

# Village of Chittenango

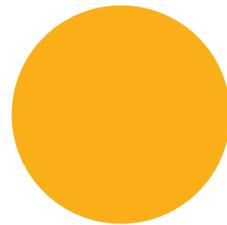
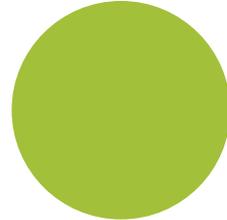
Madison County  
New York

## Site and Architectural Design Standards for Commercial Design Overlay District

February 2010

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*Engineers • Environmental Scientists • Planners • Landscape Architects*



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# 1 INTRODUCTION AND PURPOSE OF DESIGN STANDARDS

## 1.0 INTRODUCTION AND PURPOSE OF VILLAGE DESIGN STANDARDS

In August 2008 the Village of Chittenango adopted its Village Comprehensive Plan to help manage growth and guide policy making decisions into the future. A primary issue identified during the development of the Plan was to address the Village's site and architectural design controls and review procedures. As a result, a key recommendation of the Plan was to develop a unique set of Design Standards that would assist the Village, Planning and Zoning Boards in making informed and sound design decisions during future development reviews.

This Document, Site and Architectural Design Standards for Commercial Design Overlay Districts, provides guidelines and standards for public and private development projects in commercially zoned areas along NYS Routes 5 and 13 via special Design Overlay Districts (DOD's). The intent of the DOD Standards is to provide direction for the Village and developers in the design of new and rehabilitation of existing commercial buildings and storefronts in order to improve the appearance, enhance the identity and promote the pedestrian environment of the Village's primary commercial corridors, particularly the historic downtown core of Chittenango.

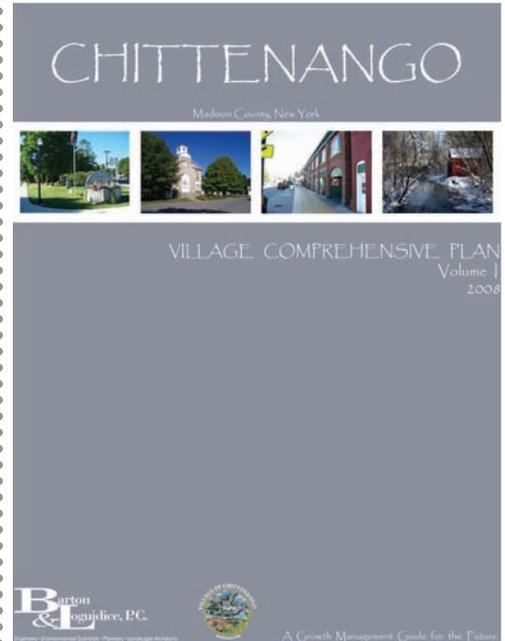
All projects within the boundaries of the Downtown Design Overlay District and Gateway (Route 5) Design Overlay District shall comply with the following standards. ***These requirements promote the goal of creating uniformity and clarity in the site plan review process that will enhance overall site and architectural design and attract new business and customers.***

### 1.1 General Provisions

#### 1.1.1 Design Overlay District Boundaries

The boundaries of the proposed commercial DOD's are illustrated on Figure 1. They are defined by the primary commercial areas within the Village, and organized by general type, density, and character of those areas. Specifically, the two districts are the:

- 1) Downtown Design Overlay District
- 2) Gateway (Route 5) Design Overlay District



# 1 INTRODUCTION AND PURPOSE OF DESIGN STANDARDS

The use of Overlay Districts are a zoning technique that has been used in communities for many years but it is still new to some. This zoning tool can offer additional oversight or protection of special features – in this case those features are the Village’s primary commercial corridors. Overlay Districts are placed over a base zoning district or several districts. For Chittenango, the Overlay Districts are placed over portions of the Village’s Special Business and General Business zoning districts. Although most of the Design Standards outlined in this document can generally apply to both districts, there is a need to differentiate the two DOD’s due to some unique design requirements of the Gateway DOD that could not necessarily be applied to the Downtown DOD. Standards specific to one district or the other are identified by referencing that district to which it applies. Otherwise standards will be generally applicable to both Design Overlay Districts.

## 1.1.2 Administration of Design Standards

The Planning Board is authorized to make determinations and recommendations to the Village Board on development applications that may vary from the written or illustrative standards so long as the determination meets the purpose and intent of this document and Chittenango’s Village Comprehensive Plan. It is not the intent of these standards to address or encompass every possible development scenario that may arise in the Village of Chittenango. For example, a site constraint may be present for a particular development whereby adhering to these standards creates a hardship on the development. In this instance, the applicant shall prove through the site plan review process that a hardship is present and the planning board shall require to the extent practicable design standards herein except where a such hardship is proven otherwise.

## 1.1.3 Need for Site and Architectural Design Standards

During the development of Chittenango’s Village Comprehensive Plan, residents, business owners, and Village officials acknowledged that a priority issue was the current lack of appropriate design controls in place to provide due consideration of individual development projects for approval. These standards will allow the Village, Planning and Zoning Boards to review development projects against a set of criteria that will provide consistency in how projects are designed and built in the commercial areas of the Village.

# 1 INTRODUCTION AND PURPOSE OF DESIGN STANDARDS

## 1.1.4 Applicability

This document is intended to be used primarily by the Village, Planning and Zoning Boards as well as developers. The Planning Board shall review all plan proposals that require site plan review and building permits which affect any exterior façade on any commercial structure or building within the two DOD's. Simply replacing a site or architectural feature with the same feature does not require adherence to this document. The following are illustrative of the types of development projects or enhancements to be reviewed:

- Alteration or addition to the exterior of an existing structure;
- Repair or upgrade of features on an existing structure
- New construction;
- Relocating an existing structure;
- Demolition of an existing structure;
- Erection of a fence or wall;
- Erection or alteration of a sign (does not include replacement of an existing sign with same sign);
- Erection or alteration to an awning or canopy;
- Site work, including landscaping;
- Excavation and fill operations;
- Changes to exterior lighting and / or utilities;
- Parking facilities

As future public and private development proposals are submitted to the Village for review and approval, each will be examined to determine suitability based upon the provisions of Section 148-28 of the Chittenango Code Book in conjunction with these design standards. This approach to future development will ensure continuity and quality and strengthen the functional and aesthetic character within the Village of Chittenango.

## 1.1.5 Goals to Obtain by Utilizing Design Standards

Goals outlined below are consistent with and advance the vision of Chittenango's Village Comprehensive Plan. Specifically, the goals as they pertain to each DOD are:

### Downtown Design Overlay District

- a) Encourage development that enhances the pedestrian friendly retail environment and

# 1 INTRODUCTION AND PURPOSE OF DESIGN STANDARDS

contributes to the safety and comfort of both pedestrian and automobile.

- b) Preserve architecturally significant buildings within the Downtown core by providing direction of the responsible rehabilitation of existing buildings and new construction.
- c) Encourage consistency in design through materials selection, colors, plantings, signage and lighting.



Aerial of Downtown Overlay District



Aerial of Gateway Overlay District

## Gateway Design Overlay District

- a) Establish aesthetic and functional opportunity areas to create identifiable Gateway's into the Village from each end of NYS Route 5.

# 1 INTRODUCTION AND PURPOSE OF DESIGN STANDARDS

- b) Promote development that preserves and enhances the physical appearance and transportation function of the NYS Route 5 corridor, and contributes to the District’s commercial viability.
- c) Provide direction in site planning and ensure a high degree of design quality in development of the NYS Route 5 corridor through the use of special design standards.

## 1.1.6 Procedures for How to Use Design Standards

All projects as defined in Section 1.1.4 within the Downtown and Gateway Design Overlay Districts will be reviewed for compliance with the Design Standards and per section 148-28 of the Village of Chittenango Code Book, prior to being issued a building permit.

## 1.1.7 Procedures for Design Overlay District Approvals

No building permit will be issued for any project, and no person will perform any construction work on a project, until a Site Plan application for commercial or mixed-use property within one of the two DOD’s have been submitted to the Village Planning Board and approved according to the procedures in Section 148-28 of the Village of Chittenango Code Book and the standards outlined in this document.

## 1.1.8 Submittals

An application for Site Plan approval on property within one of the two Design Overlay Districts shall include the project submittals as indicated in Section 148-28 of the Village of Chittenango Code Book.

## 1.1.9 Nonconforming Buildings and Uses

Those structures or buildings that do not comply with these Design Standards at adoption time retain nonconforming rights pursuant to the Nonconforming Building and Uses Provisions in Section 148-43 of the Chittenango Code Book.

# 1 INTRODUCTION AND PURPOSE OF DESIGN STANDARDS

## 1.2 Design Principles

The Downtown and Gateway Design Overlay Districts are based upon the following design principles:

- 1.2.1 Consistency:** These two districts include a mixture of development types including small retail establishments, banks, offices, large-scale commercial development, mixed use buildings, storage complexes, gas stations, and single and multi-family residential units. Design of these structures and sites in both districts has been influenced by use, age, and site dimensions. Within the context of these constraints, developments can achieve the principle of consistency through selection of colors, exterior surface materials, landscaping and site coordinated programs.
- 1.2.2 Activity:** An active street life, which can be enhanced by simple but important design considerations, is a vital component of thriving commercial districts, particularly Village downtown areas that promote pedestrian activity. In spite of some recent developments which have detracted from the pedestrian environment, many of the Village's residents, workers and shoppers have preferred to be able to walk within the commercial areas, particularly the Downtown area. Even along Route 5, a comfortable and walkable corridor that creates activity can be achieved through proper building orientation, circulation, storefront design and landscaping.
- 1.2.3 Pedestrian Orientation:** Simply addressing pedestrian facilities would make the Village's commercial areas more viable. This can be achieved through storefront ornamentation, reduction of blank surfaces, building articulation, color, and texture. Design Standards based upon this principle address wall surfaces, windows, awnings, signage, and architectural treatments.
- 1.2.4 Safety:** Public safety is critical to the success of a commercial district. Public safety in this case refers not only to safety from criminal activity, but also creating an environment in which pedestrian and automobile traffic can safely coexist. The design and development of commercial areas and the public open space adjacent to them should include considerations of public safety. Public safety issues can be addressed through site planning considerations such as the location of parking lots, lighting, signage and landscaping.



### 2.0 SITE DESIGN STANDARDS

The intent of proper site planning and design is to promote development that is functional, visually coherent, and compatible with existing structures. Strategic site design will also achieve a high-quality appearance, stimulate economic development in the Chittenango community, and achieve the overall objectives of the Village Comprehensive Plan.

Site design is the physical articulation of all elements within the project and site boundaries. Elements include land and water features, views, open space, buffers and screening materials, recreational areas, walkways and trails, buildings, internal roads, parking areas, pavement materials, alleys, trees, shading patterns, street furniture and more. The fundamental idea is that these elements should be spatially organized and related to form the desired physical make-up and appearance of the Village of Chittenango.

