DOWNTOWN VILLAGE DISTRICT DESIGN & LANDSCAPE STANDARDS *(effective 9/15/03)*

1. PURPOSE AND APPLICABILITY

1.1 The purpose of the standards that follow is to establish preferred patterns and a design framework for development in the Downtown District of the Town of Madison, in order to protect and enhance the overall quality of the built environment. Some of the design standards contained in this Appendix apply to activities that occur in public areas such as streets and sidewalks. They are intended to guide Town officials as well as private citizens in making land use and land management decisions.

As used in these standards:

a. The word "shall" means that the relevant standard, criterion or action must be followed unless the applicant demonstrates that it would clearly be unreasonable or undesirable to do so under all of the circumstances;
b. The word "should" means that the relevant standard, criterion or action will generally be required, but the applicant may offer, and the Commission may approve, an alternative standard, criterion or action if the Commission finds that the alternative would better fulfill the overall goals set forth in these standards.

1.2 The high quality of life enjoyed by Town residents results in large measure from the physical form and design of the town center. This traditional "Main Street" pattern of development is characterized by an inviting and attractive street environment that encourages pedestrian activity and informal interaction among residents, merchants, and visitors. This interaction is enlivened by the closely interwoven combination of residential, retail, service, office, and other non-residential uses built at a human scale. New buildings and renovations of existing buildings should respect that scale in all cases, avoiding uses and architectural treatments that would appear to dominate or overwhelm their neighbors.

1.3 In addition to the buildings of the town center, landscaping, walkways, as well as the relationships between buildings and vistas are important to the character of Madison. Landscaping should enhance, but not obscure, buildings and vistas, while walkways should take advantage of, and give access to, views, open space, and environmental features that are an important part of the Downtown District. Wherever possible walkways on private property should connect to public walkways and extend the pedestrian network of the District. In particular, access should be provided to Tuxis Pond, Scranton Park, the Green, the railroad depot and parking, and other reservoirs of parking by way of accessible, attractive walkways. In addition, existing vistas, especially those to the Green, Tuxis Pond, Scranton Park, Samson Rock, and significant public buildings should not only be preserved, but also enhanced wherever possible, including access to, and extension of, the Tuxis Pond walkway. Walkways on private property should connect to and extend the network of public pedestrian movement that is crucial to the proper functioning of the Downtown District.

1.4The lively downtown street environment is a valuable public space that attracts tourists who support the local merchants and provide an important economic stimulus to the community. The economic and social vitality of the Town of Madison depends upon maintaining the attractiveness of this street environment, the economic viability of downtown businesses, and a hospitable atmosphere for residential occupants and visitors.

1.5 The Madison Planning and Zoning Commission has determined that the existing variety of building types and architectural styles and mixed-use development patterns found along the Boston Post Road Core, between Route 79 and Wall Street should be preserved in order to maintain the character and quality of the buildings and public spaces in the downtown.

1.6 The Planning and Zoning Commission has further determined that the Town's downtown area should be encouraged to expand north of Boston Post Road in the area bordered by Bradley Road, Route 79, and Wall

Street. These standards are to be used as guidelines to help shape new growth in this area in a pattern similar to that of the existing downtown core area.

