

### **ASSESSMENT OF EXISTING CONDITIONS**

In order to organize the discussion about the assessment of the Pyare neighborhood's built environment, Kevin Lynch's contents of city image and physical form are used. Lynch's book "The Image of The City" classifies the contents into five elements: paths, edges, districts, nodes and landmarks. The combination of these design features creates an area's urban form, and ultimately the strength of its sense of place. The following pages contain an inventory and assessment of these elements within the planning area.

#### **Paths**

Paths are the channels along which the observer customarily, occasionally, or potentially moves. Examples include streets, walkways, transit lines, and railroads. Paths can be simple and one-dimensional like a bike path; or they may take on a room-like quality in the case of a well-formed urban corridor. For many people, paths are the predominant element of a city. People observe the city as they travel through it, and the other elements of the city are viewed by their relationships to paths.

There are several key elements of a path that make it more memorable to an observer than others. The first and most obvious of these elements is customary travel—major access routes that are highly traveled will be most memorable due to the frequency of use. These types of paths generally lead to or connect major destinations, and are connected to a network of other primary and secondary paths, making them important on a regional level.

Another of these elements is the concentration of a special use or activity, such as shopping or office buildings. Based on Lynch's research, paths with a concentration of similar uses are more memorable to users than paths with a mix of uses. Similarly, paths lined with buildings that have special façade characteristics and/ or continuity in building type and setback were also found to be more memorable than those that did not. Finer points such as pavement style and planting details did not seem to contribute to a memorable path,

observers did tend to remember the overall quantity of planting along a particular path.

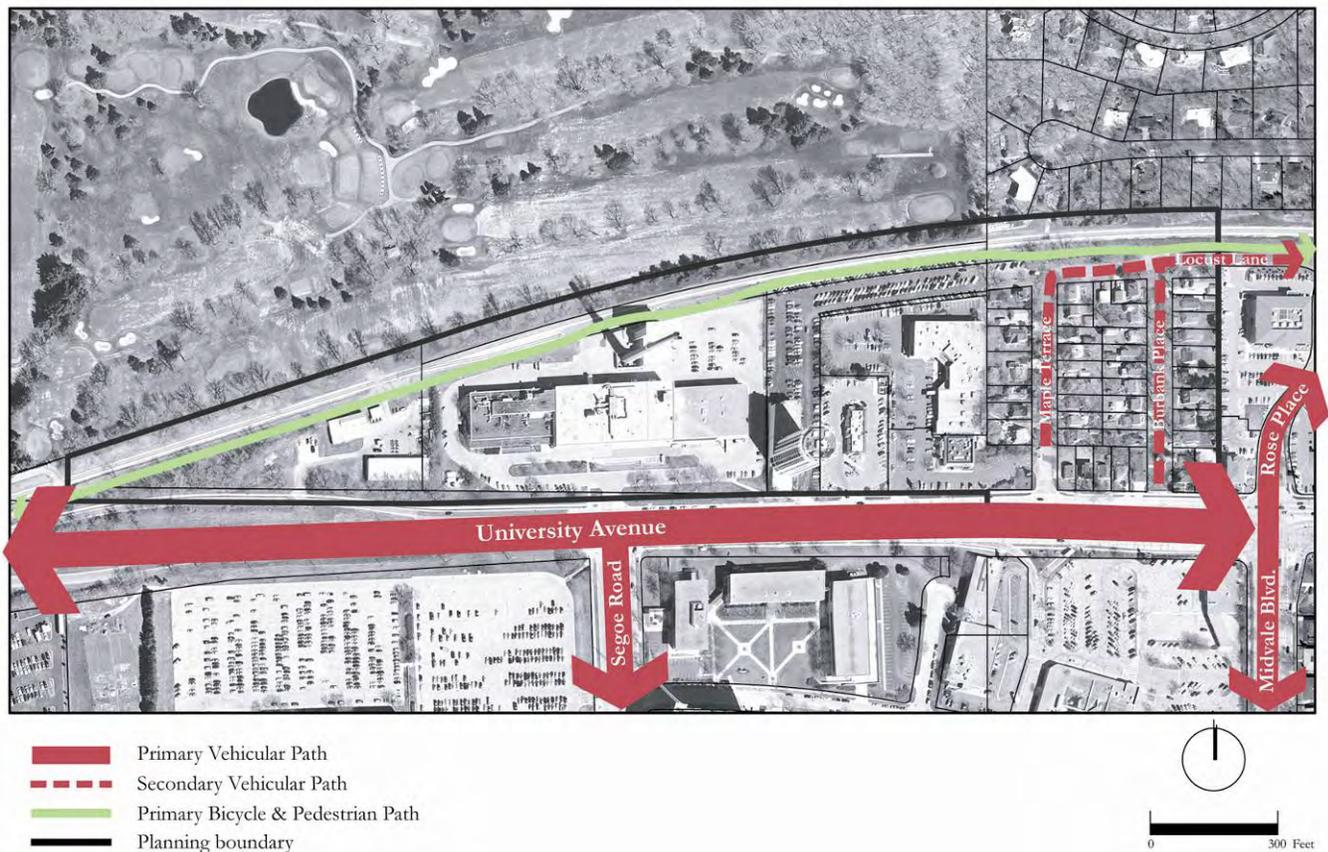
Another key element is the spatial quality of the path. This is especially true if the path has extreme dimensions – if it is either extremely wide or very narrow. People tend to associate wide streets with main routes, and narrow streets with secondary routes. A lack of spatial differentiation within a path network can lead to difficulty in navigation and orientation, making for a less enjoyable experience.