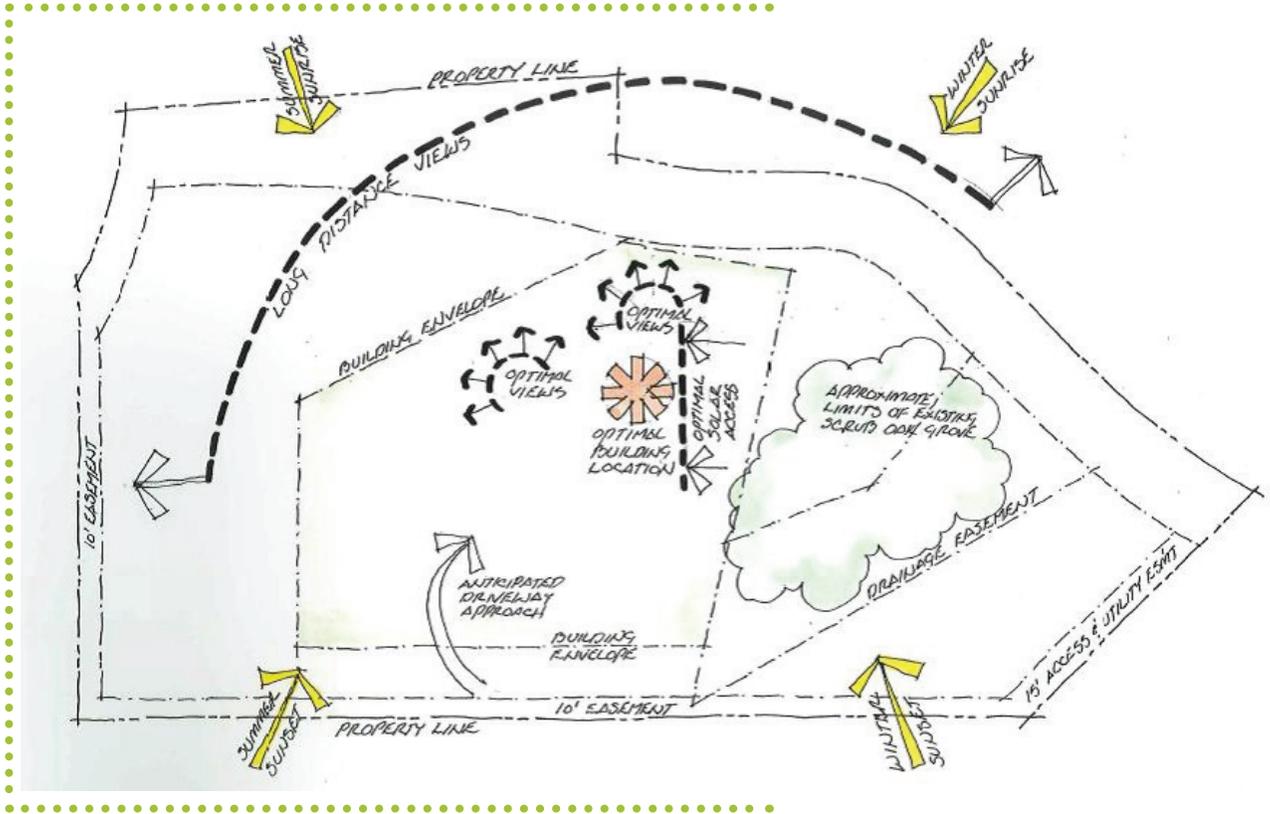
Site design has an effect on: defining spaces, providing or screening views, highlighting architectural features, buffering winds, reducing glare, providing shade, accentuating entrances, preventing erosion, regulating circulation, enhancing property values, beautifying the site and in general influencing one's interaction with the natural and built environment. Major design elements to be considered during the design review process for future development within the Village of Chittenango are outlined in the following sections.

#### 2.1 Building Placement & Orientation

The manner in which a new building relates to the street is an important consideration in terms of compatibility with its surroundings. Traditional siting patterns should be respected. As such, buildings in the Downtown DOD should be oriented parallel to their lot lines with the primary entrances of the buildings oriented toward the sidewalk or street. Corner lot entrances can sometimes be enhanced or made more functional and dramatic if angled at the corner.

Buildings in the Gateway DOD should generally be oriented toward the road, however in instances where there are multiple buildings on one site, they should be sited and oriented either toward the street, or in a manner that creates and enhances interior public spaces for site users. Buildings, trees and landscape features shall be visually dominant on any site, rather than the site being dominated visually and physically by vast asphalt parking lots and free-standing signs.

## 2 SITE DESIGN STANDARDS



### 2.1.1 Design Standards for Site Layout

2.1.1.1 Primary buildings on a site in either Design Overlay District shall be oriented towards the primary street frontage and public paths and walkways.

2.1.1.2 Where there may be multiple buildings on one parcel in the Route 5 DOD, they shall be oriented to provide functional outdoor spaces, greenbelt areas, and public parking spaces that will enhance the use of the Route 5 corridor as a comfortable and functional commercial core for the Village.

2.1.1.3 Structures shall maintain continuity between developments by relating buildings and their uses to the street frontage and doing so in a manner that will encourage and accommodate pedestrians.

Site Planning and analysis for building placement and orientation of site features during early “sketch plan” site design stages

## 2 SITE DESIGN STANDARDS

2.1.1.4 Pedestrian access to the building shall be visually and functionally clear and should offer a convenient alternative to walking through driveway entrances and exits.

2.1.1.5 A general guideline regarding building placement and orientation is that people traveling along Route 5 and Genesee Street downtown should be able to see storefronts, windows, merchandise, and other aspects of business activity without having to look over vast parking lots.

2.1.1.6 Building setbacks should be treated as pedestrian-oriented spaces and landscaped in accordance with Section 125-18 of the Village Code Book and Section 5.0 of this document.



Aerial showing existing P&C Plaza

2.1.1.7 When new development or major renovations of existing buildings are located at a corner intersection, particularly within the Downtown DOD, open spaces shall

## 2 SITE DESIGN STANDARDS

incorporate outdoor areas at or near the intersection corner. Where this occurs within the Gateway DOD, open spaces at or near the intersection should include appropriate landscape features to offer more separation from the vehicular dominated roadway and pedestrian spaces near the buildings.



2.1.1.8 All construction of new buildings or major renovations of existing buildings that are located on properties at corners are required to have one or more of the following design elements or treatments to the building corner facing the intersection:

- a. A pedestrian-oriented open space in addition to the otherwise required setback.
- b. A building entrance, lobby, atrium, or pedestrian pathway at the corner.
- c. Buildings on corner lots shall be oriented toward the primary intersection and the primary and secondary street frontages, while parking and vehicular access shall be located away from the primary intersection corners.

Sketch plan showing suggested design and layout of buildings and sites within the P&C Plaza for out parcel development



Pedestrian Walkways in Parking Lot to delineate pedestrian travel ways and enhance safety.

## 2 SITE DESIGN STANDARDS

### 2.2 Parking, Circulation and Pedestrian Amenities

The intent of quality parking design guidelines is to create the conditions that will minimize the impact of parking on the building's relationship to the street and pedestrian-orientation and the character of the primary commercial areas of the Village. It is critical to balance the needs of both the automobile and pedestrians by having street parking areas and parking lots designed to minimize breaks in the pedestrian environment and the visual continuity of the streetscape. For the purposes of these design standards, on-street parking refers to areas within the Downtown DOD where parking within the right-of-way is permitted (i.e. parallel parking); off-street parking shall include parking outside of the right-of-way within the Downtown DOD and all parking facilities within the Gateway DOD, including parking in front setbacks (i.e. parallel or diagonal parking directly adjacent to a right-of-way); and parking areas shall include parking lots and parking congregation that is not within or directly adjacent to right-of-ways.

#### 2.2.1 Design Standards for On-Street Parking

2.2.1.1 For the Downtown DOD, any variation in the standards for on-street parking is permitted for Americans with Disabilities Act (ADA) requirements if such a location meets ADA design standards and would better serve the public than off-street ADA parking.

2.2.1.2 On-street parking within the Downtown DOD, and parking directly adjacent to right-of-ways within the Gateway DOD (i.e. parking in front setbacks) shall be designed to minimize breaks in the pedestrian environment and the visual continuity of the streetscape.

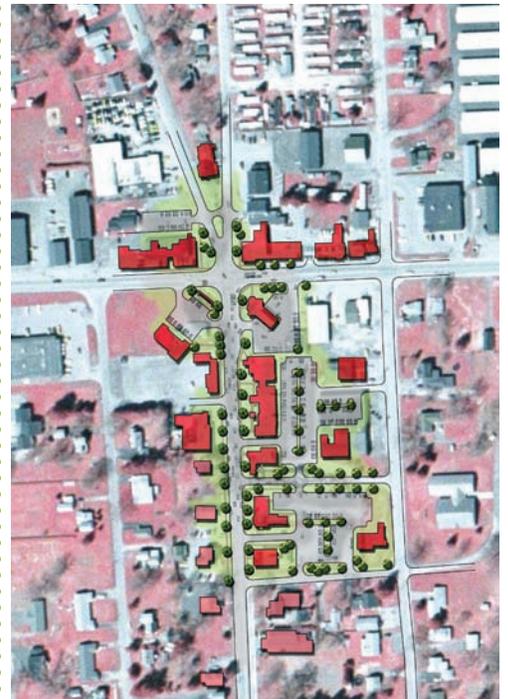
#### 2.2.2 Design Standards for Off-Street Parking

2.2.2.1 For new construction, required parking lots shall be located to the rear of the proposed structures to minimize visibility, or to the side if densely screened or buffered, by a landscape plant grouping or strip.

2.2.2.2 In the event that a proposed development includes multiple structures, particularly within the Gateway DOD, parking areas shall be located behind or to



Aerial image of existing building placement, parking areas and site circulation patterns within Gateway DOD.



Sketch plan showing suggested design and layout of buildings, site parking and circulation that better balances the needs of vehicles and pedestrians.

## 2 SITE DESIGN STANDARDS

the side of primary street facing buildings, and in front of internal buildings.

2.2.2.3 Parking lots shall not be located between a building and the street frontage.

2.2.2.4 Parking lots shall be screened from public view and shall include landscaping and buffering as specified in Section 125-18 of the Village Code Book and Section 2.3 of this document.

2.2.2.5 No more than two rows of parking are permitted on the sides of primary structures.

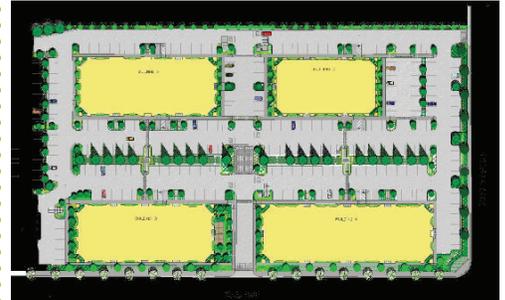
2.2.2.6 Adjacent developments or properties are encouraged to link parking areas and access ways to promote combining of shopping trips and pedestrian activity, and to reduce redundant driveways and preserve land resources.