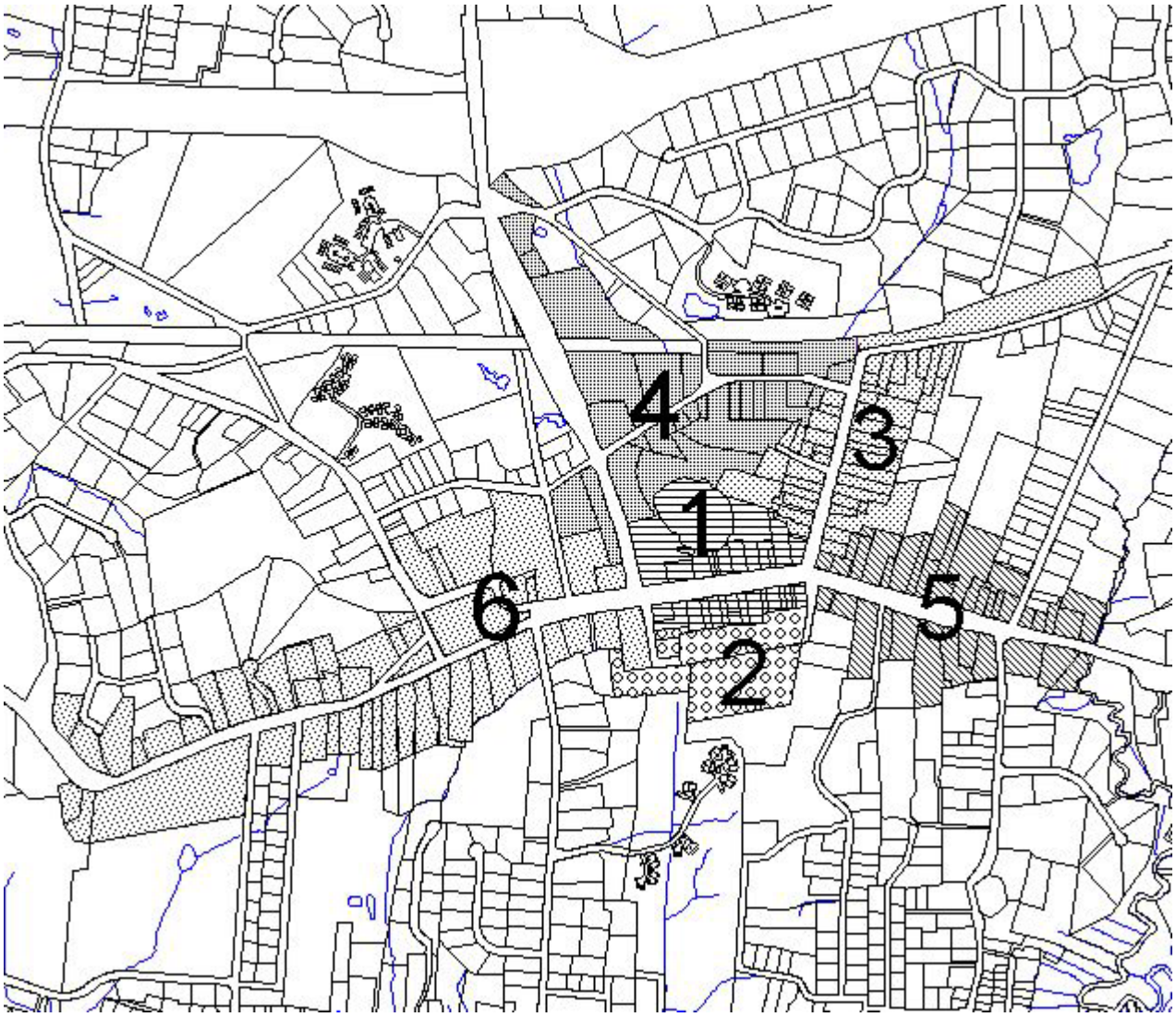
1.7 The Portion of the Downtown District south of the Post Road Core, and including the rear elevations of the buildings and businesses facing the south side of the Post Road, as well as the area south of Meigs Avenue and Scranton Park, forms a distinct sub-district (known as the Backs), with somewhat different patterns of development, permitting larger scale buildings on the south side and uses oriented to parking areas.

1.8 Transition, or gateway, areas along Boston Post Road west of Route 79 and east of Wall Street contribute to the character of the Downtown area and are appropriately subject to specific design standards that will protect and enhance their unique character.

2. DESIGN RELATIONSHIPS AND TYPEOLOGY: BUILDING AND SITE LAYOUT

2.1 Design Sub-Districts

For the purposes of these design standards six distinct design sub-districts within the overall Downtown District will be distinguished according to their individual architectural character and patterns of use (see accompanying map):



1	Post Road Core	4	Bradley Road
2	The Backs	5	Post Road East
3	Wall Street	6	Post Road West

2.2 Design Sub-Districts: Post Road Core

The Post Road Core (between Route 79 and Wall Street) has the character of a traditional New England 19th and early 20th century downtown, with small closely-spaced detached or party-wall buildings that front directly on the sidewalk. This area includes a pleasing variety of architectural styles and types, although two to three story commercial structures with parapets predominate, and their scale, character and rhythm should be respected, maintained and enhanced. Traditional materials and significant architectural detail are also characteristic of buildings in this area and should be maintained. The primary design concern in this area is strip encroachment and the proliferation of curb cuts, which should be avoided in the future and ameliorated whenever possible. (See next page.)

Post Road Core (North Elevation):

Post Road Core (South Elevation):

2.3 Design Sub-Districts: the Backs

The area to the south of the Post Road Core, known as The Backs, includes the rear elevations of buildings fronting the Post Road and the larger scale commercial buildings to the south of Meigs Avenue and Scranton Park. While auto and parking oriented uses and service uses are appropriate in this area, the carefully cultivated public character of this sub-district should be protected and enhanced. Rear facades may have a more informal character than the fronts, but should still be architecturally significant in treatment and materials, signage and sidewalks should be attended to as in the rest of the Downtown District and service uses screened from public view. Larger structures should be designed in a manner compatible with the character of the Downtown District and according to the standards outlined below.

