

# Design Guidelines

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VILLAGE OF BUCHANAN, NY



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# COMMERCIAL AND MIXED-USE DEVELOPMENT

# COMMERCIAL AND MIXED USE DEVELOPMENT

This chapter provides guidelines and standards to ensure the Village develops a lively mixed use center. This process involves incremental steps that address each area of the development process. This chapter is divided into eight sections with specific objectives and design guidelines. In approving any application for commercial and mixed use development, the Planning Board should be satisfied that the stated objectives for each section are achieved.

The implementation of the guidelines in this chapter will occur in two ways. First, private commercial development projects will be prepared and reviewed in accordance with the handbook. Second, public projects involving improvements to roads, sidewalks, and all aspects of the public domain within commercial districts should also accord with the objectives and guidelines of this chapter.



1. Building Location and Orientation
2. Building Design
3. Access, Movement, & Streetscape
4. Signage
5. Landscaping
6. Public Spaces
7. Lighting

**Figure 1:** Lively mixed-use commercial areas add to the quality of life within the Village.

**Source:** Corridor Plan & Design Guidelines - Columbia Turnpike and Troy Road • East Greenbush, New York

# BUILDING LOCATION AND ORIENTATION

## Objectives

- Create a Village center with identity, character, and liveliness
- Develop an appropriate sense of enclosure and community
- Make pedestrian activity a central element of development
- Incorporate places for people to interact and relax
- Use design techniques that promote vitality, safety, and efficiency

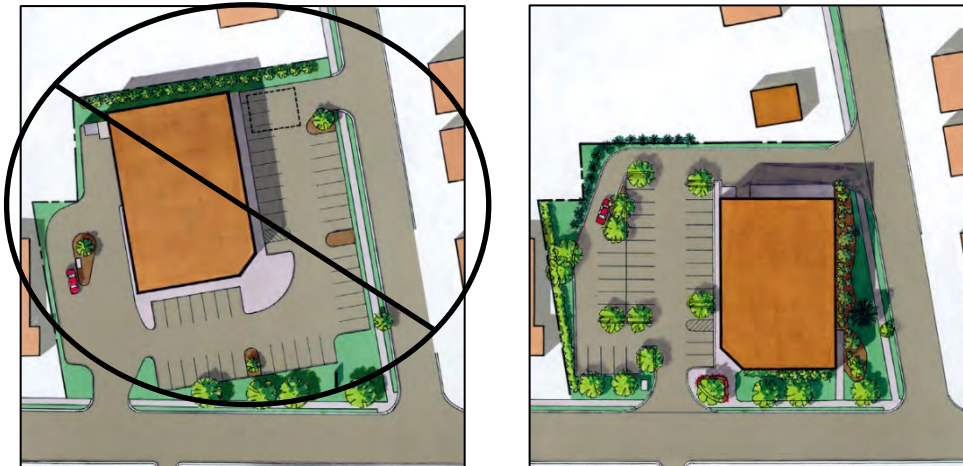
## Guidelines

### 1. Building Location

- Buildings should be sited close to the street frontage and parking areas positioned away from street.
- Establish a 'Build-to' line for future development to establish a uniform street frontage.
- Use existing street-fronting parking lots for redevelopment.

### 2. Building Orientation

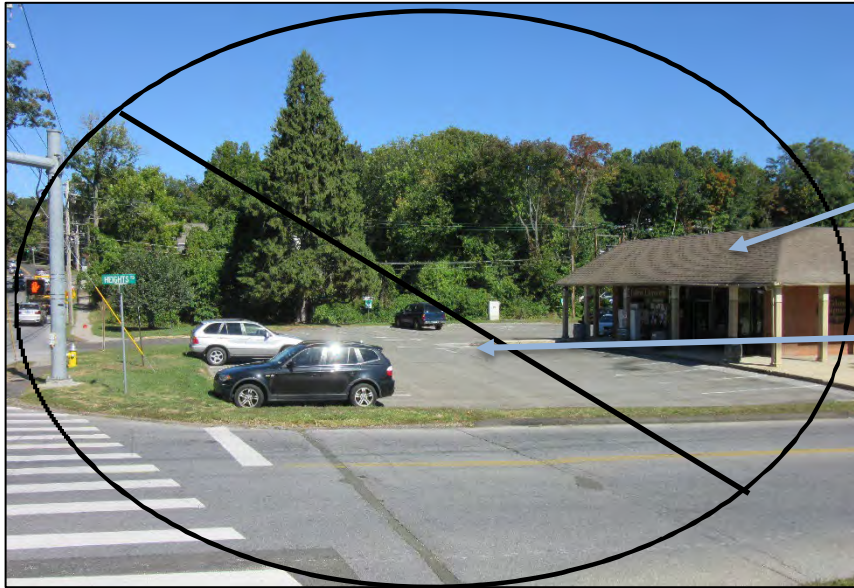
- Buildings should front all streets with an entrance and attractive facade.
- Major roof lines should be parallel or perpendicular to the street.



