

## Introduction

Design guidelines are intended to guide development, and provide developers and their designers the community's vision and preferences in development. They are intended to reduce the time spent in the review process, and provide predictability. The Village Edge South (VES) zoning district in Cazenovia is on the east side of the village on the south side of the Route 20 corridor along the Town of Cazenovia border. In fact three parcels included in these design guidelines in the eastern portion are actually in the town of Cazenovia. The zone is divided by wooded ravine running east to west. The northerly portion of the area is envisioned to be primarily commercial or mixed use, complementing the commercial area on the northern side of Route 20 where a grocery store, pharmacy, and fast food and other retail businesses can be found. The southern portion is envisioned to be residential with the opportunity for other compatible uses. These design guidelines only consider the residential design of the southern part of the zone.

The Village assigned the work of preparing the design guidelines and zoning changes to a special committee formed in March 2012 called the Economic Health and Heritage Committee (EHH). The committee is made up of the Mayor and representatives of other village boards, the town and local leaders. The committee is tasked with preparing the necessary changes to the comprehensive plan and zoning ordinance in order to:

*...strike an effective balance between preserving its rural heritage and historic character while also fostering an environment that promotes economic health for the community... ...maintaining a pleasing gateway to the community and "hard edge" between character zones... ...create a win-win situation which would more effectively maintain and enhance the community's aesthetic character... ...[and] more opportunities for desirable economic development.*

### Work To Date by the EHH Committee:

- Regular meetings and periodic reports to the Village Board of Trustees.
- Examination of build-out scenarios from the Comprehensive Plan and current zoning regulations.
- Creation of conservation development approaches to ensure protection of environmental features. Mapping of conservation areas to be protected.
- Consensus on dominant land uses for the northern portion of the area versus the southern portion.
- Development of initial zoning language regarding uses, lot sizes and setbacks.
- Administration of a Visual Preference Survey specifically for the Village Edge South zone.
- Providing the guiding input on an amendment to the Comprehensive Plan adopted by the Village Board of Trustees.

The EHH proposed to express the emerging vision through the development of design guidelines by a professional planner, as well as to codify the preferred vision in the

zoning ordinance. In October of 2013 the Village Board hired Applied Planning, LLC to prepare these design guidelines, and supporting zoning language.

#### *Visual Preference Survey*

The village employed a Visual Preference Survey (VPS) designed by local resident and ZBA member Jane Nicholson-Dourdas, AICP. The VPS was designed to gather public input regarding desired design forms and uses. The village collected 100 completed surveys during six public sessions as well as surveys mailed-in from an on-line option. The VPS was analyzed to determine preferred trends and development scenarios and character types. These patterns, which largely reinforced the public input received by the EHH committee during the previous 21-month process, have been used as a basis for the Design Guidelines.

The VPS is available from the village and developers are highly encouraged to read the final report and results. The results give a very good indication of what is desired by the community.

#### *Design Guidelines*

The design guidelines create a foundation for development that will result in fulfilling the community vision for the VES zone. However, these design guidelines are suggestive and do not and cannot address every issue associated with development within this zone. These design guidelines leave room for designers to focus on buildings, layout, parking, stormwater management and other technical features. They also encourage developers to be creative in how they solve problems and address issues. The design guidelines are a communication tool to achieve a mutually desired result.



These Design Guidelines are concerned with six aspects of development in the VES zone:

- Land Use and Vision
- Street and Pedestrian Network
- Design and Development Form
- Architecture
- Resource Protection and Conservation Analysis
- Implementation

These aspects of development form the framework for the performance of the zone in concert with the continued health and vitality of the village. They are the core concerns of the community and their desire to maintain a sustainable development pattern.

## **Land Use and Vision**

The vision for development of the Village Edge South zoning district is a mixed-use commercial area to the north, and residential area to the south with the ravine dividing the two areas and creating a natural buffer. Two zoning districts should be created within the code to that effect. The commercial area will complement the existing commercial development to the north of Route 20, but not detract from the Village Center a short way to the west. The development will also be compatible with the village character, be walkable, and reflect or continue the unique architecture that is found in the village.

The EHH committee set out to proactively plan for the development of the VES zone in order to better manage the result as well as promote desired forms of development. The vision for this area is to continue the village character while at the same time providing for a type and scale of development that cannot be reasonably provided for elsewhere in the village.

The principles of this vision are a place where:

- *positive space* is created when buildings and landscaping are arranged around and create public spaces on a human scale,
- walkable and bikeable neighborhoods are created, and connected,
- parks, green space, and green infrastructure are an integral part of the urban form, softening development and creating a more porous, less homogenous development pattern,
- off street parking facilities are subordinate to pedestrian facilities and will be marginalized to the rear or side of buildings and the impact of parking lots lessened with landscaping and buffers that incorporate green infrastructure and pedestrian amenities,
- landscaping standards integrate stormwater mitigation, street trees and gardens,
- development will use architectural styles that continue or complement the traditions found in the Village of Cazenovia.

