

**Zoning Review Working Group
Meeting Notes**

January 9, 2019

Working Group Attendees: Brian Kulpa – Chair, Brian Andrzejewski, Jacqueline Berger, Doug Gesel, Kelly Dixon, Dal Giuliani, Dan Howard, Ellen Kost, Scott Marshall, Dave Mingoia, John Radens, Mark Rountree, Alissa Shields, Dan Ulatowski

Absent: Mark Berke

Staff Present: Kim Amplement, Amy Carrato

The meeting began at 6:33 pm.

Brian Kulpa stated that the Working Group will continue to review the Village Mixed-Use District Code/Design Standards to determine the provisions appropriate for the Traditional Low-Scale Node 2.5 District. He commented that he thought the Working Group did well with this process and was happy that the Group made a lot of decisions at their last meeting.

The Working Group started on Page 26 of the Village Code and went through each provision up until Page 33. The table on the following pages displays the results and decisions that were made by the Working Group for this particular district (T-LSN-2.5). Specifically, the changes/decisions that were made at the December 12, 2018 meeting begin with the “112-16D(5) Other Parking Considerations” section.

Brian Kulpa asked the Working Group for any comments on or changes to the December 12, 2018 meeting notes. No comments or changes were suggested. Brian Kulpa motioned to approve the minutes, Brian Andrzejewski seconded. The meeting notes from December 12, 2018 were approved.

Public Comment:

Don Smith, N. Long St. – Concerns about public participation.

The meeting was adjourned at 9:18 p.m.

Provisions for Traditional Districts

| DRAFT TRADITIONAL DISTRICTS | | | | | | |
|--|---|---------|-----------|-----------|---------|---------|
| PROVISIONS FROM VILLAGE CODE | T-LSN-2.5 | T-MSN-3 | T-MSN-3.5 | T-COR-2.5 | T-COR-3 | T-CTR-5 |
| 112-16B(2) Building Orientation and Setback | | | | | | |
| (a) Buildings located on a primary street shall be oriented such that the façade facing the street be substantially parallel to said streets. | <ul style="list-style-type: none"> ● Building parallel to street ● Define "primary street" | | | | | |
| (b) At least 75 percent of a building's primary façades, measured in linear feet of distance parallel to the right-of-way, shall meet the required setback distance. | <ul style="list-style-type: none"> ● 75% building meets setback | | | | | |
| (c) Buildings on a primary street shall have a front setback within a range of 0 feet and 10 feet from the right-of-way line. The Planning/Architectural Review Board may allow an additional 10-foot setback to permit the construction of special use amenities such as outdoor seating/patios, greenspace, and other public realm amenities , or the construction of building overhangs. | <ul style="list-style-type: none"> ● 0 - 10 ft. front setback ● Additional 10 ft. allowed for outdoor seating/patios, greenspace & other public realm amenities | | | | | |
| (d) In no instance shall the front plane of any principal structure on a primary street, not including overhangs, be greater than 20 feet from the right of way line. | <ul style="list-style-type: none"> ● Front plane of building no more than 20 ft. from ROW | | | | | |
| (e) Buildings on streets other than a primary street shall have a maximum setback of 20 feet from the right of way line, or the average setback of existing principal structures on adjacent parcels within 200 feet, whichever is lesser . The Planning/Architectural Review Board may allow an additional 10-foot setback to permit the construction of special use amenities such as outdoor seating/patios, greenspace, and other public realm amenities , or the construction of building overhangs. | <ul style="list-style-type: none"> ● Max 20 ft. setback on non-primary streets or average of adjacent parcels within 200 ft. or lesser (should not be lesser?) | | | | | |
| (f) Buildings fronting on two or more streets shall be determined to have an equal number of primary façades unless said street is classified as an alleyway. | <ul style="list-style-type: none"> ● Buildings fronting 2 or more streets have equal # of primary façades (except on alleys) | | | | | |
| (g) Buildings on corner lots shall be setback from each street the minimum distance practical to afford adequate sight distances for motorists and pedestrians as determined by highway standards. | <ul style="list-style-type: none"> ● Corner lots will have adequate setbacks for "clear vision triangle" ● Utilize existing Town provisions? | | | | | |
| (h) Side yards with parking and driveways shall not be more than 43 feet of total width. | <ul style="list-style-type: none"> ● Max 43 ft. wide side yard for parking & driveways | | | | | |
| (i) Lots without driveways shall have a maximum side setback of 20 feet of combined width for both side yards. Side yard setbacks are encouraged to be zero feet where permitted by NYS Building Code. | <ul style="list-style-type: none"> ● Max side setback of 20 ft. (combined width for both side yards) for lots without driveways | | | | | |
| (j) No principal building shall be placed within 30 feet of any residential district boundary. | <ul style="list-style-type: none"> ● Not feasible? Already have provisions in "transitions" section from Code Studio? | | | | | |