**Figure 2:** Building sites can be more compact and pedestrian-oriented through locating the parking to the side or rear of the building.

Source: Dutchess County Department of Planning and Development

# BUILDING LOCATION AND ORIENTATION



## What to Avoid

Buildings that do not address street

Large continuous parking lots

**Figure 3:** Avoid buildings set back from street behind large areas of parking.

**Figure 4:** Buildings that are oriented towards the street add enclosure and character to the Village center.

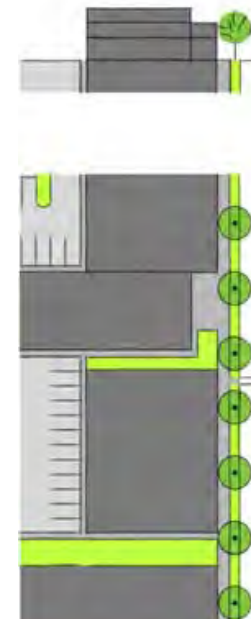
## What to Encourage

Parking in the rear of the building

Multi-story building

Inviting entrance at the street

Small set-back from street



Source: Corridor Plan & Design Guidelines -  
Columbia Turnpike and Troy Road • East Greenbush, New York

# BUILDING DESIGN

## Objectives

- Celebrate the history and character of the Village through traditional architecture
- Ensure buildings are designed to complement the built and natural landscape
- Promote a cohesive Village center
- Encourage designs that enable the reuse of buildings

## Guidelines

### 1. Architectural style and building form

- Architectural style that reflects prevalent historic character is recommended.
- Continuous, consistent architectural treatment should be applied to all building sides.
- Building elements should not function as signage.
- Residential flats and offices above retail are encouraged.

### 2. Building height and massing

- Building height should create a balanced sense of enclosure along the streetscape.
- Multi-story buildings are encouraged.
- Building footprints should be modulated to achieve varied building shape and mass.
- Wall offsets and setbacks should articulate the horizontal and vertical building planes.

*Figure 5: Historic architecture adds to the quality of life within the Village.*



New building in historic style.

# BUILDING DESIGN

**Figure 6:** Historic buildings within the Village should be used as a model for new construction.

Preserving historic buildings enriches local identity



**Figure 7:** Buildings that are adaptable to different uses will contribute to the longevity of a commercial area.

Multi-story, multi-use building that adds enclosure to street

Continuous architectural treatment



Source: The Community Design Manual, Ulster County Planning Board

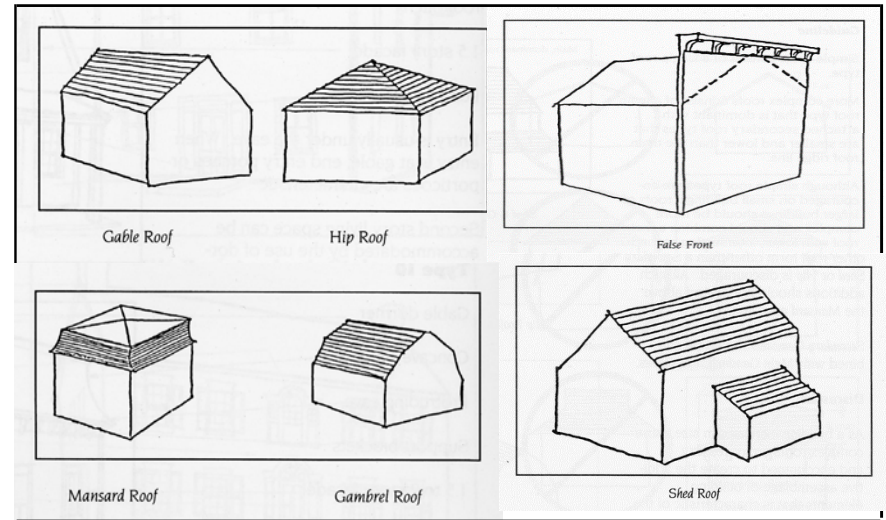


# BUILDING DESIGN

## 3. Roof massing

- Buildings should be designed with one or a combination of the following roof types: Gable, Hip, Mansard, Gambrel, Shed, and in limited cases False Front (see Figure 8).
- Major roof ridges should be either parallel or perpendicular to the street
- Roofs on larger buildings should be complex combining a main roof with lower, intersecting secondary roof types.

