3.2 GATEWAY DESIGN DISTRICT 1: ROUTE 50, ROUTE 9

3.2.1 INTENT

The intent of the Gateway District-1 is to establish a series of site and construction standards and guidelines to encourage appropriate development while preserving and maintaining a rural "Country" character in this gateway area to complement the natural conditions of the neighboring Saratoga Spa State Park. These site and construction provisions shall guide the location and character of site development, buildings, roads, parking, signage, and vegetation.

3.2.2 DISTRICT LOCATION

The Gateway District-1 includes designated parcels along southern Ballston Avenue (NYS Route 50), and along South Broadway (NYS Route 9), a map of which can be found at: www.saratoga-springs.org. This Gateway District-1 is comprised of two sub-zones as follows:

A. ZONE A

Zone A recognizes the prevalent commercial nature of this area and is intended to encourage similar uses in a more intensive, clustered manner.

B. ZONE B

Zone B also encompasses commercial areas but is intended to encourage low-density development with an emphasis on rural character.

These standards and guidelines are to be used during the subdivision, site plan, building permit and architectural review approval process.

3.2.3 APPLICABILITY

A. These Gateway District-1 provisions include recommended design guidelines that may be waived if circumstances warrant and provided the intent of this Section is achieved, as well as mandatory standards as noted in this Section.

B. Graphics, where provided, are for illustrative purposes and do not represent the only way to meet the intent of the standards and guidelines in this Section.

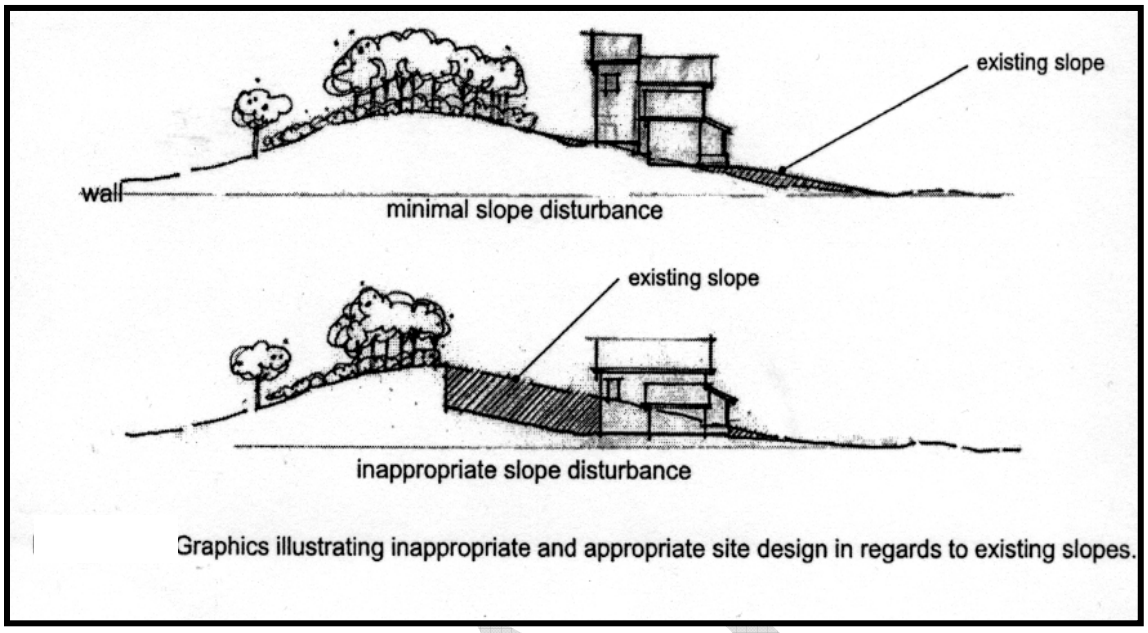
3.2.4 LANDFORM

All Development within Gateway District-1 should be sympathetic to and reflect the site's natural land form using complementary design characteristics.

A. Building location, type, and mass shall reinforce the site's natural landform. Uses with large footprints are appropriate to sites with flat or gently sloping landform; uses with smaller footprints can better fit rolling landforms.

B. The location of building and site elements should minimize reshaping of

natural contours. Large-scale cut and fill of terrain should be avoided to minimize clearing and disturbance to the existing landform.



Graphics illustrating inappropriate and appropriate site design in regards to existing slopes.

1. In Zone A, a more traditionally commercial land use pattern is permitted. Changes in grade with structured, straight edge cut and fill slopes and/or retaining walls may be allowed to facilitate the clustering of uses and structures.

2. In Zone B, land use patterns should reflect a more rural character and the creation of geometric landforms should be avoided. In Zone B, cut and fill slopes should be graded to mimic existing slopes and blend smoothly into the surrounding landform. Rural cut/fill slopes should be a maximum of 1:5 and gradually blend into surrounding slopes.