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| PROVISIONS FROM VILLAGE CODE | T-LSN-2.5 | T-MSN-3 | T-MSN-3.5 | T-COR-2.5 | T-COR-3 | T-CTR-5 |
| (k) Accessory structures shall not be greater than 18 feet in height and shall be set back from any property line abutting a residential district boundary a distance at least equal to the height of the accessory structure. | <ul style="list-style-type: none"> • 18 ft. max height for accessory structures • Set back from a residential district is equal to height of accessory structure or more | | | | | |
| 112-16B(3) Lots With Multiple Buildings | | | | | | |
| (a) Lots with multiple buildings shall include pedestrian connections between adjacent uses, structures & parking areas. | <ul style="list-style-type: none"> • Ped connections/sidewalks between all uses, structures, and parking | | | | | |
| (b) Multiple buildings shall create a well organized, accessible and functional site. The layout should create a unique sense of place without large parking lots devoid of landscaping or pedestrian accommodations. | <ul style="list-style-type: none"> • Buildings to be organized and create a sense of place • Parking rooms with landscape islands and ped amenities required | | | | | |
| (c) Common or shared parking facilities and access shall be required to the extent practical or feasible, as determined by the Planning/Architectural Review Board, to decrease the amount of impervious surface, increase open space and reduce curb cuts onto primary streets. | <ul style="list-style-type: none"> • Common/shared parking and access required as feasible • Need to determine standards? • How does this work with Unified Dev. in existing code? | | | | | |
| 112-16B(4) Building Entry | | | | | | |
| (a) For buildings with frontage on a primary street, a primary entrance shall face that street. A side or rear entry shall also be permitted depending on the site layout. | <ul style="list-style-type: none"> • A primary entrance facing a primary street is required • A side or rear entry is also permitted | | | | | |
| (b) The placement of building entrances shall be of a similar rhythm and spacing to existing structures on the same street. | <ul style="list-style-type: none"> • Entrances shall be of a similar rhythm and spacing to existing structures on the same street | | | | | |
| (c) Buildings fronting on streets other than a primary street shall have a primary entrance located facing such street. | <ul style="list-style-type: none"> • Buildings fronting on a non-primary street shall have a primary entrance located facing such street | | | | | |
| (d) Buildings fronting on a primary street and an intersecting street shall have a primary entry on that primary street or at the corner facing the intersecting streets. | <ul style="list-style-type: none"> • Buildings on a corner will have a primary entry on the primary street or on the corner of the 2 streets | | | | | |
| (e) Primary entries shall receive design considerations, details, and treatments consistent with primary facades. | <ul style="list-style-type: none"> • Primary entries shall be treated consistently with primary facades | | | | | |
| (f) Primary entrances shall be prominently designed and constructed to provide visual cues to pedestrians independent of site or building signage. | REDUNDANT / DO NOT NEED | | | | | |
| 112-16B(5) Sidewalks | | | | | | |
| (a) Sidewalks shall have a minimum width of 5 feet, 6 feet for communicating sidewalks, or wider at the discretion of the Planning Board. | <ul style="list-style-type: none"> • Sidewalk width 5 ft. minimum • Sidewalk width 6 ft. minimum for communicating sidewalks | | | | | |