**Figure 8:** These roof types are part of the traditional architecture within Westchester County.



**Figure 9:** Combining roof types and orientations add variety and contrast



Source: Dutchess County Department of Planning and Development

**Figure 10:** Parallel and perpendicular roof ridges add to the attractiveness of the Village

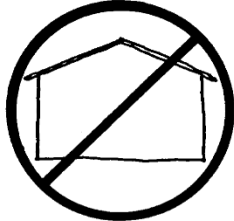
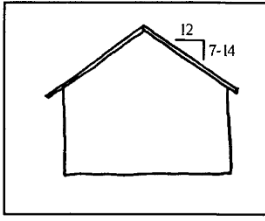
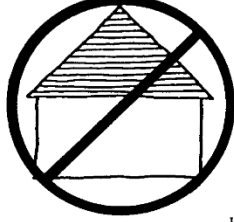
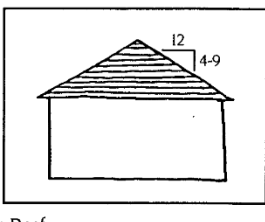
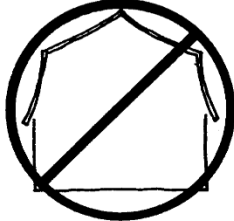
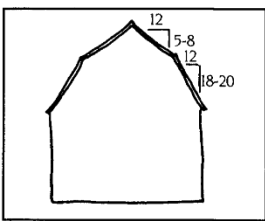
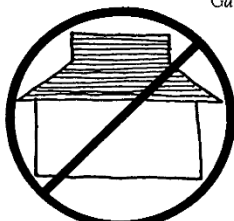
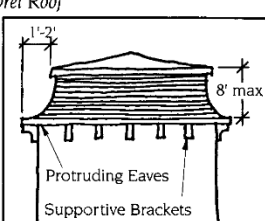



# BUILDING DESIGN

## 4. Roof pitch

- Roofs should be designed in proportion to the building facade and within the minimum and maximum roof pitch standards within Table 1.

**Table 1: Roof pitch**

Roof:	Recommended Pitch		Diagram (Prohibited)	Diagram (Allowed)
	Minimum	Maximum		
<b>Gable</b>	7:12	14:12		 Gable Roof
<b>Hip</b>	4:12	14:12		 Hip Roof
<b>Gambrel - Upper Plane</b>	5:12	18:12		 Gambrel Roof
<b>Gambrel - Lower Plane</b>	18:12	20:12		 Mansard Roof
<b>Mansard</b>	[should not exceed 8 feet in height from eave to ridge]			
<b>Shed</b>	4:12	14:12		

- Where a pitched roof is not practical, the following design features should be incorporated:
  - Parapets should screen all rooftop mechanical equipment.
  - Articulations in cornice and parapet detailing.
  - Awnings and other forms of roof overhang.

Source: Dutchess County Department of Planning and Development

# BUILDING DESIGN

**Figure 11:** This attractive building is composed of two gable roofs.

Roof pitch and design complements building proportions



**Figure 12:** Medium sized retail buildings can usually incorporate a pitched roof.



# BUILDING DESIGN

## 5. Roof features and materials

- Roof overhangs in scale with the building mass are recommended.
- Dormers, lanterns, turrets, eave breaks, and skylights may be added in proportion to the roof's overall size. Cumulatively they should not overwhelm the roof plane.
- Sloped roofs should be covered in shingles made of slate, wood, asphalt, or fiberglass; or standing seam metal.
- Air handling units, condensers, etc. placed on roof should not be visible from street.

## 6. Building facade

- The ground floor of the primary structure should be visually distinct from upper stories.
- Building facades should have depth, through the use of building materials and features that catch light and shadow. A variety of planes such as: bay windows, porticoes, porches and historical facade projections are recommended.
- Awnings add to the variation of the facade and are encouraged.

**Figure 13:** The ground floor is visually distinct from the top floor.

Building extrusions provide relief and add interest

Contrasting materials and colors define the building base



# BUILDING DESIGN

## 7. Building materials and color

- Colors and finishes should be integrated into building form to break up building mass and provide visual relief where appropriate.
- Wood, brick, and stone walls are encouraged while vinyl, asphalt and other synthetic siding materials are discouraged.
- Facade colors should be low reflecting, subtle, and neutral or earth toned. The use of high-intensity colors, metallic colors, black or fluorescent colors are strongly discouraged.
- Building trim may feature brighter colors.
- Windows and doors should be balanced in their placement on building facades.
- Ground floor facades facing public street should provide display windows or similar transparent areas comprising 40% to 80% of first floor facade area. Upper floors 25%.



*Figure 14: Screen walls should match the surrounding buildings.*



*Figure 15: Balanced window placement.*



*Figure 16: The facade materials and colors on this building successfully break up the building mass.*

# ACCESS, MOVEMENT, & STREETScape

## Objectives

- Accommodate all relevant modes of transportation
- Create a safe, efficient, and aesthetically pleasing environment
- Decrease automobile congestion
- Promote a connected street system
- Ensure sufficient parking is provided in locations that are not visually dominant