2.2.2.7 Low Impact Development (LID) techniques for stormwater management shall be used wherever possible.

2.2.2.8 A paving material that is different in color or texture from that of vehicular areas shall delineate pedestrian travel ways and shall be clearly marked.

2.2.2.9 For parking lots that contain more than twenty five (25) parking spaces, pedestrian connector paths, except at crosswalks across travel lanes, shall be clearly defined in a combination of two or more of the following ways:

- a. A six (6) inch vertical curb in combination with a raised pedestrian walkway.
- b. A trellis, special railing, bollards, or other architectural features to accent the walkway between parking areas.
- c. Contrasting paving, such as concrete, or LID materials, in an asphalt area.
- d. A continuously landscaped area that is a minimum three feet wide on at least one side of the walkway.
- e. Where walkways abut a public right-of-way or driving aisles, the landscape area shall be provided between the walkway and the public right-of-way or driving aisle.



Site design that could apply to either Design Overlay District in the Village which shows how landscape screening and buffering should be incorporated in an overall site development.



Example of parking lot screening along road frontage similar to NYS Route 5.



Incorporation and use of parking islands for stormwater management practices that also add an aesthetic appeal to a sites parking areas.

## 2 SITE DESIGN STANDARDS

### 2.2.3 Design Standards for Pedestrian Accommodations

2.2.3.1 Pedestrian walkways within parking lots shall be a minimum of five (5) foot width of clear, unobstructed paths.

2.2.3.2 ADA accessible connections shall be provided from ADA parking stalls to the main pedestrian walking routes and building entrances.

### 2.3 Landscape Design

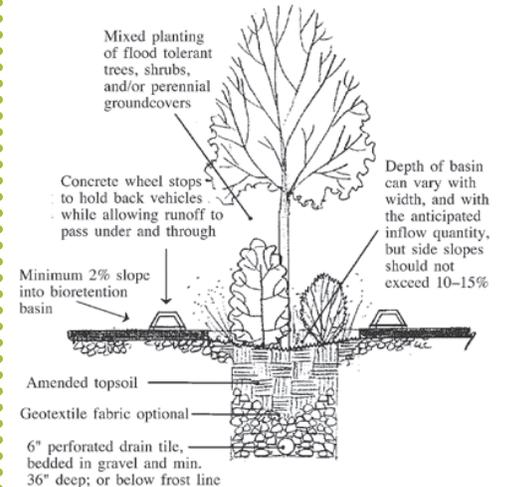
Landscaping provides visual interest, a softening to hardscapes and the built environment, and screening of unwanted views, delineates boundaries, and provides buffering of large paved commercial areas, shading, air cleansing and seasonal variety to new development. All site design plans should include a landscape plan that locates existing vegetation to be saved and the location, species and size of all new plant material. A sufficiently diverse list of plant types should be used to protect against disease and to insure against visual monotony. Well planned and maintained landscaping improves the perception of a community's economic health, stability and community pride to residents, businesses, and to those visiting or traveling through the Village. Landscape plantings can help make a site more natural and provide human scale to large projects. The design standards below will provide specific assistance in maximizing the benefits of site landscaping in an overall project development.

#### 2.3.1 Fencing, Screening and Buffering Design Standards

2.3.1.1 Screen and visually subordinate parking to future developments. Parking lots will not overwhelm the appearance of a site, or views from the site, and incorporate landscaping for all areas not used for vehicle storage, access, or circulation. All parking lots in both DOD's should incorporate plants, berms and low walls, or a combination of these features, to help screen parking from adjoining streets and properties.

2.3.1.2 Blank walls or other unattractive areas of a site or building shall be screened with landscaping.

2.3.1.3 Fencing around parking areas shall be



Example of types of fencing or hardscape screening to be incorporated into site designs

## 2 SITE DESIGN STANDARDS

allowed if the following conditions are met:

- a. All screen fencing shall not exceed a maximum height of six (6) feet, and any portion higher than three (3) feet must be 75 percent transparent.
- b. If an alternative fence is deemed appropriate, such as masonry, wrought iron, or wood, the fence must be 75 percent transparent.

2.3.1.4 Screening walls or fences located across a street or adjacent to a residential property shall include one or more of the following:

- a. Arbor or trellis structure with climbing vines.
- b. Architectural detailing, contrasting materials, or other special interests to reduce the perception of bulk and mass.

2.3.1.5 Walls and raised planters shall not exceed a maximum height of three (3) feet, unless all of the following are provided:

- a. An increased buffering or screening treatment that does not create a safety hazard.
- b. The portion of treatment that is above three (3) feet in height has a minimum transparency of 80 percent.
- c. The portion of wall or landscape treatment that is above three (3) feet in height provides added visual interest, detail, and character suitable to the character of the development and Village.

2.3.1.6 Where walls are provided, landscape planting strips shall be a minimum width of five (5) feet and shall be located adjacent to the public right-of-way.

2.3.1.7 Chain link fencing without vinyl cladding, powder coating or similar coating over the galvanized metal coating shall not be used to screen or enclose parking along a public sidewalk.

2.3.1.8 The use of razor, ribbon, or barbed wire is strongly discouraged.

2.3.1.9 For safety and security surveillance purposes,

## 2 SITE DESIGN STANDARDS

all plant materials used for parking lot screening shall be selected and managed to provide unobstructed views of at least 80 percent transparency between three (3) and eight (8) feet above the ground.

### 2.3.2 Foundation Plantings Design Standards

Foundation plantings provide an attractive setting for pedestrians and for buildings and are used to separate parking lots from building walls. Additionally, foundation or “street wall” plantings clearly articulate pedestrian walkways and show a safely planned pedestrian route from the parking area to the building entry. Not only do foundation plantings soften the hardscape imposed by large commercial structures, but they can serve an important stormwater collection function from rooftops as well. Outlined below are design standards that shall be considered during site plan reviews.

2.3.2.1 In the Gateway DOD, a minimum five (5) foot planting strip shall be located along any commercial building wall facing a public street or adjacent residential district.

2.3.2.2 When a parking lot is interior to the site it is encouraged where applicable that a minimum five (5) foot wide foundation planting area shall be included the space between the building wall and the parking lot. The purpose of the foundation plantings is to improve the pedestrian experience between the parking lot and the rear of the building.

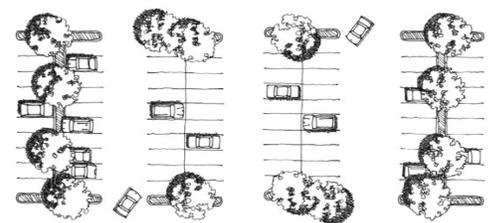
2.3.2.3 Paving right to the building wall shall not be permitted unless a unique hardship is proven in the proposed site plan. Any site plan should seek to maximize foundation plantings in order to demonstrate appropriate and sensitive design to the sites users.

2.3.2.4 Minimum lengths of foundation planting design shall consider the length of the commercial building minus access doors, windows, any areas used for a trellis, awnings and other architectural fenestrations that aid to quality site and architectural design.

2.3.2.5 The general character of foundation planting areas around commercial buildings shall exhibit level to sloping graded planting area or masonry retaining wall



Example of appropriate foundation plantings at the new Focal Point Bank in the Downtown DOD.



Sketch showing appropriate parking lot landscaping within planted medians to help “soften” the site.

enclosed planting area with built up plant beds consisting of small trees, shrubs, ground covers, annals and perennials.

2.3.2.6 Foundation planting configurations may be geometrically formal or informal as the landscape design plan or building architecture elevation may require.

### 2.3.3 Parking Lot Landscape Design Standards

2.3.3.1 Off-street parking areas, particularly those to the side of primary commercial buildings in either of the Design Overlay Districts shall be densely screened from public view and shall include landscaping and buffering as specified in Section 125-18 of the Village Code Book and Section 3.3.1 of this document.

2.3.3.2 Landscaping and accent paving (integral colored stamped concrete, pavers, or other materials) shall be used to define and beautify a project's entryway to its main parking area as viewed from the primary street. Clearly define vehicular entrances to a project and provide adequate site distance for vehicles and pedestrians.

2.3.3.3 Landscaping should be provided on both the interior and around the perimeter of the parking lot. In general, curbed planted islands should be provided within a parking lot and the landscaped area should account for a minimum 10% of the total area of the parking lot. One (1) planted island ten (10) feet in width should be included for every two (2) contiguous double-loaded parking bays; planted islands shall run the length of the parking aisle.

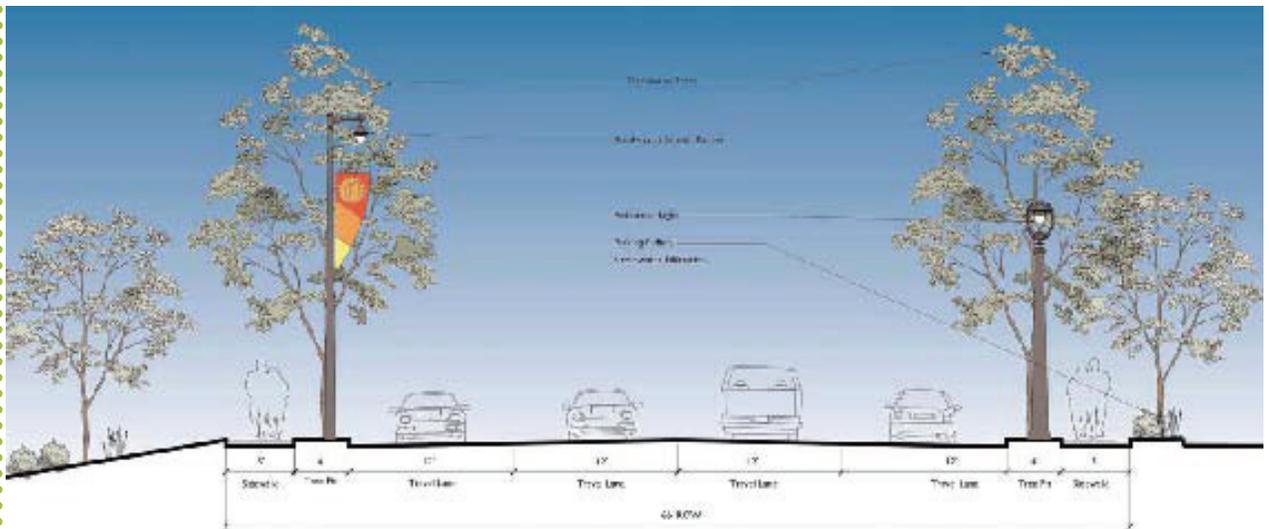
2.3.3.4 Within the Gateway DOD where new development can still occur on vacant undeveloped lots, land not occupied by proposed buildings or parking areas should be left natural or landscaped according to this document and Section 125-18 of the Village Code Book.

