

The
BARRINGTON VILLAGE
DESIGN STUDY
and

DESIGN GUIDELINES

for the
BARRINGTON
BUSINESS DISTRICT

1 9 9 5

FEBRUARY

Prepared For:

THE TOWN OF BARRINGTON

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Introduction

The Barrington Village Design Guidelines have been assembled to provide direction for those property owners and commercial tenants along County Road that will be remodeling, expanding, or redeveloping their business or property. These guidelines also are intended to assist the Design Review Committee (a subcommittee of the Barrington Planning Board) to judge applications for all commercial design proposals.

The need for these guidelines is based on several factors:

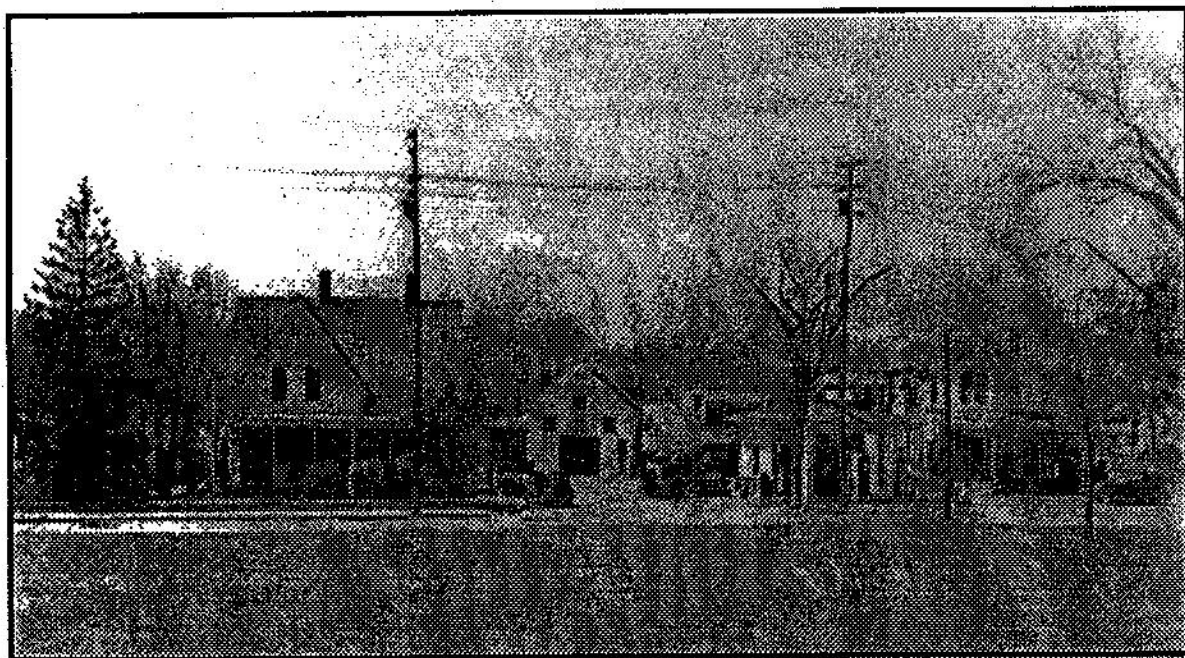
- Public demand for a more attractive and safe commercial district.
- Enactment of the Design Review / Site Plan Ordinance in November 1993.
- The realization that the RIDOT County Road Reconstruction Project is scheduled to begin in 1995 / 1996 and that the new roadway improvements will be impacting a majority of the free standing signs on both sides of the road.
- Recognition of the new zoning ordinance, passed July 1994, and its influence on the appearance of all commercial property in the years ahead.

In addition to these reasons, commercial competition with neighboring towns has increased dramatically. It is essential for the Barrington Village District to earn a positive identity for itself by creating an atmosphere of convenient shopping in a user-friendly and aesthetically pleasing environment. The goal of these guidelines is to demonstrate that the solutions need not be complicated and that a simple "common sense" approach will improve a vital area of the Barrington Village Landscape.

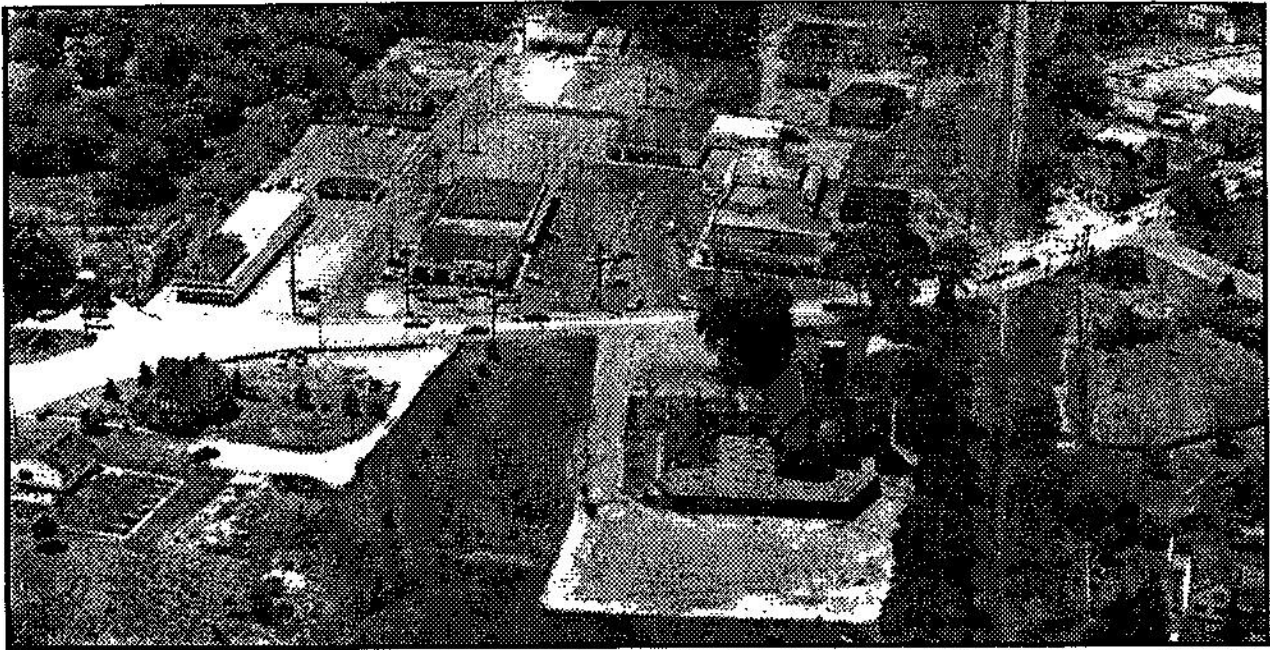
HISTORIC PERSPECTIVE

When creating design guidelines for a New England town center or village, designers and planners usually build upon the historic fabric of the area. For the Barrington Village Center, its commercial history only began in 1888 when the former center of town was moved from the intersection of County Road and Federal Highway to its present location. There is little historic fabric that exists today on which to build, especially when considering the quality of the commercial architecture. The village area was largely constructed in the 1950s when the community's history played a minimal role in shaping the current commercial district. The goal then was to accommodate the motor vehicle with little or no sensitivity to the overall look and appeal that normally characterizes a village atmosphere.

There is, however, Barrington's well known history of the brickyards. During the nineteenth century huge deposits of clay, located mostly in what is now Brickyard Pond, were turned into a major brick-making industry that played an important role in shaping both the economy and architecture of Barrington.



Commercial development (late 1930s) at what is now Bosworth Street and the Barrington Shopping Center



Aerial view (mid 1950s) showing the early development of what is today the Barrington Shopping Center. Note how the automobile has begun to influence the character of the County Road Commercial District.

There is also the town's agricultural history which offers highly functional forms of farm buildings, as well as a green, pastoral landscape that once dominated the town. When the farms began to give way to housing developments as early as 1881, the town continued this "green concept" by providing financial incentives to plant roadside shade trees.

A third element in the development of Barrington was its waterfront location. With its natural harbor, expansive beachfront and access by train, the town was primarily a summer resort at the turn of the century. Numerous older neighborhoods include a variety of late Victorian architectural styles along with the popular beach bungalows.

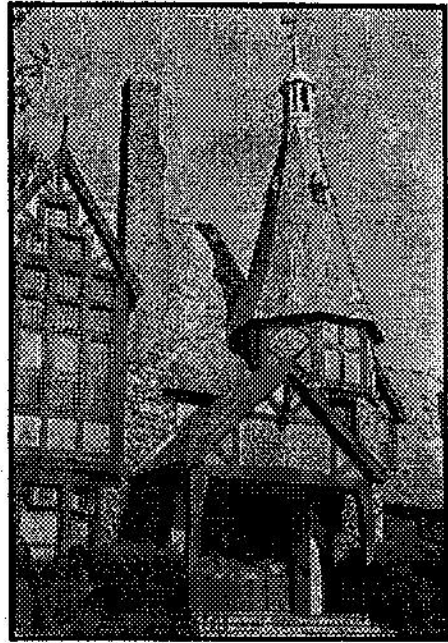
Barrington architecture spans over 200 years. The prevailing residential style relates to Barrington's early history in the eighteenth and early nineteenth century and would be characterized as "colonial", with traditional wood siding and trim. Barrington's commercial architecture, however, reflects the greater flexibility and variety of building materials and styles of the 1950's and also exhibits the commercial reality of lower construction budgets and less attention to architectural detailing.

Barrington's County Road commercial center, however, is dominated by three late nineteenth century masonry buildings: the Town Hall, the Peck Government Center and St. John's Church. These three buildings, along with scattered turn of the century residential buildings in the project area, begin to define the "Barrington Village Character".

OVERVIEW

The Barrington Village District begins at the Prince's Hill Place and extends to the intersection of Rumstick and County Roads. Bosworth Street is also included because of its role with circulation to and from the Barrington Shopping Center. Wood Street is within this district because of its ability to circulate cars behind the County Road businesses and because of its future potential to connect to Bosworth Street and / or create a northern extension of the East Bay Bike Path toward the Town Hall area.

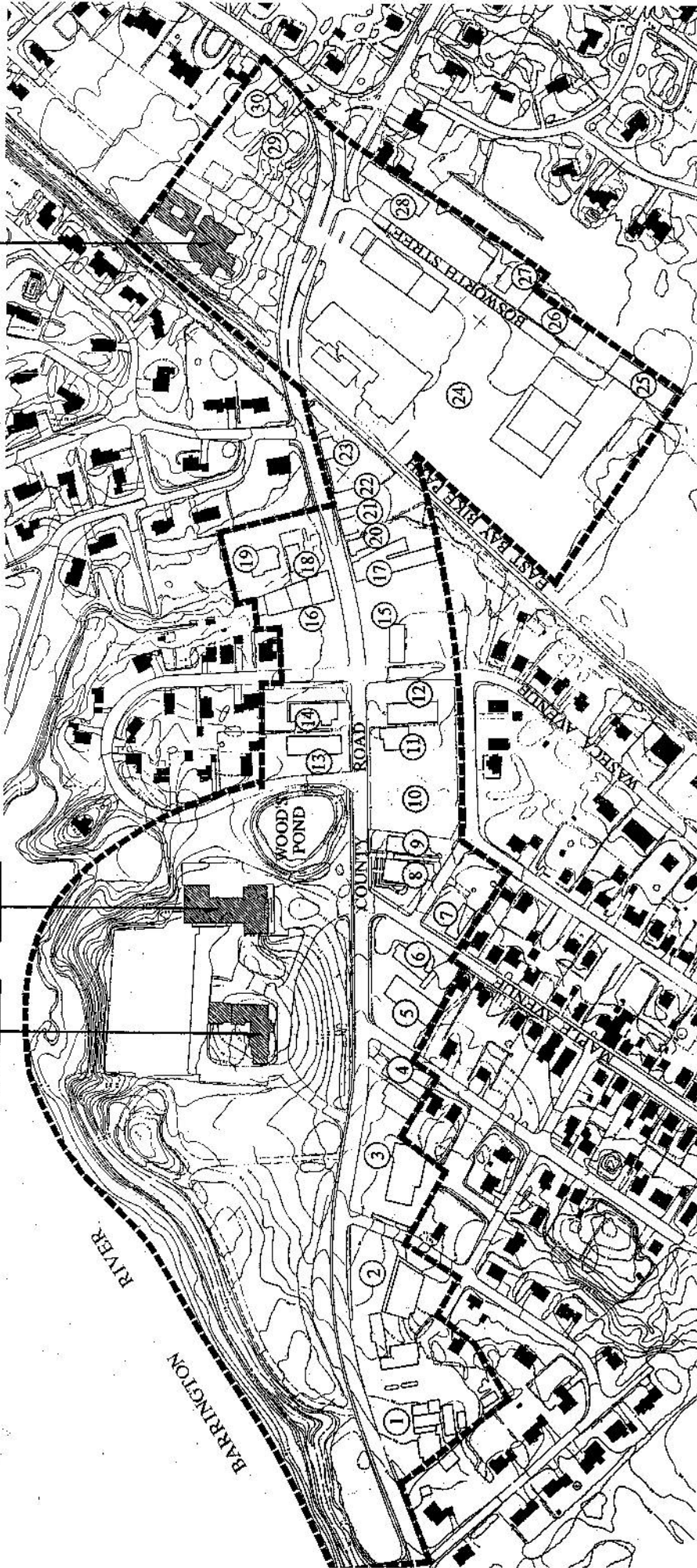
As in many New England towns, Barrington's real town center is the broad expanse of open lawn and landscaping that define the elevation and set off the imposing structure of Town Hall. Bordered by an historic cemetery to the north, Barrington River to the east, Woods Pond to the south and a long, sloping lawn to the west, the site of Town Hall resembles the town commons of many older New England communities.



- Landscaping with broad lawns and shade trees, then, is the first critical element of the "Barrington Village character". Wherever possible, shade trees, lawns, and simple hedges should be used to differentiate spaces with different functions: pedestrian, recreational, automotive, etc. Seasonal plantings of annuals, planters and hanging baskets are also compatible with the "village character".
- With the exception of the few large, masonry buildings, most of Barrington's "village character" is residential in style and scale. Residential architecture is not a simple block building but features gables, bays, ells, dormers, chimneys, cupolas, additions, recesses and projections. Sometimes, even chaotic and clumsy additions add to the charm of an otherwise ordinary building. A prime element of the "village character" style is that it does not offer a single plane or blank wall to the streetscape.
- Village roofs tend to have pitches and overhangs adequate to protect the facades of the buildings from New England rains and snowstorms. Roofing materials should be unobtrusive and have overhangs of at least 6" to 1' to provide a third dimension to commercial facades.
- Porches, awnings and extended roofs that provide protected pedestrian access are both commercially sensible and reference Barrington's past. Extended roof overhangs, however, should have visibly adequate support, and support columns should reflect the architecture of the building.

ST. JOHN'S CHURCH

TOWN HALL LIBRARY



THE STUDY AREA INCLUDES 30 COMMERCIAL BUILDINGS OR SITES AS WELL AS TOWN PROPERTY AND ST. JOHN'S EPISCOPAL CHURCH. THE CHURCH, ALONG WITH THE TOWN HALL AND LIBRARY, OFFER CONSIDERABLY AESTHETIC CONTRIBUTIONS TO THE VILLAGE AREA.

BARRINGTON VILLAGE DISTRICT

PREPARED BY: GAYES, LEBIGTON & ASSOCIATES, INC. AND
DAVID ANDREOZZI, ARCHITECTS, AIA

1994

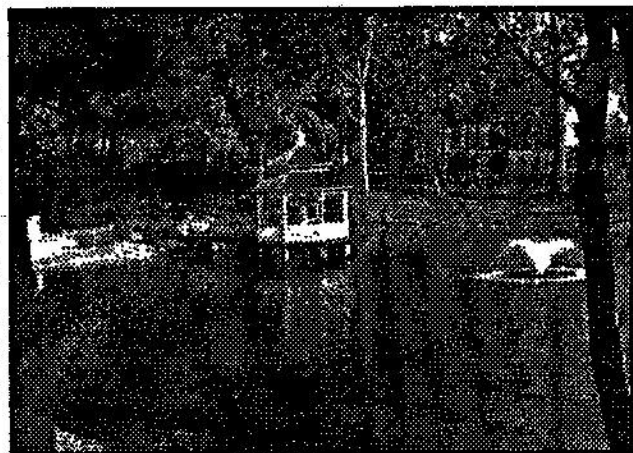


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STUDY AREA

1

- Barrington village architecture is rooted in the American vernacular. It is simple and uncluttered and uses regional materials: cedar shingles and clapboards, Barrington brick, and occasionally stone (as in the many stone walls and the stonework of Town Hall). French inspired mansard roofs and elaborate wooden moldings do not harmonize with the simpler American style. Similarly, slick, shiny materials appropriate in a more contemporary setting are obtrusive in a village setting as are unadorned metal frame windows and doors.
- The windows in traditional farm villages and turn of the century resorts in New England are vertically oriented: they are taller than they are wide. Larger windows are divided by mullions. The reality of modern retailing, however, frequently requires large display windows, which can be an asset when the retailer recognizes the importance of maintaining window displays that attract business. Blank glass, a clutter of competing signs, neglected displays or materials unrelated to the business detract from these windows' marketing potential.
- Another reality of modern retailing is the presence of dumpsters, air conditioners and other necessities on the commercial site. Whenever possible, these should be incorporated into the building architecture or screened from view with appropriate opaque fencing or hedges.
- The "village character" requires simple, easy to read, adequately illuminated and maintained signs that complement the colors, materials and design of the village buildings. Signs should aide customers in locating and identifying Barrington businesses and be low enough to be read by passing motorists.
- The "village character" requires safe and continuous pedestrian and handicapped access from the street, from parking areas, and from adjoining commercial buildings and residential neighborhoods.
- The automobile, asphalt roadways, and parking lots are another twentieth century reality. It is important to both retailers and customers that sufficient, safe parking is available in the commercial center. Parking, however, must be safely separated from the road and from pedestrian walkways. Whenever possible, parking should be visually screened by hedges and shaded by trees.



INVENTORY

The process of upgrading the appearance of the Barrington Commercial District begins with a inventory of both the site characteristics and the building types.

Site characteristics are divided into three categories based on the size of the development and the location of structure(s) relative to the street & sidewalk. The building types are divided into four categories that reflect their size and character.

SITE

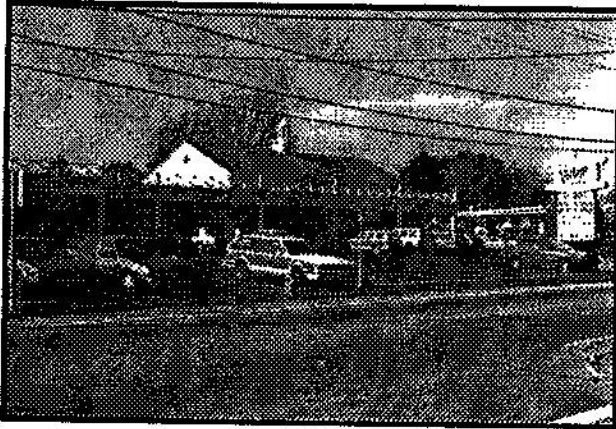
Large Scale Commercial
Small Scale Commercial
Street Front Commercial

BUILDING

Residential (Commercial Use)
Residential /Commercial
Small Scale Commercial
Large Scale Commercial

LARGE SCALE COMMERCIAL

- Strip development with multi-storefronts facing County Road
- Majority of parking between buildings and County Road and / or parking directly in front of stores.
- Minimal landscaping along County Road



In general, the site development for most of the large scale commercial zone is minimal when compared to newer standards that are found in similar communities. A majority of sites are simply paved to accommodate vehicular traffic and offer no amenities for safe, comfortable pedestrian or bicycle circulation. Landscaping is sparse throughout most of these sites, and because these types of developments dominate both ends of the Barrington Village District, the need for major improvements is quite obvious. The 1995 / 1996 RIDOT County Road Project will begin to screen parking in the northern-most area when a 3 feet high evergreen hedge is installed along the back of the sidewalk. Site improvements within these developments, though, still need to:

- Better define and separate vehicular and pedestrian circulation, especially in establishing a stronger connection from the sidewalk to the storefront.
- Provide landscaped zones with shade trees that offer relief from the myriad of hard surfaces as well as critical grass and planting areas that help absorb run-off water.

INVENTORY

SMALL SCALE COMMERCIAL

- Single building with only one storefront facing County Road
- Majority of parking to the side or rear of lot
- Wide landscape zone along County Road (or potential area for landscaping)



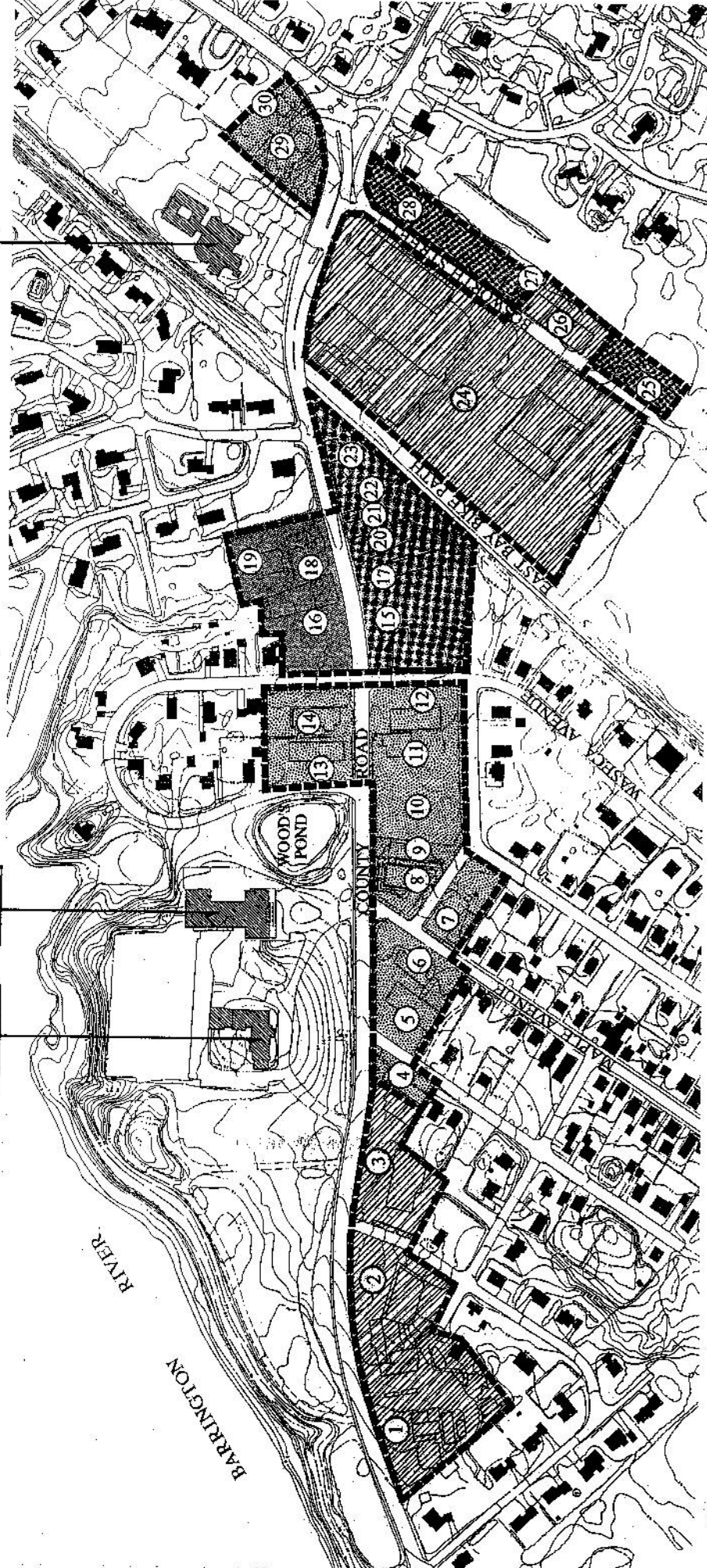
The small scale, commercial development is far more pleasant because most of these sites offer some sort of landscaped zone between the building and the street. As a result, the parking areas do not dominate the site, especially where there is adequate room for either shrub plantings or low stone walls.

Because these areas are contiguous to or are across the street from the Town Hall and Wood's Pond, this commercial area has the greatest opportunity for developing a high quality streetscape environment that is reminiscent of older, more established villages. Three site issues to consider that allow this to further develop are:

- The setback of buildings that exist throughout the small scale commercial area (see map) allows for a pedestrian greenway. Any parking within this area that exists today should be reoriented to the rear and/or sides of the property.
- The vacant lot, at some point, will be developed. Future plans should retain at least the same amount of greenspace that fronts County Road today.
- A "storefront", pedestrian walkway system needs to be encouraged where sidewalks could connect directly from building to building and provide secondary pedestrian circulation at the storefronts. This would encourage more people to walk from store to store and become more familiar with the Barrington Village District.

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LARGE SCALE COMMERCIAL

- STRIP DEVELOPMENT WITH MULTI-STOREFRONTS FACING COUNTY ROAD
- MAJORITY OF PARKING BETWEEN BUILDINGS AND COUNTY ROAD AND / OR PARKING DIRECTLY IN FRONT OF STORES
- MINIMAL LANDSCAPING ALONG COUNTY ROAD

SMALL SCALE COMMERCIAL

- SINGLE BUILDING WITH ONLY ONE STOREFRONT FACING COUNTY ROAD
- MAJORITY OF PARKING TO THE SIDE OR REAR OF LOT
- WIDE LANDSCAPE ZONE ALONG COUNTY ROAD (OR POTENTIAL AREA FOR LANDSCAPING)

STREET FRONT COMMERCIAL

- SINGLE BUILDING FACING COUNTY ROAD WITH MINIMAL SETBACK FROM SIDEWALK (GAS PUMP AREAS INCLUDED)
- MAJORITY OF PARKING IS IN REAR
- MINOR OR NO LANDSCAPING AT BACK OF SIDEWALK

BARRINGTON VILLAGE DISTRICT

PREPARED BY: GUTER, LEHMAN & ASSOCIATES, INC. AND
DAVID ANDERSON, ARCHITECTS, P.A.

