

Background

These design guidelines are intended to guide development in the Village Edge South (VES) zoning district. The VES is on the east side of the village on the south side of the Route 20 corridor along the Town of Cazenovia border. A wooded ravine running east to west currently divides this area. The northerly portion of the area is currently envisioned to be primarily commercial or mixed use, with the southern portion as residential.

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 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. Initial conservation map of 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 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.

Based upon this work and consensus, the EHH proposed to express the emerging vision in design guidelines, and then codify the preferred vision in the zoning ordinance. In October of 2013 the EHH hired Applied Planning, LLC to prepare these design guidelines, and a zoning ordinance amendment.

Visual Preference Survey

The village employed a Visual Preference Survey (VPS) designed by local resident and ZBA member Jane Nicholson-Dourdas, AICP to gather public input regarding desired design forms and uses. The village collected 100 completed surveys during six public sessions as well as mailed-in surveys from the on-line option. The EHH committee then analyzed the results to determine trends for elements that received noteworthy concentrations of positive or negative ratings. These patterns, which largely reinforced the public input received by the EHH committee during its own 21-month process, have been used to frame these Design Guidelines.

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

Design Guidelines

The purpose of the design guidelines is to provide guidance for development of the Village Edge South zoning district. The anticipated result is a mixed-use commercial area to the north, and residential area to the south with the ravine dividing the two and creating a natural buffer area. The recommendation is to create two zoning districts within the code to that effect. The commercial area will compliment the existing commercial development to the north of Route 20, but not detract from the Village Center. 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 design guidelines create a foundation for development that will result in fulfilling the community vision for this area. 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 intended to assist in achieving a mutually desired result.



These Design Guidelines have four concerns:

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

Land Use and Vision

The EHH committee set out to proactively plan for the development of the VES in order to better manage the result as well as promote 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 for humans,
- people oriented 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,
- surface parking facilities are subordinate to pedestrian facilities and will be marginalized to the rear or side of buildings the impact 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 compliment the traditions found in the Village of Cazenovia.

Street and Pedestrian Network

The Land Use Site Plan **below**, uses a street pattern consistent with the overall pattern 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 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 along Route 20 should use village streets, not private curb cuts.



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 Meadow 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):

- 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. 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.

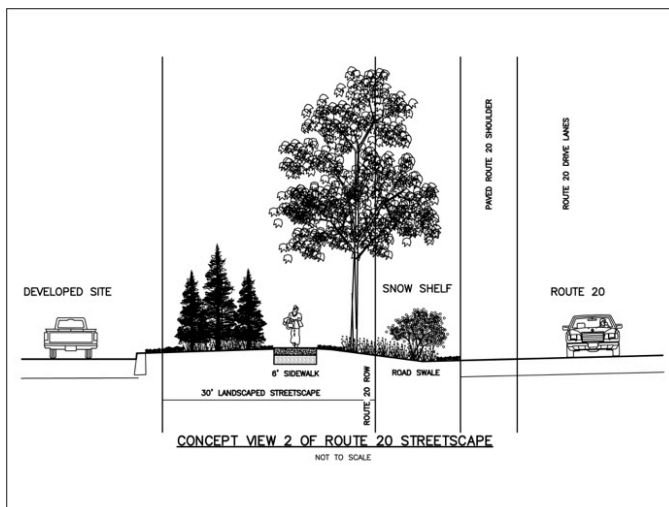
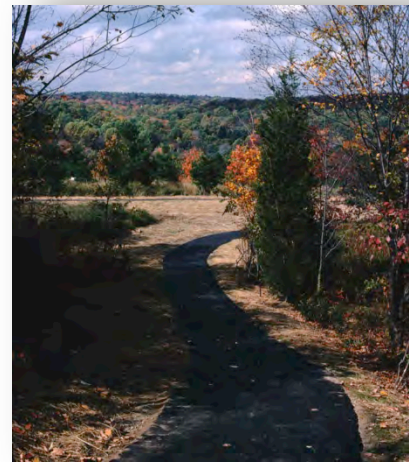


Buffers shall be provided between the sidewalk or pathway and the street. This may take the form of a bio-swale, a traditional tree lawn, or a perennial or garden bed as applicable and appropriate. These buffers need to also take into account snow in the winter, as well as salt. Curbing is preferred,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

The more intensely developed commercial core may have wider sidewalks, and outdoor seating as applicable and use street trees in areas of heavy pedestrian traffic.