## 2 SITE DESIGN STANDARDS

### 2.4 Streetscape

The Streetscape includes the system of streets, alleys, parking lots, sidewalks, open spaces, and landscaping that provides a circulation system and a way for people to experience Chittenango (an experiential approach). The quality of the streetscape and the ability of people to move through it with ease and safety help form people's image of the community.

A central theme that must be considered when discussing the design interface between public and private realms of a site and its adjacent roadway is the "yellow brick road" within the Downtown DOD. The sidewalk system within a significant portion of the downtown business corridor includes a yellow colored stamped concrete band that pays tribute to L. Frank Baum, author of the Wizard of Oz who was originally from the Village of Chittenango. Although this is a primary design element that is unique only to the Downtown DOD, the standards discussed below apply to both Design Overlay Districts and should be referred to when Village Planning Board members are evaluating how site design for commercial properties impact the public right away and its users.



#### 2.4.1 Sidewalks and Pathways Design Standards

The success of the Village of Chittenango's commercial areas lies in large part to the constant use of its sidewalks by residents and visitors, particularly in the Downtown DOD. The sidewalks will establish pedestrian patterns of use and connection, and how sites are designed in relations to those

Example of a roadway cross section that could apply to NYS Route 5 streetscape within the Gateway DOD.

## 2 SITE DESIGN STANDARDS

sidewalks will contribute to both the Village’s “sense of place” and economic viability. Below are design standards that shall be evaluated against future site plan submitted in the Design Overlay Districts.

2.4.1.1 Finished surfaces of sidewalks should be concrete, concrete pavers, or brick. Paving patterns should emphasize the spatial elements of the walkway and how it ties into adjacent buildings entries, parking areas, etc.

2.4.1.2 The finish materials and pattern of the sidewalk should be maintained through driveways, alleyways, and curb ramps.

2.4.1.3 Sidewalk corners should be referenced as a transitional space for a change in paving pattern and materials where appropriate.

2.4.1.4 Utilizing the previously established precedent of yellow stamped concrete paver materials to commemorate the author of the Wizard of Oz L. Frank Baum, this single brick type and color should be considered for all brick paving patterns developed throughout the Village.

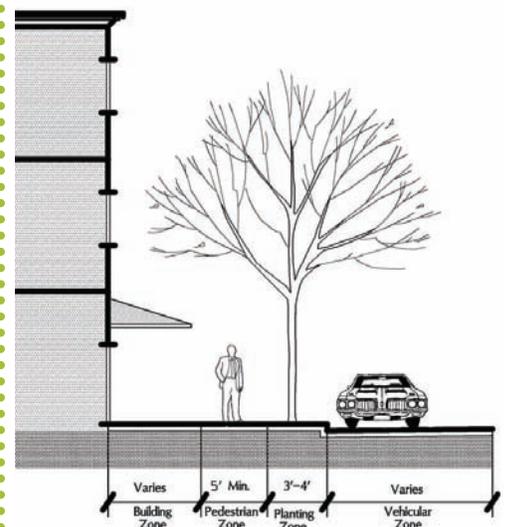
### 2.4.2 Street Furnishings / Furnishings Zone Design Standards

The specified streetscape materials and furnishings identified in the following sections of these Design Standards require appropriate placement between street curbs and building facades. For the purpose of identifying appropriate locations, pedestrian areas immediately adjacent to the curblines will be defined as the Planting Zone. Progressing from the Planting Zone toward the building façade, the intermediate streetscape area will be referred to as the Pedestrian Zone. Finally, the streetscape area nearest the façade will be designated as the Building Zone. Although this progression of zones outward from the building front largely typifies that of the Downtown DOD, the same standards shall apply to the Gateway DOD as well to encourage a more pedestrian friendly development type for the Route 5 corridor.

2.4.2.1 Street furniture should be located within the building zone of the sidewalk, as illustrated at right, particularly within the Downtown DOD.



Existing streetscape surface material palette in the Downtown DOD. Concrete, colored and stamped concrete, and brick pavers make up the pedestrian realm.



## 2 SITE DESIGN STANDARDS

2.4.2.2 Street furniture for a given project site shall include such amenities as benches, pedestrian-scale lighting, ornamental bollards, trash receptacles, bicycle racks, postal boxes, and newspaper boxes.

2.4.2.3 Style, material and color of the street furniture shall form a cohesive design and complement each other.

2.4.2.4 Moveable or temporary seating shall be considered for plazas or outdoor seating/dining areas. Colors and materials should reflect that of the larger streetscape or site design of the respective business.

2.4.2.5 Perimeter railings should be considered for outdoor seating/dining areas where it adjoins the adjacent street-fronting sidewalk. They should complement the aesthetic qualities of the building architecture and larger streetscape.

### 2.4.3 Lighting Design Standards

Lighting within the Village's primary commercial areas first and foremost serves to enhance safety and functionality of spaces. However, lighting is also utilized to extend the use of the two Design Overlay Districts beyond the daylight hours and into the evening, providing for the continued use of the streets and public spaces. A well-lit environment establishes a basis for the vitality of evening activities promoting public attendance – the cornerstone of any commercial success.

2.4.3.1 The design and selection of building mounted decorative fixtures within the Downtown DOD should be developed in coordination with that of the adjacent street lighting.

2.4.3.2 Outdoor lighting for individual commercial properties as well as the adjacent roadways should be maintained at a pedestrian scale that supplies adequate illumination for pedestrian use of the sidewalks, alleys, and streets, and of vehicular use of the street. Standard cobra-head light fixtures found along Route 5 and within the commercial plaza within the western Gateway DOD are discouraged.

2.4.3.3 A consistent light pole and fixture should be



Suggested concrete paver materials and color palette for individual sites and adjacent streetscape.



Suggested general color palette of brick paver materials for sites and adjacent streetscape.



Suggested site furniture palette for sites and adjacent streetscape in either Design Overlay Districts.

## 2 SITE DESIGN STANDARDS

provided throughout both of the DOD's. A total height of 14'-16' shall be preferred for street and interior site lighting.

2.4.3.4 Building mounted fixtures may vary from building to building, but should be complimentary to the overall character and scale of the district as well as its individual buildings.

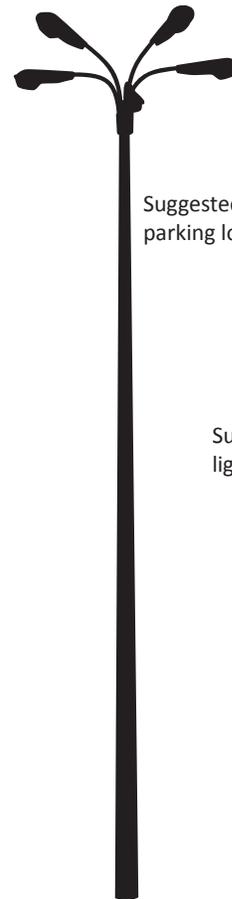
2.4.3.5 Lighting of selected building facades should contribute and reinforce the overall sense of building organization, massing, and façade treatment through the two DOD's. Light sources which illuminate facades shall be located, aimed, and shielded such that light is directed only onto the building façade and not onto adjoining properties. Light fixtures on buildings shall not be directed toward adjacent streets.

2.4.3.6 Low-level outdoor lighting shall be integrated into any plaza walls, stair side-walls and/or risers, and even seat-walls. The lighting levels provided should illuminate changes in elevation such as steps, ramps, and any steep embankments.

2.4.3.7 All light fixtures throughout both Design Overlay Districts must minimize off-site lighting and night sky pollution. All exterior light fixtures are to be metal halide or LED.

### 2.4.4 Tree Planting Design Standards

More than any other streetscape component, plantings enliven our public spaces, define an identifiable pedestrian scale, and herald the changing seasons with natural vibrancy. Spring and summer flowers are typically followed with brilliant autumn foliage and ornamental winter fruit, bark, and seed pods. In addition to this seasonal succession of landscape interest, plantings may be used to buffer undesirable views, reduce detrimental effects of wind and noise, provide comfortable shade, lower energy consumption and reduce carbon dioxide levels through the photosynthesis process. When selecting new trees for street plantings or site plantings, it is not essential to replicate the species of existing trees within the same area. These tree planting design standards relate not only to the Village streetscape, but also apply to individual sites as well.



Suggested Gateway District parking lot lighting elements

Suggested DOD street lighting elements



Suggested DOD facade lighting elements



Existing streetscape in the Downtown DOD lacks street furniture to accommodate pedestrians.

## 2 SITE DESIGN STANDARDS



Example of how streetscape elements and site plantings can enhance an otherwise vast hardscape with little aesthetic character



Streetscape elements, plantings and ornamental fencing illustrated to show how they could apply to areas within each of the DOD's.

## 2 SITE DESIGN STANDARDS

2.4.4.1 Where there are existing street trees within the two DOD's, and as new developments occur and the existing streetscape is modified, seek to replace existing street trees with new and appropriate species. Some of the Village's street trees have been planted with poor species selection, while others have been destroyed by past adverse pruning practices.

2.4.4.2 Tree species which naturally produce large root systems near the surface and will damage pavements, as well as trees that can litter the pavement with excessive fruit, branches, and large leaves should be avoided.

2.4.4.3 Select trees with mature heights less than 30' where trees could potentially conflict with overhead utility lines or building overhangs.

2.4.4.4 To minimize conflicts of lower tree limbs with vehicular and pedestrian zones, bottom tree branches shall be at least nine (8) feet above adjacent sidewalk elevations and at least 12' above vehicular circulation areas.

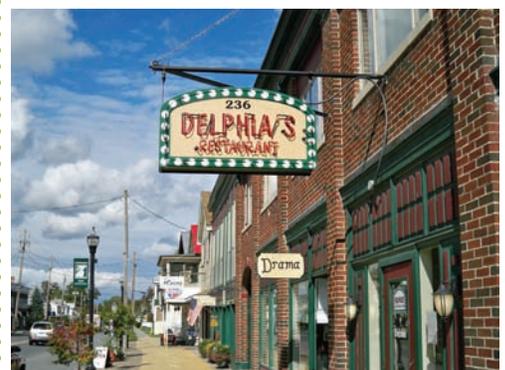
2.4.4.5 No tree planting shall be smaller than a 2" caliper size (the diameter of the trunk measured 4' above grade) at the time of tree installation.

2.4.4.6 Trees shall not be planted within the Clear Zone, within five (5) feet of driveways, below fire escape balconies, where blockage to building entrances presents safety concerns, or within five (5) feet of hydrants, manhole covers, or permanent streetscape furniture.

### 2.4.5 Signage Standards

Commercial signage within the two Design Overlay Districts shall be consistent with the Village of Chittenango's sign ordinance in addition to the Standards outlined in this section. The intent of these Standards is to provide a means of disseminating useful information to residents and visitors in a manner that is user-friendly, attractive, and compatible with the appearance of overall design theme of the site and Village.

2.4.5.1 All signage proposed in a site plan must bear a direct relationship to the overall design and character of



Good example of consistent signage design standards in the Downtown DOD that should be expanded and further enforced

## 2 SITE DESIGN STANDARDS

the associated building or plaza, and be compatible in size, scale, colors, and materials with the architectural style of the building(s).