## Street and Pedestrian Network

The Land Use Site Plan below uses a street pattern consistent with patterns in the village. This pattern of streets is intended to be safer and more easily navigable by pedestrians and drivers. The pattern shown is the preferred arrangement, however

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modifications may be necessary to accommodate specific development. The interconnectivity and pedestrian amenities shown in the Land Use Site Plan must not be compromised. Development within the Route 20 corridor should use village streets, not private curb cuts. Redevelopment sites with multiple curb cuts must reduce curb cuts to one, or preferably none.

### *Commercial*

The commercial part of the zone, labeled “1”, “2” and “3” on the Land Use Site Plan south and adjacent to Route 20, is likely to be developed piecemeal. It is critical that the interconnectivity shown is provided. The street concept shown in the Land Use Site Plan allows for individual sites to be developed and the street network implemented in a piecemeal fashion.

### *Residential*

The Residential area, labeled “4” on the Land Use Site Plan in the southern portion of the zone, is likely to be developed as a whole. The street pattern is suggestive. However the connection made between Route 20 to the northeast and the South Meadows development to the south is necessary. An optional connection may be possible to the northwest of the Residential area of the zone. This may also become an important area for a pathway connecting the residential development to the commercial areas.



The following is a list of street and pedestrian features that are required with any proposed street, or upon improvement to existing roads or streets as appropriate (see village regulations for specific requirements for each feature):

- Sidewalks.
- Pathways connecting areas where sidewalks do not.
- Traffic Calming Features
- Street Trees and/or Green Infrastructure Facilities.
- Streetlights and Lighting.
- Parking
- Interconnectivity of Streets, Parking Lots, Pathways and Sidewalks.



Sidewalks

Sidewalks are required for all streets in the zone and each side of the street should include a sidewalk. Each sidewalk is required to be 5 feet wide in residential areas and made of concrete according to village specifications.

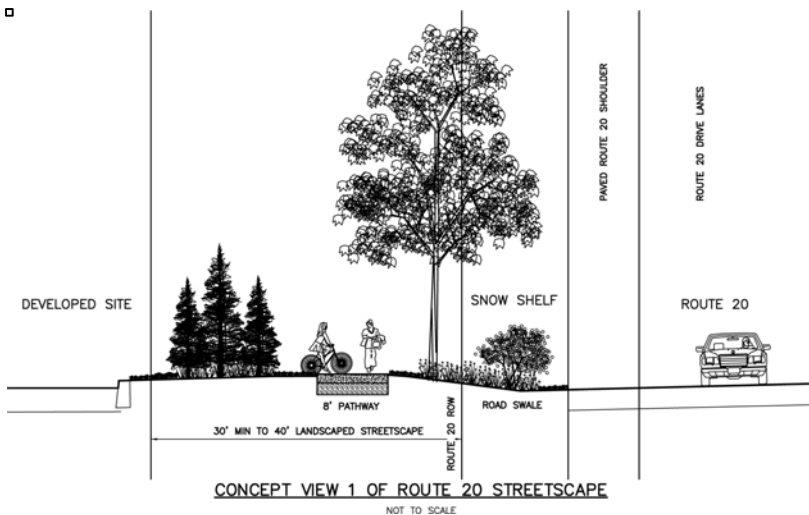


Adequate buffers shall be provided between the sidewalk or pathway and the street. This may take the form of a bio-swale, a traditional tree lawn, or a perennial or garden bed as applicable and appropriate. These buffers need to also take into account snow in the winter, as well as salt. Curbing is preferred, but creative alternatives to curbing can be proposed.

The more intensely developed commercial core may have wider sidewalks, and outdoor seating as applicable.

Pathways

Pathways are intended to serve as linear parks and pedestrian connections, as well as a buffer along Route 20. Route 20 is designated as a national Scenic Byway, and the view

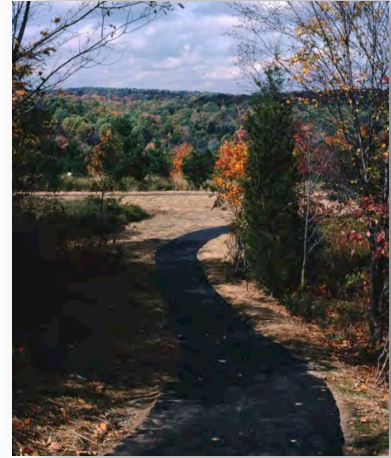


from the road is considered a scenic resource. The path itself is meant to be gently meandering in construction with a buffer provided through significant landscaping and contouring to create a sense of place and a pleasing recreational type of experience for pedestrians and cyclists.

Pathways are shown on the site plan paralleling the proposed street “E” on the eastern border ultimately connecting the South Meadow park with Route 20. There is another shown along Route 20 (labeled 5) providing a connection to the common green. Locating the pathway along Route 20 allows for a more rural sense of transition in the gateway area due to the landscaped buffer between the road and the future businesses located along Route 20 (labeled 5).

Another pathway is shown connecting the northwestern corner of the residential area to the commercial area through the ravine. There is also currently a hiking type trail through the ravine. The proposed pathway would create a more direct connection between the residential area and the commercial area.