Pathways

Pathways are intended to serve as linear parks and pedestrian connections, as well as a buffer along Route 20. 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 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 should be traditional in nature, but not necessarily historic. The VPS did not show much preference for street lights except that they be smaller, lower and attractive.

Parking

On Street Parking

On street parking may take one of two forms in the commercial portion of the zone. The first is typical parallel parking when located in the front of a building or in front of an off-street parking area. More off street parking may be provided rather than on a street if it is available to the public or shared with a neighboring business.

Off Street Parking

Off street parking shall be required as per the zoning ordinance requirements. Any on street parking within a specified distance of a project can be used to count against the off street parking requirement. Sharing of parking with neighboring projects is required whenever possible, and interconnectivity of parking areas is required. 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 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 and practicable,
- 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.

Design and Development Form

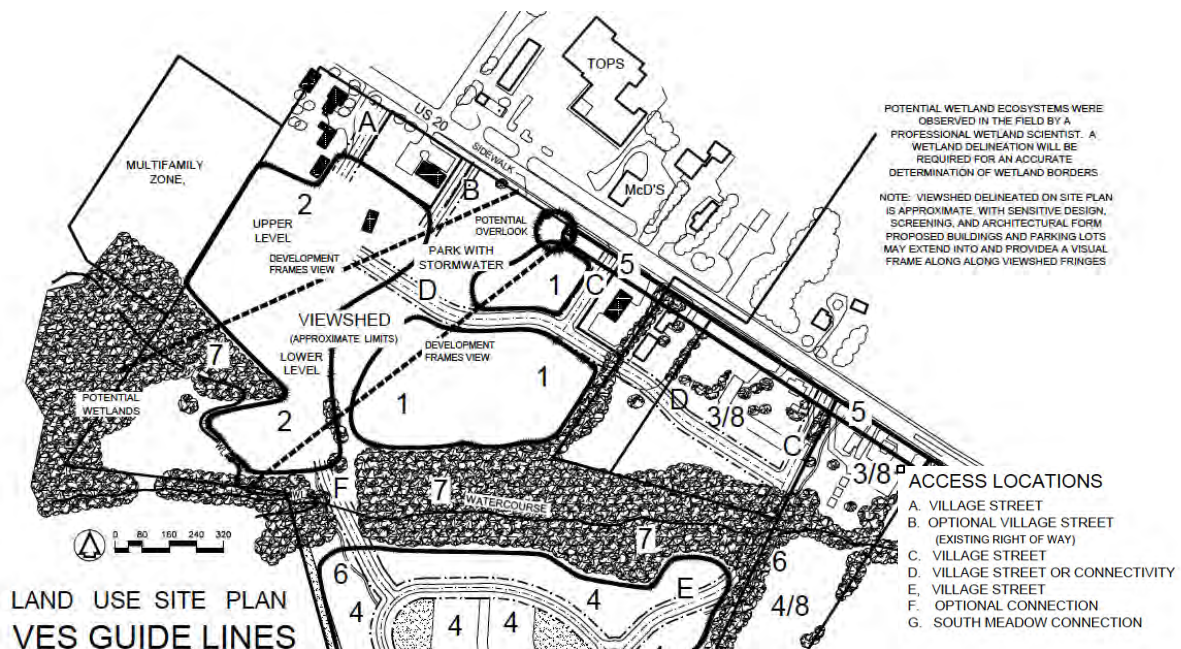
Building facades and the arrangement of buildings to the street or other public spaces creates the sense of place. These design guidelines are concerned with two distinct places that will be created:

- Mixed Use Commercial, and
- Residential.

Another concern in development of this area is in maintaining the architectural traditions in Cazenovia.

