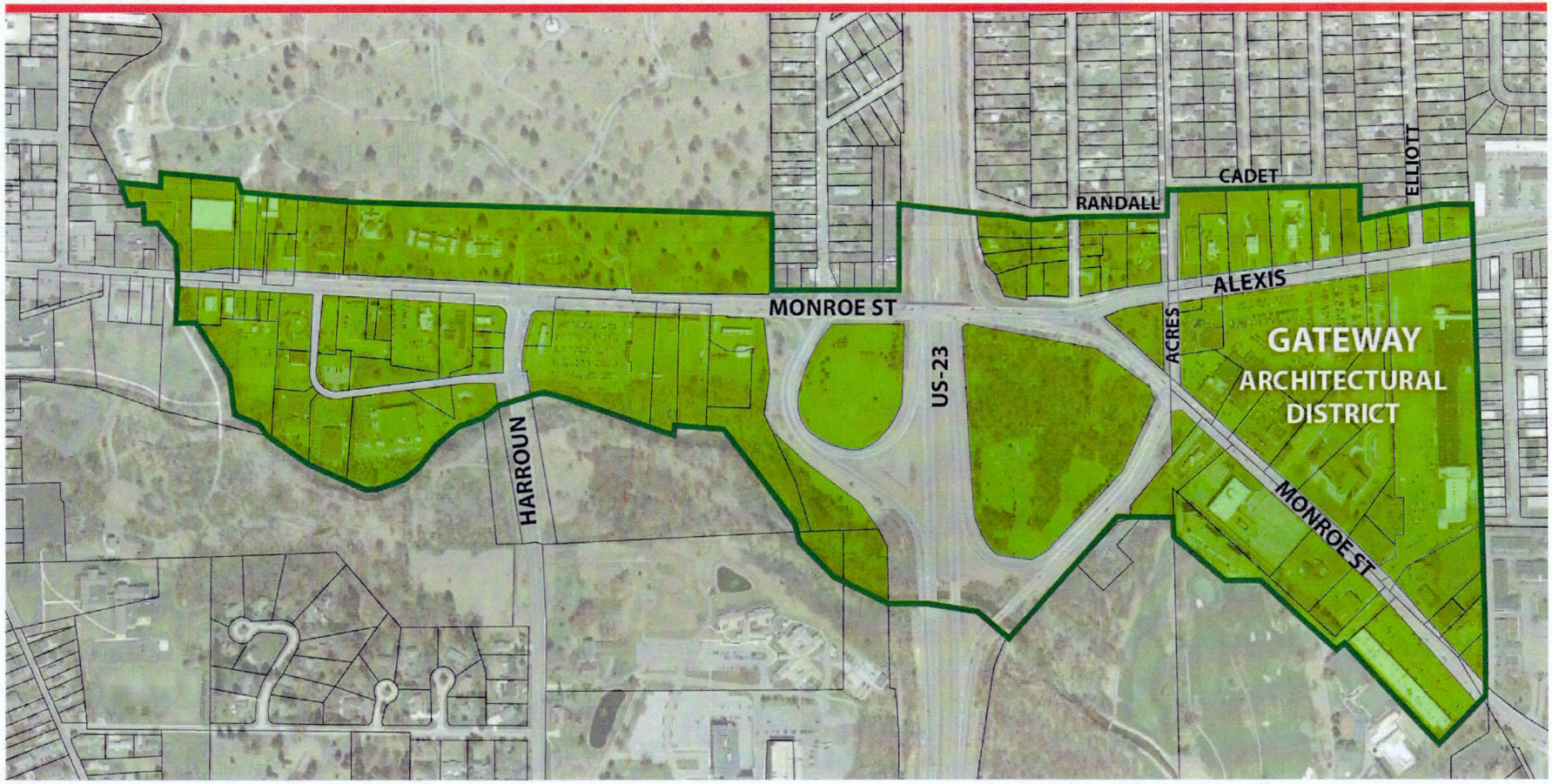
DAD PRINCIPLE 9.5 〉 OPPORTUNITIES FOR FORMAL SHARED PARKING ARRANGEMENTS SHOULD BE SOUGHT.