Other elements that contribute to a path’s sense of importance is its proximity to special features of the city and the visual exposure of the path or views available from the path. A local example of these elements in action is John Nolen Drive, which winds along Lake Monona offering a sweeping view of the Capitol and downtown, and passes underneath Monona Terrace.

Based on these key elements, University Avenue is a primary path in the Pyare Square planning area. It is by far the widest path in the area, and is a primary connection between downtown Madison and the City of Middleton. This area of University Avenue carries nearly 51,000 vehicles per day (City of Madison Weekday Traffic Volume 2006) and is on the routes of several Metro bus lines. Redevelopment along the University Avenue path should create an architectural theme and character that respects nearby development, but is unique to the Village.

Midvale Boulevard/ Rose Place and Segoe Road are also primary paths due to their proximity to employment and shopping destinations. Midvale Boulevard carries over 20,000 vehicles per day in this area and connects the University Avenue corridor to several residential neighborhoods to the south, as well as the Beltline. Rose Place is less highly traveled, with

**Map 3.1: Paths in the planning area.**



only 9,000 vehicles per day, but serves a major retail node in the area, including Walgreens, Copp's and Borders.

Segoe Road has over 10,000 vehicles per day near the planning area and is a major path for employees of the DOT as well as residents of the several condominium and apartment complexes located along Segoe and the residential neighborhoods to the south. This area of Segoe Road is likely to see a significant increase in traffic as development of the Whole Foods and hotel are completed near the intersection of Segoe and University.

A primary pedestrian path runs along the rail line to the north of the planning area. This path is a paved recreational trail that connects the UW campus to Near West neighborhoods and is part of a larger network of pedestrian paths running throughout the city.

Maple Terrace, Burbank Place and Locust Lane are secondary paths, used primarily by residents of the local neighborhood.

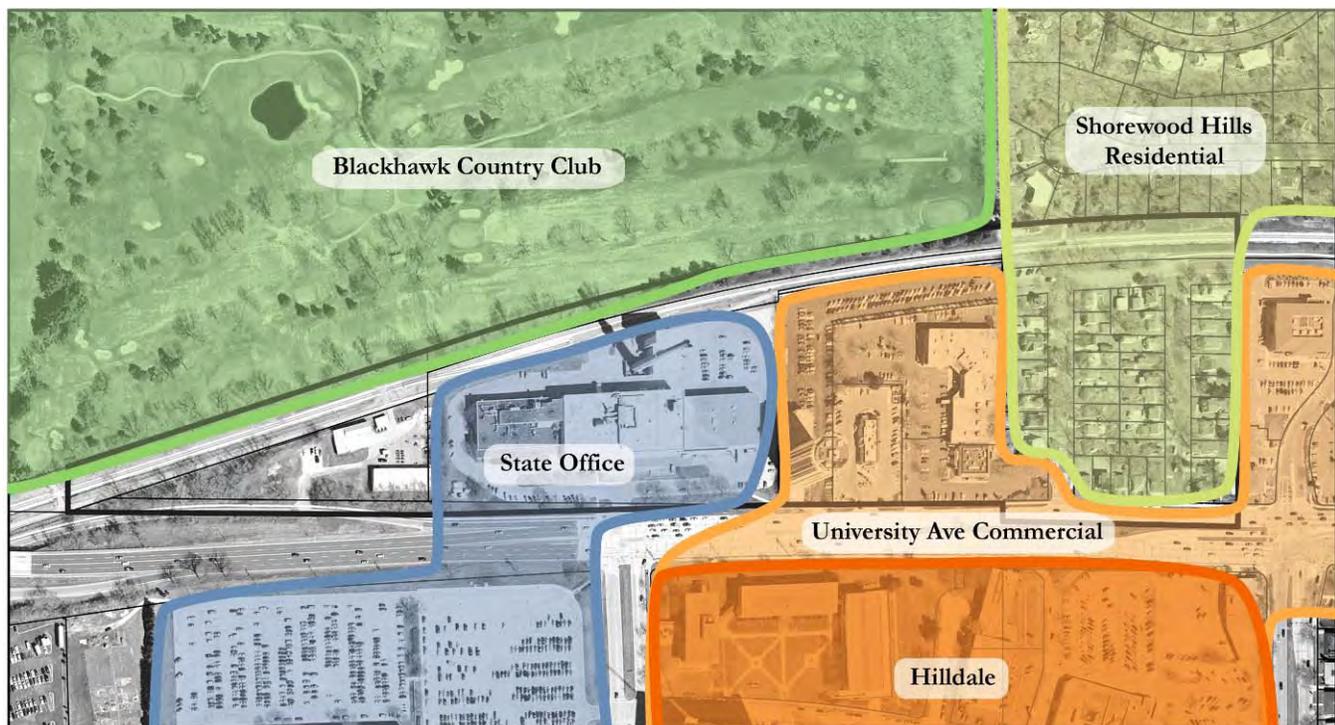
### **Districts**

*Districts* are the medium-to-large sections of a city or planning area conceived of as having two-dimensional extents, which the observer mentally enters "inside of," and which are recognizable as having some common, identifying character.

Physical traits of districts vary, and may consist of any individual or combination of components: texture, space, form, detail, symbol, building type, use, activity, inhabitants, topography, etc. Districts may have distinct edges, or may transition gradually into each other. For some people, districts are more important organizing elements than paths.

The Pyare Square planning area and vicinity contains five distinct districts: the University Avenue commercial district, the Hilldale district, the Shorewood Hills residential district, the Blackhawk Country Club district, and the State Office district.

