Document A – Design Standards for the Village of Marcellus

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Introduction

Purpose, Intent, and Applicability

In the spring of 1995, The Village of Marcellus began a process of planning for its future; of crafting a vision to manage change constructively. Working with SUNY-ESF's *Your Town* Program and the Faculty of Landscape Architecture, the village participated in a variety of studies investigating physical changes occurring in Marcellus, examining both current and past development practices. In addition, local residents were surveyed to find out what types of development they preferred in the village, and what qualities would they like to see preserved or promoted through design and planning. The result of these studies was the development of a greater understanding of the physical form and character of the village, and the "foundations" which design and planning efforts might build on. In particular, village residents and elected officials alike expressed a strong desire to maintain the existing visual character of a "small town," and the quality of life afforded by those characteristics.

...the guidelines provide visual examples of the types of design forms and character that are desired by the village--they are not intended to replace or supercede existing codes and regulations...

The principal intent of these guidelines is to aid in the effective communication of Marcellus' desire to maintain and promote its "small town" character through physical design. By providing visually illustrative examples of desirable design typologies, the guidelines can provide a useful reference for residents, developers, planning board members or village staff. The guidelines should assist to:

- ❑ clarify the village's community design goals and objectives
- ❑ illustrate the physical and visual intent of existing development ordinances
- ❑ encourage innovation and improve quality in architectural and site design
- ❑ stimulate a dialog between village leaders, business owners, residents, and the development community.

The guidelines are intended to apply to all new construction in the Village Center, including the modification of, or addition to existing buildings and sites. The guidelines are not intended to be *legally* binding requirements, or models for new code requirements (though in certain instances, new code provisions may be desirable). Instead, the guidelines provide a visual example of the types of design forms and character that are desired under the existing code, providing a basis for dialog in the design review process. This should help developers, architects, landscape architects, and engineers gain greater insight into the expectations of village officials when preparing proposals for projects in Marcellus' village center.

Goals and Objectives

Of the preliminary studies conducted by ESF, perhaps the most valuable examined the visual preferences of village residents, attempting to identify important places and images

within the village. Among the places and images which emerged, the village center consistently ranked as one of the most significant in contributing to the small town "image" of Marcellus residents. Unfortunately, it also illustrated a wide range of visual disparity, with the west end of Main Street (near Slocombe Avenue) ranking among the most positive locations, and the east end of Main Street (near Orange Street) ranking near the most negative. Using this evidence as a starting point, a variety of design goals and objectives have been developed to first maintain the positive qualities found in the village center and then improve the more marginal or negative physical and visual qualities.

The design guidelines have been intended to address four major goals, each of which focuses on a particular contribution to the physical design quality of the village center. The goals center on the issues of visual quality and imagability; historic character and local heritage; pedestrian scale and pedestrian safety; and parking and user convenience. Each goal is followed by a series of objectives which suggest design strategies to reach the corresponding goal. When combined with an analysis of the unique forms and patterns of development which have evolved over 200 years of settlement in Marcellus, a distinct design vocabulary emerges. In total, these goals and strategies characterize the overarching *Design Philosophy* proposed for the village center:

1. **Increase village center imagability and visual legibility.**
   - To define clear street edges and intersections by creating consistent curb lines along all Village Center streets and reducing unnecessary curb cuts.
   - To visually enclose and define the street edge through street tree plantings.
   - To suggest a locally compatible and appropriate palette of design elements and materials for streetscape improvements and amenities such paving, seating, lighting, etc.
2. **Preserve and promote historic character and design patterns in built forms (streets, buildings, etc.).**
   - To identify and preserve existing significant historic design features and structures.
   - To encourage historically compatible new development including new development which sympathetically considers building size, type or form, materials, location, and site planning.
   - To encourage the development or use of complimentary designs for auxiliary features such as signs, lighting, and street furniture.
3. **Increase or establish pedestrian orientation and promote pedestrian safety on all Village Center streets.**
   - To slow vehicular traffic by slightly narrowing street width and articulating traffic lanes with striping or use of alternative pavement treatments.
   - To slow vehicular turning speeds and reduce pedestrian crossing distance by utilizing minimum curb radii at intersections.
   - To narrow perceived street width and pedestrian crossing distance at intersections using "neckdowns," reducing intersection size, and articulating on-street parallel parking zones.
   - To slow and guide vehicular traffic by introducing specialty paving at pedestrian crossings and considering "speed tables" at side-street intersections.
   - To encourage on-street parallel parking, narrowing the perceived street width and eliminating 90° perpendicular parking on main streets.
4. **Maintain or increase vehicular parking capacity and increase pedestrian convenience.**
   - To maintain as much on-street parallel parking as possible, while improving access and clarity by defining and articulating parking zones with curbs and pavement striping.
   - ù To explore opportunities for expanded off-street parking behind buildings, at the rear of Village Center lots.

Village Center Overview

Setting and History

The current design of the center of the village of Marcellus is much more than the result of changing visual preferences among the local citizenry. Aesthetics and the public's perception of design play a substantial role, however, the overall form of the village is best understood by considering the history of when, how, and why the village has developed over time-- including economics, politics, natural systems, the cultural heritage or ethnic background of major groups of settlers, and even the individual personalities of local business owners and civic leaders.

The center of the Village of Marcellus, in physical terms, is very typical of American small town vernacular design, with distinct commercial, mixed use, residential, and civic design typologies. Each of these typologies is characteristic of a particular land or building use; a corresponding physical design form and character; and a gradient in the intensity of use and activity from center to periphery of the village. This pattern is typical in nearly all pre-WWII American small towns, varying in form and character from region to region, and in some degree by time period. Marcellus, as such, is a fine example of mill towns founded and built during the great westward expansion through New York State in the first half of the 19th century.

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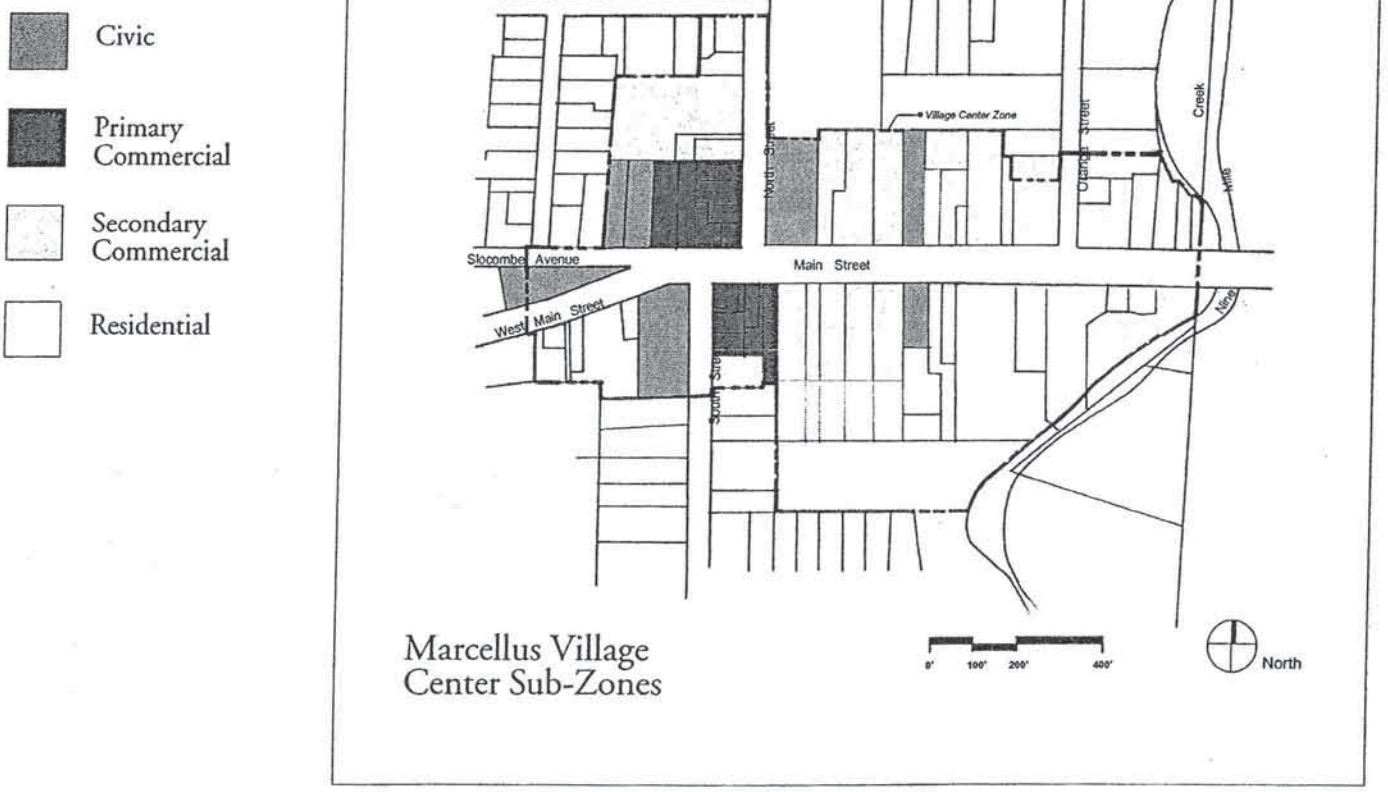
Marcellus was originally founded because of its location at the crossing of Nine Mile Creek by the Seneca Turnpike. Using the water power the creek provided, Marcellus' first industries grew along the north-south axis of the creek; later this pattern was reinforced by the railroad following the creek valley on its route from Syracuse toward Skaneateles. At the same time, the village's commercial/retail and civic activities grew along the east-west axis provided by the turnpike, now Main Street. Over time, the village has nearly filled the easily developed land along the valley bottom, and now most new development (generally small residential subdivisions of farmland) occurs on the hillsides of the surrounding township to the east and west. The form of the village center takes much of its design from its earliest influences - the village's first settlers and the local land speculators and developers responsible for surveying and laying out the village's first public streets and properties. In particular, the intersection of Main Street with North and South Streets establishes the logical location of the village's activity center, with the anchoring presence of key civic properties (three local churches) firmly reinforcing this perception. Prior to the advent of the automobile, nearly all significant commerce of both goods or services in Marcellus was conducted within elatively easy walking distance of this location.

With the passage of time, significant changes have occurred within the village center. Advancing technology and structural changes in our regional and national economy have caused most of Marcellus' milling and manufacturing to cease over the past 50 years. Changes in transportation have caused the decline and eventual abandonment of the railroad line, and the steady growth of use of the automobile and other vehicular transit has gradually modified the life and form of the village, with straighter, wider roads, and more demand for parking and convenience access. Retailing and other commerce has changed as well, with the nationwide decline of locally owned, small town retail businesses, and the homogenization of design and marketing by national franchises like the typical mini-mart chains, big-box retailers, or fast-food outlets. Enactment of local development regulation in the form of zoning and subdivision codes has provided an enabling first step for guiding change. Unfortunately, typical codes have often failed to recognize the unique local forms and patterns which give Marcellus its cherished small town character and quality of life. Hidden in varying degrees under all the changes found in Marcellus, however, is a surprisingly strong and important residual design structure. This structure is found in form and patterns seen in the streets, the configuration of properties, the remaining historic buildings, and the surprising number of small details which have survived over time. It is upon this structure that the design guidelines seek to build a model for maintaining Marcellus' visual character and promoting compatibility and continuity in new development.

Character Types and Zones

Within the village center, as noted, there are four distinct character zones, each of which forms the basis for a design guideline typology. The four zones - Primary Commercial Blocks, Secondary Commercial/Mixed-Use Properties, Residential Properties, and Civic Properties each can be distinguished on the plan of the village center below:

Figure 1 Sub-Zones in the Village Center



Design Guidelines

Using the Guidelines

The guidelines are divided into four sections, corresponding to the four sub-zones identified and delineated within the town center. Each sub-zone guideline is structured to respond to a set of distinct design issues. In each case, the guidelines are intended to provide visually illustrative examples of how designs might respond to meet the village's planning goals and the various codes (zoning, subdivision, building, etc.) for the village center. They are most importantly intended as a compliment to the existing codes -- in a *prescriptive* form, as opposed to the code's current *proscriptive* form. By this, we mean that the guidelines are intended to be directive instead of restrictive; they suggest the development of certain types or a certain character of design which the village desires, as opposed to constraining or placing discreet limits on design. As such, they can act as an explanatory tool to provide property owners, developers, and project designers with insight into the village's design philosophy.

Understanding the nature of local design issues is critical to using the guidelines effectively...

The communication of a well defined *design philosophy*, expressly integrated with the planning goals and objectives of the village, is particularly important. In many cases, the review of development proposals can become centered more upon procedural issues than on the substantive issues of design form and quality and relationships to local planning goals. The guidelines assist in keeping the focus of project review on addressing fundamental physical issues underlying development, land use, and project design. Within each sub-zone, there are both generic and specific issues which the design guidelines address. Understanding the nature of local design issues is critical to using the guidelines effectively. Design issues fall into one of two categories: Site Planning Issues, and Architectural Issues.