2.4.5.2 All signs shall be constructed of high quality materials such as stone, brick, cast concrete, or similar materials. Bare metal or wood, painted plywood, or other non-durable materials shall be reviewed on a case by case basis for approval.

2.4.5.3 Signs shall be designed with permanent (non-changeable) graphics that are either backlit or illuminated by means of recessed light fixtures at the sign base. Back-lit sign letters fixed directly to the sign face are encouraged over other types of lettering. Flashing, LED, video, or message-board signs shall be reviewed on a case by case basis by the Village Planning Board and shall be consistent with the intent of these Standards and satisfy the requirements of Section 148-42 of the Village Zoning Code.

2.4.5.4 Specific to the Gateway DOD, monument signs are preferred for business identification whenever possible. Pole and pylon signs are discouraged. Where several tenants occupy the same site, such as the shopping plaza in the western Gateway DOD, individual wall mounted signs are appropriate in combination with a monument sign identifying the development. Monument signs shall be no taller than eight (8) feet and shall be integrated with landscaping around the base.

2.4.5.5 Monument signs within the Gateway DOD shall be designed to complement the architectural style of the buildings they serve and shall utilize high quality materials such as brick, stone, tile, cast concrete, or similar masonry materials.

2.4.5.6 Specific to the Downtown DOD, hanging signs or awning signs should be used to provide information for pedestrians.

2.4.5.7 Custom signs which are unique and creative are encouraged, provided that the style of the sign complements the style and design of the building it serves.



Inconsistent signage standards in the Gateway DOD

## 3 ARCHITECTURAL AND BUILDING DESIGN

### 3.0 ARCHITECTURAL AND BUILDING DESIGN

The intent of architectural and building design standards is to maintain and enhance the small community ambience and rural setting of the Village through incorporation of design features that promote architectural compatibility and comfortable amenities in building design; to help define the character of the streetscape by encouraging the greatest amount of visual interest along the ground level of buildings facing streets; and to help maintain and enhance the quality of the natural environment.

#### 3.1 General Provisions that Apply to the Downtown and Gateway DOD's.

- 3.1.1 Exterior Continuity:** General exterior building design and detail on all elevations visible from adjacent properties or a public right-of-way shall be complementary with regard to color, types of materials, architectural form, and detailing to achieve harmony and continuity of design.
- 3.1.2 Structural Elements:** Structural plans and specifications must invoke the small village, rural atmosphere of the Chittenango community through architectural scale, roof form, building details, and materials.
- 3.1.3 Secondary Facade Treatment:** All walls, rear and side facades visible from public streets or neighboring properties shall be designed with detailing the same as the principle facades of the building to maintain compatibility.
- 3.1.4 Design Elements:** Design elements and qualities that are to be incorporated into new construction include:
- Variety of surface textures (minimum of 2).
  - Wall articulation and relief.
  - Large windows at street level for commercial buildings that provide display areas and allow shoppers to see inside the store.
  - Roof overhangs proportional to the scale of the adjoining building wall; arcades.
  - Regular rhythm of windows.
  - Significant landscaping that complements the buildings.
  - A comprehensive sign program that is incorporated into the design of projects.



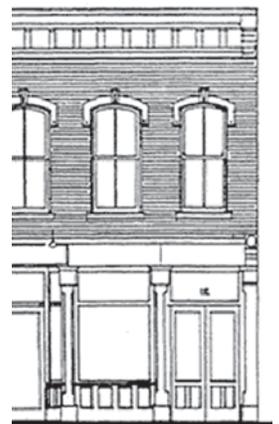
Visual harmony and continuity or architectural design.



Visual harmony and continuity or architectural design.

On-street Display windows

Rhythmic windows



## 3 ARCHITECTURAL AND BUILDING DESIGN

- h. Detailing such as tile accents, pop-outs or window trim.

### 3.1.5 Building Massing: Large buildings that convey a “box-like” appearance are generally not preferred as commercial buildings. Employ the following design techniques to help reduce the appearance of “big box” commercial buildings:

- a. Vary the plane of exterior walls in depth (recessed or depressed) or direction.
- b. Vary the height of the building so that the mass is broken into smaller distinct massing elements.
- c. Varying the roof line to break up the apparent mass of the building.
- d. Provide articulation to the various components of a building’s façade through the use of color, the arrangement of façade elements, or changes in materials.
- e. Incorporating reveals, recesses, projections, cornices, trim elements, and other architectural features to provide visual interest.
- f. Incorporate landscaping and architectural detailing at ground level to lessen the bulk of the building.
- g. Avoid long, blank walls at ground floor level. Windows, trellises, wall articulation, arcades, changes in material and other features help provide visual interest.

### 3.2 Form Massing and Orientation

An important component of the Village landscape is the architectural form and character of the buildings, the way they relate to spaces and streetscapes and their visual appearance. Most buildings in the two DOD’s, particularly the Downtown DOD, have a simple block-like massing with a primary façade facing the street and which contains the main entrance. Historically, streets in the commercial areas of the Village have been defined by buildings with little or no setback, with the exception of the Plaza in the western boundary of the Gateway DOD and some other properties within the eastern boundary of the Gateway DOD. In either district, typical building characteristics should include compatible massing, consistent setbacks, and a main entrance that opens to a



Varying heights while the overall design elements are complementary.



Incorporation of reveals, recesses, projections, cornices, and trim elements.



Alignment of setbacks and building orientation.

sidewalk as opposed to a vast parking lot or curb along the roadway.

### 3.2.1 Design Standards

3.2.1.1 Design new buildings to be consistent with that of existing desirable buildings, as outlined in 3.1, unless those adjacent buildings have been found to be architecturally incompatible with overall design intent of this document.

3.2.1.2 Match setbacks of adjacent buildings in the Gateway DOD. In the event adjacent buildings exhibit various setbacks, utilize judgment based upon other site design principles that can be met on the given project site.

3.2.1.3 Setbacks in the Downtown DOD should be located adjacent to the sidewalks along the road.

3.2.1.4 Building orientation or entrances should be facing the sidewalk or street. Do not orient buildings with a skewed alignment that does not face the primary street adjacent to the site.

## 3.3 Architectural Design

The objective of these Design Guidelines is to develop a unified character of building elements for the Village of Chittenango's primary commercial areas. They are intended to encourage a range of design which reflects a Village that has been constructed over a period of many years and one that is connected to its past. Changes to buildings or new construction should be designed with ties to historically significant buildings of Chittenango, and rehabilitation must reflect existing architectural style and detailing. New construction should be designed to relate to a pedestrian scale. At ground level, pedestrians should be able to establish a relationship to familiar objects (i.e., doors, windows, pavers, benches) of known size. These storefronts, designed at a human scale make people feel at ease within their surroundings even if this occurs subconsciously.

### 3.3.1 Design Standards

3.4.1.1 For all new buildings, and to reduce the

## 3 ARCHITECTURAL AND BUILDING DESIGN



Pedestrian and vehicular access to rear and shared parking facilities behind primary street facing buildings

## 3 ARCHITECTURAL AND BUILDING DESIGN

perception of scale and bulk, there should be at least three (3) of the following features along the facades visible from the public right-of-way and pedestrian routes:

- a. Upper story setback
- b. Building articulation with design elements such as
  - i. Repeating window patterns such that 30-40% of front facing walls are transparent.
  - ii. Including a porch, patio, deck, or covered entry
  - iii. Including a balcony or bay window
  - iv. Changes in roofline by alternating dormers, stepped roofs, gables or other roof elements
  - v. Changing materials or modules
- c. Provide a lighting fixture, trellis, trees or other landscape feature.
- d. Substantial landscaping or pedestrian oriented open spaces along the building façade.
- e. Avoid long or continuous wall planes over 20 feet. Buildings should exhibit more detail elements appropriate for close-range pedestrian viewing and activity.

### 3.4 Facades

The façade of a building typically references the portion of the building that faces the street. It normally contains the primary entrance to the building, is architecturally the most detailed, and encompasses a unique pattern of windows, bays, engaged columns, cornices and fenestration.

#### 3.4.1 Design Standards

3.4.1.1. For the Downtown DOD, the preservation of existing Village storefronts will help maintain a unique historic character for the downtown area. Facade elements should be preserved to create patterns along the business blocks which help retain the overall design integrity. Elements to be saved, rehabilitated, or recreated include:

- a. Kick plates as a base to building fronts.
- b. Recessed entrances or angled entrances on corners.



Continuity of overall design integrity within a district

## 3 ARCHITECTURAL AND BUILDING DESIGN

- c. First floor display windows.
- d. Transoms over entrance doors.
- e. Clerestory windows above display windows.
- f. Sign bands.
- g. Parapet walls with caps or cornices
- h. Vertical window patterns on upper floors with window sills.
- i. Pilasters and decorative brick or stone.

### 3.5 Building Height

Building heights within the primary commercial areas of the Village should be in keeping with existing two and three story buildings which form the core of the downtown area. Adjacent buildings should restore or recreate the historic alignment of architectural features, including overall heights and roofs using these lines to unify the street visually. Structures with similar geometry and ratios of width and height when repeated begin to tie individual structures into the whole. This contributes to the character of the area and establishes visual continuity. Building height is defined not only by overall dimension, but also by architectural features that reinforce alignments of the top and bottom of first floor display windows, sign bands, window sills on upper floors, parapet and cornice lines and the roof lines.

#### 3.5.1 Design Standards

3.5.1.1 Refer to Schedule II: Zoning Area, Yard and Coverage Requirements in Section 148-28 of the Village Code Book.

3.5.1.2 One story buildings within the Downtown DOD are strongly discouraged.

### 3.6 Awnings and Canopies

Awnings and canopies have been used historically to provide shade, to reduce glare off large first floor display windows, to provide shelter from inclement weather and to add interest and color within the streetscape. Awnings and canopies should be of a canvas or fabric material and should not be made of plastic or vinyl materials that present a glare or sheen. In many instances awnings can be used as business signs. For example, a first floor restaurant or professional office space could utilize a well crafted canvas awning to show the name and street number of the business either on the awning valance or on



Buildings in the Gateway District shall be of one and two story heights.



Appropriate use of awnings.

## 3 ARCHITECTURAL AND BUILDING DESIGN

the main sloped part of the awning depending on where viewing takes place. Awnings and canopies as non-permanent features to a building should not obscure, compete or damage important architectural details. These devices should be set with a proper clearance above the sidewalk and aligned with others on the block or adjacent commercial buildings. Awning/canopy color should be coordinated with the color scheme of the building and with others in their vicinity.

### 3.6.1 Design Standards

3.6.1.1 The size, scale and color of the awning should be compatible with the rest of the building and should be designed as an integral part of the building architecture and not an afterthought.

3.6.1.2 Adequate height clearance shall be no less than seven (7) feet above ground and no higher than one (1) foot below cap or sill of upper story windows.