Pathways may be constructed of asphalt, oil and stone, or packed crusher run with an unwashed stonedust binder on top. Pathways must be wider, 6 to 8 feet, to allow for a variety of users as well as maintenance and emergency response vehicles and must include landscaping i.e. trees and shrubs as well as contouring.



#### Traffic Calming Features

Crosswalks should be present at every intersection, and elsewhere as needed. Stamped pavement, or brick pavers with visible patterns are preferred for crosswalks. Bulb outs may be required at intersections and other significant pedestrian crossing points.

A variety of traffic calming features may be applied or required such as:

- Raised intersections,
- Signage,
- Additional Bulb outs
- Median plantings

#### Street Trees and/or Green Infrastructure Facilities

Bio swales instead of curb and gutter are acceptable, especially if forming a pocket park and reducing the number or size of traditional stormwater facilities. See more on green infrastructure in the Resource Protection and Conservation Analysis section.

#### Streetlights and Lighting

Lighting for parking areas must be dark sky compliant as required by the village code. It is preferred that lighting be subtle but effective generally lighting specific areas, and providing lighting for inaccessible areas. More and smaller lighting is preferred over large mass lighting. In any case, no lighting should produce glare for pedestrians and automobiles.

Streetlights and parking area lights should be traditional in nature, but not necessarily historic. The VPS did not show strong preference for street lights except that they be smaller, lower and attractive.

## Parking

### *On Street Parking*

On street parking is optional depending upon where it is located in the zone, and the needs of the development being proposed.

### *Off Street Parking*

Off street parking is required by the zoning code. It is preferred that less than the requirement is provided with Planning Board approval, by using on street parking, and sharing parking with neighboring properties. Parking lots on different lots will be required to interconnect. This is intended to lessen the overall amount of parking and impervious surface in the zone. Those uses that require significant overnight parking will need to provide for that requirement through off street parking.

Parking lots must include:

- Significant landscaping and buffers including landscaped islands/bioswales,
- Sidewalks and pedestrian paths from parking spaces to the street sidewalk or building,
- Cross access sidewalks or paths that connect to the neighboring property,
- Appropriate and adequate lighting,
- Landscaped transitions (sidewalks, or pavement paint etc.) that link the parking to the building.

## Interconnectivity of Streets, Parking Lots, Pathways and Sidewalks

The interconnectivity of the site is important for several reasons, including:

- Retaining the capacity of Route 20,
- Providing more potential for development, and fulfilling the vision for the site as a continuation of the village,
- Optimizing the opportunity for pedestrian activity throughout the zone.

New streets shall include as appropriate:

- Traffic Calming Features,
- Bike Lanes or Sharrows,
- Medians as appropriate,
- Parking either on street or in a public lot,
- Street Trees,
- Sidewalks and/or pathways,
- Benches, and other sidewalk furniture,
- Garbage and Recycling Fixtures,
- Greenspace between the street and sidewalks. Integrating public art into these spaces is encouraged.

## **Design and Development Form**



Building facades and the arrangement of buildings to the street or other public spaces lends to the sense of place. Landscaping should be lush and generous to cause the development to blend into the landscape and create a pleasing environment. These two factors, when combined, create a lasting impact on the built environment, and form the basis of the lasting value within the community. Special attention should be paid to corners created by new streets. These create opportunities for interesting public spaces, and are critical to the establishment of the desired form.

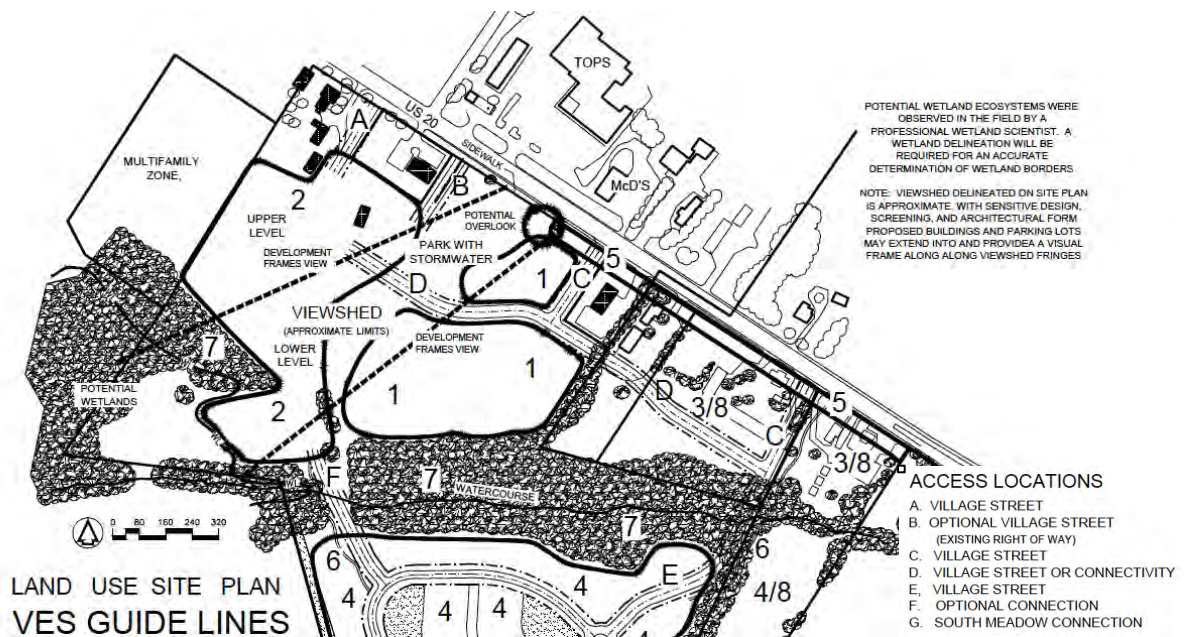


These design guidelines are concerned with two distinct places that will be created:

- Mixed Use Commercial (1,2,3), and
- Residential (4).

Mixed Use Commercial

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The Mixed Use Commercial area can be found south of Route 20 and bordered by the ravine crossing the zone. Mixed Use is desired in this zone in order to continue a decidedly village like environment rather than strictly a commercial district devoid of residential uses. Also, mixed use development adds a great deal of value to any development and enhances the tax base. The Visual Preference Survey strongly favored

images of mixed use development that created a distinct sense of place, and comfortable human environment in the public spaces created by buildings, the sidewalk and the street. Mixed uses lend vibrancy to a neighborhood and a more robust economic base for commercial opportunities.

Mixed use can take many forms, and these design guidelines do not want to overly limit the possibilities for integrating uses. Apartments, senior housing, condos, are all possible residential enhancements to commercial development. At the same time retail, restaurants, local service, professional offices for rent or as condos, all enhance a variety of other commercial uses, or even sites that are developed primarily as residential.

Mixed uses can be vertically integrated, such as a traditional residential over commercial, but may also be two distinct buildings and projects. The intent is to allow flexibility and creativity on the part of the developer rather than restrictive concepts that may actually discourage mixed use development.

For descriptive purposes, this part of the zone is divided into three areas:

- Mixed Use East (3)
- Mixed Use West (2)
- Mixed Use Core (1)

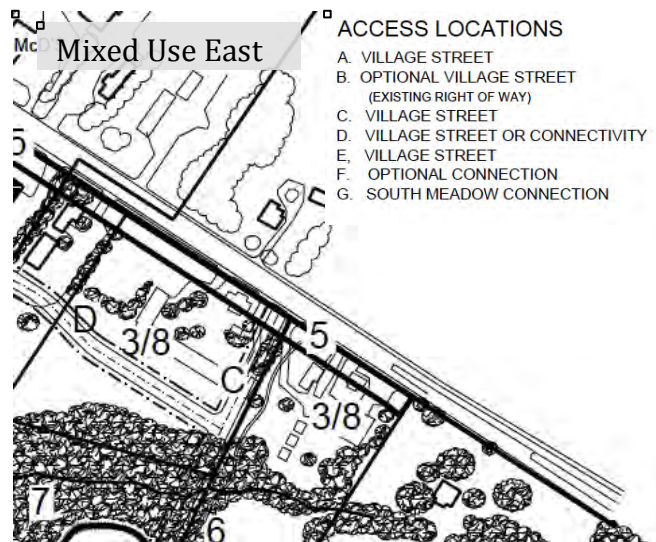
The zoning recommendations are the same for each of the three Mixed Use areas. However each area has it’s own opportunities and challenges as described below.

***Mixed Use East (3)***

In this area, the sites for development are constrained by the proximity to Route 20, a designated Scenic Byway, and the ravine creating specific design challenges as well as opportunities. These parcels are redevelopment opportunities which also provides special challenges.

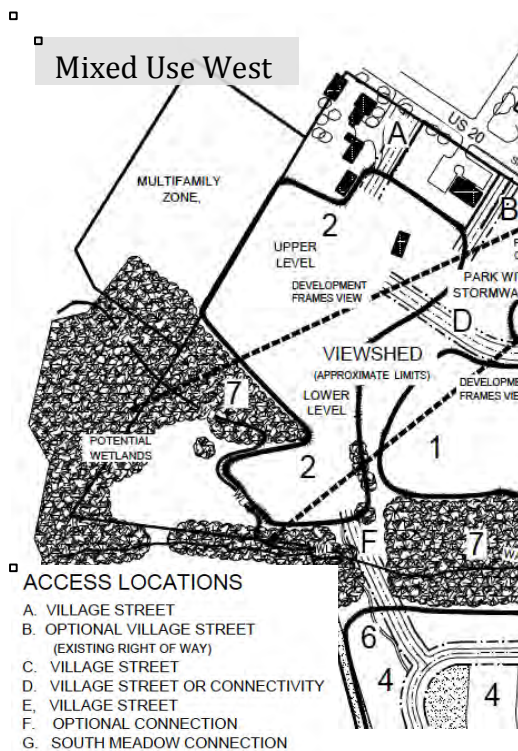
In the eastern portion of the zone the buildings should be oriented in such a way as to provide a positive image on primarily the village streets (C and D).