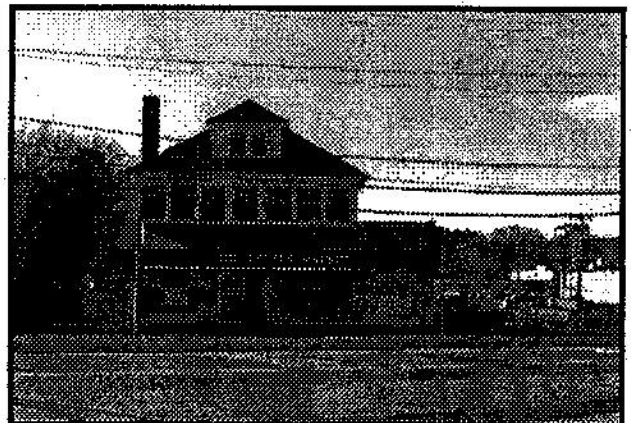
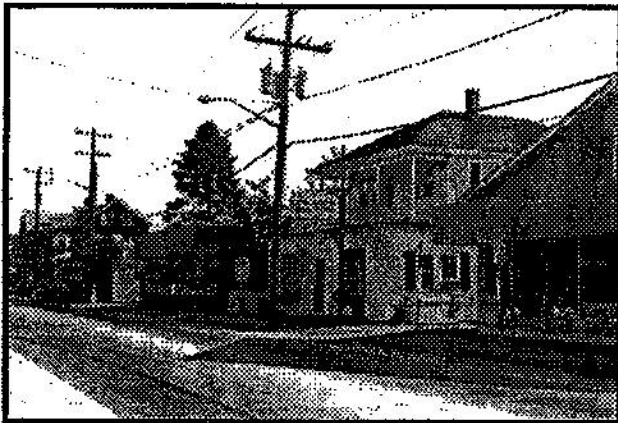
1994



SITE CHARACTERISTICS

STREET FRONT COMMERCIAL

- Single building facing County Road with minimal setback from sidewalk (Gas pump areas included).
- Majority of parking is in rear.
- Minor or no landscaping at back of sidewalk.



The streetfront sites, like the small scale commercial development, also have an advantage of being concentrated along County Road in a contiguous fashion. The small scale nature of the various buildings works well to create a tight but successful appearance of a village center. Parking is at the rear of sites so the buildings themselves and their details finally get a chance to be seen up close from County Road. Unfortunately, it is at this area where the large scale signs, both free standing and building mounted, dominate the entire streetscape. Appreciation of any positive site feature, including the buildings, is almost impossible because of the overwhelming array of signs.

- Site development in this area will need to depend on designs well coordinated with the RIDOT Road Plans in order to maximize improvements along the narrow sidewalk areas. The rear parking areas could also benefit from coordinating their functions to maximize parking spaces and ease internal circulation. (Some of this has already occurred between the Coleman Realty Building, Cisco's Pizza, and T.J. Cinnamon's.)

Building

The buildings within the study area have been categorized into four types based on their overall size and appearance. They are:

RESIDENTIAL

These structures, although commercial in use, retain most of their original residential design and character. (Only slight exterior modifications have been made for adapting them to commercial uses.)



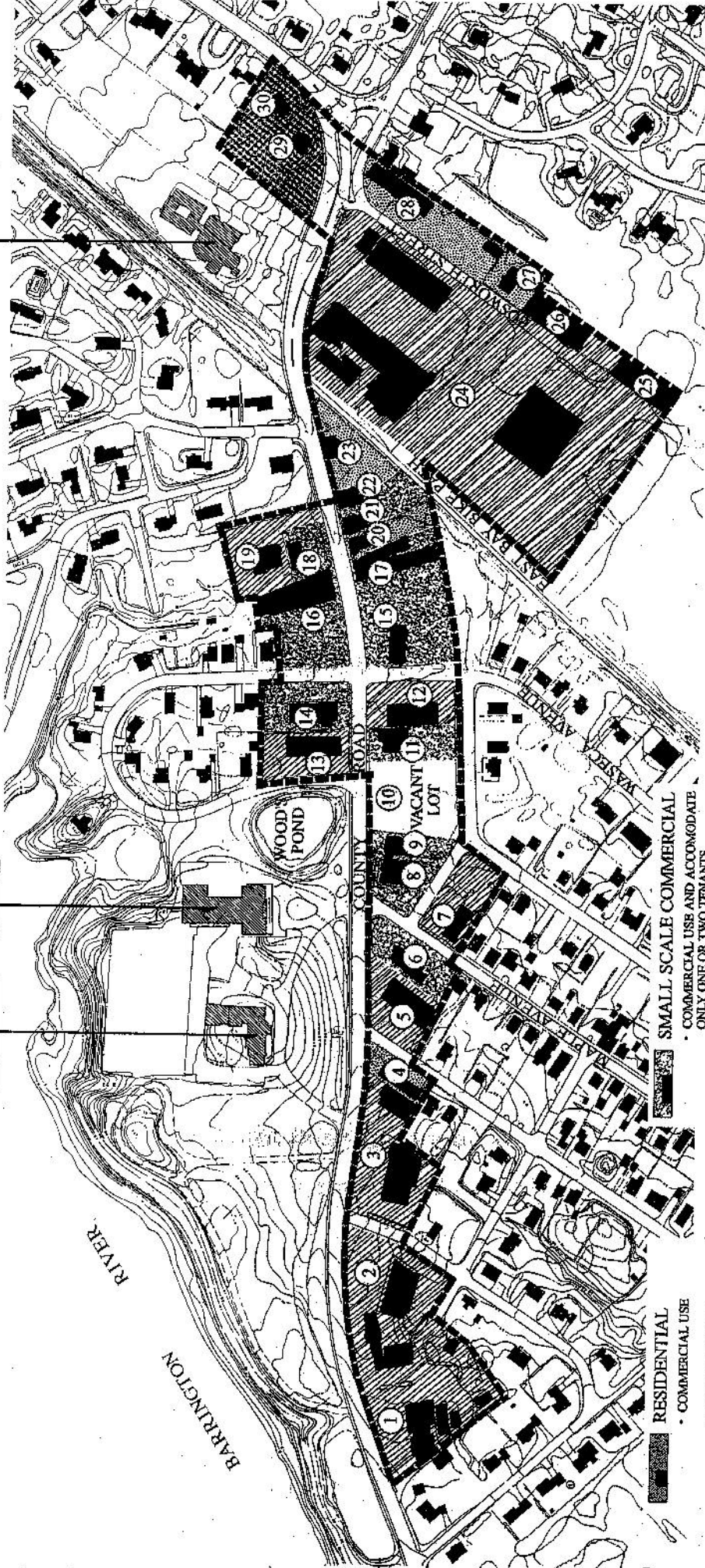
RESIDENTIAL / COMMERCIAL

These structures could have originally been either residential or commercial, but despite new commercial uses, they still retain a residential envelope and maintain materials and details that suggest a residential structure. The first floor is designed (or has been altered) to accommodate a commercial use, while the second floor still retains a residential use.



ST. JOHN'S CHURCH

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BARRINGTON VILLAGE DISTRICT

PREPARED BY: GATTE, LEONARD & ASSOCIATES, INC. AND
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1994



BUILDING TYPE

3

SMALL SCALE COMMERCIAL

- COMMERCIAL USE AND ACCOMMODATE ONLY ONE OR TWO TENANTS
- SMALL TO MEDIUM SIZE AND SCALE
- COMMERCIAL IN APPEARANCE

LARGE SCALE COMMERCIAL

- THREE OR MORE TENANTS
- COMMERCIAL STRIP DEVELOPMENT
- ONE TO ONE AND A HALF BUILDINGS

RESIDENTIAL / COMMERCIAL

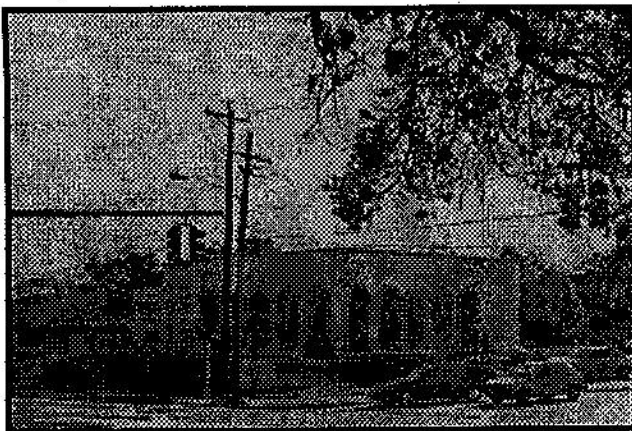
- RETAIN A RESIDENTIAL ENVELOPE
- MAINTAIN RESIDENTIAL MATERIALS AND DETAILS
- FIRST FLOOR - COMMERCIAL USE, SECOND FLOOR - RESIDENTIAL USE

RESIDENTIAL

- COMMERCIAL USE
- RETAIN ORIGINAL RESIDENTIAL CHARACTER

SMALL SCALE COMMERCIAL

This category consists of structures which were originally built for commercial use and accommodate only one or two tenants. These structures are the most alike in their small to medium sized scale, and their architecture is strictly commercial in appearance.



LARGE SCALE COMMERCIAL

These structures accommodate three or more tenants in a commercial strip fashion and are mostly long, large, one and one-half story buildings.



Building
INVENTORY

THE ANALYSIS PHASE

The analysis phase of this study involves a number of critical decisions regarding the existing conditions and how appropriate they are for achieving the goal of a village character. The approach of this study is to first identify the more positive elements in the district and utilize them as a basis in building both general and specific guidelines. The more general recommendations are outlined under analysis (pages 16-25) and include:

- Amenities
- Signs
- Backs of Buildings
- Circulation
- Building
- Site

The more specific recommendations comprise the design guidelines (pages 26-42). These guidelines are intended to assist property owners and businesses with suggestions and ideas that will graphically identify critical design issues. Future renovations or development will need to address these issues as the town moves towards its goal of providing an aesthetically pleasing, user-friendly atmosphere throughout the entire Barrington Village District.

Introduction

ANALYSIS

Amenities

Design elements that bring additional convenience or service to the various commercial sites are the amenities. In the Barrington Village District, the more obvious amenities are site lighting, some fencing, an assortment of vending machines and telephone booths. These types of site features are usually viewed as attributes but only if properly integrated into the landscape or building design. This study finds that most amenities throughout the Barrington Village District appear as afterthoughts, only adding to the visual clutter of the streetscape or storefront area.



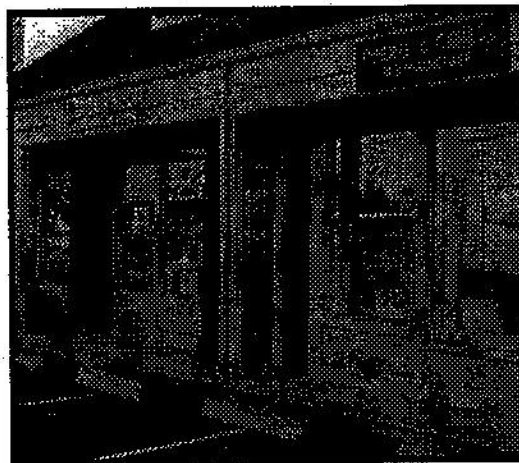
- Amenities such as fencing, benches and lighting should be designed to reflect the style of architecture that they are adjacent to.
- Amenities such as phone booths, bike racks and newspaper machines should be integrated properly into the site design. Consideration of these elements should be made early in the design process so they better relate to their surroundings.

Signs

The greatest improvement for the Barrington Village District will be the reduction of sign proliferation that overwhelms the streetscape and inhibits the ability to readily identify the actual businesses along the roadway. If the size, height, and number of signs were reduced, the business identification would improve. Free standing signs, especially "ladder" signs, should not compete with the architecture. The main attraction should be the building where flush mounted signs, window displays and / or merchandise are seen. Several sites in the commercial district already display signs which are very appropriate in size, design and material selection. Using these signs as models, general recommendations would be:

Sign Bands

- For multi-tenant buildings, prohibit individual business names on free-standing signs and prohibit large "ladder" signs. Multi-tenant storefronts should develop a sign band system that becomes integral to the architecture and organizes the size and graphics of each sign.



The Village Center and the Bosworth Commercial Building are two successful examples of the sign band systems. In the case of the Village Center, the tenants use their names/logos with a uniform color of black on the existing architectural beam over the columns which wrapped the building, the fascia. The Bosworth Commercial building organizes a similar sign band but applies the signage much differently. They allow different colors but regulate the size of the sign to one size, a rectangle which fits the architecture well.

Font Scale

- The choice of font style and height is most important when designing signage which works well. A good example of this is Newport Creamery. The letters are large, but they are very thin and designed to read well from a distance. Although there are higher and thicker letters on the sign band, the Newport Creamery's sign is the most prominent.

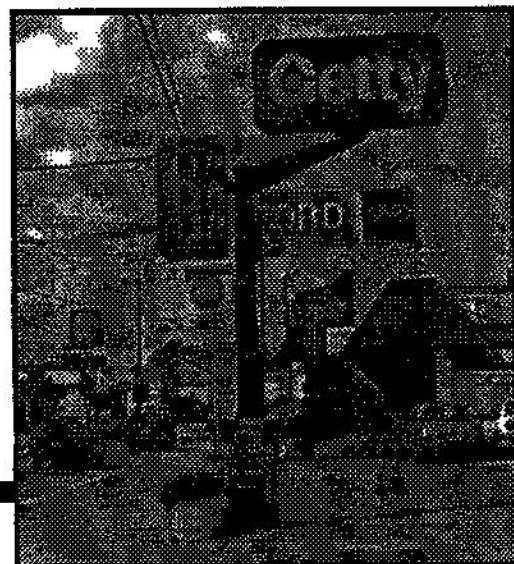
Free Standing Sign

- Free standing signs have their own support structure and are usually placed within a few feet of the sidewalk area. These signs vary greatly in style, color, and size, but altogether, they offer the greatest opportunity for improving the streetscape by reducing their overall size.

- Ladder signage is not an appropriate type of signage for the downtown village. In most cases like Barrington Plaza, the signage on the building face is so close to the road that the larger storefront signage deems the smaller ladder signs redundant and hard to read. Elimination of ladder signs will reduce the amount of chaos throughout the downtown.



- Another problem with freestanding street signage is the desire to attach many secondary signs to the main sign's support. In many cases like the Getty Station, the result is a cluttered appearance.



- The Barrington Shopping Center's new free standing sign is proportioned, detailed, scaled, and painted in keeping with the Barrington downtown village imagery.

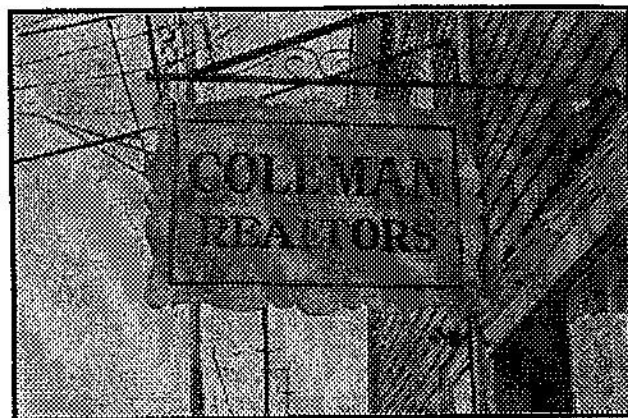


- Require free-standing signs to be designed so that they relate to the building's architecture or are properly incorporated into the building as flush mounted signs.



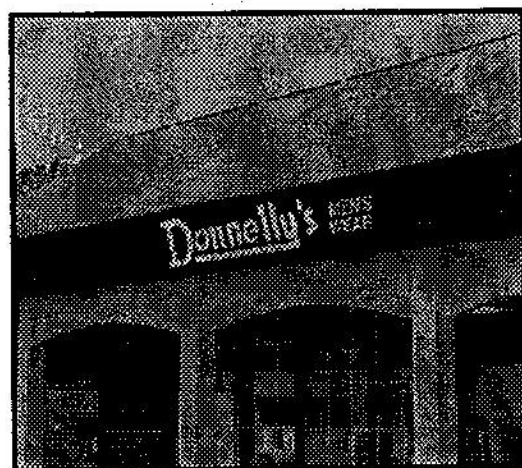
Projected Signs

- Projected signs hung from the building's facade should be carefully designed so that both the sign face and support bracket reflect the architecture.



Awning Signage

- Restrict signage on awnings to only the name of the store and/or the street address. No other information should appear on any part of the awning.

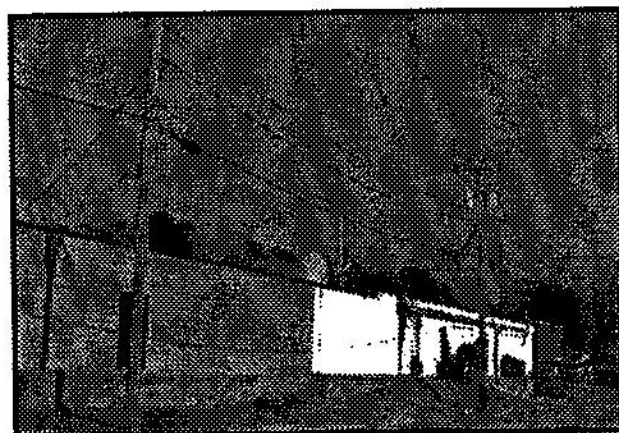
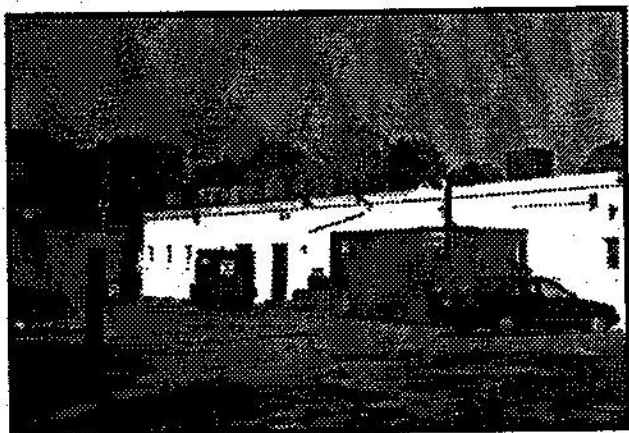


Signs

ANALYSIS

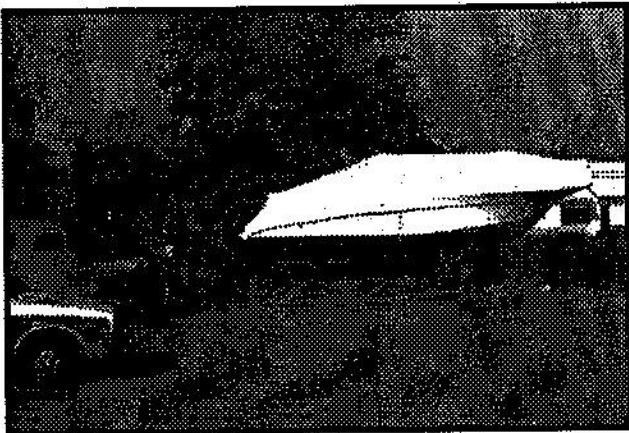
Backs of Buildings

In reviewing the existing conditions of the village area, a major aesthetic concern that needs to be addressed is the backs of buildings. Quite often the back of any building has less design attention and utilizes less expensive building materials. This is usually acceptable if the rear elevation is not within the view of the general public. Street patterns within the Barrington Village District, however, allow access to a number of buildings from the rear. Out of the thirty sites documented in this report, ten sites (with a total of thirteen buildings) present unsightly rear elevations. Also, most of these large, windowless walls are painted white, which heightens the awareness of the ugliness, especially with utility lines and meters strapped to the walls.



Recommendations for addressing the backs of buildings are:

- Select color and material for rear walls that will be neutral in tone and help the elevation recede and blend into the streetscape.
- Require future commercial construction to aesthetically address the rear and side elevations of buildings especially if they will be in full public view.
- Require a landscape buffer area to thoroughly screen the back or side of building if it adjoins a residential zone.
- Require that all dumpsters be properly enclosed with a fence type structure that is aesthetically compatible with the architecture.
- Restrict storage of equipment, barrels, disabled vehicles, plows, boats, trailers, and miscellaneous equipment racks unless fully screened from public view.
- Pad mounted air conditioner units should be fully screened from public view.



Backs of Buildings

ANALYSIS

Circulation

To create a pedestrian-friendly village environment, circulation throughout the commercial area needs to be enhanced. Currently, the present roadway and parking lot areas are designed to handle vehicular circulation but too often at the expense of much needed bicycle and pedestrian routes.

Safe and well-defined pedestrian walkways within the commercial properties would encourage people to walk from shop to shop. The tendency now is to drive everywhere throughout the village area even if the distance is short. When the RIDOT County Road Project is complete the new wider sidewalks on both sides of the roadway need to have better connecting walks to the storefronts.

Also, adjacent storefronts need to be linked by walkways wherever possible, especially two or more buildings within the same property. The worn foot paths that exist today, cutting through landscaped areas from site to site, are a tangible clue of the need to create storefront circulation. Storefront circulation would also assist in greater exposure of those businesses that are set back from the sidewalk area.

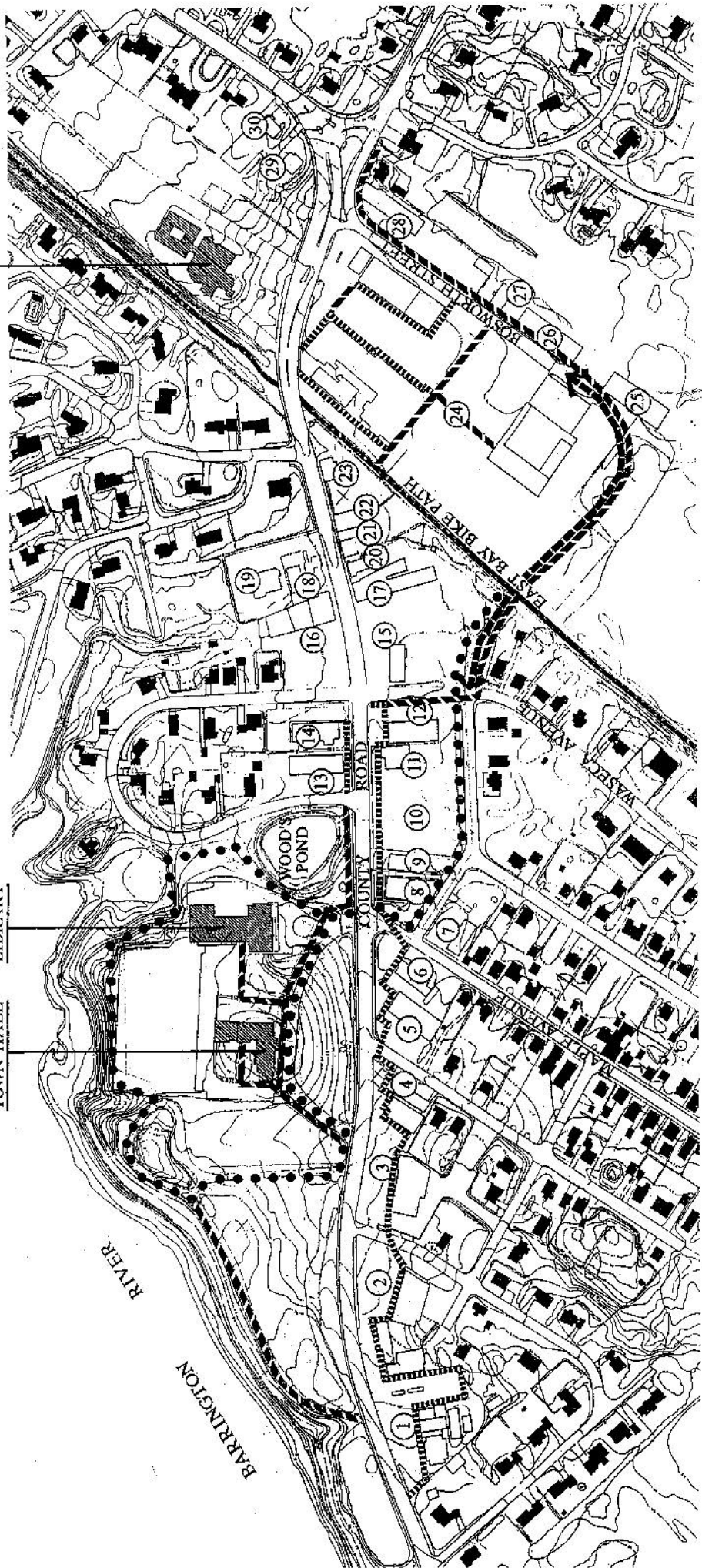
Pedestrian

- Require connecting walks from curbside to storefronts when buildings are set back from roadway.



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VEHICULAR TRAFFIC
LINKING WOOD STREET TO THE
END OF BOSWORTH STREET

STOREFRONT SIDEWALKS
CREATING AND ENHANCING A
SECONDARY WALKWAY THAT
WOULD LINK TOGETHER A
MAJORITY OF BUSINESSES

BICYCLE ROUTE
LINKING THE TOWN HALL AREA
WITH THE EAST BAY BIKE PATH

**SIDEWALKS AT ROADWAY
& PARKING AREAS**
ESTABLISHING NEW PEDESTRIAN
SIDEWALKS & CROSSWALKS FOR
IMPROVED SAFETY

THIS PLAN PRESENTS FUTURE
CONSIDERATIONS FOR IMPROVING
CIRCULATION ROUTES THROUGHOUT
THE CENTRAL VILLAGE AREA. THESE
VARIOUS LINKS ARE IN ADDITION TO
RIDOTS PROPOSED SIDEWALKS AND
WIDENED SHOULDERS THAT WILL
ACCOMMODATE PEDESTRIAN & BICYCLE
TRAFFIC ALONG COUNTY ROAD.

