

Allow a min-max setback to create a modulated façade line.

Maintain Mollard House - front-yard landscape



Village of Westfield, NY

# B1-A District Design Manual

An Illustrated Guide to the District's Design Standards



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Village of Westfield, NY

# B1-A District Design Manual

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## B1-A District

*"The purpose of the B-1A District is to allow a range of **commercial businesses that are appropriate for a pedestrian oriented downtown**. The B-1A Use District will allow the development of commercial uses consistent with the existing land use pattern of the zoning area. Basic design standards including graphical representations of these standards related to architecture, parking, and landscaping are incorporated into this section to aid with the development of the B-1A Use District. The principle reason for these regulations is to **promote an understanding that residents, patrons and visitors will be approaching the Downtown Main Street of a quaint, historical but development friendly Western New York Village**, that is trying to promote the classic "Downtown Village Main Street" feel rather than a strip-mall or sprawl type of development environment as an entrance to the community. Such standards will also **help prevent potential conflicts among adjacent uses and the residential districts.**" - § 155-16.1. B-1A Zoning District*

# B1-A District: Illustrated Development Regulations

This manual is designed as a companion guide to the Village of Westfield's Zoning Regulations for the B1-A District. It complements the use and area standards defined in the regulations by providing illustrated design examples of how the regulations should be interpreted and applied to new development so that the aesthetic goals for the district are attained.

The approach used in this manual is not to prescribe specific architectural or landscape design but rather to provide site planners and architects with a design framework that can help inform their design to meet both the needs of the development project and the community's vision for their downtown landscape. Design illustrations are provided in the form of *conceptual site plans* and *annotated photographs* of various commercial architectural designs to convey the community's aesthetic standards.

This manual was prepared to encourage design dialog among village residents and developers wishing to invest in the village and as such, it is *primarily an educational tool*. The text and illustrations are prepared to improve communication about design and development and it is hoped that this manual will enhance the review process for development proposals.

The manual is however is limited in scope to address general characteristics of site and architectural design for the B1-A District that relate to the small community character of the village. Not included are specific guidelines for historic buildings or the character of the village's historic districts. Reference has been provided to the Secretary of the Interior's Standards for Rehabilitation for guidance when considering historic structures and sites within the district.

## Aesthetic Goals

The B1-A District was implemented to guide new commercial development in the transitional commercial area of the Village found between the historic downtown, commercial zone (B-1) and the eastern residen-



tial areas of Main Street (NYS Rte. 20). The overall aesthetic goal for this zone, as defined in the regulations, is to accommodate commercial growth while maintaining a *pedestrian-oriented character* for the Main Street landscape. The regulations address a primary concern that the village image, as projected by Main Street on approach to the village center, should not be dominated by vehicular-based landscape elements such as parking lots, driveways and garish roadway signs that unfortunately typify many poorly managed (and unsightly) highway commercial zones.

Certainly vehicles are an important part of the village landscape and accommodating safe, efficient vehicular movement and storage is fundamental to successful development. The B1-A regulations and the illustrations presented in this manual offer standards that help manage the vehicular presence in the landscape so that the visual and spatial qualities of vehicle related site elements do not undermine opportunities to create a pedestrian-oriented village landscape.

## Site Plan / Architectural Review

Site Plan / Architectural Review is the vehicle for review and approval of development proposals. Proposed site plans for new development must meet the procedural and regulatory standards defined for the B1-A District as well as demonstrate how the proposed design elements express the aesthetic standards defined in these guidelines.

Westfield, as a "development friendly Western New York village", views the Site Plan Review process not only as an opportunity to support new development in the community but also as a means to strengthen the visual appeal of the village which, the community feels, is the foundation for continued commercial success and a general sense of well-being within the community. The village is committed to working with businesses and developers to create quality commercial developments for the community.

## Contents

This manual is organized in four sections addressing design issues related to the pedestrian-oriented landscape, site design, building design. These are:

- 1. The Pedestrian-Oriented Landscape pg. 6**  
Describes basic elements of the street space that contribute to a pleasant and healthful pedestrian experience.
- 2. Site Design Guides pg. 8**  
Reviews elements of site plan design that can enhance the visual character of Main Street and the pedestrian character of the development.
- 3. Architectural Design Guides pg. 14**  
Provides an overview of several design aspects of buildings that influence the visual and spatial qualities of Main Street
- 4. Demonstration Site Plans pg. 21**  
Provides three site development scenarios for a demonstration site located in the B1-A District. The intent here is to show how the various development standards combine to create a well formed Main Street landscape.

# 1 A Pedestrian - Oriented Landscape

Design parameters that combine to establish a safe, healthful and a visually stimulating environment for pedestrians include:

## 1. Buildings

Architecture is the principle formative element creating the streetscape. The building's mass, scale and setback impart the primary spatial and visual elements of the streetscape and the pedestrian experience. Therefore, new buildings should be located to the front of the site to establish the pedestrian space.

## 2. Building Facades

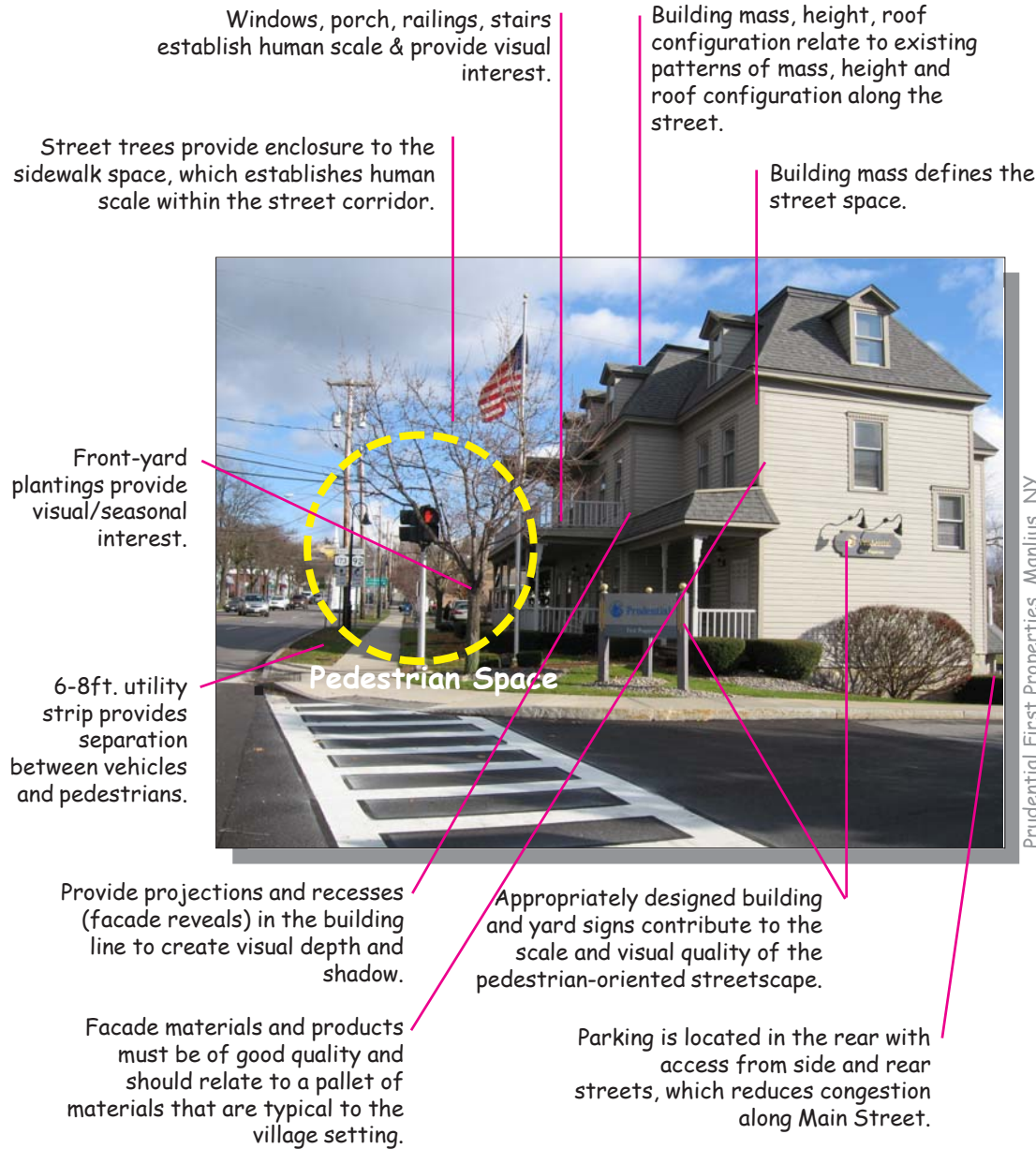
Building facades reinforce human scale and add visual interest to the public space through the use of quality surface materials, crafted details, depth definition within the building's skin (projections/recesses/reveals), fenestration detail, entry enclosures and access structures (walks, steps, ramps, railing, etc.).