DAD PRINCIPLE 9.6 〉 BIKE PARKING

If placed in the public right-of-way, bike parking racks must be approved by the City Engineer with respect to placement and installation methods (materials, depth, anchors, clearance from other features in public or private spaces, etc.). Bike racks should securely anchor to a solid, immovable surface and provide two points of contact for a bicycle frame. Steel pipes or tubing is a preferred material for outdoor racks with a galvanized finish or powder coat finish to protect against corrosion. Bike racks should not block pedestrian movement or areas of vehicular movement and should be highly visible.

GATEWAY ARCHITECTURAL DISTRICT

THIS AREA FUNCTIONS AS SYLVANIA'S "FRONT DOOR" AND IT SERVES TO WELCOME AND INTRODUCE PEOPLE TO THE COMMUNITY. EXISTING LAND USE AND DEVELOPMENT PATTERNS CONTRIBUTE TO A SUBURBAN CORRIDOR-TYPE LOOK AND FEEL.



GATEWAY ARCHITECTURAL DISTRICT (GAD)

As illustrated above, the Gateway Architectural District extends from the eastern edge of downtown to areas west of US 23, along both Monroe Street and Alexis Road. Centered on the intersection of Monroe Street and US 23, the Gateway Architectural District relates to a place that introduces people to the Sylvania community. High quality and well planned urban development is an essential element to support the need to establish an attractive and high-functioning commerical corridor as development and redevelopment occurs.