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| (b) Sidewalks shall be constructed to provide access from all principal building entrances to the sidewalk system and parking areas. | <ul style="list-style-type: none"> • Sidewalks from all building entrances to other sidewalks and parking areas required • What about sidewalks to residential/sub-surface egress? | | | | | |
| (c) All sidewalks adjacent to streets, driveways and parking lots shall be curbed to separate pedestrians and vehicles. | <ul style="list-style-type: none"> • All sidewalks required to be curbed | | | | | |
| (d) As necessary, sidewalks shall traverse parking lot medians, end islands and between buildings to permit safe and efficient pedestrian travel. | <ul style="list-style-type: none"> • Sidewalks in parking medians, islands, and between buildings as necessary | | | | | |
| (e) Sidewalks abutting a public street shall be constructed of poured concrete. Other sidewalks may be constructed of poured concrete, brick, or concrete pavers. Asphalt walkways are not permitted. | <ul style="list-style-type: none"> • Sidewalks to be either concrete, brick, or concrete pavers • Asphalt walkways not permitted | | | | | |
| (f) An application subject to review under these Design Standards and approved hereunder need not obtain a separate sidewalk construction permit. | DO NOT NEED | | | | | |
| 112-16B(6) Pedestrian and Vehicular Circulation | | | | | | |
| (a) Pedestrian and vehicular circulation patterns shall be designed to minimize potential conflicts between vehicles and pedestrians and to provide enhanced separation. | <ul style="list-style-type: none"> • Design circulation patterns to separate vehicular and pedestrian movements | | | | | |
| (b) Safe, convenient and efficient pedestrian circulation patterns shall be provided between structures in a multiple structure development (see § 112-16B(3) and Figure 14). | <ul style="list-style-type: none"> • Pedestrian connections provided between multiple structures | | | | | |
| (c) Parking and vehicle circulation patterns shall be designed to reduce speeds and increase pedestrian safety, efficiency and convenience. | <ul style="list-style-type: none"> • Design circulation patterns to reduce speed and enhance pedestrian movements | | | | | |
| 112-16B(7) Drive-In Service Facilities | | | | | | |
| (a) The operation of a Drive-In Service Facility on any portion of a property is prohibited. | <ul style="list-style-type: none"> • Drive-thrus not allowed | | | | | |
| (b) A Drive-In Service Facility existing and operating at the time of the enactment of this amendment may continue to operate as a nonconforming use subject to Section 112-10 of this Chapter and Chapter 73-3H. | <ul style="list-style-type: none"> • Existing drive-thrus may continue to operate • Any other standards we want to include? | | | | | |
| 112-16B(8) Driveways and Access | | | | | | |
| (a) Shared entrances and exits shall be provided where determined appropriate and feasible by the Planning/ Architectural Review Board. | <ul style="list-style-type: none"> • Shared entrances/exits should be provided when feasible | | | | | |
| (b) Absent a showing by the applicant of impracticality, the provision for cross access among adjacent properties shall be required to internalize traffic and reduce turning movements directly onto any street. | <ul style="list-style-type: none"> • Cross-access among adjacent properties is required unless proven infeasible | | | | | |
| (c) New construction or improvements shall plan for, accommodate, and/or reserve land for future connections with adjacent properties to facilitate cross access. | <ul style="list-style-type: none"> • Land must be reserved for future connections with adjacent properties for cross access | | | | | |

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| PROVISIONS FROM VILLAGE CODE | T-LSN-2.5 | T-MSN-3 | T-MSN-3.5 | T-COR-2.5 | T-COR-3 | T-CTR-5 |
| (d) Driveways outside the public right-of-way shall be no more than 24 feet in width. | <ul style="list-style-type: none"> • 24 ft. max driveway width | | | | | |
| (e) A designated 5-foot wide curbed sidewalk shall be provided between the edge of entry drives and the principal building. | <ul style="list-style-type: none"> • 5 ft. wide sidewalk to be provided between driveways and buildings | | | | | |
| (f) Driveways shall be set back from the side lot line a distance of 5 feet, and from principal buildings a distance of no less than 5 feet, or as required for safe sight distances. Shared drives are not required to provide the 5-foot side yard setback. | <ul style="list-style-type: none"> • Driveways to have 5 ft. or greater setback from side yard and principal building(s) • Shared drives not required to have 5 ft. side yard setback | | | | | |
| 112-16C(2) Loading, Service, Maintenance & Refuse Facilities | | | | | | |
| (a) Loading docks, bays, and staging and service areas shall be located to the rear of the structure. Side loading areas may be approved at the discretion of the Planning/ Architectural Review Board with approved screening. | <ul style="list-style-type: none"> • Loading docks, bays, and staging and service areas located to the rear | | | | | |
| (b) When the rear of a structure abuts a street or residential zone, loading areas shall receive appropriate screening. | <ul style="list-style-type: none"> • Loading areas receive appropriate screening from a street or residential district | | | | | |
| (c) Vehicle maintenance and service bays shall not be located facing a street and shall be screened from view | REDUNDANT / DO NOT NEED | | | | | |
| (d) The staging, storage and parking of vehicles, equipment, or materials as part of a commercial enterprise such as, but not limited to, vehicle/equipment rentals, automotive repair and construction, shall not occur in front yards and shall be screened from view from all streets and surrounding properties. | <ul style="list-style-type: none"> • Staging, storage, maintenance, and parking of vehicles, equipment, or materials not allowed in front yards and is screened from streets and surrounding properties | | | | | |
| (e) The storage and/or staging of refuse shall take place in the rear yard and shall be buffered or screened from view from parking facilities, adjacent properties and all streets. | <ul style="list-style-type: none"> • Dumpsters only allowed in rear yard and shall be screened from streets and adjacent properties | | | | | |
| (f) All refuse appurtenances, equipment and containers shall be located within a four-sided enclosure constructed of the same or complementary materials found in the principal structure. Such enclosure shall be constructed to a height not less than one foot above the height of all elements within the enclosure. | <ul style="list-style-type: none"> • Dumpsters are in enclosure constructed of similar materials to principal structure • Dumpster height is 1 ft. above all elements stored inside | | | | | |
| (g) Gate access to the enclosure shall be located out of direct view from principal building entrances and adjacent residences. Gates shall remain in a closed position at all times other than during refuse pickup or delivery. | <ul style="list-style-type: none"> • Dumpster gates do not face building entrances and adjacent residences • Dumpster gates remain closed unless refuse pickup or delivery | | | | | |
| 112-16C(3) Storm Water & Green Infrastructure Facilities | | | | | | |
| (a) Storm water detention or retention ponds are not permitted in front yards. | <ul style="list-style-type: none"> • Storm water ponds not permitted in front yards | | | | | |

