

# Village of Corinth, New York

## *Design Guidelines*

**Final Committee Draft**  
**September 2006**



# **Village of Corinth, New York**

## ***Design Guidelines***

### **Acknowledgements**

#### **Village Board of Trustees**

Brad Winslow, *Mayor*  
Melanie Denno, *Trustee/Deputy Mayor*  
Julius Enekes, Trustee  
Leigh Lescault, Trustee  
Pauline Densmore, Trustee

#### **Master Plan Committee**

Kevin Cleveland, *Chairman*  
James R. Murray Sr.  
Louise Kirkpatrick  
Leisha A. Kingsley  
Michael B. Kingsley  
Julius Enekes  
Tim Hanchett

# **Village of Corinth, New York**

## *Design Guidelines*

### **Table of Contents**

Introduction:.....	1
Section 1: Site Organization .....	5
Section 2: Site Design .....	16
Section 3: Architectural Design.....	29

## Introduction

The Village of Corinth has prepared this document as part of its efforts to implement the Village Comprehensive Master Plan adopted by the Village Board of Trustees on August 28, 2002. The Comprehensive Master Plan recognized that Corinth is a small urban community, with a pleasant walkable Main Street and attractive residential neighborhoods. It is a community that has preserved an attachment to its past, and is well positioned to thrive in the future. Its unique sense of place is valued by residents and business owners, and recognized by those who visit. The Comprehensive Master Plan points out that the choice for Corinth is not whether or not to change but that change will occur. The choice is about how to change. The Comprehensive Master Plan seeks to ensure that change occurs in a manner that maintains, and even improves the Village's character and quality of life.

The Comprehensive Master Plan also notes that maintaining and enhancing community character and quality of life should be understood as more than just ideas. Instead, these should be viewed as the keys to the Village's long-term economic success. These are the community's primary strengths and are what sets Corinth apart from "Anyplace USA." In an economy that is more mobile and increasingly competitive in terms of attracting and retaining talented labor, quality of life has come to be recognized as a real criterion for economic development.

Among other things, the Comprehensive Master Plan recommended that Design Guidelines be established for specific areas. There were several reasons for this recommendation.

### *Why establish design guidelines for the Village of Corinth?*

- To illustrate how new development, and major alterations to existing sites, can contribute positively, and enhance the unique character of this vibrant, walkable Main Street community.
- To assure that the small urban community characteristics that make Corinth a special place to live, work, and visit, are consistently applied and supported for mutual benefit.
- To clearly articulate development expectations, and ensure predictability in the development review process.
- To attract businesses and developers who recognize opportunities, and desire to invest with confidence, in a community that actively reinforces its character and quality of life.

The Comprehensive Master Plan recommended that design guidelines be established for areas of the Village designated as Commercial/Village Business, Gateway Corridor and Secondary Gateway Corridor on the Concept Plan map. The Concept Plan map is reproduced on page 4.

The Comprehensive Master Plan recommended different design characteristics for each of these areas as follows:

➤ ***Commercial/Village Business:***

- The Village Business District is designed to maintain the downtown business core as a distinct social, cultural and business place with mixed land uses, including high density commercial and residential. Uses should encourage the establishment of retail, professional services and institutions and other uses consistent with the needs of a village community. The district should also function for both residents and visitors recognizing that an important economic development strategy is to develop opportunities for recreational tourism.
- Consistent with the Comprehensive Plan, second floor residential units should be allowed and encouraged wherever practical.
- New freestanding buildings are encouraged to maintain the village atmosphere.

➤ ***Gateway Corridor:***

- The Gateway Corridor District is designed to allow a mix of residential, commercial and institutional uses along the Route 9N and Palmer Avenue corridors leading into the Village. Business uses should be compatible to nearby residences and fit into the residential character of the area to the greatest extent possible.

- Parking should be on the side, or in the rear of buildings and setbacks consistent with adjacent structures. Shared parking arrangements are encouraged. Home-based businesses, multi-family homes and offices are encouraged in this district.

➤ ***Secondary Gateway Corridor:***

- The Secondary Gateway Corridor District is designed to allow a mix of residential, commercial and institutional uses along the secondary corridors of Hamilton and Main Street (south of the Village). It is envisioned that many of these uses will complement or support existing businesses in the downtown as well as provide needed services to the residential community. Business uses should be compatible to nearby residences and fit into the residential character of the area to the greatest extent possible.
- Parking should be on the side, or in the rear of buildings and setbacks consistent with adjacent structures. Shared parking arrangements are encouraged. Home-based businesses, multi-family homes and offices are encouraged in this district.

For each of the three areas, this document provides recommendations regarding site organization, site design, and architecture:

- *Site Organization* - addresses issues related to building placement, street layout, parking location and access.
- *Site Design* - addresses issues related to the aesthetics and function of a site to be developed, and the potential impact of the development on neighboring properties. Design elements such as screening and buffers, lighting, sidewalks and other public spaces, and utilities are covered here.
- *Architecture Design* - addresses general building elements such as scale and proportion, roof style, facade treatment, awnings, specialty equipment, and broad recommendations for color and material.

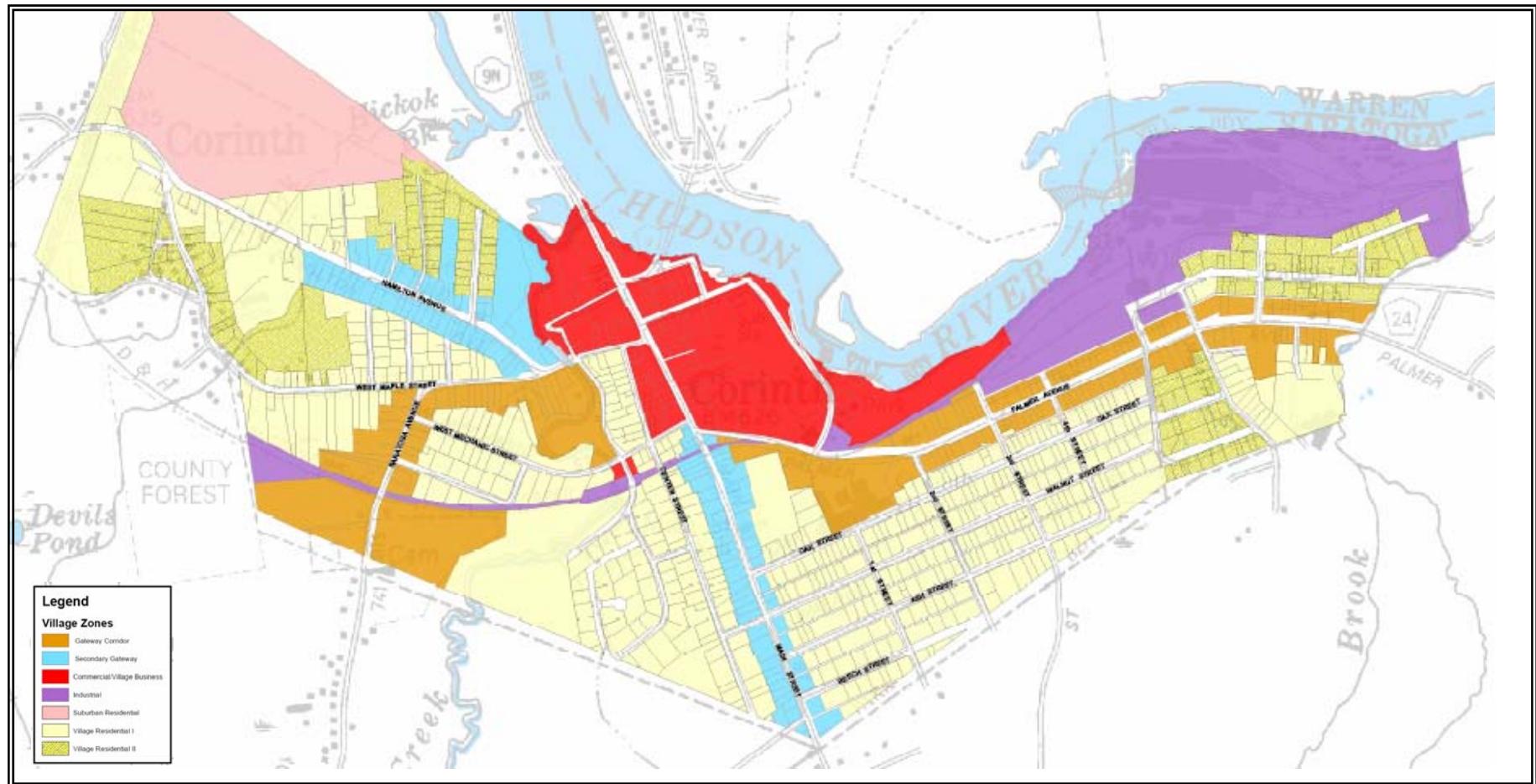
## **Applicability**

This Design Guidelines document has been crafted to serve as an educational tool. It provides text and illustrations that describe what the Village of Corinth desires from new development and major

alterations to existing sites and structures. It is hoped that this document will be useful to developers who intend to invest in the community, to the members of the Village Board of Trustees, Planning Board, and Zoning Board of Appeals who are charged with the difficult task of reviewing proposed projects, and to the public as a whole.