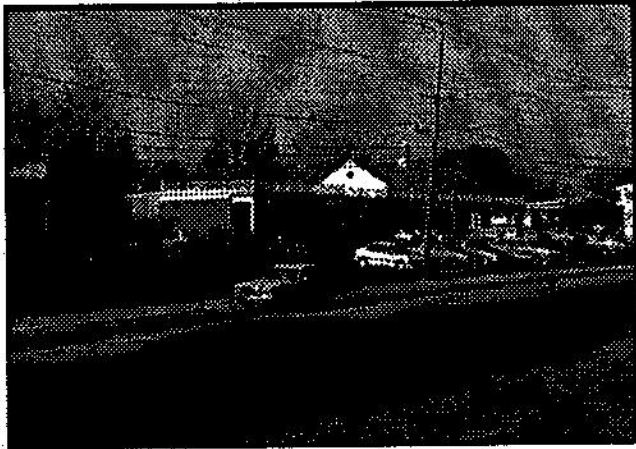
BARRINGTON VILLAGE DISTRICT

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DAVID ANDREOZZI, ARCHITECTS, AIA

1994

CIRCULATION RECOMMENDATIONS

- Clearly define all pedestrian walkways within the commercial properties and especially crosswalks at the larger commercial developments.
- Develop a village-wide, pedestrian walkway system linking the commercial properties to the Town Hall, Town Library, and Wood's Pond. Scenic pathways overlooking the Barrington River that already exist could also become part of the circulation system.



Bicycle

- Create a new bike route from the East Bay Bicycle Path north to Wood Street and connect to the Town Hall property at the Maple Avenue/ County Road intersection. This would then proceed along the recently renovated Wood's Pond and then around the Town Hall's eastern property edge featuring panoramic views up and down the river.

Future Considerations

- Extend the end of Bosworth Street in a northerly direction through the western portion of the Barrington Shopping Center and connect to Wood Street. Roadway development would also include bike lanes and sidewalks which would extend along the existing Bosworth Street as well. Although a proposed roadway would create an additional crossing at the East Bay Bike Path, it would ease the congestion of cars on County Road by providing secondary circulation from the Maple Avenue/Waseca Avenue to Rumstick Road.

Circulation

ANALYSIS

Building

The creation of an aesthetically pleasing village character is commonly thought to be solely dependent on the architecture of the many buildings that make up the whole. Barrington's commercial architecture has often been criticized to the point where it is said quite frequently, "this entire area should be torn down and redone".

This study has discovered quite the opposite. The architecture is not really to blame for the poor aesthetic quality of the Barrington Village. The actual problem is the overabundance of outdated, oversized signs and the lack of any substantial site amenities; especially landscaping. Conversely, the architecture of most commercial buildings is quite characteristic of a New England village with a variety of small buildings well proportioned to each other. Some buildings definitely need a facelift, and there are a few that should be entirely redone. Most buildings, however, have positive qualities about them that, with a little design guidance, could contribute greatly to the Barrington Village character.

THE VILLAGE CENTER



FLEET BANK



- Pedestrian walkways
- Scale & details at storefronts
- Roofline trellis
- Organized sign band on buildings



- Building materials & details
- Dormers on roof
- Divided light windows & doors
- Landscaped at street

Several buildings pictured below have been selected as role models for these guidelines because they offer the greatest positive influence within the village area and address the following design issues:

- Materials and details are similar in architectural styles and relate to the immediate New England environment. Materials include brick, wood, wood shingles, and stone. Concrete block, texture 1-11, vinyl and aluminum cladding are not used and should be avoided.
- Major renovations to multi-tenant buildings should address the entire building and not just one storefront. Well proportioned and coordinated sign bands need to be considered and incorporated into the renovations.
- Commercial buildings, wherever possible, should cover and shelter storefront walkways. This creates a user-friendly environment by allowing pedestrian circulation from store to store with protection from cars and weather.
- Awning should be appropriately sized for building and does not overpower the architecture. Awning material is canvas or a canvas-like fabric. Vinyl materials and rounded "hood" awnings should be avoided.

BOSWORTH COMMERCIAL BLD.



- Dormers on roof
- Color & selection of shingles
- Uniform signage
- Pedestrian walkway
- Color & selection of brick & mortar
- Window & door details

GRAY'S JEWELERS



- Doors & window details
- Appropriate size awning for small size of building
- Wall mounted lights

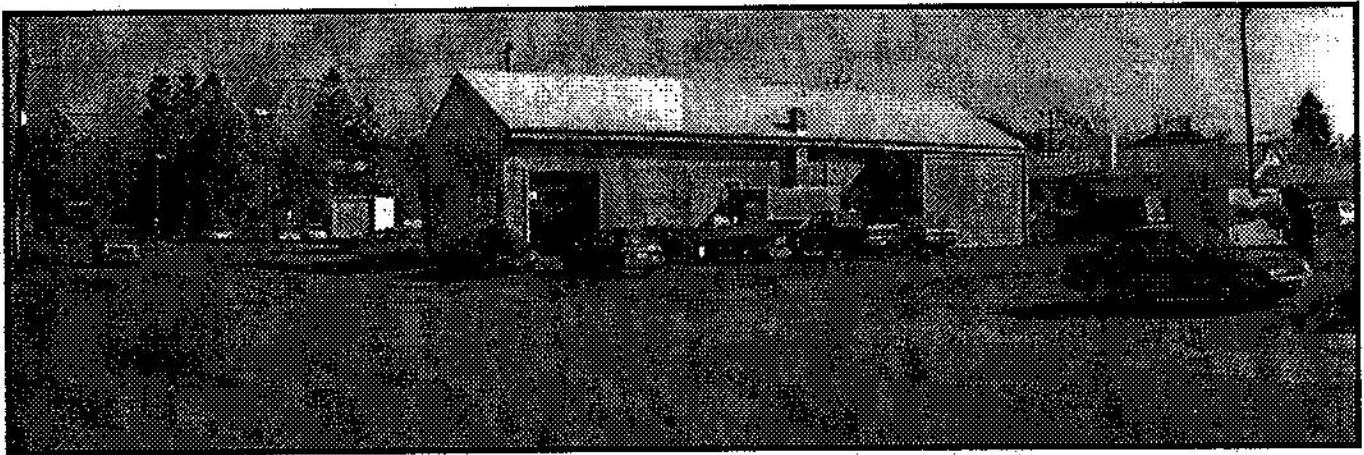
Building

ANALYSIS

Site

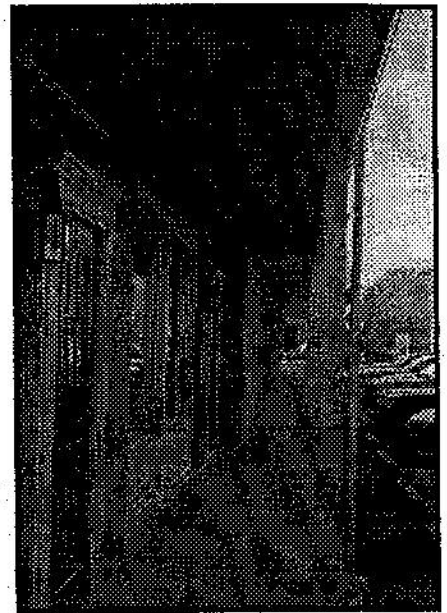
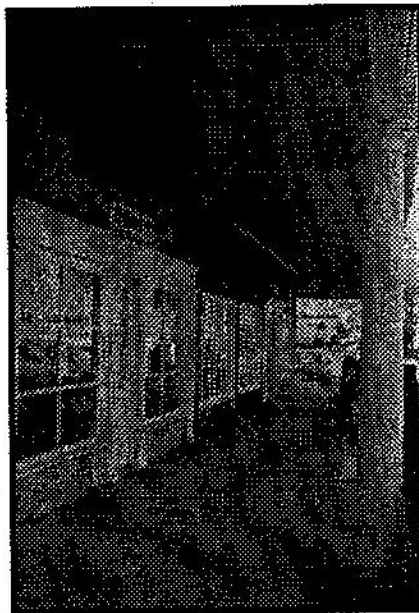
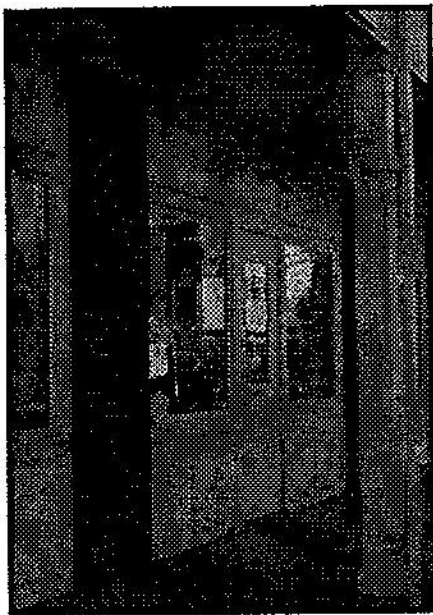
The observation throughout most of the thirty sites is that there is a lack of substantial site features and that a majority of the buildings seem surrounded by asphalt. Pedestrian sidewalks and crosswalks are minimal, if any, thus creating a safety concern at a number of properties, especially those with no distinction between the public roadway and abutting parking lots.

Landscape elements such as shade trees or sizable areas of grass or plantings are also minimal throughout the district. These features would help tremendously in bringing a sense of clarity throughout the village as well as needed shade relief from the hot, hard surfaces of buildings and pavement.



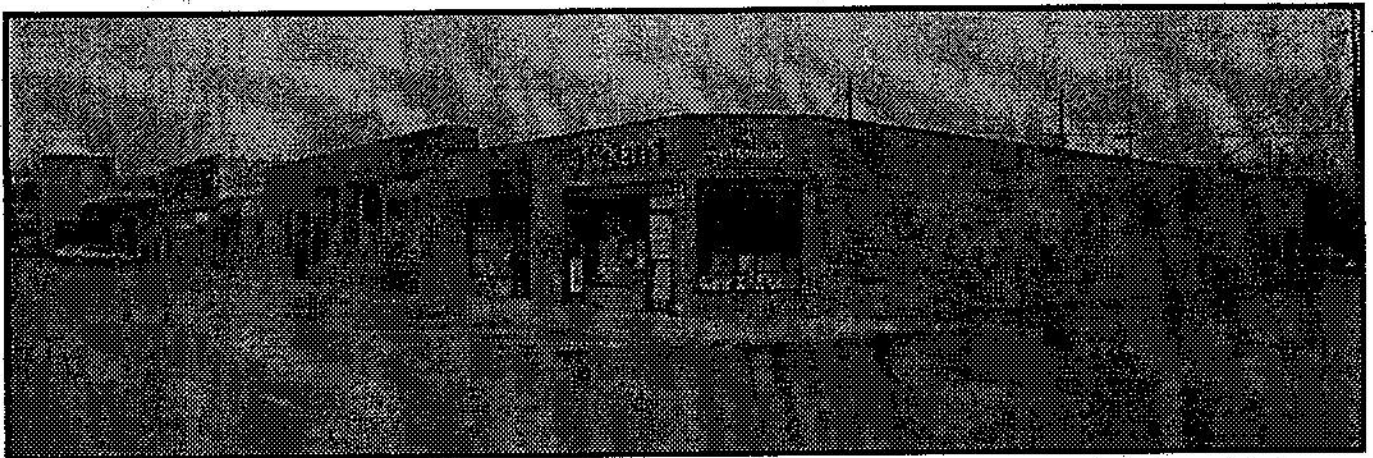
A heavy landscape edge would screen Shell's rear storage area and, if incorporated with a sidewalk, provide better definition between the roadway and the property.

The other major observation is that pedestrian links between properties are nonexistent, at least in any formal construction of walkways. Worn footpaths, though, can be seen in numerous areas cutting through shrubs or squeezing between fencing. This indicates that there is a public desire to walk from property to property on what could be referred to as 'storefront sidewalks'. Many of the buildings already have walkways directly in front making it relatively simple to create a continuous "storefront" walk. Having such a walkway system would lessen the dependency on the automobile and provide greater exposure for the shops.



Existing storefront walkways should be linked whenever possible to neighboring properties.

Of course, this can apply to bicycles as well. When the RIDOT County Road project is complete, bicyclists will have well defined four-foot shoulders on both sides of the road. Coupled with the heavy use of the East Bay Bike path, this can bring a new user group further into the village area. Site features ranging from bike stands and air pumps to picnic tables and vending machines should be incorporated into the appropriate business locations to help promote the village's user-friendly atmosphere.

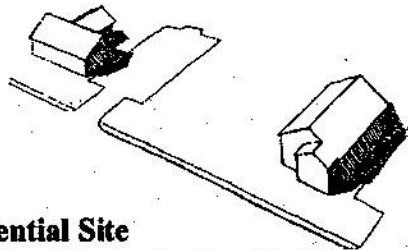


A few well placed shade trees could add greatly to the Barrington Shopping Center. Small areas designed to accommodate pedestrian and bicyclists should also be integrated along the walkway and especially at the triangular asphalt area at the right.

Site
ANALYSIS

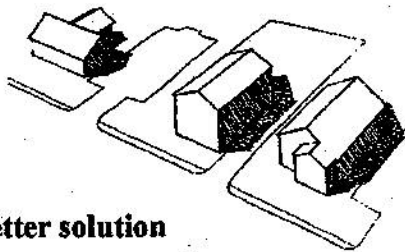
Site

COMPATIBILITY WITH ADJACENT PROPERTIES



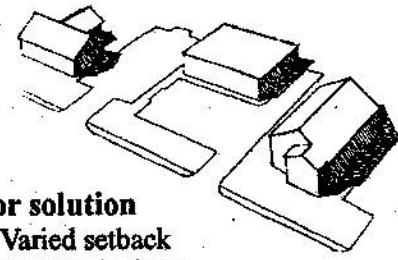
Potential Site

Consistent setback and building character to either side



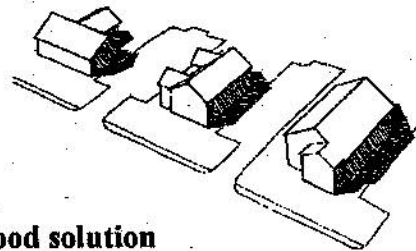
Better solution

Setback is similar
Parking in rear



Poor solution

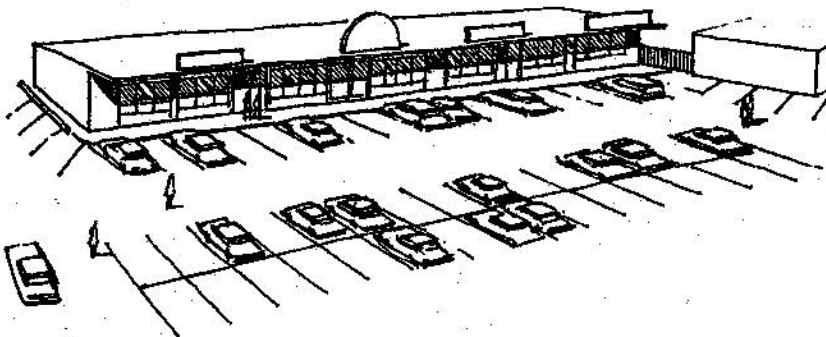
Varied setback
Parking in front



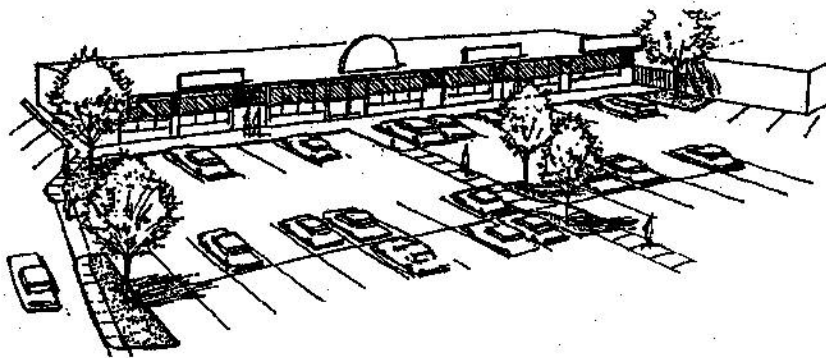
Good solution

uniform setback and spacing
Similar building envelope

PARKING LOT IMPROVEMENTS



Parking lot conditions for most properties within the study area are in need of pedestrian walkways as well as landscape enhancements.

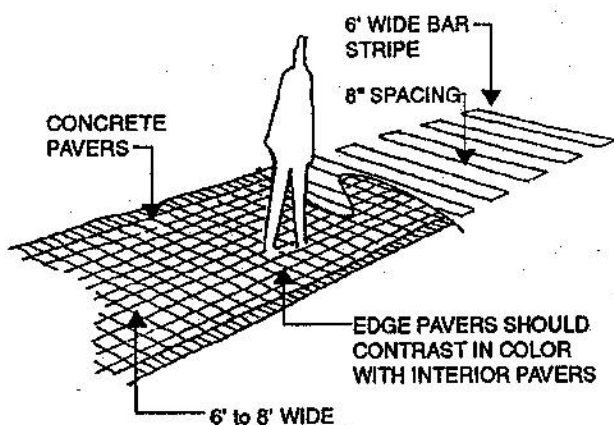


Improvements would include flush walkways leading from building to sidewalks and large, high branching deciduous trees providing both shade and enhancement for the property

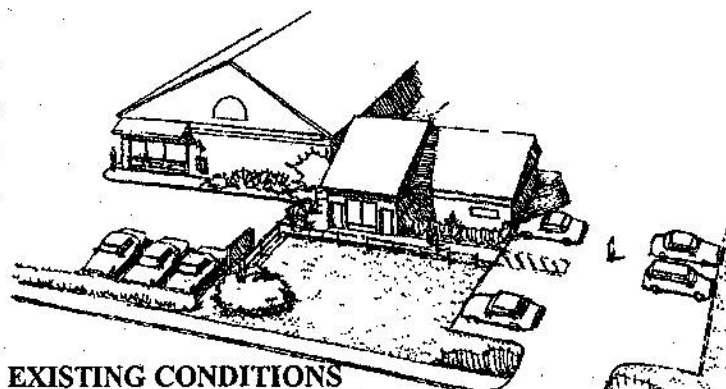
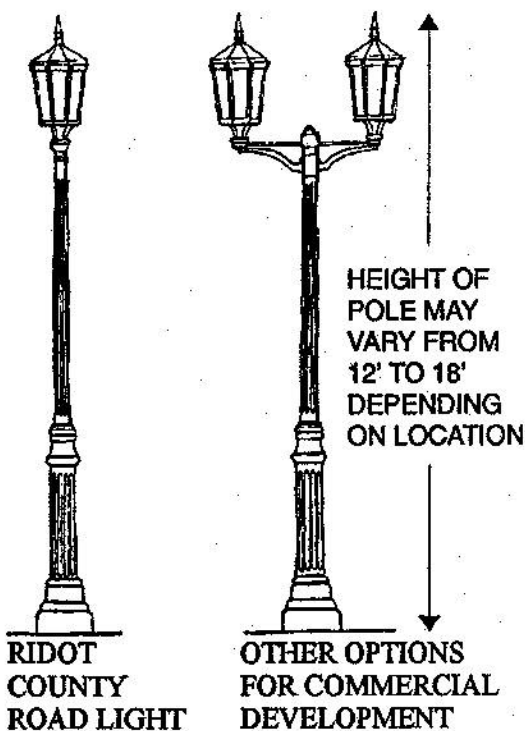
WALKWAYS AND CROSSWALKS

Pedestrian walks from street to storefront should be clearly identified. Walkways from store to store should be enhanced whenever possible.

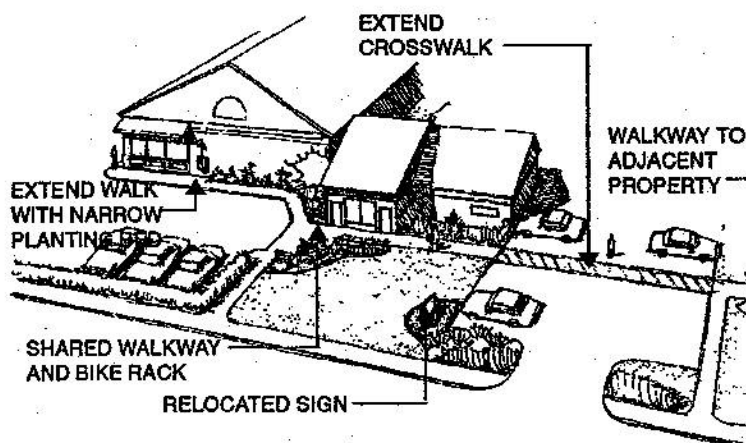
DESIGN OPTIONS



LIGHTING



Pedestrian walks and crosswalks are minimal or non-existent between street and the buildings as well as pedestrian walks between properties.



PREFERRED SOLUTION

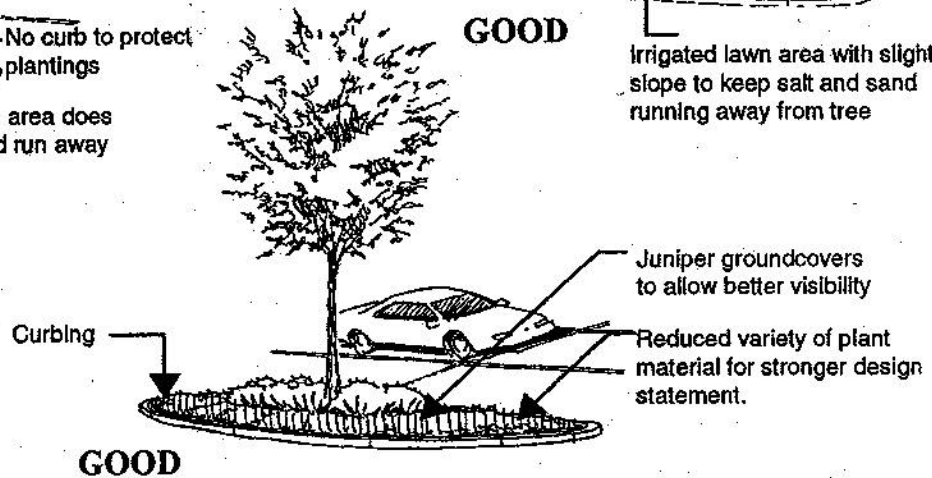
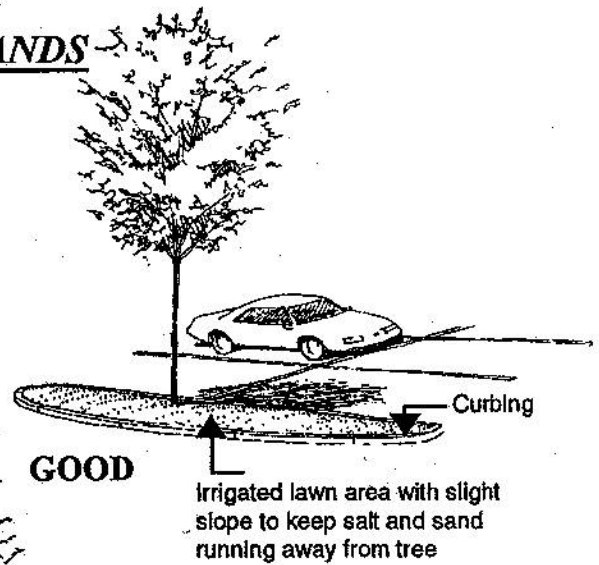
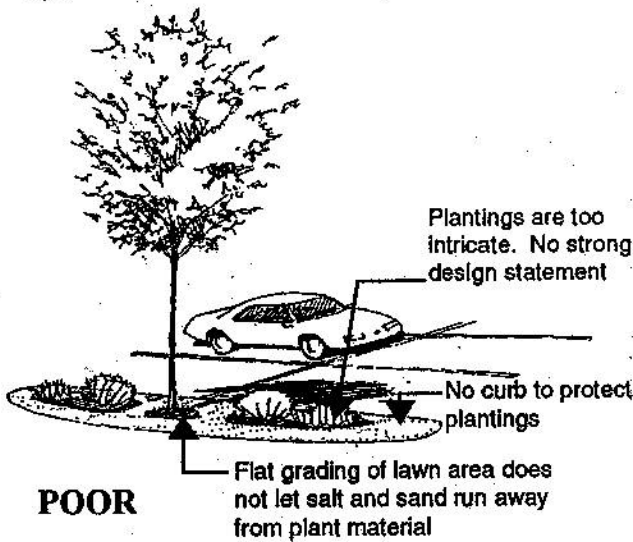
- Lamp and post selection should reflect the architecture style of the commercial property but should also be sensitive to the County Road fixture, especially when located in close proximity to the streetscape.
- Security lighting should be wall mounted to the buildings whenever possible.