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| (b) No storm water detention facility shall have a permanent pool, and the use of rip-rap and stone fill is not permitted. | <ul style="list-style-type: none"> No storm water detention shall have a permanent pool, and use of rip-rap and stone fill is not permitted | | | | | |
| (c) Storm water management facilities shall be integrated into the overall site design | <ul style="list-style-type: none"> Storm water management facilities integrated into the overall site design | | | | | |
| (d) The use of subterranean storage for storm water runoff is encouraged where practicable. | <ul style="list-style-type: none"> Use of subterranean storage for storm water runoff is encouraged where practicable | | | | | |
| (e) The provision of fencing around storm water facilities is prohibited, unless the Planning Board determines that such fencing provides a positive design element. | <ul style="list-style-type: none"> Fencing around storm water facilities must match primary building materials | | | | | |
| (f) Where practicable, the use of green infrastructure design elements, such as, but not limited to, bioswales, rain gardens, bioretention areas, porous pavements, green roofs, and other measures which promote the infiltration, transpiration, and evaporation of storm water runoff shall be encouraged (Figures 24 & 25). | <ul style="list-style-type: none"> Use of green infrastructure design elements are encouraged where practicable | | | | | |
| (g) All storm water management facilities and green infrastructure facilities shall provide a pleasing aesthetic complementary to the character of the primary street corridor. | <ul style="list-style-type: none"> Storm water and green infrastructure facilities shall complement the character of the primary street corridor | | | | | |
| (h) All green infrastructure design elements, including plantings and pavements, shall be regularly maintained to promote their proper and intended function. | <ul style="list-style-type: none"> All green infrastructure design elements regularly maintained | | | | | |
| 112-16C(4) Utilities | | | | | | |
| (a) Where feasible, utility service connections from rights-of-way or easements shall provide subterranean connections to site structures and appurtenances, including, but not limited to, principal structures, garages, storage buildings, and site lighting. | <ul style="list-style-type: none"> Utility connections in ROW provide connections to site structures and appurtenances where feasible | | | | | |
| (b) Above ground utility service connections, appurtenances and fuel pumps shall be located in side yards or rear yards and screened from view from the street as necessary. This includes, but is not limited to, generators, transformers, vaults, 'hot-boxes,' switchgear, meters, valves, compressors, pumps, control or service panels, or any heating, ventilation and cooling equipment. | <ul style="list-style-type: none"> Utilities to be located in side or rear yards and screened from view Need more standards like painting and landscaping? | | | | | |
| 112-16D(1) Parking Overview and Applicability | | | | | | |
|For purposes of this section, substantial modification shall mean any change in the number or configuration of parking spaces, traffic flow patterns, or manner of ingress or egress... | <ul style="list-style-type: none"> Substantial modification = 20% or more? | | | | | |
| 112-16D(2) Parking Location | | | | | | |