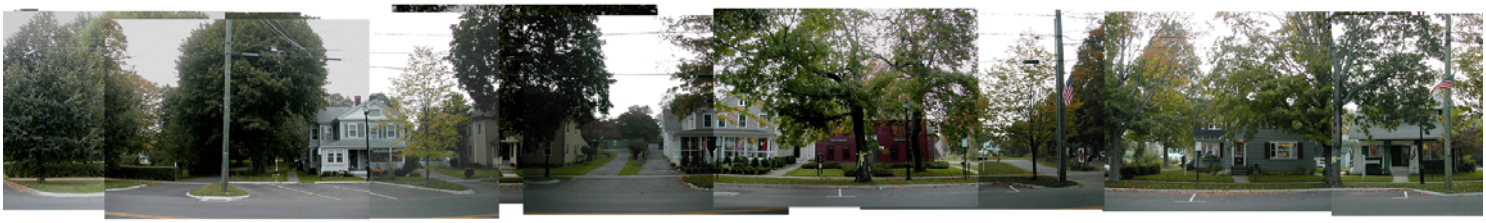
The Backs (North Elevation):

The Backs (South Elevation):

2.4 Design Sub-Districts: Wall Street

Wall Street provides a distinctive and valuable extension of the Downtown commercial area, but is mainly composed of residential structures that have been adapted to commercial use. These structures are generally traditional wood frame and clapboard construction with frontal gables and porches facing the street. Commercial additions and adaptations, including signage and new windows, should respect and enhance the main structures and their historic character, and accessory buildings in the rear yards of Wall Street buildings, which have proliferated, should be held to the same design standards as the main structures. In general, the character of Wall Street as a tree-lined residential street should be maintained and enhanced preserving the scale, materials, detailing and patterns of use that currently characterize the street. (See next page.)

Wall Street (West Elevation):



Wall Street (East Elevation):

2.5 Design Sub-Districts: Bradley Road

Bradley Road (between Wall Street and Route 79) currently forms a distinct sub-district, with an architectural character, spatial relationships and uses somewhat at variance with the Downtown District, of which it is increasingly part. Since this area has the greatest potential for new development special care should be taken to make sure that any new development contributes to a positive image and role for Bradley Road. In general new development on the south side of the road should be treated as infill that is similar in scale, character and design relationships to the Post Road Core and, like that area, creates and attractive pedestrian environment, with minimal curb cuts and most parking located to the rear of buildings. Since the backs of buildings here have the potential to play a significant public role, like those along the south side of the Post Road, attention should be paid to maintaining a level of architectural treatment, access and landscaping supportive of that role. In addition, that area will have an important relationship to the north shore of Tuxis pond, to which views and access should be provided, as well as an appropriate landscape buffer to any paved areas. The north side of Bradley Road has had auto-oriented uses with front-yard parking and additional strip-style development is discouraged.

Bradley Road (North Elevation):

Bradley Road (South Elevation):

2.6 Design Sub-Districts: The Post Road West

The Post Road West (west of Route 79 and extending to Janna's Lane) forms a stable residential and institutional corridor of historic character that provides an attractive approach to the commercial center. While this area should be better connected to the Post Road Core at a pedestrian scale, it will not, in general, be an area of commercial expansion. Additional commercial uses in this area are discouraged. Any commercial use in the Sub-District shall respect the predominantly residential character and typology of the architecture. Buildings in this area front the street across modest front yards with attractive landscaping, often edged with low wooden fences. Buildings and renovations in this area should respect and enhance the character of the traditional New England Green that dominates the sub-district. (See next page.)

Post Road West (North Elevation):

Post Road West (South Elevation):

(continued)

Design Sub-Districts: The Post Road East

The Post Road East (east of Wall Street and extending to Fence Creek) provides an appropriate bookend to the Post Road Core as both a gateway and a transitional area in terms of scale and use. The northern side of the Post Road in this area is similar to Wall Street in both architectural character and use, but with residential uses mixing into the extension of the Downtown business district. This character shall be protected and enhanced, and special care taken that commercial retrofits of historically residential structures respect their scale and architectural character. The south side of the Post Road in this area is separated from the main right of way by a landscaped access road lined by attractive front lawns and larger single-family homes in a variety of traditional styles. The distinct character of this side of the street shall be respected and enhanced. Traditional materials and significant architectural detail are also characteristic of buildings in this area and should be maintained. (See next page.)

Post Road East (North Elevation):

Post Road East (South Elevation):

3. DESIGN RELATIONSHIPS AND TYPOLOGY: BUILDING AND SITE LAYOUT

3.1 Purpose

The overall goal of these Standards is to promote awareness of, and respect for, the sensitive balance of visual and spatial relationships that create the character and support the function of the Downtown District. More than any particular architectural or decorative style, it is the pattern created by a limited number of building types, built in a variety of styles but with a high quality of detailing and materials, and the relationships between these buildings and the streets and walkways of the District, that are to be preserved and enhanced.

3.2 Building Alignment: Enclosing The Street Space

a. Buildings should have a well-defined front facade with entrances facing the street. They should be aligned so that the dominant lines of their facades parallel the line of the street and create a sense of enclosure. The width, height and spacing of buildings should respect the existing rhythms of the street on which they front. Departures from this regular pattern should be allowed only for significant public buildings, or only to terminate important vistas along streets or sidewalks or to act as focal points for public spaces.