3.6.1.3 Barrel or aluminum awnings are strongly discouraged.

3.6.1.4 Awnings and canopies should be constructed of high quality, substantial materials which must be durable and fade resistant and maintained in good condition and replaced periodically.

3.6.1.5 Canopies and awnings that span an entire commercial or office building are discouraged. The careful spacing of awnings that highlight certain features of a storefront or entryway are encouraged.

### 3.7 Materials and Architectural Detail

The selection of building materials and how they are used in architectural detailing may be the single most important design aspect of any structure. Buildings are the centerpiece of a property and are destination points. They define the design integrity and theme of the property, and special attention should be given to every single project that needs a building permit within the Village's primary commercial areas. Outlined below are design standards that focus on materials and detail that should be included in future building designs.



Material palette

## 3 ARCHITECTURAL AND BUILDING DESIGN

### 3.7.1 Design Standards

- 3.7.1.1 Use durable exterior materials: brick, concrete, wood and others deemed appropriate by the Planning Board while remaining consistent with the Village design intent.
- 3.7.1.2 There shall be no highly reflective or glossy exterior materials, particularly facing the street.
- 3.7.1.3 If sheet materials, such as composite fiber products or metal siding are used as a siding material over more than 25 percent of a building façade, materials with a matted finish in color should be used, including:
- a. Visible window and door trim painted or finished in a different but complementary color.
  - b. Corner and edge trim that covers exposed edges of the siding material.
- 3.7.1.4 Flat, non-decorative concrete blocks (concrete masonry units or “cinder blocks”) should be prohibited as a showing, exterior material.
- 3.7.1.5 The following materials, if used in locations visible to a public street or adjacent properties, shall not be used on building exteriors:
- a. Smoked or mirrored glass
  - b. Corrugated fiberglass
  - c. Synthetic materials with reflective surfaces, including galvanized steel and gloss vinyl siding.
- 3.7.1.6 All vents, gutters, downspouts, flashing, electrical conduits, and exterior appurtenances shall match or complement the color of the adjacent building surface.
- 3.7.1.7 Address numbers shall be a minimum of four (4) inches wide and a maximum of eight (8) inches in height and readable to the public from the street fronting the property.



Material palette

## 3 ARCHITECTURAL AND BUILDING DESIGN

### 3.8 Building and Mechanical Equipment Areas

Mechanical equipment shall be screened in a manner that is compatible with the architectural character of the building. Appropriate screening for rooftop equipment may include parapet walls or fabricated panels. In some cases, painting is sufficient to reduce the visibility of rooftop equipment. An appropriate setback from the dripline of the roof may be an acceptable method of screening mechanical equipment from public view. A review of screening or rooftop mechanical equipment can be made by using sight line studies and through site visits. Appropriate screening for mechanical equipment on the ground may include landscaping, fences, or auxiliary structures that are compatible with architectural elements and streetscapes.

#### 3.8.1 Design Standards

- 3.8.1.1 All rooftop mechanical and electrical equipment shall be completely screened from view from all public streets and adjacent property lines.
- 3.8.1.2 All screening walls/parapets shall be designed and constructed of materials compatible to that of the primary structure and shall be incorporated into the design of the structure.
- 3.8.1.3 Metal screening walls are discouraged.
- 3.8.1.4 Appurtenances such as heating and air conditioning equipment, and coolers shall be screened entirely from public view and shall be designed and finished to match adjacent building materials.
- 3.8.1.5 In addition to design elements, landscape materials shall be incorporated to provide additional screening or softening of equipment areas.
- 3.8.1.6 Refuse, recycling and storage areas shall be located to the rear or side of the property and away from adjacent streets and residential property.
- 3.8.1.7 Service and loading areas shall be located to the rear or sides of buildings away from adjacent streets.
- 3.8.1.8 Screen plumbing vents, heating, ventilation or



Example of appropriate mechanical equipment placement to rear of building. However, it does not display adequate screening measures to shield from adjacent properties



Appropriate outdoor equipment screening measures

air conditioning equipment, and other building equipment from public view, whenever feasible.

### 3.9 Colors

Like many other architectural design components, building colors should be complimentary with adjacent buildings as well as natural and topographic features in the vicinity. Colors that emphasize earth tones typical of some of the more architecturally sound or significant structures in the Village are encouraged. Bright colors should be minimized or used for minor architectural accents rather than on major portions of the buildings.

## 3 ARCHITECTURAL AND BUILDING DESIGN

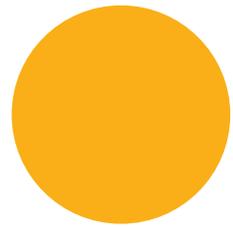
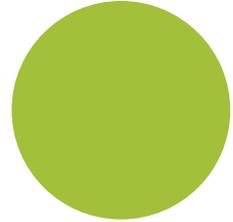


Suggested Color palette for primary Architectural Building Elements

# **APPENDIX A**

## **Site and Architectural Design Standards**

### **Downtown Design Overlay District**



**Downtown Design Overlay District**  
site design graphic standards

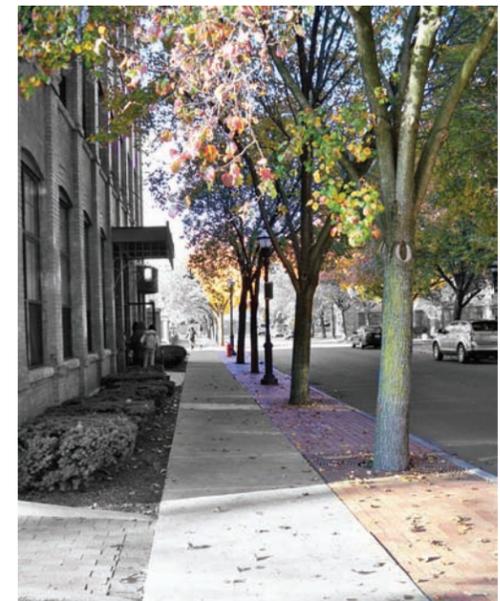
**SITE DESIGN  
STANDARDS**



2.3 Landscape design



2.4 Streetscape



2.1 Building placement and orientation

2.2 Parking, circulation, and pedestrian amenities

## 2.1 BUILDING PLACEMENT AND ORIENTATION

### 2.1.1 Site Layout

- Oriented towards the primary street frontage and public paths and walkways
- Maintain continuity between developments by relating to street frontage
- Provide pedestrian access visually and functionally
- Building setbacks should be treated as pedestrian-oriented spaces and landscaped

## 2.2 PARKING, CIRCULATION, AND PEDESTRIAN AMENITIES

### 2.2.1 On-Street Parking

- ADA compliant
- Minimal curb cuts

### 2.2.2 Off-Street Parking

- ADA compliant
- Located to the rear or side of the structure
- Screened from public view with landscaping and buffering
- Adjacent developments are to link parking areas
- Pedestrian travels ways shall be differentiated with materiality
- Clearly defined pedestrian connector paths

### 2.2.3 Pedestrian Accommodation

- Pedestrian walkways shall be a minimum of five (5) foot width of clear, unobstructed paths

## 2.3 LANDSCAPE DESIGN

### 2.3.1 Fencing Screening and Buffering

- Parking lots will not overwhelm the appearance of a site
- Incorporate landscaping for all areas not used for vehicle storage, access, or circulation
- Parking lots densely screened from public view and landscaped
- Clearly defined vehicular and pedestrian entrances
- Fencing shall not exceed a six foot height and must be 75% transparent
- Walls and raised planters shall not exceed a three foot height
- Landscape planting strips shall be a minimum of five feet

### 2.3.2 Foundation Planting

- A planting area between building wall and parking lot is required
- Shall be a sloping graded planting area or masonry retaining wall enclosed planing

### 2.3.3 Parking Lots

- Landscaping shall be provided on both the interior and at the perimeter of the parking lot

# SITE DESIGN STANDARDS

## 2.4 STREETScape

### 2.4.1 Sidewalks and Pathways

- Materials shall be concrete, concrete pavers, or brick
- Maintain finish materials through driveways, alleyways, and curb ramps
- Utilize yellow stamped concrete pavers materials where applicable

### 2.4.2 Street Furnishing / Zones

- Utilize the street furniture zone
- Included benches, pedestrian-scale lighting, ornamental bollards, trash receptacles, bike racks, mail boxes, and news paper boxes
- Provide consistent design elements
- Moveable furniture may be used for plazas and shall reflect the overall design
- Provide perimeter railings for outdoor seating

### 2.4.3 Lighting

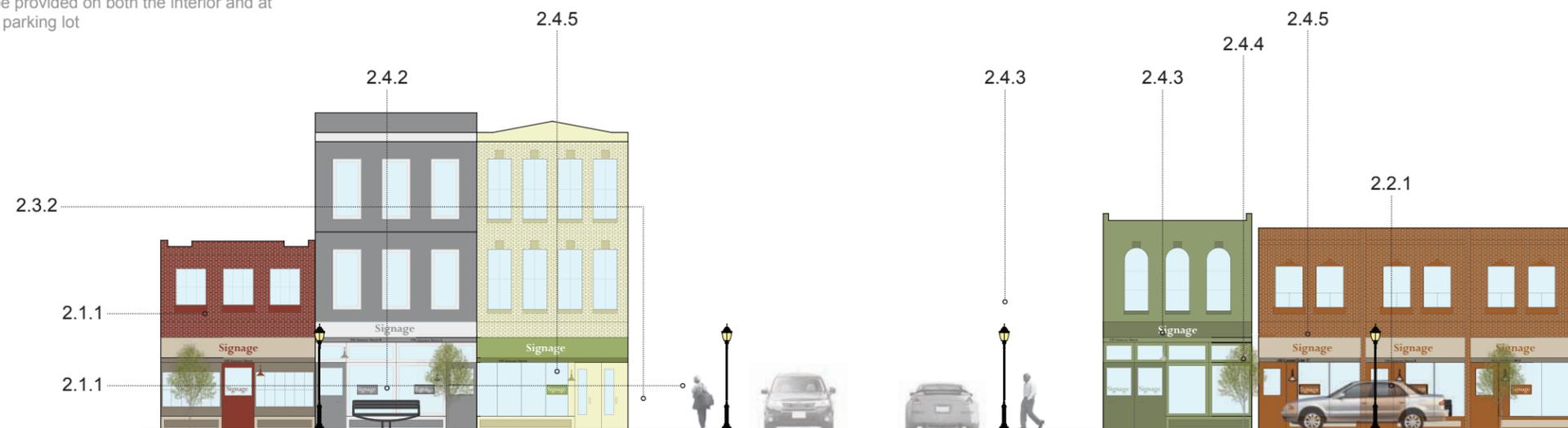
- Coordinate new fixtures with adjacent street lighting
- Provide lighting at a pedestrian scale
- Lighting shall adequately illuminate sidewalks, alleys, and streets
- Street Lighting Fixtures shall maintain a height of 14'-16'
- Provide low-level outdoor lighting at plaza walls, stair side-walls and/or risers, and seat-walls
- Illuminate changes in elevation

