

**East Providence Waterfront Special Development District Commission  
Design Review Guidelines – Veteran’s Memorial Parkway Sub-District  
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**Introduction**

The East Providence Waterfront Special Development District Commission (“Waterfront Commission”) hereby adopts these Design Review Guidelines for Veteran’s Memorial Parkway with the illustrative sketches in order to assure high quality design in all major developments. The Waterfront Commission requires that all developments within the East Providence Special Waterfront Development District (“Waterfront District”) undergo design review by the Commission and its Design Review Committee (DRC) subject to these design and performance standards. These guidelines shall apply to all new construction, expansions and/or additions of 50% of the gross floor area of existing buildings, or changes to exterior building facades for multifamily and nonresidential development, and to proposed demolition of existing buildings.

These Design Review Guidelines for the Waterfront District will help the City accomplish several important goals related to urban planning and project design review that would:

- Enable innovative and creative site planning, building design and development.
- Ensure that similar projects within the Waterfront District are judged according to the same standards.
- Help expedite design review by focusing on adherence to standards.

- Contribute to a more efficient design review and entitlement process.

The diverse nature of the City requires that design standards apply the aforementioned principles in a number of different contexts in order to weave good design into the accomplishment of the City’s goals for the waterfront district, including:

- Revitalization of the waterfront.
- Creation of additional housing units at all levels of affordability.
- Attraction of businesses to the City.
- Retention and expansion of existing businesses in the Waterfront District.
- Creation of additional open space and park areas in the Waterfront District.
- Growth in the City’s tax base with property tax and sales tax.

In order to ensure a balanced and principled approach to meeting the Waterfront District Commission’s goals, these Design Review Guidelines are intended to:

- Have a long-term perspective.
- Require quality design, materials and construction.

- Encourage ‘green’ construction practices as well as ‘green’ construction materials.
- Consider all stakeholder impacts.
- Be guided by the vision and strategy for the waterfront district and economic development.
- Be influenced by the historical, social, natural and economic drivers in the districts and neighborhoods.
- Be balanced by local and regional trends and goals.

### **Veteran’s Memorial Parkway Special Development Sub-District**

Veterans Memorial Parkway is 2.3 miles in length and runs generally parallel to the Providence River and extends from Second Street (near Mauran Avenue) to its intersection with Pawtucket Avenue (Route 103) at Bradley Hospital. The Veteran’s Memorial Parkway is a major roadway corridor that carries regional work and recreation vehicle trips. The Rhode Island Public Transit Authority (RIPTA) operates a bus route along this corridor. The Parkway is located in a State designated Enterprise Zone.

This special development sub-district generally extends from Teofila Braga Way to Watchemoket Cove. Properties on the westerly side of the Veteran’s Memorial Parkway are included in this Special Development Sub-district from the beginning of the Parkway to, and including, the Chevron/Gulf Oil property.

The Chevron property, formerly the Cumberland Farms/Gulf Oil facility, consists of three parcels totaling approximately 26 acres and is zoned Industrial – 2. The property has nearly 2,000 feet of frontage along Veteran’s Memorial Parkway and slopes downward to the Providence River. It is bounded on the north

by property owned by the Providence & Worcester Railroad, on the east by Veteran’s Memorial Parkway, on the west by the Providence River, and on the south by Watchemoket Cove. A gated access point to this property is located off Veteran’s Memorial Parkway nearly directly opposite the Lyon Avenue intersection.

The property is at its highest elevation at the Parkway intersection with Lyon Avenue, and slopes downward steeply to the Providence River. Building heights should be restricted to a certain maximum height so that water views from adjoining neighborhoods and the Veteran’s Memorial Parkway are not obstructed. A marina is a logical element of the development of this site. Access drives to the site from Veteran’s Memorial Parkway should be limited. Access from Waterfront Drive, which is proposed to traverse the location of the existing P & W rail lines through the lower portions of the site, should be encouraged.

The Parkway is a significant example of the “Parkway Movement” of the early twentieth century, and is notable for its association with the Greater Metropolitan Park Plan for Providence and for its design by the nationally prominent Frederick Law Olmstead landscape architecture firm, which also designed New York’s Central Park. The Parkway was constructed between 1910 and 1920. The Veteran’s Memorial Parkway was designated as a Scenic Roadway by the Rhode Island Scenic Roadways Board in 1991. The Parkway has been determined to be eligible for listing in the National Register of Historic Places.<sup>1</sup>

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<sup>1</sup> 2003 East Providence Waterfront Special Development District Plan, page 22.