Party wall buildings

b. Where party wall buildings currently exist on Boston Post Road Core, or where new ones are constructed, the buildings should generally be connected to form a wall along the street, with the possibility of small breaks in the wall every two to three buildings forming passages between buildings (see section on Alleys and Passages below). This street wall encloses public space and makes the street space feel like an "outdoor room." Party wall buildings should be related in height, respecting existing building rhythms, with storefront windows, doors at street level, and simple roof shapes, usually masked by a parapet. Because party wall buildings effectively enclose the street space, they are permitted in the Boston Post Road Core area, between Wall Street and Durham Road (Route 79), which derives its distinctive character from its ensemble of historically significant commercial structures.


Accessory building on Wall Street

c. The relationships between buildings and the street should either be parallel or perpendicular, not oblique or diagonal. Front facades should be parallel to the street with major roof ridges either parallel or perpendicular to the street. On narrower lots (60 feet or less), the roof ridge should generally be perpendicular to the street.

d. Accessory structures visible from the public right of way or accessible to the public as part of a business should follow the same standards as main structures, generally respecting the architectural character and design relationship established by the main structure with which they are affiliated. In the interest of variety, they do not, however, need to be detailed or designed to match the main structure.

3.3 Corner Lots

a. Street corners are important focal points and should be designed as pedestrian places featuring public or civic buildings and/or small public spaces. Attractive intersections encourage continuous pedestrian travel, while vacant corners discourage pedestrians from continuing to the next street. Parking lots should not be located at corners.

b. Buildings, trees, hedges, fences, low walls, and sidewalks should define the street corner. Curb cuts should be minimized and kept away from the corner. Clearly designated, safe, and continuous pedestrian sidewalks should be maintained around corners.

Post office corner

View of library from post office corner

3.4 Fences, Walls, And Landscape Screens

a. Fences, low walls, and hedges define walkways and give pedestrian scale to the street. They create a transition between public and private spaces, and sometimes screen and separate potentially incompatible uses.

b. Fences, walls, and landscape hedges up to 3 feet high are encouraged along front property lines, especially where the continuity of buildings is interrupted by a vacant lot, a parking lot, or a building set back farther than the build-to line or setback zone. These should generally be residential in scale, character and materials, and architecturally compatible with the main structure.

c. Where a use is visually intrusive or noisy, taller hedges or landscape screens may be required to provide adequate screening, provided they are designed so as not to obstruct the line of sight.

d. Chain link and stockade fences and tall walls and hedges create unfriendly barriers and may block important public visual and pedestrian access and are therefore discouraged.

Residential hedge

Residential fencing on Post Road West

3.5 Alleys And Passageways

a. Passages between buildings make an important contribution to the character of the Downtown District by extending the public space and commercial frontage of the sidewalk and, importantly, providing frequent and convenient access to areas of parking and landscaped areas located to the rear of buildings. If open and accessible to the public, alleys should be treated as extensions of the public street or sidewalk and should be paved, landscaped and lighted accordingly.

b. Service alleys not generally used by the public should be screened off.

This preferable pedestrian alley has landscaping elements and is properly lit.

3.6 Curb Cuts

a. Wide curb cuts and other sidewalk interruptions destroy the scale and pedestrian continuity of streets. Frequent curb cuts on heavily traveled streets can create unsafe conditions. Curb cuts should be minimized through the use of shared driveways, rear driveway connections, and alley access to off-street parking areas.

b. Curb cuts and interruptions of the pedestrian sidewalk should be kept to a minimum. Cuts should be only one lane wide, and should not be more than 14 feet wide for most commercial uses and 12 feet wide for residential uses. Narrow cuts should accommodate one way traffic.

c. Where interrupted by curb cuts, the continuity of the sidewalk surface material should be maintained, while the material of the driveway should be interrupted.

d. Any new development or redevelopment is encouraged to have sidewalk and parking connections to adjacent properties; interconnecting rear parking is encouraged, and should be lit and landscaped, with pedestrian walkways for easy access.

Brick sidewalk paving creates a continuous path through a driveway curb cut.

4. LANDSCAPING

4.1 Purpose

These landscaping regulations are adopted for the purpose of protecting property values by preserving existing vegetation and planting of new materials; providing privacy from visual intrusion, light, dirt, and noise; preventing the erosion of soil; providing water recharge areas; and improving the quality of the environment and attractiveness of the Town.

4.2 Overall Landscaped Area

a. Any lot developed for commercial use shall provide and properly maintain appropriate landscaping. Areas for common-use, such as picnic areas, are encouraged but should always be attractively landscaped and maintained.

b. Residential lots in the Downtown District should provide and maintain appropriate landscaping, including lawns, plantings and walkways compatible with the traditional character of Downtown residential structures.

c. The use of indigenous plant material and native or characteristic species is encouraged, wherever possible. Landscaping is an important constituent of the distinctive character of Madison and other New England towns, and should be appropriate to that context.

d. The Commission may authorize the use of existing vegetation in lieu of new plantings.

e. Berms may also be required by the Commission where deemed appropriate in any buffer yard as an additional buffering mechanism.