**Map 3.2: Districts in the planning area.**



The University Avenue Commercial district is characterized by 1-2 story commercial developments with large parking lots located in front of or between buildings. The majority of the buildings are located close to the street, with larger box-type developments set slightly further back. This district has little landscaping, with only a few trees and shrubs in parking islands or street terraces. Although included as part of the University Avenue Commercial district, the Hilldale area is also a district of its own, with unique architectural features and a specific caliber of retailers. This area has undergone and continues to experience major redevelopment in stark contrast to the older Walnut Grove shopping center within the planning area. Interestingly, both the Hilldale development and Walnut Grove are oriented perpendicular to University Avenue, making it difficult for passers-by to easily see the retailers located in either area. There is currently little pedestrian connectivity between commercial developments on either side of University, and pedestrians have to cross at the busy intersection of University and Midvale Boulevard.

Much of Shorewood Hills' residential development includes relatively large homes on large lots with well established landscaping. Many of the homes have unique architectural features and materials. However, the residential development within the planning area is somewhat of an "island" from the rest of the district, with limited connections to residential areas in the rest of the Village. The homes within the planning area are generally smaller than those in the rest of the Village, and are located on smaller lots.

Blackhawk Country Club is the largest open space in the area, most of which is devoted to a golf course. It is bounded by the railroad/pedestrian path on the south, and single family homes on the other three sides.

The State Office district is characterized by offices of the DOT and the State Crime Lab building. The DOT building is one of the tallest buildings in the area, with a correspondingly large surface parking lot. The State Crime Lab building, in contrast, is set slightly below University Avenue, reducing its presence along the corridor.

### Edges

Edges are the linear elements not generally used or considered as paths by the observer, and are often boundaries between two kinds of areas. Although typically not considered a path, a path can be an edge when it divides unique areas and is accessible. Edges are linear breaks in continuity which can serve as lateral references. They may be barriers, limiting movement from one area to the next; or they may be seams, joining two areas together.

Edges include such things as shorelines, railroad cuts, edges of development walls, and building faces. They are, for many people, important organizing elements and play a role in defining and holding together generalized areas. In the planning area edges that are especially important are those that separate the different functional districts.

A major edge in the Pyare Square planning area is University Avenue. It serves as the southern



*University Avenue.*

edge of the Village of Shorewood Hills. The high traffic volume on University also makes it difficult to cross at times, although it is by no means impenetrable. A stronger pedestrian connection between the planning area and the Hilldale area would reduce the impact of this

edge to pedestrians, who currently have to wait at the light at University and Midvale to cross.

A second edge is the railroad along the northern edge of the planning area. This effectively separates the planning area from the rest of Shorewood Hills, as there are only limited opportunities to cross the tracks, none of which are very near the planning area.

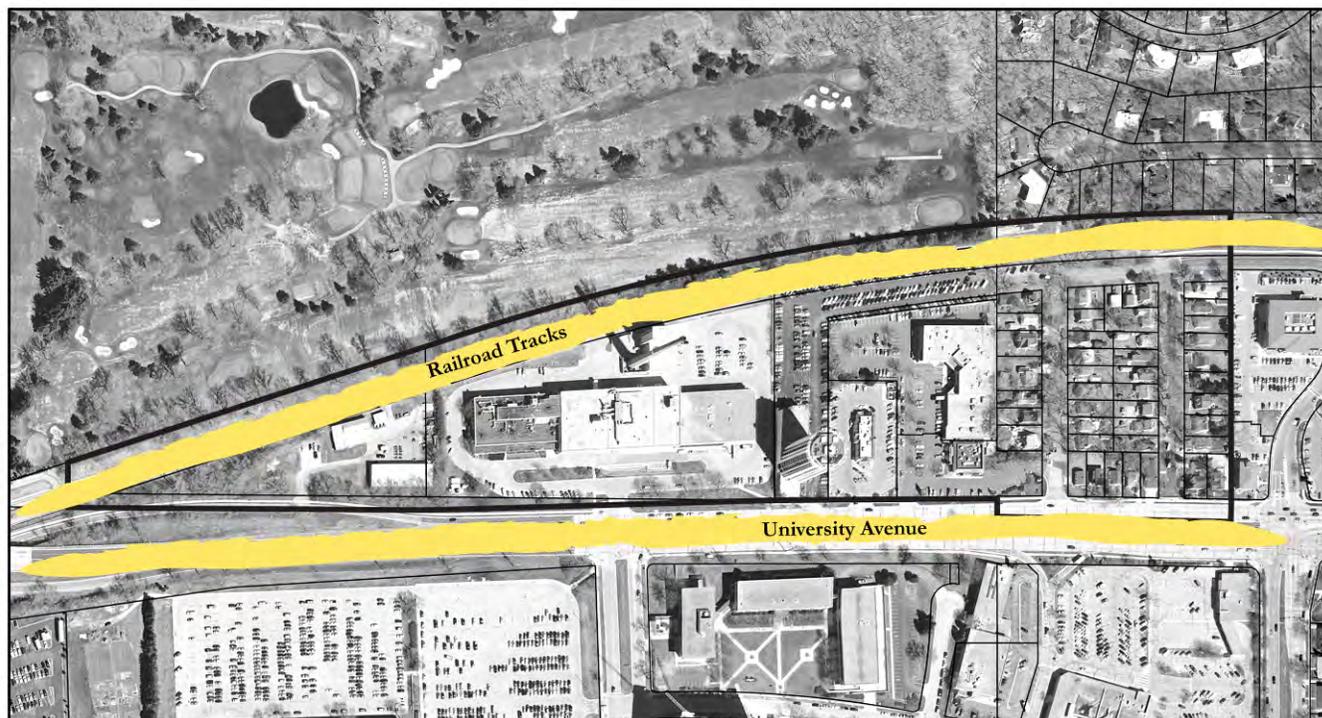


*The bike path and rail line to the north of the planning area.*

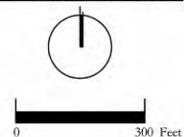
**Nodes**

Nodes are points in a city into which an observer can enter, and which may in fact be the foci to and from which someone is traveling. They may be primarily junctions, places of a break in transportation, a crossing or convergence of paths, or moments of shift from one structure to another — or they may be simply concentrations of a particular use or physical character. The concept of a node is related to the concept of a path, since junctions are typically the