The Veteran’s Memorial Parkway is integral to the success of the East Bay Bicycle Path, which extends along the westerly side of a portion of the roadway. The Parkway provides two parking areas for bike path users, scenic overlooks, and access points to the East Bay Bike Path. The Bike Path is extremely popular and successful. A parking lot located at Fort Hill, which overlooks Bold Point and the Providence and Worcester South Quay, is heavily used by pedestrians and bicyclists who access the bicycle path at this location, and there is frequent overflow parking at this location on many summer weekends.

Land uses abutting the Parkway impact the aesthetics of the Parkway and potentially affect the functioning of the roadway. Regulating land use in this corridor is essential to the preservation and enhancement of the remarkable scenic qualities of the Veteran’s Memorial Parkway. A critical component of preserving and enhancing the scenic quality is to require ample natural buffers and vegetative screening on private properties adjoining the Parkway that are newly developed, redeveloped or expanded, especially in relation to the location of off-street parking areas along the Parkway frontage. It should be noted that The East Providence Comprehensive Plan and the Waterfront Special Development District Plan support the goals and policies of the Scenic Roadways Board.

Another critical component of preserving and enhancing the scenic quality of the Parkway is to retain its existing right-of-way width *in its entirety* as undeveloped and green open space. *There shall be no subdivision or development of the right-of-way and the existing unpaved portion of the right-of-way of the Parkway shall remain green and open space.* An additional critical issue associated with preserving and enhancing the scenic quality of the Parkway is the installation of new utilities in this scenic corridor. Utility installations, both above and below

ground, that require destruction of existing aesthetic elements of the Parkway, such as trees, rock outcrops, and existing topography, shall be prohibited. There shall be no new utility installations in the unpaved portion of the Parkway right-of-way and in adjoining properties that create negative visual qualities, e.g. overhead wires, equipment boxes and sheds. Any future utility installations should utilize the existing paved portion of the right-of-way.

The Parkway provides access to areas with significant potential for change, notably Kettle Point and the Chevron property (the former Cumberland Farms/Gulf Oil) site. The potential impacts of these activities on the Veteran’s Memorial Parkway should be anticipated in order to preserve the Parkway’s unique scenic qualities and transportation functions. The extension of Waterfront Drive from Bold Point to the Chevron property, which would provide access along the bottom of the slope rather than exclusively from the Parkway, should be explored.

Redevelopment along the Parkway should be *proportional* to the existing roadway functioning and capacity. Curb cuts should be limited in size and location, and signage should be limited in amount and scale. Additionally, traffic signalization is not in keeping with the character of the Parkway and installation of traffic signals should be prohibited. Development must be of the scale that would not trigger the warrants for traffic signalization. Roadway widening would also detract from the character and scenic qualities of the Parkway and should be discouraged. Finally, the weight limitations of existing bridges (5,000 pounds) on the Parkway must be taken into account when determining the nature and scale of future development. Increased truck traffic would adversely affect the neighborhoods adjoining the Parkway.

## Scenic Roadways Designation

Veterans Memorial Parkway was designated a Scenic Roadway by the Rhode Island Department of Transportation on November 14, 1991. The Parkway, “stretching 2.4 miles from Second Street to Route 103 in East Providence along the Providence River, affords impressive vistas of the downtown Providence skyline. The Parkway, which is lined with mature maple, oak, black pine and sycamore trees, winds its way past the locally notable landmarks of Squantum Woods, Watchemoket Cove and Fort Hill Overlook. Although entirely within urban area, the Parkway has pastoral charm with the nearby urban landscape masked by the adjacent heavily wooded areas of both public and private land.

“Constructed between 1910 and 1920, the Veterans Memorial Parkway is an example of the Parkway movement in the early twentieth century. It is significant for its association with the Greater Metropolitan Park Plan for Providence and for its design by the nationally prominent Olmstead firm. The Parkway has been recommended as eligible for listing in the National Register of Historic Places.”<sup>2</sup>

Designation as a Scenic Roadway requires that any work within the state right-of-way be submitted to the RIDOT Landscape Architecture Section for the coordination of all the landscape architectural elements of projects. Compliance with Scenic Roadway requirements includes impact on adjacent view-sheds. Failure to comply will result in withdrawal of the Scenic Roadways designation and would also be contrary to the Comprehensive Plan and the Waterfront Special Develop-

ment District Plan. This section acts as project managers for separate landscape, scenic roadways and historic restoration enhancement contracts and acts as staff support to the Scenic Roadways Board.