This Post Road residence incorporates appropriate landscaping elements.

4.3 Perimeter Landscaped Area

a. Front, Side and Rear Yards - any lot developed for commercial use shall provide adequate landscaped area.

b. Front Yards - a front yard landscaped buffer may be required by the Commission where necessary to preserve and protect residential property values and privacy of residential lots. A landscaped buffer shall be provided where deemed necessary to screen parking lot areas from the public street.

c. Side/Rear Yards - an appropriate landscaped buffer shall be provided along side and rear yards where Commercial Zones abut Residential Zones or uses.

Commercial buildings with yards should be appropriately landscaped.

4.4 Landscaped Buffer and Sizes

a. Landscaped buffers should be provided when possible.

b. Canopy trees should be deciduous shade trees planted at least 3 inches in caliper with a mature height of at least 35 feet. Trees planted under utility lines should be carefully selected so that their mature height does not interfere with the lines. Under story trees should be deciduous shade or ornamental trees planted at 2 inches in caliper with a mature height of at least 12 feet.

c. Evergreens should be coniferous species planted at 6 to 8 feet in height. Shrubs should be either deciduous species planted at 2 ½ feet in height with a mature height of at least 6 feet or coniferous species planted at 2 ½ feet in spread. The mature height of all plant material should be respected in selection and design.

d. Parking areas, in particular, should be provided with appropriate landscaping, providing a buffer to adjacent properties and breaking up large expanses of paving, examples include trees planted in islands or strips, or areas of evergreen groundcover.

Evergreens provide a buffer on the edge of the Sunoco parking lot.

Street trees that block signage should be avoided.

4.5 Street Trees

Wherever possible, streets within the downtown should be lined with trees. In particular, the canopy of existing large trees gives Wall Street much of its special character. Street trees should be preserved and special care should be taken to protect their roots from being cut, compacted or otherwise damaged due to construction, utility maintenance, parking, or snow removal operations. Streets should be maintained in a way that minimizes the need to remove mature trees. Dead trees that are within 20 feet of the pavement should be replaced with new trees. They should include a variety of 3 to 3 ½ - inch minimum caliper indigenous species with broad canopies. A combination of columnar trees and trees with high canopies should be selected for the main commercial corridors so as to minimize visual obstruction of the ground floor windows and signage. Trees with broad canopies should be selected for Wall Street and the Boston Post Road transition areas.

Desirable street tree placement

4.6 Additional Landscaping

The Commission may require additional landscaping or more mature plantings when unusual conditions require more extensive screening, or for noise abatement to prevent the depreciation of adjoining residential properties.

Tree wells are also good opportunities for landscaping.

4.7 Window Boxes and Planters

Well-tended window boxes with flowers and freestanding planters of a scale and character appropriate to the street and main structure with which they are associated are encouraged.

The town's historic horse trough functions as a planter.

4.8 Tuxis Pond and Scranton Park

Views to these areas and public access should be protected and enhanced wherever possible. The landscaping of abutting properties should contribute to the visual enhancement and public enjoyment of these areas.

Back yards behind the north side of the Post Road line Tuxis Pond.

5. ARCHITECTURE

5.1 Purpose

Because downtown Madison possesses a rich assortment of architectural styles, these standards do not prescribe any particular architectural genre or style. Rather, they describe basic design elements and relationships that should be adhered to in order to maintain and enhance the largely harmonious architectural fabric that currently exists. Some modern architectural forms and types are consistent with these design elements, while others are not. For example, most types of "franchise architecture" and "ranch," "raised ranch," "A-frame," and "split-level" building types are not in keeping with the Town's character and historical context. Most buildings covered by these standards are relatively small and built at a human scale. This quality needs to be maintained to preserve the character of downtown Madison. New buildings should be similar in size, scale, and proportions to the historic buildings in the downtown. They should be designed for long-term adaptability and changes in use and should take advantage of natural daylight and fresh air circulation, with floor-to-ceiling dimensions that allow adequate daylight penetration. Specialized public buildings, such as fire stations, should adhere to these standards only to the extent practical, considering their unique functional requirements, but should be designed as significant public buildings. It is recognized that occasionally architecturally unique or exceptional buildings may, in the appropriate place and at an appropriate scale, contribute to the character of the Downtown District. However, the burden of proof, in the case of significant departures from these standards, rests with the applicant.