These Design Guidelines do not address the specific historic architectural characteristics of buildings in the historic district. Instead, the design guidelines are organized around the more general characteristics of site organization, site design, and architecture that contribute to the small, urban community character of the Village.

## Village Concept Plan



## **Section 1: Site Organization**

## Site Organization

Design Element	Commercial/Village Business	Gateway Corridor	Secondary Gateway Corridor
<b>Building Placement – Front Yard Setback</b>  See Graphics – pages 9 to 14	<p><b>Orientation</b></p> <ul style="list-style-type: none"> <li>Buildings must present their main façade and entrance toward the street. Buildings should be oriented parallel or perpendicular to the public sidewalk and allow for parking in the rear or side of the proposed structure.</li> <li>Buildings shall not exceed a setback of greater than ten feet from the public right-of-way or property line.</li> <li>Commercial buildings to be set at property line in front to allow for parking in rear</li> </ul>	<p><b>Orientation</b></p> <p>Same as Commercial/Village Business</p> <ul style="list-style-type: none"> <li>Buildings shall not exceed a setback established by the majority of buildings located on the street where the proposed project will be located. Proposed buildings may be located closer than the majority of the structures located on the same street.</li> </ul>	<p><b>Orientation</b></p> <p>Same as Commercial/Village Business</p> <ul style="list-style-type: none"> <li>Small front yard setback of between 10 and 20 feet. No off-street parking in the front yard.</li> </ul>
<b>Street Organization, On-Street Parking and Restrictions</b>  See Graphics – pages 9 and 15	<p><b>New Streets</b></p> <ul style="list-style-type: none"> <li>If new streets are developed, they shall create or continue an interconnected network of streets laid out in walkable blocks. Cul-de-sacs and dead end streets are strongly discouraged, except where topography or natural features make these necessary.</li> </ul>	<p><b>New Streets</b></p> <p>Same as Commercial/Village Business</p>	<p><b>New Streets</b></p> <p>Same as Commercial/Village Business</p>

## Site Organization

Design Element	Commercial/Village Business	Gateway Corridor	Secondary Gateway Corridor
<b>Street Organization, On-Street Parking and Restrictions (continued)</b>	<p><b><i>On-Street Parking</i></b> On-street parking is encouraged.</p>	<p><b><i>On-Street Parking</i></b> On-street parking is encouraged.</p>	<p><b><i>On-Street Parking</i></b> Does not apply.</p>
<p><b>Off-Street Parking</b></p> <p>See Graphics – pages 9 to 15</p>	<p><b><i>Location</i></b></p> <ul style="list-style-type: none"> <li>• Rear of building, if on-site parking is provided.</li> <li>• Side of building, if additional parking is necessary.</li> <li>• If at side of building: Landscape buffer between parking area and back edge of the sidewalk to buffer public area from private parking area.</li> <li>• Landscape materials: trees, hedges, shrubs, wrought iron, or low walls of brick, wood, natural stone, decorative concrete or an acceptable substitute.</li> <li>• Discouraged Landscape Materials: railroad ties or unfinished wood products, rough cement or blocks and plastic.</li> <li>• Encourage shared access points to reduce curb cuts where appropriate. Cross-easements should be used to formalize shared access arrangements.</li> </ul>	<p><b><i>Location</i></b> Same as Commercial/Village Business</p>	<p><b><i>Location</i></b> Same as Commercial/Village Business</p>

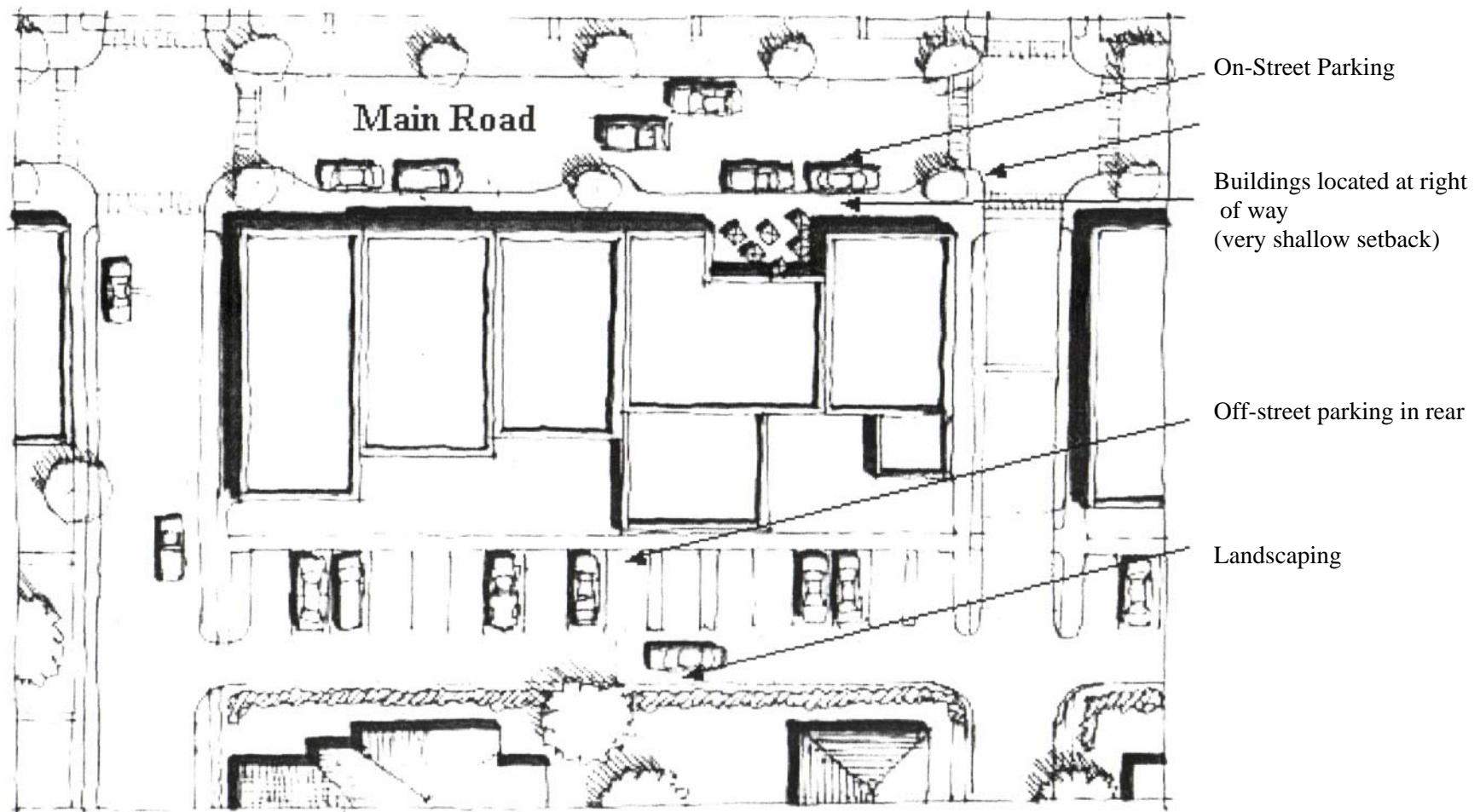
## Site Organization

Design Element	Commercial/Village Business	Gateway Corridor	Secondary Gateway Corridor
<b>Off-Street Parking</b> (continued)  See Graphics – pages 9 to 15	<ul style="list-style-type: none"> <li>In no case shall parking be allowed on access roads.</li> <li>Parking in front yards is strongly discouraged.</li> <li>Spillover parking areas with alternate pervious paving materials are encouraged and could include gravel.</li> </ul> <p><b><i>Parking Area Landscaping</i></b></p> <ul style="list-style-type: none"> <li>Landscape island equal to one parking space for every ten spaces. Landscape island must equal two spaces if adjacent to two perpendicular spaces.</li> <li>No parking space shall be more than 90 feet from a large deciduous tree trunk.</li> </ul> <p><b><i>Landscape Requirements:</i></b></p> <ul style="list-style-type: none"> <li>Tree species may include European Mountain Ash, Crimson King Red Maple, Sugar Maple, Flowering Crabs, Pin Oak.</li> <li>Trees shall be planted so that the trunk is a minimum of 2.5' from curb edge.</li> <li>Large shrubs: 30" height</li> </ul>	<p><b><i>Parking Area Landscaping</i></b></p> Same as Commercial/Village Business	<p><b><i>Parking Area Landscaping</i></b></p> Same as Commercial/Village Business