All Physical Alteration Permit Applications (PAPA) are submitted through the RIDOT Maintenance Division, which sends copies to the Landscape Architecture Design Section and the Scenic Roadways Board for review.

## Waterfront Special Development District Plan

The *2003 East Providence Waterfront Special Development District Plan*, pages 67-68 provides for the following required elements in the Veteran’s Memorial Parkway area:

### *Planned Land Use*

- (a) Multi-family residential along the Veteran’s Memorial Parkway frontage.
- (b) Commercial retail at the lower levels of the site (away from the Parkway frontage), with a potential marina use at the waterfront.

### *Architectural Guidelines*

- (a) Lower heights will be required along the Veteran’s Memorial Parkway frontage.
- (b) Higher height buildings may be permitted on the lower elevations of this property.

### *View Corridors*

- (a) Keep building heights low along the Veteran’s Memorial Parkway frontage to maintain view corridors.

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<sup>2</sup> Rhode Island Department of Transportation, Scenic Roadways Board.

- (b) Keep the view from Lyon Avenue towards the water open and unobstructed by buildings.
- (c) View corridors are required in the northern sector from Fifth Street north to the limits of the project boundary (see sketch # \_\_).

#### *Open Space*

- (a) Public access along the waterfront.
- (b) A marina would be a logical use for this property.
- (c) Should Waterfront Drive continue to this property, provide a bikeway through this property connecting Bold Point to the existing segment of the East Bay Bicycle Path at Watchemoket Cove; at a minimum, create an access point from this property to the bike path.
- (d) Any gateways must respect existing street trees and landscape elements adjacent to the Parkway

#### *Issues*

- (a) The scale of development shall be limited to the traffic capacity of the Veteran’s Memorial Parkway to service such development without the addition of any traffic signals
- (b) Continue Waterfront Drive from the Providence & Worcester South Quay to this property to provide an alternative access to this property at its lower elevations (below the Parkway)

The following represents Development Guidelines for the use of the DRC and Waterfront Commission in the approval process of proposed developments within Veteran’s Memorial Parkway. Each design element is accompanied by a zoning reference which is Chapter 19, Zoning Ordinance of the City of

East Providence, Article IX Waterfront Special Development District. Wherever there is ambiguity between the zoning requirement and a guideline, the zoning shall govern. The Sketch reference includes drawings to illustrate the design requirements. Not all elements require either a zoning reference or a sketch. Although the elements are listed as guidelines, it is the intent of the Waterfront Commission to enforce these provisions as they constitute “area and performance standards” as required by zoning. If any developer cannot meet these guidelines, substantive justification must be presented to the Commission before any deviations can be approved.

**DESIGN GUIDELINES for Veteran’s Memorial Parkway Section 19-472 (6)**

Design Element	Zoning Ref	Sketch Ref	Guideline	Intent / Commentary
<b>GENERAL SITE CONFIGURATION</b>				
<p><b>Streetscape</b></p>	<p>Sec. 19-476 (b) (5), to be shown as part of required site plan.</p> <p>And</p> <p>Sec. 19-482</p>		<p><b>New Internal Streets</b> New internal streets shall be designed to encourage human activity on the street..</p> <p><b>Service roads and parking lot access roads shall provide street trees, sidewalks, and lighting but are not restricted by garage door placement provided primary building entrances face onto a primary road, public open space, or view corridor.</b></p> <p>Siting decisions shall consider the importance of streetscape features in context; for example, parking lots shall not be located in view corridors.</p> <p>Curb cuts/garage doors shall be limited and where possible, located on sides of buildings. Such pedestrian interruptions along the street (front yard) shall be no closer than 100 feet. Parking areas shall be buffered from pedestrian ways and streets.</p> <p>Width of Street – at least 28 feet (curb to curb) and sidewalks are required on all streets.</p> <p>Any work within the State right-of-way (ROW) or for any physical alteration permit</p>	<p>The character of a neighborhood is defined by the experience of traveling along its streets. Streets within neighborhoods are individual spaces or “rooms.” How buildings face and are set back from the street determine the character and proportion of this room.</p> <p>It is intended to permit garage doors to be grouped on an internal service road system provided that that the main facade/front of a building faces out on to a public open space, walkway/ promenade or street. The goal is to accommodate the service road while creating pedestrian friendly main streets and spaces.</p> <p>Livelier street edges make for safer streets. Ground floor shops and market spaces providing services needed by residents can attract market activity to the street and increase safety.</p> <p>Internal roadways shall work with existing topography to enhance landscape vistas.</p>