- The primary vehicular entrance will be from the village street, C, and the parking may be located in part on the street or to the side or behind a building.
- No parking should be proposed between any building and Route 20 nor the village street.



- The building entrance should be oriented to pedestrians originating from the street sidewalk and the parking area.
- Service and loading bays or berths will be discreet, screened and not be visible or overly so from any public space.
- For the safety and effectiveness of the site, a secondary limited access entrance may be proposed along Route 20 with appropriate signage.
- Corner lots, for all proposed village ROW, must be developed as a building site, or as a pocket park (either dedicated or as a future building lot). No parking may extend into the corner lots.

Any parking that would be visible from Route 20, a designated Scenic Byway, must be screened with an effective buffer that includes the proposed pathway (5 on the Land Use Site Plan). Trees and shrubs used for the buffer must be of a larger caliper to sufficiently screen any parking. No new parking should be proposed between a building and Route 20.



*Street D*

The Land Use Site Plan also shows a parallel street to provide interconnectivity to the Mixed Use Core area to the west. The ability to construct this street must be provided for. It may be some time before the street is constructed and an internal drive may be included in the design rather than a village street with Planning Board approval.

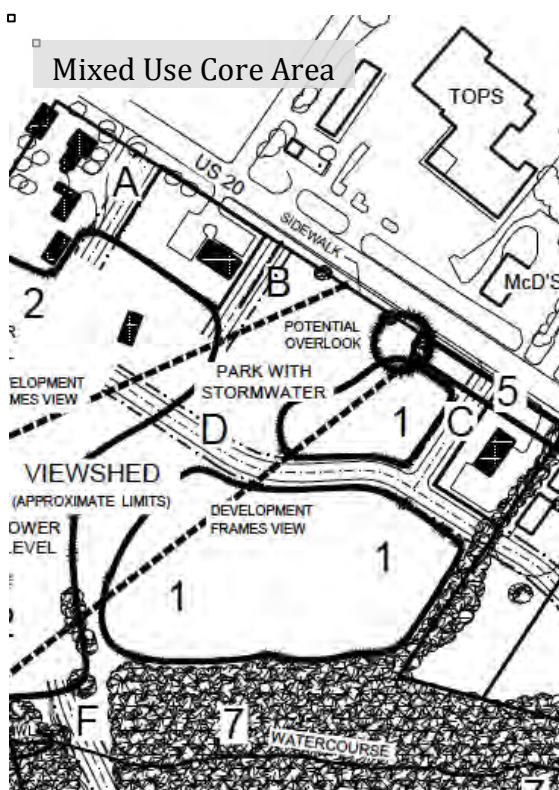
**Mixed Use West (2)**

The vision for this area includes such uses that complement the neighboring residential area and existing uses. These could include lot development that blends apartments and professional offices, senior housing facilities of varying types, condominiums and commercial retail as well as more institutional or stand alone buildings. Apartments associated with commercial uses may be over the commercial use, or in a separate building on or near the same site with shared parking facilities (this applies throughout

the zone).

The street pattern here is not as defined in the Land use Site Plan as in the Mixed Use East or Core areas. Similarly new buildings must be on a village street. Street A is the preferred location for a new street, but street B is a defined existing Right of Way. Approval of Street B may be problematic due to issues with the commercial area to the north of Route 20. Street F to the south is an alternative access to the residential area 4. This connection may also take the form of a pedestrian pathway (6).

The Multifamily Zone shown on the excerpt above was not specifically considered in the VES design guidelines. However, it is likely this area will be developed as part of a VES zone proposal. In that case, the zone boundary, after evaluation, should be adjusted to include this area.



**Mixed Use Core Area (1)**

Buildings in the Mixed Use Core Area (1) should front onto a Village street, not Route 20, in relatively close proportion forming a street wall with transparent facades that connect the businesses, or inside of the building, with the street and sidewalk. The uses in this area may require significant parking. The intent is to provide that parking while maintaining a walkable pedestrian environment. On street parking is preferable in order to limit the size of parking lots, which will be located in the rear of buildings. Surface parking will require extensive landscaping and interconnected sidewalks, and should be designed to be shared with adjacent uses.

