3.0 OVERLAY ZONING DISTRICTS

This Article establishes a series of "overlay" districts where certain uses and requirements exist in addition to those otherwise within the underlying zoning district.

3.1 TRANSECT ZONE DESIGN

3.1.1 INTENT AND APPLICABILITY

In addition to, and not in limitation of, other requirements of this Chapter, this Section provides guidance on streetscape, site and architectural design elements to fulfill the intent of the mixed-use, form-based Transect Zones.

In contrast to traditional zoning districts that regulate one use from another, Transect Zones are designed to be more flexible with a focus on sound architectural and site design elements to encourage creative and sustainable new and in-fill development. The intent of the Transect Zones is to encourage a diversity of complementary uses, promote successful urban form, extend traditional circulation systems with interconnecting streets, reinforce a strong pedestrian emphasis, and provide for civic space.

In case of any conflict between the provisions of this Section and other sections of the Ordinance, this Section shall control.

3.1.2 ALL TRANSECT ZONES

A. URBAN FORM

1. Street networks should create blocks with a maximum perimeter of 1,200 feet in the T-6 Zone and 1,400 feet in the T-4 and T-5 Zones. Limiting a maximum of one curb cut per block face is strongly encouraged. These block perimeters may be exceeded to accommodate an internal parking lot or structure that is screened from public view along all street frontages.
2. All streets should connect to other streets to form a circulation network. Cul-de-sacs may be allowed only when there is no acceptable alternative due to site conditions such as waterways, wetlands, or steep slopes.
3. Shallow build-to-line and minimum frontage build-out requirements are intended to support pedestrian-friendly streets.
4. All lots should have street frontage. Lots served by an alley may also have frontage on a passage.
5. Building façades within a streetscape should align with adjacent buildings within the required build-to area of the property. Buildings should be compatible with neighboring buildings and general site context.
6. Development plans containing 20,000 square feet or more of residential space should provide for civic space.

B. STREETSCAPE DESIGN

1. Streetscape elements should include on-street parking, curbs, street trees, sidewalks and streetlights.
2. Street trees should be spaced on average 40 feet on center, depending on site conditions. At the time of planting, street trees should measure 15 to 20 feet tall,

have a minimum caliper of four inches measured at a point 12 inches above the root ball, and have a minimum branching height of eight feet.

3. Historic or Decorative streetlights, as detailed in The City of Saratoga Springs Standard Construction Details, should be provided along all frontages and in off-street parking areas. Streetlight spacing should be 75 to 100 feet on center, depending on site conditions.

C. ACCESS AND PARKING CONSIDERATIONS

1. Shared parking or the use of public parking lots is encouraged.
2. On-street parking along the adjacent frontage may be counted toward any parking requirements.
3. Surface parking areas should be screened by a suitable streetwall or continuous hedge between 3.5 and 4.5 feet in height and located at the middle or rear of a property. Streetwall materials should be compatible with the adjacent building façade. Openings in such streetwalls and hedges should be no larger than necessary to allow automobile and pedestrian access.
4. Vehicle access to parking and service areas should be from an alley wherever feasible. Corner lots with alley access should only access parking through the alley. The Planning Board may require granting of cross access easements or dedication of right-of-way to assure appropriate block size and alley access to future development sites.
5. Off-street loading, service or storage areas should be located behind buildings or parking structures, enclosed within the principal building envelope, or screened from view from the street right-of-way. Screening or landscaping should be compatible with adjacent structures and existing building materials.
6. Overhead garage doors should not be located on the front of buildings, but should face the side or rear of the property. If placement at the property front is unavoidable, such doors should be positioned at least 20 feet behind the plane of the principal building façade, and should not exceed 2 cars per garage, or 10 feet per garage space in width.
7. Where otherwise not required, the provision of bicycle parking shall be considered.