Mixed Use Commercial

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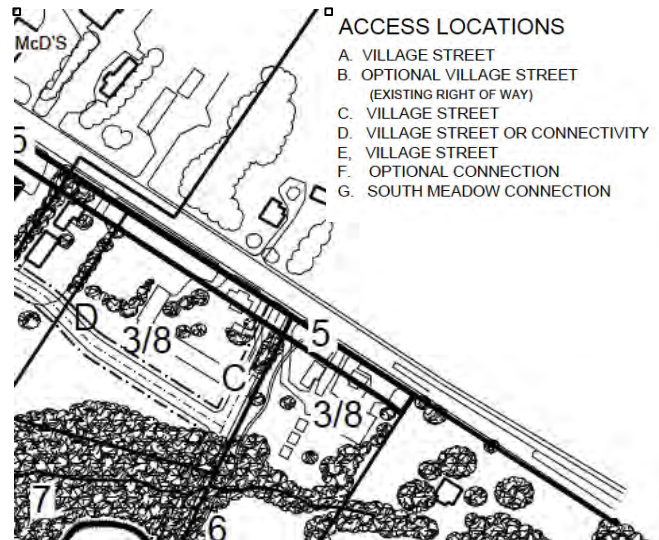
The Mixed Use Commercial area can be found south of Route 20 and bordered by the ravine crossing the zone. For descriptive purposes, this part of the zone is divided into three areas:

- Mixed Use East
- Mixed Use West
- Mixed Use Core

Mixed Use East

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 street (C and D).

- The primary vehicular entrance will be from the village street and the parking may be located on the street or to the side or behind a building.
- No parking should be proposed between any building and Route 20.
- 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 from the village street. The primary vehicular entrance
- A secondary limited access entrance may be proposed along Route 20.



Any parking that is incidentally adjacent to Route 20 must be screened with an effective buffer that includes the proposed pathway along Route 20 (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 in that area. However, no parking should be located 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 in the design of the site. 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 pending Planning Board approval.

Mixed Use West

To the west the multi-use area shall be accessed by a new street that connects to the Mixed Use Core. The vision for this area includes such uses that compliment 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 other commercial retail. Apartments associated with commercial uses may be over the commercial use, or in a separate building on 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 area. Similarly, new entrances must be on a village street. Street A is the preferred location for the new street and access to this area of the zone but B is a defined existing Right of Way. Street B may present too many issues with the commercial area to the north of Route 20. Street F is an alternative access to the residential area 4. This connection may also take the form of a pedestrian pathway (6).

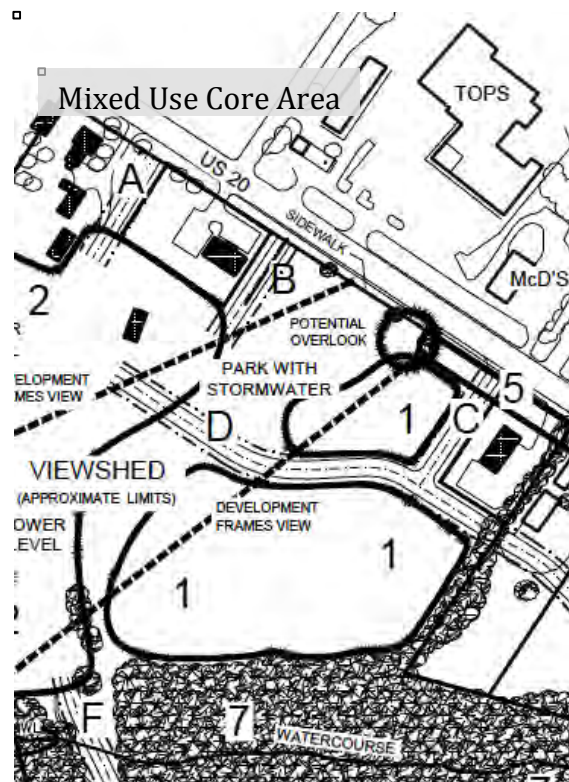
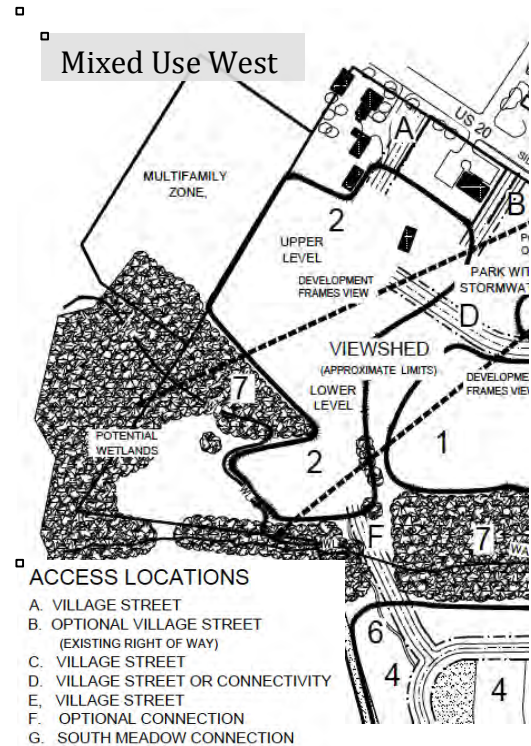
The Multifamily Zone shown on the excerpt above is not included in the VES design guidelines. However, it is likely this area will be developed as part of a VES zone proposal. In that case, the zone boundary, after evaluation, should be adjusted to include this area.