Site

DESIGN STANDARDS

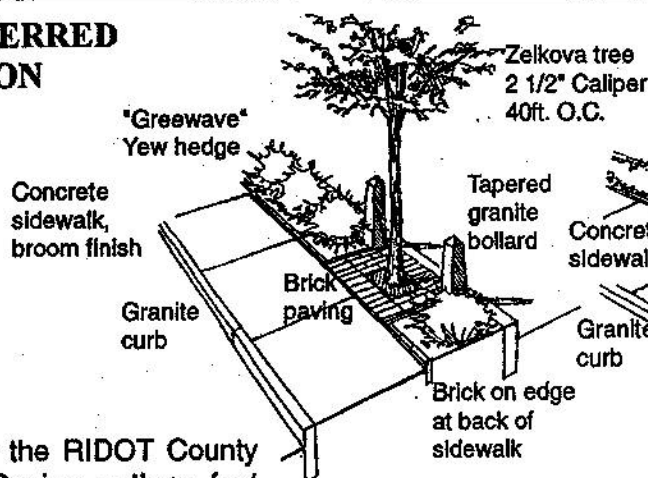
Site

PARKING LOT PLANTING ISLANDS



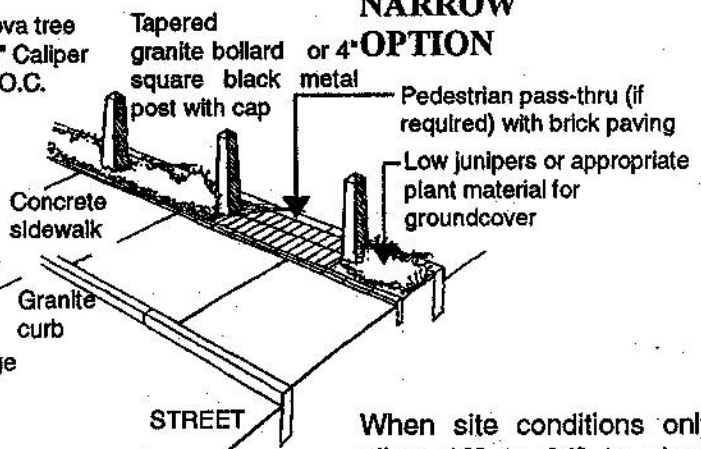
PLANTING BEDS AT BACK OF SIDEWALK

PREFERRED OPTION



As per the RIDOT County Road Design, a three foot area running behind the sidewalk will have a low evergreen hedge.

NARROW OPTION



When site conditions only allow 18" to 24" to plant, bollards should be incorporated to define and protect plants.

COMMERCIAL FENCING

4"x4" POST
5' to 6' o.c.
2"x2" or
2"x4" RAIL

LOW RAIL FENCE (METAL) - to protect plant beds, recommended colors - (black or dark green)

TAPERED BOLLARD (GRANITE) - to define and protect walkways.

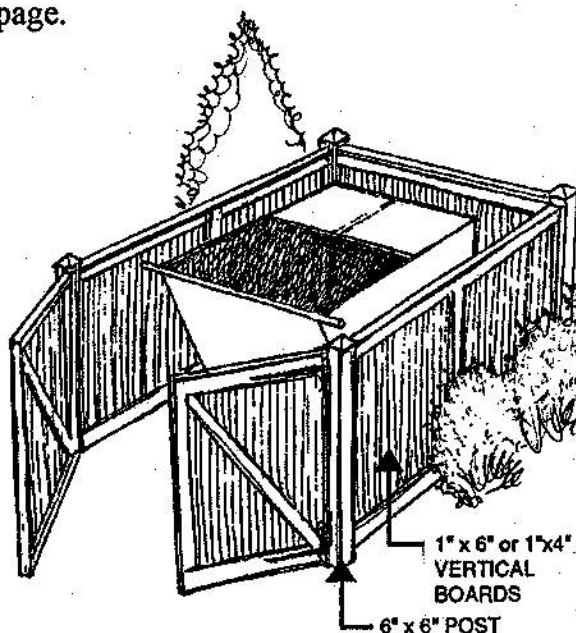
MID LEVEL FENCE (WOOD) - to define property lines and / or protect large areas.

Fencing may be required to protect planting areas, define property lines or "soften" and screen bike racks or newspaper machines. The options shown here are only suggestions but are not intended as substitutes for screening parking areas from the street. If any fencing along County Road is required it should be compatible to the RIDOT details shown on the previous page.

NEWSPAPER VENDING MACHINES
Machines should be screened and enclosed with fencing and / or landscaping.

DUMPSTER ENCLOSURE

Wall and gate material should screen all ground level views of dumpster and be compatible with the architectural style of adjacent building. Width of gate should be properly sized to facilitate removal of dumpster without damage to the enclosure. A solid wood fence is appropriate with a flat cap. Picket fencing should be avoided as well as chain link fencing. Whenever possible an extension of the building's architectural wall system is encouraged for uniformity of material. Additional plant material could buffer the enclosure to provide a more integral design of the enclosure into the surrounding landscape.



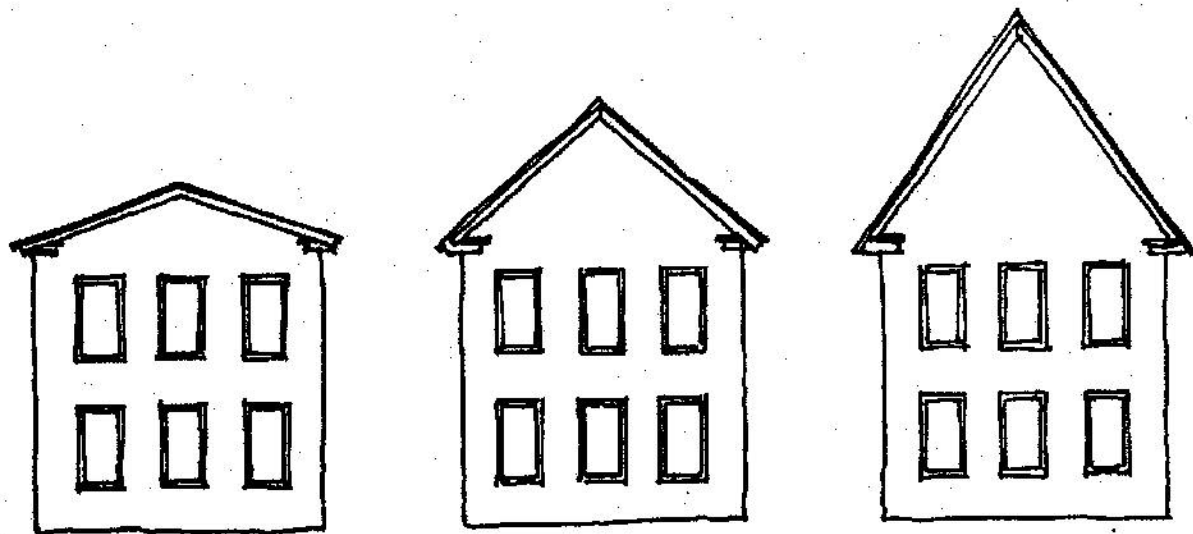
Site

DESIGN STANDARDS

Building

It is the intent that the following "Design Standards" be used by community applicants and the Design Review Board as a guideline for the design of future commercial development appropriate to Barrington Village. The ultimate goal is a creative harmony between all of the properties in the village area.

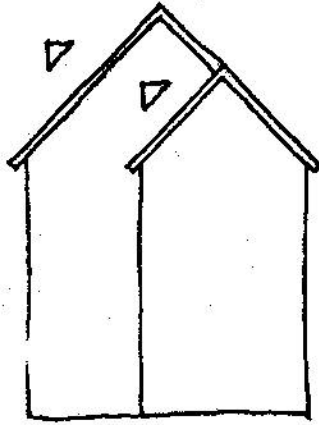
The following images are not intended to be the only correct solutions. They are designed to be a series of lessons which future participants in the design process might use to achieve the "village character" derived from our own historic vernacular.



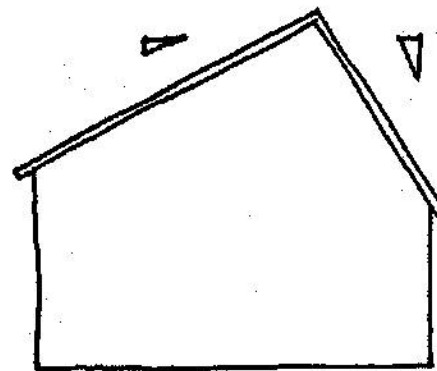
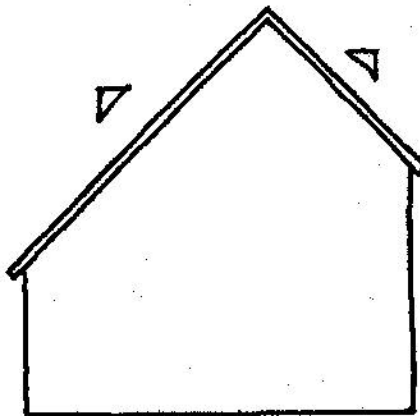
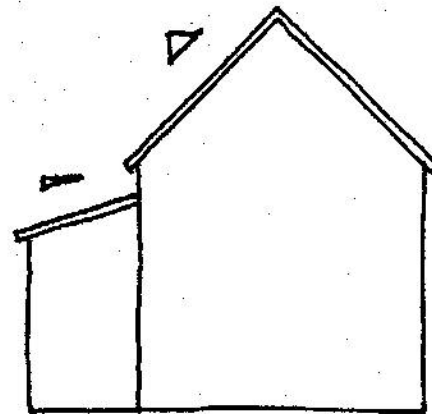
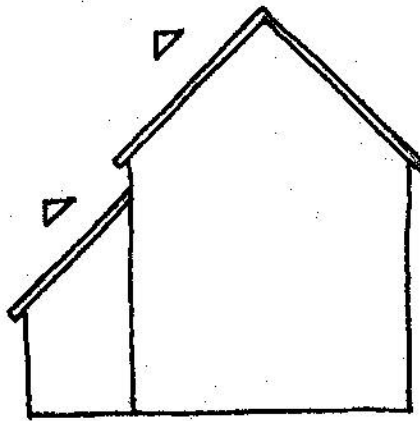
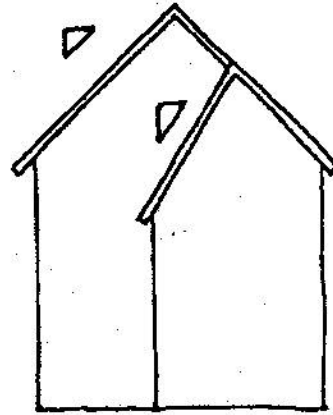
ROOF PITCHES

As a general rule, roof pitches on residential and residential / commercial projects should not be too steep or too shallow on the main body of the building. A 12/12 pitch is a good rule of thumb with some room for architectural variation on a case by case basis. Although we do not intend to stifle any good architecture which would match the New England village feel, the following sketches suggest the importance of a properly proportioned roof.

EQUAL PITCHES



UNEQUAL PITCHES



ROOF PITCHES

Generally, roof pitches look better with equal pitches.

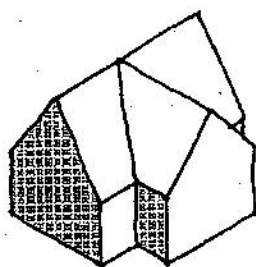
Building

DESIGN STANDARDS

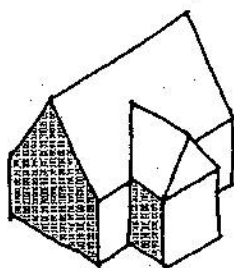
DESIGN STANDARDS

VOLUME AND MASSING

Architectural clarity can be achieved through the use of matching roof pitches, consistent cornice lines, trim, well proportioned volumes, and consistency of similar materials.

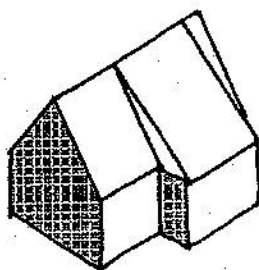


POOR

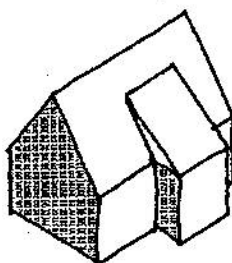


GOOD

Smaller volume does not interrupt the original roof line

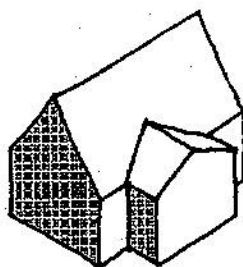


POOR

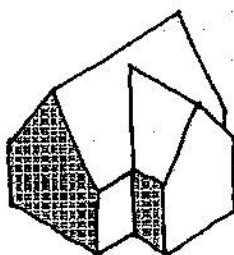


GOOD

Side addition does not dominate larger roof plane.

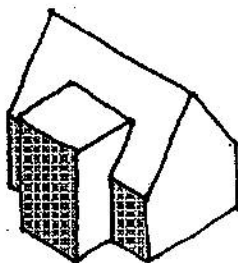


POOR

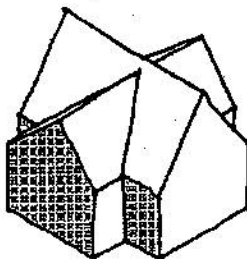


GOOD

Consistent roof pitch



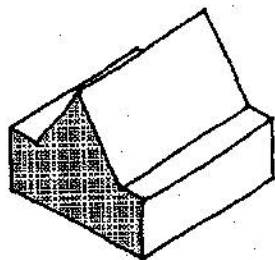
POOR



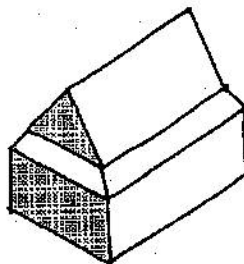
GOOD

Consistent envelope design

VOLUME AND MASSING

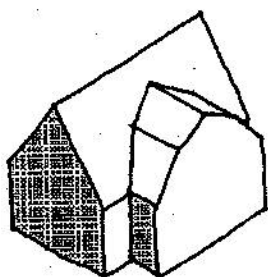


POOR

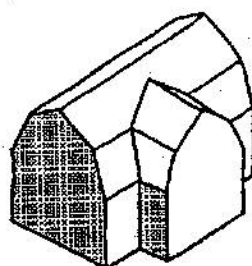


GOOD

Larger original volume influences addition.

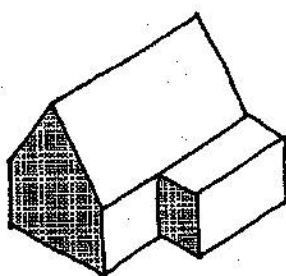


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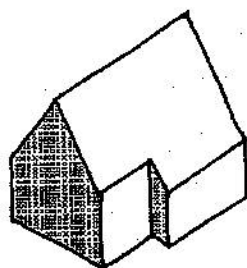


GOOD

Same roof design, proportioned to original volume.

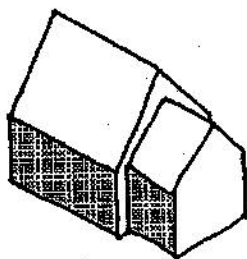


POOR

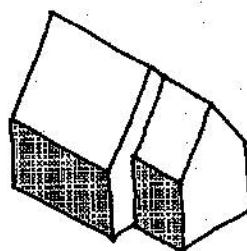


GOOD

Addition integral to original architecture



POOR



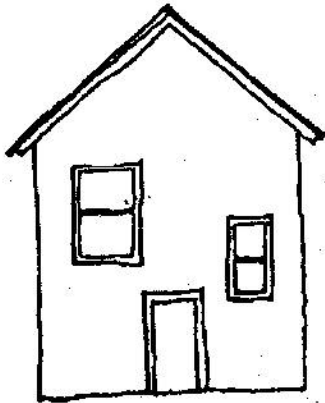
GOOD

Addition integral to original architecture

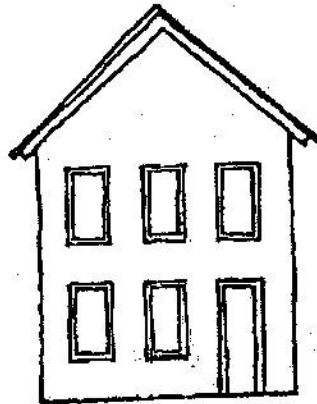
Building

DESIGN STANDARDS

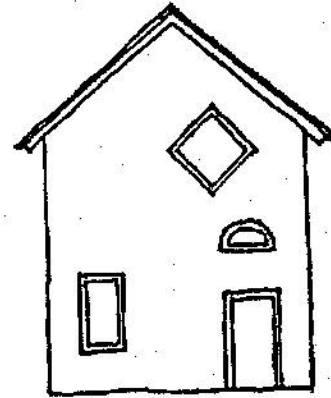
DESIGN STANDARDS



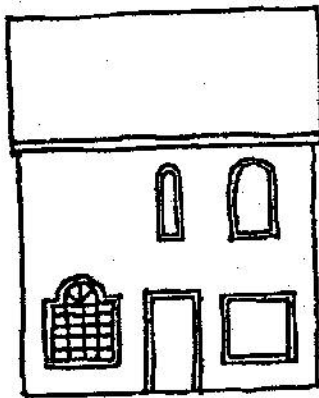
CHAOTIC



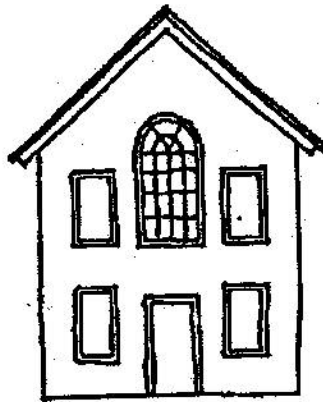
ORDERED



RANDOM



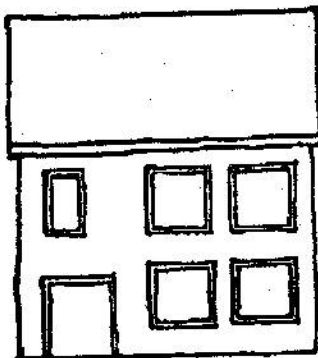
CHAOTIC



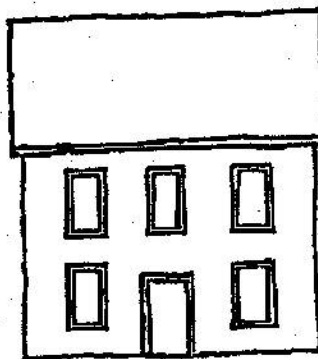
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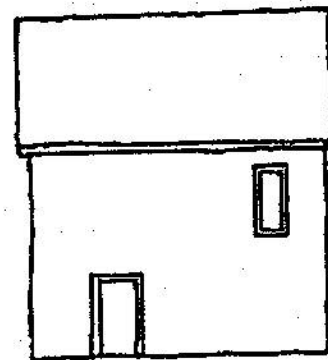
ORDERED



TOO MUCH
FENESTRATION

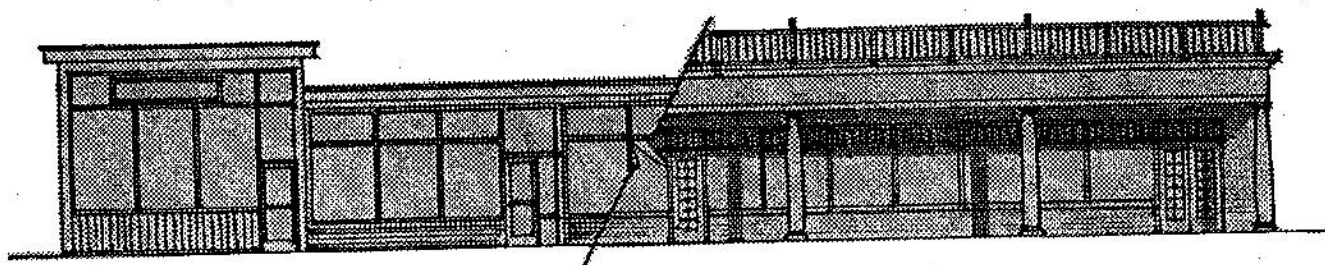


ORDERED



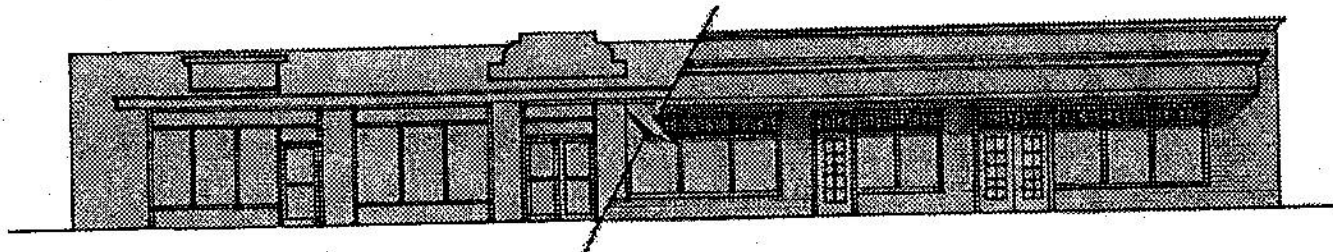
NOT ENOUGH
FENESTRATION

WINDOW RELATIONSHIPS



OLD

NEW



OLD

NEW

ONE STORY COMMERCIAL STRIP RENOVATION

Commercial buildings with multi-tenant storefronts should consider a uniform facade with sign bands incorporated into the architecture. Covered walkways of either awnings or architecture and detailed bands such as crown moldings, railing, trim, etc. which enhance the building's uniformity should be encouraged.

Building

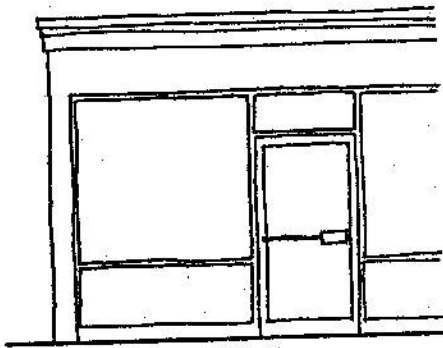
DESIGN STANDARDS

DESIGN STANDARDS

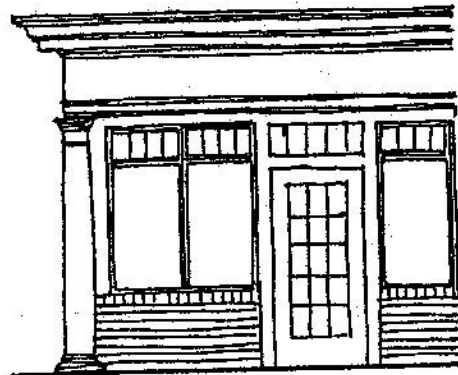
DOOR AND WINDOW TRIM DETAILING

The design criteria for Barrington's future downtown should be derived from our regional historic architecture throughout New England. The following are general suggestions to achieve this long time contiguous theme with door and window detailing;

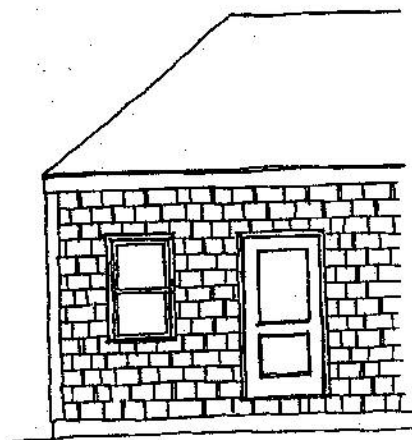
- Traditionally designed moldings to provide additional layers of detailing.
- Architectural details should be contiguous to the building volume to avoid looking like tacked-on ornaments.
- Windows and doors on a particular building should match in style and scale; door to door, window to window, and door to window.
- Storefronts should be constructed with natural materials and in traditional commercial designs rather than dated metal/glass modern systems.