**Map 3.3: Edges in the planning area.**



 Edge  
 Planning boundary



convergence of paths. Although a node may be conceptually a small point in the city image, it may, in reality, be a large square or extended corridor. Nodes are important to the city image because they are points at which decisions must be made, and thus people heighten their attention.

The major access point to the planning area currently is the University Avenue/Midvale Boulevard intersection, making this an important node. However, access to the Walnut Grove/McDonald's portion of the planning area is currently very difficult from this major node, and in fact is possible only via access drives off of westbound University.

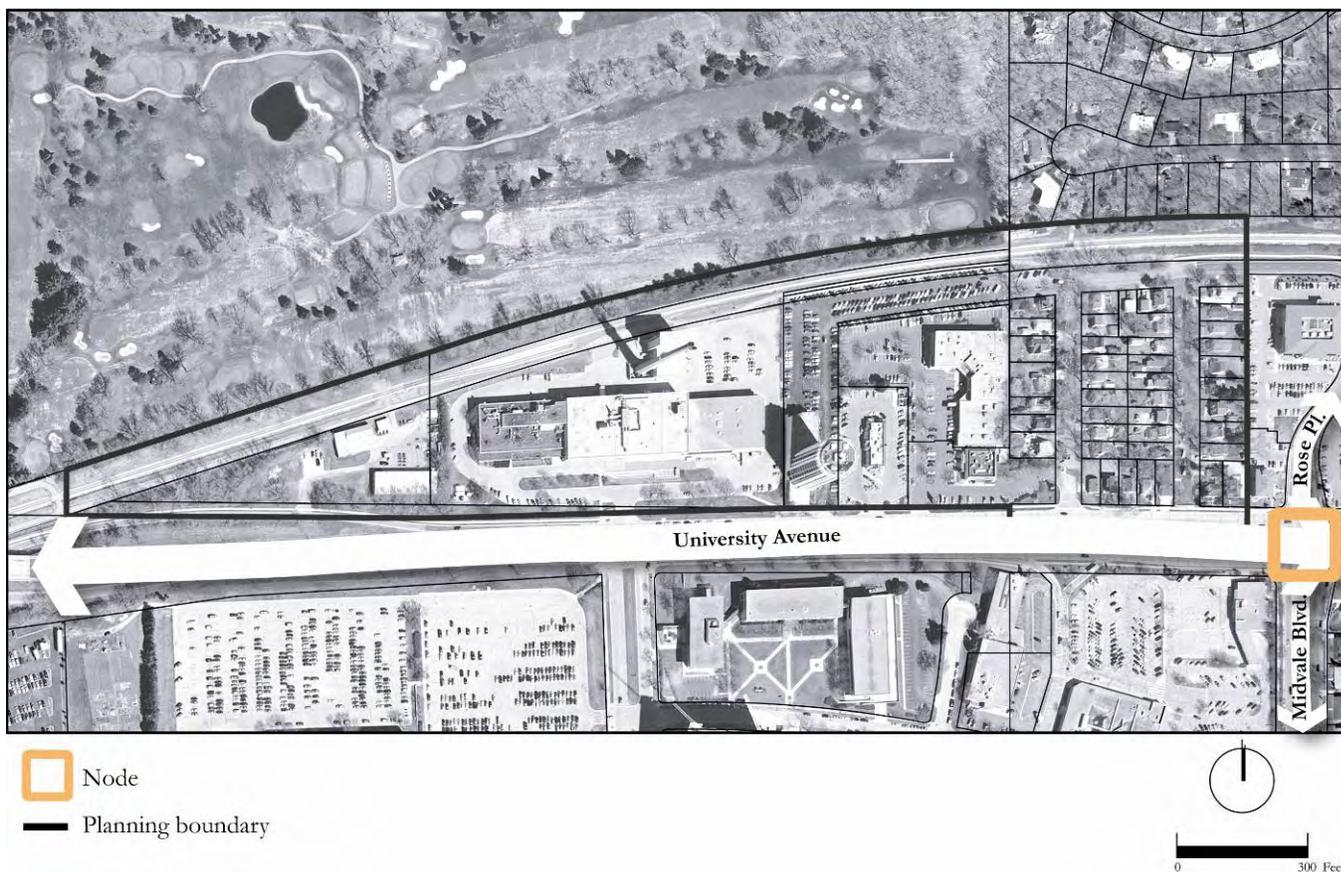
**Landmarks**

Landmarks are another type of point reference, but in this case the observer does not enter them – they are external. They are usually a rather

simply defined physical object like a building, sign, store, or significant natural feature. They are frequently used as clues of identity and for wayfinding, and seem to be increasingly relied upon as a journey becomes more and more familiar. A single, identifying characteristic of a landmark is one that is unique or stands out from others. Buildings, public art, memorials, and public spaces are all examples of landmarks. They may have, but in this context may not possess, some level of historical significance.