D. PARKING STRUCTURES

1. Parking structures should be set back a minimum of 50 feet from the property lines of all adjacent streets to reserve room for liner buildings. If no liner building is constructed in conjunction with construction of the parking structure, the yard should provide publicly accessible civic space.
2. Parking structures without liner buildings should have a façade complementary with adjacent buildings. Façade openings should not exceed 60% of these façades.
3. The first level of all parking structures should be visually screened from the street right-of-way.
4. Parking structures should provide retail uses at grade if located in a mandatory retail frontage area designated in 3.1.4. A (1) or 3.1.5 A (2)

E. ARCHITECTURAL DESIGN - ROOFS

1. Roof forms may include a symmetrical pitched roof or a flat roof with a cornice. Slopes of pitched roofs should be not less than 5:12, except that porch roofs may be sheds with pitches not less than 3:12. All gables should be parallel or perpendicular to the street.
2. Recommended roof materials include black or single tone asphalt shingles, standing seam roof or natural slate. Imitation slate and wood shingles should be avoided. Parapet caps may be stone, concrete, or limestone.
3. Rooftop mechanical systems may exceed the maximum building height provided they do not exceed 25% in aggregate coverage of the roof area and are adequately screened and set back from the building facade.

F. ARCHITECTURAL DESIGN- FACADES

1. The scale and proportion of building facades, design and materials used in new construction should complement that used in neighboring buildings.
2. Buildings situated at corners should "wrap" the corner by continuing façade elements such as the cornice or other horizontal features on all street elevations.
3. Main building entrances should face the street, and should be easily identifiable and scaled to the size of the street they front.
4. New facades should include base, middle and top levels and coordinate the relative height of these façade elements ("datum lines") with those of adjacent and nearby buildings.
5. Recommended façade materials include common red brick (bare or painted), special masonry units (textured, colored, or painted), natural stone, or wood clapboard. The following should be avoided: beige, multi-tone, or imitation brick siding; bare masonry units; metal, asphalt or vinyl siding; and imitation stone or exterior insulation finish systems (E.I.F.S.).
6. Recommended trim materials include finish grade, painted, or stained wood. Bare lumber grade wood or plywood should be avoided.

G. ARCHITECTURAL DESIGN-WINDOWS, DOORS, PORCHES, BALCONIES

1. The rhythm and proportions of architectural openings should complement that of adjacent buildings, and concentrate windows and openings at the street level. Facade design should incorporate a primary material and an easily recognizable pattern (with sub-patterns or subtle variations for larger scale buildings). Breaks or fluctuations in pattern or materials may be used to draw attention to entrances or special façade elements.
2. All architectural openings, including windows, doorways, arches and porch framing, should be constructed with their height equal to or greater than their width and framed by appropriately-scaled lintel or arch at the top and sill at the bottom.
3. Balconies and porches visible from the street right-of-way should be built of wood, metal, or concrete. Pressure-treated lumber may be utilized for concealed structural members, and structures not visible from the street right-of-way. All exposed surfaces visible from the street right-of-way, including floor decks, stairs, railings, columns, brackets and any other structural and/or decorative roof

support members, should be built with paint grade finish lumber or metal and painted in appropriate colors. Porch stairs should have solid risers and sides enclosed with either solid wood construction or open lattice panels with maximum openings of 4 square inches.

4. Recommended window materials include anodized aluminum or vinyl clad frame (black, brown or approved color) or painted or stained wood. Recommended lintel and sill materials include brick, stone, wood or colored concrete. Bare aluminum frames should be avoided. Clear, frosted or stained glass is recommended; tinted or mirrored glass should be avoided.
5. Window shutters, if used, should be used throughout the façade and should be proportioned to cover the window opening when closed.
6. Sliding doors and windows should be discouraged along primary facades except to access porches serving residential or lodging uses on the second or higher story.
7. Canvas awnings incorporating a maximum of three approved colors may be used. Plastic awnings should be avoided.