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| PROVISIONS FROM VILLAGE CODE | T-LSN-2.5 | T-MSN-3 | T-MSN-3.5 | T-COR-2.5 | T-COR-3 | T-CTR-5 |
| (a) Vehicular parking, standing, loading and drop-off facilities shall be located in rear yards whenever possible and not less than 5 feet from the rear property boundary or 5 feet from a side property boundary. Existing parking lots located in the front of a building may not be expanded. | <ul style="list-style-type: none"> ● Parking in rear or side yards whenever possible ● 5 ft. or greater rear and side yard parking setback ● Existing parking in front yard not to be expanded | | | | | |
| (b) Upon demonstration of significant site limitations by the applicant, the Planning/Architectural Review Board may allow side yard parking behind a line extending from the primary building façade parallel to the street. In no instance shall side yard parking lots be less than 10 feet from a street right-of-way or 5 feet from a side lot line. | <ul style="list-style-type: none"> ● 10 ft. or greater side yard parking setback from ROW ● 5 ft. or greater side yard parking setback from side lot line | | | | | |
| (c) For corner lots, side yard parking shall be allowed subject to all other applicable regulations governing side yard parking. For corner lots fronting on a primary street, side yard parking must be located on the side yard fronting the street intersecting the primary street. | <ul style="list-style-type: none"> ● Side yard parking allowed on corner lots ● Side yard parking on corner lot on primary street must front the non-primary street | | | | | |
| (d) Side yard parking shall require the installation of appropriate screening between the parking lot and street, as determined by the Planning/Architectural Review Board. | <ul style="list-style-type: none"> ● Side yard parking screened from street | | | | | |
| (e) Parking lot screens shall be composed of a structural screen and vegetation. Screen materials shall be similar or complementary to those found on the primary building. | <ul style="list-style-type: none"> ● Parking screening includes a structural screen complimentary to primary building along with landscaping | | | | | |
| (f) For lots with side yard parking, the linear distance of parking at the front lot line of shall not exceed 30 percent of the total lot width. | <ul style="list-style-type: none"> ● Side yard parking may not be more than 30% of total lot width | | | | | |
| (g) For sites proposed with multiple structures, parking shall be centralized and shared in parking rooms of no more than 50 cars each. | <ul style="list-style-type: none"> ● Parking is centralized and shared in parking rooms no more than 50 cars each | | | | | |
| 112-16D(3) Shared Parking | | | | | | |
| (a) Where feasible, the provision for shared access and parking among adjacent properties along primary streets shall be required to internalize traffic circulation and reduce turning movements onto the corridor. | <ul style="list-style-type: none"> ● Shared access and parking among adjacent properties on primary streets required to internalize traffic circulation | | | | | |
| (b) Applicants shall investigate common or shared parking opportunities between adjacent businesses with differing peak hours. | <ul style="list-style-type: none"> ● Shall investigate shared parking and access between adjacent properties | | | | | |
| (c) All parking included under a shared parking agreement shall count towards the numerical requirements for off -street parking. | <ul style="list-style-type: none"> ● All shared parking counts towards off-street parking requirements | | | | | |

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| (d) An applicant proposing to use a shared parking arrangement to satisfy off-street parking requirements shall submit a shared parking analysis as part of its application that demonstrates the feasibility of shared parking. The analysis shall address, at a minimum, the size and type of the proposed development, the anticipated use(s) of the property, the anticipated rate of parking turnover and the anticipated peak parking and traffic load, for all uses that will be sharing off-street parking spaces. | <ul style="list-style-type: none"> • Shared parking analysis required for shared parking to demonstrate feasibility • Use existing Alternative Parking Plan and Code language | | | | | |
| (e) The Applicant shall furnish sufficient evidence of a viable and legally binding shared parking agreement on behalf of all involved facilities to the Planning/Architectural Review Board prior to approval of a shared parking program. | <ul style="list-style-type: none"> • Must submit legally binding shared parking agreement between parties • Use existing Code language | | | | | |
| (f) Applicants approved for the use of shared parking within combined parking lots shall not be required to provide the 5-foot side setback and buffer requirement along the shared property boundary as otherwise required. | <ul style="list-style-type: none"> • Shared parking does not require 5 ft. side setback and buffer requirements along shared boundary • Use existing Code language | | | | | |
| 112-16D(4) Massing and Orientation of Parking | | | | | | |
| (a) Parking lots shall be arranged such that long uninterrupted views across large areas of parking are not visible from any street or adjacent properties. To achieve this, parking lots shall be designed in 'rooms' containing no more than 50 vehicles each. | <ul style="list-style-type: none"> • Parking in 'rooms" no more than 50 cars each | | | | | |
| (b) Multiple rooms shall be broken up by vegetated medians 6 to 10 feet in width, and shall be planted to provide visual buffering between 'rooms' to a density and arrangement deemed appropriate by the Planning/Architectural Review Board. | <ul style="list-style-type: none"> • Parking 'rooms' to have 6 to 10 ft. wide landscaped medians • Use existing Code language | | | | | |
| (c) Pedestrian walkways within the vegetative medians are encouraged. | <ul style="list-style-type: none"> • Pedestrian walkways in the vegetative medians | | | | | |
| (d) Parking facilities shall be oriented such that drive aisles traverse perpendicular to the adjacent plane of the building. | <ul style="list-style-type: none"> • Drive aisles traverse perpendicular to adjacent plane of building | | | | | |
| (e) Parking lots shall be designed and oriented to allow for cross lot access and internal access management to adjacent properties. | <ul style="list-style-type: none"> • Parking designed for cross access and internal access management with adjacent properties | | | | | |
| (f) Curbed end islands between 6 and 10 feet in width shall be required for all parking configurations entirely surrounded by drive aisles, provided such configurations contain more than 15 spaces in a single row and 10 spaces in a double row. | <ul style="list-style-type: none"> • 6 to 10 ft. wide landscaped islands required for parking rows with more than 15 spaces in single row and 10 spaces in double row | | | | | |
| (g) Circulatory drive aisles, medians, and/or curbed end islands shall be installed such that no more than 10 parking stalls along the perimeter shall go uninterrupted. | <ul style="list-style-type: none"> • No more than 10 spaces in perimeter aisle without break | | | | | |