## Site Organization

### Site Organization Graphics

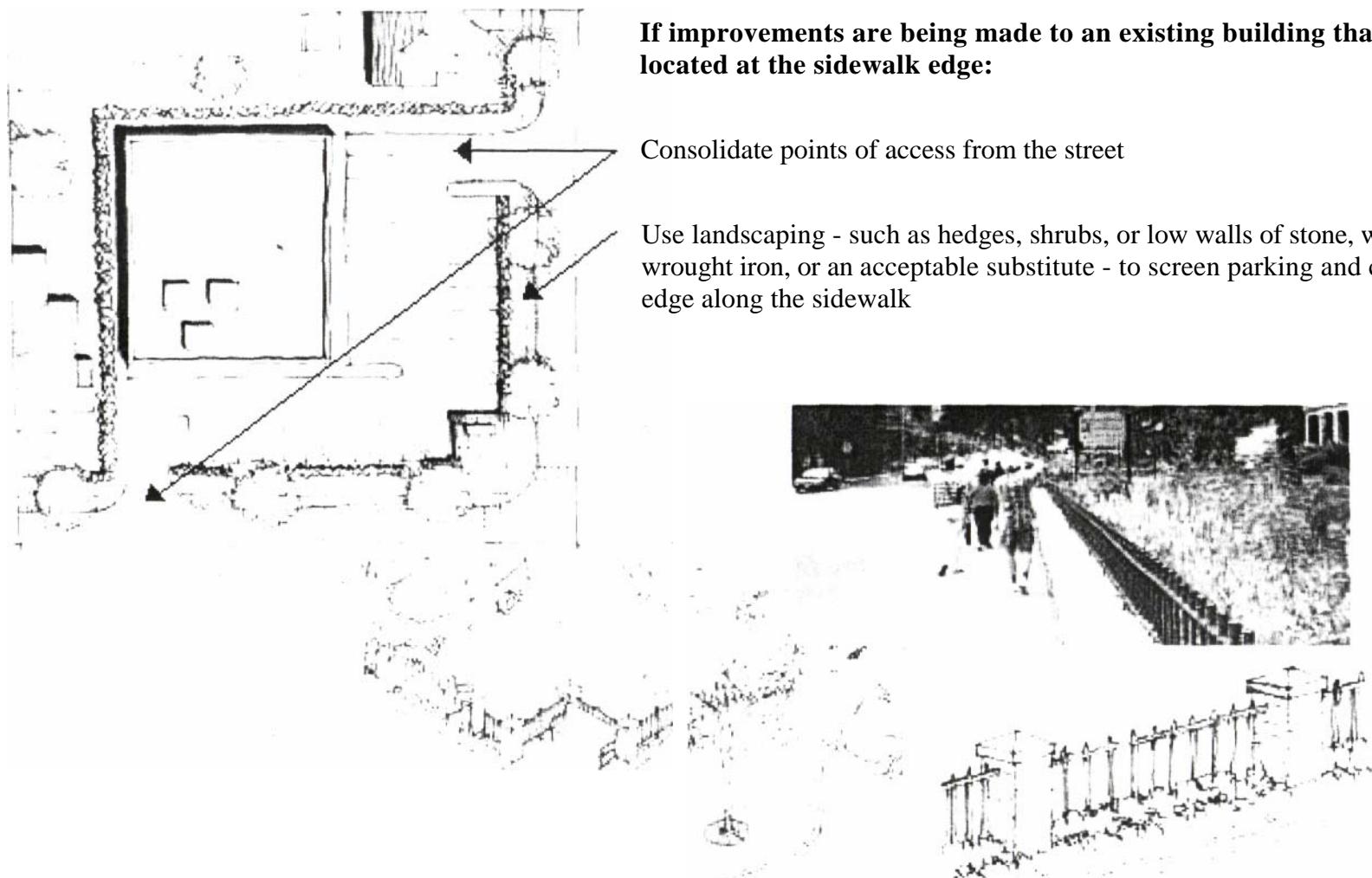
#### Commercial/Village Business



## Site Organization

### Commercial/Village Business (continued)

#### Short-term Treatment



**If improvements are being made to an existing building that is not located at the sidewalk edge:**

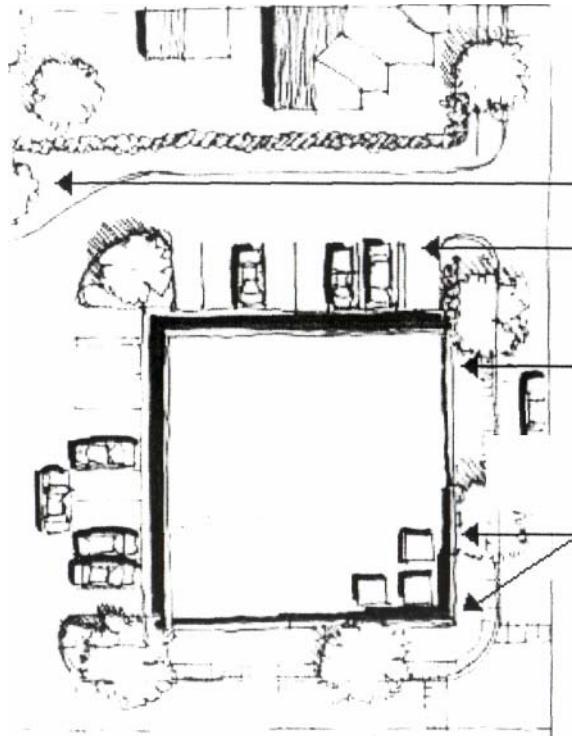
Consolidate points of access from the street

Use landscaping - such as hedges, shrubs, or low walls of stone, wood, wrought iron, or an acceptable substitute - to screen parking and create an edge along the sidewalk

## Site Organization

### Commercial/Village Business (continued)

#### Long-term Treatment



If an existing building like the one above (short-term) will be substantially altered or replaced:

Interior parking area landscaping

Off-street parking at the side or rear

Building located at the right-of-way  
(very shallow setback from sidewalk edge)

Main facade and entrance facing the street.  
On corner lot, main facades along both streets,  
and entrance at the corner. A secondary entrance  
to rear parking is strongly encouraged.

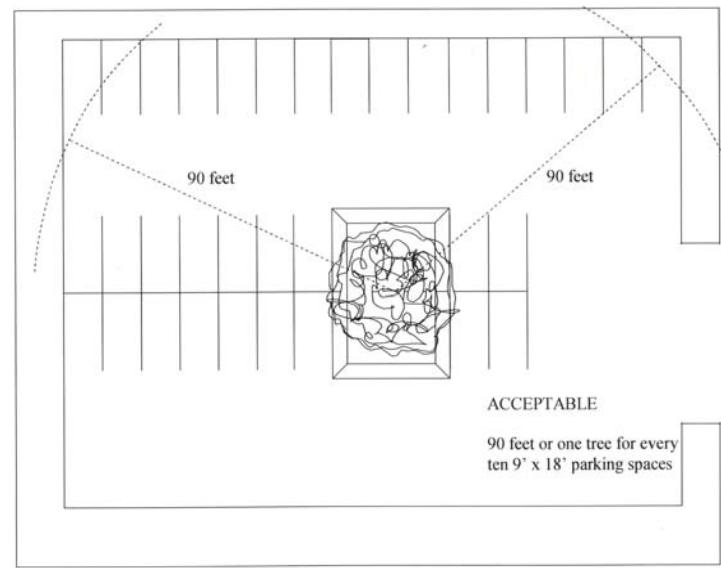
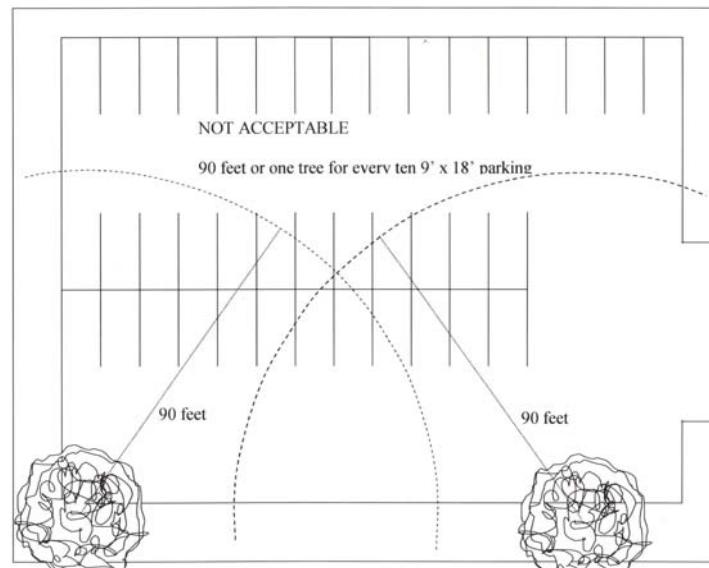
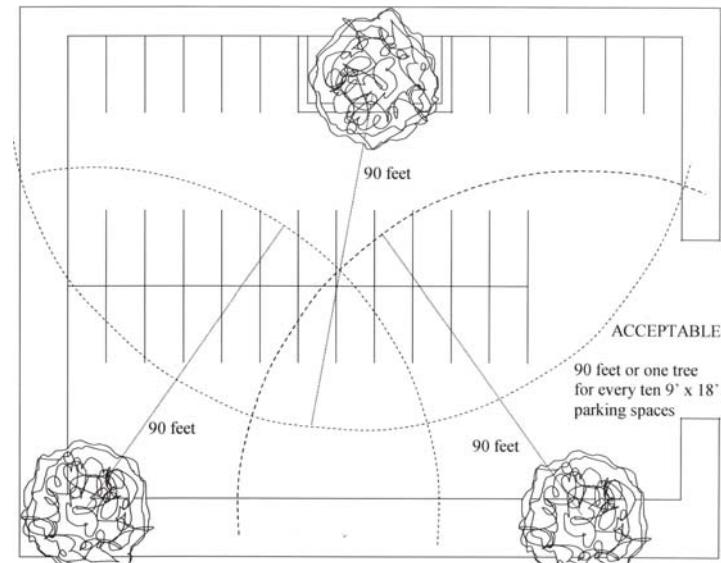
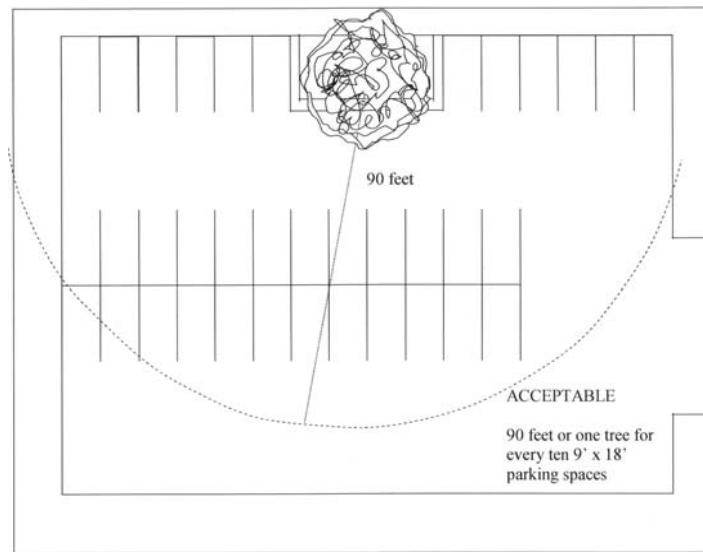