## 3. Remove Cars from the Pedestrian Space

Parking lots and other utility/service areas should be located to the rear and sides of the building so that the building serves to screen these utility areas from view along the street.

## 4. Buffer Yards & Visual Screens

Where parking lots and other service areas abut the pedestrian space, provide physical separation (buffer yards) and visual screening between the public space and vehicular use areas to minimize the negative impact these areas have on the pedestrian space.



## 5. Sidewalk Separation from the Street

Sidewalks should be provided and placed a safe/comfortable distance from the roadway. A minimum of 6 to 8-foot buffer yard between the curb and sidewalk is required.

## 6. Front Yard Landscape

Front yard and streetside plantings provide enclosure to the public space and seasonal, horticultural interest. Building setback should be carefully considered to allow yard space for the mature growth of shade and ornamental trees and shrubs. A 20-foot yard width is recommended to support a visually effective planting scheme.

## 7. Site Lighting

Site lighting is an important landscape element contributing to a pedestrian-oriented landscape. When sized appropriately, street lights (12-20 ft. high) reinforce human scale in the streetscape and the design style of poles and luminaires add character to the landscape.

## 8. Signage

Properly sized and sensitively crafted signs not only identify a business or service location, but add texture and color to the streetscape. Yard signs must be sized so they do not overwhelm the front yard landscape. Wall-mounted signs must be scaled to fit within the composition of the building's facade. A special consideration is sign lighting: signs should be externally lighted and designed to provide soft, warm light to the sign surface. Internally lighted signs are discouraged and if required, must provide similarly subtle lighting effects as provided by externally lighted signs.

## Three Setback Scenarios



- 1 Traditional downtown pattern with zero front and side setback. This is a vibrant pedestrian space that features well-maintained traditional architecture, lively window displays, elegant building signs (both surface and projecting), simple patterned concrete sidewalk, right-sized street lighting and street trees that provide canopy enclosure and shade in the summer.

Note that window area and fenestration design become key design elements when buildings are located closer to the street.



- 2 Library building with a 25-30 foot setback creating a front yard garden and courtyard. This is an in-fill building in a residential area and as such, the building size (1 story), elegant facade/materials and courtyard garden make it a suitable addition to the neighborhood.

Front yard is devoted to pedestrian use with patron parking located to the side and rear of the building.



- 3 Adaptive residential to commercial development along the transitional area of East Main Street in New Hartford, NY. Former residential structures have been adapted to house professional service businesses. Traditional front yard setback of 30 to 50 feet has been preserved along with driveway locations. Rear yard areas have been converted to parking and storage areas.

Identification signs reflect a desire for an understated, elegant design and are lighted externally, not internally.



# 2 Site Design Guides

This section illustrates the design goals for site plan development that contribute to a visually appealing, pedestrian oriented Main Street landscape.

Principle design standards for the district include:

## 1. Locate new buildings adjacent to the street.

Locate new buildings at the front of the site and create space at the rear and sides of the building for parking and other utility services. This is fundamental to creating a comfortable pedestrian setting and a visually pleasing streetscape.

## 2. Provide modulation in the building perimeter.

Allow the building perimeter (footprint) to modulate within the setback zone to encourage building projections/recesses that can provide visual depth and textural interest through shade and shadow patterns.

## 3. Use building setback to establish a front-yard landscape.

The front yard landscape is key to establishing a quality streetscape. Establish the building setback with the goal to create adequate space for mature plantings and for pedestrian uses such as entrance ramps for those with disabilities and cafe-style courtyards where people can sit away from the road traffic and enjoy the Main Street setting.

## 4. Minimize curb-cuts along Main Street.

Where possible, provide driveway access to site parking areas from side streets. If access is required from Main Street, look for opportunities to share or associate with neighboring properties so that driveway and curb cuts can be minimized along the streetscape. This not only reduces the amount of pavement in the pedestrian space but also creates a safer environment for people using the sidewalks since there will be fewer walkway/driveway intersections.

## 5. Place parking lots in rear and side yard locations.

Parking areas are utility elements in the landscape and should be screened from view from the street. Note that parking lots should be screened

from views from the street but not necessarily completely blocked from view. It is good to have some visual access to parking areas as an aid to motorists. Best practices for locating parking lots include:

- locate parking areas to the rear of the site and use the building(s) at the front of the site to serve as the screening elements.
- locate parking areas in side yard locations and use both the adjacent buildings and buffer plantings/structures to screen views from the street.
- use planting islands in large parking areas (20+ cars) to breakup views of large expanses of asphalt.

## 6. Use links between adjacent parking areas to improve vehicular movement.

Linking adjacent parking lots between adjoining properties (Cross Access Easements) can provide an alternative circulation pattern for vehicles that improves efficiency of auto movement and reduces the need for multiple entrance and exit events along Main Street. This also improves traffic flow along Main Street and provides a safer traffic environment.

## 7. Provide buffer yards to support visual screens of utility areas.

Stored cars, delivery areas and empty parking lots degrade the visual quality of the landscape. Buffer yards with plantings or architectural screens interrupt views to these utility areas and will enhance the views along the street. Best practices include:

- where parking areas abut a street ROW or residential property, a buffer yard shall be provided with a minimum width of 20 feet. Where snow storage is anticipated along the buffer yard, added width should be provided to accommodate stockpiled snow without damage to the screen structures or plant materials.
- planting screens should be designed to provide a filtered view of



Provide projections and recesses in the building facade to create visual depth within the facade and to enhance the visual richness of the front yard landscape.