H. SITE DETAILS

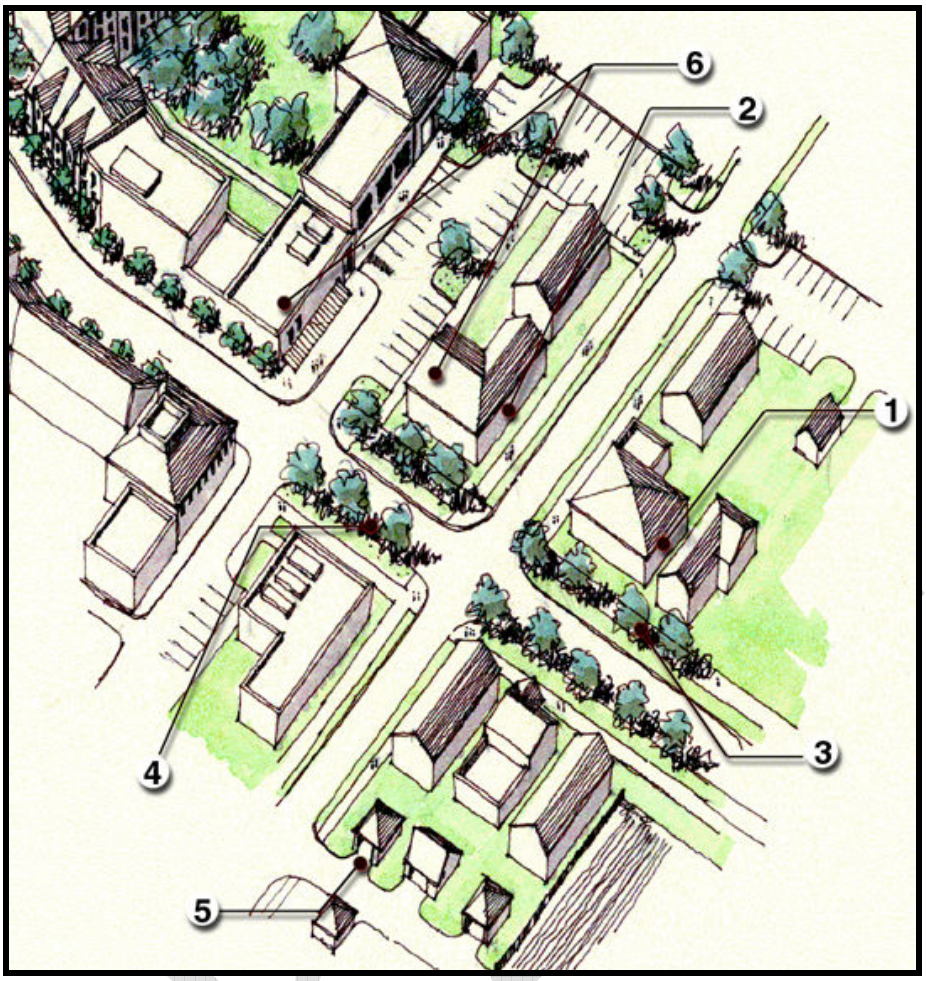
1. Front yard fences should not exceed 42 inches in height.
2. Recommended hard surface materials include brick, paving stone, [porous pavement], and patterned concrete. Asphalt use should be limited to parking and loading areas.

3.1.3 TRANSECT-4 URBAN NEIGHBORHOOD

A. URBAN FORM

Transect-4 Urban neighborhoods are intended primarily for the development of new residential areas incorporating a mix of residential unit types within a block grid typical of existing urban areas in Saratoga Springs.

1. Residential lots should be served by alleys to preserve the pedestrian character of the streets. Neighborhoods should relate to nearby natural areas and neighborhood centers.
2. Although predominantly residential in character, small-scale commercial uses, office, eating and drinking, service, and retail are allowed in appropriate locations. Such uses with upper floor residential use are most appropriate at intersections.
3. Buildings should consist of primarily detached and side-yard building types, and are required to have a minimum of 2 stories.



T-4 Urban Neighborhoods have a primarily residential character with both attached and detached low-rise buildings.

B. SITE DESIGN

1. Visual buffers should be provided in the following areas [to protect existing residential areas:
   a. Along the south side of Route 50 from the Excelsior Avenue turn around to I-87,
   b. Along I-87, and
   c. Along the east boundary of the T-4 zone east of Weibel Avenue and adjacent to existing residential areas.