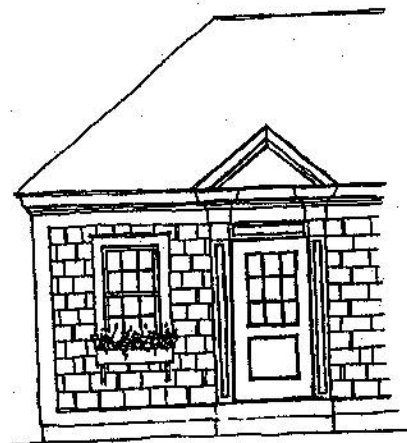
POOR



PREFERRED

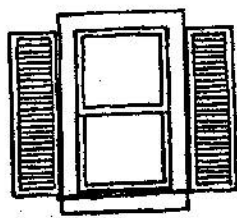
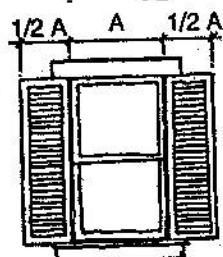
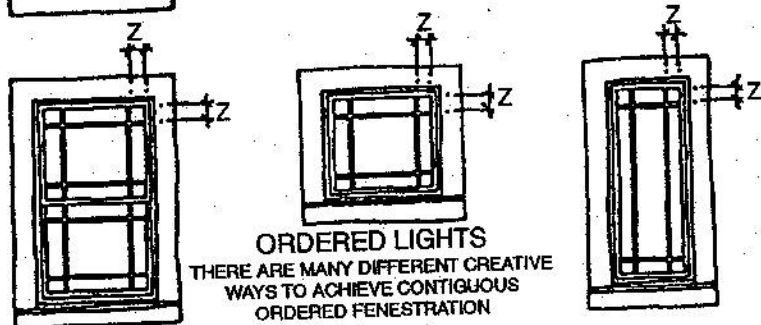
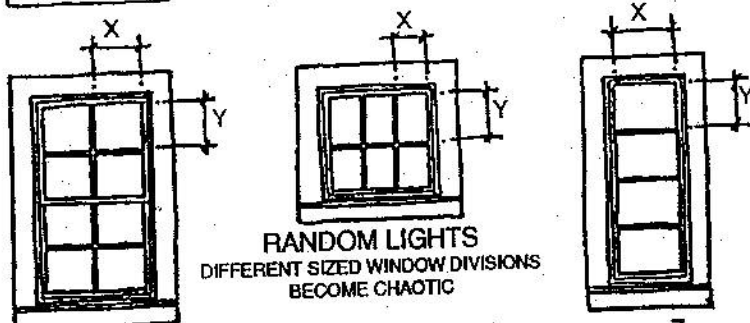
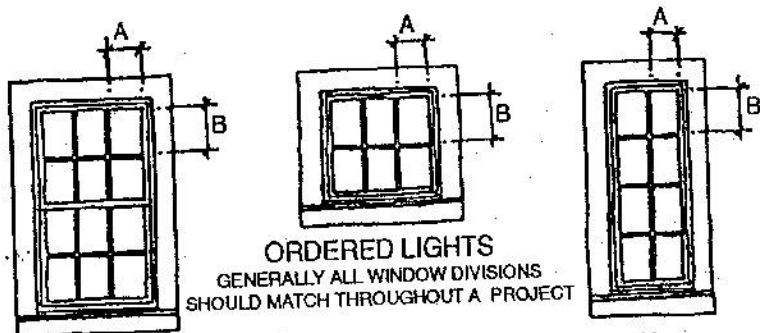


POOR



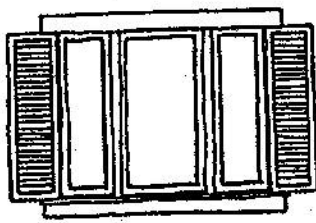
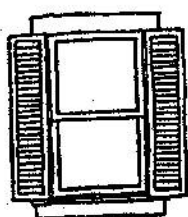
PREFERRED

WINDOW DETAILS



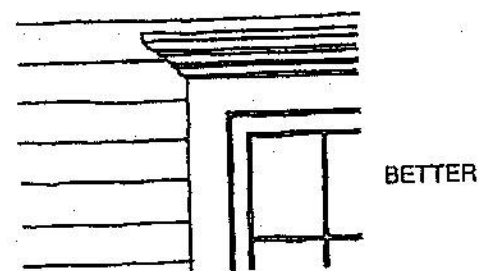
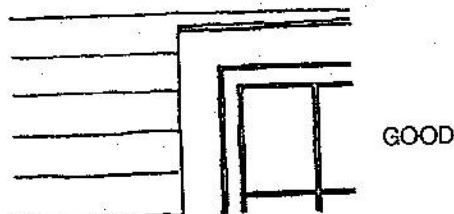
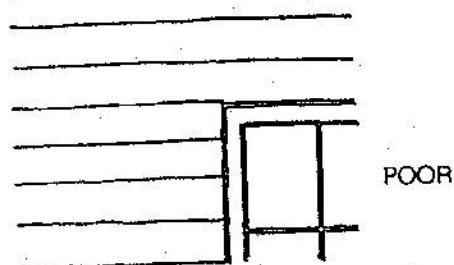
APPROPRIATE

INAPPROPRIATE
NOT INSTALLED AT THE EDGE
OF WINDOW SASH



INAPPROPRIATE
SHUTTERS ARE TOO THIN

INAPPROPRIATE
COULD NOT WORK



TRIM / CASING DETAILS

SHUTTER DETAILS

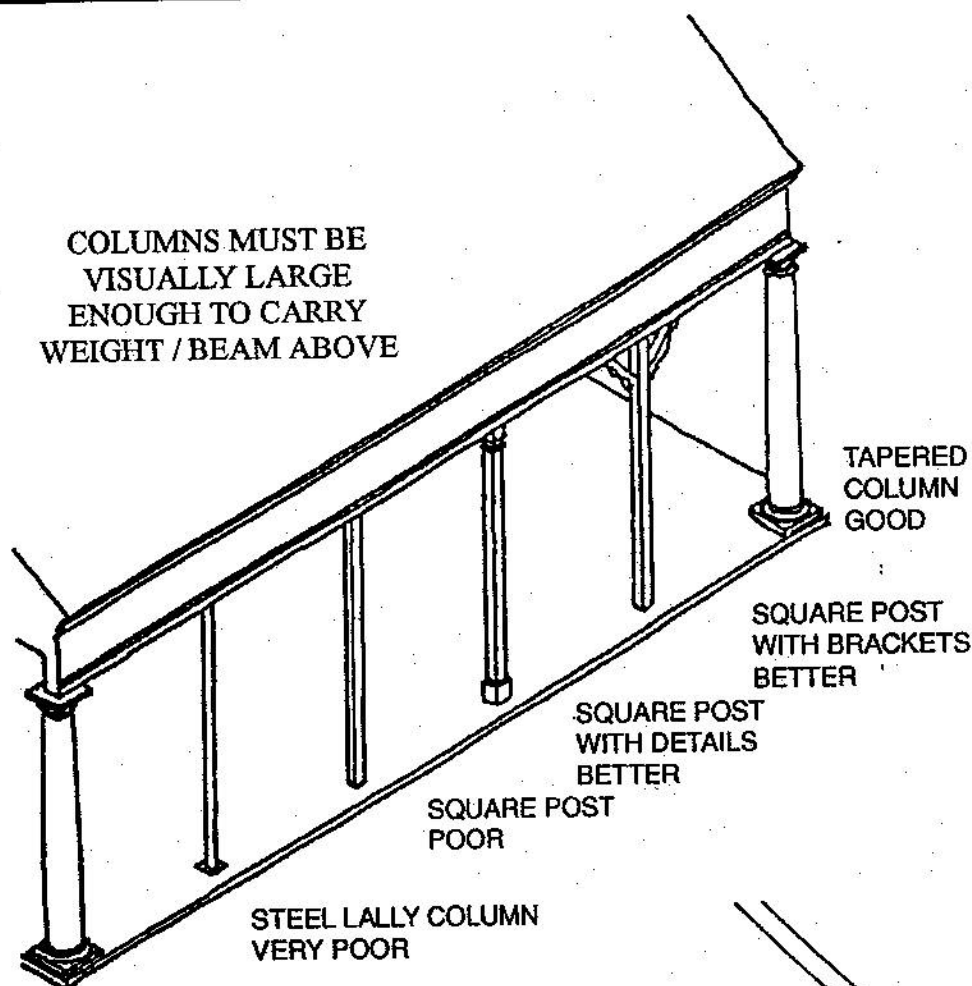
A shutter's width (each leaf) should be one half of the exact sash opening. Traditionally, shutters were made so that when they rotate on the shutter hinge pin, they cover the entire window when closed. This demands the shutters be installed with the pins of the hinges just outside the edge of the sash. Vinyl, metal or plastic shutters should be avoided.

Building

DESIGN STANDARDS

DESIGN STANDARDS

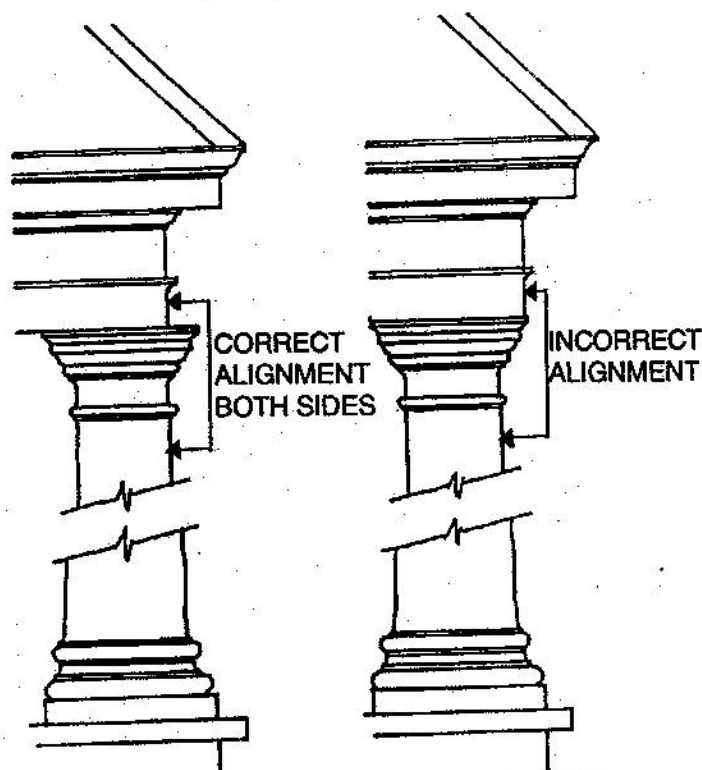
COLUMNS MUST BE
VISUALLY LARGE
ENOUGH TO CARRY
WEIGHT / BEAM ABOVE



COLUMN PROPORTIONS

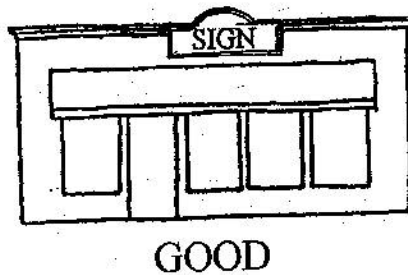
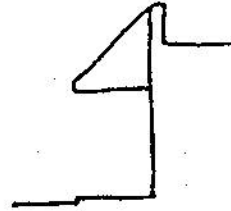
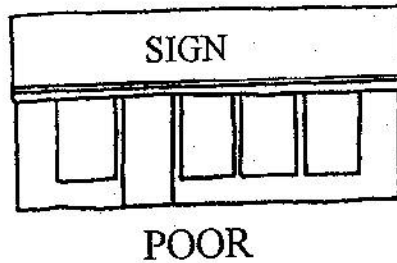
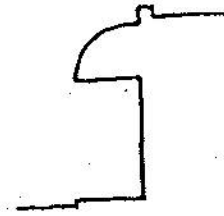
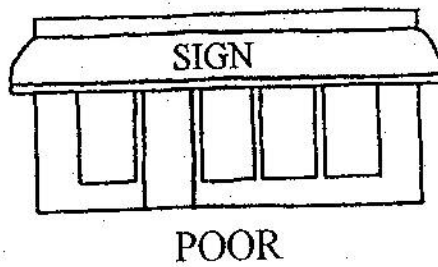
In general, columns should be properly sized and appropriately detailed at the base and the cap so that the columns appear to bear the load being applied to them from the overhead beam or roof above. See diagram above.

Proper alignment between the supported beam and the supporting column, as shown in the diagram at right, is also very important in good column design.



COLUMN BEAM RELATIONSHIPS

AWNINGS AND SIGN BANDS



The color of all awnings should complement the building. When a building contains more than one storefront, each with a different awning color, the colors should be related.

- If signs are incorporated into an awning, the message should be simple and directed towards identification of the storefront business and / or address. Avoid the use of signs in upper facade awnings.
- Avoid vinyl materials, colors and designs (rounded hood) which detract from the character of the building.
- Avoid stock, unpainted metal awnings which are inappropriately related to the character of the building.
- Awnings should fit within the shape of the window or door opening and not become the building's dominant feature.

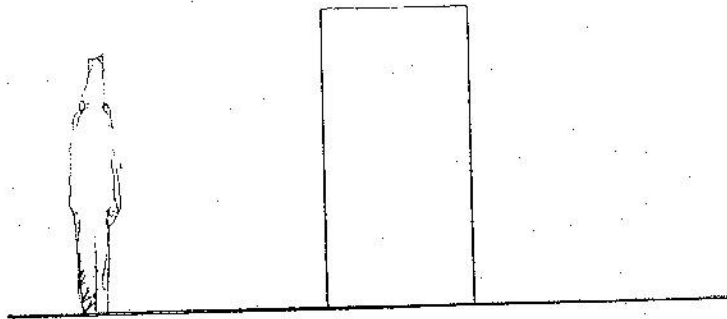
Building

DESIGN STANDARDS

DESIGN STANDARDS

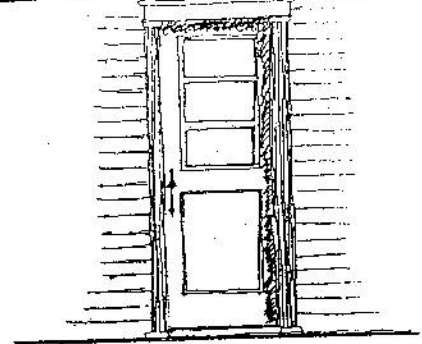
Signs

25 SQ. FT.

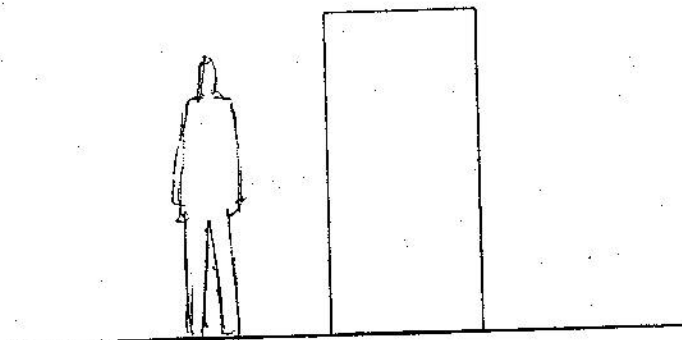


ONE OR TWO TENANTS PER BUILDING

ALPHA DESIGN INC.
00 COUNTY ROAD



15 SQ. FT.



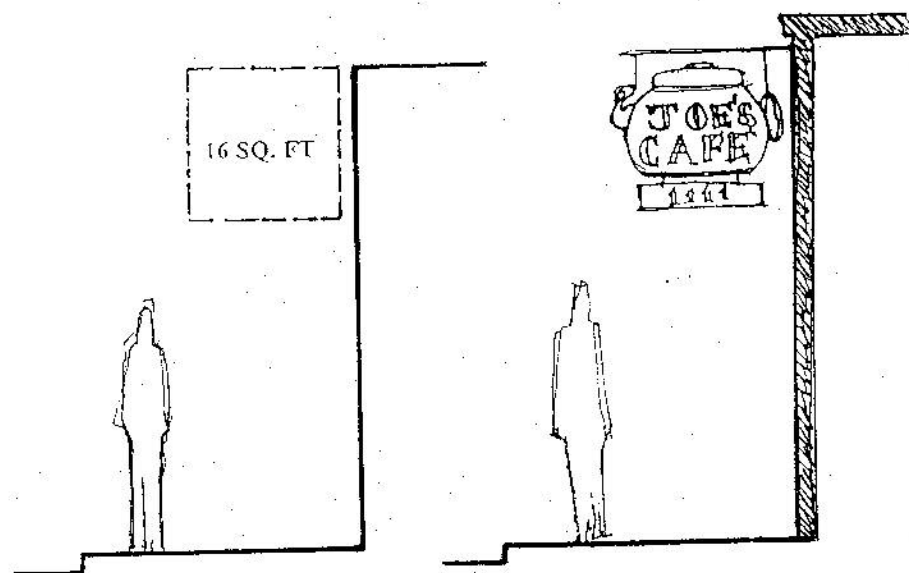
THREE OR MORE TENANTS PER BUILDING



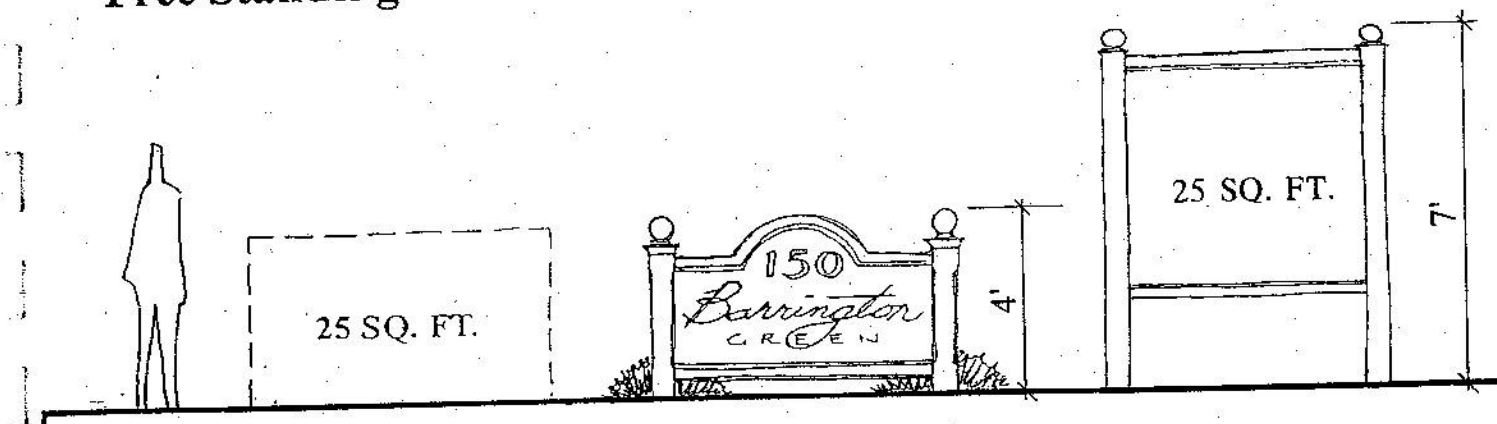
Flush Mounted

GFA	MAX. S.F. OF SIGN AREA
5000 OR LESS	15 S.F.
OVER 5000	32 S.F.
GFA GROSS FLOOR AREA	

Projected



Free Standing



PREFERRED

ALLOWED

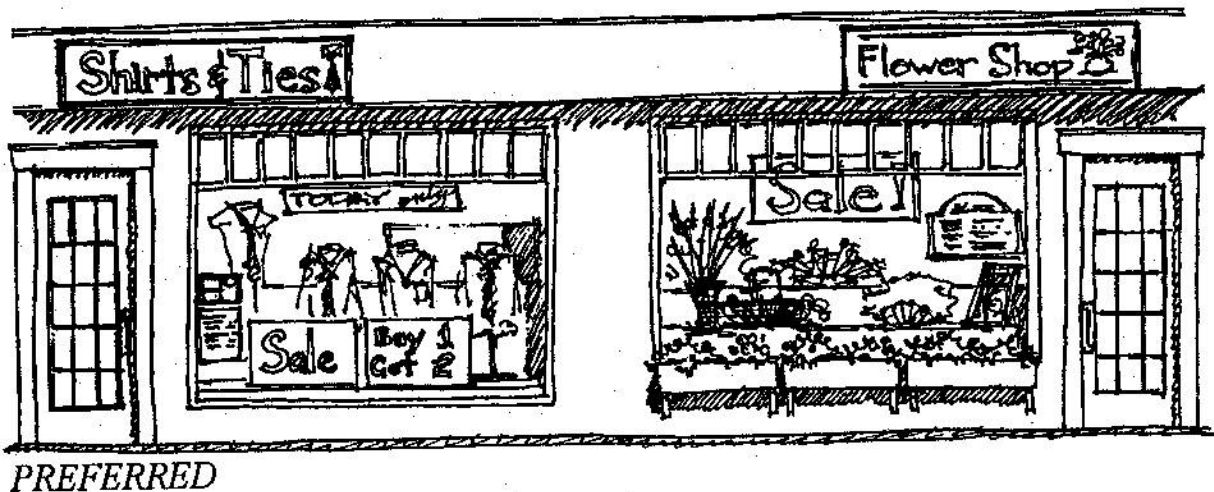
- Establish an "envelope" design for free standing signs that is proportional to both the size of commercial development and the overall streetscape.
- Require free-standing signs to be designed so that they relate to the building's architecture or are properly incorporated into the building as flush-mounted signs.

Signs

DESIGN STANDARDS

Window Displays

- Display windows, like signage, should be an extension of the business. Temporary signs should be ordered so as to not create a cluttered appearance or overshadow the actual display items. The amount of display signs should be limited to 30% of the window area.
- Window trims and accents can also enhance the appearance. Flower boxes, wood trim boards and divider grills can also assist in bringing a uniform and ordered look to a storefront, especially a multi-tenant building.



Site Specific Recommendations

As part of the Design Guideline package for the Barrington Village District, 30 sites were reviewed and analyzed regarding site, building, and signage. The goal was to identify critical elements at each site that, if addressed, would have a positive impact for enhancing the village area.

The recommendations vary in scope depending on the size and condition of the existing property. In general though, each property had a variety of items that ranged from small - scaled, detailed suggestions to remodeling the entire building and or incorporating dramatic site features into the property.

These recommendations are meant to encourage business and property owners to consider items critical to the overall character of the Barrington Village and to promote an awareness that even the smallest improvements can make a difference.

In addition to the review of the thirty sites eight sites were selected to develop further design concepts and graphically demonstrate the visual improvements. The eight projects deal with a variety of issues ranging from sign designs and landscaping to architectural renovations.

	<i>Pages</i>
<i>Eight selected projects</i>	<i>44-51</i>
<i>Site map</i>	<i>52-53</i>
<i>Thirty site reviews</i>	<i>54-83</i>

Intro

RECOMMENDATIONS

SITE RECOMMENDATIONS

VILLAGE CENTER

OBJECTIVE:

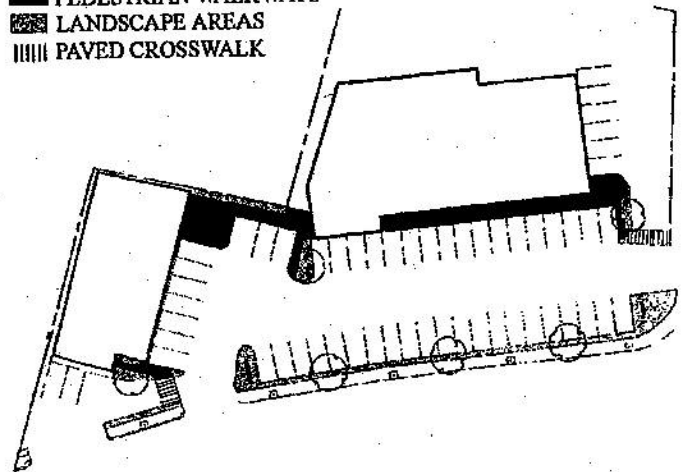
- Modify existing parking lot to:
 - A) Respond to the future RIDOT Road design and,
 - B) Provide more pedestrian links to the street and between the two buildings
- Suggest signage that would be in keeping with the architecture



EXISTING
59 PARKING SPACES

PROPOSED

- 55 PARKING SPACES
- PEDESTRIAN WALKWAYS
- LANDSCAPE AREAS
- PAVED CROSSWALK



Ramp at end of walk
leading to street

Walkway with
landscaping

Expanded
walkway



Entrance sign

OBJECTIVE:

- Renovate exterior "skin" with architectural details that embellish the wrap-around porch. Incorporate trim details that highlight the residential character on the top floor but blend with the commercial facade below.
- Develop a simple strong landscape design that provides pedestrian access from the sidewalk and relates to the proposed landscaping plans for the reconstruction of County Road by RI Department of Transportation (RIDOT).



ARCHITECTURAL IMPROVEMENTS

- New columns with enhanced balustrade
- Corner boards and eave trim
- Shutters on top floors
- New windows and door at real estate office with appropriate trim
- Shingles on first floor to cover brick and block

RIDOT tree planting
and evergreen hedge

Flag pole with
new sign

Shade tree (Zelkova
to match RIDOT tree)

RYAN REAL ESTATE

SITE RECOMMENDATIONS

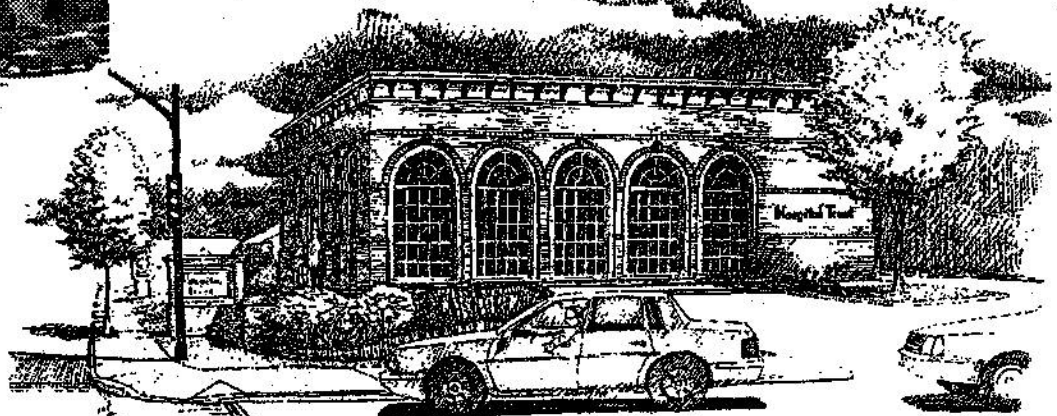
HOSPITAL TRUST

OBJECTIVE:

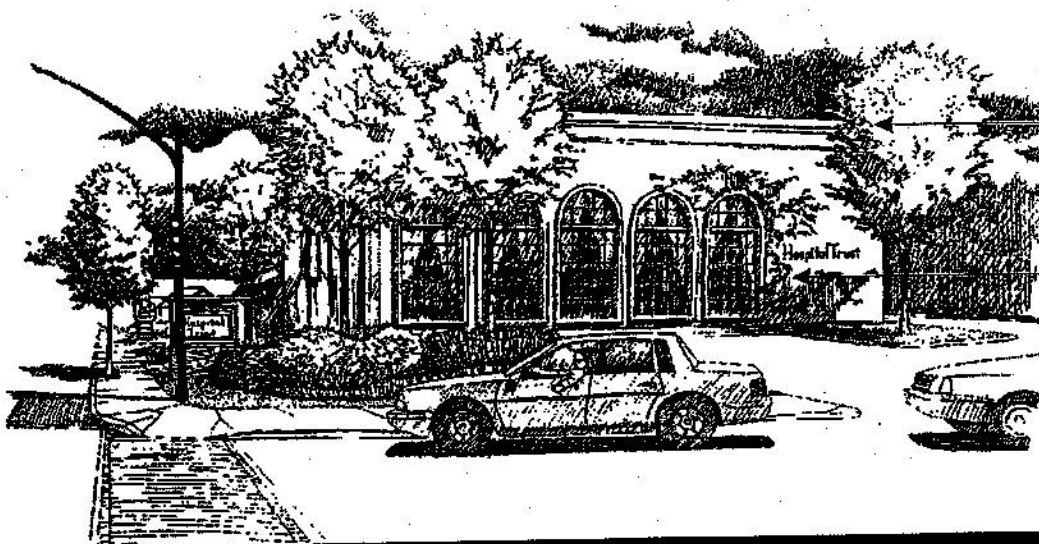
Option one: Remove the hard, white appearance of the existing structure and suggest an architectural sign that reflects the local character.