5.2 Building Materials

a. Preferred building materials are brick, stone, and wood. Well-executed cast stone details are also appropriate. Limited use of concrete and concrete block is acceptable if detailed and finished to be compatible with surrounding buildings. Corrugated concrete and "cinder block" exteriors are not appropriate. Tile, stucco, and metal wall surfaces are not typical building materials in the downtown area, but may be acceptable in limited applications.

b. Materials should be used according to their particular logic of assembly and with appropriate detailing and expression. Cladding materials, such as wood siding, should not be used as a monolithic treatment, but rather broken up by appropriate trim and detailing.

c. The following roofing materials are encouraged: slate, wood shingles, shakes, and standing seam metal. Asphalt shingles are acceptable. Colors should be neutral to dark.

d. Historic residential areas such as Wall Street and the Post Road East and West should maintain traditional materials and detailing, especially on elevations viewed from public right of ways.

e. Any new or exterior alterations should have significant trim detail to be compatible with surrounding architecture. Renovation should not significantly reduce the level of architectural detail, and new construction should be detailed at a level compatible with the immediate area.

5.3 Facades

a. Materials (see Section 5.2 above)

1) The following wood siding and trim materials are encouraged: wood, clapboard, shiplap, board and batten, shingle. Brick and (ashlar) stone walls are also encouraged.

2) Vinyl, asphalt and other synthetic siding materials are strongly discouraged.

3) Trim details, such as rake boards, corner boards and fascia trim, should be of a material and dimension appropriate to the overall treatment of the façade. These details help to outline and give definition to a façade, and should be wide and thick enough to serve that purpose effectively.

Wood siding is encouraged.

b. Height

1) Maximum 2-story eave heights are encouraged. The first floor level of a 2-story facade should not exceed a height of 4’ above the grade at the street face of a building. Story heights should remain within the range of those in surrounding buildings. Two-story mixed-use buildings are encouraged.

2) Roof eaves on main roofs should be a minimum of 10’ above the grade at the building front entry. The main roofs of non-habitable accessory buildings, such as pump houses and tool sheds, should be a minimum of 4’ above grade.

c. Façade Plane

1) The foremost frontal plane of the building facing the street is the main façade. Other front or side facing planes within a 20' setback from the foremost façade are also considered facades.

2) Bay windows, porticos, and historical façade projections are acceptable in proportion to the size of the façade.

3) Front porches and one-story porches of any size are encouraged. Most traditional houses have porches including entry porches, full front porches or wrap-around porches. Commercial additions to the street side of residential properties should, wherever possible, be treated like enclosed porches and designed to be compatible with the existing structure. Front porches create a semi-private zone at the front of the building. This encourages socializing along the street and adds architectural interest for both pedestrians and occupants.

4) Any overhang of upper stories should be detailed to provide appropriate definition and visual support, e.g. through the use of trim and/or brackets. Projections should be appropriate to the scale and character of the building.

d. Window and Door Placement

1) Windows and doors should be balanced in their placement on building facades. Though literal symmetry is not necessary, a general balance between façade elements, in keeping with the prevailing rhythms of the district, is desirable.

2) Buildings should have many windows and doors at street level to encourage pedestrian traffic and commercial activity. Frequent entries contribute to a lively pedestrian space. Entries onto the sidewalk should occur at least every 25 to 40 feet on Boston Post Road.

3) All exterior walls should have windows, especially if they face the street or any public or semi-public space. Outdoor spaces are safer when overlooked by windows. No building should have more than 6 horizontal feet of wall facing the street without a window or door.

4) Principal building entries should be oriented toward and visible from the street. Main entrances should front on streets or side yards rather than on parking lots or interior courts, although secondary back entries or entrances from courtyards, which face the street, are acceptable. Accessory units may be accessed through a rear alley or side yard.

This storefront successfully uses different window types for street level and the second level.

e. Extent of Glazing

1) No less than 12% and no more than 35% glass area should be employed on the foremost, front facing façade of a building, except in the Post Road Core and along Bradley Road, where there should be no less than 20% and as much as 70%, if appropriately detailed and divided. No more than 35% glass area should be employed on other facades. Glass area is measured as inclusive of muntin and sash, exclusive of casings, and is measured per façade.

2) Glass areas per floor should be greater at ground floors than at upper level floors.

3) Signage displayed in window areas should generally be limited to 25% of the total area of the window with which they are associated. Neon signs are not allowed in accordance with Section 10.2.1 of the Zoning Regulations.

A combination of the preferred window styles can create interesting storefront compositions.

f. Window Style

1) The window style should be compatible across the entire exterior of a building.

2) The following window styles are encouraged: Double-hung, casement, bay and storefront (in commercial areas).

3) The following may be used sparingly as significant details in traditional buildings: half-round, elliptical, Palladian.

4) The following window styles are discouraged: picture (except in commercial areas), combination picture/awning, triangular, sloped.

5) Display windows in commercial uses are encouraged at the main floor. The use of muntins to break the expanse of glass into smaller panes is encouraged, where appropriate. Larger areas of glass should always be combined with window displays. When plate glass is used for commercial windows, it should be appropriately scaled and detailed to enhance the streetfront and the scale of the building overall.