Because of its height and unique architecture, the Pyare Square building is a local landmark, and the only major landmark within the planning area. The DOT building is also a landmark due to its height, although it may not be as relevant to wayfinding in the planning area because it is set back so far from University Avenue.

**Map 3.4: Nodes in the planning area.**



Hilldale Mall is a landmark as well because of the previously mentioned architectural character and the well-known retailers located there. Borders can be considered a landmark based on its high visibility at the end of the Midvale Boulevard corridor.

**Building Character**

There is no “typical” character of buildings within the planning area, though some buildings might be considered representative of certain styles. The McDonald’s building is consistent with the usual fast food restaurant design, which surrounds the building with parking and loops a drive-through around the restaurant. Walnut Grove could also be considered representative of strip-mall design, though the structure is placed perpendicular to University Avenue due to the parcel shape. The oft-renovated State Crime Lab building (in Madison) is a typical minimalist state office building, which appears somewhat bunker-like due to its horizontal profile and the

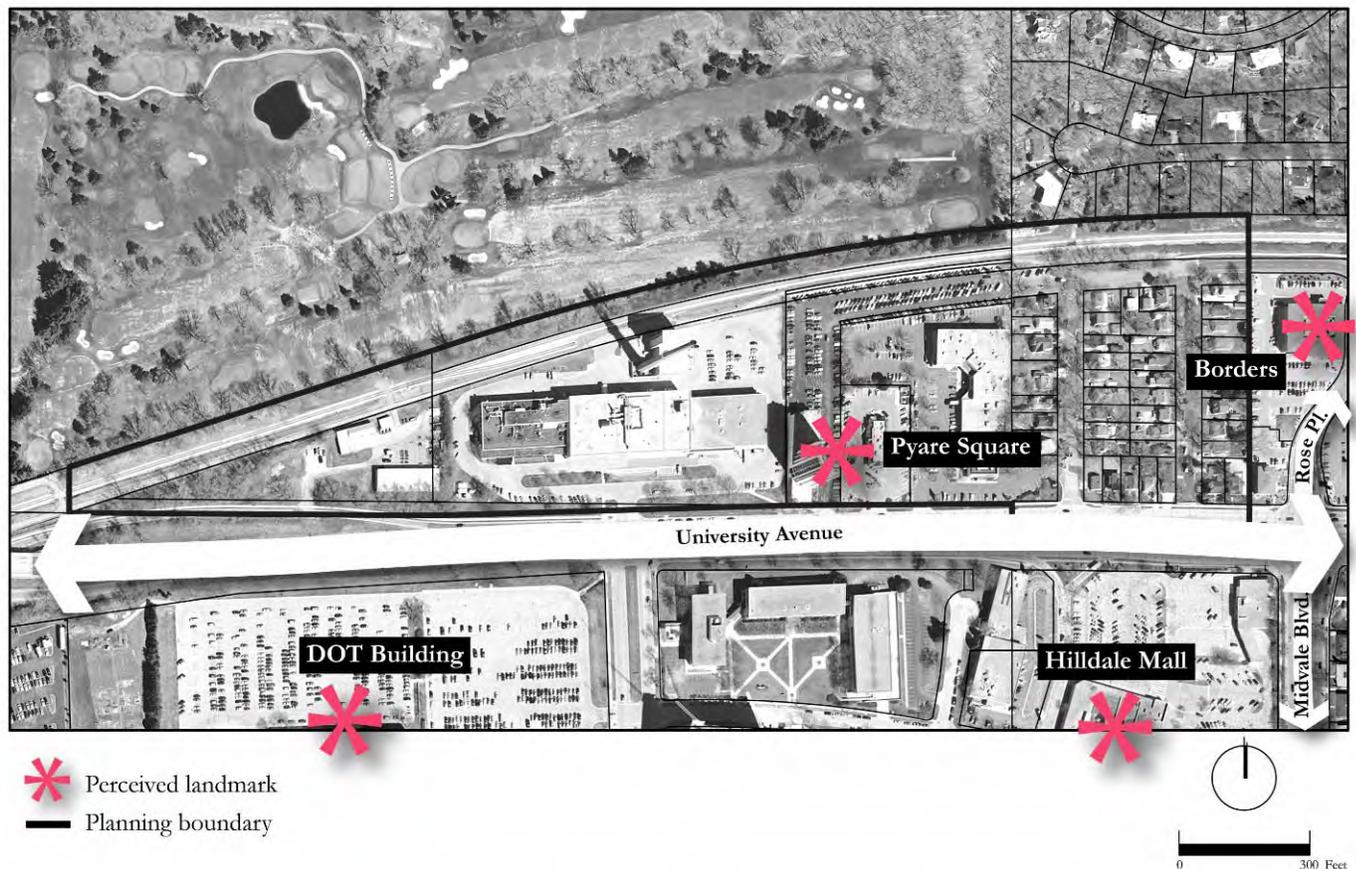
fact that its elevation is lower than University Avenue. The Pyare Square building’s height and unique shape makes it stand out amongst its surroundings.

The Garden Homes area has a variety of home styles. Most homes in the area consist of two stories, and many have detached garages. Homes in the area are small by today’s standards. Some homes are in good repair, while others have some signs of exterior deterioration.

**PUBLIC WORKSHOP #1  
RESULTS**

During the Urban Design portion of the first public workshop, participants were asked to rank urban design, exterior space and stormwater management improvements. They also responded to exercises aimed at determining the building heights with which residents would be most comfortable.