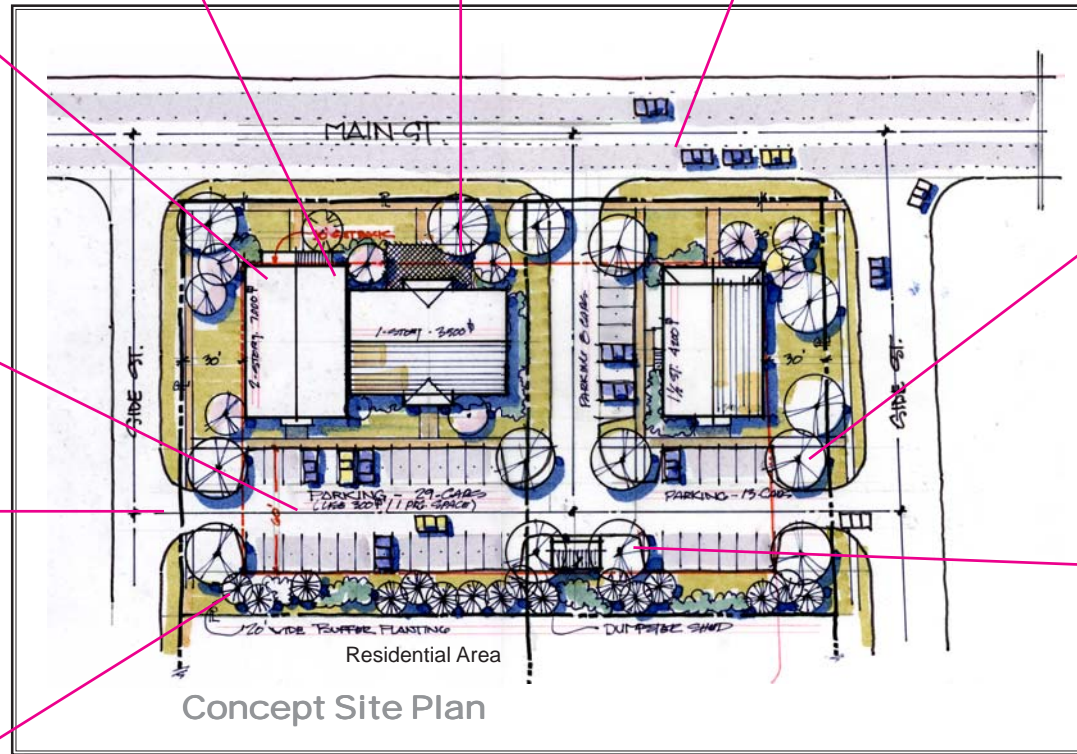
Provide front-yard landscaping to create horticultural interest and provide shade within the public space adjacent to the development.

Minimize curb-cuts along Main Street look for opportunities to create shared driveways with adjacent parcels. This improves both vehicular and pedestrian safety and minimizes pavement in the public space.

Locate new buildings at the front of the site to define the street space, establish human scale and promote visual interest through facade elements.

Place parking areas at the rear and/or at sides of the site where ever possible.

Where possible, use side streets to provide access to parking areas.



Where commercial parking areas are located along the street ROW or adjacent to residential areas, provide planting and/or architectural buffer screens (low wall or fence) to minimize views to stored vehicles.

Provide internal landscaping for the parking lots to break up open views through the lots and to provide shade to the parking surfaces.

Buffer yards developed along boundaries with residential properties shall be a minimum of 20 feet wide and shall include planting screens consisting of a mix of low, medium and tall shrubs along with small flowering trees and small evergreen trees. Effective screening shall be maintained from the natural ground level to a height of 6 feet. Plant materials shall be arranged in a naturalized manner using staggered alignment of plants units.

Fence and wall elements may added to the plant screen along with low (2'-3'-high) earth berm to establish an effective visual screen.

parking and other utility areas. A good rule of thumb is to provide 60 to 80% screening. It is not necessary, nor desirable to completely block views to parking areas as some visibility improves wayfinding for motorists.

- the height of visual screens should be between 4 and 6 feet.

## 8. Outdoor Lighting

Contemporary practice in site lighting typically provides more illumination than is necessary for the night time uses and often lacks basic controls to limit light trespass and light pollution. Often these applications rely on efficient but oversized, high-intensity light sources such as mercury-vapor which produces a harsh glare and contribute to light pollution in the village. Careful study should be given to actual illumination needs for safe movement and security. Design for lighting schemes for new development should follow guidelines developed by the *Illuminating Engineering Society of North America (IESNA)* which are found in publications, IES RP-8-83 "Roadway Lighting" and IES RP-33-99 "Lighting for Exterior Environments". Based on these standards, general guidelines for lighting include:

- confine and minimize lighting to the extent necessary to meet safety purposes.
- control direction and spread of light. Use shielded lights with IES "Full Cut Off" luminaires that direct the light downward to where the light is needed and away from neighboring properties.
- avoid using building-mounted high output fixtures.
- pole mounted light sources should be kept below 20 feet. Use 12-14 foot pole heights for pedestrian use areas and 14-18 foot pole heights for parking and general area lighting.
- select the correct light source. The recommended color quality of the light source is "white" with a minimum CRI (Color Rendering Index) of 65.
- to minimize overflow of light on adjoining properties (trespass), locate fixtures no closer to the property line than four times the height of the fixture and do not exceed the height of adjacent structures. Design the lighting scheme to limit illumination to 0.1 footcandles at residential property lines and 0.5 footcandles at nonresidential properties.



## The Need to Limit Front Yard Parking

Front yard parking diminishes the pedestrian character of Main Street in a number of ways.

**First**, they create relatively large and exposed open spaces that provide little or no enclosure or shade along the walkway.

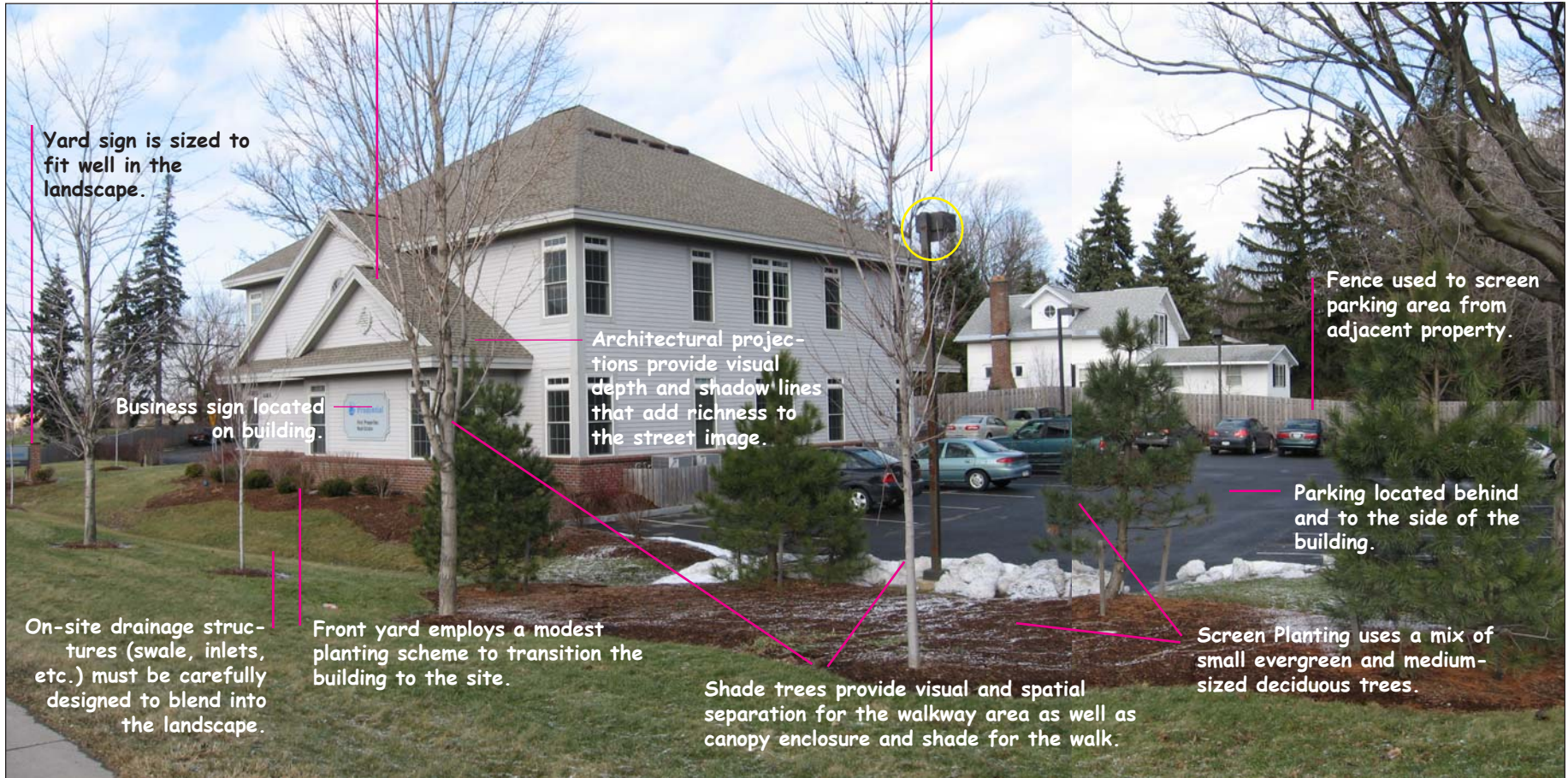
**Second**, during business hours, the parking space is dominated by moving and store vehicles - large machinery - which is both unattractive and can be unsafe for walkway users.