C. ARCHITECTURAL DESIGN

1. Open porches, stoops, balconies, awnings and bay windows may encroach up to 50% of the depth of any setback.

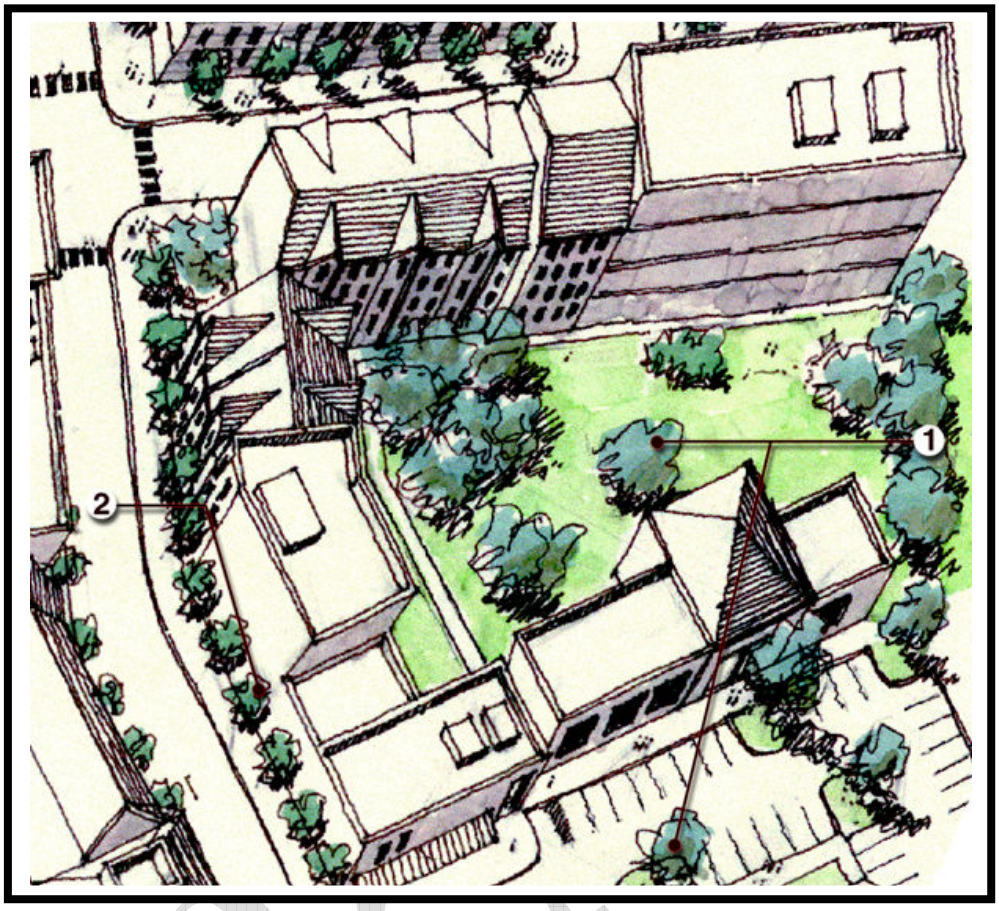
3.1.4 TRANSECT-5 NEIGHBORHOOD CENTER

A. URBAN FORM

Transect-5 Neighborhood Centers are intended to accommodate a variety and mixture of residential and non-residential uses, building types, and lot sizes. Neighborhood centers must incorporate residential use, create a public realm conducive to pedestrian activity, and provide linkages to adjacent neighborhoods. Neighborhood centers may vary, however, in the balance of neighborhood- and regional-scale non-residential uses based on their proximity to residential areas and major thoroughfares. Civic uses and spaces are also important elements of neighborhood centers.

1. Ground floor non-residential uses such as eating and drinking, retail, service, and offices with walk-in clientele, are required along the following key frontages:
   - Excelsior Avenue from Warren Street to Marion Avenue
   - East Avenue within 250 feet of the centerline of Excelsior Avenue
   - Lincoln Avenue from Hamilton Street to Whitney Place
   - South Broadway within 300 feet of the centerline of Lincoln Avenue
   - Washington Street within 250 feet of the centerline of West Avenue
   - West Avenue within 350 feet of the centerline of Washington Street
   - Weibel Avenue 950 to 1,300 feet south of the centerline of Louden Road

2. Block or lot interior may provide parking or civic and private open space.



Neighborhood Centers (T-5) have a wide mix of uses, building types, and frontage types and corresponding reliance on a consistent streetscape and quality civic spaces to enhance the pedestrian character of the center.