Interior parking landscaping

## Site Organization

### Commercial/Village Business (continued)

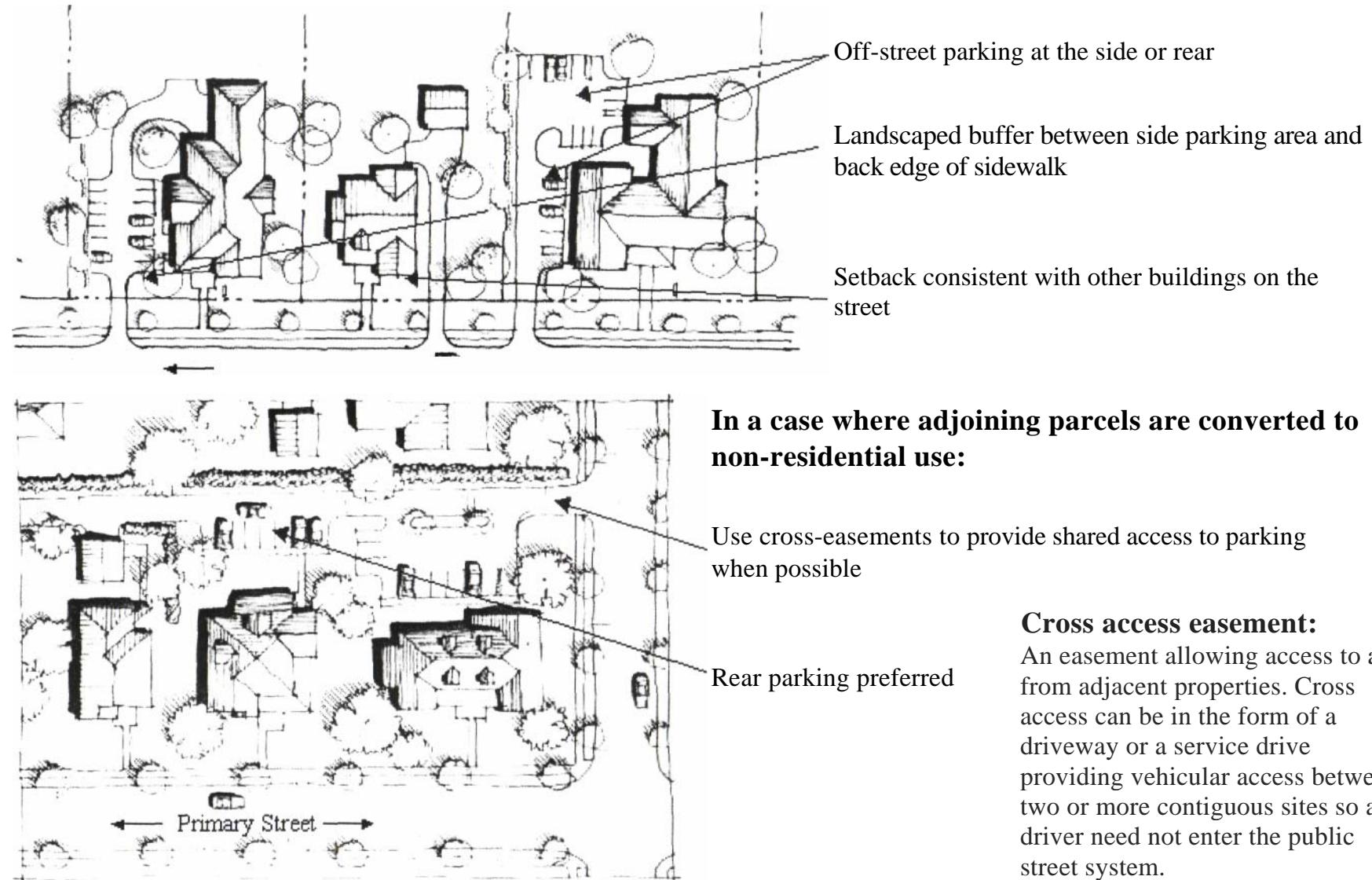
#### Parking Lot Tree Coverage



## Site Organization

### Site Organization Graphics

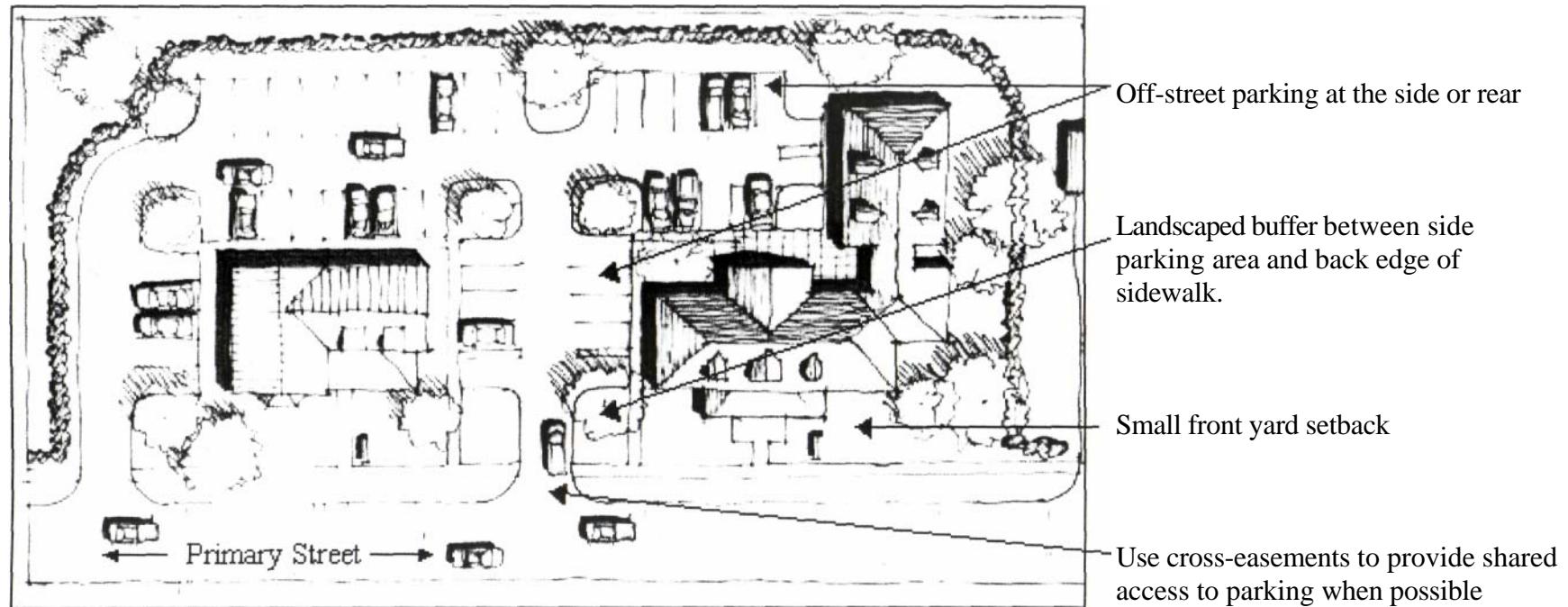
#### Gateway Corridor



## Site Organization

### Site Organization Graphics

#### Secondary Gateway Corridor



## Site Organization

### Site Organization Graphics

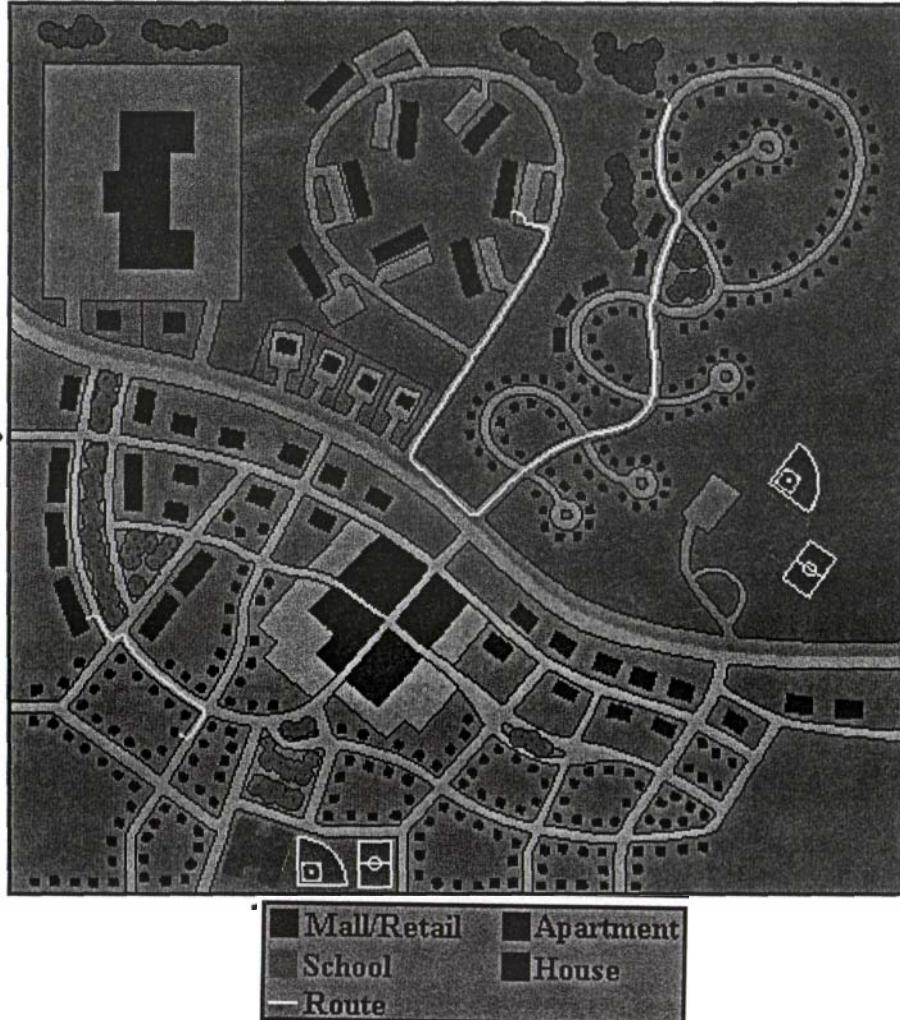
#### New Streets

##### This

Interconnected streets  
walkable blocks

Few, if any, cul-de-sacs or dead end streets

Neotraditional Street Layout



Suburban-Style Street Layout

##### Not This

Poor connectivity  
difficult to walk

Many cul-de-sacs and  
dead end streets

A conventional suburban-style street layout has a hierarchical system of streets, with feeder, collector and arterial streets. This system has very poor street connectivity, as all traffic is funneled onto the arterial street. As a result, only one possible (and often longer) route exists for most trips, creating congestion on the arterial street and making it impractical to walk anywhere. A neotraditional street layout has a high degree of street connectivity. Many more possible and more direct routes are available for any given trip, and traffic is spread out over the entire street network, reducing congestion. If shopping is centrally located within a neotraditional neighborhood, it becomes possible for shoppers to walk to the store. A centrally located school not only makes it possible for kids to walk to school, but also makes school athletic and playground equipment easily accessible to the members of the neighborhood in the evening and on the weekends.

*From the **Transportation and Growth Management (TGM)** Program - a joint effort of the Oregon Department of Transportation (ODOT)  
and the Oregon Department of Land Conservation and Development (DLCD).*

## **Section 2: Site Design**

## Site Design

Design Element	Commercial/Village Business	Gateway Corridor	Secondary Gateway Corridor
<b>Screening and Buffers</b>  See Graphic - page 24	<ul style="list-style-type: none"> <li>Landscape screening and buffers should be designed to separate business/commercial and residential land uses.</li> <li>Adequacy, type, size, and arrangement of trees, shrubs, and other landscaping should constitute a visual screen and/or buffer between the project site and adjoining land use properties, and should include the maximum retention of desirable or specimen existing vegetation. Parking, service, and loading/maneuvering areas should be reasonably landscaped and screened from view of adjacent properties and from within the project site.</li> </ul>	Same as Commercial/Village Business	Same as Commercial/Village Business
<b>Site Lighting</b>  See Graphic - pages 24 and 25	<p><b>Height</b></p> <ul style="list-style-type: none"> <li>Pedestrian scale and area lighting required.</li> <li>Pedestrian Lighting = 10-12' (maximum)</li> <li>Area Lighting = 18' or building height whichever is less</li> </ul>	<p><b>Height</b></p> Same as Commercial/Village Business	<p><b>Height</b></p> Same as Commercial/Village Business

## Site Design

Design Element	Commercial/Village Business	Gateway Corridor	Secondary Gateway Corridor