## Guidelines

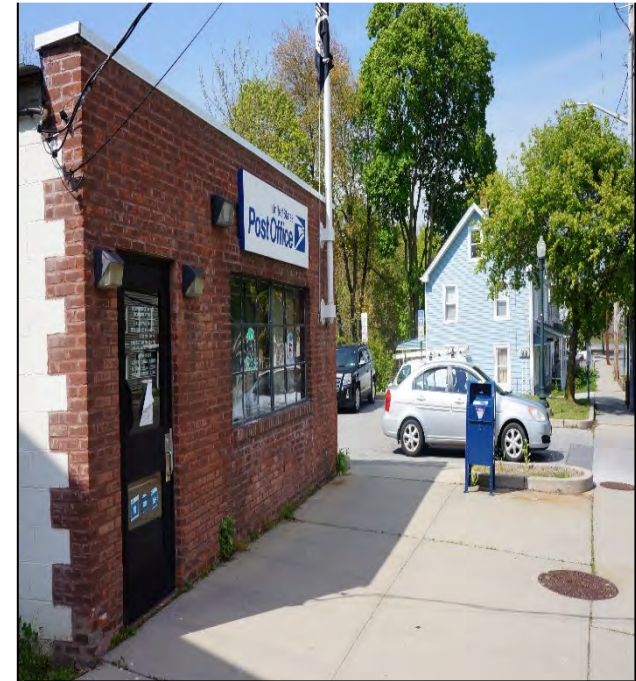
### 1. Sidewalks

- Sidewalks should have at least 6 feet for pedestrian traffic and should be provided along streets. These 6 feet would not include the space used for street lighting, landscaping, or public space amenities.
- Locate sidewalks at least 4 feet back from curb in order to: separate walkers from traffic and road spray, allow room for street trees and snow storage, and prevent side slopes to each driveway.

*Figure 17: Tate Avenue offers ample sidewalks on both sides of the road with a roadside accent and street trees to establish a visual boundary on the outer edge of the sidewalk.*



*Figure 18: Wider sidewalks create an opportunity for other uses without obstructing pedestrian traffic.*



# ACCESS, MOVEMENT, & STREETScape

## 2. Crosswalks / Curbs

- Create crosswalks as short as possible with small corner radii.
- Crosswalks should be approximately 10 feet wide, well lit, boldly marked with bar stripes or textured surface.
- At crosswalks, create curb extensions to shorten distance and increase visibility.
- Include pedestrian refuges in congested areas if feasible.

**Figure 20:** High visibility crosswalks should be utilized throughout the district where appropriate.

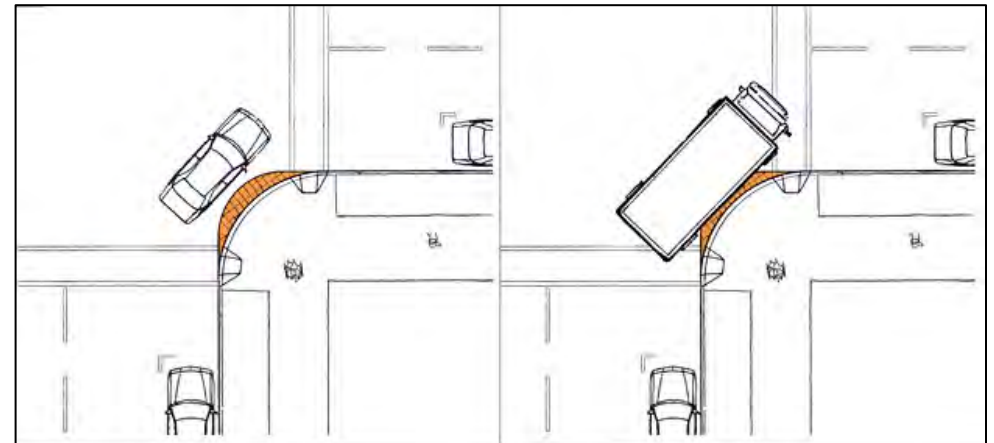


Source: Model Design Guidelines for Main Streets and Commercial Corridors, Bucks County Planning Commission

**Figure 19:** The intersection of Albany Post Road, Lindsey Avenue, and Gallagher Street is an example of where crosswalks and traffic calming measures could ease the conflict between pedestrian and vehicle traffic



**Figure 20:** Diagram illustrating the impacts of reduced curb radii on cars and trucks



# ACCESS, MOVEMENT, & STREETScape

## 2. Connectivity and Multi-Modal Access

- Pedestrian connectivity should be increased throughout the district.
- Bicycle facilities and amenities including bicycle racks should be added to the network where appropriate.
- Transit amenities should be required for new development (if served by Westchester County Bee Line service).

*Figures 19 and 20: The pedestrian network should be grown and expanded from dead-ends to avoid creating separate and isolated segments of sidewalk. Connectivity in the pedestrian network is paramount.*



*Figures 21 and 22: Sidewalks are essential for pedestrians and worn "goat" paths demonstrate the need for them where they are absent.*



*Figure 24: Existing bus shelter and signage in corridor.*



*Figure 23: Photo simulation incorporating bicycle and pedestrian facilities along an arterial roadway.*





# ACCESS, MOVEMENT, & STREETScape

## 2. Traffic

- Limit the number of vehicle access points from the street. Sharing entrance drives and parking lots with internal service roads based on the block system should be pursued wherever possible.
- Add left turn lanes and medians where appropriate to increase vehicular and pedestrian safety.