GAD DESIGN TOPIC 1

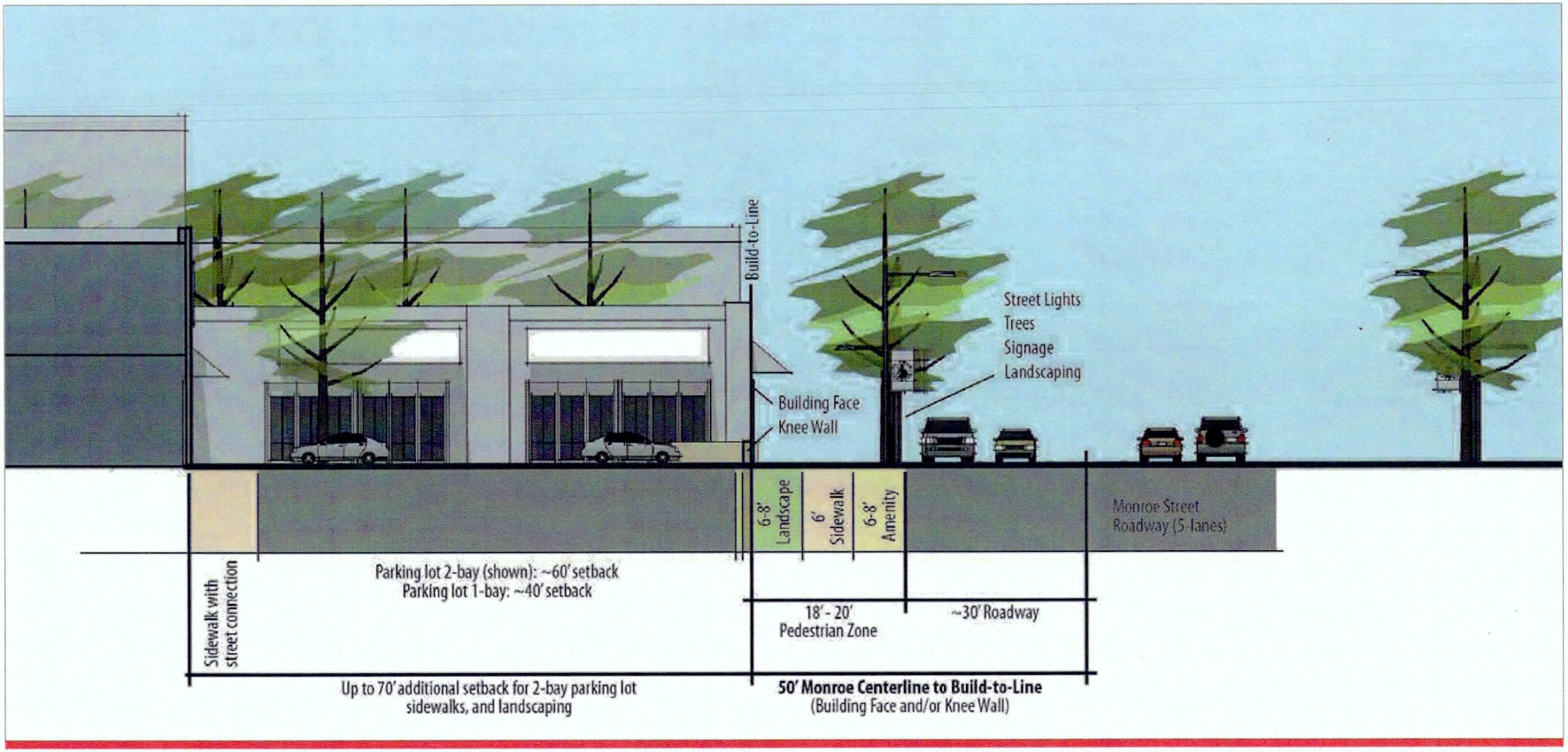
CORRECT BUILDING FORM

Building form refers simply to the mass of buildings and its placement on a lot. Unlike the Downtown Architectural District, the Gateway Architectural District is primarily a "suburban," auto-oriented corridor. The gateway area generally includes many individual smaller single-use buildings on shallow lots (especially west of US 23). Both Monroe Street and Alexis Road carry heavy traffic volumes on five lanes of road pavement with a ROW that varies somewhat in width, and is somewhat limited in width in certain areas. Many adjacent businesses rely on the exposure provided by this traffic flow (along with convenient parking) and they utilize site designs that allow for easy vehicular access and ample parking.

Despite being a suburban corridor, steps to bring buildings forward toward the street are encouraged. There is some precedent for this with existing buildings along Monroe Street (particularly west of US 23). When buildings are pulled forward toward the street and parking areas are located on either side, there is a greater sense of safety. When parking is absolutely necessary between the building and the public right-of-way, knee walls are encouraged to help continue the delineation of private spaces from public space (road right-of-way).

Conceptually, this design concept is illustrated below:

GAD PRINCIPLE 1.1 〉 THE GATEWAY AREA SHOULD HAVE SINGLE TO MULTIPLE STORY BUILDING FORMS THAT ARE GENERALLY LOCATED NO MORE THAN 50 FEET AWAY FROM THE CENTER OF THE ROW. IF THIS IS NOT FEASIBLE GIVEN SITE OR OTHER CONSIDERATIONS, BUILDINGS SHOULD BE NO MORE THAN 120 FEET FROM THE CENTERLINE OF THE ROW IN ORDER TO PROVIDE ROOM FOR A TWO-BAY PARKING AREA BETWEEN THE BUILDING AND THE ROW.



New buildings resulting from new construction, expansions or remodeling should be located no more than 50 feet from the center of the ROW where feasible. This 50-foot setback is measured from the center of the ROW to account for the possibility of a widened ROW in the future in some locations. Where this is not practical or feasible, buildings may be setback an additional 70 feet from the center of ROW (no more than 120 feet total) to provide room for a 2-bay parking area and sidewalk adjacent to the building.

When parking is provided between the building and the street, a knee wall shall be provided to help delineate the division between public and private spaces and to screen views of parked cars (See GAD 8.1).

Potentially, future development activity may include opportunities to consolidate existing smaller buildings and lots into larger ones. This should be encouraged as a means to help reduce the number of curb cuts on Monroe Street and allow for more efficient site development.

POGGEMEYER DESIGN GROUP

GAD DESIGN TOPIC 2

BUILDINGS-WINDOWS AND DOORS

While not as important as in the Downtown Architectural District, ample window and building entries are also preferred in the Gateway Architectural District. Windows and building entries help create more human-scale building facades; creating places that are more inviting and more visually interesting.

GAD PRINCIPLE 2.1 〉 BUILDINGS IN THE GATEWAY AREA SHOULD HAVE AT LEAST 30% WINDOW GLAZING ON THE FIRST FLOOR FOR ALL FACADES THAT FACE A PUBLIC STREET.

GAD PRINCIPLE 2.2 〉 BUILDINGS IN THE GATEWAY AREA SHOULD HAVE BUILDING ENTRIES THAT FACE THE STREET EVERY 75 FEET.

GAD DESIGN TOPIC 3

BUILDINGS - WALL ARTICULATION & DESIGN

Large expanses of uniform building walls with singular building materials on flat building walls are discouraged. Building walls should break up the surface of the wall with varied wall surfaces and changes in materials. This will help avoid the appearance of excessive building mass.