<b>Site Lighting (continued)</b>  See Graphic - pages 24 and 25	<p><b><i>Lighting Type</i></b></p> <ul style="list-style-type: none"><li>Preferred in following order: metal halide, high-pressure sodium, low-pressure sodium. Mixtures should be avoided.</li></ul> <p><b><i>Foot-candles</i></b></p> <ul style="list-style-type: none"><li>Light source (i.e., bulb) shall not be visible from any angle.</li><li>Fixtures designed to shield glare from adjacent streets, properties and sky.</li><li>No lights shall produce glare so as to cause illumination beyond the boundaries of the property on which it is located in excess of five-tenths (0.5) foot-candle.</li><li>Flashing or intrinsically bright sources of illumination shall be prohibited.</li></ul>	<p><b><i>Lighting Type</i></b></p> <p>Same as Commercial/Village Business</p> <p><b><i>Foot-candles</i></b></p> <p>Same as Commercial/Village Business</p>	<p><b><i>Lighting Type</i></b></p> <p>Same as Commercial/Village Business</p> <p><b><i>Foot-candles</i></b></p> <p>Same as Commercial/Village Business</p>

## Site Design

Design Element	Commercial/Village Business	Gateway Corridor	Secondary Gateway Corridor
<b>Public Spaces</b> See Graphic - pages 26 and 27	<p><b>Sidewalk Material</b></p> <ul style="list-style-type: none"> <li>Constructed of concrete or stamped concrete.</li> </ul> <p><b>Sidewalk Width and Location-</b></p> <ul style="list-style-type: none"> <li>Minimum 5' wide with 2' minimum additional buffer distance for outward swinging doors.</li> </ul> <p><b>Sidewalk Connections</b></p> <ul style="list-style-type: none"> <li>Where sidewalk crosses a parking lot access drive, the concrete paving pattern shall continue uninterrupted.</li> <li>New sidewalks must connect to adjacent properties</li> </ul> <p><b>Sidewalk Landscaping</b></p> <ul style="list-style-type: none"> <li>When no planting strip is present, street trees should be planted between the curb and the building line. All street tree planting areas should be covered with a porous hard surfaced grate. Trees should</li> </ul>	<p><b>Sidewalk Material</b></p> <p>Same as Commercial/Village Business</p> <p><b>Sidewalk Width and Location</b></p> <ul style="list-style-type: none"> <li>minimum 5' wide sidewalk with minimum 3' planting strip between the curb and the sidewalk.</li> </ul> <p><b>Sidewalk Connections</b></p> <p>Same as Commercial/Village Business</p> <p><b>Sidewalk Landscaping</b></p> <ul style="list-style-type: none"> <li>Street trees should be planted in the planting strip.</li> <li>One 3" caliper deciduous tree for each 20' of linear road frontage.</li> <li>Tree species may include European Mountain Ash, Crimson King Red Maple, Sugar Maple, Flowering Crabs, Pin Oak.</li> </ul>	<p><b>Sidewalk Material</b></p> <p>Same as Commercial/Village Business</p> <p><b>Sidewalk Width and Location</b></p> <ul style="list-style-type: none"> <li>minimum 5' wide sidewalk with minimum 3' planting strip between the curb and the sidewalk.</li> </ul> <p><b>Sidewalk Connections</b></p> <p>Same as Commercial/Village Business</p> <p><b>Sidewalk Landscaping</b></p> <ul style="list-style-type: none"> <li>Street trees should be planted in the planting strip.</li> <li>One 3" caliper deciduous tree for each 20' of linear road frontage.</li> <li>Tree species may include European Mountain Ash, Crimson King Red Maple, Sugar Maple, Flowering Crabs, Pin Oak.</li> </ul>