**Figure 26:** Need for better pavement markings.



**Figure 25:** A route devoid of pedestrian amenities becomes uninviting to pedestrians. Also, a continuous driveway illustrates poor access management and creates potential traffic conflicts.



**Figure 27:** Excessive shoulders in certain locations could be utilized to reconfigure road alignments to include left turn lanes or center medians.

# ACCESS, MOVEMENT, & STREETScape

## 3. Parking

- Design parking areas to the rear of buildings or in certain cases to the side.
- Where possible, parking is to be broken up into two or more areas.
- Divide parking lot rows with landscaping strips and tree islands.
- Clearly define pedestrian pathways.
- Parking facilities should accommodate a range of daily uses including designated employee parking; shopper, business, and patron parking; errand parking of 15 to 20 minute maximum; service vehicle parking; public green space parking; and bicycle storage.
- All development should comply with the National Parking Association and Urban Land Institute parking standards.
- Shared parking requirements established by the Urban Land Institute are to be used when considering mixed use developments.
- Parking provisions may be phased in line with staged developments.

**Figure 28:** Through the use of updated parking standards, parking lots can be reduced in size and incorporate trees and smaller stores along street front.



Source: Dutchess County Department of Planning and Development

# ACCESS, MOVEMENT, & STREETScape

**Figure 29:** Parking lots should not resemble concrete deserts.

Pedestrian movement not defined



**Figure 30:** Parking lot designed with pedestrian walkway and rain gardens for drainage.

# ACCESS, MOVEMENT, & STREETScape

## 4. Possible steps in Corridor Redevelopment



### Existing Conditions

- Redundant and excessive driveways
- Discontinued sidewalks
- No pedestrian connections to building entrances
- Random building placement
- Parking between road and building entrances



### Phase 1 – Access & Streetscape Improvements

- Eliminate redundant access
- Promote cross-access agreements to reduce driveways
- Develop new sidewalk and landscaping standards
- Create new sidewalks along roadway and between roadway and building entrances



### Phase 2 - Redevelopment

- New buildings and additions are located along a uniform “build-to” line
- There are uniform landscape and streetscape standards for the setback zone
- Parking is located to the sides and backs of buildings
- On-street parking, where possible, helps calm traffic
- New car and pedestrian connections are made to surrounding neighborhoods

Source: The Community Design Manual, Ulster County Design Manual

# SIGNAGE

## Objectives

- Encourage economic development through a system of signs that easily identify businesses
- Promote signs that add to the visual attractiveness of the landscape
- Enforce sensible signage limits to prevent businesses from incrementally increasing the size and quantity of signage.
- Protect automobile drivers from distracting signs

## Guidelines

### 1. Sign types and application

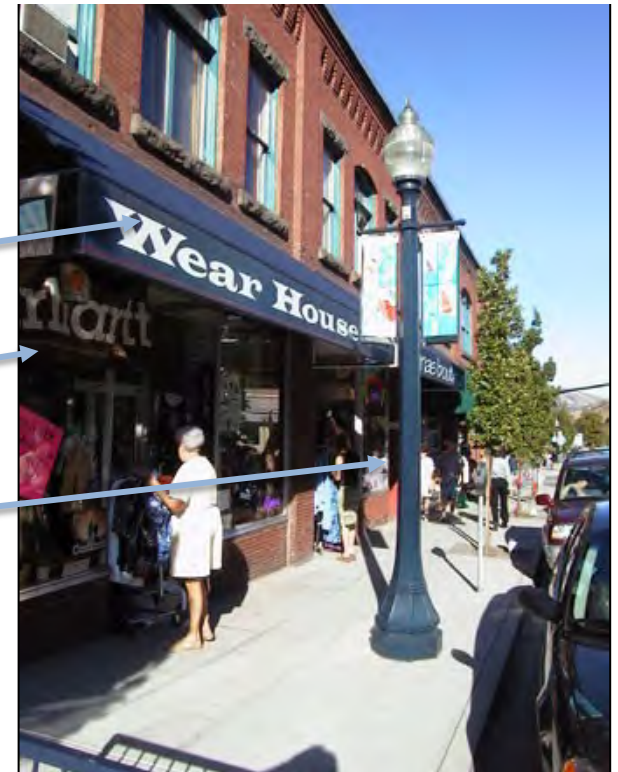
- All businesses should be limited to a maximum of two signs.
- Buildings located within 30 feet of the street should be limited to the use of a bracket or wall sign.
- Individual businesses within a plaza should be limited to wall signs. Only one freestanding sign should be used per development site and may identify a maximum of four businesses.