**Third**, during nonbusiness hours, they present an empty landscape that is covered in asphalt; a utility material with little or no visual appeal.



Building design provides for architectural projections that "step" the scale of the building down to a more pedestrian scale for the streetscape.

Parking lot lights w/ 14-16 ft. pole height provide fully shielded, full cutoff illumination to the parking lot. Finish color helps poles/lights blend into the landscape.



Yard sign is sized to fit well in the landscape.

Business sign located on building.

On-site drainage structures (swale, inlets, etc.) must be carefully designed to blend into the landscape.

Front yard employs a modest planting scheme to transition the building to the site.

Architectural projections provide visual depth and shadow lines that add richness to the street image.

Shade trees provide visual and spatial separation for the walkway area as well as canopy enclosure and shade for the walk.

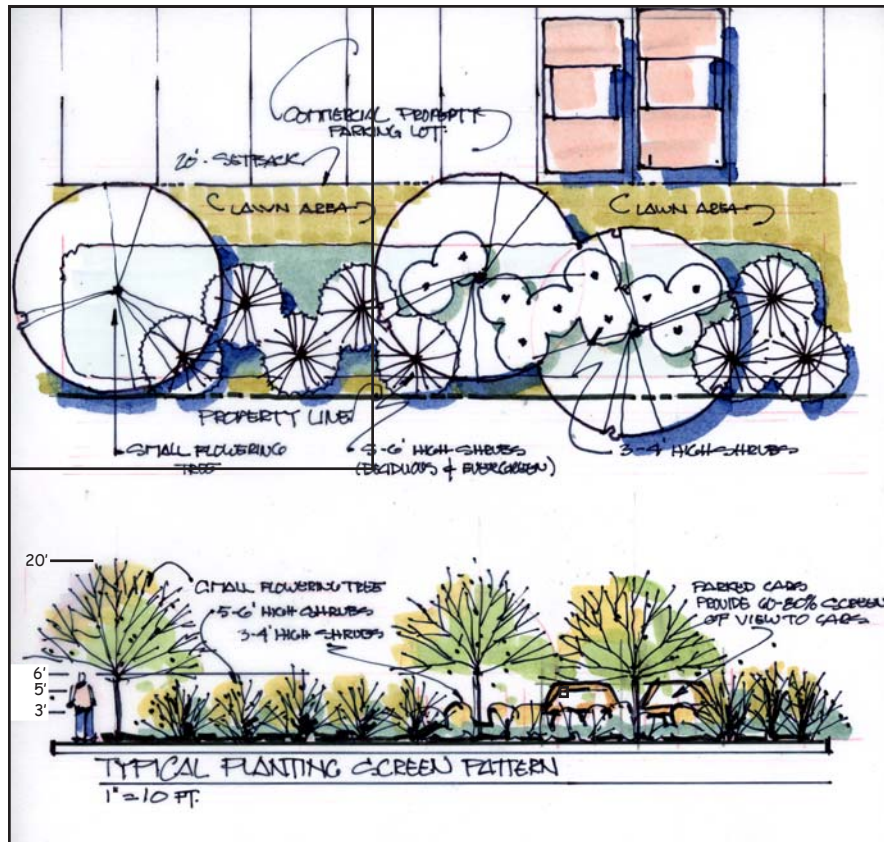
Screen Planting uses a mix of small evergreen and medium-sized deciduous trees.

Parking located behind and to the side of the building.

Fence used to screen parking area from adjacent property.

## Illustration of Pedestrian Oriented Site Design and Site Elements





Buffer yard with a naturalized screen planting along parking lot. Planting includes medium and small-sized ornamental trees with an understory of mixed groupings of deciduous and evergreen shrubs.



## Buffer Yards & Screen Plantings

As noted earlier, buffer yards are required along the interface between parking lots and along the boundary with residential areas. In these cases, the recommended minimum width for the buffer yard is 20 feet. The buffer yard provides space for various screening elements including plant masses, fences and walls, earth berms or a combination of two or all of the elements. When laying out buffer yards and screening structures, be sure to consider space needs for winter snow loading. Snow from parking lots must not be stockpiled on plantings or placed against fencing.

### Planting Screens

The illustration to the left shows the pattern for producing an effective planting screen. Key features include:

- an overall density of vegetation that screens between 60% to 80% of the view into the parking area.
- a mixed planting of trees and shrubs that is arrayed with three heights of plants - low shrubs (3-4 ft.), medium shrubs (4-5 ft.) and small flowering trees (12-20 ft.). See lower illustration, top left.
- plants should be arranged in groups of similar species (3 to 5 units/group minimum) with groupings arranged in a naturalized manner. See top sketch and bottom photograph.

### Earth Berms

Earth berms - gently raised ground surfaces - may be used as a base for the visual screen. Earth berms must be subtle in form, gently rounded with a height no more than 2 to 3 feet. Plantings should be placed on the berms with groupings located along the sides as well as on top.

### Architectural Screens

Architectural screens including fencing and masonry walls maybe used solely or in conjunction with plantings and/or berms as screening elements. Fencing heights should range between 4 and 6 feet depending on design and materials used. Consult standards established elsewhere in the district regulations for specific design parameters.





Buffer yard with 3-ft. berm and mixed planting.



Buffer yard with berm and recessed parking area.



Screen system that employs an earth berm along the road (opposite residential area) and a masonry retaining wall along the parking lot. A mixed-specie planting screen is provided along top and sides.



Architectural screen w/ masonry and iron fencing.



Earth berm w/ mixed-specie plantings.

## Identification Signs

Section 155-53: Signs, of the Village Code outlines requirements for sign design and location in the village. In addition to meeting the standards described in the Code, designers should also consider the positive, aesthetic impact that well-designed signs can have on the street environment. Building mounted signs and front yard signs contribute color, texture and interesting graphic compositions to the Main Street landscape.

The two examples below illustrate how signs can enhance the street's visual environment.



Small "shingle" style business signs not only identify the business but contribute interesting visual elements to the street



Front yard identification sign provides a quality image for both the business and the street. It is also located to be part of the front yard landscape but does not dominate the view of the front yard or the building.

# 3 Building Design Guides

This section addresses guidelines for new structures (or adaptive reuse of existing structures) by providing a gallery of building images that reflect the community's aesthetic goals for the district. *"A picture is worth a thousand words"* defines the strategy for using a range of photographs of commercial buildings to express aesthetic values and is considered to be a useful way for developers and laypersons in the community to develop a dialog about building design. The Site Plan Review process will be the vehicle for that dialog which can begin with the aesthetic qualities represented in this gallery.