## Site Design

Design Element	Commercial/Village Business	Gateway Corridor	Secondary Gateway Corridor
<b>Public Spaces (continued)</b>  See Graphic - pages 26 and 27	<p><b><i>Sidewalk Landscaping (continued)</i></b>            not be planted closer than 7' to the building line.</p> <ul style="list-style-type: none"> <li>When a planting strip is present between the sidewalk and the curb, street trees should be planted in the planting strip.</li> <li>One 3" caliper deciduous tree for each 20' of linear road frontage.</li> <li>Tree species may include European Mountain Ash, Crimson King Red Maple, Sugar Maple, Flowering Crabs, Pin Oak.</li> </ul>		
<b>Sidewalk Retail</b>  See Graphic - page 28	<ul style="list-style-type: none"> <li>Sidewalk retail strongly encouraged. Merchandise should be removed at the close of business.</li> <li>Retail activity must allow a minimum of a 3' pedestrian walkway. When buildings are setback from the right-of-way / property line, sidewalk retail may occur in the front yard.</li> </ul>	<ul style="list-style-type: none"> <li>Same as Commercial/Village Business</li> </ul>	<ul style="list-style-type: none"> <li>Same as Commercial/Village Business</li> </ul>

## Site Design

Design Element	Commercial/Village Business	Gateway Corridor	Secondary Gateway Corridor
<b>Public Plazas and Outdoor Dining</b>  See Graphic - page 28	<p><b><i>Plazas</i></b></p> <p>Definition: An open space that is continuously accessible to the public that may be landscaped or paved and is typically surrounded by buildings or streets and open to the sky. Plazas usually provide amenities such as seating, ornamental fountains, lighting, art, and landscaping for use by pedestrians.</p> <ul style="list-style-type: none"> <li>• Strongly encouraged.</li> <li>• Area should be landscaped with trees, perennials, annuals, herbaceous shrubbery, ornamental lighting, and benches.</li> <li>• Area should be constructed on side of building that receives the most sunlight when possible.</li> </ul> <p><b><i>Outdoor Dining</i></b></p> <p>Definition: A dining area of a designated size with seating and/or tables located outdoors of a restaurant, coffee shop, or other food service establishment, which is</p> <ul style="list-style-type: none"> <li>a) located entirely outside the walls of the subject building;</li> </ul>	<p><b><i>Plazas</i></b></p> <ul style="list-style-type: none"> <li>• Same as Commercial/Village Business</li> </ul> <p><b><i>Outdoor Dining</i></b></p> <ul style="list-style-type: none"> <li>• Same as Commercial/Village Business</li> </ul>	<p><b><i>Plazas</i></b></p> <ul style="list-style-type: none"> <li>• Same as Commercial/Village Business</li> </ul> <p><b><i>Outdoor Dining</i></b></p> <ul style="list-style-type: none"> <li>• Same as Commercial/Village Business</li> </ul>

## Site Design

Design Element	Commercial/Village Business	Gateway Corridor	Secondary Gateway Corridor
<b>Public Plazas and Outdoor Dining (continued)</b>  See Graphic - page 28	<p><i>Outdoor Dining (continued)</i></p> <p>b) enclosed on two sides or fewer by the walls of the building with or without a solid roof cover; or</p> <p>c) enclosed on three sides by the walls of the building without a solid roof cover. The seating may be in addition to the indoor seating or it may be the only seating available for the restaurant. The outdoor dining area must be visually and architecturally integrated pursuant to the design standards.</p> <ul style="list-style-type: none"><li>• Strongly encouraged.</li><li>• Building should be permitted to be set back from the required build-to line. However, in no case should the building be set back more than a maximum of 10 feet.</li><li>• Sidewalk cafes should be temporary structures and dismantled during winter months.</li><li>• Structures should be consistent with existing state regulations for safety.</li><li>• Cafes must allow a minimum of a 3' pedestrian walkway.</li></ul>		

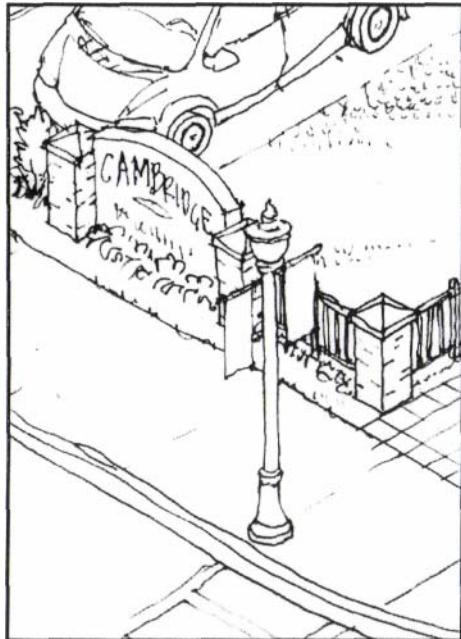
## Site Design

Design Element	Commercial/Village Business	Gateway Corridor	Secondary Gateway Corridor
<b>Public Plazas and Outdoor Dining (continued)</b>  See Graphic – page 28	<p><i>Outdoor Dining (continued)</i></p> <ul style="list-style-type: none"> <li>• If at side of building, an edge matching the line of the building facade should be created; the edge should be made of transparent fence made of wood or wrought iron at a maximum height of 4'.</li> <li>• In no case should the fence/railing combination prohibit views from the sidewalk into the cafe area.</li> </ul>		
<b>Signage</b>	Refer to the Village of Corinth New York Sign Local Law.	Same as Commercial/Village Business	Same as Commercial/Village Business
<b>Utilities</b>	All utilities shall be placed underground.	Same as Commercial/Village Business	Same as Commercial/Village Business

## Site Design

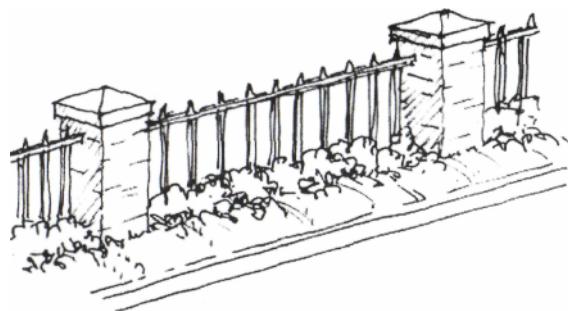
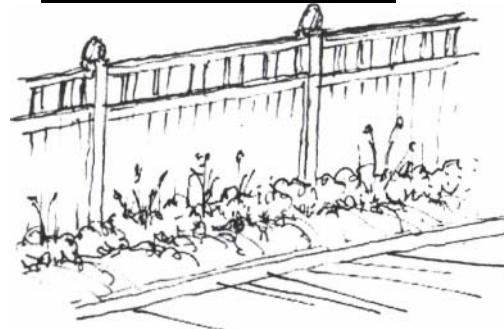
### Site Design Graphics