Design Element	Zoning Ref	Sketch Ref	Guideline	Intent / Commentary
<p><b>Sightlines</b></p>			<p>applications on Veterans Memorial Parkway shall be submitted to the RIDOT Landscape Architecture Section.</p> <p>View corridors are required from the parkway and adjacent neighborhood at key locations. The view corridor shall extend through the site to the water. No structure, grading, fences, or tall plantings shall obstruct required view corridors. Parking is only permitted in view corridors where grading permits parking below sightline to water.</p> <p>Vehicles shall not be visible at any time of the year from the parkway.</p> <p>Required view corridors shall be aligned and parallel with the streets listed below.</p> <p>Required view corridors shall not be less than 75' wide. View corridors are required at the following streets:</p> <ul style="list-style-type: none"> <li>• Burgess</li> <li>• Lyons</li> <li>• Fifth</li> </ul> <p>Additional view corridors are encouraged, but not required. Repositioning or substituting of</p>	<p>Considerations include entrances, porches, balconies, decks, seating and other elements can promote use of the street front and provide places for neighborly interaction.</p>

Design Element	Zoning Ref	Sketch Ref	Guideline	Intent / Commentary
			<p>view corridors is only permitted by approval of the Waterfront Commission.</p> <p>Create outlook points along parkway for pedestrians and cyclists. These outlooks shall be coordinated with the required outlooks.</p>	
<b>Veteran’s Memorial Parkway Treatment</b>			<p>All streetscape improvements, including but not limited to, fencing, signage, lighting, planting and wells shall be designed and fabricated to be in character with the historic character of Veteran’s Memorial Parkway. Designs of all such items are subject to review and approval by the Waterfront District Commission and the Rhode Island Scenic Highways Board.</p>	<p>Veteran’s Memorial Parkway was designated a Scenic Roadway by the Rhode Island Department of Transportation on November 14, 1991.</p>
<b>Sidewalks</b>	Sec 19-483 (h)	SK-2 SK-9	<p>Street Trees required on all streets. Street tree locations shall enhance view corridors, without creating view barriers. Maximum distance between street trees shall be 50 feet, with typical or preferred spacing of 40 feet.</p>	<p>The sidewalk is a critical element that ties the pieces of a neighborhood together. Sidewalks provide safety from moving vehicles. Sidewalks are an extension of the activity that takes place in the building – they should be lively, inviting and kept free of debris. They should include trees, benches (where appropriate) and directional signage in well placed kiosks.</p>
<b>Open Space</b>	Sec 19-483 (c)  And  Sec. 19-482		<p>Projects shall be sited to maximize opportunities for creating usable, attractive, well-integrated open space. Open Space requirements:</p> <ul style="list-style-type: none"> <li>o Open space as part of rights of way (median, boulevards, gateways, etc.).</li> <li>o Special attention to integration of the Bicycle Path within the project area.</li> </ul>	<p>Residential buildings are encouraged to consider:</p> <ul style="list-style-type: none"> <li>o Courtyards which organize architectural elements, while providing a common garden or other uses.</li> <li>o Entry enhancement such as landscaping along a common pathway.</li> <li>o Public art is encouraged.</li> </ul>

Design Element	Zoning Ref	Sketch Ref	Guideline	Intent / Commentary
<b>Improvements Adjacent to Parking</b>			<ul style="list-style-type: none"> <li>○ Unconnected parks.</li> <li>○ Linear connected parks.</li> <li>○ Special Features include view corridors, bike ways, pedestrian access, waterfront access, and gateways.</li> </ul> <p>Improvement along and/or visible from the parkway shall be compatible with the character of the parkway in scale, style, and material including:</p> <ul style="list-style-type: none"> <li>● Signage</li> <li>● Planting</li> <li>● Fences</li> <li>● Lighting</li> <li>● Site Furniture</li> <li>● Retaining Walls</li> </ul>	
<b>Transition between Residence and Street</b>		SK-6 SK-11	<p>For residential projects, the space between the building and the sidewalk shall provide security and privacy for residents and encourage social interaction among residents and neighbors. This is accomplished by:</p> <ul style="list-style-type: none"> <li>○ Low wall, hedge or fence at back of sidewalk, where no building exists or a setback is required.</li> <li>○ Elevation of first floor from street. (see Front Yard below)</li> </ul>	The transition between a residential building and the street varies with the depth of the front setback and the relative elevation of the building to the street.
<b>LOT CONFIGURATION</b>				
<b>Front Yard Treatment and Setbacks</b>	Sec 19-483 (b)	SK-4 SK-6 SK-11	<ul style="list-style-type: none"> <li>○ Commercial – Zero front yard setback, except where an optional paved terrace is proposed. Such terrace shall not exceed 50% of lot frontage.</li> <li>○ Residential – Zero to 5 foot front yard setback. The first floor shall have a minimum</li> </ul>	To create a sense of community and street life, commercial and multi-family should have prominent street frontages. Single family homes should have a modest front setback.