Site Planning Issues: Site planning issues focus on several topics -- location of primary structures within the property, including setbacks, build-to lines, and frontage limitations; improvements to the public right-of-way for pedestrian and vehicular access, such as walks, drives, on-street parking, etc.; visual amenities, such as street lighting, street tree plantings, and street furnishings; and site improvements, particularly off-street parking, access drives, lighting and utility structures, plantings, fences & walls, refuse storage and disposal, etc.

Architecture Issues: Architecture issues center on a number of related topics -- size and scale, particularly building height and bulk; architectural form or configuration, including massing, structural or organizational bays, and window fenestration on principal building facades or elevations, cornice and rooflines, etc.; materials, particularly those exposed as a part of the exterior design; and architectural amenities, such as porches, arcades, awnings, signs, light-

ing, etc. The architectural guidelines for each sub-zone draw upon local historical archetypes, however, the intent is not to insist upon slavish recreation of local historical styles. Instead, we suggest that new architectural design use historic forms as a foundation and point of departure. New design should be *visually compatible* with existing historic structures in scale and typology, but not necessarily structure and detail. If traditional design details are used (such as classical moldings or columns), however, they should be accurate and appropriate in scale, proportion, and architectural application.

Sub-Zone One: Primary Commercial

Sub-Zone One properties include the historic commercial "downtown" center of Marcellus - generally those properties with buildings filling 90-100% of the available street frontage, with first floor retail businesses and upper floors of mixed residential, office, or other uses. Whenever change occurs in the village center (change in use, new construcion or infill, etc.), the change should be encouraged to follow the pattern established by the primary commercial sub-zone.

Major Design Issues:

Design issues within the main commercial blocks generally center on streetscape development and architecture-- particularly siting, massing, and facade articulation. In general, there are two major architectural "form types" within the village center: those buildings contributing to the overall "fabric," and those intended to have "monumental" characteristics because of their use, location or other significance. All buildings within the commercial center sub-zone are intended to contribute to the idea of a larger design "fabric," i.e. they should each have a significant degree of visual "fit" with adjacent buildings. Parking can be an issue, but sites within Sub-Zone One are typically too intensively built-out to allow significant off-street access and parking, so public "on-street" parking availability might be used to waive or fulfill potential code-generated parking requirements. Streetscape issues center upon the creation or maintenance of a pedestrian oriented environment, including provision of pedestrian amenities such as seating, shade trees, lighting, and pedestrian scale signs. Compliance with the Americans with Disabilities Act (ADA) is also a common issue, particularly with respect to steps and entry thresholds, walk gradients, ramps and railings, curb cuts, paving materials and detailing, maintenance, etc. Architectural design issues in this sub-zone generally revolve around facade design and storefront restoration/renovation, with specific concerns related to materials and detailing, windows, doorways, signs, awnings or arcades, etc. In each case, two ideas drive the guidelines: maintaining historic small town scale and visual character, and promoting pedestrian friendly shopfronts (large windows with visually interesting displays of goods & inviting doorways) and streetlife (opportunities for activity to safely spill onto the street, such as outdoor cafes, etc.).

Design Guidelines:

- ❑ **Building Siting & Massing:** Building siting and massing should reflect the typical pattern of traditional American main streets, such as that now found in several existing blocks in Marcellus. These blocks are characterized by rectangular, multistory, flat-roofed buildings (generally with at least two, but rarely more than five floors), occupying the entire width of the lot and sharing or abutting the wall of neighboring buildings. Occasional alleyways or pedestrian passageways between buildings may be encouraged to offer access to parking or interior courtyards at the rear of buildings. Building facades should be sited immediately adjacent to the front property line and/or public sidewalk, with no discernible variation in setback from one building to another.

Minor differentiation between buildings is encouraged to establish visual variety, such as numbers of floors, width of building facade, and overall building height. Major departures from traditional main street patterns, such as building locations setback from the sidewalk, on-site parking in front of buildings, single story structures, and frequent large spaces or access drives between buildings are discouraged.

- **Architectural Detail & Facade Design:** Architectural detailing and facade articulation should follow several general guidelines, again based on patterns found in traditional main streets. The first pattern to follow is the incorporation of large, inviting, and open storefronts (see figure 4). Such storefronts encourage pedestrian activity and interaction, and support the predominant use of retail and other commercial activities. Blank walls at street level without visually accessible windows, doors, or other pedestrian scaled fenestration are discouraged. An intermediate cornice and frieze or entablature will typically differentiate the storefront facade from the design of the upper stories of the building (see figure 3). The entablature should incorporate business identifications signs in scale with pedestrian use (i.e. designed for greatest visual effect and clarity to pedestrians at approxiately 4mph, not vehicles at 40mph). Upper stories of buildings should incorporate windows and other facade fenestration with elements of a size, spacing

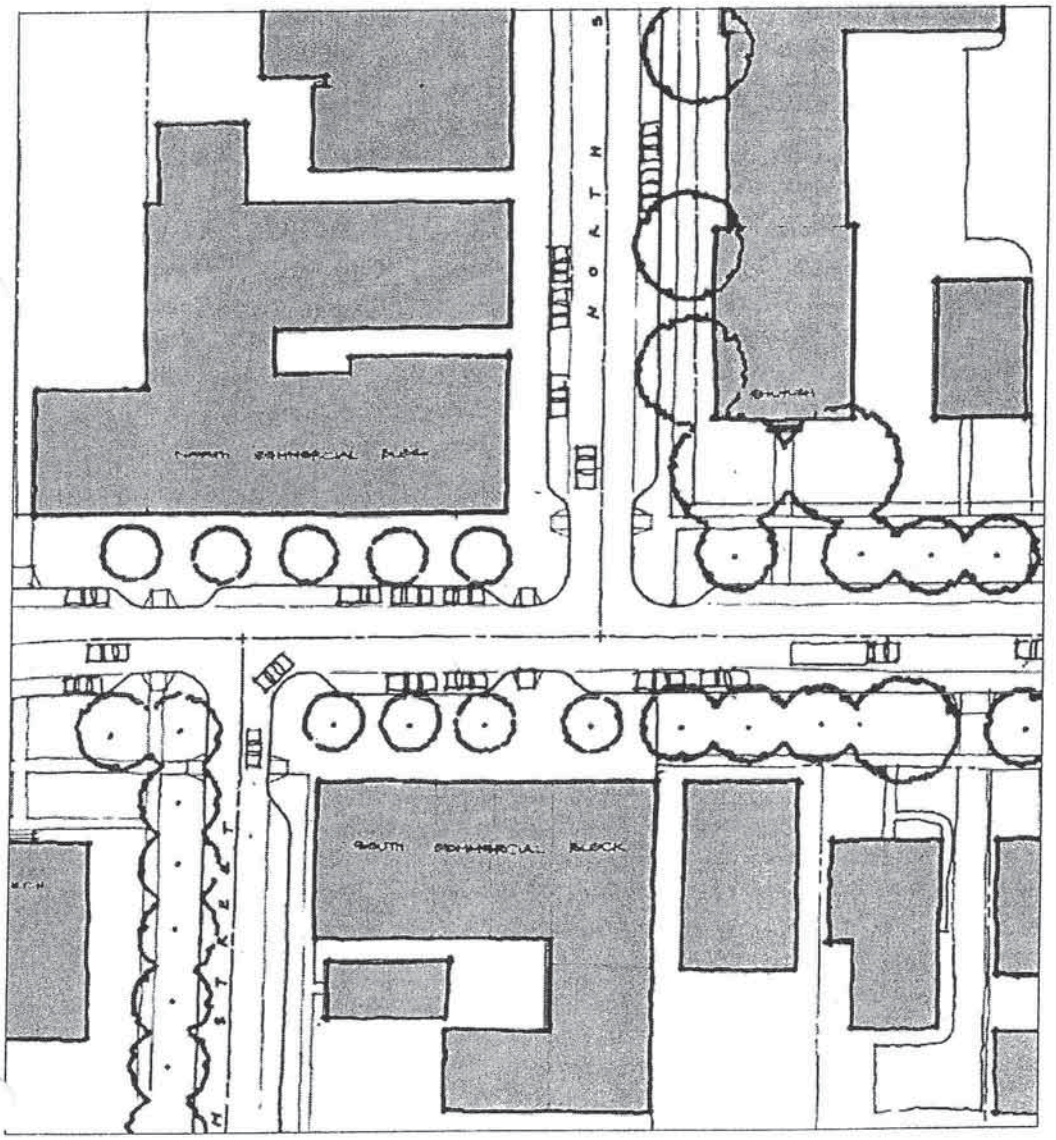


Figure 2 - Reference Plan
The traditional small town main street pattern is clearly identifiable in Marcellus (shown here with proposed traffic calming and other streetscape improvements). This plan illustrates the typical siting and arrangement of buildings with the primary facade and entrance addressing the main street and extending to the edge of the lot (meeting the sidewalk), with each building filling all or most of the lot frontage. Parking is primarily accommodated on street.

This plan illustrates how siting, scale and architectural massing should be maintained. Improvements, additions or alterations should address storefront and facade design, concentrating on restoring historic detailing and character, particularly storefront windows and doorways, signs types, and awnings or arcades.

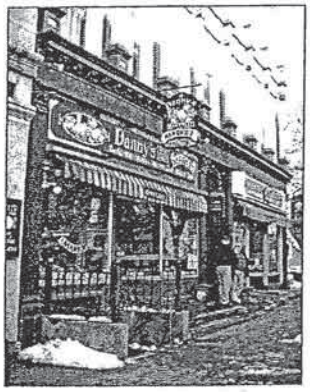
Streetscape improvements should focus on slowing vehicular traffic, accommodating on-street parallel parking, and promoting a safe, comfortable and interesting pedestrian environment.

Figure 3 - Architectural Form
The adjacent drawing illustrates the unified composition typical of the American main street resulting from careful siting, massing, and facade design. Buildings exhibit similar typologies in siting, form, and detail, but considerable variety in individual design character. This is achieved through varying size, storefront and window fenestration and detailing, building material, color, etc. The typical facade elements are all illustrated in their traditional ordering pattern:

- *Ornately detailed, transparent, vertically structured storefronts.*
- *intermediate frieze and cornice completing the first floor*
- *simple upper stories with deeply fenestrated windows emphasizing the vertical composition*
- *roofline frieze and cornice*

Figure 4 - Storefronts:
These storefronts in Marcellus conceptually illustrate many of the key ideas to be considered in the design of new commercial buildings or the reuse of historic structures. While substantial architectural detail has been lost, the underlying traditional patterns still exist as noted above, particularly the large, open, vertically oriented storefront windows encouraging views into the shops.

Enhanced character could be achieved through restoration of these storefronts such as the example below. New construction can also include traditional storefronts; architects should be encouraged to examine existing local or regional historic buildings for design ideas, particularly regarding scale and proportion of facade elements, and local materials and detailing.



and proportion appropriate to the building and its period or style (see figure 3). Windows should be distinctly inset from the surrounding facade surfaces. The top of buildings should incorporate a terminal cornice and frieze or entablature, often in the form of a parapet wall obscuring any visible roof forms or rooftop mechanical features.

Minor differentiation between adjacent buildings is encouraged in the form of variations in underlying design style, materials, design details, color, etc. The use of traditional local materials such as stone, brick, cast iron, wood, and ceramic or terra cotta are encouraged. Major departures from traditional main street design patterns, such as the use of large glass, stucco, synthetic or metal curtain wall panels, flush mounted and inoperable windows, automobile-scaled forms, detailing and identifications signs, blank or solid street-level facades (without windows), etc. are discouraged.

- ❑ **Site Planning and Streetscape Design:** Following the location of structures, parking and pedestrian circulation/access and streetscape design should meet the following guidelines. Wherever possible, parking should be accommodated on street in the form of parallel parking. This achieves two goals, first it provides significant amounts of convenient customer parking for downtown businesses; and second, it reinforces the safety of pedestrians on the sidewalk, by providing an additional physical and visual barrier to adjacent street traffic (see figure 5). Additional parking should be accommodated on-site if access and adequate space are available to the rear of structures (see General Design Guidelines, on-site parking: p. 22).