Awning sign with appropriate sized lettering

Window sign does not dominate window

Pole banners advertising local events

*Figure 31: Awning, window, and pole banners enhance the streetscape.*



# SIGNAGE

**Figure 32:** Signs found on Albany Post Road in Sleepy Hollow.

A clear and concise message enables business to be identified quickly



**Figure 33:** Freestanding sign built with materials that blend with the site.



Short freestanding sign made of natural materials

Landscaped base

# SIGNAGE

## 2. Size

- Freestanding signs should be no greater than 5 feet tall and the sign face should be no greater than 30 square feet.
- Window signs count as one of the 2 allowed signs and should not exceed 25% of glass area or 7 square feet (whichever is less).
- Wall signs should not exceed 25% of the building's facade area or a maximum of 40 square feet (whichever is less).
- Signs should only contain the name of the business and logo.
- Signs placed on awnings should not contain lettering exceeding one foot in height.

## 3. Materials, color and lighting

- Signs should be made of naturally looking materials such as wood with stone, masonry, or landscaped bases.
- Dark backgrounds with light lettering are recommended.
- The color of illumination should be the same for all signs on a building.
- Illumination should only be from outside using incandescent fixtures not exceeding the illumination level of 12 foot-candles.

*Figure 34: Sign lighting should complement the sign.*



# SIGNAGE

*Figure 35: Window signs should not dominate the window*



Avoid window signs that degrade the functionality of windows

Avoid box signs that do not complement the architectural building features

Avoid providing too much information

Avoid roof signs above the eave line of buildings

*Figure 36: Signs can clutter the landscape.*



*Figure 37: Dark backgrounds with light lettering is the most visually discernable.*



Signs should be integrated into the building form

Freestanding signs should be low, clear and attractive



# LANDSCAPING

## Objectives

- Integrate development with the natural environment
- Provide a system of open spaces for wildlife
- Prevent erosion and replenish groundwater
- Promote aesthetic beauty
- Safely separate pedestrians from automobiles

## Guidelines

### 1. Landscaped area

- Use appropriate native plants. Avoid invasive species.
- Encourage diverse plantings. Avoid monoculture.
- Consider what was removed when planning future landscaping. Try to replace removed plantings with choices of the same type.
- Plant as much as possible without overcrowding. Overcrowding trees, either their canopy or roots, will diminish their long-term success.
- Use landscaping to frame views of architecture or open vistas.
- Use plantings to reintegrate the developed property into its surrounding natural system.
- Establish an open space system for each site, connected to the surrounding natural area or landscaping patterns on adjacent properties.

**Figure 38:** Landscaping should integrate the developed property with its surrounding natural system.

Landscaping blends with building

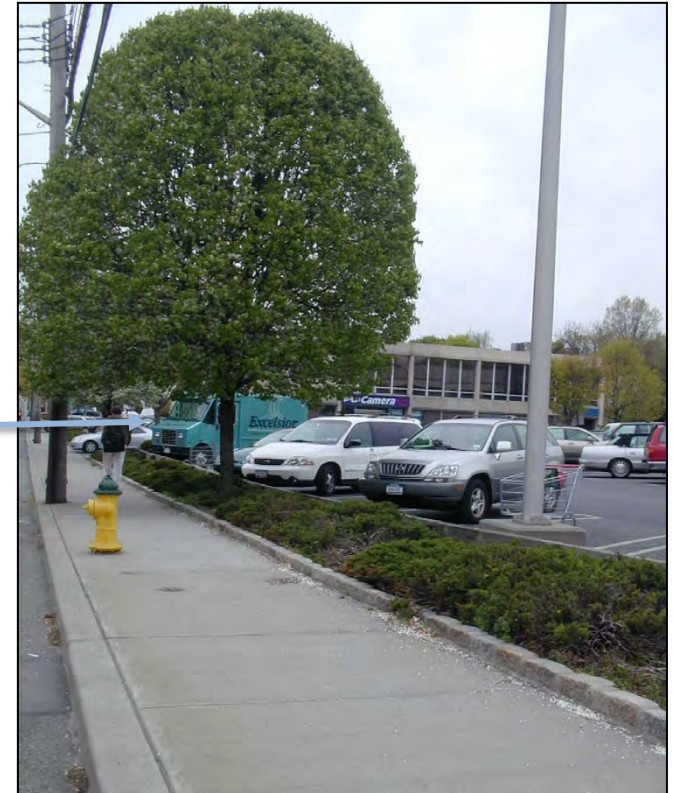


# LANDSCAPING

## 2. Parking/Streets

- Generously landscape parking lot edges and dividing islands with trees and low plantings.
- Clarify streetscape with continuous street trees within medians and between sidewalk and road.

Use landscaping to define parking edge



**Figure 39:** Edges of development without landscaping can be dangerous for drivers.



Parking islands should contain landscaping and other vertical elements to define space

# PUBLIC SPACES

## Objectives

- Provide places for people to relax and interact
- Maximize usage of the space
- Design spaces so that they encourage a sense of community and identity within the Village
- Encourage safety and security

## Guidelines

### 1. Outdoor space

- Development projects can offset increases in the intensity of their use by creating public spaces for the community. These typically include an accessible outdoor space for public use such as a pedestrian plaza, park, pavilion, or courtyard.
- The public space should maximize exposure to the public, accessibility to pedestrians, attractiveness, and linkages between the surrounding uses and buildings.
- Public space can focus on natural elements like landscaping or on functional elements like outdoor seating and tables.