- BRICK VENEER
- WINDOW INSERTS
- CORNICE DETAIL



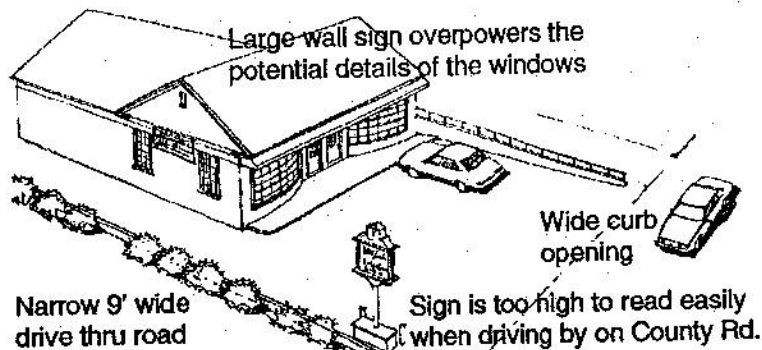
Option two: Retain the existing marble "skin" with minor architectural changes but incorporate a substantial landscape design to provide a more appropriate setting.



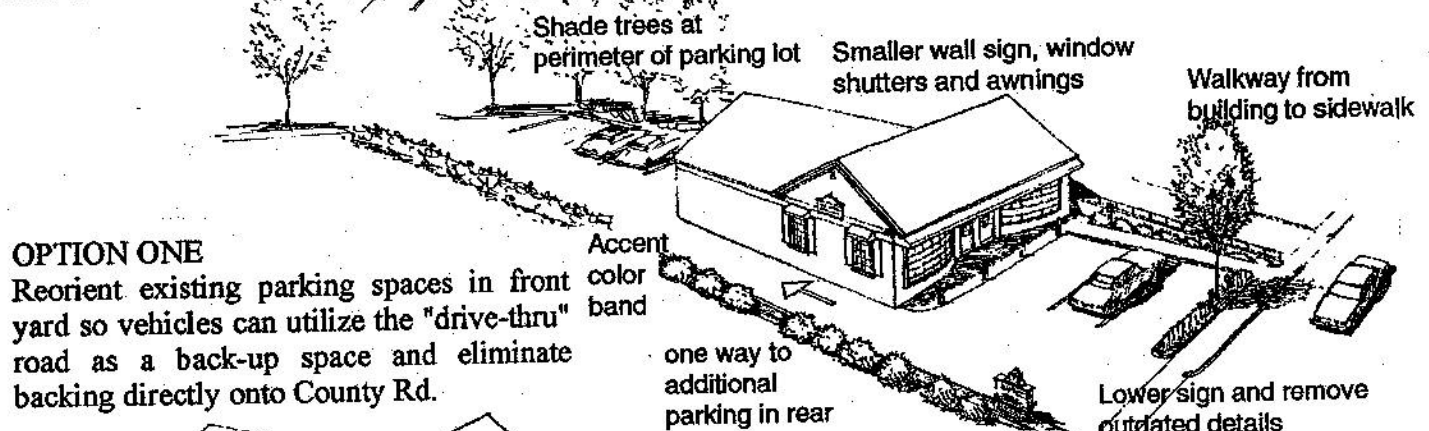
Large, high branching deciduous trees such as Zelkova, Green Ash, or Shademaster Locust
Boston Ivy on walls

OBJECTIVE:

- Create a safer parking lot without cars backing out onto County Road.
- Add touches of front facade to the south facade.

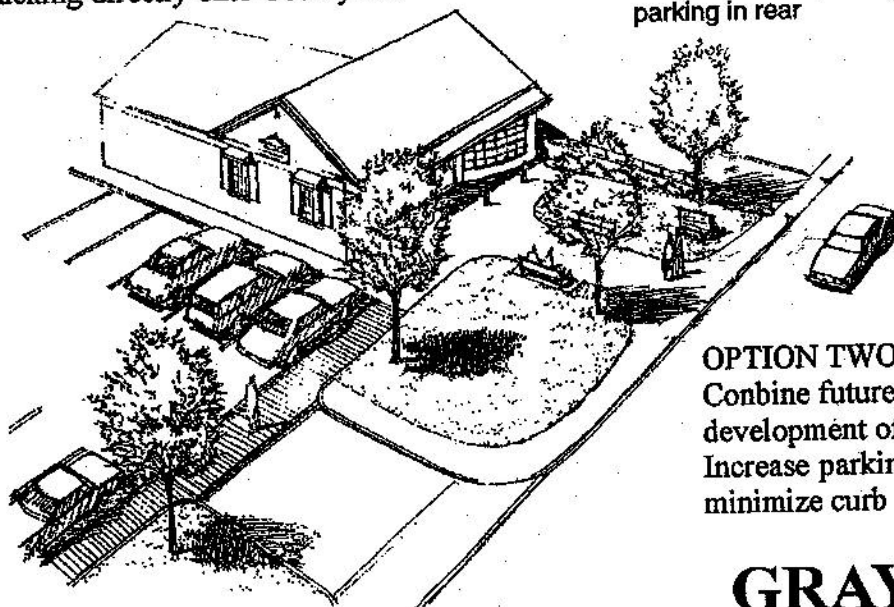


EXISTING



OPTION ONE

Reorient existing parking spaces in front yard so vehicles can utilize the "drive-thru" road as a back-up space and eliminate backing directly onto County Rd.



OPTION TWO

Combine future parking facilities with potential site development of adjacent lot. Increase parking space efficiency for both lots and minimize curb cut openings.

GRAY'S JEWELRY

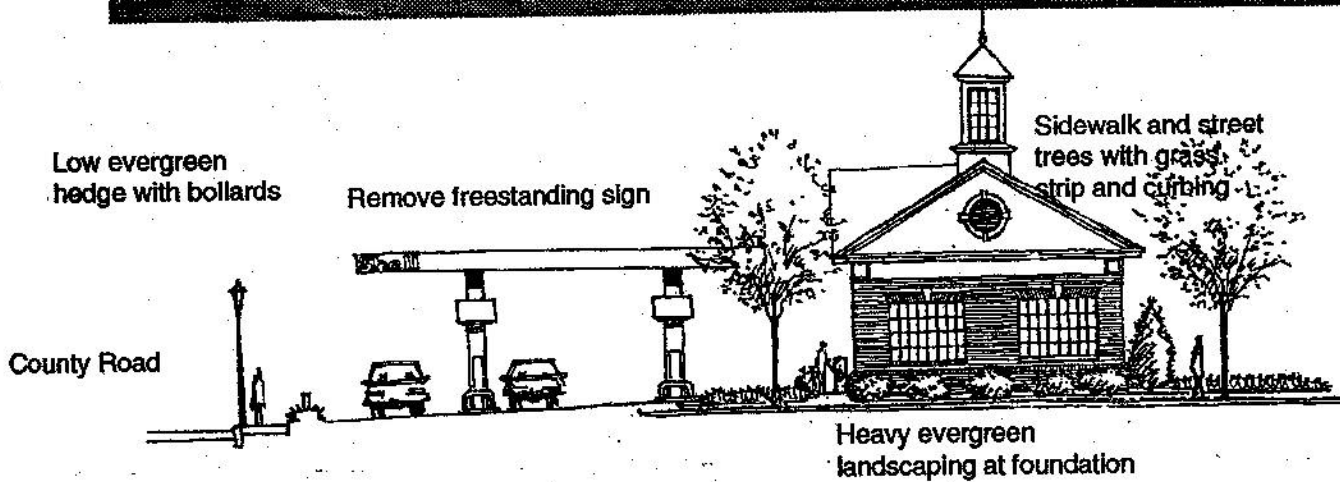
SITE RECOMMENDATIONS

SITE RECOMMENDATIONS

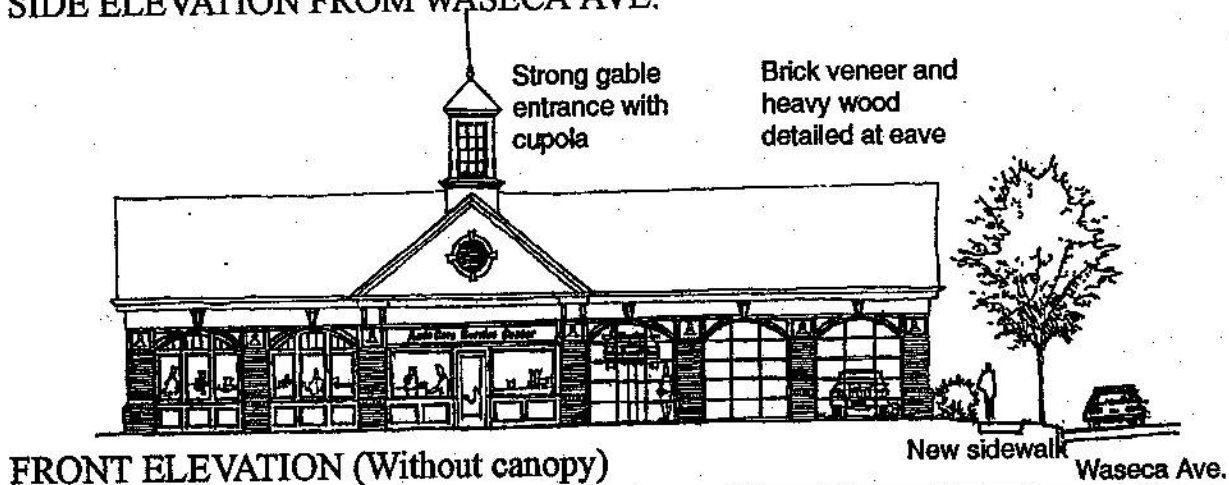
SHELL STATION

OBJECTIVE:

- Create a "village look" to the existing gas station that's strong enough to compete with the existing canopy
- Give the building a "sense of place" by defining the edge of property along Waseca Ave. and contain the spillage of cars and asphalt pavement.



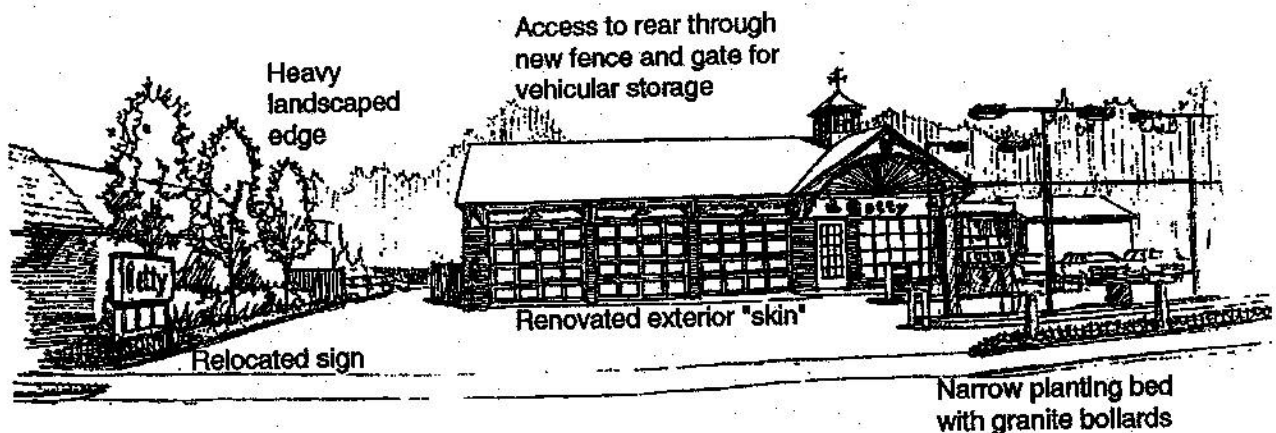
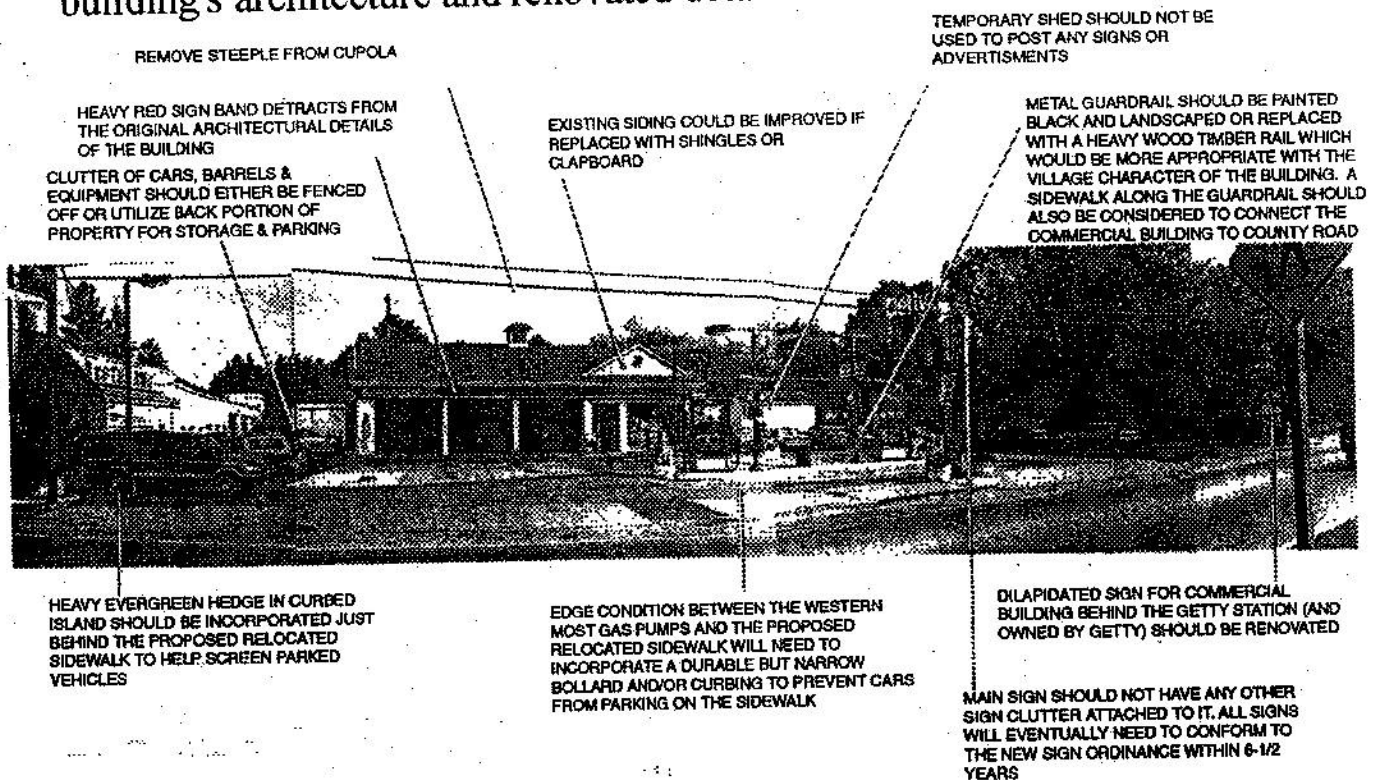
SIDE ELEVATION FROM WASECA AVE.



FRONT ELEVATION (Without canopy)

OBJECTIVE:

- Minimize the cluttered appearance of the site by accessing the underutilized portion of the rear property.
- Reduce the over abundance of signage and refocus the attention to the building's architecture and renovated details.



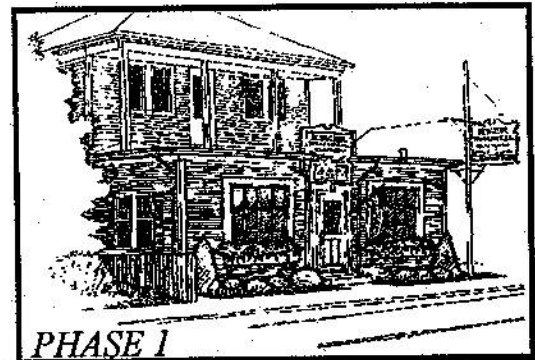
GETTY GAS STATION

SITE RECOMMENDATIONS

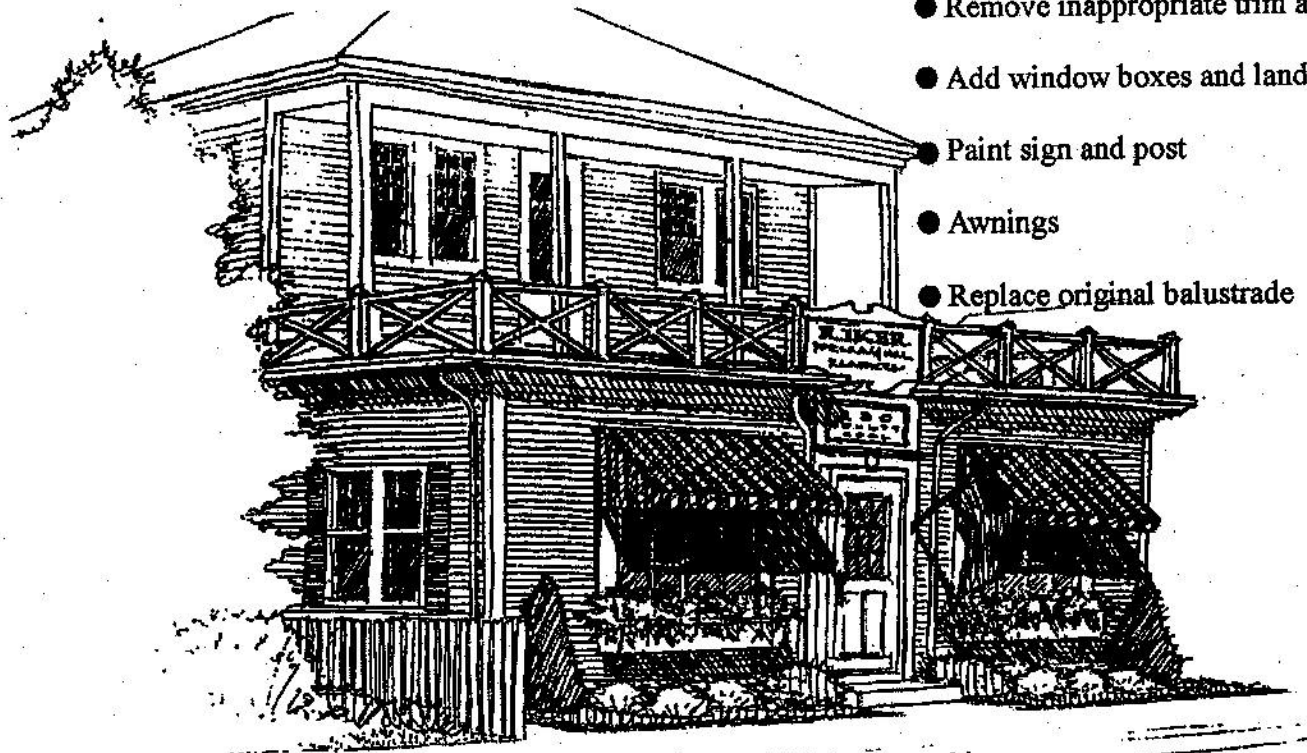
RIKER REAL ESTATE

OBJECTIVE:

- Renovate facade of real estate office to create a more uniform appearance with the entire building.
- Add a little more color and "spark" to the front door area.
- Phase the project so that a limited budget could be maximized for the greatest return.



- Paint office to match existing building
- Remove inappropriate trim at windows
- Add window boxes and landscaping
- Paint sign and post
- Awnings
- Replace original balustrade

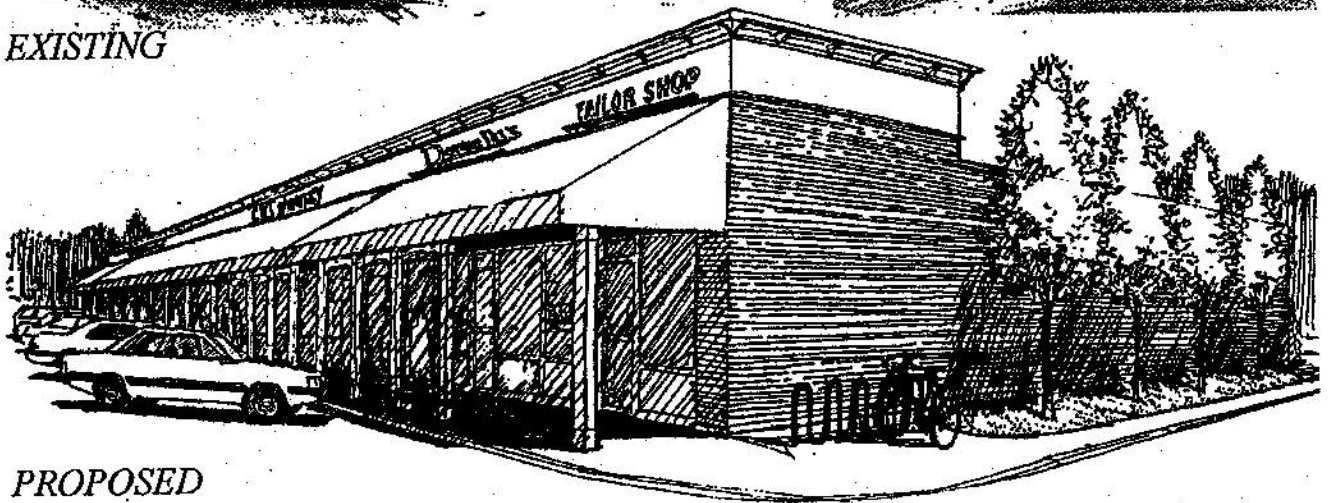


OBJECTIVE:

- Develop a uniform sign band for the entire building with the use of color co-ordinated awnings.
- Suggest a landscape treatment for the blank end of building that could also wrap around to the rear along Bosworth Street and help screen the dumpster area.