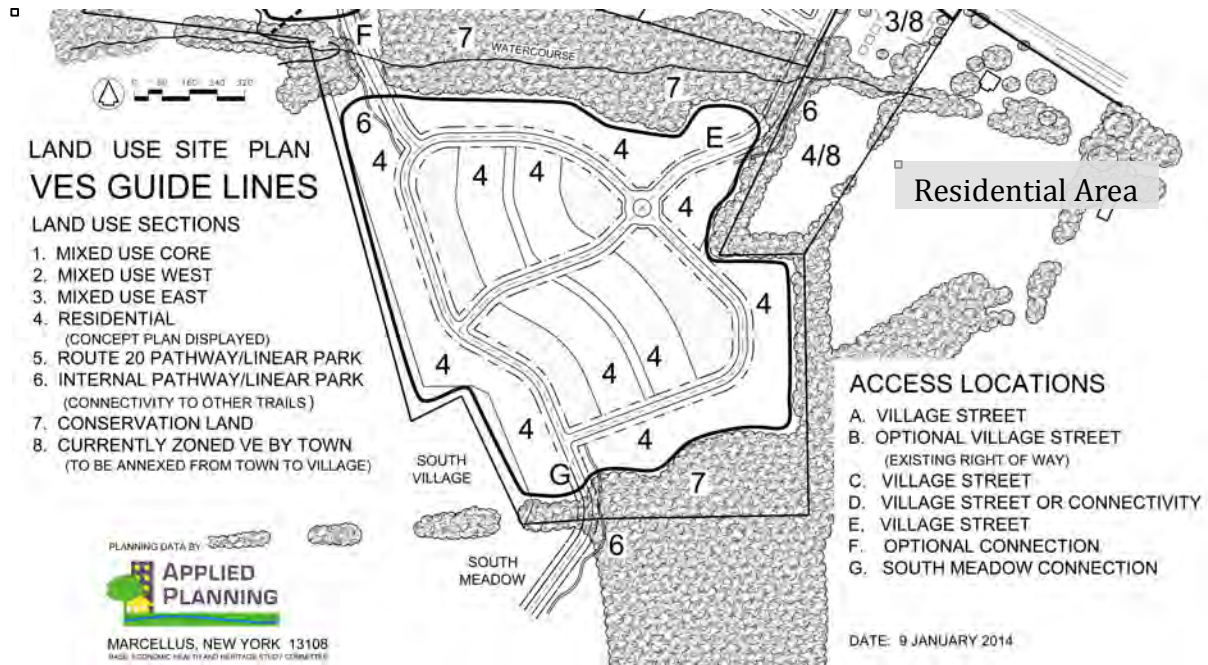
Further requirements for buildings in the core commercial area include:

- Main Entrances for primary uses must include a sidewalk entrance on the main street (D).
- Lesser uses of a larger building may utilize entrances located on the rear parking lot or sidewalk along a driveway.
- Uses along a street must be “retail” type commercial uses, or public spaces: no blank walls, delivery zones etc.
- Setbacks are variable, but in no case should the façade of a building be greater than 30 feet from the ROW edge. A significant portion of the façade and entrance will be located on or near the ROW edge. That space created by a portion of the building being set back must be public space.

**Residential Area (4)**

The Residential Area in the southern portion of the VES zone is anticipated to be detached single-family homes, but townhome, condominium and other multi family development is encouraged especially in the northeastern corner where the transition occurs between the Residential Area (4) and the Mixed Use Area East (3). Development of more affordable housing units is encouraged. There is a perceived lack of affordable units and housing choices in the area. The housing mix in this area should seek to provide the community with increased housing choices for seniors as well as young

families. As shown, the area could yield about 100-150 homes while at the same time setting aside approximately 50% of the site as protected areas or open space.



The plan and street pattern shown is suggestive, and is the result of a design charette. It reflects a Traditional Neighborhood Design (TND) with protected conservation area, common open spaces, alleys, sidewalks, pathways, front porches etc.

The intended lot sizes are between 1/8 and 1/3 of an acre with varying lot widths and frontage. One attribute that is desired is a non-uniform lot pattern. This may be accomplished by distributing the open space as pocket parks, or by using the proposed linear park/pathway as a disruptive feature by directing it across the area to break up the uniformity of both the street and lot pattern. This would also create odd sized and shaped lots to lend variety and an organic feel to the neighborhood.

As indicated below (Residential Buildings) garages must either be accessed from an alley, or set back behind the front elevation of the house. There are also specific provisions for those lots where a court may be formed in the front with a garage, but these should be the exception, and in no case should the garage door be the prominent feature of a home.



The plan does not show a stormwater facility such as a pond although that will likely be needed. It is preferred that the stormwater treatment occur within the open space areas, and through the use of conservation credits by setting aside the protected conservation areas such as the ravine, and wooded areas (labeled “7” on the plan).

It is preferable that the VES Residential area is accessed through a street to the northeast. An alternative area for a street access is to the northwest. This would connect to the street pattern in the Commercial Core and Multi-Use West development areas. It may also link directly to street options A or B.

### Public Spaces, Pocket Parks and Side Streets

Public spaces like pocket parks and common greens add a great deal of character to a neighborhood. These spaces are ideal locations for green infrastructure, and other garden like features. These areas might also enhance side streets and driveways accessing rear parking. These features also soften the development pattern and provide for more porous development consistent with the vision for this area.



### Landscape Standards

The following minimum landscaping guidelines should be followed when preparing a Site Plan Review or Subdivision approval:

- A planting strip between the sidewalk and the street shall be planted with street trees and grass between the trees.
- One native tree of at least 3.5-inch caliper should be planted at approximately every 30 feet within the planting strips.
- Within each lot, at least one 3.5-inch caliper native tree should be planted for about every 4,000 square feet of lot area. Existing trees should be retained to the extent feasible.
- All areas not occupied by buildings, driveways, or other improvements should be intensively planted with trees, hedges, ground covers, and/or grasses, however the retention of existing vegetation is preferred.
- Trees over six-inch caliper should be retained whenever possible.