Design Element	Zoning Ref	Sketch Ref	Guideline	Intent / Commentary
			elevation of 3 feet above finished grade in front of the building. <ul style="list-style-type: none"> <li>○ No parking of vehicle in front yard of any building.</li> <li>○ No overhead garage doors facing street.</li> </ul>	
<b>Side Yard Treatment and Set-backs</b>	Sec 19-483 (b)	SK-9	<ul style="list-style-type: none"> <li>○ Commercial – No Requirement.</li> <li>○ Residential – No Requirement.</li> </ul>	
<b>Corner Lots</b>			Building on corner lots shall be oriented to have two (2) front yard setbacks. Parking and automobile access shall be located at least 30 feet from corners.	Corner lots offer unique opportunities because of their visibility and access from two streets.
<b>Entrances</b>		SK-3 SK-5 SK-8 SK-10	Entries shall be clearly identifiable and visible from the street.	Entries that are visible from the street make a project more approachable and create a sense of association among neighbors.
<b>Topography</b>			The siting of buildings shall respond to local site conditions and opportunities such as irregularly shaped lots, location at prominent intersections, unusual topography, view corridors, existing vegetation and/or other natural features.	Site characteristics must be considered in project design. Designing the building in relation to topography may help to reduce the visibility of parking garages.
<b>PARKING</b>				
<b>Parking and Vehicle Access</b>	Sec 19-483 (e)		Siting shall minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian	Techniques used to minimize the impacts of driveways and parking lots include breaking large parking lots into

Design Element	Zoning Ref	Sketch Ref	Guideline	Intent / Commentary
	And Sec. 19-482		safety. <ul style="list-style-type: none"> <li>○ Parking lots shall not be permitted in view corridors.</li> <li>○ Minimize surface parking lots, 50% to be structured, remainder to be on street, parallel parking or small surface lots isolated from streets, waterfront and pedestrian/bike path by planted buffers. Garage or access doors are not permitted to face onto the waterfront, or pedestrian/bike path. Parking below residential buildings shall be ½ level below street grade, see diagram.</li> <li>○ Require on-street parking on both sides of all streets.</li> <li>○ Required parking calculation shall include on-street parking.</li> <li>○ Locate small surface parking at rear of lots.</li> <li>○ Require 25 square feet of planted island per 1,000 square feet of pavement.</li> <li>○ Parking lots shall not extend beyond the primary building elevation where buildings are set back from the street.</li> </ul>	smaller ones, minimizing the number and width of driveways and curb cuts, sharing driveways with adjacent property owners, locating parking in lower level or less visible portions of site, and locating driveways to minimize visual impact.
<b>Location of Parking on Commercial Lots</b>	Sec 19-483 (e)		Parking lots on a commercial street frontage shall be prohibited.	Parking lots located along a commercial street front where pedestrian traffic is desirable lessens the attractiveness of the area to pedestrians and compromises the safety of pedestrians along the street.

<b>HEIGHT AND BULK</b>	<b>Zoning Ref</b>	<b>Sketch Ref</b>	<b>Guideline</b>	<b>Intent / Commentary</b>
<b>Scale</b>	Sec. 19-482	SK-3 SK-5 SK-8 SK-10	<p><b>Height</b> – Minimum four stories above grade, except that buildings within 100 feet of the waterfront shall be between two and four stories. Buildings may step down along edges of view corridors to enhance view angle. Minimum height of stepped areas to be two stories above grade.</p> <p><b>Building Massing:</b> Maximum building length 300 feet; Minimum space between buildings at grade 25 feet; Maximum space between buildings at grade 75 feet* see exception for park space.</p> <p>Buildings over four stories, or that extend more than 30’ above the elevation of the parkway shall step back at view corridors. Building shall step back an additional foot on each side of the view corridor for each foot in excess of 30’ above the parkway.</p> <p>Example: If the top of a building extends 42’ above the parkway measured perpendicular to the parkway to the parkway at the view corridor then the corridor width shall be increased by 12’ on both sides or <math>75' + 12' + 12' = 99</math> feet.</p> <p><b>Street setback</b> shall not exceed 15 feet from back of sidewalk. Parking between building and sidewalk are prohibited.</p>	<p>Analysis and mitigation of height, bulk and scale impacts will be accomplished through the design review process. Careful siting and design treatment will help to mitigate some height, bulk and scale impacts; in other cases, actual reduction in the height, bulk and scale of a project may be necessary to adequately mitigate impacts. Height, bulk and scale mitigation may be required in two general circumstances:</p> <ol style="list-style-type: none"> <li>1. Projects on or near the edge of a less intensive zone.</li> <li>2. Projects proposed on sites with unusual physical characteristics such as unusual shape, or topography where buildings may appear substantially greater in height, bulk and scale than that generally anticipated for the area.</li> </ol>