EXISTING



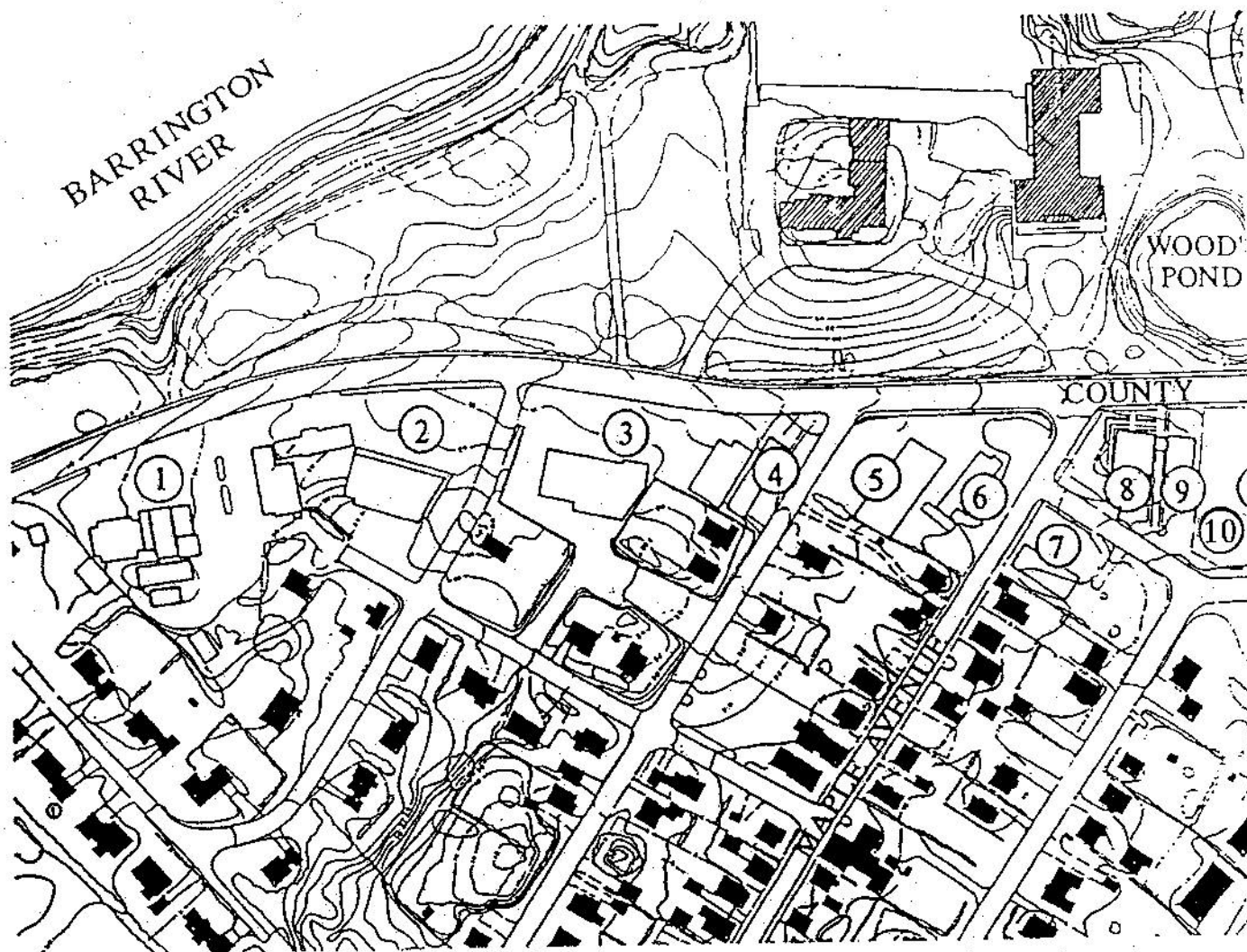
PROPOSED

- New sign band added to top of existing building
- All metal columns are "wrapped" with wood post to match Donnelly's
- Large upright deciduous trees with sidewalk at end of building (upright trees with wood fence enclosures to screen dumpster areas at rear)

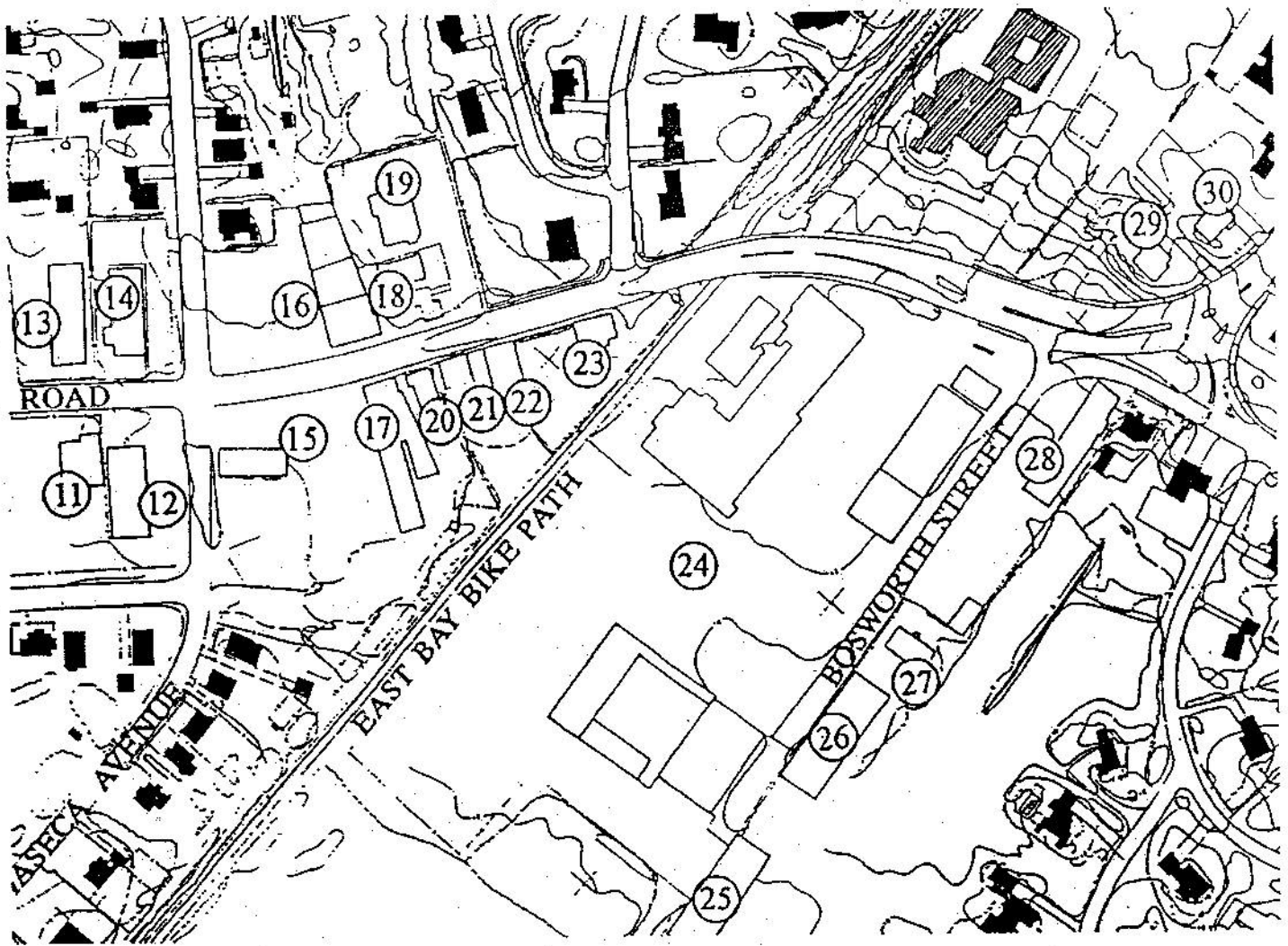
CVS

SITE RECOMMENDATIONS

RECOMMENDATIONS



- | | |
|---------------------------|-----------------------|
| ① PRINCE'S HILL NURSERY | ⑧ HOSPITAL TRUST BANK |
| ② ROSS SIMON PLAZA | ⑨ GRAY'S JEWELRY |
| ③ VILLAGE CENTER | ⑩ VACANT LOT |
| ④ RYAN REAL ESTATE | ⑪ DUNKIN' DONUTS |
| ⑤ BARRINGTON MEDICAL ARTS | ⑫ ONE WASECA PLACE |
| ⑥ FORMER CROSS SABERS | ⑬ MARKWOOD SQUARE |
| ⑦ MAPLEWOOD SQUARE | ⑭ FLEET BANK |
| | ⑮ SHELL STATION |



- | | |
|------------------------------|---------------------------------|
| ①⑥ FORD DEALERSHIP | ②④ BARRINGTON SHOPPING CENTER |
| ①⑦ FORD ANNEX | ②⑤ BOSWORTH PLACE |
| ①⑧ GETTY STATION PROPERTY | ②⑥ BOSWORTH COMMERCIAL BUILDING |
| ①⑨ GETTY COMMERCIAL BUILDING | ②⑦ RONDEAU REAL ESTATE |
| ②⑩ RIKER REAL ESTATE | ②⑧ CENTER MARKET |
| ②⑪ T.J. CINNAMONS BAKERY | ②⑨ DR. CAPIZZO'S BUILDING |
| ②⑫ CISCO'S PIZZA | ③⑩ DR. STANLEY'S BUILDING |
| ②⑬ COLEMAN REAL ESTATE | |

PRINCE'S HILL PLACE

COUNTY ROAD

GENERAL DESCRIPTION

A sweeping expanse of asphalt connects five separate buildings on this property: the garden nursery operation, Shawmut Bank, a one-story commercial building, and two residences. There is no buffer between County Road and the development, especially along the commercial building where it is very close to the roadway. The development lacks any unified commercial architecture. The three commercial buildings on the site are modern in style and do not blend with the village character.

ANALYSIS

SITE

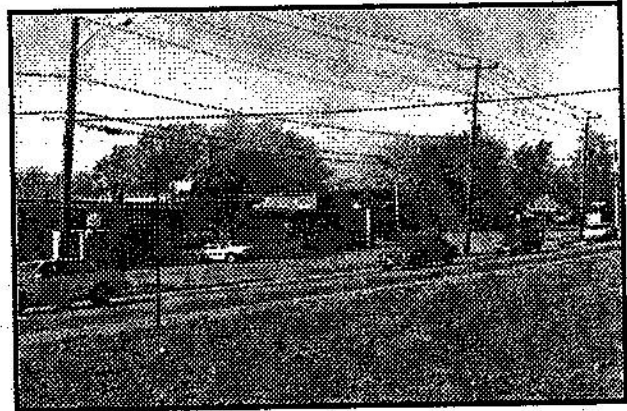
- A chaotic combination of buildings, and greenhouses in the rear of nursery.
- The red modern building is too close to the street.
- All buildings are surrounded by excessive asphalt.

ARCHITECTURE

- A collection of dated architectural styles does not blend with the village character.
- Concrete block and brown brick do not help to create a village feel.

SIGNAGE

- The signs are out of scale for the area. They are slick and urban looking.
- The collection of outdated signs along the street front look erratic.



Develop a new architectural skin that will unify the existing buildings and create the gateway feeling of a village character. Buildings should be set off with new landscape treatment that provides shade trees and planting areas throughout the entire site. A stronger landscape buffer should be incorporated between County Road and the development as well as a dense landscape buffer between the back of the development and the surrounding residences on Hilltop Avenue.

The southern most commercial building should be redesigned to tie into the adjacent property where pedestrian walkways could connect both commercial establishments. Preserve existing locust tree which dominates site.

Site No. 1

Prince's Hill Place
RECOMMENDATIONS

BARRINGTON PLAZA

COUNTY ROAD

GENERAL DESCRIPTION

A one story multi-tenant strip building with a west facing commercial curtain wall. Field stone detailing accents the wall except for a recently renovated center tenant which has installed a gloss stone veneer facing County Road. The building is surrounded by an asphalt parking lot, with loading docks, and steel doors at the rear of building.

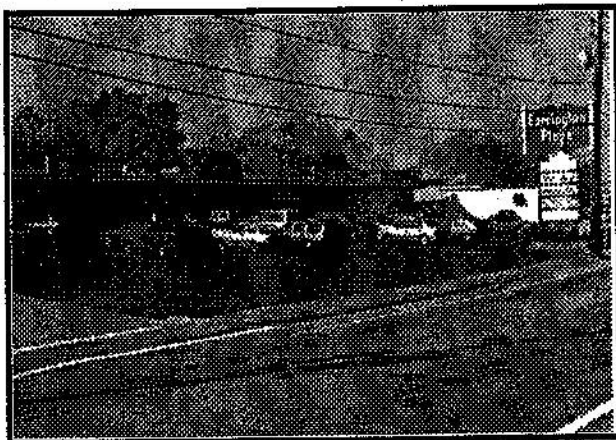
ANALYSIS

SITE

- The large expanse of asphalt provides for poor site conditions. Parking and roadway surround the sides of the building with no landscaping.
- A lack of pedestrian demarcation in the parking lots is a problem.
- Four randomly placed dumpsters and one large disposal dumpster dominate the rear of the building.

SIGNAGE

- Good building sign exposure on County Road; Ladder type signage is unnecessary.
- A newly renovated Ross Simons sign is very slick compared with older dated signs on either side. Neither the older, newer, or the combination are appropriate in the village area.
- The metal struts fastening system used to attach the sign are obtrusive.



ARCHITECTURE

- The building is virtually non-descript except for the outdated signs and visible metal mounting struts on the County Road side of the roof.
- Renovations to a center stall of the strip (with newer unrelated materials) has split one unattractive building into three unattractive buildings. The combination is a good example of an inappropriate way to renovate buildings.
- There is an overhang protecting pedestrians from rain and providing shade.

Parking lot needs heavy landscape treatment.

The look created by the small amount of black stone veneer is inappropriate and should be resolved to allow the building to look uniform and promote one style.

An architectural style which is more traditional would be preferred. This might be achieved with a different type of roof and additional trim and mouldings.

A safety hazard exists on the south side of the building where the parking lot blends into Cady St. A clear definition between the street and the property is necessary.

THE VILLAGE CENTER

COUNTY ROAD

GENERAL DESCRIPTION

Two one-story, multi-tenant strip buildings are located in the center of a parking area that directly front County Road. The service area is on the rear western elevation. There is also an entrance / exit for neighborhood streets.

ANALYSIS

SITE

- The site is dominated by asphalt with minimal landscaping.
- A wide, "friendly" covered sidewalk works extremely well along the front of both buildings.

ARCHITECTURE

- As one of the better examples of strip architecture in the downtown area, it is very pedestrian friendly. Pedestrians can walk from store to store while protected from traffic and weather.
- Traditionally tapered wood columns and side wood moldings provide an excellent level of architectural detailing.
- The traditional glass curtain wall is appealing. The true divided lite windows provide both historic architectural imagery with a maximum commercial display area.

SIGNAGE

- The sign band which wraps around the building is architecturally pleasing.
- The ladder signage is oversized and outdated. It has too many smaller business signs which makes it hard to read considering the much better exposure from the County Road facing sign band. The small Newport Creamery sign does not relate at all to the building.



The beauty of the colonnade is the true tapered columns. Their future replacement should ensure against straight copies.

The existing covered-walkway should be connected from one building to another with an 8 to 10 foot sidewalk with bollards to prevent vehicular encroachment and change in surface material for visual definition.

Future connections should include adjacent neighboring properties to the south and north of the plaza.

Parking lot needs heavy landscape treatment.

GENERAL DESCRIPTION

A two and one-half story residential / commercial shingled building with an A roof that contains Ryan Real Estate and Tabor, Inc. A wonderfully proportioned building and a unique opportunity for improvement with minimal funds.

ANALYSIS

SITE

- The orientation of the building angled to County Road offers an opportunity for additional green space.
- There is no buffer between the parking area and the building.

ARCHITECTURE

- A first floor colonnade wraps the building with a decorative railing giving a sense of village to the building.
- Generally, steel lolly columns are simply too thin for exterior decorative colonnades
- The back of the building appears to contain two additions. The roofs relate well to the existing building.
- The beige brick detracts from the village like quality of the main structure.

SIGNAGE

- The sign details and color need to reflect more of the architecture



Remove a portion of hedge and add a pedestrian link from the existing walkway to the adjacent walkway at the Village Center.

Definition is needed between the parking area and public right-of-way along the north side of Hamilton Ave.

Cover the lolly columns with more substantial or decorative columns. This could be with thicker wood square post or with brackets or round traditionally tapered columns.

The addition of wood shutters on the building would add an accent color and architectural interest.

Concrete block and aluminum storefronts should be replaced with wood details for a softer residential facade that relates more to overall building design.

BARRINGTON MEDICAL ARTS

COUNTY ROAD

GENERAL DESCRIPTION

A one-story structure in the center of the lot, surrounded on two sides by parking. A better example of multi-tenant strip building.

ANALYSIS

SITE

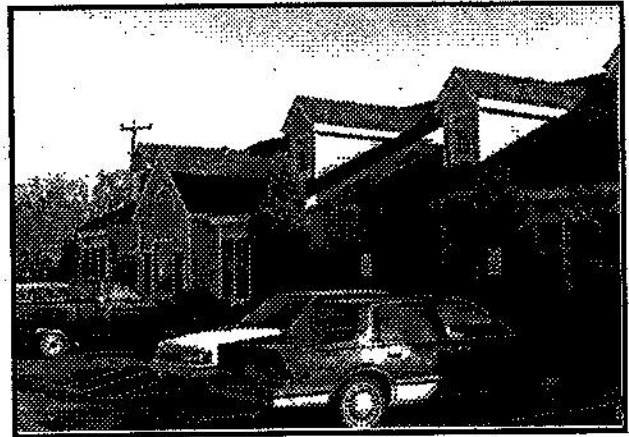
- The site is well buffered from the street with grass strips. There is a need for additional street trees especially along Hamilton Street.
- Good buffering and plant material around the building, to the point where it could be pruned back, as it seems to be taking over some of the sidewalk areas adjacent to the building.
- Opportunity to connect site to future restaurant at the corner of Maple and County Roads.
- Contemporary globe lights could be improved to match the style of the architecture.

ARCHITECTURE

- The trim work is simple, but works well with the building architecture.

SIGNAGE

- The sign is suitable in its size and scale, although the detailing is somewhat crude. The spindle style is outdated.
- Hard to read door signage could be improved.



Doorways could be further enhanced with a uniform accent color, canopy, and traditionally designed signage.

Additional level of architectural detailing is suggested for the window heads, aprons, casings, and crowns. Also, true divided lights might be more true to the traditional feel.

FORMER CROSS SABERS

COUNTY ROAD

GENERAL DESCRIPTION

Vacant two story commercial building.

ANALYSIS

SITE

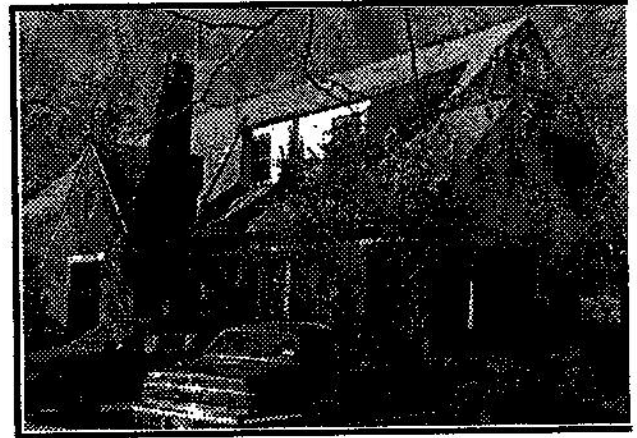
- A defined edge between the County Road and the western parking area is closely-planted with large honey locust providing good shade and visual definition.
- Parking to the south side extends directly into the street with no accommodations for a sidewalk.
- Stone wall on the corner of County and Maple is used frequently by people sitting and waiting for buses.

ARCHITECTURE

- The architecture is certainly in the feel of a downtown village. It relates architecturally to the Town Hall although it does not reproduce it. It nestles well into the neighborhood zone.
- The first floor curtain wall glazing system is not appropriate.
- Air conditioners extending out of the front gable of the building are not appropriate.

SIGNAGE

- All existing signage should be replaced.



The lower plantings are overgrown. Cut back or remove and replace with new plantings at the foundation.

The two spindly columns at the front entry could be made more significant.

It appears that there were shutters there at one time. Properly proportioned shutters should be considered for double hung windows.

Redesign first floor curtain wall window with a more appropriate style.

MAPLEWOOD SQUARE

COUNTY ROAD

GENERAL DESCRIPTION

A one and one-half story commercial building with parking directly on Wood Street with access onto Anoka Ave. The architectural style of this commercial building befits the village style of Barrington Village.

ANALYSIS

SITE

- Parking is separated from the street by a wide grass lawn area.
- Lack of landscape material makes building stand out and does not blend well with the neighborhood.
- Missing pedestrian links from Maple Ave. area and Wood St. to the front door.

SIGNAGE

- The main sign is the proper size with minor detailing. The information is easy to read. The brick base relates well to the building's architecture.
- Signage on the northern elevation is too large and bold given its proximity and its neighboring residences.
- The sign band organizes the various signs, but each sign is slightly overdone with thickness and size of letters.
- Large areas of glass covered with white stick-on letters and logos.

ARCHITECTURE

- The architecture relates well to the village character.
- The cupola and dormer (although small in scale) are a pleasant contribution to the town.



The site is in need of street tree plantings (Zelkova Trees), particularly near the Maplewood Square sign.

Take advantage of some asphalt areas that could easily be turned into landscaping or additional walkways.

The dormers are slightly under scale. Adding an additional level of architectural moldings would improve the look of the building.

Reduce number of signage and remove the window decals.

HOSPITAL TRUST BANK

COUNTY ROAD

GENERAL DESCRIPTION

A one and one-half story flat-top, commercial building with marble veneer walls sits in the center of a lot. The parking areas are on the north and west side and the drive through is on the south side.

ANALYSIS

SITE

- The amount of activity at this particular intersection causes major traffic back ups.
- One of the unusual things about the building is that you have to park in the back of the building and then walk to the front.
- Lack of any street trees causes the architecture to stand out.



ARCHITECTURE

- Although marble veneer is not an inappropriate building material, its use in this amount, building shape and site location is. The lack of window fenestration and detail work such as a heavy shadowed cornice further provides for a scaleless building.

SIGNAGE

- The free standing sign should be reoriented to the street and could possibly be incorporated into the existing wall.
- Signage on the building is minimal, it should be updated and remodeled to address the holes in the marble that were left from previous signs.

Enhance pedestrian circulation at the parking lot with flush crosswalks.

Consider a more prominent entrance at the northeast corner of the building creating a more direct link from the parking area.

Plant large trees to break up the mass of the building.

Replace signage.

GRAY'S JEWELERS

COUNTY ROAD

GENERAL DESCRIPTION

A one story retail building with a gable roof running parallel to County Road and a flat roofed addition in the rear. This building is appropriate for the area because of its intimate scale and wonderfully detailed front facade.

ANALYSIS

SITE

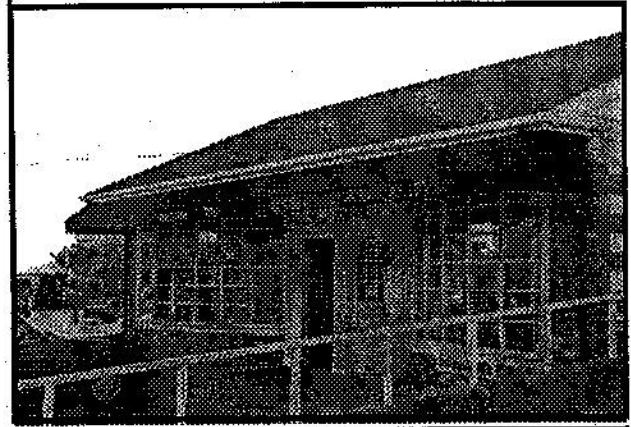
- Egress from the east parking lot onto County Road is dangerous when cars have to back out into traffic.
- Landscaping should be placed along the western most property line to prevent the asphalt from appearing to be continuous from the building to the street beyond.

ARCHITECTURE

- Uniquely curved windows and its true divided lights.
- The asphalt roof shingles match the slate on the town hall, which is good given its location.
- Bricks are generally considered a rich material. The use of deep red sand molded bricks reminiscent of Barrington bricks would better match the town's history.
- The awning is pleasingly undersized. Product specific advertising signs should be avoided.

SIGNAGE

- The existing sign is outdated. The "Parking in Rear" sign is inappropriately attached to the support. The brick base on the sign does not match the main building's brickwork.



Serious consideration should be given to providing safe access from the back lot to the front door and remove parking area in front of building.

The retaining wall along the southern property line needs plantings running down the length with low hedges to help soften it.

The front doors might be painted an accent color.

The ramp in rear of the building should be landscaped with particular emphasis put on the condensing / mechanical units.

Add shutters and window boxes to the windows on the south elevation.

Repaint the brick bases of the building and sign the same color for a more contiguous feeling.

Rear parking area should be landscaped with large deciduous trees.

Site No. 9

Gray's Jewelers
RECOMMENDATIONS

VACANT LOT

COUNTY ROAD

GENERAL DESCRIPTION

The lot is the only vacant one within the commercial district. The lot is mostly asphalt from property line to property line with a landscaped area along County Road.

ANALYSIS

SITE

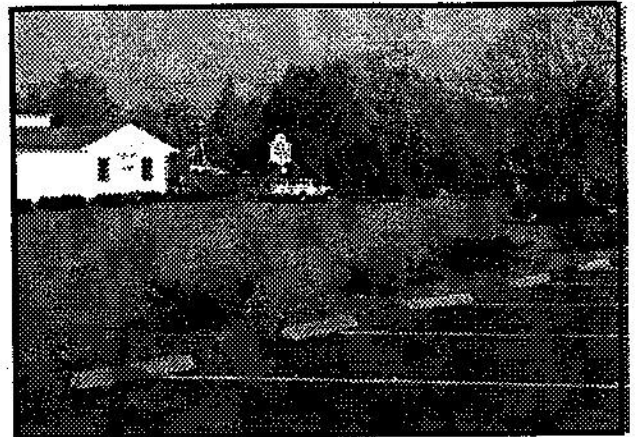
- Wide grass area including two large trees on County Road should be salvaged to preserve an element of permanence and reflect the green space on the opposite side of Wood's Pond.

ARCHITECTURE

- No building on site.

SIGNAGE

- No signage on site.



A critical element for both the vacant property and Gray Jewelers directly to the north is a common entrance to both properties. The current service lane for Gray Jewelers is undersized for larger vehicles.

It might also return more green space to Gray's east and south sides and allow for much prettier environment from any potential development of the vacant lot. This buffer zone would include a minimum of 3 to 4 feet of planting area, along the concrete block wall and allow for evergreen plantings to soften the wall which is now bare.

DUNKIN' DONUTS

COUNTY ROAD

GENERAL DESCRIPTION

The area is a one and one-half story building sited on the south side with parking to the north and west surrounding the majority of the building.

ANALYSIS

SITE

- Small amount of landscaping between the building and the street is over grown.
- Congestion occurs at the County Road entrance with four parking spaces relatively close to the entrance.
- The wood rail fence is too rustic and does not really relate to the village character.
- Lighting is inappropriate for the size, scale, and character of the development.
- The rear concrete block wall with large A.C. units dominates the rear parking area.

ARCHITECTURE

- The design of two unrelated roof pitches, selection of brick, feature striping in vibrant colors are visually overpowering.
- The curtain wall vestibule, diagonal siding, and contemporary trim do not represent a village like character.
- There are two entrances; neither is welcoming. One-story village like buildings should not use a commercial store front with glass and heavy glazing.

SIGNAGE

- The sign on County Road does not relate to anything in the community.



Eliminate three parking spaces closest to County Rd. This would alleviate traffic problems and create more of a green buffer connection with grass and plantings to the future development on the northern vacant lot.

Create shaded outdoor sitting areas, particularly along County Road.

Newspaper boxes chained to the fence stand out as one of the more dominant features of the landscaping. They should be designed into the architecture or landscaping.

Remodel exterior 'skin', especially the entrance areas.

ONE WASECA PLACE

COUNTY ROAD

GENERAL DESCRIPTION

One and one-half story commercial strip building on the corner of County Rd. and Waseca Ave. is a recently renovated building and site. Parking surrounds the south and east sides of the building and is directly connected with Waseca Ave. and Wood St. in the back.

ANALYSIS

SITE

- The site is dominated by asphalt parking except for a minimal buffer between the parking and the sidewalk area.
- Evergreen hedge offers some definition between the sidewalk and the parking area.
- The County Road improvement project will enhance the County Rd. side of the project which is in need of street trees.
- Paved walkway at the building that stops short of connecting into the Dunkin Donuts property.
- Curbing has been cut up into three different areas due to drainage problems.

ARCHITECTURE

- The architecture relates to the overall scale of the village. Some architectural details seem a little bit tacked on such as the gable fan.
- Architectural detailing could be more interesting.

SIGNAGE

- A final plan has yet to be approved.



The mulch along the street is somewhat disturbing and should really be a continuation of the grass which would tie in to the adjacent properties, particularly the residential area to the west side of the property.