- Fences, or walls up to four feet high and landscape screens are encouraged along front property lines, especially where a vacant lot or parking lot is located, or a building is set back from the build-to line.
- Tree species should be reviewed by the Cazenovia Tree Commission.
- Consistent with the VPS, it is suggested that public art be integrated into public spaces.

## ***Architecture***

The Village of Cazenovia has truly interesting and striking architecture and this tradition should be continued in the VES zone. The results of the Visual Preference Survey and the EHH public process indicate strong sentiment with regard to architecture and style of buildings. For the purposes of these design guidelines, the requirements fall along lines of residential and commercial requirements.

### *Commercial Buildings*

Continuing traditional architectural styles in commercial construction is challenging. For larger buildings, the massive size can inhibit the inclusion of the desired features. Strip mall construction offering small retail spaces would detract from the intent of these design guidelines and the desire to complement local businesses, not compete with the village center. The Village Code includes specific requirements for commercial buildings in the VES zone, but the following guidelines should be followed when designing buildings for the VES zone:



- Construction materials should be natural in appearance. Modern materials may be used but should resemble natural materials. Buildings should use durable exteriors rather than vinyl. Exterior siding on buildings should be wood, clapboard, wood shingle, brick, natural stone, or high quality cement board formed to look natural. Vinyl is discouraged in any form.
- Buildings should have high external surface area. Non-box like buildings, with multiple faces or elevations are preferred.
- Pitched roofs of larger buildings should be complex, and should combine a main roof with lower intersecting secondary roof types. Roof pitches below 8:12 on main roofs are discouraged.
- Buildings that are proposed to have a flat roof must have a parapet wall that hides the roof itself. But this feature should be used carefully as there are pitfalls.
- Buildings should have many windows and doors on the first floor. The proportion of windows and doors should create an appealing look on all sides.
- Shutters should be sized to match window openings.

- All buildings should be 2 or 3 floors with special exceptions made for 4 floors. In any case the façade at the street should be at least 20 feet tall.
- Buildings should incorporate or reference architectural forms and features found within the village.
- Dormers, lanterns, turrets, eave breaks, and skylights may be added in proportion to the roof's overall size. They should interrupt the roof plane no more than about one third of the length of the eave line.
- Dormers should be set back from the face of the building at least one foot, and at least three feet from the building sides. The face should be minimal in height and mostly window area.
- Heating, venting, and air-conditioning equipment on the roof shall not be visible from the street.
- Exterior hardware should be solid brass, bronze, wrought iron, or high quality Aluminum substitute.
- No loading zones, or blank facades may front on a village street.

### *Residential Buildings*

The Village currently has a variety of housing types and styles reflective of the Village's 200+ year history, most being of frame construction. Housing types reflect the diverse historic demographics in the Village from small gable end houses of the laborers, larger houses of the business families, the large rambling houses of the vacationing elite from around the turn of the century and twentieth century houses of many types. The Village has both high style and more modest versions of all the housing types from all historic periods. The classically inspired styles are notable, such as Federal and Greek Revival styles, the romantically inspired styles such as Italianate, Second Empire and Gothic Revival styles, late nineteenth century Shingle and Colonial Revival styles and the full range of twentieth century revival and contemporary styles. It is the diversity of house types and styles that gives the Village streetscapes their distinctive character and appeal. Variety is desirable in new development as well. New homes and accessory structure should match each other, and should be of a style and form that continues the traditional forms found in the village.

Residential buildings and structures should follow these standards:

- The proposed design and material should be substantially similar to traditional architectural elements found in the Village of Cazenovia. There is a strong preference for those elements found in 19<sup>th</sup> and early 20<sup>th</sup> century homes.
- Construction materials should be natural in appearance. Modern materials may be used but should resemble natural materials. Exterior siding on buildings should be wood, clapboard, wood shingle, brick, natural stone, or high quality cement board formed to look natural. Vinyl is discouraged in any form.
- Shutters should be sized to match window openings
- Houses should be of similar sizes on smaller blocks. Variation in sizes is acceptable, but should transition by block, not by lot.
- Exterior hardware should be solid brass, bronze, wrought iron, or high quality Aluminum substitute.



- At least 1/3 of the floor area of all principal buildings should be on the second story.
- One-story houses should be designed with Universal Design features that allow for aging in place, and as an appealing option for seniors to buy.
- Most houses should have a covered front porch oriented to the sidewalk, or common open space, with a transition from the sidewalk to the front door.
- Dormers should be set back from the face of the building at least one foot, and at least three feet from the building sides. The face should be minimal in height and mostly window area.
- Accessory structures should conform to the same architectural standards as the principal building.
- Detached garages located behind the home or attached garages with garage doors facing the rear yard are the preferred configuration.
- Attached garages with garage doors perpendicular to the front facade are acceptable, provided that the materials and massing of the sidewall of the garage facing the street are residential in character and are compatible with the primary structure.
- Attached garages with garage doors running parallel to the front facade of the home should be set back at least fifteen feet behind the principal plane of the front facade.
- Snout houses are not permitted.