B. ARCHITECTURAL DESIGN

1. The first floors of buildings for residential use should be raised above sidewalk grade a minimum of 2 feet.

3.1.5 TRANSECT-6 URBAN CORE

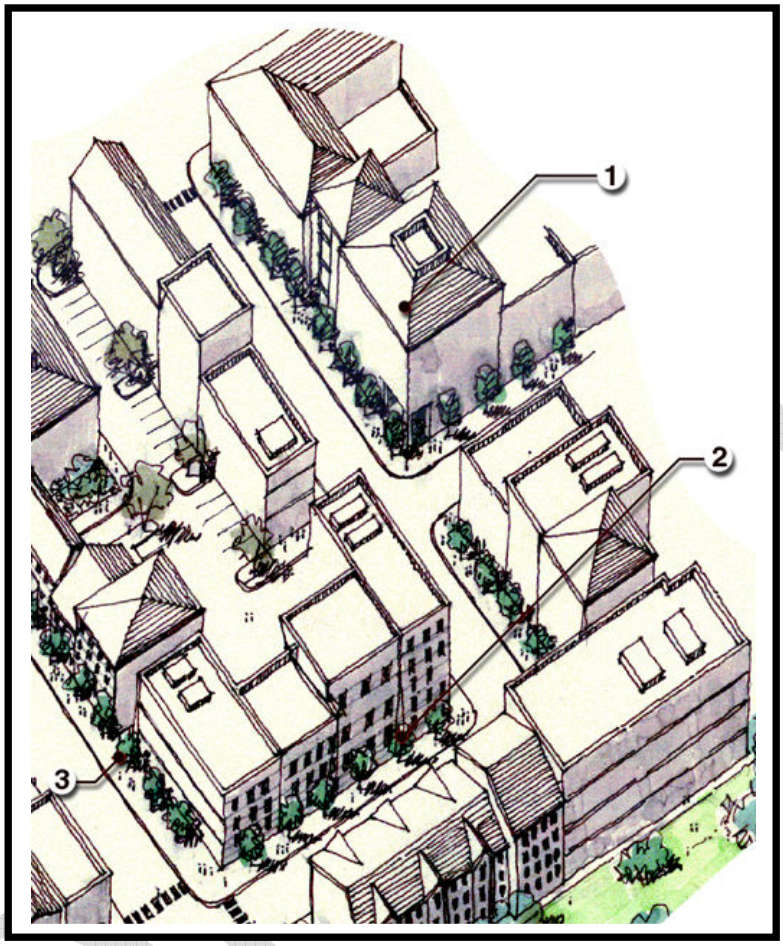
A. URBAN FORM

The Transect-6 Urban Core is the densest business, cultural and entertainment concentration within the City. The purpose of this district is to regulate site and architectural design and promote the creation of a consistently high quality pedestrian-oriented public realm in character with the historic forms, materials and colors of Downtown Saratoga Springs without unduly restricting re-use of historic structures or architectural diversity.

1. Retail, eating and drinking, office, residential, and civic uses should be integrated at the building, lot and block level.
2. First floor uses including eating and drinking, retail, service, civic space, and

offices with walk-in clientele is required on Broadway from Church Street to Phila Street.

3. 2- to 7-story buildings are permitted, as appropriate to site context.



T-6 Urban Center consists of the downtown area of the City with shallow build-to-lines, smaller blocks, and the widest range of building scale. Interior-block, shared public and private parking, accessed by alleys, is also a defining feature.

B. STREETSCAPE DESIGN

1. In addition to streetscape elements common to all Transect Zones, the Urban Core streetscape should include pedestrian amenities such as benches, trash cans, and informational kiosks.

C. ARCHITECTURAL DESIGN

1. Flat roof and parapet construction is preferred; sloping roof structures should use dormers and gables to give the façade more visual character. Sloping roofs shall ensure the fall of snow, ice or rain does not create a hazard for pedestrians.
2. Building materials and colors should be historically appropriate.