**Map 3.5: Landmarks in the planning area.**



Participants were asked to rank five general urban design elements in order of importance. The average scores were in this order (most to least important):

1. Density/Building height
2. Relation of building to street/public realm
3. Streetscape design and public space
4. Cohesiveness with surrounding buildings
5. Building architecture/materials

Participants then ranked general exterior space needs and improvements in order of desirability, to gain a feel for the types of greenspace development that residents and users of the area would like to see. The average ranking is as follows, in order of most desirable to least:

1. Passive public greens
2. Public/private courtyards between buildings
3. Active public greens
4. Individual building plaza space
5. Art/sculpture space
6. Rooftop gardens

The next step was to rank stormwater management techniques in order of most appropriate to least.

1. Reduction in paved area
2. Detention/retention ponds
3. Rain gardens (tie)
4. Permeable paving (tie)
5. Green roofs

It is important to note that the scores for these techniques were fairly close— there was only a 0.9 point difference between the most and least appropriate average scores, indicating that there is strong support for all/any type(s) of stormwater management improvement.

The building height/density station began by asking for general comments on where increased height/density would be appropriate in the planning area, and where it would not be appropriate. Generally, participants agreed that increased building heights and density would be appropriate in the Pyare and McDonald's area,

but that height and density should then decrease near the Garden Homes area.

Participants were then asked to specify maximum building heights for different 'zones' in the planning area. The zones were defined based loosely on existing parcels and structures, but each zone stretched from University to the railroad tracks, ignoring actual parcel lines. In this way the planning area was divided into four zones: Pyare Square, McDonald's, Walnut Grove, and Garden Homes. Participants were asked to list the maximum building height for each zone, to gain an understanding of the type of transition that residents would comfortably accept. The average building heights specified are as follows:  
Zone A (Pyare Square): 11.1 stories  
Zone B (McDonald's): 3.7 stories  
Zone C (Walnut Grove): 2.8 stories  
Zone D (Garden Homes): 2.2 stories

## **PUBLIC WORKSHOP #1 RESULTS: QUALITY OF LIFE**

During the Quality of Life station at the first public workshop, participants were asked to rank various issues according to their degree of concern. Participants then took part in a mapping exercise in which they labeled amenities and nuisances within and around the planning area.

The main concerns of Village residents, businesses, property owners, and developers in the area are (from most concern to least):

1. Flooding/Stormwater management
2. Internal vehicular connectivity
3. Pedestrian friendliness
4. Pedestrian/Bicycle connectivity
5. Adjacent redevelopment
6. Owner/Renter conflicts
7. Noise (tie)
8. Visual Clutter (tie)
9. Availability of Open Space/Greenspace
10. Lighting conditions
11. Housing affordability
12. Crime

When asked to rank their top three concerns, the issue that was listed most often as a major concern was Connectivity, both internal and with the rest of the Village and other destinations. The next most pressing issue was identified as Flooding/Stormwater management.

During the mapping exercise, participants were asked to map both amenities and nuisances in the planning area. The most common amenity was the affordability of the housing, followed by low crime.

Nuisances in the area covered a broad range of categories. Among these were the lack of visual appeal or cohesiveness of existing commercial development, traffic congestion at the main access to Garden Homes (Midvale and University), and poor pedestrian connections across University Avenue to Hilldale.

## GOALS & OBJECTIVES

Urban design is critical to the health of a neighborhood. Addressing the form (the appearance of the neighborhood) is paramount to creating, enhancing, and maintaining a neighborhood's "sense of place." Proper design of parking and other infrastructure can alleviate associated problems that would otherwise be detrimental to the neighborhood.

### **Goal No. 1: Promote a pedestrian-scale environment within the neighborhood.**

*Objective No. 1: Promote pedestrian safety.*

Pedestrian friendliness was a prevalent concern in the first public workshop. Crossing University Avenue can be treacherous during busy times, even with a stoplight & crosswalk. East-west connectivity between the Garden Homes area and the commercial area is very poor. Locust Drive can also be difficult to cross because of speeding drivers who sometimes ignore the stop sign at the exit from the Pyare Square parking lot. Bikers can also be an issue as they come off

the bike path and use the sidewalk instead of the marked bike lane.

Additional traffic calming measures, such as wider, more prominent crosswalks on University Avenue and speed bumps on Locust Drive would help alleviate pedestrian safety issues. Internal connectivity should also be improved to facilitate easier pedestrian access to commercial areas.



*The bike path that runs along the railroad tracks transitions to a sidewalk and bicycle lanes on Locust Street.*

*Objective No. 2: Implement design guidelines for redevelopment to support a pleasant pedestrian experience.*

The last part of this chapter includes general guidelines for design of buildings and how they relate to the street. Guidelines do not seek to prescribe specific architectural character or style, but concentrate on the building's relationship to the public realm. These guidelines should be referred to by developers when initially designing their project, and discussed by the Plan Commission when reviewing a project. The guidelines include discussion of building/floor heights, building character, building placement, and open space.

**Goal No. 2: Preserve the existing quality of life for users and residents of the neighborhood.**

*Objective No. 1: Preserve and maintain Garden Homes.*

Garden Homes is an established neighborhood, and almost all of the participants at the first public workshop felt that it should be maintained as a single family residential neighborhood in the future. New development should be sensitive to the residents of Gardens Homes. See the Urban Design guidelines later in this chapter for details on how new development should interface with the Garden Homes neighborhood.

*Objective No. 2: Ensure that redevelopment provides an appropriate transition between new and existing structures.*

While redevelopment will inevitably change the character of an area, it should not overwhelm the structures that remain. The Garden Homes neighborhood will remain in the future, so new development must transition between taller structures along the west side of the planning area to the two-story Garden Homes. See the Building Height section and the Urban Design Guidelines for a description of maximum building heights.