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| (h) Upon the satisfactory presentation of significant site limitations by the Applicant, the Planning/Architectural Review Board may approve deviations from parking lot median and end island requirements. | <ul style="list-style-type: none"> ● Planning/Arch. Review Board may approve deviations of medians and islands | | | | | |
| (i) Off-street parking spaces shall be provided at a minimum of 1.5 spaces per 1,000 square feet for non-residential leasable area. | <ul style="list-style-type: none"> ● Minimum 1.5 off-street spaces per 1,000 sq. ft. of non-residential space ● Need to look at other standards (ITE or ULI) and studies to determine a minimum | | | | | |
| (j) A minimum of 1.5 off-street parking spaces per dwelling unit shall be provided for residential uses rounded upwards to the nearest whole number. | <ul style="list-style-type: none"> ● Minimum 1.5 off-street spaces per dwelling unit, rounded up ● Need to reduce for senior housing? or for all? | | | | | |
| (k) Parking spaces shall be no smaller than 19 feet in length and 9 feet in width. | <ul style="list-style-type: none"> ● 19 ft. by 9 ft. parking space minimum | | | | | |
| (l) The design of parking garages shall be governed by... | <ul style="list-style-type: none"> ● Use existing Code language | | | | | |
| 112-16D(5) Other Parking Considerations | | | | | | |
| (a) Parking areas, pedestrian walks, landscaped islands and medians, and building foundations shall be bounded by concrete or stone curbing to delineate vehicular and pedestrian zones and to control drainage, as needed (Figure 40). | <ul style="list-style-type: none"> ● Concrete or stone curbing for parking areas, sidewalks, landscape islands and medians, and buildings ● May not need curbing regarding certain stormwater needs? | | | | | |
| (b) Asphalt curbing is not permitted. | <ul style="list-style-type: none"> ● Asphalt curbing is not permitted | | | | | |
| (c) Pedestrian and foundation areas shall be protected to prevent errant vehicles from injuring persons or property. | <ul style="list-style-type: none"> ● Protect pedestrian and foundation areas from vehicles | | | | | |
| (d) Adequate provisions shall be made within the project site to accommodate the removal and storage of snow. Applicants must be required to provide a plan for the location and removal of snow during snowfall events (Figure 41). | <ul style="list-style-type: none"> ● The Town may ask for plans for snow removal | | | | | |
| 112-16E(1) Landscaping Overview | | | | | | |
| (a) One planting unit equals 1 mature shade tree, 2 minor deciduous trees, 2 evergreen trees, 5 shrubs, 10 perennials, 250 square feet of groundcover or 15 linear feet of decorative planters | <ul style="list-style-type: none"> ● Have Jeff Szatkowski look at existing regulations to determine what is better/best | | | | | |
| (b) A minimum of 1 planting unit shall be required for each (i) 30 linear feet, or fraction thereof, of lot frontage along a street; and (ii) for each 500 square feet, or fraction thereof, of building coverage. | <ul style="list-style-type: none"> ● Have Jeff Szatkowski look at existing regulations to determine what is better/best | | | | | |
| (c) At the discretion of the Planning/Architectural Review Board, the retention of existing vegetation on site may be utilized to satisfy the up to 50 percent of required planting units. | <ul style="list-style-type: none"> ● Have Jeff Szatkowski look at existing regulations to determine what is better/best | | | | | |