### 2.4.4 Tree Plantings

- Do not implement tree species which naturally produce large root systems near the surface of the ground
- Do not use tree species that can litter the pavement with excessive fruit, branches, or leaves
- Trees shall be less than 30' at their mature height
- Lower tree branches shall be higher than 9'
- No planting shall have a caliper size of less than 2"
- Plant within the clear zone

### 2.4.5 Signage

- All signs must be directly related to the overall building design (size, scale, color, and materials)
- Use high quality materials with permanent graphics
- Illuminate signs
- Use hanging or awning signs



3.2 Form massing and Orientation

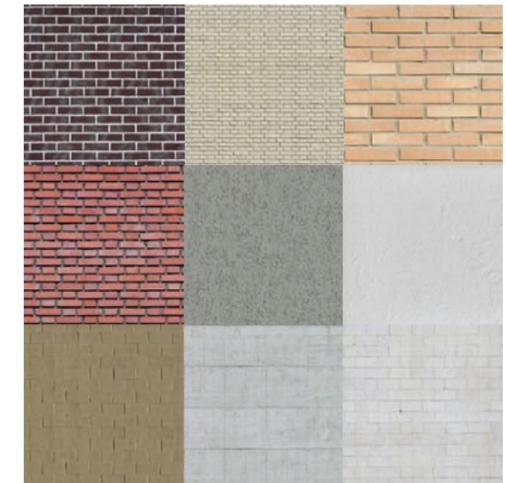


3.3 Architectural Design

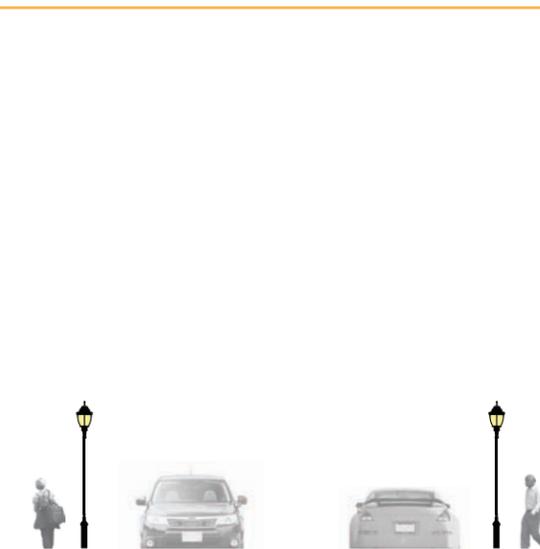


**ARCHITECTURAL AND BUILDING DESIGN STANDARDS**

3.7 Materials and architectural detail



3.8 Building and mechanical equipment



3.4 Facades



3.5 Building height



3.6 Awnings and canopies

### 3.2 FORM MASSING & ORIENTATION

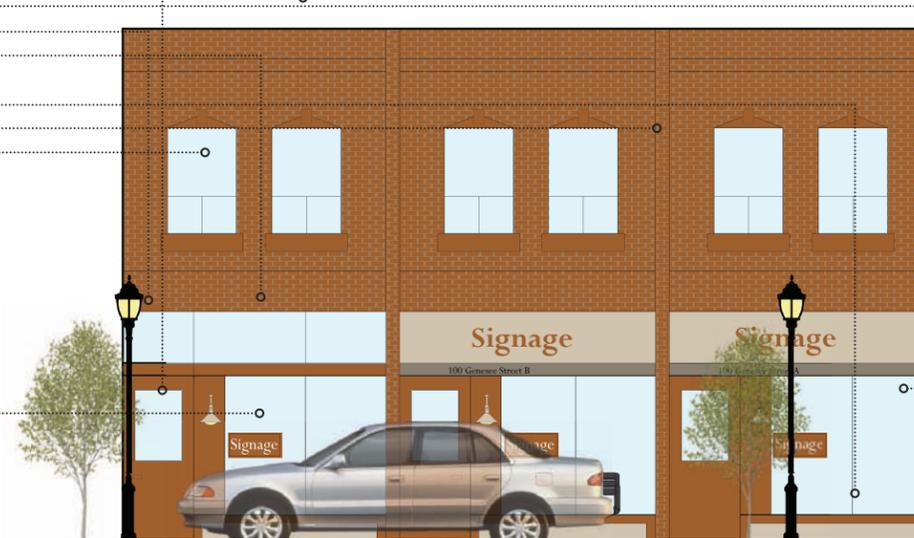
- New building design to match existing adjacent buildings
- Match setbacks of existing adjacent buildings
- Orient entrances to sidewalk and street

### 3.3 ARCHITECTURAL DESIGN

- Develop unified character of building elements
- Include at least 3 of the following features:
  - Upper story setback
  - Building articulation with:
    - Repeating window pattern (30-40% of walls are transparent)
    - Include a porch, patio, deck, or covered entry
    - Include a balcony and bay window
    - A change in roof line by alternating dormers, stepped roofs, gables or other roof elements
    - A change in materials or modules
  - Provide a lighting fixture, trellis, trees or other landscape feature
  - Substantial landscaping or pedestrian space along facade
  - Avoid continuous wall planes that are over 20'

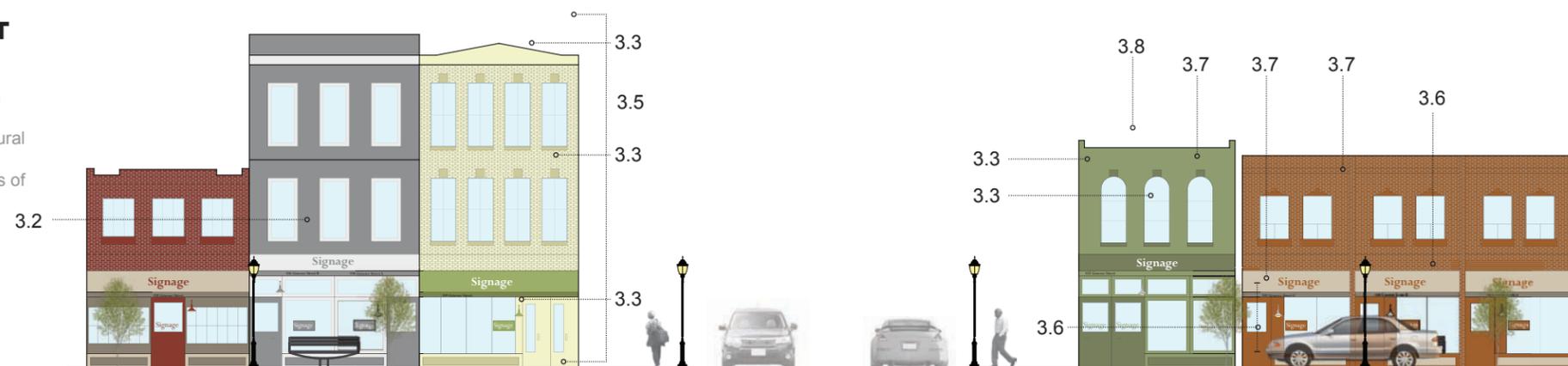
### 3.4 FACADES

- Preserve the over all design integrity
- Include:
  - Parapet walls with caps or cornices
  - Recessed entrances or angled entrances on corners
  - First floor display windows
  - Transoms over entrance doors
  - Clerestory windows above display windows
  - Sign bands
  - Kick plates as a base to building fronts
  - Pilasters and decorative brick or stone
  - Vertical window patterns on upper floors with window sills



### 3.5 BUILDING HEIGHT

- Two and three story downtown buildings
- Alignment of existing architectural features
- Consistent geometry and ratios of width and height



## ARCHITECTURAL AND BUILDING DESIGN STANDARDS

### 3.6 AWNINGS AND CANOPIES

- Consistent with overall design
- Canvas material
- May be a substitute for a business sign
- 7' above the sidewalk
- Should be high quality and fade resistant
- Must be a non-permanent feature and cannot disturb architectural details



### 3.7 MATERIALS AND ARCHITECTURAL DETAIL

- Durable exterior materials
- No highly reflective materials
- Exterior appurtenances to match surrounding colors
- Address numbers between 4" and 8" in height
- Visible window, door, and corner trim painted in a complimentary color



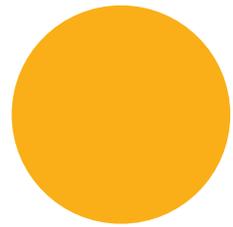
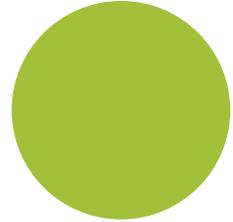
### 3.8 BUILDING AND MECHANICAL EQUIPMENT

- Rooftop equipment to be screened with a parapet or painted to match building
- Ground equipment to be screened by landscaping, fences, or structures to match building
- Screened in a manner that is compatible with the architectural character
- Incorporate landscape features for screening
- Locate refuse, recycling, and loading areas to the rear of the building

# **APPENDIX B**

## **Site and Architectural Design Standards**

### **Gateway Design Overlay District**



**Gateway Design Overlay District**  
site design graphic standards

**SITE DESIGN STANDARDS**



2.3 Landscape design



2.4 Streetscape



2.1 Building placement and orientation



2.2 Parking, circulation, and pedestrian amenities

## 2.1 BUILDING PLACEMENT AND ORIENTATION

### 2.1.1 Site Layout

- Provide functional outdoor and greenbelt spaces
- Oriented towards the primary street frontage and public paths and walkways
- Maintain continuity between developments by relating to street frontage
- Provide pedestrian access visually and functionally
- Building setbacks should be treated as pedestrian-oriented spaces and landscaped
- Provide visible storefronts to vehicular traffic on route 5

## 2.2 PARKING, CIRCULATION, AND PEDESTRIAN AMENITIES

### 2.2.1 On-Street Parking

- ADA compliant
- Minimal curb cuts

### 2.2.2 Off-Street Parking

- ADA compliant
- Screened from public view with landscaping and buffering
- Adjacent developments are to link parking areas
- Pedestrian travels ways shall be differentiated with materiality
- Clearly defined pedestrian connector paths

### 2.2.3 Pedestrian Accommodation

- Pedestrian walkways shall be a minimum of five (5) foot width of clear, unobstructed paths