GAD PRINCIPLE 3.1 〉 WALL PLANES

No wall plane that is visible from any public street shall extend more than 50 feet without some type of significant break to add visual interest. Breaks may include off-sets to the wall plane or the use of multiple materials to add contrast and variation.

Large wall plane with singular materials and no breaks

GAD DESIGN TOPIC 4

BUILDING DESIGN - MATERIALS

Use of multiple exterior materials makes a building more complex and visually interesting. New construction should incorporate variations in exterior materials and renovation activity should seek to maintain (or add to) the visual complexity of the building. These guidelines do not require the use of specific materials or combinations thereof. Rather, the designer and property owner are challenged to creatively organize multiple materials to express individual character while complimenting adjacent buildings.

Variations in exterior materials and colors help make exterior facades more complex and more visually compelling.

GAD PRINCIPLE 4.1 〉 GATEWAY ARCHITECTURAL AREA MATERIALS

Use of brick is generally encouraged in the Gateway Architectural area, along with the use of multiple colors and materials to help make the building more complex and visually interesting. Architectural grade concrete masonry units (CMU's) with high quality exterior surfaces that are polished, textured, ground, glazed, or have specialty shapes may also be used. Other materials such as EIFS/stucco, architectural grade metals, wood or cement board siding, glass block, and precast concrete may be used only for trim, detailing, and incidental or secondary wall areas. Exterior wall materials, such as industrial style metal siding, T-111, plain faced CMU, vinyl siding, or hard board-type materials are discouraged, especially when associated with a building wall that is visible from the street.

GAD DESIGN TOPIC 5

OTHER BUILDING ELEMENTS

Utility connections and trash collection equipment should not be visible from the right-of-way.

GAD PRINCIPLE 5.1 〉 ALL UTILITY CONNECTIONS SHOULD BE LOCATED BEHIND THE BUILDING AND SHOULD NOT VISIBLE FROM A PUBLIC STREET.

GAD PRINCIPLE 5.2 〉 WHERE POSSIBLE, TRASH COLLECTION EQUIPMENT SHOULD BE DESIGNED TO INTEGRATE WITH THE BUILDING. IF A STANDALONE DUMPSTER IS THE ONLY PRACTICAL ALTERNATIVE, IT SHOULD BE FULLY SCREENED AND NOT VISIBLE.