The gallery format also underscores the desire that these design guidelines are not meant to be prescriptive. The intent is to inform the design process but not limit the creative process.

## Design Elements

Building mass and facade detail are the principle formative elements establishing a pleasant, liveable streetscape. The building's structural elements establish the defining edge for the street space and impart human scale and visual richness to the pedestrian corridor along the street.

## Location & Alignment

### 1. Locate new buildings to the front of the site

Locate new buildings to the front of the site so that the building's mass and the building's facade will be a positive, formative element for the Main Street streetscape. This also allows more space to the rear of the site to locate parking and other utility structures.

- where new buildings are located as in-fill with existing buildings, adjust setback of the new building(s) to relate to the existing structures.

### 2. Use front yard setback to enrich the street space

As a transitional commercial district between the traditional, zero setback pattern of downtown Westfield and the larger setback, "front yard" residential areas along eastern Main Street, place new commercial buildings to allow for front yard space and landscape amenities. The depth of the front yard can vary between 4 and 40 feet depending on building placement.

### 3. Modulate building perimeter

Allow the building perimeter to modulate within the setback area to create projections and recesses in the building facade. These will add visual depth within the facade and enhance the visual richness of the front yard landscape.

## Mass, Scale & Height

### 1. Traditional building patterns guide new construction

Traditional patterns of building mass and scale found in the village should be used as a guide for developing new structures.

### 2. Modulate the composition of the building wall

Provide definition among the building's roof, wall panels and base. This has the effect of reducing the visual scale of the structure and adds interest to the streetscape.

- structures where all building elements are less than 35 feet in height and with walls of more than 1,500 square feet shall incorporate fascias, canopies, arcades, building setbacks of three feet or more or other design features to break up large wall surfaces on the street-facing elevations. Wall surfaces shall be visually divided by such features into areas of 750 square feet or less. (Trowbridge & Wolf LLP and Bero Architecture, PC., 2005, p.18)
- provide a clearly defined base for the building using patterns and materials that provide visual weight to the base.



Building skin materials and roof configuration are consistent with building patterns along the street.

Building mass is modulated toward the street with stepped projections and associated roof line.



Building mass is modulated through a clearly defined roof, wall panel and base level

### 3. Modulate building height

Modulate building height so that lower levels are near the street and higher levels are located back from the street much like the relationship with the street that a traditional residence has - where the front porch is located near the street and the bulk of the building set further back.

### 4. Adapting older structures

When adapting older structures for new use be sure that additions and renovations to the existing structure are coordinated with the design and materials of the existing structure.

## Building Facade

The building facade of the building establishes the human, living quality of the building and projects that image to the street. Careful consideration should be given to how the facade is composed and detailed so that it will both enrich the life in the building as well fit with the traditional patterns along the street.

### 1. Facades must relate to people

Building facade design should reflect the character of the building and the activities within. But care should be taken to coordinate the facade design with patterns and characteristics found in the traditional architecture of the street.

- the front facade of the building should enhance the pedestrian environment of the street by providing the principle entry, courtyard space, seating areas, window treatments, awnings and signage.

### 2. Storefronts

Store fronts must orient to the street and include window area and displays that respectfully meet the public. As a general guide, storefront window area should make up between 60% and 80% of the first floor wall area. Windows should be based on a sill wall of about 3 feet in height or as is typical of traditional storefronts along the street.

- where awnings are a traditional facade element, adapt traditional structures, colors and materials for use on new buildings.

### 3. Facade materials

Facade materials for new construction should be based on or adapted from traditional materials and fabrication patterns found in the village. It is not necessary to strictly use traditional materials. It is important however to coordinate colors, textures and layout patterns with traditional facade materials so that a design continuum is maintained between the traditional and the new construction. Also consider the following guides:

- exterior walls should be durable and resistant to wear and impact at the pedestrian level.
- carefully consider the use of vinyl siding as it has limited durability and its appearance is often out-of-character in traditionally built settings.
- use no more than three exterior building materials on a given side of the building.

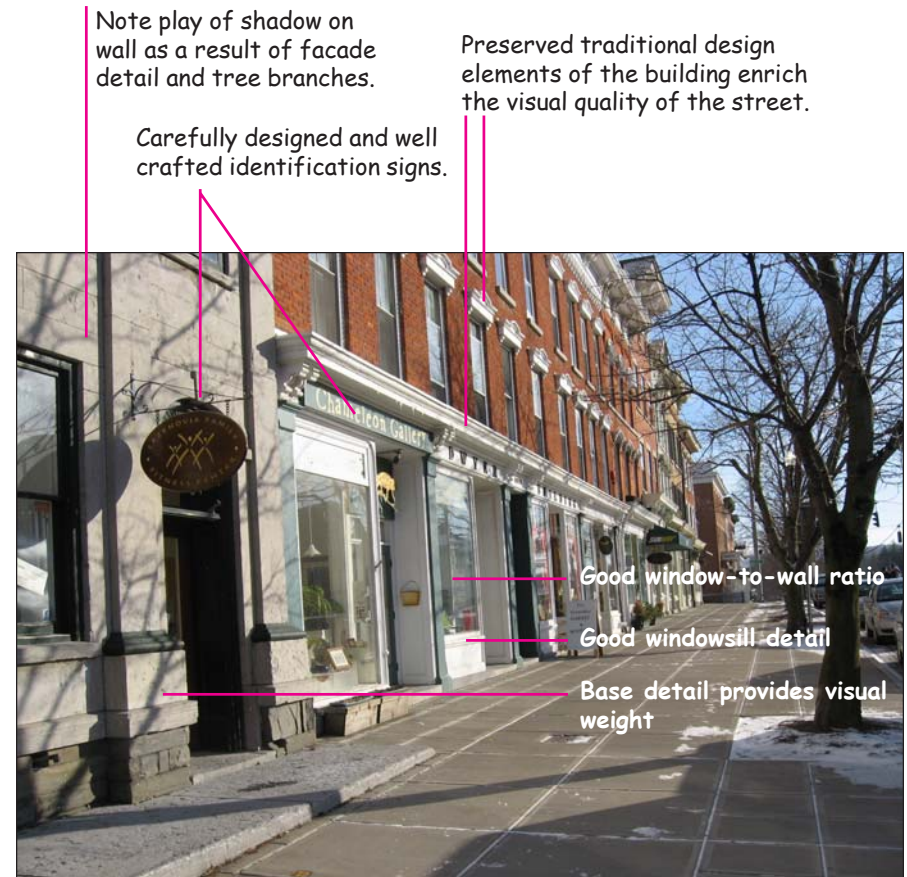
### Roof Form

#### 1. Coordinate roof form to fit within the street context

Roof form such as gabled, flat, hipped or mansard should be studied carefully to coordinate with the general character of roof form found along the street. Careful design attention should be given to coordination of roof height, pitch and eave depth with the character of the village and adjacent structures.

#### 2. Flat roof structures

Flat roof structures will be allowed providing the roof height is coordinated with adjacent roof heights and adequate cornice design is provided to clearly "complete" the top of the building.