#### Lighting



Pedestrian scale lighting

#### Screening and Buffers

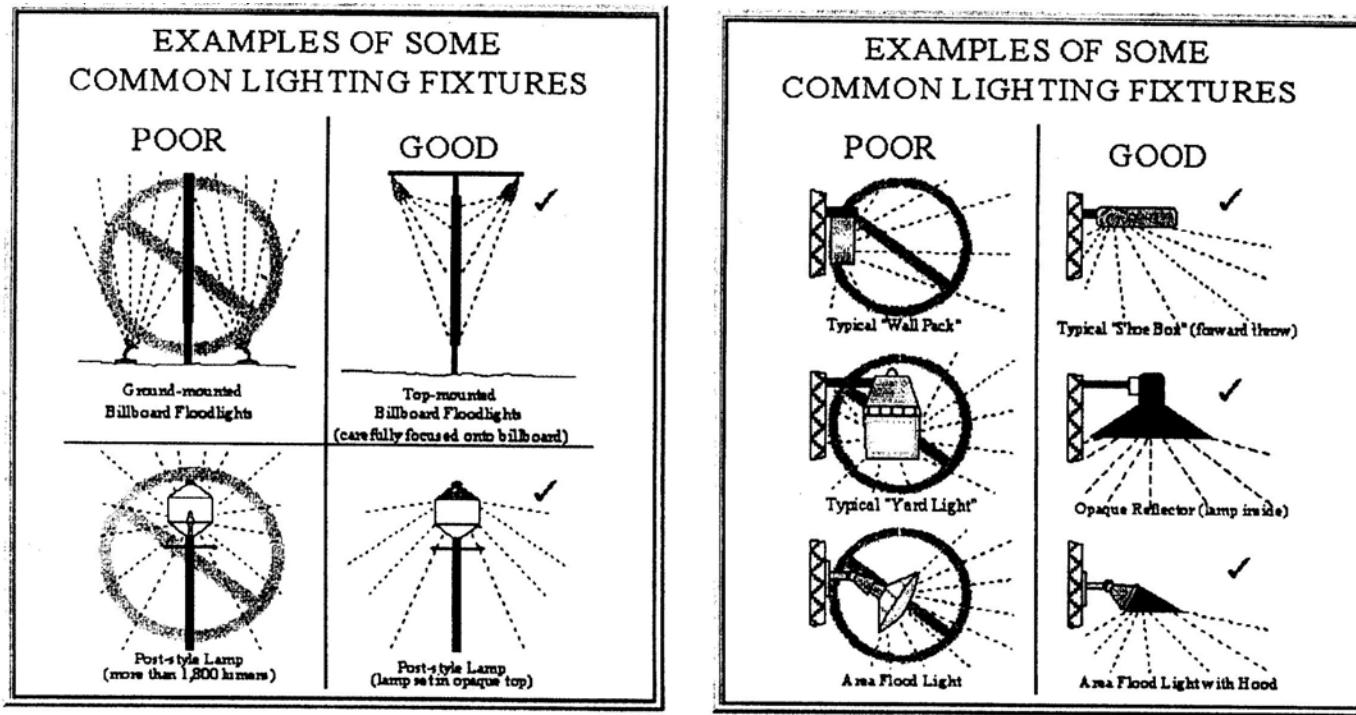


Examples of screening and buffers designed to separate business/commercial sites and parking areas from adjoining residential properties

## Site Design

### Site Design Graphics

#### Lighting (continued)



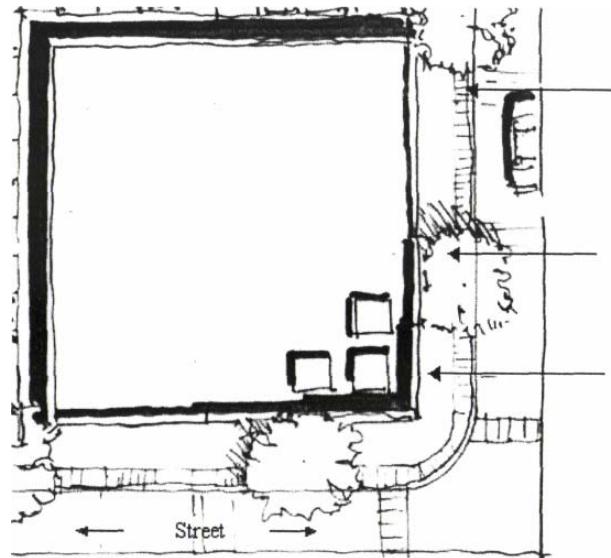
Promote "good lighting" that does its intended job well with minimum adverse impact on the environment. Outdoor lighting is used to illuminate roadways, parking lots, yards, sidewalks, public meeting areas, signs, work sites, and buildings. It provides for better visibility and a sense of security. But if outdoor lighting is not well-designed and properly installed, it can be costly, inefficient, glary, and harmful to the nighttime environment. "Good lighting", as described by the New England Light Pollution Advisory Group and the International Dark-Sky Association, has four distinct characteristics:

1. It provides adequate light for the intended task, but never over-lights.
2. It uses "fully-shielded" lighting fixtures, fixtures that control the light output in order to keep the light in the intended area.
3. It has the lighting fixtures carefully installed to maximize their effectiveness on the targeted property, and to minimize the area and/or point of illumination's adverse effects on neighboring properties.
4. It uses fixtures with high-efficiency lamps while still considering the color and quality as essential design criteria.

## Site Design

### Site Design Graphics

#### Public Spaces (Commercial/Village Business)

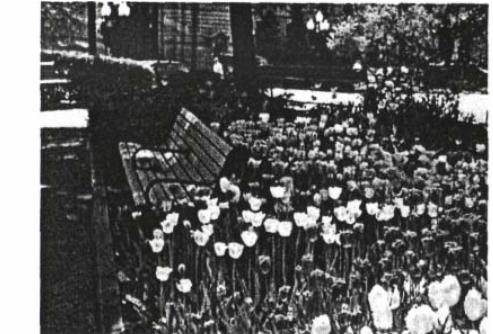


Street trees should be planted between the curb and the building line. All street tree planting areas should be covered with a porous hard surfaced grate.

Wide sidewalk - from building front to curb



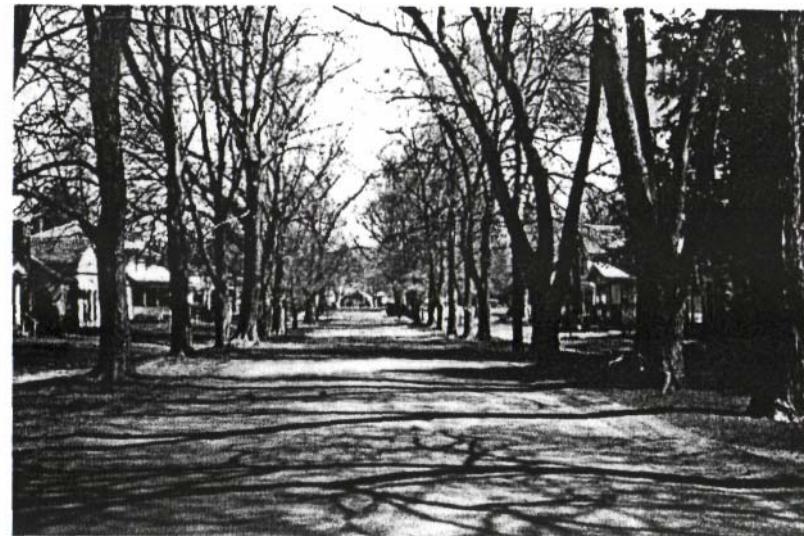
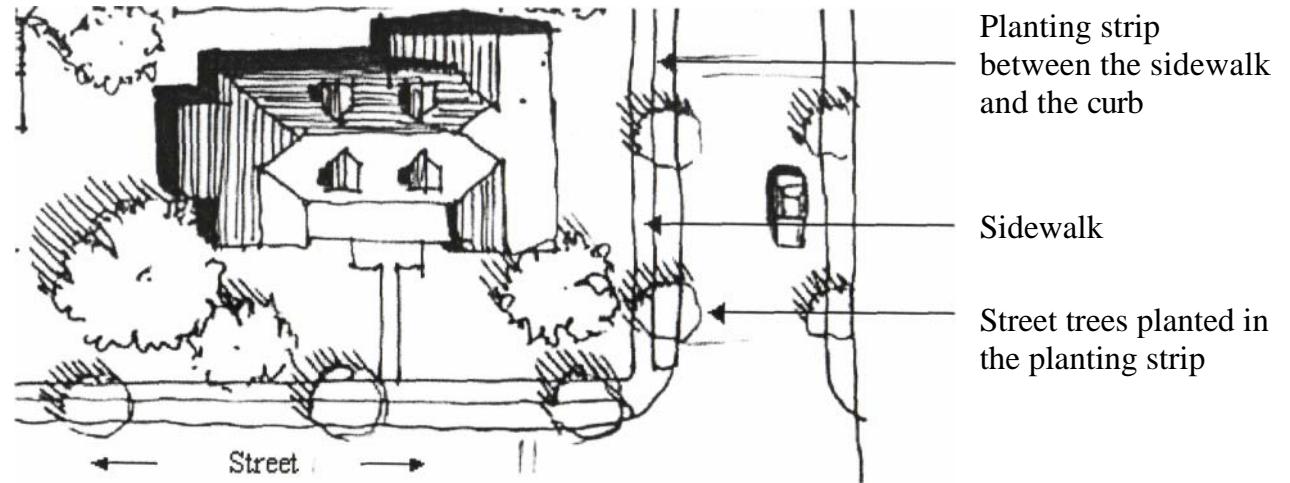
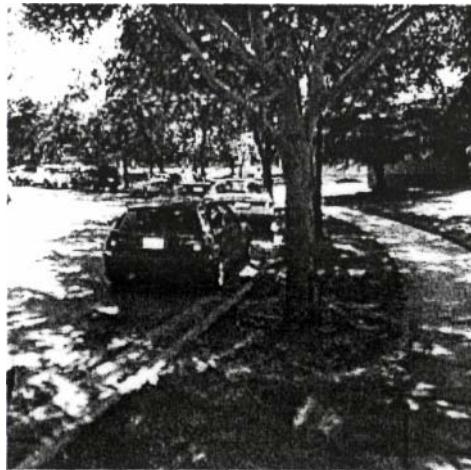
Streetscape elements such as benches, planting pots, and flowerbeds contribute to the attractiveness of public spaces



## Site Design

### Site Design Graphics

#### Public Spaces (Gateway Corridor and Secondary Gateway Corridor)



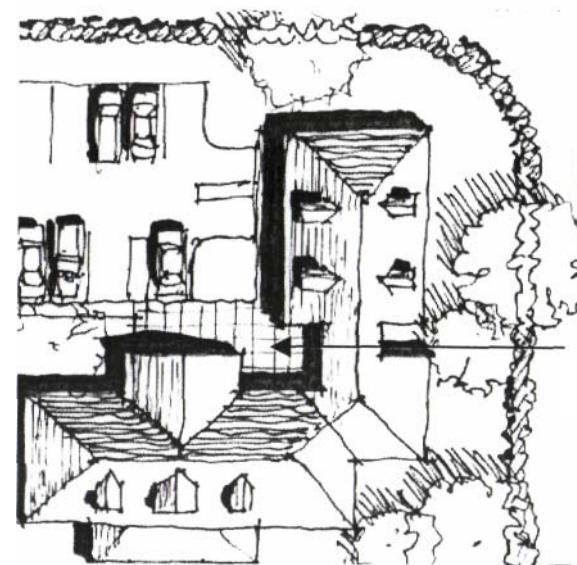
## Site Design

### Site Design Graphics

#### Sidewalk Retail



#### Public Plazas and Outdoor Dining



Outdoor Dining

## **Section 3: Architectural Design**

## Architectural Design

Note: See graphics on pages 35 and 36 for additional explanation/guidance about some of the elements described below.