GAD DESIGN TOPIC 6

BUILDING ILLUMINATION

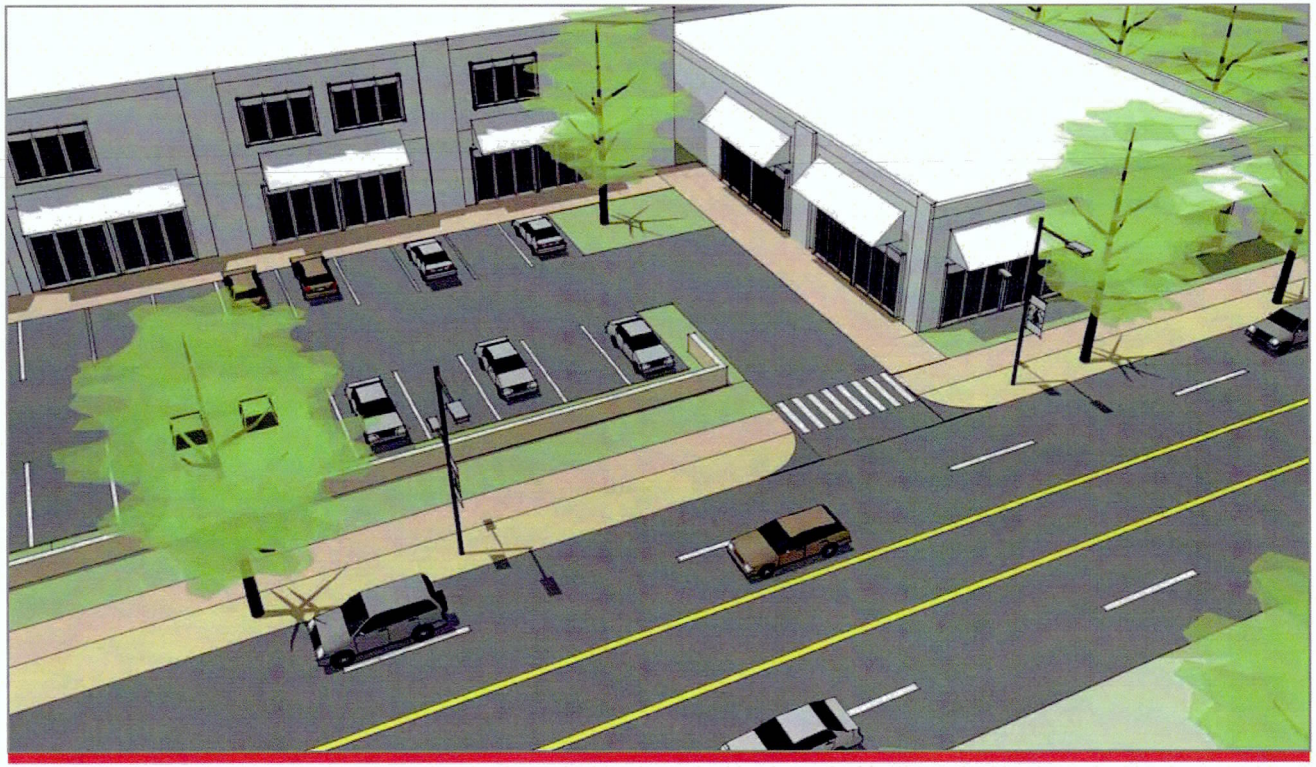
Building illumination is encouraged to accentuate the building facade or signage. The lighting source should be separate from the building with light washing onto the structure itself to highlight signage or architectural elements of the building. Only low intensity light should be used to accent signage or building elements without light "spillover" on to adjacent property. The light source affixed to a building should not direct light outward toward the street or any public space.

GAD PRINCIPLE 6.1 〉 BUILDINGS AND SIGNAGE MAY BE ILLUMINATED WITH LIGHT SOURCES THAT ONLY DIRECT LIGHT TOWARD THE BUILDING OR SIGN.

GAD DESIGN TOPIC 7

MOTORIZED/ NON-MOTORIZED MOBILITY

Vehicular movement is dominant in the Gateway Architectural District. It is essential for vehicles to have safe and efficient access to commercial property and for parking to be efficient and convenient. It is also important to recognize that all trips begin and end with pedestrian movement and that bike and pedestrian travel becomes more important as the Sylvania River Trail grows in popularity (especially along the south side of Monroe Street).



GAD PRINCIPLE 7.1 〉 DEEP PARKING LOTS IN FRONT OF BUILDINGS ARE DISCOURAGED. WHERE POSSIBLE, PARKING AREAS SHOULD BE DESIGNED TO BREAKUP LARGE EXPANSES OF ASPHALT.

Parking areas that wrap around a building are desirable and encouraged as a means to reduce large areas of hard surfaces. When parking between buildings and the ROW is necessary, it should be either a single-loaded or a double-loaded parking isle. If single-loaded parking isles are provided, buildings should be pulled forward toward the street.

GAD PRINCIPLE 7.2 〉

PARKING SPACES PROVIDED SHOULD NOT FAR EXCEED MINIMUM REQUIREMENTS ESTABLISHED BY THE ZONING CODE.

The practice of providing excess parking is discouraged. Excess parking is defined as 150 percent of the minimum required spaces in the zoning code. Underutilized parking lots do little to contribute to a sense of place and create the need to deal with excess storm water runoff. Measures to mitigate excess parking include additional landscape treatments to soften large expanses of pavement and Low Impact Design (LID) techniques to deal with storm water management in a more creative and environmentally sustainable way.

GAD PRINCIPLE 7.3 〉

AREAS ASSIGNED TO PEDESTRIAN MOVEMENT IN PARKING AREAS SHOULD BE DEFINED WITH PAVEMENT MARKINGS UTILIZING PAINT, STAMPED SURFACES OR DIFFERENT MATERIALS TO IDENTIFY PEDESTRIAN SPACES.

GAD PRINCIPLE 7.4 〉
LOADING & SERVICE AREAS SHOULD BE LOCATED BEHIND BUILDINGS AND SCREENED FROM VIEW.