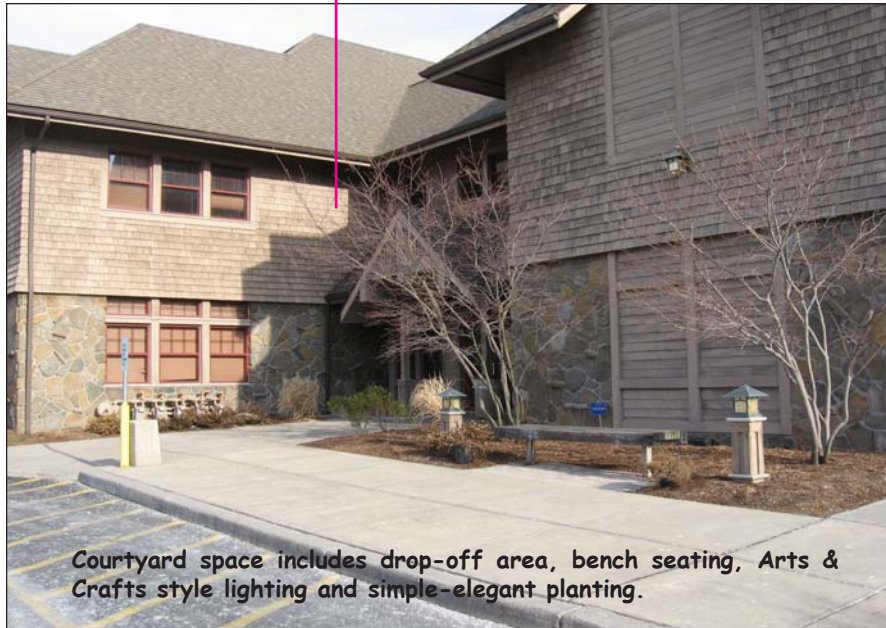
### Storefront Facade Design

Main Street, Cazenovia, NY

GALLERY



Clearly defined modulation of building wall (three bands: roof, shingle wall and masonry base) breaks up large wall and adds interest through highly tactile surfaces (fine pattern of shingle surface and stone face) and reveals that create strong shadow patterns. Very simple color scheme with interest generated by the texture of the materials.



Courtyard space includes drop-off area, bench seating, Arts & Crafts style lighting and simple-elegant planting.

**Setback Creates Space for Entry Courtyard**  
Manlius Health Center, Manlius, NY

Three bands of material modulate the wall surface creating a finer scale for the pedestrian environment.

Cornice detail provides proper visual weight to cap the facade.

Business sign becomes part of the facade design.



Awnings add color and texture to the pedestrian space.

Contemporary interpretation of the base/windowsill band found on traditional storefronts.

Setback provides for an outdoor cafe area (closed for the winter).

**Contemporary Flat Roof Design**  
Panera Bread - Bakery and Restaurant, Dewitt, NY



A good example of in-fill development in a urban context. Building height, roof line, facade materials/patterns and window-to-wall ratio match well with the historic structures that surround this development. Of special note here are the modulations in the facade alignment that organize the exterior wall into projections and recesses that follow the building patterns of the surrounding structures. It appears that there are a number of small-scale buildings clustered together. The modulations help create a sense of human scale in an otherwise large urban development.



Facade with Projections and Recesses  
 Armory Square Mixed-Use In-fill Development, Syracuse, NY

Gabled roof form along with front facade projections modify the apparent mass and bulk of the structure and creates a scale change that is more pedestrian oriented.

Projections also break up an otherwise extensive roof element.



Front facade is composed generally with three bands and includes a heavy stone base course for visual weight.

Original sign is well appointed. Subsequent sign detracts from the facade image.

Variation on Traditional Gabled Roof  
 The Craftsman Inn & Restaurant, Fayetteville, NY

# GALLERY

Buildings clustered to create internal, pedestrian-scaled outdoor spaces. Landscape elements include walkways with modular pavers, dry-laid stone walls, pedestrian scaled lighting and seasonally interesting plantings.



## Commercial Cluster w/ Internal Courtyard

The Market Place, Rte. 92, Manlius, NY

Cluster of wood-frame commercial buildings featuring gabled and gambrel roof forms. The site plan organizes the buildings in a cluster at the center of the site and provides several separated parking areas around the perimeter. The space within the cluster is allocated for pedestrian use with a series of walkways and small courtyards adjacent to each building entrance.



## Secretary of the Interior's Standards for Rehabilitation of Historic Buildings and Landscapes

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The B1-A District overlays portions of the French Portage Road Historic District. The historic district was created based on a policy that the various historic structures and landscapes located in the village have value to the community and the aesthetics and spatial patterns found in the historic structures ought to be preserved and kept in active use. As an aid to rehabilitation of local historic properties and as a means to determine appropriateness (and eligibility for tax credits) for rehabilitation efforts, the US Secretary of the Interior has developed standards to help guide communities and property owners considering rehabilitation efforts.

Listed below are ten basic principles from the Standards formulated to help preserve the unique qualities of historic buildings and landscapes.

"The Standards (Department of Interior regulations, 36 CFR 67) pertain to historic buildings of all materials, construction types, sizes, and occupancy and encompass the exterior and the interior, related landscape features and the building's site and environment as well as attached, adjacent, or related new construction. The Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired."<sup>1</sup>

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<sup>1</sup> Grimmer, A., Weeks, K., et al. (1995). The Secretary of the Interior's Standards for Rehabilitation & Illustrated Guidelines for Applying the Standards. Retrieved February 24, 2008 from <http://www.nps.gov/history/hps/tps/tax/rhb/stand.htm>.