<b>BUILDING ELE- MENTS</b>	<b>Zoning Ref</b>	<b>Sketch Ref</b>	<b>Guideline</b>	<b>Intent / Commentary</b>
			side and rear elevations shall have a minimum window transparency ratio of 10%.	<ul style="list-style-type: none"> <li>○ Changing the roofline by alternating dormers, stepped roofs, gables or other elements to reinforce the modulation or articulation interval.</li> <li>○ Changing the materials with a change in the building plane.</li> <li>○ Providing a lighting fixture, trellis, tree or other landscape feature with each interval.</li> </ul>

### Permitted Elements on Primary Building Elevations

Elements	Required	Prohibited	Permitted
Awnings			♦
Dumpsters / Service		♦	
Windows	♦		
Entrance Doors	♦		
Utility Meters		♦	
Bulkheads		♦	
Ventilation Louvers		♦	
Signage			♦ Sec. 19-483(i)
Animated signs or LED signs		♦	
ATM Drive up		♦	
ATM Windows (walk-up only)			♦ By Deviation only
Garage Doors / Loading Dock		♦	

<b>BUILDING ELEMENTS</b>	<b>Zoning Ref</b>	<b>Sketch Ref</b>	<b>Guideline</b>	<b>Intent / Commentary</b>
<b>Exterior Finish Materials</b>	Sec 19-483 (a)		<p>Building exteriors shall be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.</p> <p>The following materials are prohibited:</p> <ul style="list-style-type: none"> <li>○ Vinyl siding.</li> <li>○ Aluminum siding.</li> <li>○ EIFS.</li> </ul> <p>The following materials are permitted on all structures, although in selecting exterior finish and materials, it is important to consider context of abutting structures and character:</p> <ul style="list-style-type: none"> <li>○ Wood (cedar) shingles.</li> <li>○ Wood clapboard</li> <li>○ Cement (clapboard) siding,</li> <li>○ Stucco.</li> <li>○ Brick, stone, rubble, pre-cast concrete.</li> <li>○ Standing seam metal.</li> <li>○ FYPON, AZEK or other synthetic trim or cornice material.</li> </ul> <p>Ancillary features such as soffit materials, ridge vents, gutters and downspouts, and storm doors are permitted to be fabricated from aluminum, vinyl, PVC, or Fiberglas pending approval of specified items by the Design Review Committee.</p>	<p>Selection and use of exterior materials is a key element in the breakdown of scale for larger buildings. Incorporation of cornice lines, belt courses, banding or multiple materials is encouraged to produce buildings that will fit into the local character.</p>

<b>BUILDING ELEMENTS</b>	<b>Zoning Ref</b>	<b>Sketch Ref</b>	<b>Guideline</b>	<b>Intent / Commentary</b>
<b>Building Design Commercial</b>	Sec 19-483 (a)		<p><b>Commercial</b></p> <ul style="list-style-type: none"> <li>○ Ground floor shall extend to front property line.</li> <li>○ Setbacks at entries and café terraces are permitted, (see Front Yard Treatment and Setback, First bullet).</li> <li>○ Building façades are permitted to step back from the front property line above the ground floor.</li> </ul>	
<b>Building Design Residential</b>	Sec 19-483 (a)		<p><b>Residential</b></p> <ul style="list-style-type: none"> <li>○ All street façades are required to have windows.</li> <li>○ Front doors/entrances shall face the street.</li> <li>○ Garage doors are prohibited from the primary building elevation. (See Streetscape).</li> </ul>	
<b>Appurtenances</b>			<p><b>Trash</b> facilities to be accommodated within buildings or roofed structures. Loading doors are not permitted to face onto the waterfront, or pedestrian/bike path.</p> <p><b>Mechanical systems</b> are to be housed within buildings, or on screened rooftop service areas.</p> <p><b>Site features</b> such as lighting, fencing, trash cans, bike racks shall coordinate with waterfront district standards.</p>	