## Resource Protection and Conservation Analysis

The EHH has identified several resources that require some form of protection including:

- Route 20 Viewshed,
- Groundwater Resources,
- Wetlands, Streams and Wooded Areas.

### Route 20 Viewshed

The viewshed to the southwest from Route 20, a designated scenic byway, is shown on the Site Plan. Applicants need to be aware that the view into and across this area from Route 20 is valued by the community and should be incorporated into their design approach. Impacts will be evaluated project by project primarily through the use of a Visual Impact Assessment as found in State Environmental Quality Review Act forms.



Generally, buildings located outside of but near this viewshed are encouraged to be taller and taper down as they approach the viewshed border shown in the Land Use Site

Plan. Any buildings proposed within the viewshed will likely need to be one-story, and will have to be evaluated for visual impact. This will serve to frame the view and enhance it, while allowing buildings to use the view to their advantage. Vegetation choices for parks or development within the viewshed should be selected with future height potential in mind and serve to enhance the view.

The Site Plan also reflects the desire to establish a public park in the form of a common green along Route 20 and extending to the proposed village street traversing the property from east to west. The purpose of this park, besides the obvious uses of a village park, is to:

- provide a focal point and enhancement for development,
- reduce the amount of impervious surface,
- provide an area that may be used to encourage groundwater recharge,
- and to provide some mitigation of the view from Route 20.

#### Groundwater Quality and Infiltration Impacts

Because this area is located over a known aquifer, and is relatively near the village wellheads, certain mitigation measures should be taken in order to protect these resources. This will be accomplished through the extensive use of green infrastructure (bio swales, rain gardens, etc.) to first clean stormwater runoff and then secondly to use specific “end of pipe” stormwater facilities that encourage infiltration.



The second means of protecting groundwater and encouraging recharge is to simply set aside protected conservation areas. Open space will be required for each development as a percentage of the developed site and should approach a total of 40% open space. Note that open spaces are those areas on a developed site that are landscaped, and include stormwater facilities. This does not necessarily include protected conservation areas which are legally protected through an easement or restrictive covenant.

#### Wetland and Stream Impacts

A small stream and ravine crosses the property from east to west. There are wetland areas known to be located on the western portion of the property. These areas will be avoided and protected during construction. The village may accept donations of these areas for conservation purposes. However, if these areas are to be retained under private ownership, the village or another qualified organization will hold either a

conservation easement or restrictive covenant that protects these and any other proposed protected conservation areas.

## **Implementation**

During the process of developing these design guidelines there were several issues that came up that are not addressed. These involve how to create the place that fits the vision while dealing with piecemeal development.

There are different ways to approach this. This section is intended to inform potential developers and village officials the options when developing an individual site.

### *Amenity Zoning*

Roads, municipal water and sewer, stormwater, sidewalks, pathways are all new infrastructure. Because the village has gone through the process of laying out where development can occur, and a preferred road network it is possible to estimate the cost of this infrastructure. Using Amenity Zoning the cost of infrastructure is estimated and a system put in place where the actual cost of installation is shared among development projects. A programmatic SEQRA document that describes this infrastructure and cost is the legal mechanism for implementing amenity zoning. From this, the village can assign a schedule and shared cost per development, as the infrastructure is required. This approach allows for developers to pay only their share of the infrastructure. It also requires the village to install the fully functioning infrastructure with the ability to apply the cost to future development.

For example, if it is known that a traffic signal will be required after a certain amount of development then the village might have to bond to install the traffic signal after only a fraction of the development that is served by the light is constructed, and then collect the future shares. This assures developers that the infrastructure will be constructed, and there is ultimately no cost to the village. Even the cost of developing the amenity zoning system can be included in the schedule and shared cost.

### *Official Map*

As the street pattern is built out and the actual alignments begin to take shape, the village should incorporate the street network into the Official Map. The Official Map includes streets, and public places such as parks, protected conservation area, and linear parks.

### *Cross Access Easements*

Cross Access Easements are easements held by the village between two properties for the ability to connect those two driveways, parking lots, sidewalks etc. in the future. For example, if a parking lot is constructed and it is apparent that another may be constructed on an adjacent property in the future the village would hold an easement that ensures that the two can be connected. This effectively manages issues with future land owners that may not have been party to the approval process.

### *Grants*

There may be multiple opportunities for government assistance in the installation of infrastructure for economic development. The creation of these design guidelines and the significant planning behind them provides a document to base grant applications on.

### *Transportation Improvement Program*

One of the most obvious applications is the federal funding for transportation improvements associated with Route 20. This could be associated with the proposed pathway along Route 20. A Route 20 plan would be very useful to improve pedestrian crossing, and modifying the cross section of the road to more resemble a village street. If this area is to develop with a village character and be the gateway to the Village with significant development, a specific plan with appropriate improvements to the highway will be necessary. This plan will also enable the village to drive how and what the improvements will be.

### *Stormwater*

Innovative stormwater improvements may qualify for funding through the NYS DEC or EPA. Both agencies offer various programs although funding is limited. This plan will also enable the village to provide direction on how and what the improvements will be.

Project sponsors are encouraged to contact the Madison County Planning Department in order to assess the feasibility of any grant opportunities.