Design Element	Commercial/Village Business	Gateway Corridor	Secondary Gateway Corridor
<b>Proportion</b>	<ul style="list-style-type: none"> <li>Multiple story buildings are strongly encouraged.</li> <li>Max 3 functional stories</li> <li>Max height = 40 feet</li> <li>Building: maximum 30,000 Gross Square Feet; maximum 10,000 square foot building footprint</li> <li>First story height should be a minimum of 10 feet measured floor to floor.</li> </ul>	<ul style="list-style-type: none"> <li>Multiple story buildings are strongly encouraged.</li> <li>Max 2 functional stories</li> <li>Max height = 30 feet</li> <li>Building: maximum 5,000 Gross Square Feet; maximum 2,500 square foot building footprint</li> <li>First story height should be a minimum of 10 feet measured floor to floor.</li> </ul>	<ul style="list-style-type: none"> <li>Multiple story buildings are strongly encouraged.</li> <li>Max 3 functional stories</li> <li>Max height = 40 feet</li> <li>Building: maximum 15,000 Gross Square Feet; maximum 5,000 square foot building footprint</li> <li>First story height should be a minimum of 10 feet measured floor to floor.</li> </ul>
<b>Roof</b>	<ul style="list-style-type: none"> <li>Pitched, flat, gambrel or mansard roof recommended.</li> </ul> <p><b><i>Flat Roofs</i></b></p> <ul style="list-style-type: none"> <li>Incorporate a parapet with cornice details along facades facing public streets.</li> <li>Plain parapets discouraged.</li> </ul> <p><b><i>Pitched Roofs</i></b></p> <ul style="list-style-type: none"> <li>Should complement overall style of building.</li> <li>Materials should not be reflective.</li> <li>Colors should complement the overall character of the building.</li> </ul>	Same as Commercial/Village Business	Same as Commercial/Village Business

## Architectural Design

Design Element	Commercial/Village Business	Gateway Corridor	Secondary Gateway Corridor
<b>Roof</b> (continued)	<ul style="list-style-type: none"> <li>Should incorporate measures to prevent falling snow and ice onto the sidewalk.</li> </ul> <p><b>Acceptable Roofs</b></p> <ul style="list-style-type: none"> <li>30 year architectural shingle, rubber slate, rubber, stone aggregate</li> </ul>		
<b>Façade Treatment</b>	<ul style="list-style-type: none"> <li>Overall façade composition should break the building down into smaller distinct portions to provide a small-scale impression.</li> <li>Building transparency is important at the street level; consequently, ground floor level should have a minimum 50% glass surface that is oriented vertically.</li> <li>Floor to ceiling windows are strongly discouraged.</li> <li>Second floor windows should relate to the first in shape, form and pattern.</li> <li>Second floor windows should make up at least 30% of the façade.</li> <li>Storefront construction should be recessed enough at the point of entry to allow the door to swing out without obstructing the sidewalk.</li> </ul>	<ul style="list-style-type: none"> <li>Overall façade composition should break the building down into smaller distinct portions to provide a small-scale impression.</li> <li>Floor to ceiling windows are strongly discouraged.</li> <li>Second floor windows should relate to the first in shape, form and pattern.</li> <li>Windows should make up a minimum of 30% of the facade on all floors.</li> <li>Windows should not be mounted flush to the exterior of the façade.</li> <li>The architectural treatment of the front building façade should be continued in its major features, around all visible sides from the primary street.</li> <li>Blank, windowless walls are strongly discouraged.</li> </ul>	<ul style="list-style-type: none"> <li>Overall façade composition should break the building down into smaller distinct portions to provide a small-scale impression.</li> <li>Floor to ceiling windows are strongly discouraged.</li> <li>Second floor windows should relate to the first in shape, form and pattern.</li> <li>Windows should make up a minimum of 40% of the facade on all floors.</li> <li>Windows should not be mounted flush to the exterior of the façade.</li> <li>The architectural treatment of the front building façade should be continued in its major features, around all visible sides from the primary street.</li> <li>Blank, windowless walls are strongly discouraged.</li> </ul>

## Architectural Design

Design Element	Commercial/Village Business	Gateway Corridor	Secondary Gateway Corridor
<b>Façade Treatment</b> (continued)	<ul style="list-style-type: none"> <li>• Windows should not be mounted flush to the exterior of the façade.</li> <li>• French door or wooden, either single or double doors with solid cores are strongly encouraged.</li> <li>• The architectural treatment of the front building façade should be continued in its major features, around all visible sides from the primary street.</li> <li>• Blank, windowless walls are strongly discouraged</li> </ul>		
<b>Awnings</b>	<ul style="list-style-type: none"> <li>• Strongly encouraged on building facades that face public streets.</li> <li>• Awnings should be fastened to the façade of the building and not supported from the ground; they should not extend more than seven (7) feet from the façade; and no portion of the awning should be nearer than seven (7) feet from the ground.</li> </ul> <p><u>Awning Materials:</u></p> <ul style="list-style-type: none"> <li>• Should be constructed of canvas.</li> <li>• Plastic and metal awnings are strongly discouraged.</li> </ul>	<p>Not strongly encouraged, but when used, recommendations are the same as Commercial/Village Business</p>	<p>Not strongly encouraged, but when used, recommendations are the same as Commercial/Village Business</p>

## Architectural Design

Design Element	Commercial/Village Business	Gateway Corridor	Secondary Gateway Corridor
Awnings (continued)	<ul style="list-style-type: none"> <li>Internal lighting or backlighting strongly discouraged.</li> <li>Color schemes should be consistent with the colors outlined under materials and colors below.</li> <li>Retractable awnings are acceptable.</li> </ul>		
Specialty Equipment	<p><i>Rooftop Mechanical Equipment, Satellite Dishes, Antennas, etc.</i></p> <ul style="list-style-type: none"> <li>Should be screened from public view with the use of architecturally compatible materials, parapet, or wall.</li> </ul> <p><i>Ground level equipment such as dumpsters and loading docks:</i></p> <ul style="list-style-type: none"> <li>Should be screened from public view enclosed in a three sided solid concrete enclosure with a solid panel gate, pitched roof, surrounded with plantings.</li> </ul>	Same as Commercial/Village Business	Same as Commercial/Village Business
Materials and Color	<p><b>Facade Materials:</b> Strongly Encouraged Materials</p> <ul style="list-style-type: none"> <li>Common brick</li> <li>Architectural masonry units (colored, textured, painted).</li> <li>Natural stone, stone veneer, or cast stone.</li> <li>Wood</li> <li>Vinyl siding of high grade (.044 minimum thickness) double 4" or double 5" simulating a natural material.</li> </ul>	Same as Commercial/Village Business, though residential character of this area suggests greater use of wood.	Same as Commercial/Village Business

## Architectural Design

Design Element	Commercial/Village Business	Gateway Corridor	Secondary Gateway Corridor
<b>Materials and Color</b> (continued)	<p><b><i>Facade Materials:</i></b> (continued) Strongly Discouraged Materials</p> <ul style="list-style-type: none"><li>• Rough lumber</li><li>• Plain (bare) masonry units</li><li>• Metal siding</li><li>• Imitation stone, plastic, composite, or resin products.</li><li>• Metal or ceramic tile roofs</li></ul> <p><b><i>Trim Materials:</i></b></p> <ul style="list-style-type: none"><li>• Finish-grade wood, painted or stained is strongly encouraged.</li><li>• Powder coated colored aluminum encouraged.</li><li>• Bare lumber or rough grade wood is strongly discouraged.</li></ul> <p><b><i>Windows:</i></b></p> <ul style="list-style-type: none"><li>• Windows should have anodized aluminum, wood, vinyl or powder coated frame</li><li>• Bare aluminum frame are strongly discouraged.</li></ul> <p><b><i>Building Colors:</i></b></p> <ul style="list-style-type: none"><li>• Colors should be chosen from a commercial paint distributor's historic color pallet.</li><li>• Fluorescent colors are strongly discouraged.</li></ul>		

## Architectural Design

### Architectural Design Graphics



## Architectural Design

### Architectural Design Graphics