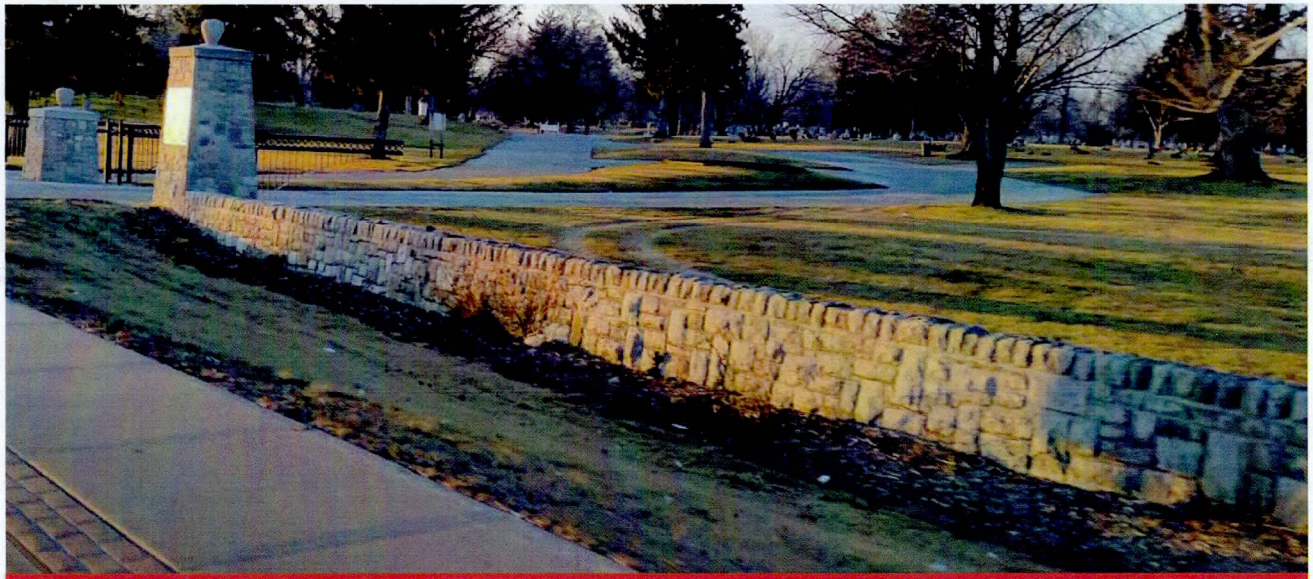
GAD PRINCIPLE 7.5 〉
OPPORTUNITIES FOR FORMAL SHARED PARKING ARRANGEMENTS SHOULD BE SOUGHT.

GAD PRINCIPLE 7.6 〉
BICYCLE PARKING is required in accordance with Chapter 1158 of the Zoning Code. Bike racks should securely anchor to a solid, immovable surface and provide two points of contact for a bicycle frame. Steel pipes or tubing is a preferred material for outdoor racks with a galvanized finish or powder coat finish to protect against corrosion. Bike racks should not block pedestrian movement or areas of vehicular movement and should be highly visible.

GAD DESIGN TOPIC 8

KNEE WALLS

Where parking is necessary between the building and road ROW, a knee wall is required to help separate parking areas from sidewalks and to help screen parked vehicles from view. There is precedent for this design element along the corridor as the cemetery (Toledo Memorial Park) on the north side of Monroe Street has a masonry wall that defines the line between public and private property. Elsewhere communities have used knee walls with some success as they try to separate parking areas from pedestrian areas and to screen views of parked vehicles.