| DRAFT TRADITIONAL DISTRICTS | | | | | | |
|--|--|---------|-----------|-----------|---------|---------|
| PROVISIONS FROM VILLAGE CODE | T-LSN-2.5 | T-MSN-3 | T-MSN-3.5 | T-COR-2.5 | T-COR-3 | T-CTR-5 |
| (d) Each existing mature shade tree with a trunk diameter of 6 inches or greater when measured at breast height (dbh) may satisfy the requirement for up to 2 planting units. Other existing trees on site with a trunk diameter between 2 and 6 inches dbh may satisfy requirements for up to 1 planting unit each. | • Have Jeff Szatkowski look at existing regulations to determine what is better/best | | | | | |
| (e) Existing vegetation must be adequately protected during and after construction, and must survive a minimum of 2 years beyond the completion of construction activities to qualify as required planting units. | • Have Jeff Szatkowski look at existing regulations to determine what is better/best | | | | | |
| 112-16E(2) Site Landscaping | | | | | | |
| (a) Site landscaping shall be required along all property boundaries, except: (i) where side yards are less than 3 feet; (ii) where front yards are less than 6 feet; or (iii), where approved shared-parking lots adjoin abutting properties (See § 112-16E(4)(a) and (b)). | • Have Jeff Szatkowski look at existing regulations to determine what is better/best | | | | | |
| (b) Plantings shall be limited to species native, hardy, salttolerant, known to be noninvasive to the area, and deerresistant. Significant deviations from this criteria must be supported by ample evidence by the applicant. | • Have Jeff Szatkowski look at existing regulations to determine what is better/best | | | | | |
| (c) Where a tree lawn is provided, major shade trees shall be planted along the lot frontage, parallel to the street with a spacing not to exceed 50 feet or consistent with existing tree spacing | • Have Jeff Szatkowski look at existing regulations to determine what is better/best | | | | | |
| (d) Consideration shall be given during species selection to the mature form, habit, and size of vegetation to ensure plantings do not create safety hazards within the corridor (Figure 44). | • Have Jeff Szatkowski look at existing regulations to determine what is better/best | | | | | |
| (e) Properties with 80 percent or greater building coverage shall be excluded from providing site landscaping. | DO NOT NEED | | | | | |
| 112-16E(3) Parking Lot Landscaping | | | | | | |
| (a) All parking lot medians, end islands and perimeters shall be attractively landscaped, and such landscaping shall count towards satisfying the planting unit requirements of § 112-16E (1). | • Have Jeff Szatkowski look at existing regulations to determine what is better/best | | | | | |
| (b) Major and/or minor deciduous trees, the quantity of which is determined utilizing § 112-16E (1)(b), shall be utilized in all end islands, medians and parking lot perimeters to a density similar to that shown in Figures 45 and 46. | • Have Jeff Szatkowski look at existing regulations to determine what is better/best | | | | | |
| (c) The Planning/Architectural Review Board may require additional major and/or minor tree plantings within parking areas beyond amounts determined in § 112-16E(1)(b) to ensure adequate landscaping is provided. | DO NOT NEED | | | | | |
| 112-16E(4) Foundation Landscape Treatments | | | | | | |

| DRAFT TRADITIONAL DISTRICTS | | | | | | |
|--|--|---------|-----------|-----------|---------|---------|
| PROVISIONS FROM VILLAGE CODE | T-LSN-2.5 | T-MSN-3 | T-MSN-3.5 | T-COR-2.5 | T-COR-3 | T-CTR-5 |
| (a) Front yards along primary Street with building setbacks of less than 6 feet shall be paved with hardscape materials to provide an extension of the sidewalk and pedestrian zone to the building façade. Such front yard treatments may be required of other properties along primary Street at the discretion of the Planning/ Architectural Review Board. | <ul style="list-style-type: none"> ● Merge with (b) below ● Have Jeff Szatkowski look at existing regulations to determine what is better/best ● 3 ft. foundation plantings may be considered as alternatives during site plan review | | | | | |
| (b) Durable containers and permanent landscape planters shall be used in front yards less than 6 feet in depth or in other instances where appropriate landscaping cannot otherwise be obtained given site constraints. | <ul style="list-style-type: none"> ● Merge with (a) above ● Have Jeff Szatkowski look at existing regulations to determine what is better/best | | | | | |
| (c) The design and material selection for containers and landscape planters shall be complementary to the architectural style of the principal building. The use of plastic planters is not permitted. | <ul style="list-style-type: none"> ● Have Jeff Szatkowski look at existing regulations to determine what is better/best | | | | | |
| (d) At the discretion of the Planning Board, plantings and mulches may be required to be installed along the foundation of the proposed structure in side or rear yards. | <ul style="list-style-type: none"> ● Have Jeff Szatkowski look at existing regulations to determine what is better/best | | | | | |
| 112-16E(5) Buffers and Screens | | | | | | |
| (a) Buffer plantings of coniferous/ deciduous trees and shrubs, with fencing where appropriate, shall be provided along property boundaries adjacent to properties zoned or exclusively use for residential purposes to a density and height deemed appropriate by the Planning Board (Figures 47 & 48). | <ul style="list-style-type: none"> ● Use current code / Have Jeff Szatkowski look at existing regulations to determine what is better/best | | | | | |
| (b) Parking in side or rear yards (see § 112-16E(2)) shall be screened from streets or adjacent residential properties with attractive landscaping and fencing (see D(2)(d), D(2)(e)). | <ul style="list-style-type: none"> ● Use current code / Have Jeff Szatkowski look at existing regulations to determine what is better/best | | | | | |
| (c) All side yard parking lots that abut the front yard setback shall be screened from streets or adjacent residential properties with attractive landscaping and fencing (see § 112-16D(2)(b), D (2)(d), D(2)(e) and Figure 48). | <ul style="list-style-type: none"> ● Use current code / Have Jeff Szatkowski look at existing regulations to determine what is better/best | | | | | |
| (d) Existing parking lots along front yard setbacks shall be screened from streets or adjacent residential properties with landscaping and or attractive fencing (see Figure 47). | <ul style="list-style-type: none"> ● Use current code / Have Jeff Szatkowski look at existing regulations to determine what is better/best | | | | | |
| (e) Fencing shall be consistent with primary building materials and no more than 4 feet in height (see Chapter 25). | <ul style="list-style-type: none"> ● We have 6 feet height in current code ● Use current code / Have Jeff Szatkowski look at existing regulations to determine what is better/best | | | | | |