  Streetscape design should revolve around creating a safe, comfortable, and visually interesting environment for pedestrians, while safely accommodating necessary vehicular circulation. Streetscapes should be designed following a model which is based on traditional main street design but also incorporates more recent design strategies (such as "traffic calming") to accommodate greater pedestrian safety and universal access. The vehicular zone of the street should be clearly articulated with painted lane striping and curbs at the street edge; on street parking lanes are encouraged

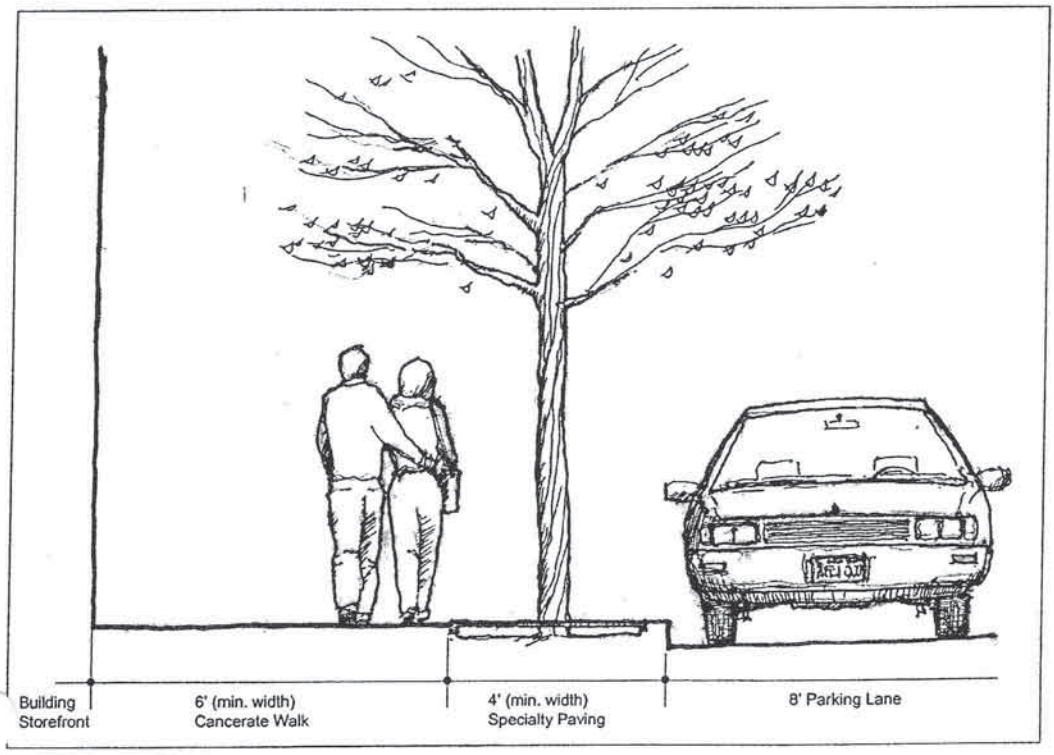


Figure 5 - Streetscape Details

Elevation View - A similar treatment is utilized in Syracuse's Armory Square below:

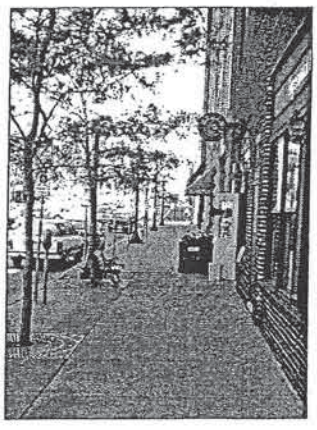
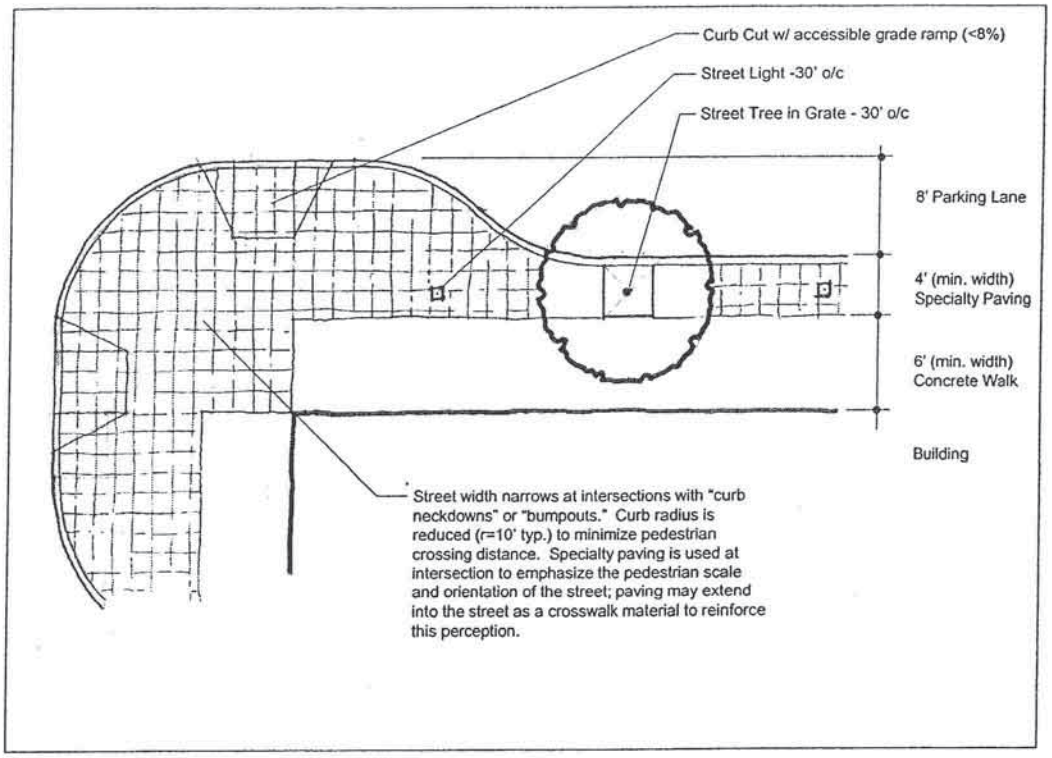
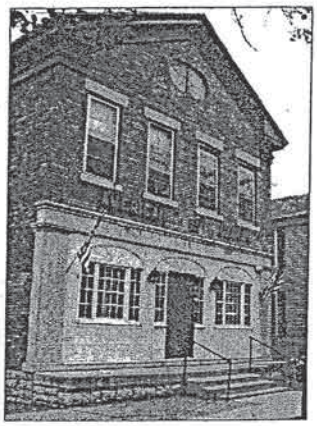


Figure 6 - Streetscape Details: Plan View



wherever possible. Street width should be reduced to the minimum necessary to safely accommodate the typical traffic volume encountered. This is particularly important at intersections (the location of greatest potential circulation conflict), where "neckdowns" and other traffic calming elements can be incorporated to slow traffic and increase pedestrian safety. Within the pedestrian zone of the street, the sidewalks should begin at curbside and extend uninterrupted to the face of adjacent buildings. Sidewalks in commercial centers should not be less than 10 feet in width to accommodate typical pedestrian volume and should not typically exceed 25 feet to maintain a comfortable scale. Street tree plantings are encouraged near the curb to provide shade and additional buffering from vehicles (see General Design Guidelines, street trees: p. 23), and are typically placed with alternating pedestrian scaled street lights. Street furnishings of compatible design scale, material, and color are encouraged, including benches, waste receptacles, news boxes, drinking fountains, etc. Also encouraged are outdoor store displays, seating and tables for outdoor dining, and temporary vending carts.

Sub-Zone Two: Secondary Commercial



Sub-Zone Two properties predominantly consist of freestanding, two-to-three story buildings supporting a variety of commercial uses. These structures are generally built of wood frame or light masonry construction and have often been converted from, or mixed with residential uses.

Major Design Issues:

Issues of primary importance in Sub-Zone Two properties center on site planning and architectural design. The principal goal of the Sub-Zone Two guidelines is to build a logical visual transition from the classic small-town "Main Street" pattern established in Sub-Zone One's continuous commercial blocks, to the smaller scaled, freestanding single family homes found in the predominantly residential structures of Sub-Zone Three and the surrounding residential neighborhoods. It is within Sub-Zone Two that substantial business expansion

and economic development is both encouraged and more easily accommodated. Significant building frontage is encouraged, with buildings extending to a "build-to" line at the sidewalk or an extension of the sidewalk extending to the existing building facade, encouraging a pedestrian-friendly environment. Building height should generally range from 2 to 3 stories. Establishing an appropriate balance between a pedestrian and vehicle orientation in design is a major concern.

Design Guidelines:

- **Building Siting & Massing:** In the event of new construction or additions to existing structures, building siting and massing should substantially follow patterns established in sub-zone one, with minor departures. Most existing buildings in Sub-Zone Two are freestanding rectangular form buildings with drives or alleys adjacent to each structure; this pattern is encouraged to continue if access cannot be provided to link on-site parking at the rear of lots. In the future, if common access to rear parking lots can be provided (eliminating the need for individual drives at each property), designs for new structures should be encouraged to utilize 100% of lot frontage. Typically the long axis of the structure is perpendicular to the street, with the primary entry located on the narrow front addressing the street. Currently, most structures are set back 10-20 feet from the sidewalk with parking placed in front of structures. This practice should be discouraged, with expansions or additions to structures encouraged to extend the building footprint forward to the lot-line or sidewalk edge.

  Like Sub-Zone One, minor differentiation between buildings is encouraged to

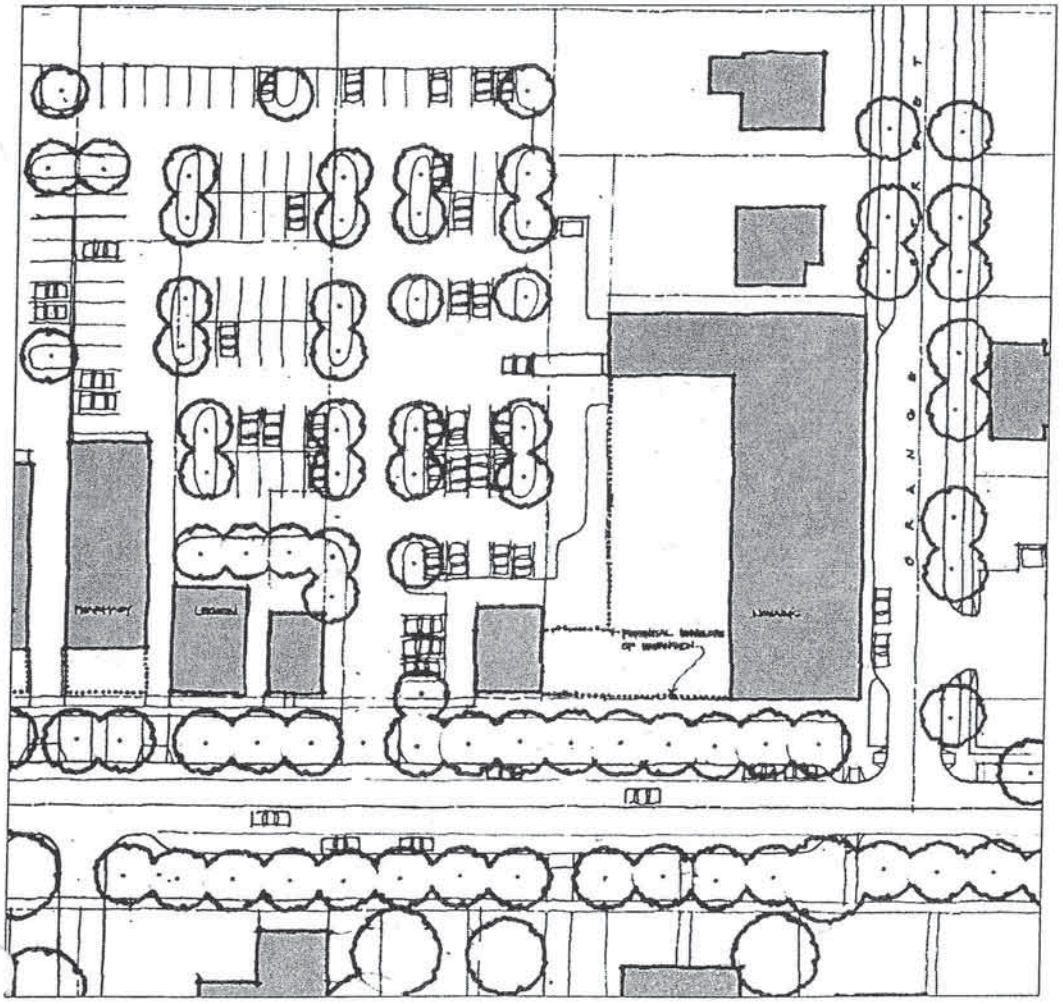


Figure 7 - Reference Plan
The traditional small town main street pattern is seen in transition within Sub-Zone Two, as forms change from typical commercial blocks to individual freestanding structures. As the village grows and develops economically, design in Sub-Zone Two is intended to eventually build a character similar to the commercial blocks of the village center, and less like residential properties or auto-oriented "strip development."

This plan illustrates the typical siting and arrangement of buildings (often previously residential structures) with potential locations and patterns for new construction and expansion of building area. Suggested design form is also indicated to add or supplement on-site parking, including common access. The streetscape design is intended to create a strong visual edge to the street, reducing the number of drives and curb-cuts, and providing street tree plantings in the parkway strip.

Figure 8 - Architectural Form
This street scene illustrates the character typical of Sub-Zone Two development, with independent free -standing structures, architectural facade design mixing commercial and residential elements and details, and smaller, discreet sidewalks with turf parkway strips and on-street parking.

The suggested design guidelines encourage new construction to respect the original form and style of existing structures when possible, or to emulate the form of downtown commercial blocks when new structures or infill are introduced.

establish visual variety, such as numbers of floors, width of building facade, and overall building height. Major departures from traditional main street patterns, such as building locations setback from the sidewalk, on-site parking in front of buildings, single story front facades, and frequent large spaces or access drives between buildings are discouraged.