<b>SPECIAL FEATURES</b>	<b>Zoning Ref</b>	<b>Sketch Ref</b>	<b>Guideline</b>	<b>Intent / Commentary</b>
<b>East Bay Bike Path</b>			<b>RIDOT standards</b> for bicycle path convenience and safety shall apply.	
<b>Marina</b>			<p><b>Public canoe/kayak ramp</b> or beach area is encouraged.</p> <p><b>Trailer boat ramps</b> are prohibited.</p>	
<b>Pedestrian Features</b>			<b>Public Pedestrian</b> access through site shall be maintained along the waterfront.	

**DEFINITIONS**

Definitions in Section 19-471 of the East Providence Zoning Ordinance shall govern where such terms are used. The following are common architectural terms that are used in some (not all) of these Guidelines. The intent is to clarify and amplify the terms. These definitions are suggested and are not mandatory. The source is the Glossary of Architectural Terms by *Archiseek*.

1. **Aluminum Siding** - Lightweight material that is often painted rather than left in its natural color.
2. **Asphalt Shingle** - A roofing material made of a brown or black tar like substance mixed with sand or gravel.
3. **Axonometric** - A drawing technique devised to represent three dimensional objects on flat paper. Verticals are drawn to scale, but diagonal dimensions are distorted.
4. **Balcony** - A platform projecting from an upper story and enclosed by a railing.
5. **Baluster** - Any of the small posts that make up a railing as in a staircase; may be plain, turned, or pierced.
6. **Balustrade** - The combination of railing held up by balusters.
7. **Bay** - Buildings are often divided into repetitive elements, or bays, defined by the space between two horizontal beams, or pairs of vertical columns.
8. **Bay Window** - A set of two or more windows that protrude out from the wall. The window is moved away from the wall to provide more light and wider views.
9. **Beam** - A Horizontal load-bearing element that forms a principal part of a structure, usually using timber, steel, or concrete.
10. **Building Code** – Rhode Island State Building Code.
11. **Canopy** - A projection or hood over a door, window, niche, etc.
12. **Cantilever** - A projecting elements, such as a beam or porch, supported at a single point or along a single line by a wall or column, stabilized by a counterbalancing downward force around the point of fulcrum.
13. **Cedar Shingle** - A roofing material made of durable pinewood.
14. **Cement Plaster** - A mixture of sand and cement that is applied to the exterior foundation wall beneath ground level to aid in watering proofing.
15. **Clapboard** - Tapered horizontal boards used as siding, thickest on their bottom edge; each overlaps the one below. Also known as weatherboard or siding.

16. **Colonnade** - A row of columns forming an element of an architectural composition, carrying either a flat-topped entablature or a row of arches.
17. **Column** - A slender, upright structure, usually a supporting member in a building. Freestanding or self-supporting structural element carrying forces mainly in compression; either stone, steel, or brick, or more recently, concrete.
18. **Corbel** - A projecting wall member used as a support for some elements of the superstructure. Also, courses of stone or brick in which each course projects beyond the one beneath it. Two such structures, meeting at the topmost course, creates an arch.
19. **Corbeling** - Stone or wood projecting from a wall or chimney for support or decoration.
20. **Cornice** - Decorative projection along top of wall. The uppermost section of moldings along the top of a wall; any molded projection of similar form.
21. **Cornice Return** - A short continuation of the face board at the gable end of a house.
22. **Course** - A continuous row of building materials, such as shingle brick or stone.
23. **Crown molding** - A molding where the wall and ceiling meet; uppermost molding along furniture or cabinetry.
24. **Cupola** - A small, dome-like structure, on top of a building to provide ventilation and decoration.
25. **Dental** - A molding motif that projects from the edge of a roof line or cornice.
26. **Dormer** - The setting for a vertical window in the roof. Called a gable dormer if it has its own gable or shed dormer if a flat roof. Most often found in upstairs bedrooms.
27. **Eave** - The projecting lower edge of a roof.
28. **Elevation** - An orthographic view of some vertical feature of a building. (Front, rear, side, interior elevation). A primary building elevation is the view of the front of the building.
29. **Entablature** - The area above an entryway in which the transom is contained.
30. **Exterior Wall** - An outside wall.
31. **Façade** - One of the exterior faces (walls) of a building.
32. **Face Brick** - A finished, non-defective brick yielding good appearance and construction quality.
33. **Fascia** - A horizontal band or board, often used to conceal the ends of rafters; the front of an object. Same as a face board.
34. **Fenestration** - The stylistic arrangement of windows in a building.
35. **Fieldstone** - A stone used in its natural shape.