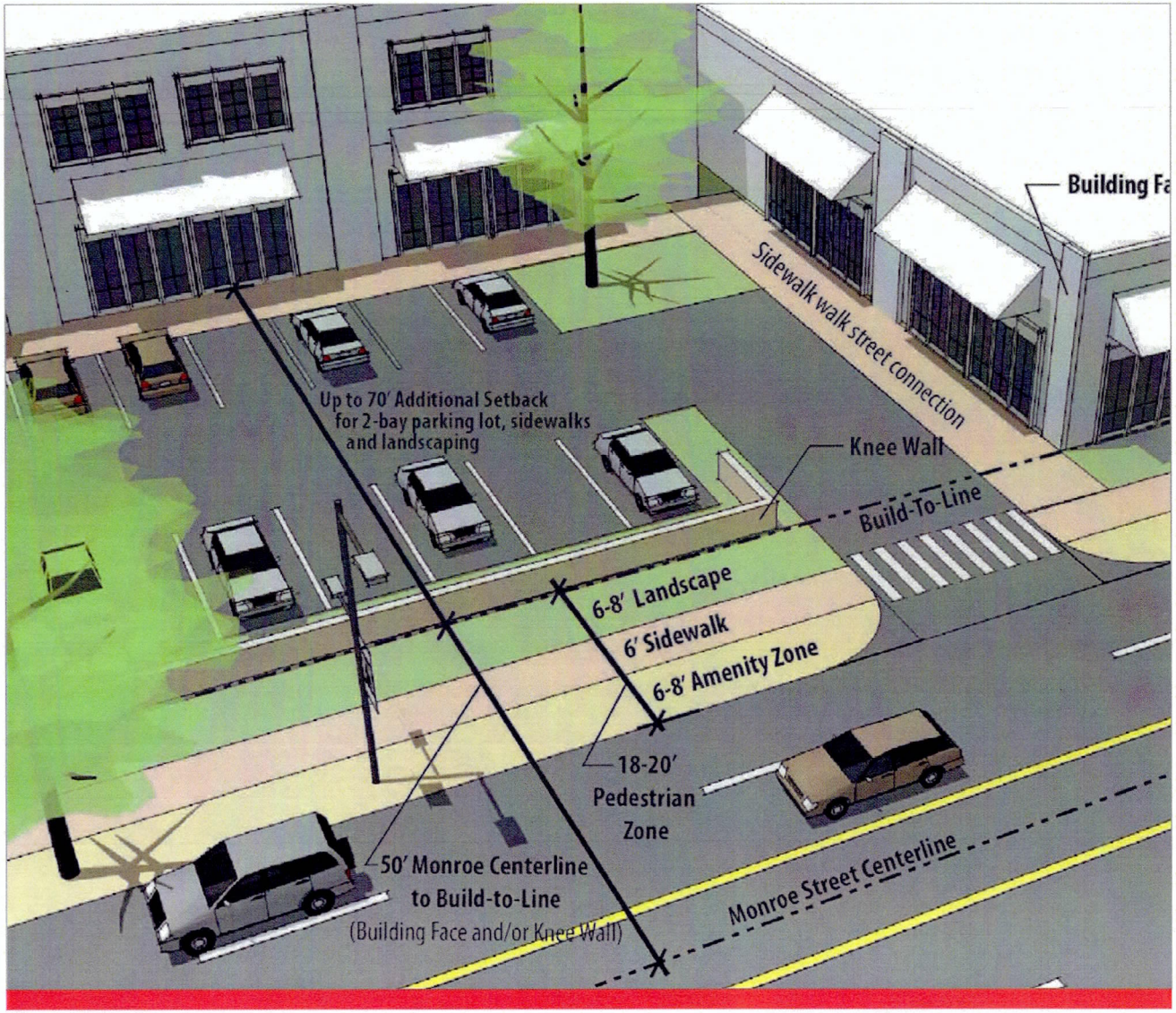


^ Existing Wall Next to Toledo Memorial Park

v Knee wall example used in another community (extends for several miles)

GAD PRINCIPLE 8.1 〉
MASONRY KNEE WALLS THAT ARE PARALLEL TO THE STREET SHOULD BE INCORPORATED INTO SITE DESIGNS WHEN PARKING IS ADJACENT TO THE ROW.

When parking areas are located between the building and the ROW, knee walls should extend across the full width of the adjacent parking area. The knee wall should also be supplemented with landscape treatments that include trees, shrubs and mounding. Stone material (similar in size, color and texture to the material in front of Toledo Memorial Park) should be used.



GAD DESIGN TOPIC 9
SIGNAGE

All signage in Sylvania must meet other elements of the Sylvania Sign Code (i.e., type and size) and is subject to design review.

GAD PRINCIPLE 9.1 〉 FREESTANDING SIGNS may be internally or externally illuminated. Exterior light sources must direct light only toward the sign. All freestanding signs shall also incorporate masonry elements or otherwise use materials similar to those found on the principal structure and/or the knee wall (if provided). When knee walls are provided, signage shall be located between the knee wall and the principal building.