A Palladian window can be used as a distinctive façade element

Storefronts can successfully integrate wide windows

g. Window Size and Proportion

A window is defined as the single set of glazed sash contained between jambs or mullions.

1) Singly cased windows are encouraged in traditional-style buildings. Multiple ganged window configurations are acceptable in more modern buildings.

2) Except on storefronts, windows should be vertical, in proportions ranging from a 1:2 to a 3:5 ratio of width to height.

3) Windows of a 1.5:1 to 3:1 ratio range are acceptable just below roof eaves. These are known as "eyebrow" windows.

4) Shaped windows and windows of a 1:1 ratio are acceptable within the triangle created by converging roof planes and at decorative entries and where combined in a decorative configuration.

5) Windows wider than 3' are strongly discouraged except on the entry levels of commercial uses where a maximum width of 6' is acceptable. On Wall Street, narrower windows are encouraged to maintain residential character.

6) Every building should have operable windows on the upper floors. These should be double-hung, casement, awning, or pivot windows, or a combination of any two types. Individual windows may be grouped, but continuous strip windows without major vertical divisions are discouraged, as are heavily tinted or reflective glass.

"Eyebrow" windows enliven the roof of this house.

On residential buildings, an architectural feature often highlights the front door.

h. Doors

1) Below are examples of encouraged doors and entry areas.

2) Sliding glass doors may not be used on front building facades.

Commercial buildings on residential scaled streets should especially be encouraged to use glass doors that are appropriate for either commercial or residential buildings.

i. Window and Door Details

1) All windows and doors on wood-sided buildings should be framed with a minimum casing width of 3.5"; casing crown cap is encouraged. Brick buildings may be treated differently as appropriate.

2) Small paned windows divided by real (not removable or sandwiched between glass panels) muntins are encouraged in traditional buildings. SDL and SDL with spacers may be allowed in new construction.

This door has an appropriate frame and real muntins.

j. Signage

(see Section 10 below of the Town of Madison Zoning Regulations.)

1) In general, all signage should be designed to be consistent with the architectural style, character and composition of the façade of which it is part.

2) Most commercial facades will have a natural location for signage in a zone above the ground floor fenestration and below the second floor fenestration. Signage outside this zone is discouraged, especially roof-mounted signage.

3) Signs should be proportionate to the dimensions of their location and the overall dimensions of the facades. They should not extend beyond the edges of the building, although small signs mounted perpendicular to the façade are allowed. Redundant signage should be avoided, for example window signage that simply repeats signage on other parts of the building. Signage for adjoining tenants in the same building should be clearly separated.

4) Window signage should not dominate the window in which it is displayed, and should generally not be larger than 25% of the area of the window in which it is displayed. Like façade-mounted signage, it should be in keeping with the architectural character of its site.

Small perpendicular signage is acceptable.

The signage in this window is of an appropriate size.

Signage is most commonly appropriate between the first and second levels of the building.

5.4 Roof

a. Roof Types

1) The predominant roof type is gable. Variety is added by orienting the gable either perpendicular or parallel to the street. Most roofs should conform to this type. Hipped roofs are also found on occasion and may be considered.

2) The Gambrel and Mansard roof types are derived from the gable and hipped respectively and are generally not encouraged, except in residential areas, where they may be used in association with traditional styles, such as Dutch colonial or second empire. Because there are only a few examples of the Gambrel and Mansard roof, their prolific use is discouraged. However, limited use of these roof types will lend variety, in appropriate contexts.

3) An acceptable aesthetic modification for a commercial building can be a false front. It consists of a front façade extended upward to mask the main sloped roof behind. It is characterized by a level overhanging cornice with a large frieze board and/or supporting brackets. Eave breaks are permitted at the cornice. Although presently there are very few examples of the false front in Madison, as areas are infilled with new commercial development, this roof type (preferably attached to other buildings) would be appropriate for the densest commercial core areas.

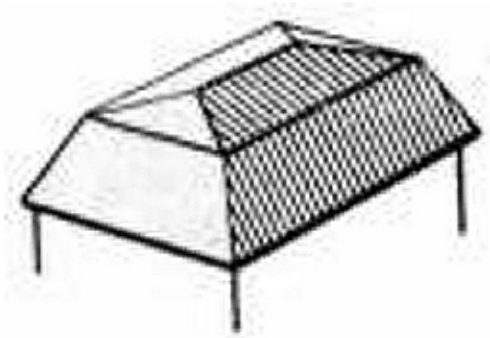
4) Shed roofs are acceptable as secondary roofs but discouraged as main roofs. The highest roofline of the shed roof should be attached to the dominant building mass.

False fronts may be appropriate in the densest commercial area of Madison.

The gable is a simple and timeless building profile.

A hipped roof occurs when the roof plane slopes in all directions.