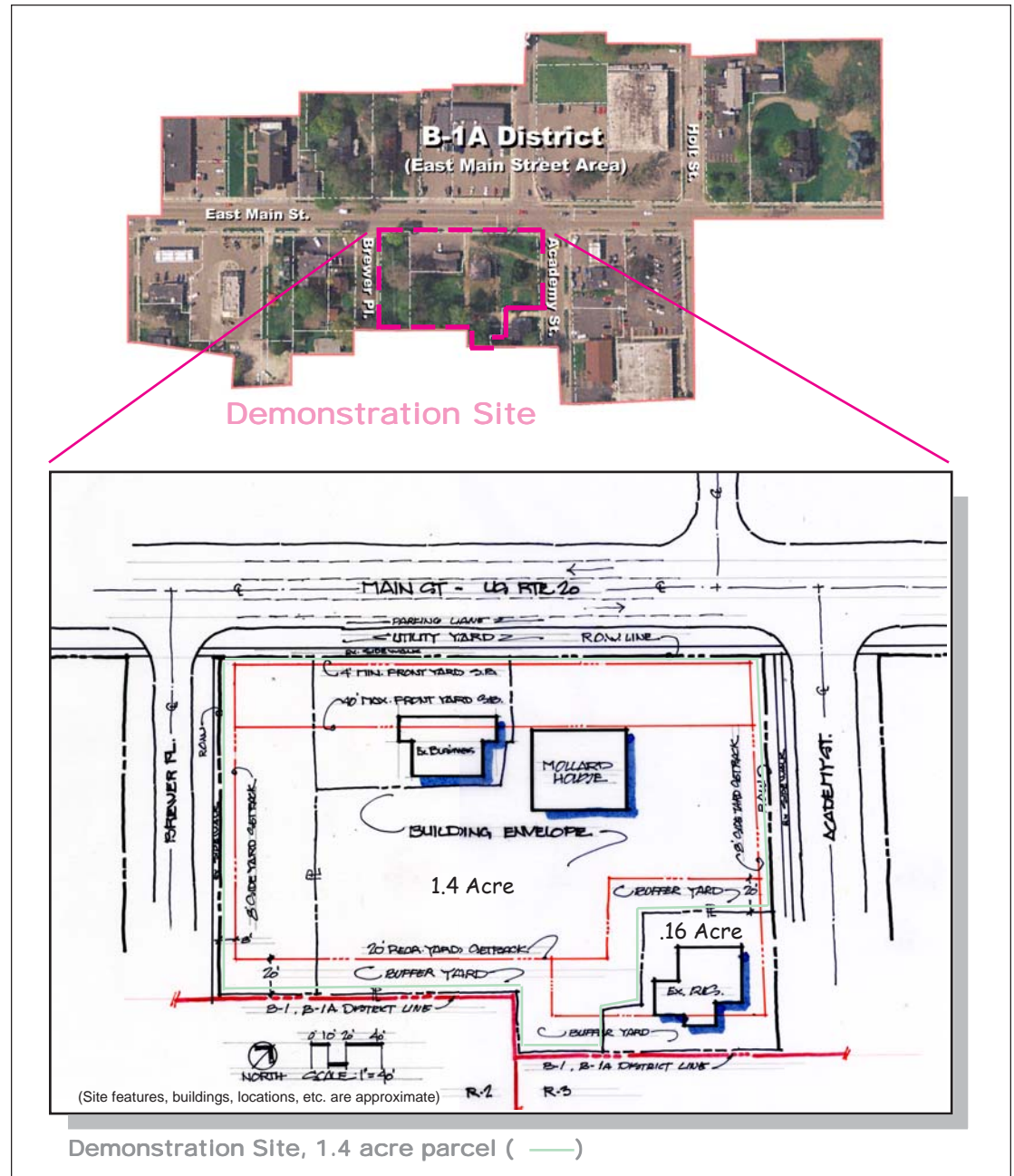
# 4 Demonstration Site Plans

The following site plans illustrate how the district's standards can be applied to several different development concepts for a given site and how the development can provide for a quality pedestrian space along Main Street. The plans are conceptual studies only and serve the educational purposes of this manual. Future development proposals for this site will necessarily include a broader study of development issues including site engineering for drainage and utility design, structural engineering and traffic studies among others.

The site used for these conceptual studies is located on the south side of east Main Street between Brewer Place and Academy Street. The site is located on a high profile corner at the eastern entry to the traditional business center of the village. As such, the character of development on the site will have an important impact not only on the overall image of the village but also on the quality of the Main Street landscape that is enjoyed by visitors and residents alike.

The site is currently zoned for B-1 commercial development and lies within the *French Portage Road Historic District*. The 1.4<sup>(+/-)</sup> acre site includes several parcels with two existing structures one of which is the Mollard House property, a contributing structure to the historic district. See top illustration at right.

The lower illustration at the right shows the setback parameters and resulting building envelope for the site based on the B1-A District development standards.



Using building projections, porch enclosures and other facade reveals will create a more spatially and visually active front yard landscape and a more pleasurable experience for pedestrians walking along Main Street.

Incorporate the historic Mollard House structure in the overall site plan. The house not only offers a handsome architectural element to the Main Street landscape but also carries forward village history into the contemporary use and life of the village. It is a unique resource that can not be duplicated.

Use Secretary of the Interior's Standards for Treatment of Historic Properties as a guide for adaptive reuse and treatment of the heritage landscape.

Shade trees and landscape plantings add shade and seasonal interest to the Main Street landscape.

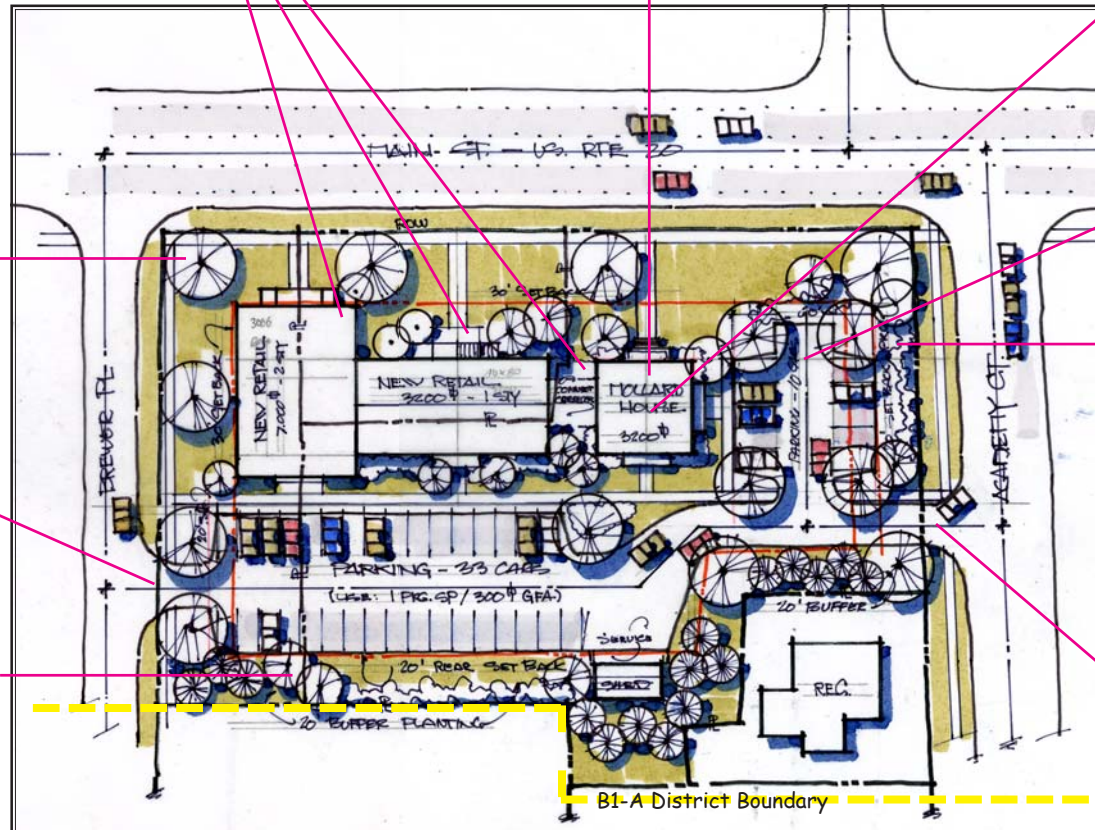
Access parking lot from Brewer Place and provide alternate access at Academy St.

Provide a 20 ft. rear buffer yard with naturalized, mixed-specie planting screen to separate the commercial area from the existing residential uses located adjacent to the development site.

Adapt side yard for parking if necessary but provide screen plantings to minimize views to parking lot.

Buffer yard plantings here are key to the success of creating a pedestrian oriented streetscape. The parking in this corner must not detract from the view to the historic Mollard House. Plantings and landscape design must also relate to the historic period of the Mollard House.

Provide access from Academy Street to the parking lot. If a traffic study supports this option, this will eliminate adding a driveway through the front yard to connect to Main Street. Fewer driveways and curb-cuts along Main Street will help improve the visual quality of Main Street.



## Site Concept No. 1 Rear & Side Yard Parking

Adapt existing historic structure and add two new commercial buildings  
13,400sf total gross floor area  
34-car parking facility (1 car/300 sf)



Building clusters maintain front yard landscape while creating an internal pedestrian courtyard for patrons and employees.

Incorporate the historic Mollard House structure in the overall site plan. The house not only offers a handsome architectural element to the Main Street landscape but also carries forward village history into the contemporary use and life of the village. It is a unique resource that can not be duplicated.