## 2.3 LANDSCAPE DESIGN

### 2.3.1 Fencing Screening and Buffering

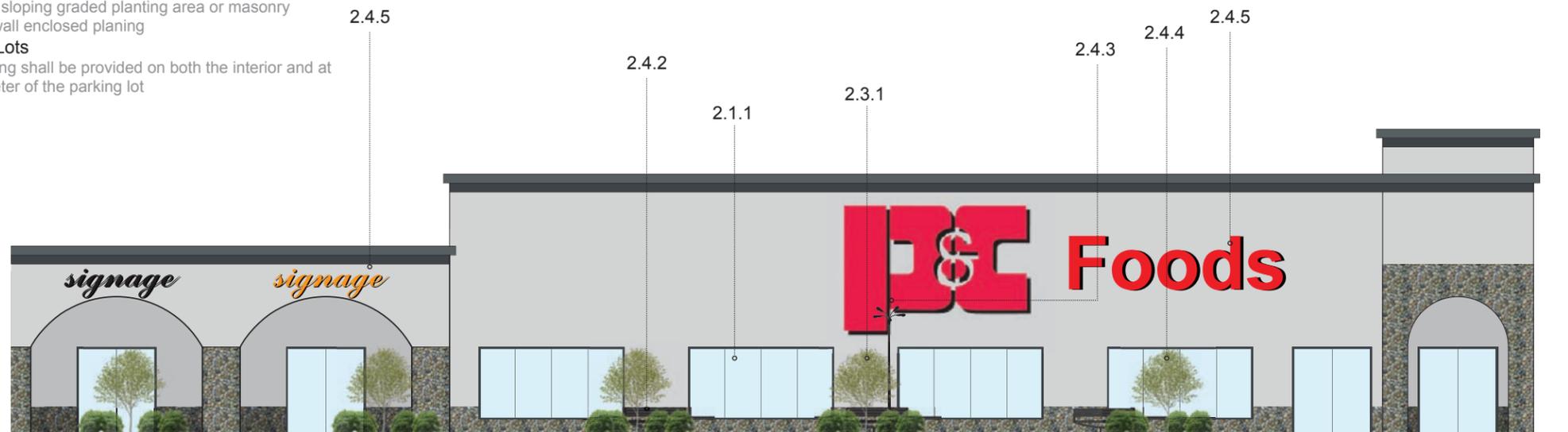
- Parking lots will not overwhelm the appearance of a site
- Incorporate landscaping for all areas not used for vehicle storage, access, or circulation
- Parking lots densely screened from public view and landscaped
- Clearly defined vehicular and pedestrian entrances
- Fencing shall not exceed a six foot height and must be 75% transparent
- Walls and raised planters shall not exceed a three foot height
- Landscape planting strips shall be a minimum of five feet

### 2.3.2 Foundation Planting

- A planting area between building wall and parking lot is required
- Shall be a sloping graded planting area or masonry retaining wall enclosed planing

### 2.3.3 Parking Lots

- Landscaping shall be provided on both the interior and at the perimeter of the parking lot



## SITE DESIGN STANDARDS

### 2.4 STREETScape

#### 2.4.1 Sidewalks and Pathways

- Materials shall be concrete, concrete pavers, or brick
- Maintain finish materials through driveways, alleysways, and curb ramps

#### 2.4.2 Street Furnishing / Zones

- Utilize the street furniture zone
- Included benches, pedestrian-scale lighting, ornamental bollards, trash receptacles, bike racks, mail boxes, and news paper boxes
- Provide consistent design elements
- Moveable furniture may be used for plazas and shall reflect the overall design intent

#### 2.4.3 Lighting

- Coordinate new fixtures with adjacent street lighting
- Provide lighting at a pedestrian scale
- Lighting shall adequately illuminate sidewalks, alleys, and streets
- Street Lighting Fixtures shall maintain a height of 14'-16'
- Provide low-level outdoor lighting at plaza walls, stair side-walls and/or risers, and seat-walls
- Illuminate changes in elevation

#### 2.4.4 Tree Plantings

- Do not implement tree species which naturally produce large root systems near the surface of the ground
- Do not use tree species that can litter the pavement with excessive fruit, branches, or leaves
- Lower tree branches shall be higher than 9'
- No planting shall have a caliper size of less than 2"
- Plant within the clear zone

#### 2.4.5 Signage

- All signs must be directly related to the overall building design (size, scale, color, and materials)
- Use high quality materials with permanent graphics
- Illuminate signs
- Use monument signs which compliment the buildings

3.2 Form massing and Orientation



3.3 Architectural Design



ARCHITECTURAL AND BUILDING DESIGN STANDARDS



3.7 Materials and architectural detail



Gateway Design District architectural and building design graphic standards



3.4 Facades



3.5 Building Height

3.8 Building and mechanical equipment



### 3.2 FORM MASSING & ORIENTATION

- New building design to match existing adjacent buildings
- Match setbacks of existing adjacent buildings
- Orient entrances to sidewalk and street

### 3.3 ARCHITECTURAL DESIGN

- Develop unified character of building elements
- Include at least 3 of the following features:
  - Upper story setback providing covered walkway
  - Building articulation with:
    - Repeating window pattern (30-40% of walls are transparent)
    - A change in roof line by stepped roofs, gables or other roof elements
    - A change in materials or modules
  - Provide a lighting fixture, trellis, trees or other landscape feature
  - Substantial landscaping or pedestrian space along facade
  - Avoid continuous wall planes that are over 20'

### 3.4 FACADES

- Preserve the overall design integrity
- Include:
  - Complementary material as a base to building fronts
  - Recessed entrances or angled entrances on corners
  - First floor display windows
  - Signage zone
  - Parapet walls with caps or cornices
  - Pilasters and decorative brick or stone
  - Utilize colors that closely resemble the palette below



### 3.5 BUILDING HEIGHT

- One and two story buildings
- Alignment of existing architectural features
- Consistent geometry and ratios of width and height



## ARCHITECTURAL AND BUILDING DESIGN STANDARDS

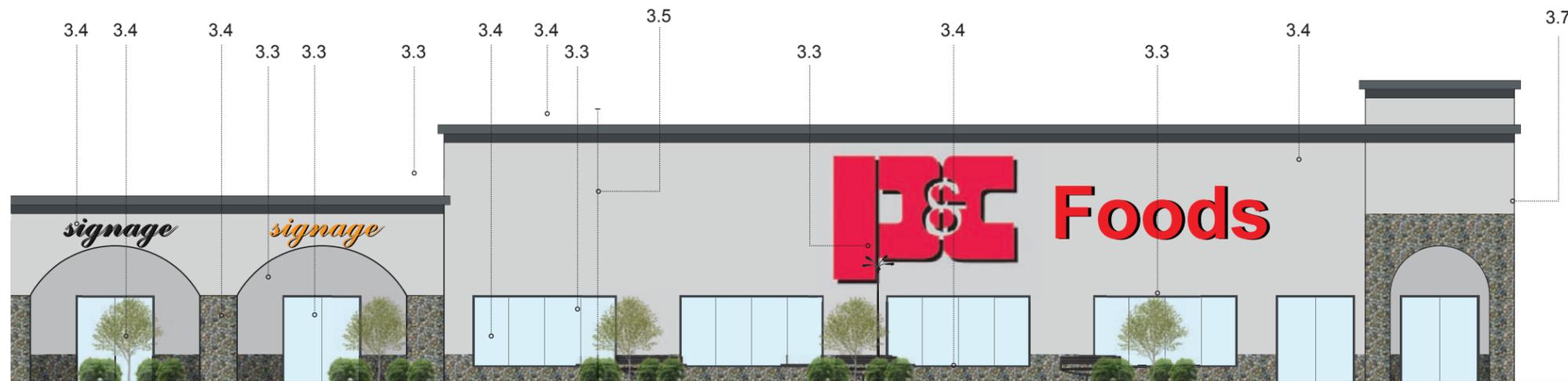
### 3.7 MATERIALS AND ARCHITECTURAL DETAIL

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- Address numbers between 4" and 8" in height
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### 3.8 BUILDING AND MECHANICAL EQUIPMENT

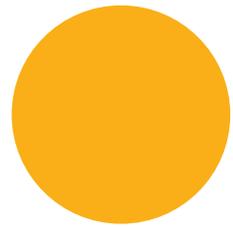
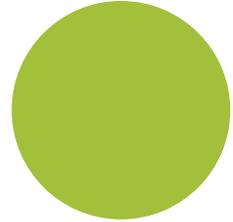
- Rooftop equipment to be screened with a parapet or painted to match building
- Ground equipment to be screened by landscaping, fences, or structures to match building
- Screened in a manner that is compatible with the architectural character
- Incorporate landscape features for screening
- Locate refuse, recycling, and loading areas to the rear of the building



# APPENDIX C

## Site and Architectural Design Standards

### Design Resources



### Suggested Chittenango Street and Green Space Trees

**NOTE: Only Low Growing trees should be planted under electric distribution lines.**

<i>Acer saccharum</i> – Sugar Maple	Park Planting
<i>Acer freemanii</i>	Street or Park
<i>Acer campestre</i> - Hedge Maple	Low Growing
<i>Acer ginnala</i> – Amur Maple	Low Growing
<i>Amelanchier canadensis</i> (tree form) - Serviceberry	Low Growing
<i>Carpinus caroliniana</i> – American Hornbeam	Medium Growing, Street or Park
<i>Cercis canadensis</i> – Redbud	Low Growing
<i>Celtis occidentalis</i> – Hackberry	Street or Park
<i>Cladrestis kentukea</i> – Yellowwood	Street or Park
<i>Crataegus crusgalli</i> ‘inermis’ (tree form) – Thornless Hawthorne	Low Growing
<i>Ginkgo biloba</i> (male only) – Ginkgo	Street or Park
<i>Gymnocladus dioicus</i> - Kentucky Coffee Tree	Street or Park
<i>Koelreuteria paniculata</i> – Goldenrain Tree	Medium Growing, Street or Park
<i>Malus</i> ‘Sugar Tyme’ – Sugar Tyme Crabapple	Low Growing
<i>Malus</i> ‘Centurion’ – Centurion Crabapple	Low Growing
<i>Ostrya virginiana</i> – Hophornbeam	Street of Park
<i>Platanus x acerfolia</i> – London Plane	Street or Park
<i>Prunus</i> ‘Accolade’ – Accolade Cherry	Low Growing
<i>Prunus virginiana</i> ‘Shubert’ – Canada Red Cherry	Low Growing
<i>Pyrus calleryana</i> ‘Aristocrat’ – Aristocrat Pear	Medium Growing Street or Park
<i>Quercus bicolor</i> – Swamp White Oak	Large Tree Lawn or Park Planting
<i>Quercus macrocarpa</i> – Burr Oak	Large Tree Lawn or Park Planting
<i>Quercus rubra</i> – Red Oak	Large Tree Lawn or Park Planting
<i>Robinia pseudacacia</i> – Black Locust	Street or Park
<i>Syringa reticulata</i> ‘Ivory Silk’ - Ivory Silk Tree Lilac	Low Growing
<i>Syringa reticulata</i> ‘Summer Snow’ – Summer Snow Tree Lilac	Low Growing
<i>Tilia cordata</i> ‘Greenspire’ – Little Leaf Linden	Street or Park
<i>Ulmus</i> x ‘Homestead’ – Homestead Elm	Street or Park
<i>Zelcova serrata</i> ‘Green Village’ – Zelcova	Street of Park

**Evergreens**

*Abies concolor* - Concolor Fir

*Pseudotsuga menziesii* - Douglas Fir

*Pinus nigra* – Austrian Pine

*Picea pungens* – Blue Spruce

Park only

Park only

Park only

Park only