The Walnut Grove shopping center to the west of Garden Homes was constructed at a grade that raises the building far above the neighborhood, exacerbating the development’s looming appearance and shading a portion of the homes in the middle of the day. To enhance the transition between the existing Garden Homes and any redevelopment, the current grade differential should be lessened when redevelopment occurs.

**Goal No. 3: Encourage sustainable development.**

*Objective No. 1: Encourage redevelopment to occur in a sustainable manner.*

Redevelopment projects should include green buildings, reduce stormwater runoff, use dark sky lighting, and use quiet HVAC systems to avoid noise pollution. Each of the above items should be considered a component of an environmentally friendly project. The specific methods for implementing the above measures should be left up to the developer and what best fits a particular project.

The Village could implement incentives for including environmentally friendly building designs. However, the expectation should be that all projects will be environmentally friendly – the Village should not provide TIF assistance to developers who are implementing environmental measures that are becoming commonplace.

*Objective No. 2: Review and edit ordinances to ensure that sustainable measures are not only permitted, but easy to apply for and review.*

Oftentimes a community’s goals of improving environmental sustainability are thwarted by its own ordinances. Village ordinances should be reviewed and edited as needed to make sure that existing regulations do not place too many barriers to the implementation of environmentally friendly measures, such as the installation of solar panels or wind turbines.

**RECOMMENDATIONS SUMMARY**

Urban design elements should combine to create a walkable neighborhood with buildings that respect the public realm. Opportunities for bicycle and transit use should be enhanced. Redevelopment should increase density without towering over existing residential areas or increasing stormwater runoff. Urban design should take the following things into consideration:

- Promote pedestrian safety by incorporating traffic calming measures to the greatest extent

feasible. Improve internal circulation patterns as parcels redevelop.

- Implement the design guidelines (contained later in this chapter) when reviewing projects.
- Create an urban edge along University Avenue that is unified with proposed development on the south side.
- Preserve Garden Homes.
- Redevelopment should respect Garden Homes.
- Redevelopment should be environmentally friendly, improving on current conditions.
- Existing Village ordinances should be reviewed to ensure that sustainable practices are easy to implement.

## URBAN DESIGN RECOMMENDATIONS

These guidelines are intended to be used to judge new development proposals in order to support the vision of the neighborhood. These guidelines cover aspects of urban form such as building height, building placement, streetscaping, and public space. All of these elements are essential to create a unique sense of place. When carefully planned, the urban character of an area can foster an environment that supports pedestrian activity and social interaction over vehicle circulation.

### Overall Building Design Guidelines

#### *Building Heights*

The final building height recommendations were chosen to best fit the desired intensity of use within the area while still respecting the predominantly residential nature of the Village and the adjacent Garden Homes area. The planning area is an island of the village, separated by the railroad track on the north, and surrounded by commercial development on the other three sides. The planning area also makes up the northern side of the gateway to the University Avenue commercial district, an area which has received a lot of redevelopment attention recently. The character of the area needs to fit in with the character of the University

Avenue commercial corridor while functioning as a buffer to residents and preserving their quality of life.

Based on the location of the planning area and input gathered during the first public workshop, it is recommended that new buildings within the area have a variety of maximum heights to take advantage of the visibility of the site while preserving the residential character of the Garden Homes. The tallest buildings in the area should be located along the western edge of the site. New buildings in this area should have a maximum height of 8 stories (or 96 feet) to fit in with the development across University and the existing Pyare Square building. Because of the low floor-to-floor heights within the Pyare building, a newly constructed eight-story tower would likely be taller than the 8th floor of Pyare.

The middle zone of the planning area should have a maximum height of 4 stories (or 48 feet) to encourage redevelopment while providing a transitional zone between the taller buildings on the west to the neighborhood scale development in Garden Homes. New buildings along the edge of the Garden Homes area should have a maximum height of two stories (or 24 feet). The height limit (but not the floor limit) for buildings bordering the Garden Homes area may be increased to 35 feet if the grade of the land in that area is reduced by eight feet or more.

To further clarify redevelopment expectations, the maximum height of each story should be defined. The first floor can have a greater height than upper floors to accommodate retail or restaurant uses, but the maximum floor-to-floor height of the first floor should not exceed eighteen feet. Upper floors will likely be used for office or residential space, and should have a maximum floor-to-floor height of fourteen feet. Because of the significant grade changes on the site, final heights should be determined from the eastern side of each building.

## *Building Character*

**Composition:** Building design should define a base, middle, and top to enhance the pedestrian nature of the neighborhood. The base of the building should be the most highly detailed portion, with human scale amenities and materials. Any façade which faces University Avenue, Garden Homes or any pedestrian area should receive the same amount of design attention as the front façade, and should have many of the same features at the street level.

**Articulation:** Building mass should emphasize verticality and rhythm rather than horizontality, to add a sense of vibrancy and life to the street. Articulation of new buildings should complement the character and scale of adjacent buildings and foster the image of the neighborhood.

**Scale:** Buildings with large footprints should vary the façade design through the use of different materials, color, and/or division to visually reduce the building's mass. Such variation will help add interest to the pedestrian experience and help the building fit in with other, smaller buildings in the vicinity.

**Windows:** Ground floor windows should be large and clear in order to allow visual access & connection between indoors and out. This will also allow a greater amount of daylight into ground floor businesses or offices, and allow retailers to display merchandise in public view.