- **Architectural Detail & Facade Design:** Like Sub-Zone One, architectural detailing should follow traditional patterns found in small town main streets, though generally simpler in detail and of a smaller scale due to the predominant building form of detached independent structures. Like the larger downtown blocks, storefronts incorporating large, inviting, and open windows (see figures 4 & 8) with an intermediate cornice and frieze or entablature above are typical. Upper stories of buildings should incorporate windows and other facade fenestration with elements of a size, spacing and proportion appropriate to the building and its period or style (see figure 8); fenestration is generally significantly different from downtown blocks because of the scale and design detail associated with prior residential use. The top of buildings often incorporates a more "residential" roofline, commonly characterized by a triangular gable end, side gable, or hipped roof with a less prominent cornice and frieze.
- **Site Planning and Streetscape Design:** Following the location of structures, parking and pedestrian circulation/access and streetscape design should meet the following guidelines. Wherever possible, parking should be accommodated both on-street in the form of parallel parking and off-street in common access lots at the rear of properties (see General Design Guidelines, on-site parking: p. 22). At edges of properties abutting those of residential use, significant efforts should be made to provide a physical and visual buffer. These may take the form of walls, fences, and or substantial screen plantings (screening effect should be immediate, not intended to "grow in"). Other related facilities, such as trash dumpsters or compacters, should also be enclosed or screened with walls, fences and/or plantings.

Suggested streetscape design is a transitional form from that found in typical commercial blocks and that found in residential areas. Within the vehicular zone of the street, traffic calming measures are again suggested to promote greater pedestrian safety, with similar street and intersection design suggestions. Within the pedestrian zone of the street, however, there is a significant departure from guidelines for the downtown commercial blocks. First is the introduction of a substantial turf "parkway strip" or "tree lawn" separating sidewalks from the curbside. Sidewalks in Sub-Zone Two should narrow to 5 feet in width to accommodate typical pedestrian volume and may extend to reach setback storefronts (see figure 7). Street tree plantings are encouraged in the parkway strip to provide shade and additional buffering from vehicles (see General Design Guidelines, street trees: p. 23), and are typically placed with alternating pedestrian scaled street lights. Street furnishings of compatible design detail, material, and color are encouraged, including benches, waste receptacles, news boxes, drinking fountains, etc. Also encouraged are outdoor store displays, seating and tables for outdoor dining, and temporary vending carts. Auto-oriented design features such as large freestanding signs, drive-through windows, on-site parking in front of commercial structures, and frequent curb-cuts and driveways are discouraged.

Sub-Zone Three: Residential Properties

Sub-Zone Three properties consist predominantly of freestanding, 1.5 -to- 2.5 story buildings of single and multifamily residential use. These structures are generally built of wood frame or light masonry construction. Multifamily uses are generally conversions of large single-family structures.

Major Design Issues:

Significant issues to be considered in Sub-Zone Three properties include both site planning and architectural design, particularly building location, orientation, and massing. Residential area guidelines are intended to create a clear sense of pedestrian oriented public space along the street, while accommodating vehicular circulation and access; auto storage and small private yards are suggested at the rear of each property. Mixed densities and lot sizes are encouraged, with corner properties largest. Establishing a clear pedestrian orientation in design is a major concern, particularly on secondary streets; vehicular access and convenience should be secondary. (Sub-Zone Three guidelines may also apply in large part to residential areas throughout much of the village in addition to the Village Center Zone).

Design Guidelines:

- **Building Siting & Massing:** In the event of new construction or additions to existing structures, building siting and massing should follow patterns found in traditional small towns and common in adjacent residential neighborhoods. These areas are characterized by freestanding, essentially rectangular, multistory, gable and hipped roof buildings; each generally housing one family. The form of these structures is usually characterized by the long axis of the rectangle perpendicular to the street, with the primary entry located addressing the street on the narrow front facade. Structures are generally sited very close to one side of a lot, with 2-5 feet of setback; on the wider side, a setback of 15-20' generally incorporates a narrow driveway adjacent to the structure to providing access to parking or a garage/carriage house at the rear of the property. Front facades of structures are sited 15-30 feet setback from the front lot line and/or public sidewalk, with no discernible variation in setback from one building to another (see figures 9 and 10).

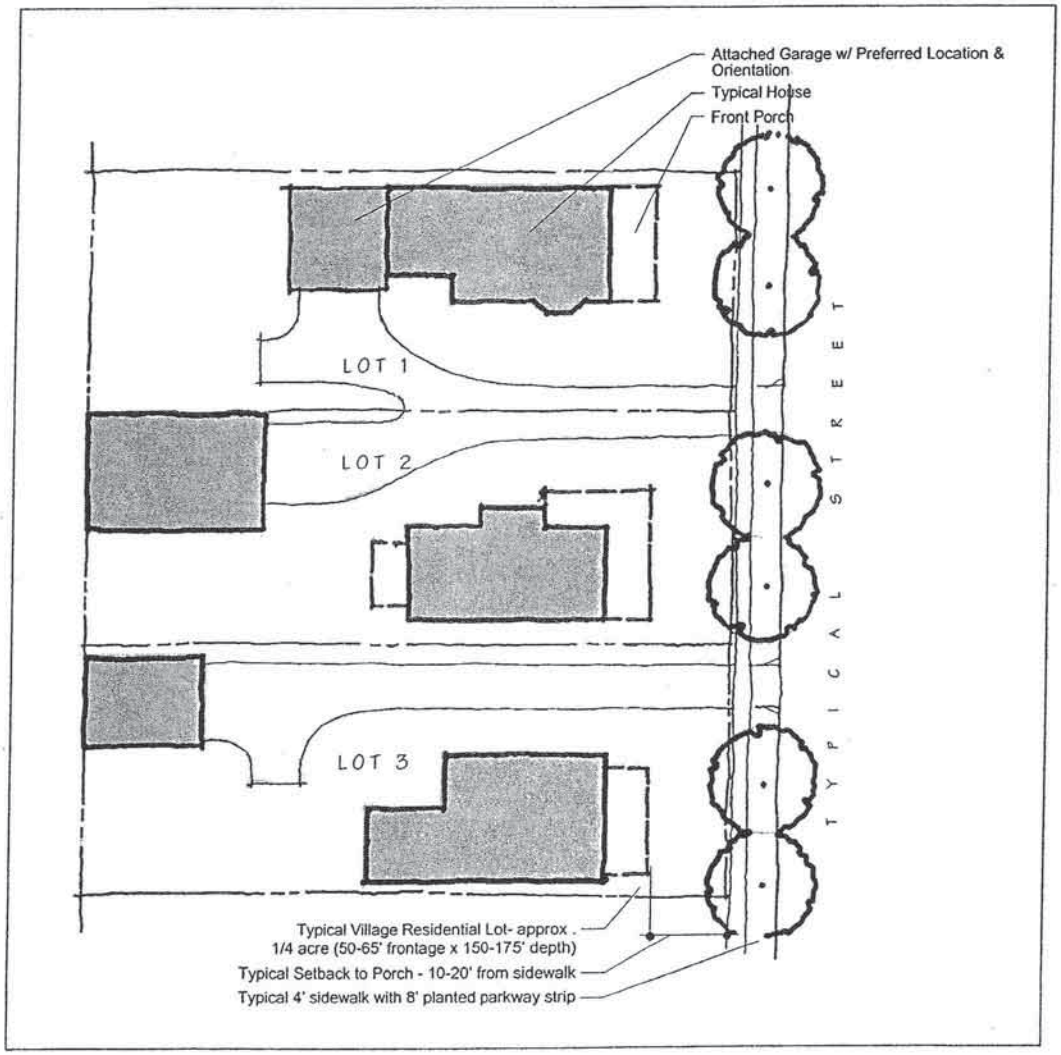
  Significant variation in architectural form and massing is common in most traditional residential neighborhoods, and is encouraged to continue in Marcellus. Al-

Figure 9 - Typical Streetscape: The traditional village residential street has a very distinct character, scale, and pattern, readily evident in this sketch. Evenly spaced multistory homes address the street, with broad covered porches providing a sense of entry and arrival for the pedestrian. Each home is moderately and consistently setback from the street, with a small front yard or garden between each home and the public sidewalk. Large canopy trees line the curb, and provide enclosure and shade to the street.

Figure 10 - Plan of Typical Residential Property Pattern. The traditional small town residential development pattern is illustrated in the adjacent plan drawing. Within the village's residential neighborhoods, this pattern has great variety on both architecture and site planning, with many "exceptions" to the general rule described here (generally larger homes and those built after 1950). Several characteristics, however, are nearly universal within pre-1950 residential properties and should be encouraged in new development:

- *perpendicular orientation of the primary structure to the street, w/ main entry facing the street.*
- *lots of varying size, but with a proportion consistently deeper than the frontage width.*

Each lot should have individual or shared driveways accessing a modest garage or parking area to the rear of the primary structure. Generally garages are detached, however, an attached garage can be accommodated in the configuration shown in Lot 1. Each property should have a small but useful private rear yard or garden. Side and rear yard setbacks are generally minimal, with a minimum of 10' clear space maintained to separate structures on adjacent lots.



most any architectural style could be adapted to fit, if the structure incorporates the suggested guidelines for setback, axis and orientation, and the use of a detached garage. The incorporation of attached garages, particularly those designed as a primary component of the principle facade should be strictly avoided.

- **Architectural Detail & Facade Design:** Architectural detailing and facade articulation should follow several general guidelines, again based on patterns found in traditional adjacent residential neighborhoods. The first pattern to follow is the incorporation of broad, covered entry porches (see figure 9). Porches emphasize the location and sense of entry in the design of the structure, provide a visual transition between public and private space, and encourage pedestrian activity along residential streets, providing important opportunities for social interaction between community residents. Upper stories of residential buildings should incorporate windows and other facade fenestration with elements of a size, spacing and proportion appropriate to the building and its period or style, and typically reflective of residential use. The top of buildings generally incorporates a more "residential" roofline, commonly characterized by a triangular gable end, side gable, or hipped roof with a less prominent cornice and frieze.
- **Site Planning and Streetscape Design:** Even before the location and orientation of the structure(s), site planning is an important consideration in the design of the residential properties. Most important is the orientation and proportion of subdivided lots along the street (see figure 10). In traditional residential neighborhoods, lots are created with a significantly greater depth in proportion to their width of frontage along the street. This establishes both a characteristic visual appearance, as well a more efficient and sustainable community form than that typically found in modern, post-1950 suburbs. Because of the narrower frontage, each lot demands less investment in, and maintenance of public infrastructure, including streets, utilities, sidewalks, etc.

  Following the location of primary structures, the site design should address and meet the following guidelines. Secondary structures, particularly garages, carports, or other vehicle storage structures should be located at the rear of properties, with minimal setbacks. Rear yards are intended to serve both as storage space for vehicles as well as provide private outdoor living or recreation space; to preserve this balance, vehicle storage structures, on-site parking, and driveways should not exceed 25% of the total lot area. Rear yards may incorporate fences or walls up to 6 feet in height, on or near the property line to provide visual screening and privacy.

  Vehicular circulation on streets should be accommodated in such a way as to allow ease of access (one-way streets should be avoided if possible), while discouraging excessive speed in a predominantly pedestrian environment. Traffic calming elements should be encouraged in Sub-Zone Three, particularly on minor streets. Wherever possible, parking should be accommodated both on-street, in the form of parallel parking, and off-street via narrow side-yard drives to the rear of properties. Streetscape design for pedestrians should incorporate forms also present in Sub-Zone Two. These include the use of a substantial turf "parkway strip" or "tree lawn" separating sidewalks from the curbside; width of the parking strip varies, but should be a minimum width of 6 feet, and should not exceed 15 feet. Sidewalks should continue along all residential properties in the village, at a width of a minimum 4 feet to accommodate normal pedestrian volume. Sidewalks are typically located immediately adjacent to front yards, with structures set back 10-30 feet. Within residential front yards, turf and small scaled plantings are encouraged; front-yard screening elements such as large shrubs or low-branching trees, and fences or walls over 3' in height are to be discouraged. Street tree plantings are encouraged in the parkway

strip to provide shade and additional buffering from vehicles, and are typically placed with alternating pedestrian scaled street lights.

Side yards are intended to be narrow yet functional. Minimal setbacks from side yard property lines are encouraged, with setbacks distances calculated to allow for vehicular and pedestrian access to the rear of the lot, surface drainage, fire protection/separation from adjacent structures, and reasonable maintenance of structures.

Sub-Zone Four: Civic Buildings and Openspaces

Sub-Zone four properties include all "public" buildings and openspaces in the village center, such as government buildings like town and village offices, churches, post office, library, and parks or public gathering spaces. Unlike other subzones, the "Civic Spaces" are not contiguous to one another, but are distributed throughout the village center. Generally these properties host prominent historic buildings with significant openspace areas to provide a distinctly different design setting. Ideally, civic properties are strong anchors for the village's underlying design structure, such as the Methodist church located at the terminus of the western visual axis of Main Street.