*Figure 41: Existing public space in the Village.*

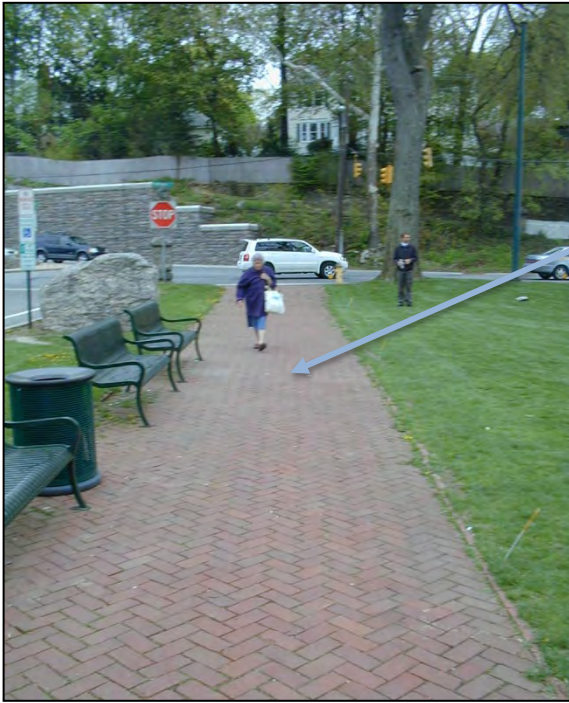


*Figure 42: Public spaces can be designed around and grounded by public art.*



# PUBLIC SPACES

Figure 43: Public space with easy access from the road.



Outdoor spaces can promote pedestrian activity

Figure 44: Well designed outdoor plazas strengthen commercial corridors and centers.



Lighting

Shade cover

Information Kiosk

Seating and Table

Bench

Trash Receptacle

Landscaping

# LIGHTING

## Objectives

- Provide safety and security
- Encourage a comfortable environment
- Prevent light pollution
- Create visual interest

## Guidelines

### 1. Type

- Use the correct lighting for each location. This will typically be an LED light with a color temperature of less than 3000K.
- In all cases, mercury vapor, low pressure sodium, lasers, floodlights, and searchlights should be avoided.

### 2. Level

- Avoid overuse of light. LED lighting allows for more control over the area and level of illumination. Strategic use of outdoor lighting should aim for 0.1 or even 0 foot-candles at the property line.
- Lighting levels at 0.1 to 1 foot-candle is appropriate, more than 5 foot-candles can be wasteful and a source of glare (light pollution). Over abundant lighting can even be counterproductive and diminish visibility outside the area of illumination.
- Prevent competition among business lighting through maximum light levels based on the activity. Use Table 2 for setting maximum levels.

*Table 2: Recommended LED Light Levels*

Activity / Site	Avg. Maintained Foot-Candles
Building Entry—active use	1
Commercial Parking Lot (medium activity level)	1 (Avoid Hotspots exceeding 5)
Collector Road (Commercial)	0.8-1
Local Road (Residential)	0.3-0.4
High Security Area (ATM)	5

# LIGHTING

*Figure 45: Excessive glare.*



Unshielded lights can cause distracting glare and nuisance

*Figure 46: Good lighting that does not produce excessive glare.*

Site lighting serves the needs of users without impacting adjacent properties

Lighting color should complement the architectural features of the building

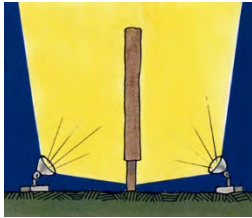


# LIGHTING

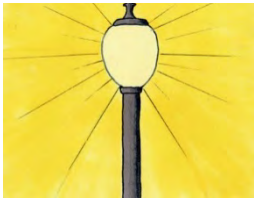
- All lighting should have fixtures that direct light toward the ground or building facade to avoid glare. Cut-off fixtures are the preferred type.

Figure 48: Examples of poor and good lighting design

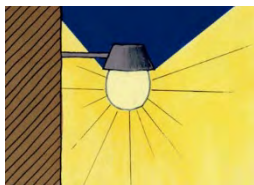
POOR



Ground floodlights

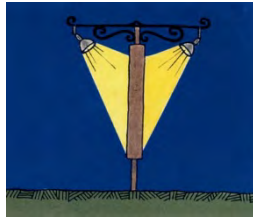


Post lamp broadcast light



Yard lamp with glare

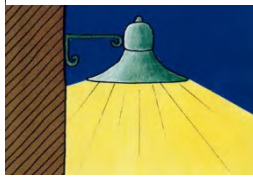
GOOD



Top mounted fixture focus



Post lamp directing light



Wall light with reflector

Figure 47: A light fixtures BUG rating (Backlight, Uplight, Glare) represents the light pollution emitted.