36. **Finial** - A knob-like ornament.
37. **Finish Floor** - A finished walking surface.
38. **Foundation** - The base of a house providing stability and rigidity.
39. **Foundation Wall** - The masonry wall that rests on the footer.
40. **Gable** - A triangular area of an exterior wall formed by two sloping roofs.
41. **Gambrel** - A roof where each side has two slopes; a steeper lower slope and a flatter upper one; a 'barn roof'. Often found in Colonial revival houses in the "Dutch" style.
42. **Hipped roof** - A roof with slopes on all four sides. The "hips" are the lines formed when the slopes meet at the corners.
43. **Mansard** - A roof type with two slopes on each of the four sides, the lower slope being steeper than the other; capped off with a cupola, typically Victorian.
44. **Masonry** - Stonework or brickwork.
45. **Molding** - Shaped decorative outlines on projecting cornices and members in wood and stone.
46. **Mullion** - The vertical member separating adjacent windows.
47. **Muntin** - Wood or metal strips separating light.
48. **Parapet** - That portion of the wall that extends above the roof (wall surrounding a flat roof).
49. **Paved Terrace** - A paved surface adjoining a building to allow outdoor use, as an outdoor seating area of a restaurant. May be paved with concrete, decorative tile, block, brick or other impervious material, but not asphalt.
50. **Pediment** - A low triangular gable above a cornice, topped by raking cornices and ornamented.. Used over doors, windows or porches. A classical style.
51. **Pilaster** - A rectangular vertical member projecting only slightly from a wall, with a base and capital as will a column.
52. **Pitch** - The rate at which a roof or other surface slopes.
53. **Porch** - An open or enclosed gallery or room on the outside of a building.
54. **Portico** - A large porch usually with a pediment roof supported by classical columns or pillars.
55. **Rafter** - A roof beam sloping from the ridge to the wall. In most houses, rafters are visible from the attic. In styles such as craftsman bungalows and some "rustic" contemporaries, they are exposed.

56. **Raking Cornice** - The sloping moldings of a pediment.
57. **Return** - A wooden member nailed between the rafter-end and the stringer for bed board support.
58. **Ridge** - The top-most portion of a roof from which roof sides fall away.
59. **Rise** - The vertical distance from one stair tread to the next.
60. **Riser** - The vertical portion of a step. The board covering the open space between stair treads.
61. **Roof Pitch** - Degree of roof slant stated in inches rise per foot.
62. **Roof Types** - Style and shape of roofs - gable, gambrel, hip, mansard, shed, flat, butterfly, salt-box.
63. **Rough Sill** - The bottom rail of a window rough opening.
64. **Rubble** - Masonry construction using stones of irregular shape and size.
65. **Rusticated Stone** - Stonework, sometimes roughly finished, distinguished by having the joints deeply sunk.
66. **Siding** - The finished covering on the outside of non masonry walls of houses and buildings. Shingles, wood siding, aluminum siding, vinyl siding, stucco, etc.
67. **Sidelights** - Windows on either side of a door.
68. **Sill** - A horizontal piece forming the bottom frame of a window or door opening.
69. **Skylight** - A window in a roof to give light to a loft or room without other lighting.
70. **Slate** - A roof material made from a hard, fine-grained rock that cleaves into thin, smooth layers.
71. **Soffit** - The underside of a member such as a beam or arch, or of an eave, overhang, dropped ceiling, etc.
72. **Terra Cotta** - A mixture of sand and baked clay commonly used to make pipe for sewage disposal systems. A mixture of sand and baked clay used to form a shingle used on certain styles of architecture.
73. **Transom** - A small window just above a door.
74. **Vinyl** - A synthetic type of siding used for its economic value.
75. **Window Types:**
  - a) **Double Hung** - Two sash, vertical sliding
  - b) **Casement** - Side hinged

- c) **Awning** - Top hinged
- d) **Hopper** - Bottom hinged
- e) **Oriel** - Windows that generally project from an upper story, supported by a bracket.
- f) **Picture Window** - Fixed sash
- g) **Jalousie** - Glass slats, Venetian blind principle
- h) **Horizontal sliding** - two or more sash designed to slide over one another
- i) **Bay** - Extends beyond the exterior face of the wall
- j) **Bow** - Projected window with a curved surface often in the glass itself.
- k) **Combination** - The integration of two or more of the above into one unit.