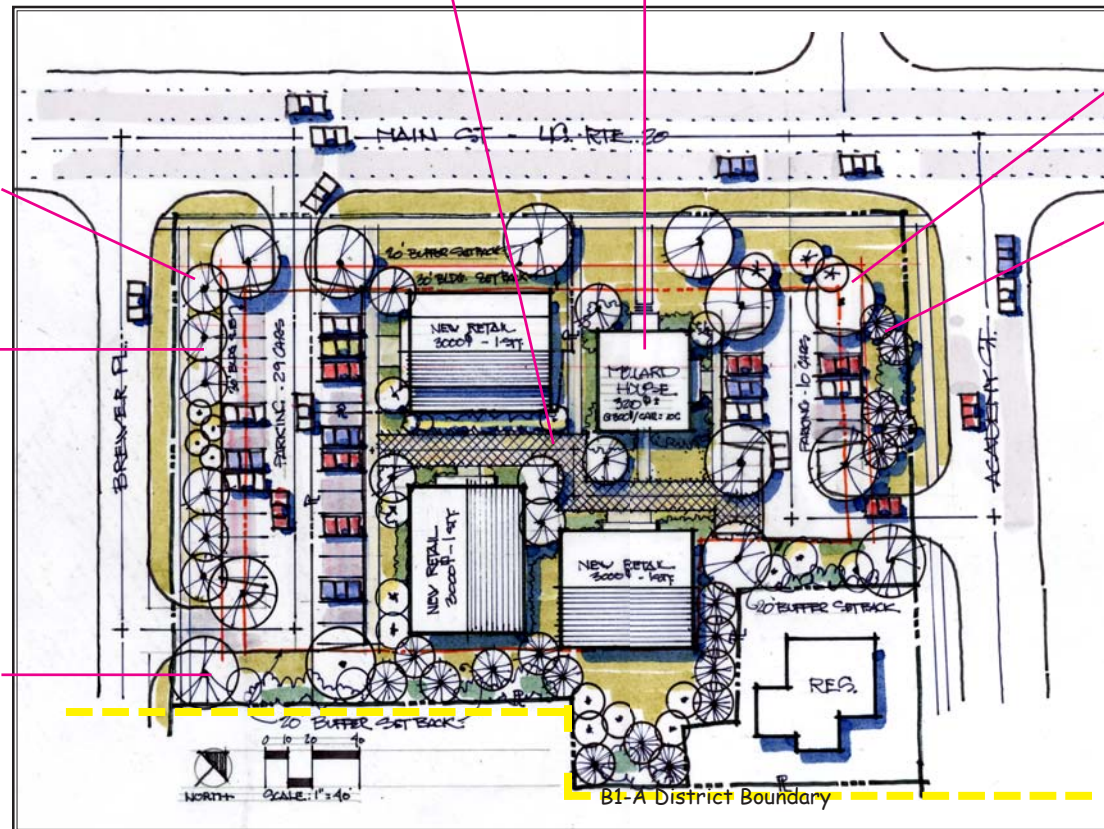
Adapt side yard for parking if necessary but provide screen plantings to minimize views to parking lot.

Buffer yard plantings here are key to the success of creating a pedestrian oriented streetscape. The parking in this corner must not detract from the view to the historic Mollard House. Plantings and landscape design must also relate to the historic period of the Mollard House.

Buffer plantings at corner with shade trees to help enclose and shade the parking area.

20-ft. wide buffer yard between parking lot and street ROW.

Rear buffer yard with a naturalized, mixed specie planting screen to provide spatial and visual separation between the commercial area and existing residential uses.



## Site Concept No. 2

### Side Yard Parking with Internal Pedestrian Spaces

4 structures with 12,200 sf, total gross floor area  
39-car parking facility (1 car/300 sf floor area)

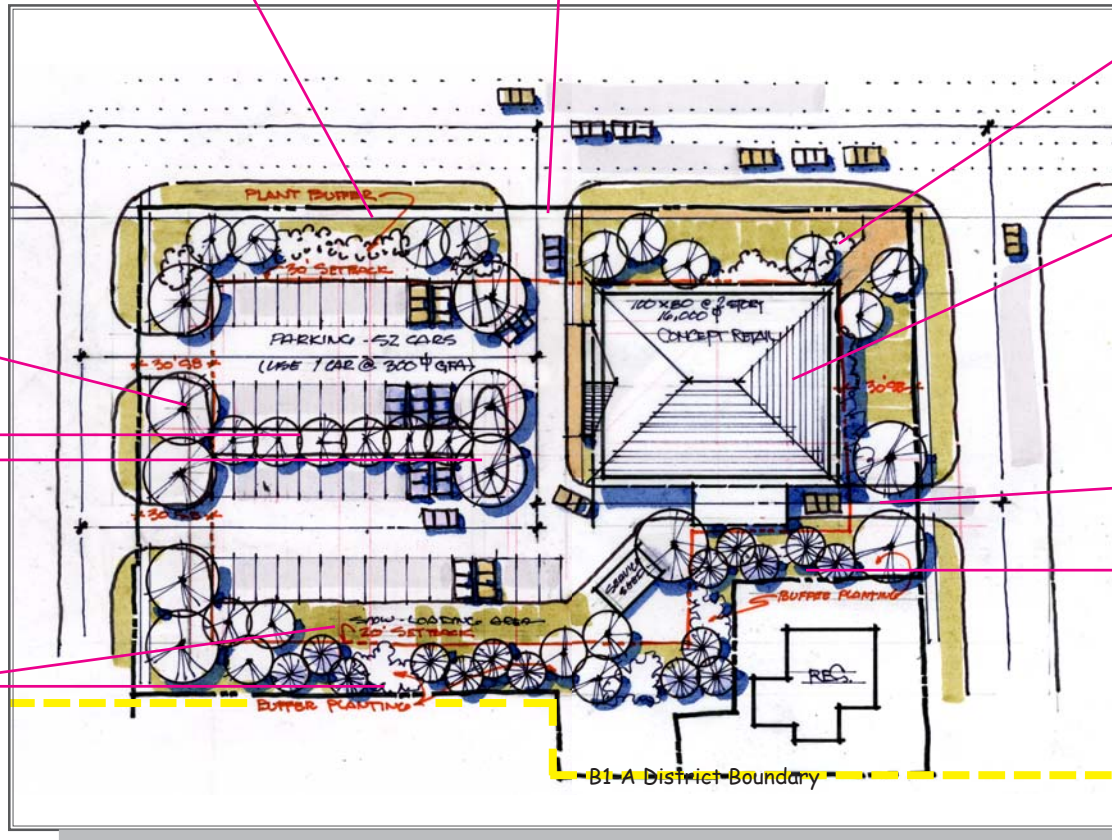
Parking area is located to the side of the building but also fronts along Main Street. Front edge of parking area aligns with front building line. Although 20' is the minimum setback for parking areas located along the street, a 30' setback was used here to establish a more formal front yard along Main Street.

A mid-block driveway was used to facilitate not only parking access and circulation but also as a fire lane. Actual site plans must respond to local fire codes as well as traffic analysis for access onto Main Street, which is a NYS highway.

Parking area aligns along Brewer Place and uses a 30' setback to create a buffer yard for screen plantings. A 20' setback would be suitable here as well but consideration must be given to where snow from parking areas will be stockpiled in the winter.

Parking area plantings have been incorporated in the design to "break up" the view of a relatively large parking area.

Rear buffer yard is used to create spatial and visual separation between the commercial development and the adjacent residential areas. Note that a 20' setback is used but additional yard space is added for snow stockpiles.



Front yard setback is used to establish pedestrian scale along the street and an attractive setting for the building.

Building located at the corner to "hold" the street line. Use the building's mass and facade to provide structure and "weight" for the streetscape.

Provide secondary exits to side streets when available.

20-ft. buffer yard with planting screen to separate residential areas adjacent to the commercial development.

### Site Concept No. 3 Corner Building w/ Side-Front Yard Parking

Building footprint is 100'x80' w/ 2-1/2 stories  
Gross floor area is 16,000sf.

52-car parking area provided based on 1 car/300sf of floor area



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