A gambrel roof or “barn” roof.



.A basic mansard roof

b. Roof Massing

1) Simple roofs consist of a single roof type. More complex roofs consist of a main roof type that is dominant with attached secondary roof types that are smaller and lower than the main roof ridgeline. Although simple roof types are encouraged on small buildings, roofs of larger buildings should be more complex and should combine a main roof with lower intersecting secondary roof types rather than use only a single hinge roof.

2) Secondary sheds, gables, and hips may be combined with any main or secondary roof type. Combining Mansard with any other roof form other than a secondary shed or hipped is discouraged. Any such additions should not extend above the Mansard eave line. Secondary Gambrels roofs should be combined with main Gambrels and gables.

3) As a building increases in size, more complex roofs are necessary to enable the building to remain in character and scale with its surroundings. Historically, many large buildings grew by adding new sections similar in massing and proportion to existing structures. There should, however, always be a clear hierarchy in compositions with multiple roofs.

4) Party wall buildings create continuity in the street wall, which should not be interrupted by complicated or dominating roof designs visible from the street. Simple gable roofs or flat roofs with cornices are appropriate for party wall buildings.

5) Parapets, projecting cornices, or decorative roof overhangs are encouraged, since they reinforce the line of the building wall. Flat roofs without cornices are prohibited.

6) Heating, ventilation, and air conditioning equipment on the roof should not be visible from the street.

Complex roof type: main roof is a gable, with a cross-gable at a perpendicular angle.

Simple roof type: single gable with no secondary roofs.

c. Roof Pitch

1) Gable roofs may vary in pitch from 7:12 to 14:12. Roof pitches below 8:12 on main roofs are discouraged.

2) Hipped roofs may vary in pitch from 4:12 to 14:12. Roof pitches steeper than 9:12 on main roofs are discouraged.

3) Gambrel roofs have different pitches on their upper and lower roof planes. Upper roof pitches may vary from 5:12 to 8:12 while lower pitches may vary from 18:12 to 20:12. The most typical and harmonious arrangement is an upper roof pitch of 5:12 and a lower roof pitch of 20:12.

4) Mansard roofs are built with a concave curve and they are characterized by protruding eaves and ridges and support brackets below the eave. They may not exceed 8' in height from eave to ridge. The height of Mansard roofs should be designed in proportion to the scale of the façade below. Though dormers are encouraged on Mansard Roofs, skylights are not. Modern Mansard imitations that lack the proportions of historic Mansard roofs are not permitted.

5) Shed Roof additions may vary in pitch from 4:12 to 14:12.

d. Roof Details

1) Roof overhangs of 6" to 18", exclusive of gutters, are encouraged.

2) Details consistent with the period styling of the building as discussed in the introduction are strongly encouraged.

e. Roof Features

1) Dormers, lanterns, turrets, eave breaks, and skylights may be added in proportion to the roof's overall size. Cumulatively they should interrupt the roof plane no more than 1/3 of the length of the eave line.

2) Dormers should be set back from the face of the building at least 1' and from the building sides at least 3'.

3) The face of the dormer should be minimal in height and made up mostly of window area.

4) The dormer roof should connect to the main roof at least 1' below the main roof ridge line.

5) The roof pitch of gable dormers should match the roof pitch of the main roof.

6) Shed roof dormers that envelop the main roof slope are discouraged. Inset dormers are also discouraged.

Dormers are windows projecting from within a building's roof plane. Ideally, they should consist mainly of window area.

5.5 Upper Stories

a. In order to define the edge of public space on the street and encourage mixed-use buildings, all new buildings and major additions should be between 1½ and 3 stories tall consistent with the maximum height and bonus height provisions of Section 6.4.4.4 and 6.4.5.3. Infill buildings on Boston Post Road should be within 1 story of the height of adjacent structures.

b. Upper-level apartments and offices are encouraged and should be accessible from entries on the sidewalk. Secondary entrances located on rear alleys or parking lots are also acceptable.

c. Balconies and bay windows, appropriately detailed to indicate visual support, are encouraged on upper floors.

d. Awnings, arcades, and overhangs which provide shade and shelter for pedestrians are encouraged

Along the Boston Post Road, commercial buildings are topped with occupiable upper stories. The height of the buildings is relatively consistent.

5.6 "Trademark" Buildings

Trademark buildings, which identify the owner or occupant by a trademarked architectural style, are not allowed. Buildings with advertising icon images detract from the coherent and distinctive identity of Madison. Additionally, separated one-story buildings set back from the street and surrounded by parking are incompatible with the spatial character of traditional downtown streets. Franchise business operations can be allowed if they are designed to harmonize with downtown mixed-use areas.

"Trademark" buildings, like this McDonald's, are discouraged.

Chain stores may be acceptable as long as they are designed in a manner compatible with that of the town. This Starbucks is integrated into its setting in Downtown New Haven.