Mixed Use Core Area

Buildings in the Mixed Use Core (1) area shall front onto a Village street in 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 will likely 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.

Further requirements for buildings in the core commercial area include:

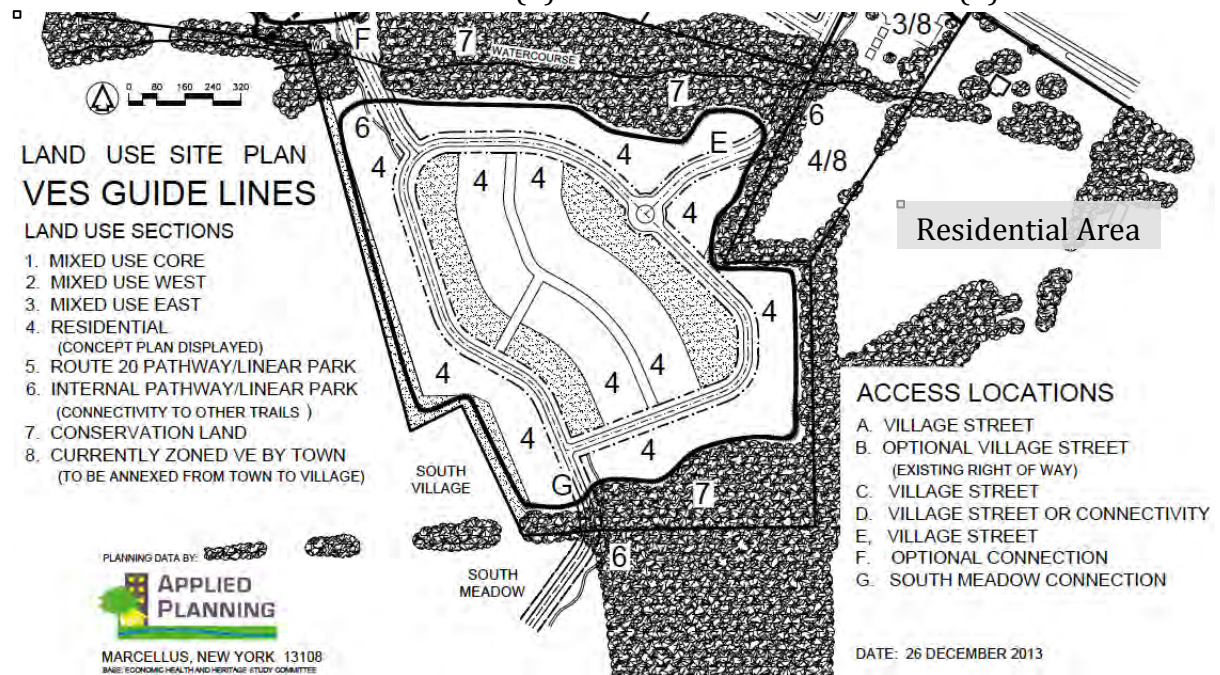
- Main Entrances must include a sidewalk entrance on the main street.
- Lesser uses of a larger building may utilize entrances located on the rear parking lot or driveway sidewalk.
- Uses along the street must be “retail”



- type uses, or public spaces: no blank walls, limited parking, and no deliveries 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.

Residential Area

It is anticipated that the Residential Area in the southern portion of the VES zone will be detached single-family homes, but may include some townhome development or multi family rental apartments especially in the northeastern corner where the transition occurs between the Residential Area (4) and the Mixed Use Area East (3).



The plan and street pattern shown is suggestive, and is the result of a design charrette. However it reflects a Traditional Neighborhood Design (TND) approach with dedicated open space, common greenspace, alleys, sidewalks, pathways, front porches etc.