Major Design Issues:

Design issues within civic properties are significant, and include both site planning and architecture. Currently, the major issue for these properties centers on preservation of the existing historic structures and character. Site planning issues begin with building location -- Civic properties are generally larger, with greater than average building setbacks from

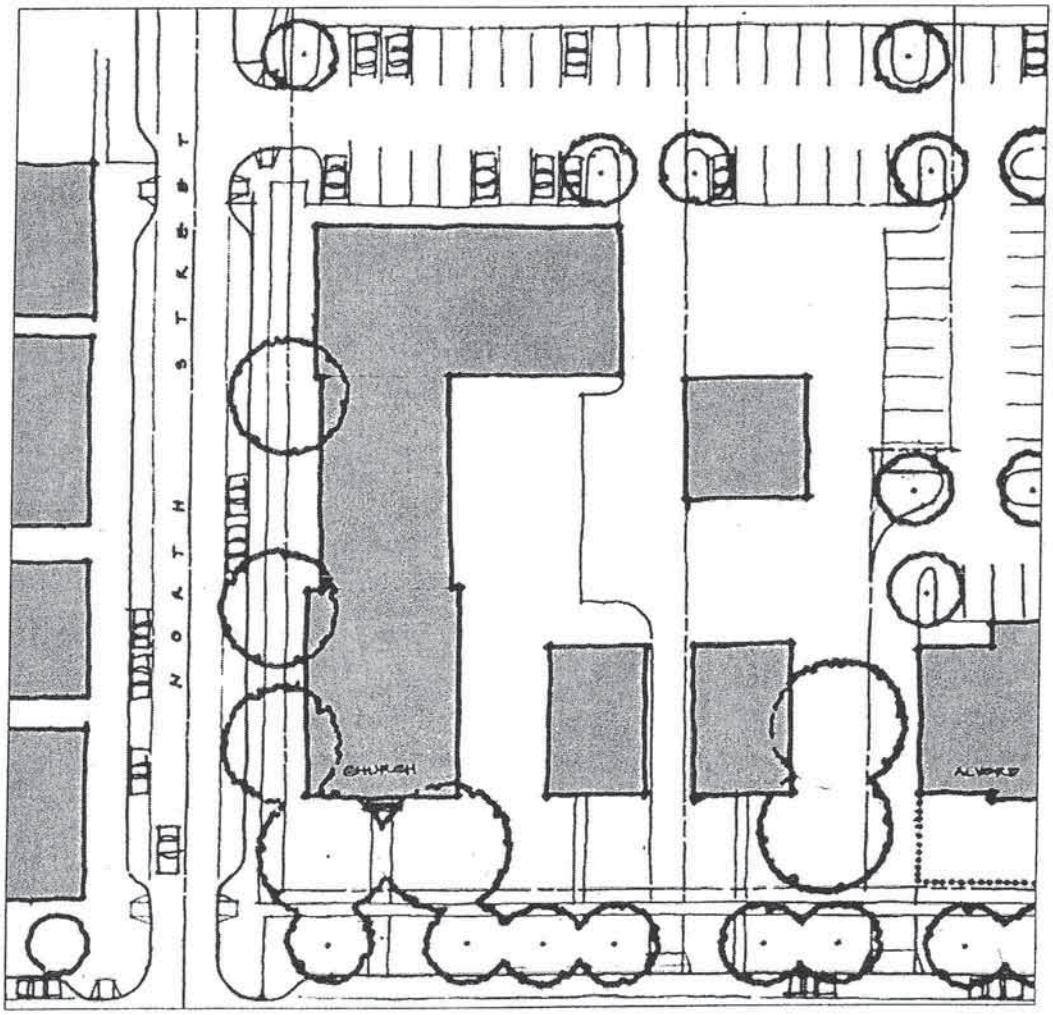


Figure 11 - Reference Plan
The Presbyterian Church is a fine example of "civic" design, featuring an architecturally monumental structure and a site plan which capitalizes on a prominent setting within the structure of the village center.

Design Characteristics:
- *Deep setback from street and from adjacent structures.*
- *Visually prominent location and siting.*
- *Orientation of the structure is perpendicular to Main Street*
- *Architectural scale is monumental in comparison to adjacent structures.*
- *Architectural form & detail is locally significant (Greek Revival); new structures or additions may seek to use or adapt this or other locally appropriate design styles.*
- *Openspace is organized to compliment the structure and oriented to pedestrian use. Plantings are simple and primarily composed of large canopy trees.*
- *Service access and parking located behind the principal structure.*

the street providing for formal public gathering spaces, and reinforcing the visual importance of civic buildings. These setbacks should be maintained, with additions or alterations to sites limited to the rear of existing structures. Special attention should be focused on the relationship of existing civic buildings and sites to the larger village center context, including building location, orientation, scale, and detailing. Streetscape issues are more minor, centering on vegetation, lighting, and signs. Like most publicly accessible structures, compliance with the Americans with Disabilities Act (ADA) is also a common issue.

Architectural design issues within Sub-Zone Four are very important. As noted previously, there are two major architectural "form types" within the village center: those buildings contributing to the overall "fabric," and those intended to have "monumental" characteristics because of their use, location or other significance. Civic buildings, more than any

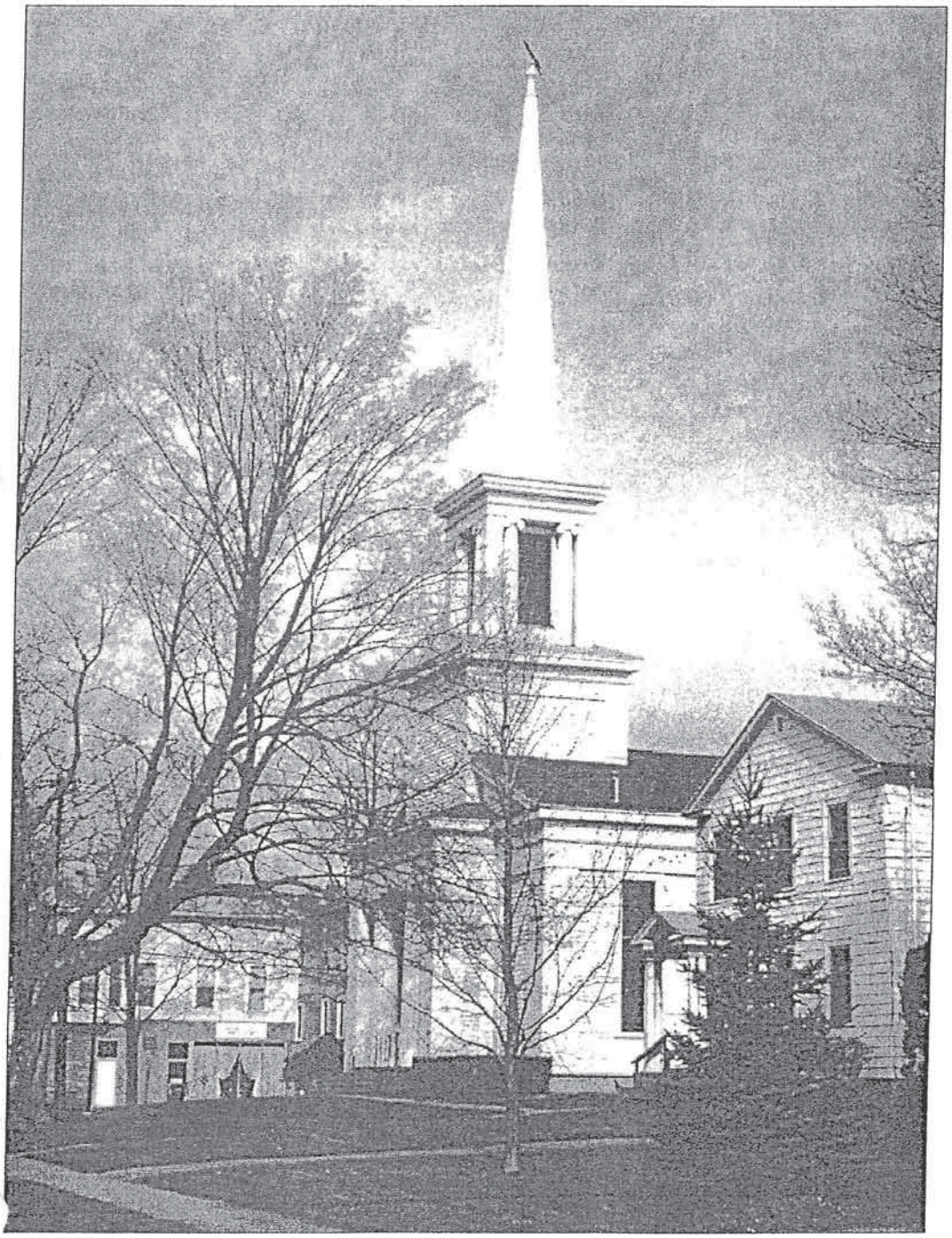


Figure 12 - Civic Buildings
The Marcellus Presbyterian Church is an excellent example of good civic design, both in terms of site planning and architecture. Utilizing a strong classical design vocabulary, this Greek revival style structure is set back significantly from both Main and North Streets to allow public gathering areas outside, and to accentuate the comparatively grand scale of the building.

The principal facade of the church maintains much of its original historic form and detailing, with few incompatible alterations. Located at one of the most visible street corners in the village, most additions or alteration have been placed less conspicuously behind the structure, along with off-street parking, adjacent to North Street. Though reversible, the addition of vinyl or aluminum siding to an historic wood-frame structure such as this should be avoided. These apparent "cosmetic improvements" rarely equal historic wood clapboard in visual detail or in material durability, and more importantly often hide and then excacerbate more serious structural problems.

other type, are often intended to have such "monumental" properties-- they were once the pride of American small towns, and most were built with the intent of lasting for centuries and carrying the vision and legacy of local leaders into the future. As such, civic building designs appropriately differentiate themselves from the more common downtown fabric of commercial blocks or outlying fabric of detached residential structures, acting visual landmarks and "keystones" in the overall design structure of the village center. Because of the importance of these properties, the thoughtful treatment and conservation of the existing sites and architecture is critical to successfully maintaining Marcellus' character in the future.

Design Guidelines:

- **Building Siting & Massing:** In the event of new construction or significant additions to existing structures, building siting and massing should continue to follow patterns established in existing local and regional civic structures. Form for these structures varies substantially dependent upon use, site, and construction technology, however, several guidelines apply in most cases. Structures are generally rectangular in form, and sited near the center of the lot; axial symmetry is common, dependent upon style and period. Front facades of structures are often setback significantly farther from the street than adjacent structures. Massing often includes a tower, steeple, or other visually prominent design element or accent.
- **Architectural Detail & Facade Design:** Architectural detailing and facade articulation should remain compatible with past civic design philosophy, but should incorporate current day design vocabulary, detailing, and materials. Civic architecture should reflect contemporary society's highest and most altruistic community values-- the design of civic buildings is a physical statement of a community's vision and belief in the future. Design, detailing and materials should be of the highest affordable quality. Building small town civic facilities of a temporary or impermanent nature, such as the incorporation of civic offices and meeting space in prefabricated/manufactured structures, is discouraged.
- **Site Planning and Streetscape Design:** Following the location of structures, parking and pedestrian circulation/access and streetscape design should meet the following guidelines. Wherever possible, parking should be accommodated both on-street in the form of parallel parking and off-street at the rear of properties (see General Design Guidelines, on-site parking: p. 22). Off-street parking may adjoin or be shared by Sub-Zone One or Two commercial properties, particularly if common access is provided. Where on-site parking abuts residential properties, significant efforts should be made to provide a physical and visual buffer (walls, fences, and or screen plantings). Other facilities, such as trash dumpsters or compacters, should also be enclosed or screened with walls, fences and/or plantings.

  Suggested streetscape design is similar to Sub-Zones Two and Three. Within the vehicular zone of the street, traffic calming measures are again suggested to promote greater pedestrian safety, with similar street and intersection design suggestions. Within the pedestrian zone of the street, a substantial turf "parkway strip" or "tree lawn" separating sidewalks from the curbside is suggested. Sidewalks in Sub-Zone Four, like Zones Two and Three, are 4 feet in width to adequately accommodate typical pedestrian volume . Street tree plantings are encouraged in the parkway strip to provide shade and additional buffering from vehicles, and are typically placed with alternating pedestrian scaled street lights. Street furnishings of compatible design detail, material, and color are encouraged, including benches, waste receptacles, news boxes, drinking fountains, etc. Auto-oriented design features such as large freestanding signs or incorporation of civic facilities within strip development or commercial office parks are discouraged.

Village Center General Guidelines:

Many design issues are somewhat generic to the entire village center or even the village as a whole, and are not specific to a particular sub-zone in their application. These issues may be addressed with a broader set of general guidelines as follows.

General Design Issues:

Several design issues of significance apply broadly throughout the village center. These include primarily site planning issues, specifically on-street and on-site parking, street tree planting and generalized uses of vegetation, traffic calming, and design for universal accessibility, including compliance with the Americans with Disabilities Act (ADA).

Design Guidelines:

- ❑ **Parking:** Parking is a significant design issue throughout Marcellus' Village Center. The following guidelines suggest a generic approach, however, careful consideration of the needs and peculiarities of a specific site is critical to success.