The dumpster and the condensing units in the back need protection and screening because of their proximity to the residential areas.

The elevation that faces the Dunkin Donuts parking lot should be buffered with heavy landscaping.

MARKWOOD SQUARE

COUNTY ROAD

GENERAL DESCRIPTION

One story multi-tenant strip commercial building.

ANALYSIS

SITE

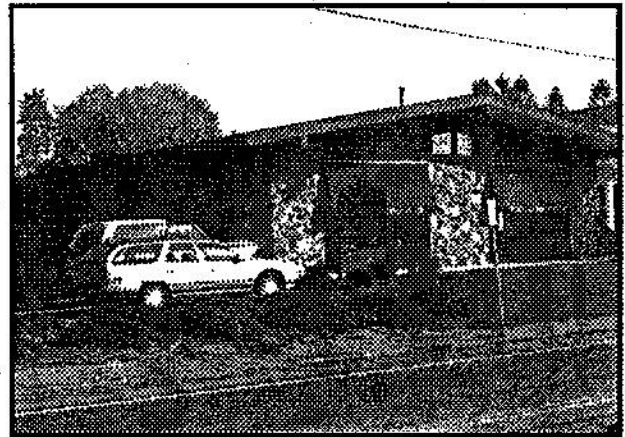
- The building is set back from County Road and is contiguous with neighboring properties.
- Large trees in the parking lot help to blend property to the Wood's Pond Site.
- Expanse of grass area to the front of the building maintains a feeling of coolness.
- The front awnings add a nice touch of color

ARCHITECTURE

- Expensive stone veneer is cheapened with a low pitch roof with huge overhanging eaves. The 1960's California style is disappointing given the fact that it abuts the Town's historic center and residential neighborhood.

SIGNAGE

- The sign's size, color, and material relate well to the architecture.



A taller, heavier landscape buffer could be incorporated between the development and the residential neighborhood.

The sidewalk area along the west face of the building could be pulled away to allow landscaping directly in front of the building.

Higher evergreens along the parking lot to better screen the parked cars.

The sidewalk should connect to County Road.

The architectural style is inappropriate.

GENERAL DESCRIPTION

One and one-half story brick and wood building represents one of the best models for the village character. The small setback from County Road is well landscaped and utilized for signage and circulation, both vehicular and pedestrian.

ANALYSIS

SITE

- The parking lot to the south needs better definition from Markwood Drive.
- Landscaping at the sign is too tall for visibility.

ARCHITECTURE

- The size, scale, and use of building materials is very appropriate for the New England Village character.
- Well-detailed windows, dormers, moldings and properly pitched roofs.
- Pedestrian friendly

SIGNAGE

- Although the signs are proper scale the contemporary design does not match architecture.



Fleet Bank sign should be more sensitive to the building's architectural detailing.

Stronger landscaping along property's south side will better define the property.

SHELL STATION

COUNTY ROAD

GENERAL DESCRIPTION

One-story, pitched roof structure with a very large separate canopy which dominates the corner of County Road and Waseca Street. The signage, automobiles, and equipment offer a chaotic appearance to County Road.

ANALYSIS

SITE

- Building is surrounded by asphalt with no definition between property and roadway.
- Difficult for pedestrians to feel safe at intersection.
- Existing light fixtures outdated.

ARCHITECTURE

- An oversized canopy overwhelms the building.
- One-story building with a pitched roof, brick detailing, and divided light windows are very appropriate for the village character.

SIGNAGE

- Oversized street sign at County Road's edge.
- A myriad of signage on and under the canopy.



Screen/buffer the maintenance area along Waseca Street from public view.

Create a landscaped buffered edge between County Road sidewalk and the first pumping station.

Material on building can be more responsive to the New England Village feel by extending brick veneer and adding wood trim.

Reduce signage.

FORD DEALERSHIP

COUNTY ROAD

GENERAL DESCRIPTION

One story commercial building dominates County Road. There is little definition between Markwood Drive and the North side of the property where cars are often unloaded from trailers.

ANALYSIS

SITE

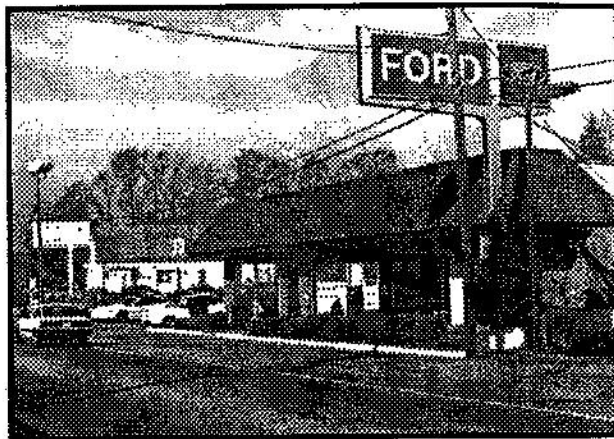
- Bumpers of the new cars on County Road sometimes make it difficult for pedestrians to pass.
- The small amount of landscaping in front of the building is large overgrown shrubs.

ARCHITECTURE

- An architecturally dated false mansard roof dominates County Road elevation.
- The sides of the building are a white painted industrial concrete block which is a major distraction.

SIGNAGE

- The signage is overwhelming. Two huge Ford signs at the curbside. Two more larger billboard type signs radiate from the north and south faces of the building.



The small amount of brick is an appropriate material. It should be encouraged to wrap around to more of the sides.

Reduce the size of the signage so that it is more appropriate for a village street.

Overgrown shrubs should be removed for more visibility to the display windows.

FORD ANNEX

COUNTY ROAD

GENERAL DESCRIPTION

One story building, formerly St. Angelo's Buick, is surrounded entirely with asphalt with little or no relief buffer between adjacent properties and the streetscape.

ANALYSIS

SITE

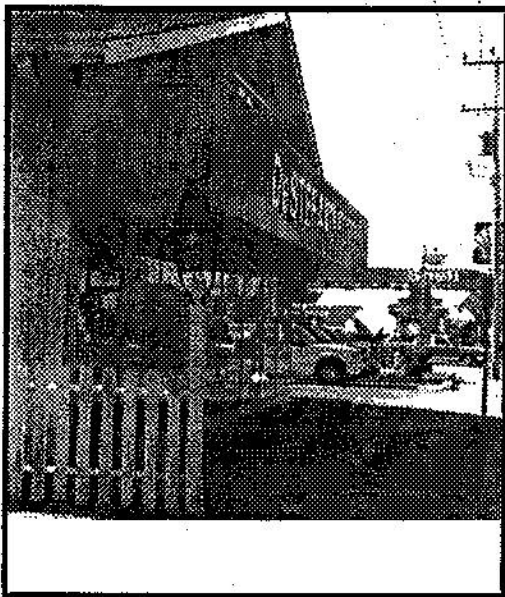
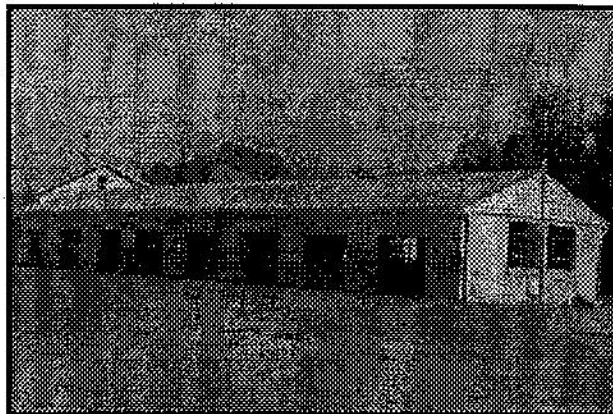
- The majority of the site is paved with no landscaping.
- A heavy metal guard rail separates the asphalt paving from the Shell Station.

ARCHITECTURE

- The one story, pitched roof building has had a number of dated face lifts along its front that don't blend into the New England character.
- The rear portion of the building which accommodates a number of garages functions well but offers no aesthetic contribution.

SIGNAGE

- Signs are rather large, wall-mounted signs along two sides of the building.



Create critical landscape zone (approximately 100') to buffer the building's rear.

Create a landscape definition between the Shell Station and the automobile display.

The building should look less like a false facade or "face lift" on a one story building and more like a retail building designed from front to rear with historic architectural details.

The large overhang should be supported with post columns so it doesn't just appear to be suspended in mid air.

Site No. 17

Ford Annex
RECOMMENDATIONS

GETTY STATION PROPERTY

270 COUNTY ROAD

GENERAL DESCRIPTION

- The 3/4 acre lot has a gas & service station currently operating with direct access from County Road. A small, one-story commercial building is directly behind the station with a two-way paved access road running along the south side of the property. A one-story temporary shed is situated between the two buildings on the south side.

ANALYSIS

SITE

- Congestion of cars and service/delivery vehicles dominate the site.
- Parked vehicles overwhelm the building, pump area, and the access road to the rear of the property.
- Site is almost entirely paved with asphalt or concrete; landscaping is minimal.

ARCHITECTURE

- Scale of gas station is appropriate for County Road and neighboring properties.
- Appropriate details exist in the roof pitch, moldings, entrance door, and windows.
- Red Getty sign band dominates the simplicity of the architecture.
- Gray color tones are appropriate.
- Siding on adjacent shed should relate more to the gas station.

SIGNAGE

- Signage overwhelms the entire site.
- Cluttered look of smaller signs greatly reduces readability.



Condense and organize all signage to reduce clutter. Main entrance sign should be downsized and lowered to increase readability.

Provide low, evergreen landscape buffer on north side to screen parked cars from County Road.

Reduce overall visual impact by reorganizing access to rear of site allowing vehicle storage in the northeast corner. Screen storage with solid fence.

Maintain simplicity of the architecture. Remove steeple from cupola, reside gable ends with wood clapboard, or shingles.

Site No. 18

Getty Station
RECOMMENDATIONS

GETTY COMMERCIAL BUILDING

COUNTY ROAD

GENERAL DESCRIPTION

The commercial building is located to the rear of the Getty station and is in need of a face-lift.

ANALYSIS

SITE

- A small commercial building at the rear of the site with low visibility from the street.
- The building is surrounded by asphalt and has a short pedestrian sidewalk

SIGNAGE

- The free standing sign at the southwest corner of the property is old and should be replaced with a new village like sign that would attract customers to the barely visible commercial building.

ARCHITECTURE

- Old strip storefront in desperate need of renovation.
- Curtain wall glazing and veneer is not in keeping with village feel.



If it is decided to maintain the existing building, the outside should be replaced with materials that relate to the service station such as painted brick with wood moldings, doors and windows.

The visibility of the structure could be greatly improved with a pitched roof.

The roof sheltering the pedestrian sidewalk should be held up by columns.

A new pedestrian connection with landscaping to County Road should be created.

GENERAL DESCRIPTION

Two story residential scaled building with commercial tenants on the first level and residential tenants on the second level. The building is very close to County Road with minimal area between the sidewalk and the front door. Parking is in the rear.

ANALYSIS

SITE

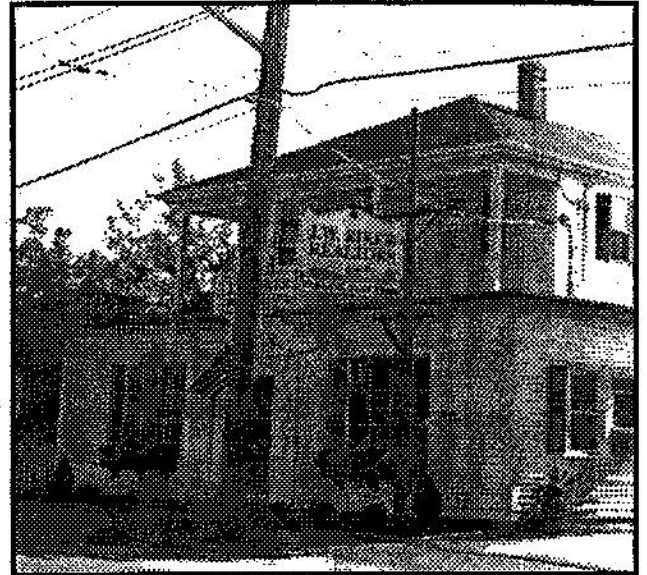
- The small strip of landscaping between the building and the sidewalk offers an opportunity to help soften the structure. The parking lot in the rear is screened and fenced from the adjacent property.

ARCHITECTURE

- Good scale, traditional building materials, provide for an envelope which relates well to the village character.
- The building has been recently repainted which helps the front portion relate better to the residential piece that sits on top of it.

SIGNAGE

- There is a collection of three signs in the small store front that consists of two free standing signs and one projecting sign above the doorway.



Doorway details need to be improved with the removal of vinyl siding and incorporation of the sign above the door with appropriate wall lights to create a better interest.

Awnings over two windows to either side of front door would help bring color and soften the large amount of glass.

Decorative trellis at first floor addition will bring back original residential and historic charm.

T.J. CINNAMONS BAKERY COUNTY ROAD

GENERAL DESCRIPTION

One story building sitting directly on the sidewalk area of County Road with parking in the rear.

ANALYSIS

SITE

- The building abuts the sidewalk.
- The rear parking area accommodates bicyclists and pedestrians with a picnic table area.

ARCHITECTURE

- The front elevation of the building is dominated by a large oversized green canopy that appears to be floating at the top of the building with no attachment to the structure itself.

SIGNAGE

- An overabundance of signage and advertising covers the oversized green awning.



Remove large green canopy and utilize the more traditionally shaped awning with an acrylic fabric.

Signage should be either flush-mounted wall signs on either side of the building or a sign band with moldings above the awning.

The architecture could be greatly enhanced with an appropriately designed pediment that adds height to the front facade and accommodates the sign band.

GENERAL DESCRIPTION

One story building sitting directly on the sidewalk area of County Road with parking in rear.

ANALYSIS

SITE

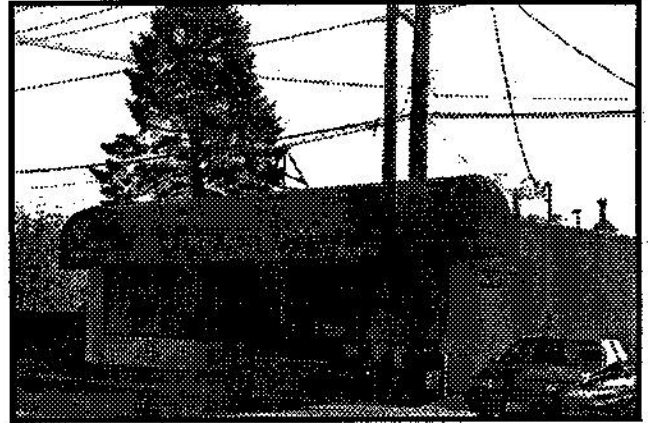
- The rear parking area accommodates bicyclists and pedestrians with a picnic table area.

ARCHITECTURE

- The front elevation of the building is dominated by a large oversized red canopy that appears to be floating at the top of the building with no attachment to the structure itself.
- Door and windows are nicely detailed.

SIGNAGE

- An overabundance of signage and advertising covers the oversized red awning.



Remove large red canopy and utilize the more traditional shaped awning with an acrylic fabric.

Signage should be either flush-mounted wall signs on either side of the building or a sign band with moldings above the awning.

The architecture could be greatly enhanced with an appropriately designed pediment that adds height to the front facade and accommodates the sign band.

COLEMAN REAL ESTATE COUNTY ROAD

GENERAL DESCRIPTION

Two and one-half story commercial/residential building directly on County Road with no setback. The adjacent side lot does provide some green relief with a hedge. The parking is either to the south or rear of the structure.

ANALYSIS

SITE

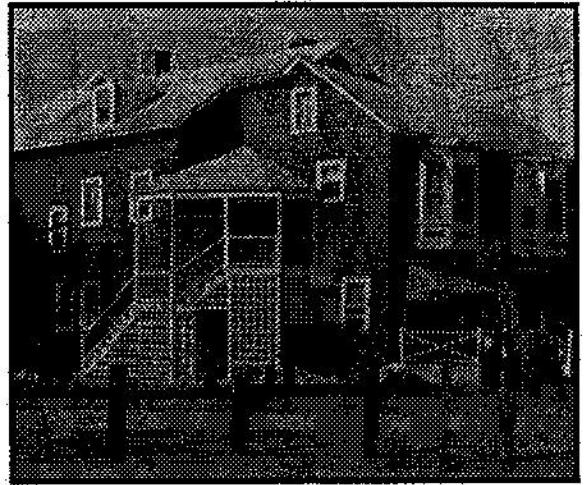
- Southern parking lot is often congested with cars trying to exit to County Road.
- The parking lot has wide access along County Road.
- North side of the building has landscaped area of grass, gardens and a spruce tree adding relief to the streetscape.

ARCHITECTURE

- For a somewhat chaotic and clumsy architecture, the combination of various additions represents a good example of Barrington Village District because they were sheathed in a uniform traditional material, clapboards, and painted with an appropriate color.

SIGNAGE

- Signage consists of a projecting sign along County Road as well as a wall-mounted sign on the south face of the building.



Bike path runs directly to the south of the property and needs a landscape buffer between it and the property.

Better define the parking lot area with a curb cut that offers safety improvements for pedestrians.

Entrance porch for Coleman Real Estate could be updated to blend better with the trellis details.

Awnings could use a new color which would add slightly more contrast to the rest of the building.

BARRINGTON SHOPPING CENTER COUNTY ROAD

GENERAL DESCRIPTION

The four major buildings that occupy this site and represent large scale strip development show little concern with the overall appearance. The site is occupied with buildings and asphalt areas with little landscape zones in between.

ANALYSIS

SITE

- Minor landscaping has occurred along County Road and between major aisles.
- Pedestrian walkways are limited to the storefront areas only, and do not connect from one building to the other.
- The circulation through the parking lot is precarious at best.
- The service station occupying the front portion of the site is a collection of cars, oil cans, and dumpsters.

ARCHITECTURE

- Complex does not relate architecturally.
- Within each building, each tenant has his own architectural style.
- The use of brick throughout the complex is a positive element to build on.
- Numerous roof heights create a "jumbled" appearance.

SIGNAGE

- The street signage is a large 9 x 4 1/2 white and green sign with gold lettering; it is well-detailed.
- Many signs project above the roof and have exposed struts.



The service station and Grandpa's Laundromat are the key anchors for this development to reflect the style of a village center. All three sides need total upgrades.

The Almacs sign should be replaced by a major element such as a large gable structure that would unify the back building and bring some vertical scale to the elevation.

New design elements such as awnings or any facade improvements should be co-ordinated to unify the four existing buildings.

Signage should also be unified into sign bands that would organize the array of signage and placement.

Parking lot should be redesigned and landscaped with emphasis on well defined pedestrian circulation.

BOSWORTH PLACE

BOSWORTH STREET

GENERAL DESCRIPTION

One Bosworth St. is a one story, commercial, multi-tenant structure with some parking along Bosworth St.

ANALYSIS

SITE

- The landscape zone between the building and the street is fairly heavy with plant material.
- No separation between parking and street.

ARCHITECTURE

- A good example of a traditional building form within a contemporary style.
- An integral colonnade, deep shadow lines, and wonderfully designed roof massing make this a nice addition to Barrington's streetscape.
- The building construction is not at the same high standards as the design.

SIGNAGE

- The free standing sign has a unique modern style that doesn't relate to the building.



The two large deciduous trees should be set symmetrically to the front gable.

Parking area should be clearly separated from the street.

Sign should be remodeled and relandscaped.

Site No. 25

Bosworth Place
RECOMMENDATIONS

BOSWORTH COMMERCIAL BUILDING BOSWORTH STREET

GENERAL DESCRIPTION

Structure entirely occupied by asphalt paving with minimal landscaping.

ANALYSIS

SITE

- There is some landscaping on the ends of the building protected by a low, metal-rail fence.
- A good representation of a large scale commercial strip building.
- The scale and proportion are in line with the village look.
- No separation between parking and street.



ARCHITECTURE

- The materials include a beautiful brick with colored mortar, wood trim with moldings, painted in green and beige.
- The doors have grills that give an older feeling. The glass for the retail space is open and very commercial.

SIGNAGE

- The sign band across the front organizes the signs and makes them easy to read.

Provide separation of parking and street and limit exits and entrances for automobiles.

Buffer pedestrian walkway from parking with seasonal planters.

RONDEAU REAL ESTATE

BOSWORTH STREET

GENERAL DESCRIPTION

A two and one-half story residential/commercial building with an asphalt parking lot directly into Bosworth Street.

ANALYSIS

SITE

- The entire site is paved other than the strip along the south property line.
- There is no definition between Bosworth Street and the parking areas.

ARCHITECTURE

- Shingled veneer sheathing with an asphalt roof.
- There are well-proportioned crown moldings around the eaves.

SIGNAGE

- Of the two signs, which are similar in scale, the Chiropractic sign is better in scale.
- Inappropriate use of struts.



Clearly define some pedestrian way from Bosworth St. and a pedestrian walkway along Bosworth St.

A couple of large shade trees would be appropriate.

Introduction of window casings and the addition of well proportioned shutters.

The two signs should match exactly in scale although they should have their own identity. Struts should be covered.

Separate parking from street.

CENTER MARKET

COUNTY ROAD

GENERAL DESCRIPTION

A two and one-half story residential structure that sits on top of a one story cinder block building which runs the entire length of the site along the southern property line. The remainder of the site is entirely paved with asphalt to accommodate parking with deliveries in the back.

ANALYSIS

SITE

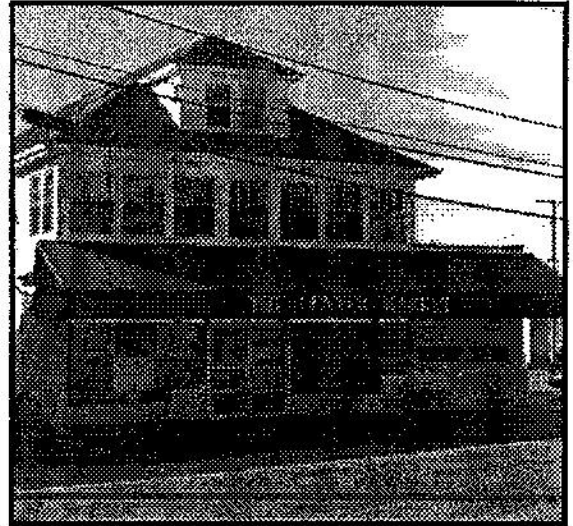
- Site is entirely paved with asphalt with no accommodations for pedestrian sidewalks either at the edge of roadway or within the parking lot.
- There are no landscape amenities at the site, and consequently, the long side of the building presents a fairly unobstructed view of a large flat wall.

ARCHITECTURE

- The two story residence has good proportions with traditional double hung windows.
- The eaves are well detailed to give the building good shadow lines.
- Its sister building, the commercial building, is plain and flat.
- The oversized canopy is difficult to see as you are travelling south on County Road.

SIGNAGE

- The lettering is well scaled on the northern facing sign. It is a larger scale but the font is a serif; capital letters are nicely proportioned.
- The awning overwhelms the building.
- The temporary display signs in the windows, which do represent a fair amount of window space, are all green, matching the awning color and the sign.



The aluminum storefront could be upgraded to match the flavor of the residence above it and the feeling of the town.

The storefront should be opened up and the curtain wall wrapped around the corner so the front door is facing in both directions up and down County Road.

The northern elevation needs a serious articulation or new fenestration that may come with new windows. The existing glass block windows could be renovated.

Bring the size and mass of the long wall into conformance with a village like character. Trellis with vines against the walls also would help as would moulding and colors to match the existing colors.

Separate parking from street.

Site No. 28

Center Market
RECOMMENDATIONS

DR. CAPIZZO'S BUILDING COUNTY ROAD

GENERAL DESCRIPTION

Dr. Capizzo's office building is one of the most prominent sites along County Road due to its unique location on the corners of County and Rumstick Roads and its high elevation. The size and massing of the building is very appropriate for the interface between a larger commercial zone and a more residential zone.

ANALYSIS

SITE

- Landscaping buffer areas between the building and the road create a positive visual element. Unfortunately, the large spruce trees appear to be under stress and will likely need to be removed in the next few years.
- The parking extends up to the building without a buffer between the asphalt and the structure.

ARCHITECTURE

- Any original architectural detailing on the house including the windows, doors, eaves, rakes, and front porch has been depreciated by the vinyl siding.
- It is important to note architecturally that this is actually a residence. It stands as the cornerstone of the residential neighborhood.

SIGNAGE

- The size of the existing sign is in keeping with the residential area which Dr. Capizzo's property abuts. The detailing of the sign could use considerable upgrading and repair. The small red sign at the entrance should be treated in the same style as the main sign.



Overgrown shrubs at the foundation of the building should be removed, especially at the front porch.

The smaller parking lot and exit road onto County Road could use some additional buffering. Buffering would have to be placed to ensure that the site distance was adequate for safely exiting onto County Road.

DR. STANLEY'S BUILDING COUNTY ROAD

GENERAL DESCRIPTION

One story cape with a multi-colored brick elevation facing County Road. Painted redwood shingles surround the other three sides with very simple white painted trim.

ANALYSIS

SITE

- The house is fairly planted in the front with a rear yard consisting of asphalt.

ARCHITECTURE

- The small cape fits in well with its neighbors but is poorly detailed.
- The small panels under the windows in the front look like doors.

SIGNAGE

- The size and design of the existing sign is quite appropriate especially given the fact that this site is adjacent to a residential zone.



Large scaled deciduous plants would balance the small scale of the architecture and would be in keeping with the residential neighborhood that it sits in.

The rear yard parking lot needs landscaping.

A new skin of wooden shingles which is more residential and true to the New England "Cape" would be a simple way to improve this well scaled building.

Additional trim and shutters should be studied for the existing windows especially the long windows on the front facade.

Site No. 30

*Dr. Stanley's Building
RECOMMENDATIONS*