The intended lot size is 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 shown into pocket parks along side streets, 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.

As indicated below (Residential Buildings) the garages must either be accessed from an alley, or the garage set back behind the front elevation of the house.

The plan does not show a stormwater facility such as a pond. It is preferred that the stormwater be treated within the green space areas, and through the use of conservation credits by setting aside the open space areas such as the ravine, and wooded areas (labeled “7” on the plan). As shown, the area could yield about 100-150 homes while at the same time setting aside approximately 50% of the site to green space.

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 development areas. It may also link directly to the 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, which will extend the façade. These features also soften the development pattern and provide for more porous development consistent with the vision for this area.

Architecture

The Village of Cazenovia has truly interesting and striking architecture. This tradition should be continued in the VES area. The results of the Visual Preference Survey indicate strong sentiment with regard to architecture and style of buildings.

Common features preferred in the survey and recommended for new development:

- Gabled or peaked roof with dormers,
- Facades with Multiple Elevations,
- High external surface area, which is non-box like buildings, but rather those with multiple faces.
- Varied roof heights, projecting bays, gables recesses and porches,
- Garages must be to the rear of a house,
- Front porches should be oriented to the sidewalk, or common open space, with a transition from the sidewalk to the front door,
- Variation in home styles along a street is preferable,
- Construction materials should be natural in appearance. Modern materials may be used but should resemble natural materials. Larger buildings should use durable exteriors rather than vinyl,
- Houses should be of similar sizes on smaller blocks. Variation in sizes is okay, but should transition by block, not by lot.



Commercial Buildings

Continuing traditional architectural styles in commercial construction is challenging. For larger buildings, just the massive size can inhibit the inclusion of the desired features. However many of the Common Features listed above should be included in any proposed commercial building.

Residential Buildings

Incorporating the Common Features listed above should be much easier regarding residential development. The concern with residential development, as indicated in the VPS, is mostly related to placement of the garage. There is a strong preference for rear entry garages. The related zoning and subdivision requirements reflect this preference.

Resource Protection and Conservation Analysis

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

1. Viewshed from Route 20 identified on the Site Plan,
2. Groundwater Resources,
3. Wetlands, Streams and Wooded Areas.

Viewshed from Route 20 identified on the Site Plan

The viewshed to the southwest from Route 20 is shown on the Site Plan. This view requires mitigation relative to potential impacts. 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. This will serve to frame the view and enhance it, while allowing buildings to use the view to their advantage.

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 that will traverse 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.

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. Any impacts will be evaluated at the time of project application.

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 undisturbed open space. Greenspace will be required for each development as a percentage of the developed site and should approach a total of 50% greenspace. The goal for the entire zone is 20-40% open space (see Wetland and Stream Impacts). Note that open space is generally permanently protected areas, whereas greenspace are those areas on a developed site that are landscaped, and include stormwater facilities.



Wetland and Stream Impacts

There is a small stream and associated ravine that crosses the property generally 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 entertain donations of these areas for conservation purposes. However, if these areas are to be retained under private ownership, the village will hold either a conservation easement or restrictive covenant that protects these areas, and any other areas that are proposed as protected open space.

Implementation

During the process of developing these design guidelines there were several issues that came up that are not dealt with. Essentially these revolve around how to create the place that fits the vision while dealing with piecemeal development from multiple development interests both known and unknown.

There are a few different ways to address this, and this section is intended to inform potential developers as to the options when developing their individual site(s).

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, a preferred road network, and anticipated density it is possible to estimate the cost of this infrastructure. Essentially the linear feet of roads, pipes, pathways, sidewalks etc. is tallied then multiplied by an estimated cost. Amenity Zoning, in New York State, allows for the village to develop a programmatic SEQRA document that describes this infrastructure and cost. 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. What is

also does is 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, dedicated open space, 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 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

It is unclear at this time, but there may be multiple opportunities for government assistance in the installation of infrastructure for economic development based upon the plan that is presented in these design guidelines.

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. However, it is apparent from these design guidelines and the proposed development that a Route 20 plan would be very useful. 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. From this, an application for federal funding can easily be developed.

Stormwater

Innovative stormwater improvements may qualify for funding through the NYS DEC or EPA. Both agencies offer various programs although funding is limited.