**Materials:** A rich and interesting pedestrian zone requires the use of high quality, durable materials at the street level, such as stone, brick, or metal panels. Simpler, more cost efficient materials may be used on the middle and top portions of the building, or on sides of the building not easily seen. Where different materials meet, there should be a distinct variation in surface depth to avoid a flat façade.

**Color:** Color choices should complement the building's materials and architectural style, and harmonize with adjacent buildings. There should be sufficient variation in color between buildings to offer visual interest.

**Green design:** Green building design that promotes energy efficiency, use of sustainable and/or recycled materials, and environmentally sensitive stormwater management is encouraged.

## **Building Placement**

The placement of buildings relative to their surroundings is an important factor in creating a unified and easily navigable environment. Some important considerations are the height and size of the building, solar access to surrounding uses, and the level of pedestrian activity expected or desired near the building.

Any buildings built along the railroad/ pedestrian path along the northern edge of the site should be set back far enough to minimize the shadow of the building on the bike path. It will be especially important to consider the angle of the sun during the winter, when the shadow of a building could prevent ice melt on the path. The amount of setback required should be relative to the finished height of the building, but at a minimum should provide for at least some sunlight on the bike path each day.

Buildings along the eastern portion of the commercial area abutting the Garden Homes should be set back from the property line at least twenty feet. This is enough distance to accommodate sufficient landscaping and screening to provide an attractive view for the residents of Garden Homes.

Buildings along University Avenue should be set back from the sidewalk five feet. This distance is enough to accommodate easy access to the buildings without interfering with sidewalk traffic, while still maintaining the urban street

edge, similar to development across University Avenue.

Due to the significant change in elevation from the Pyare Square site to the State Crime Lab building, the setback of new buildings on the western portion of the site is less important than the other areas. These buildings should accommodate some landscaping on all sides, but the setback from the property line on the west does not need to be more than ten feet unless additional space is needed for vehicle access on that side.

### **Open Space Guidelines**

The following suggestions are general tools and guidelines to help create a safe, inviting and easily navigable open space network. Open space provides an opportunity for important social functions such as people watching and socializing. It also provides essential environmental functions, such as stormwater management and air temperature and quality management. The Pyare Square/Garden Homes area currently lacks any kind of open space, so it is essential that future development is required to provide public green space.

### **Sidewalks**

Sidewalks are the fundamental pedestrian element in a streetscape. They provide both visual and physical access to adjacent land uses and transit facilities. Sidewalks are the arteries of successful public spaces; they channel prospective customers and clients through a space, and the economic success of an area is often proportionate to the quality of these public spaces.

Establishing an active pedestrian environment is vital to the success of commercial areas, retail or office. Provide adequate width for all uses, including loading & unloading of people from on-street parking, walking traffic, window-shopping traffic, and use of street furniture. The

width of the pedestrian realm, including the sidewalk and terrace, should be at least eight feet in commercial areas. Narrower paths are possible in passive green areas, although path width should still accommodate all users and mobility devices. The surface of all major paths should meet ADA accessibility requirements, generally a smooth surface with gaps less than ¼" and widths no less than 36".

### **Pedestrian Amenities**

Pedestrian amenities are the elements which define the pedestrian realm, encourage pedestrian activity and create a sense of place. They include lighting, benches, café tables, planters, trash receptacles, signage, and kiosks. Pedestrian amenities are the difference between a thoroughfare and an active public space.

Dark-sky compliant pedestrian scale lighting should be provided to define pedestrian space and extend useable hours. Pedestrian scale lighting is lower than conventional street lights (typically 10-14') and provides more illumination of the sidewalk. Pedestrian lighting is also an easy and efficient way to provide identity to a district.

A variety of seating should be installed to maximize flexibility and comfort. Formal and informal seating should be provided, by using benches and seat walls or planters. It is important to have seating for small groups to gather, as well as opportunities for individuals to sit comfortably. Most people prefer to sit with some kind of shelter behind them, be it the back of a bench, a tree, or a shrub. Benches with backs and armrests are especially important for elderly people, who often cannot sit or rise comfortably without them. Street furnishings should complement other elements in the area, and use a similar palette throughout.

Opportunities for people to socialize and spend time outdoors should be provided. This can be

done by clustering amenities together to maximize their use, rather than spacing everything evenly along the street. For example, cluster benches and lighting under a tree, with a trash container nearby.

Planters of a suitable size and material should be chosen to best fit the streetscape theme and available space. In general, large planters will require less watering than small ones, which tend to dry out quickly.

### **Landscaping**

Landscaping provides a finished look to a development, and is often the first thing users notice.

Trees are a key component in creating a sense of enclosure and human scale. Canopy trees provide shade in the summer, intercept rainfall, add visual interest through the changing seasons, and help reduce the perceived scale of taller buildings. Smaller, ornamental trees provide a more intimate space beneath them, and often have showier features than canopy trees.

Shrubs and groundcovers add additional 'layers' to the landscape, and help ground tall elements and screen undesirable views. They are often the most noticed element of a landscape, since they are at eye level.

A number of plant species should be used to provide variety as well as disease resistance. Suitability of the species to urban conditions such as drought and soil compaction must be considered. Plants with a variety of textures, colors and forms should be used to add visual interest. Plants with multi-season interest, such as flowers, fruit, seedheads, or bark provide variety. Deciduous trees provide summer shade and winter light, and evergreen vegetation provides year-round color.

Plants should be clustered whenever possible, and address the ground, middle, and upper zones by mixing groundcovers, shrubs and trees. This will maximize visual impact while providing a healthier environment for the plants.