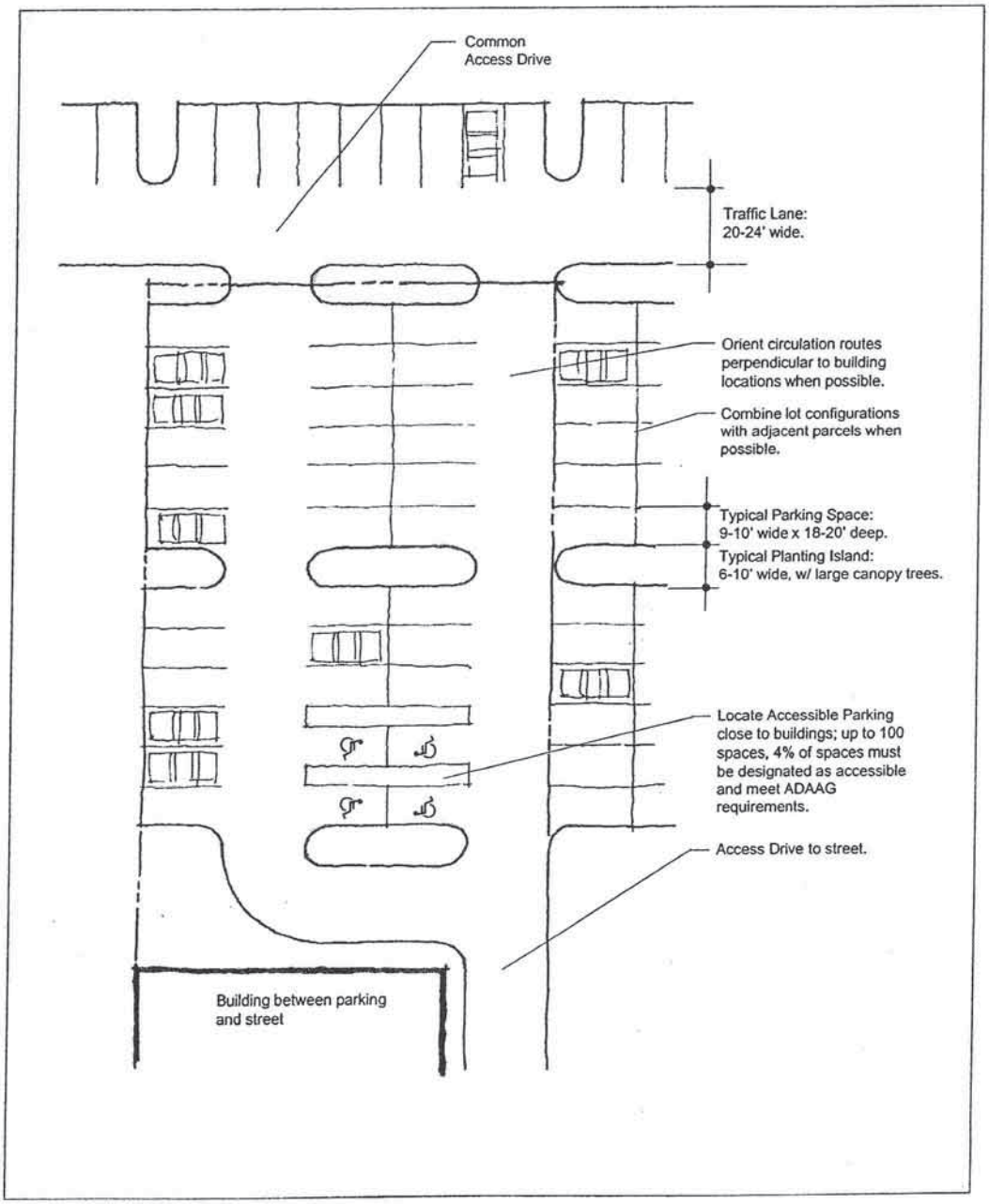


Figure 13 - Parking Guidelines

***On-Street Parallel Parking** is encouraged throughout the village center as it provides the greatest convenience for motorists, as well as providing traffic calming effect for pedestrians.*

- *individual parking lanes should measure 8' in width, and each space should be 21' length for residential streets, 24' length for primary commercial streets.*

***Off-Street Parking** is encouraged within the village center under the following conditions:*

- *Parking lots should be located behind buildings at the interior of the block, visually removed from the street.*
- *Parking lots should be served by common access drives, with limited numbers of drives and curb cuts onto the primary commercial streets.*
- *Parking lots should be organized using a 90° double-loaded configuration whenever possible to maximize efficient use of land area and minimize paved surface area.*
- *Parking lots should utilize periodic planting islands to provide visual cues for circulation, shade, snow storage, and to visually subdivide large parking areas into smaller spaces.*
- *When parking lots abut adjacent residential properties, significant efforts should be made to provide a visual and/or physical buffer. These may include fences or walls (5' min. height), or screening vegetation of equivalent size.*

- **Street Tree Plantings:** Street trees play a critical role in defining the visual and physical edge of the street, helping establish or reinforcing the small town character and image of Marcellus. The appropriate selection, placement, and maintenance of street trees is very important to achieving visual and functional design goals, as well as ensuring long term health and survival of a living component of the streetscape.

  Suggested Street Tree Species: Street trees, in general, are intended to provide a significant visual frame and shade canopy for the street. Because of this intent, most street trees should be selected for their ultimate potential to grow to maturity in the form of a large canopy form tree. Smaller species should only be used in the event of known and unavoidable overhead interference, particularly electrical utility wiring. Potential street trees should also exhibit resistance to harsh site conditions, including exposure to road salt, air pollution, dust and debris, vandalism, soil compaction, reflected or radiated heat, and drought. The following species are generally suggested for their ability to withstand these conditions successfully in central New York:

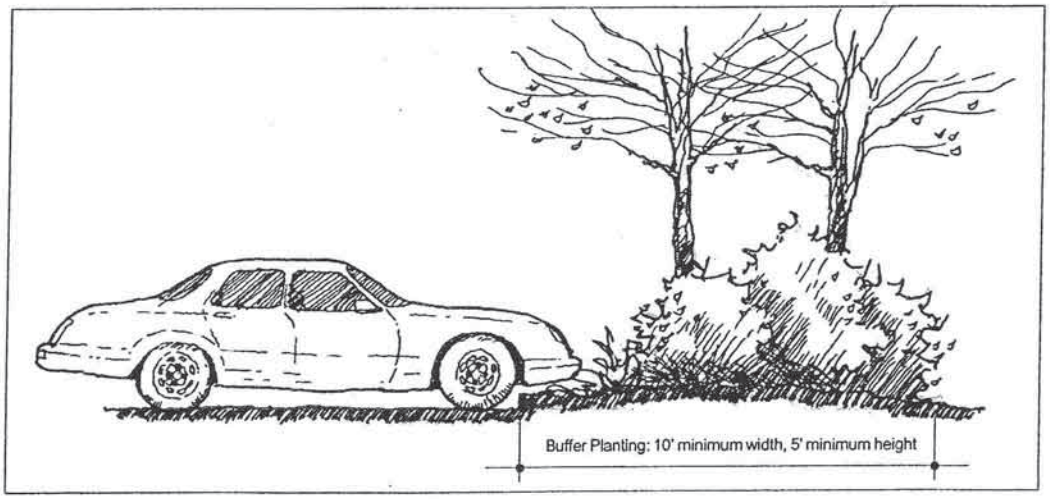
- Aesculus hippocastanum	Horsechestnut
- Carpinus betulus	European Hornbeam
- Celtis occidentalis	Common Hackberry
- Ginkgo biloba	Maidenhair Tree
- Gleditsia triacanthos inermis	Thornless Honeylocust
- Nyssa sylvatica	Tupelo
- Platanus acerifolia	London Plane Tree
- Quercus palustris	Pin Oak
- Quercus rubra	Red Oak
- Robinia psuedoacacia	Black Locust
- Sophora japonica	Japanese Pagoda Tree
- Tilia cordata	Litleleaf Linden
- Tilia tomentosa	Silver Linden
- Ulmus americana "Valley Forge"	American Elm (new disease tolerant strain)

  Note: some of the above species will perform significantly better than others dependent upon site specific conditions. An experienced professional landscape architect, horticulturist, or nurseryman should always be consulted in the selection of trees for specific locations.

- **Buffer Plantings and Screening:** If plantings are used to provide properties with a visual buffer adjacent to parking areas or other visual nuisances, the following guidelines should be used:

Figure 14 - Planting Buffers
Planting buffers should consider:

- *Width: a minimum planting area of 10 feet in width should be considered adequate to provide a buffer without use of a wall or fence.*
- *Height: buffer plantings should provide a visual screen of a minimum 5' in height at time of installation (this may be achieved in combination with an earth berm of up to 2' height).*
- *Density: buffer plantings should provide an opaque visual screen during warm seasons of the year.*



❑ **Traffic Calming:** Traffic calming is the utilization of a variety of physical features within the design streets to slow vehicular traffic. Originally developed as a traffic control technique in Europe, traffic calming has become widely accepted in the United States over the past 5 to 10 years (including widespread use by NYSDOT). Traffic calming works by creating a vehicular environment which is physically and/or perceptually comfortable only at reduced speeds, generally less than 30 miles per hour, or even slower through intersections. The benefits of traffic calming include:

- Encourages slower, safer motor vehicle speeds.
- Reduces collision frequency and severity.
- Improves actual and perceived safety for pedestrians and bicyclists.
- Reduces need for police enforcement of speed limits.

Currently, there are no specific recommendations for immediate implementation of traffic calming elements in Marcellus. However, as future plans for streets in the village center are developed, traffic calming strategies should be seriously considered, particularly on minor streets and at locations of major pedestrian crossings for schoolchildren.

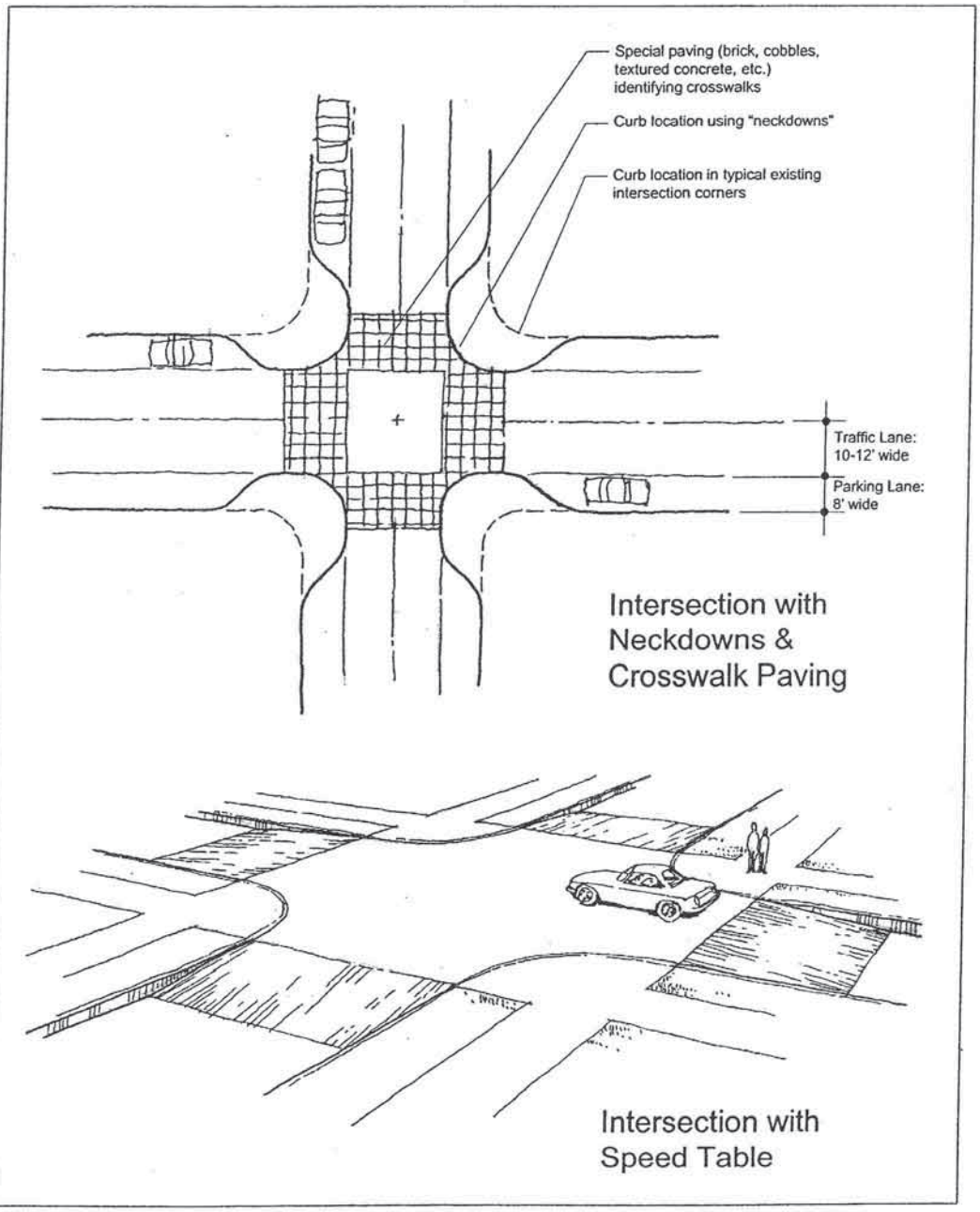


Figure 15 - Traffic Calming

The following traffic calming design elements or techniques are suggested for use in Marcellus:

- *Block end "bumpouts" or "neckdowns" with parallel on-street parking. Neckdowns reduce both the "perceived" width of the street without changing the actual width of traffic lanes. This causes drivers to reduce speed and proceed more cautiously, particularly in intersection. The technique may also be used midblock to facilitate safer pedestrian crossings.*
- *Special paving designs at intersections to delineate crosswalks or pedestrian zones. The use of brick, cobbles, or other modular pavers increases both visual and tactile awareness of the "pedestrian" use of streets. These features may also be used to add visual unity to the streetscape by repeating elements and patterns in sidewalks or other site design features.*
- *Speed tables or humps incorporated at intersections or midblock pedestrian crossings. Speed tables incorporate a gradual ramp-up of the street grade to allow pedestrian crossings without curb cuts. Though sometimes difficult to incorporate drainage, speed tables are very effective in slowing vehicular traffic through intersections by physically emphasizing a pedestrian orientation.*

Each of the traffic calming treatments above may be used independently or in combination.