| DRAFT TRADITIONAL DISTRICTS | | | | | | |
|---|--|---------|-----------|-----------|---------|---------|
| PROVISIONS FROM VILLAGE CODE | T-LSN-2.5 | T-MSN-3 | T-MSN-3.5 | T-COR-2.5 | T-COR-3 | T-CTR-5 |
| (f) The use of individual coniferous trees without associated shrub plantings is not an approved buffer strategy. | <ul style="list-style-type: none"> Use current code / Have Jeff Szatkowski look at existing regulations to determine what is better/best | | | | | |
| (g) All shrub plantings shall be contained within a defined and edged planting bed with mulch no less than 3 inches in depth. | <ul style="list-style-type: none"> Use current code / Have Jeff Szatkowski look at existing regulations to determine what is better/best | | | | | |
| 112-16F(2) Architectural Consistency Building Form and Massing | | | | | | |
| (a) New construction must relate to the proportion, massing, and scale of surrounding valued historic forms (Figure 50). | <ul style="list-style-type: none"> New buildings must relate to the proportion, massing and scale of surrounding valued historic forms | | | | | |
| (b) These standards do not require the precise re-creation of historic styles. Contemporary interpretations in correct proportion, character and style can be utilized to strengthen the identity of new buildings. | <ul style="list-style-type: none"> Contemporary interpretations of historic character/forms can be utilized for new buildings | | | | | |
| (c) The maximum gross building area for each story of a single building shall be 15,000 square feet. | <ul style="list-style-type: none"> Revisit this? | | | | | |
| (d) In instances where the front façade is greater than 50 feet in width, delineations and treatments, such as a recess or projection that varies the depth of the building wall, shall be used to break up its appearance (Figure 51). | <ul style="list-style-type: none"> Buildings with front facades longer than 50 ft. shall be broken up by delineations and treatments | | | | | |
| (e) Structures shall incorporate fascias, canopies, arcades, setbacks, recesses, projections or other design features to compose wall surfaces of 600 square feet or less to avoid large, undifferentiated walls (Figure 51). | <ul style="list-style-type: none"> To avoid blank walls, buildings shall incorporate fascias, canopies, arcades, setbacks, recesses, projections or other design features on wall surfaces of 600 sq. ft. or less | | | | | |
| (f) New building construction, and additions fronting along Main Street or any intersecting street, shall be a minimum of 2 usable stories, with an overall maximum height of 50 feet (Figures 53 & 54). One story additions not fronting on Main Street or any intersecting street may be approved at the discretion of the Planning and Architectural Review Board if it finds that such addition is architecturally appropriate and consistent with the overall intent of these standards. | <ul style="list-style-type: none"> Revisit this? | | | | | |
| (g) The height of building first floors shall not be less than 15 feet where § 112-16G(4)(h) does not apply (Figure 52). | <ul style="list-style-type: none"> Revisit this? | | | | | |
| (h) The maximum building height at the minimum building rear yard setback abutting residential zones is 30 feet (See § 112-16B(2)(j) and Figure 55). | <ul style="list-style-type: none"> Revisit this? | | | | | |