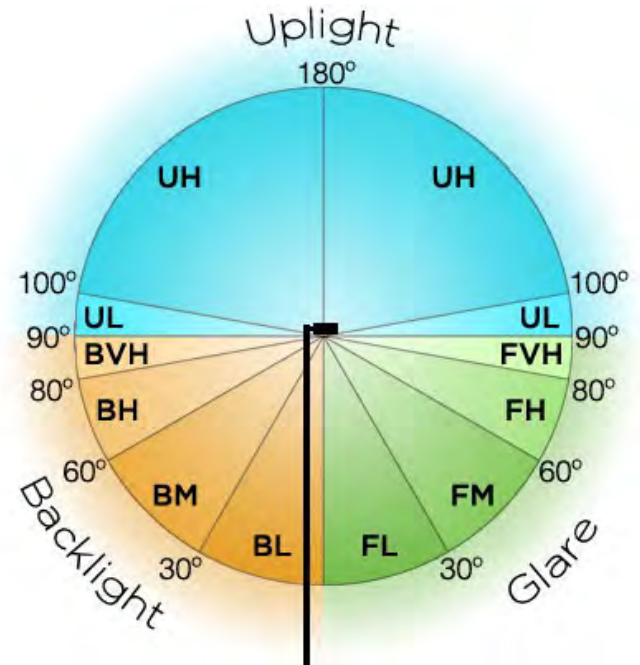
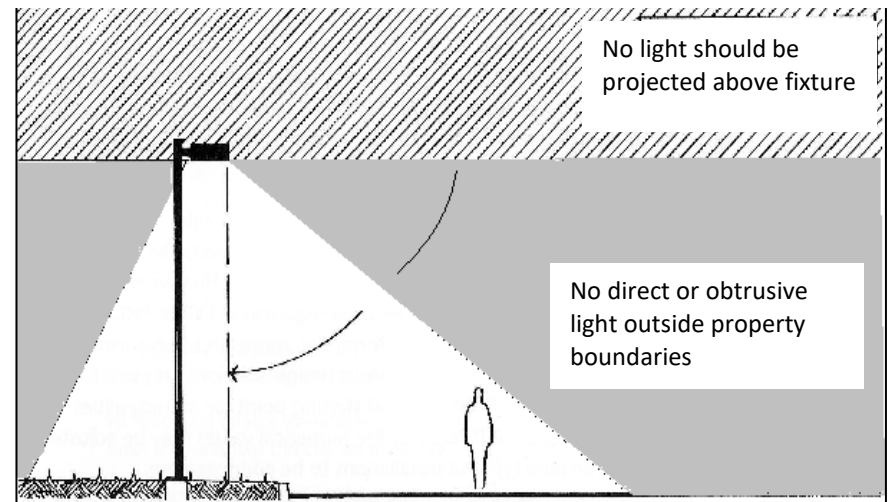


Figure 49: Cut-off fixtures control glare by directing light well below the horizon.



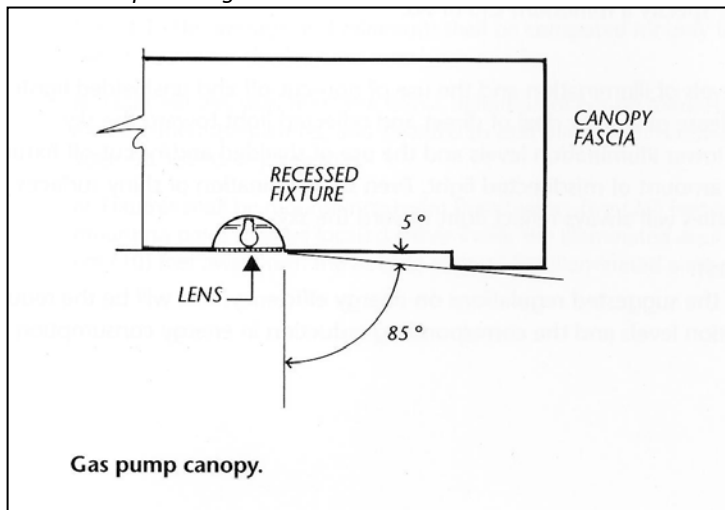
Source: Dutchess County Department of Planning and Development

# LIGHTING

## 3. Location

- Pole heights should be compatible with the scale of surrounding structures.
- Where pedestrian activity is promoted, lights should be on lower poles (10-18 feet) to create a more comfortable environment.
- Light fixtures mounted on gasoline station canopies should be recessed so that the lens cover is recessed or flush with the bottom surface (ceiling) of the canopy and/or shielded by the fixture or the edge of the canopy so that light is restrained to no more than 85 degrees from vertical. (See Figure 52).

**Figure 51:** Light fixtures in gasoline station canopies should be recessed to prevent glare.



Source: Chittenden County (Vermont) Regional Planning Commission

**Figure 50:** A pedestrian scaled lamp.



The height of the light is comfortable for the pedestrian

Gasoline stations should either use canopies that shield lights or use light fixtures recessed into the canopy

**Figure 52:** Over lighting is a form of pollution that endangers drivers and



Source: www.illinoislighting.org