Figure 16 - Universal Design
Parking spaces and other amenities should be appropriately marked using the international symbol of accessibility.

- **Universal Design:** Universal design refers to the practice of designing public spaces including buildings, streetscapes, parks, plazas, parking lots, etc., with accessibility to all people, regardless of ability level. This concept is embodied in the requirements of the Americans with Disabilities Act (ADA) of 1990, and described in the ADA Accessibility Guidelines (ADAAG) published in 1991. The ADA requires that ADAAG standards for access must be applied to all public facilities, including those constructed and operated by the private sector.

  The following are typical considerations for Universal Design:

  - Use of appropriate paving widths and textures.
  - Use of appropriate doorway widths and threshold treatments.
  - Use of appropriate gradients for sloping surfaces, ramps, etc.
  - Accommodation of typical "barriers" to access, such as existing curbs, steps, or unsuitable surfaces (i.e., loose gravel).
  - Incorporation of tactile or audible cues and signs for the visually impaired.
  - Incorporation of handrails and other safety features.

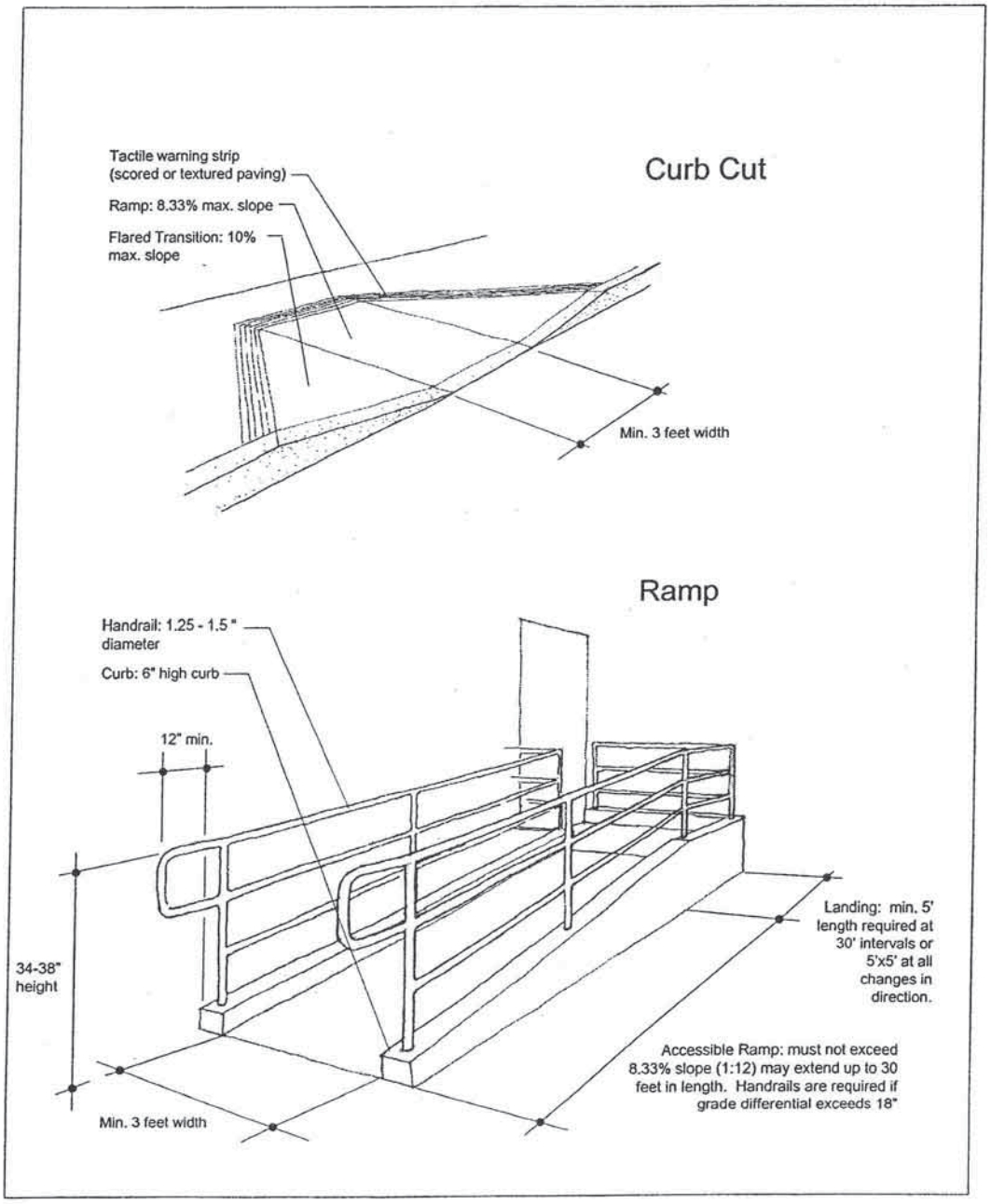
Figure 17 - Universal Design
The following are the most typical considerations for access and ADA compliance in the Village Center:

- *Ramps and appropriate paving surface gradients.*
- *Paving widths and textures.*
- *Visual and tactile cues*

The adjacent drawings illustrate the minimum qualities desired to meet ADAAG standards. Designing within these standards is not difficult, however, meeting goals of accessibility as well as maintaining community character can be difficult. Care should be taken to chose compatible materials, such as using substantial and durable stone, masonry, concrete, and metal in commercial or civic settings, while wood ramps or railings may be more appropriate in residential applications.

Sensitive design detailing is also very important. Designers are encouraged to incorporate details, materials, and colors similar to those found in existing architectural or site features.

For more in depth understanding of Universal Design and design compliance with the ADA, please refer to the suggested readings in the appendix.



Appendices

A Glossary for Small Town Design

Community design, like law, medicine, and other specialized professional disciplines, often incorporates highly technical language. Consequently, designers are sometimes prone to relying upon the use of confusing "jargon" when attempting to communicate key ideas and concepts. We feel that understanding design terminology and its popular use among designers is critical to reaching successful design solutions. To help clarify some of the potential for miscommunication, the following glossary of terms may provide assistance to lay people and non-designers involved in the community development process.

accessory use — a use incidental to, and on the same lot as, a principal use, such as a detached garage apartment on a residential lot.

adaptive use — conversion of a building into a use other than that for which it was designed, such as changing a warehouse into a gallery space or housing.

amenity — design features which are valued by the users of a building, public space, or community. Examples of amenities include open space, landscape plantings, seating, lighting, and public art.

arcade — an architectural feature consisting of an overhanging roof extending from the facade of a building, supported by columns or cantilever, and usually found along downtown retail streets, similar to a *colonnade.*

architectural drawings — used by architects and other design professionals during the design process. An *axonometric drawing* appears three-dimensional and is generally an overhead view. An *elevation* is a two-dimensional drawing which shows a facade or side-view of a design. A *perspective* also creates the illusion of three-dimensionality, but with reference to relative depth or distance. The *plan* illustrates the room or spatial layout, as well as the placement of various design elements (walls, trees, buildings). A *section* cuts through the design, illustrating wall heights, grade changes, and the like.

axonometric — see *architectural drawings*

axis — a real or imaginary straight line around which the parts of a structure or plan are symmetrically or evenly arranged or composed.

background buildings — buildings that may lack exemplary character or significance but are essential to creating a sense of place.

balance — the relationship between masses and spaces in which a compositional equilibrium or tension is established.

buffer — a strip of land identified on a site plan or by a zoning ordinance, established to

protect one type of land use that is incompatible with another adjacent use or occupant. Normally, the area is planted and/or left natural and kept in open space.

building cap — maximum allowable construction in a designated area. For example, San Francisco limits annual downtown office space construction to 475,000 square feet and Petaluma, Calif., limits the number of residential building permits issued annually.

buildout — the maximum allowable buildable area as stipulated by land use controls like zoning or a building cap.

build-to line — similar to a setback line, but more directive and definitive. A build-to line defines precisely where at least one exterior wall (generally the front or principal facade) of a proposed building (or addition) must be located with respect to a street or property line.

certified historic structure — for the purposes of the federal preservation tax incentives, any structure subject to depreciation as defined by the Internal Revenue Code that is listed individually in the *National Register of Historic Places* or located in a registered historic district and certified by the Secretary of the Interior as being of significance to the district.

certified rehabilitation — any *rehabilitation* of a certified historic structure that the Secretary of the Interior's standards have determined is consistent with the historic character of the property or the district in which the property is located.

charette — a quick, intensive collaborative design exercise that generates ideas for a project or plan.

circulation — movement patterns of pedestrians and vehicular traffic.

cluster development — a development design technique that concentrates buildings in specific areas on a site to allow the remaining land to be used for recreation, common open space, and preservation of environmentally sensitive areas. Units are grouped on a smaller land parcel for each unit than specified as the minimum lot size for an individual unit, but the average density for the zone must be maintained.

colonnade — a linked row of columns providing shade and protected passage.

compatibility — 1. The characteristics of different uses or activities which allow them to be located near each other in harmony. Some elements affecting compatibility include intensity of occupancy as measured by dwelling units per acre; floor area ratio; pedestrian or vehicular traffic. Also, complementing uses may be compatible, like residential and retail uses. 2. The characteristics of different designs which allow them to be located near each other in harmony, such as *scale*, height, materials, and *fenestration*.

comprehensive plan — (see *masterplan*) a broad-reaching general plan for a large area such as a state, county or municipality. Elements of the plan may include land use, housing, natural resources, traffic and circulation, etc..

conservation — as defined by Gifford Pinchot, the wise use and management of natural resources to achieve the greatest good for the greatest number of people for the longest period of time. This definition may be expanded to include some forms of preservation, and the consideration of all resources, e.g., natural, historic or cultural, and economic.

contrast — the use of a variety of techniques (light & dark, hard & soft, course & fine) to establish definition among spaces or design elements.

core — the central area of a hamlet, village, or town, generally identified by the clustering of buildings in close proximity, particularly retail shops, services, and government offices.

cornice — the top of a wall or building element made evident by an assembly of projecting moldings which strike a definitive limit to that section of the building.

cultural landscape — a geographical area that historically has been used by people, shaped or modified by human activity, occupancy, or intervention, and that possesses a significant concentration, linkage, or continuity of areas of land use, vegetation, buildings, structures, roads, waterways, and natural features.

demolition by neglect — the destruction of a building, structure, or landscape through abandonment or lack of maintenance.

density — measurement of the number of units, e.g.. housing, or persons per acre, which may indicate the level of activity in an area.

design competition — a way to select design professionals, not merely on the basis of reputation, but on the basis of a specific response to a project at hand. A competition may take a variety of forms, but should always include a program, which defines the project, and a jury of design professionals and local residents.

design guidelines — criteria established to direct development. Good guidelines offer options without restricting design and reflect community image and character.

design review board — a municipal body, generally made up of designers and laymen and appointed to serve by the local governing body, which reviews the design component of proposed developments or modifications to existing developments, generally within a specified area.

directional emphasis — refers to the predominant emphasis of a design element or building, either horizontal or vertical. Recognizing this aspect of design is especially important when designing additions to historic buildings or when planning a new development in an historic district.

dismantling — taking apart a structure piece by piece, often with the intention of reconstructing it elsewhere.

displacement — the movement of individuals, businesses, or industries from property or neighborhoods because of economic development (as in the urban fringe) or economic decline (as in the agricultural heartland).

district — an area which has a distinct character or purpose, such as an area with predominantly historic buildings, arts facilities, ethnic residents, or unique topography.

easement — a less-than-fee interest in real property acquired through donation or purchase and carried as a deed restriction or covenant to protect important farmland, open spaces, views, or building facades and interiors.

edges — delineation of districts or areas which could be physical in nature (e.g. medieval walls or greenbelts) or psychological (e.g. major street joining residential and commercial districts). *Hard edges* create a break between areas. Waterways and busy thoroughfares are generally strong hard edges, which create a physical or psychological barrier. *Soft edges* create a subtle break or transition between areas or uses and, unlike hard edges, are not particularly difficult to cross. For instance, a plaza, park or a non-offensive change in land use is considered a soft edge.

Environmental Impact Statement & Environmental Impact Report (EIS & EIR) — A legally mandated report (either federally by NEPA, or locally by SEQR) prepared to document the potential impacts of a proposed development project or action.

elevation — see *architectural drawings*

eminent domain — the power of government to acquire private property for public use for which the owner must receive just compensation. Redevelopment authorities, state universities, and special districts may also be empowered with eminent domain to acquire parcels of land for economic development uses, infrastructure, and other uses deemed in the public interest.

enclosure (sense of) — an experience where a pedestrian feels sheltered by the degree to which a space is defined by vertical and overhead planes. Trees, buildings, walls, streets widths, awnings, and canopies articulate a sense of enclosure.

environmental impact — influence of a development on the natural or built environment.

environmental simulation — images graphically representing the impact of proposed changes to the built on the natural environment. The technology is generated by a combination of computer, photographic, and film media. In the case of a proposed housing development, simulations may forecast the visual impact of the housing as seen from several points in the town. Also, the simulation can forecast how the position of the

structures will influence street and sidewalk conditions like shadows and wind.

equity — cash investment (as opposed to mortgage debt) in a project. *Sweat equity* is the investment of the occupants' own labor in rehabilitation work.

extended use — any process that increases the useful life of an old building, e.g adaptive use or continued use.

fabric (e.g. rural fabric) — the physical material of a structure, village, or town, connoting an interweaving of component parts.

facade — the exterior wall of a building exposed to public view or that wall viewed by persons not within the building.

facadism — the retention of only the facade of a historic building during conversion while the remainder is severely altered or destroyed. This practice is generally discouraged by state and federal historic preservation guidelines.

FAR (floor area ratio) — a formula for determining permitted building volume as a multiple of the area of the lot. The FAR is determined by dividing the gross floor area of all buildings on a lot by the area of the lot. For example, a 6 FAR on a 5,000 square foot lot would allow a building with gross area of 30,000 square feet.

fee acquisition — acquisition of real property through exchange of a fixed fee (as opposed to an easement acquisition).

fenestration — The design and composition of exterior architectural elements, including window and entry treatments, etc.

focal point — a prominent visual feature in the landscape, often designed to attract and draw people to a particular location or space.

gentrification — the phenomenon of middle to upper income urbanites moving to urban neighborhoods or small rural towns (often associated with preservation efforts). Resulting problems include inflating real estate values, social tensions, and displacing lower income segments of the local population.

greenway — a "green" or undeveloped corridor of land, often following an existing linear feature like a river or canal, which is reserved for passive recreational use such as a walking or biking trail.

grid — a traditional American street plan, based upon Greek and Roman town planning ideas, using streets and alleys which are (primarily) perpendicular to one other. The grid pattern is often efficient from a traffic and infrastructure engineering standpoint and offers ease in orientation and way-finding; also advocated by neotraditional planning theory.

growth management — the use of a variety of tools, including tax incentives, tax abatements, purchase and transfer of development rights, and comprehensive planning, to regulate construction in new areas.

hierarchy — the establishment of a system of relative importance or prominence (often in sequence from lesser to greater or vice-versa) of a series of spaces or design elements.

historic district — a geographically definable area with a significant concentration of buildings, structures, sites, spaces, or objects unified by past events, physical development, design, setting, materials, workmanship, sense of cohesiveness, or related historical and aesthetic associations. The significance of a district may be recognized through listing in a local, state, or national landmarks register and may be protected legally through enactment of a local historic district ordinance administered by a historic district board or commission.

historic rehabilitation tax credit — the Tax Reform Act of 1986 permits owners and some lessees of historic buildings to take a 20 percent income tax credit on the cost of rehabilitating such buildings for industrial, commercial, or rental residential purposes. The rehabilitated building must be a *certified historic structure* that is subject to depreciation, and the rehabilitation must be certified as meeting standards established by the National Park Service.

hydrology — the characteristics of surface and subsurface water at a particular site or

location, including drainage, patterns of movement, and quality.

imagability — that quality in a physical object or place which gives it a high probability of evoking a strong image [physical form or character] in any given observer. It is the unique combination of shape, color, or composition of elements which facilitates the making of vividly identified, powerfully structured, highly useful mental images of the environment.

infill — housing or other development in a town or village that is designed to fill a spatial void left by demolished structures or vacant property. Generally, the purpose of infill is to revitalize the surrounding area.

infrastructure — public utilities, roads, and physical or social support systems in a community including water, gas, electricity, schools, etc..

inventory of resources — (also called *survey*) a list or matrix of identified resources within a community or area. The inventory is a valuable tool for analyzing the use of existing features and assessing needs.

land banking — the purchase or control of land by a local municipality or agency for the purpose of reserving land for future use or development.

landmark — 1. a structure or feature of historical, cultural, or architectural significance (see *National Historic Landmark*). 2. an object that is useful for orientation. This term is used without regard to historic value and can describe a maple tree or church steeple as well as a monument.

landscape character areas — homogenous areas of distinct and related landscape patterns, i.e. an upland dairy-agricultural landscape or a milltown-village landscape.

landscape patterns — the natural or cultural composition of forms in the landscape, such as topography, road systems, agricultural practices, and settlement/development practices.

landmarks register — a listing of buildings, districts, and landscapes designated for historical, architectural and other special significance that may carry legal protection for listed properties.

leapfrog development — development that occurs well beyond the existing limits of urban development and thus leaves the intervening vacant land behind and results in sprawl.

linkage — tying one sort of development to related services, i.e., requiring office space developers to provide a certain number of housing units or adjunct services like child care.

mass — a term used to describe architectural forms or other objects, combining all three dimensions (length, height, and depth). A building is often composed of many masses, hence the term massing, which is often used to describe the form or shape of structures.

masterplan — an overall plan for a specific area such as a downtown, mainstreet, neighborhood, or waterfront that reflects community vision. A masterplan is more specific and detailed than a *comprehensive plan.*

mixed-use — a project or limited area of development which combines different uses, such as housing, retail, and offices, within one building, project, or site.

National Historic Landmark (NHL) — buildings, historic districts, structures, sites, landscapes, and objects that possess exceptional values or quality in illustrating or interpreting the heritage of the United States. The NHL program is run by the National Park Service, U.S. Department of the Interior.

National Register of Historic Places — the nation's official list of historic, architectural, archeological, and cultural resources. It is maintained by the National Park Service, U.S. Department of the Interior, and administered locally through the N.Y.S. Office of Parks, Recreation, and Historic Preservation.

neckdown — a narrowing of the street width at intersections corresponding to the width of parking lanes. Part of a traffic engineering strategy known as "traffic calming," with the intended effect being to slow vehicles by reducing the perceived width of the street at locations where pedestrian/vehicular conflicts are most common. (also called "bump-outs").

neotraditional design — a recent trend in community design based upon the theory that

design characteristics of the pre-automobile era were fundamentally more conducive to stronger and more diverse community social structure. Neotraditional designs focus upon strong, pedestrian friendly, formally organized streets; more intensive building densities; and mixed land use. Also known under the moniker "the new urbanism."

node — a location or point of activity; a place where pedestrian activity and/or traffic converges.

ordinance — a legally codified mechanism for regulating the actions of the public, i.e. a zoning "ordinance" or a subdivision "ordinance."

open space — a variety of types of developed recreational or civic spaces, i.e. parks or squares; or undeveloped natural or agricultural lands.

overlay zoning — a type of specialized land use regulation utilizing an existing zoning ordinance as an enabling legal structure. A single type of special resource or feature (i.e. properties of historic or environmental significance) may be designated within an "overlay zone," in addendum to its existing zoning designation, thereby adding regulations in use without requiring a change in zone.

pedestrian flow — the direction, rate, and frequency of pedestrian movement in an area.

perspective — see *architectural drawings.*

plan — see *architectural drawings.*

planned unit development (PUD) — a form of development usually characterized by a unified site design for a number of housing units, clustering buildings and providing common open space, density increase, and a mix of building types and land uses. It permits the planning of a project and the calculation of densities over the entire development, rather than on an individual, lot-by-lot basis. It is usually administered through a special permit or rezoning process.

preservation — providing for the continued use of old and historic buildings, sites, structures, and objects. The means for preservation include restoration, rehabilitation, and adaptive use. According to the Secretary of the Interior, it is the act or process of applying measures to sustain the existing form, integrity, and material of a building or structure and the existing form and vegetative cover of the site. It may include stabilization work, where necessary, as well as ongoing maintenance of the historic building materials.

preserve — a vulnerable area protected from development, such as a natural area or an agricultural area.

proportion — the ratio or relative size of two or more dimensions in a design element or between elements (i.e. columns, windows, etc.). The term can be used to refer to the ratio of the height and width of a building facade or the space between buildings, or to the relative size of a human figure (see scale).

public space — a type of open space within a village or urbanized area used by local residents and visitors and maintained as a public facility, i.e. parks or squares; also "public realm."

ratio of solid to void — the solid-to-void relationship refers to the proportions between the total area of wall surface area and the area of holes (i.e. windows, doors, or arches) of a building. This relationship determines the appearance of a building in a very basic way, with the range of possibilities extending from a stone fortress to a glass house.

reconstruction — the act or process of reproducing by new construction the exact form and detail of a vanished building, structure, or object, or a part thereof, as it appeared at a specific period of time.

rehabilitation — the act or process of returning a property to a state of utility through repair or alteration which makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural, and cultural values.

renovation — modernization of an old or historic structure. Unlike restoration or rehabilitation, renovation may not be consistent with the original design.

repetition — the recurrent use of a design element or material, e.g., spacing or pattern, color or texture (see rhythm and pattern).

resource integrity — may refer to historic, ecological, or other resources, and describes the degree to which the existing condition of the resource in question reflects its original designed intention or natural state.

resource significance — may refer to historic, ecological, or other resources and describes the relative importance, rarity, or parallel association with other significant resources.

restoration — the act or process of accurately recovering the form and details of an historic structure, property, and its setting as it appeared at a particular period in time by means of the removal of later work or by the replacement of missing earlier work.

rhythm and pattern — relate to materials, styles, shapes, and spacing of building elements and the buildings themselves. The predominance of one material or shape, and its patterns of recurrence, are characteristics of an area that should be maintained.

scale — the apparent size of a building, window, or other element as perceived in relation to the size of a human being. Scale refers to the apparent size, not actual size, since it is always viewed in relationship to another building or design element. For instance, the scale of one design element may be altered simply by changing the size of an element nearby, such as windows, doors, or other architectural details (see proportion). These relationships contribute to the experience of a place as intimate, vast, larger than life, and daunting, for example.

scenic corridor — a strip of land on each side of a waterway, trail, or roadway that is generally visible to the public travelling on such route that has a view of unusual aesthetic significance in a community.

scenic easement — a less-than-fee interest in real property acquired to provide roadside screening or to protect the view from a vantage point or corridor of travel.

section — see *architectural drawings*

Section 106 — provision of the National Historic Preservation Act of 1966 which requires the head of a federal agency financing or licensing a project to determine the impact of the project on property listed in or eligible for the *National Register of Historic Places.*

sense of place — the feeling associated with a location, based on a unique identity, image, and other memorable qualities.

sequence — the coordinated linking of a series of spaces to achieve a variety of user experiences over time and distance.

setback — zoning code standard for locating a building or structure at a minimum distance (set back) from a street or lot line.

site plan — a plan prepared to scale, showing accurately, the boundaries of a site and the location of all buildings, structures, uses, and principal site design features proposed for a specific parcel of land.

speed tables — a traffic calming device in which the design of two intersecting streets incorporates a raised and textured pavement treatment. The street surface is ramped up to enter the intersection, which is at the same grade as adjacent curblines. Speed tables help slow traffic through intersections as well as eliminate the need for wheelchair accessible ramps.

sprawl — dispersed low density development over large areas of landscape, generally located at the fringe of an existing settlement.

stabilization — the act or process of applying measures designed to reestablish a weather resistant condition and structural stability to deteriorating buildings or landscapes while maintaining the essential form as it exists at present.

street furnishings — design elements supporting the aesthetic and functional purpose of the street, including light fixtures, fire hydrants, police and fire call boxes, trash receptacles, signs, benches, newspaper boxes, and kiosks.

streetscape — the distinguishing character of a particular street as created by its width,

degree of curvature, paving materials, design of the street furnishings, and forms of surrounding buildings.

strip development — a linear pattern of highway-based commercial development characterized by large signs and parking lots between roadfront and buildings. Also may refer to the practice of subdividing farmland in long narrow parcels along existing road frontage.

subdivision — the process of dividing a parcel of raw land into multiple lots, blocks, streets, and public areas. Its purpose is the transformation of raw land into building sites.

texture — a tactile or visual quality of a design material or form noting relative roughness or smoothness of a surface, such as a paving material, architectural siding, etc.

townscape — the relationship of buildings, shapes, spaces, and textures that gives a town or area its distinctive visual character or image.

typology — a distinct physical classification of design types or forms, such as a particular building type, or a particular building element --, i.e. roof typologies may include: side gable, front gable, cross-gable, hipped, mansard, flat, or combinations of each.

unity — the establishment of a conceptual relationship of all elements in a design to form a greater whole.

vernacular — a type or tradition of design which is generally indigenous to a local region and/or culture. Vernacular design traditions generally evolve over time through adaptation and experimentation by non-professional designers.

viewshed — the area of land visible from a stationary viewpoint.

zero-lot-line — a regulatory code or condition eliminating one or more building setbacks, allowing the placement of exterior building walls directly adjacent to the lot-line. This practice generally increases the density and efficiency of land use and may lower development costs.

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