3.2.5 VEHICLE/PEDESTRIAN CIRCULATION AND PARKING

A. Alignment

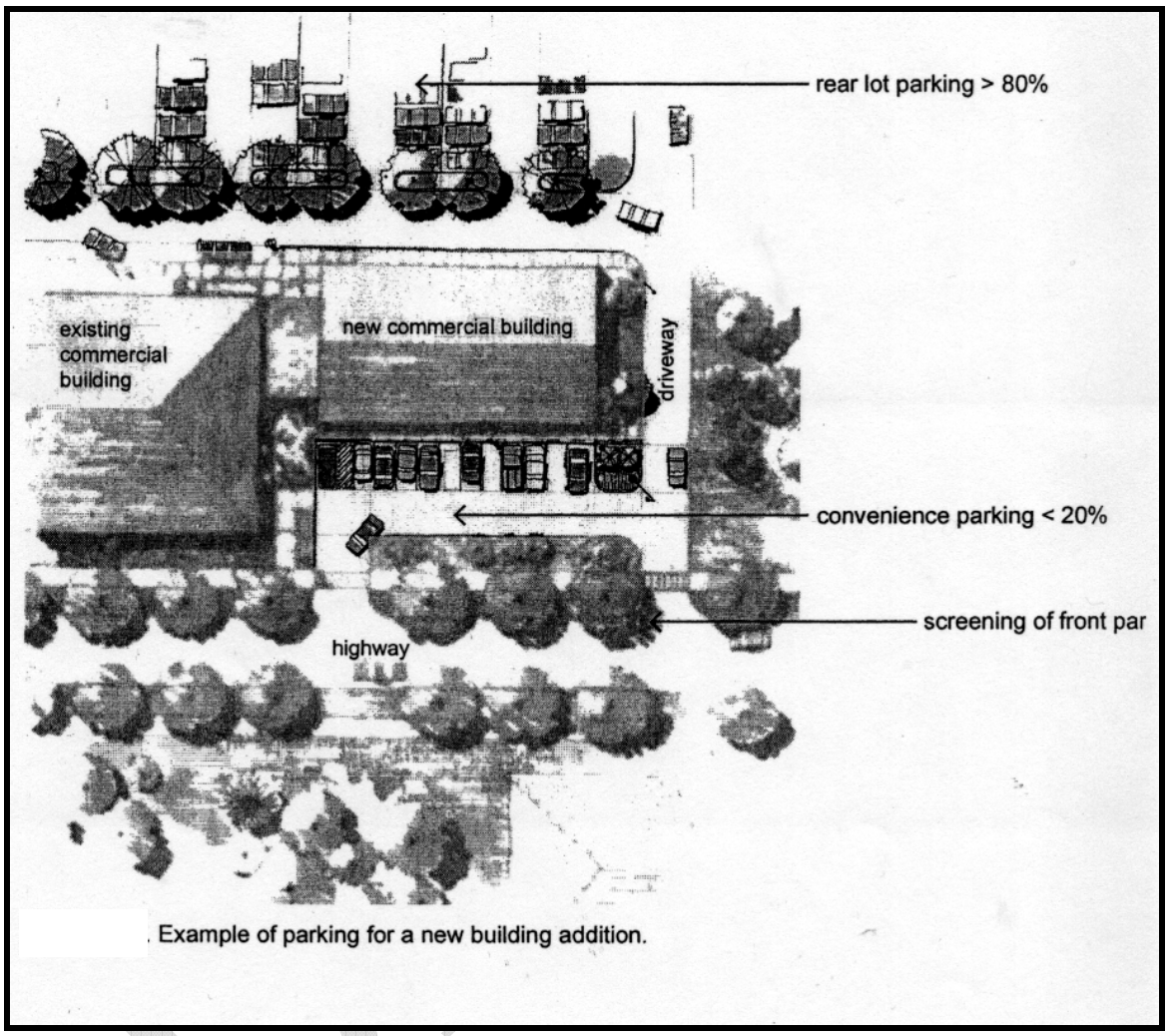
1. Within Zone A, more rigid, angular circulation systems are recommended to increase density, land use efficiency, and enhance the contrast between the character of the commercial node and its surrounding land.

2. Rural circulation systems are inherently curvilinear and historically follow the line of least topographic resistance such as valleys and stream corridors. Therefore, in Zone B, circulation systems should be curvilinear to reflect the natural landform.

B. Location

No more than 20% of parking shall be located as convenience parking in front of the front line of buildings and this standard may not be waived. The balance

shall be located to the side or rear of the building. The area between the street and the parking at the side and front of a building should be landscaped to buffer the visual impacts.

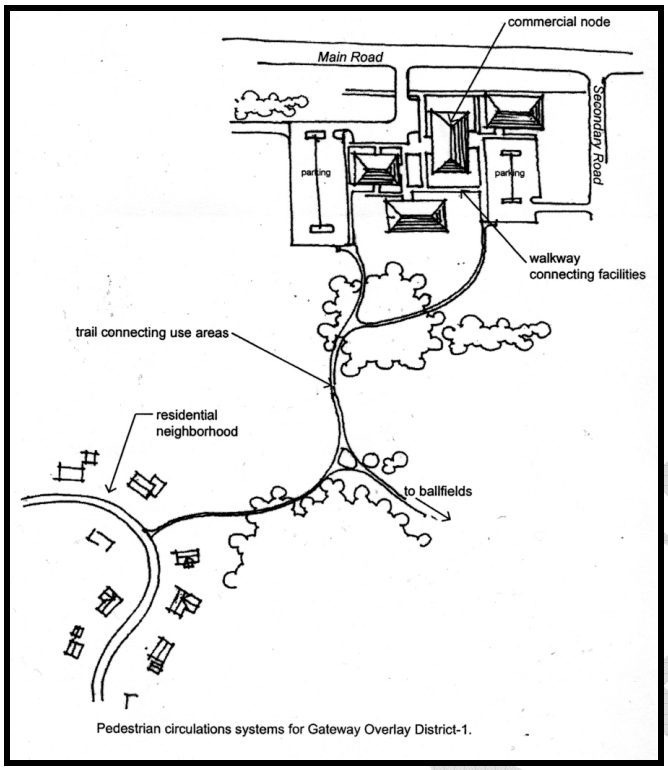


Example of parking for a new building addition.

C. Pedestrian Systems

1. In Zone A, pedestrian systems should be *walks* that connect buildings with other buildings, buildings with parking areas, and buildings with public amenities (i.e. parks). These walks should be constructed of concrete or unit pavers.

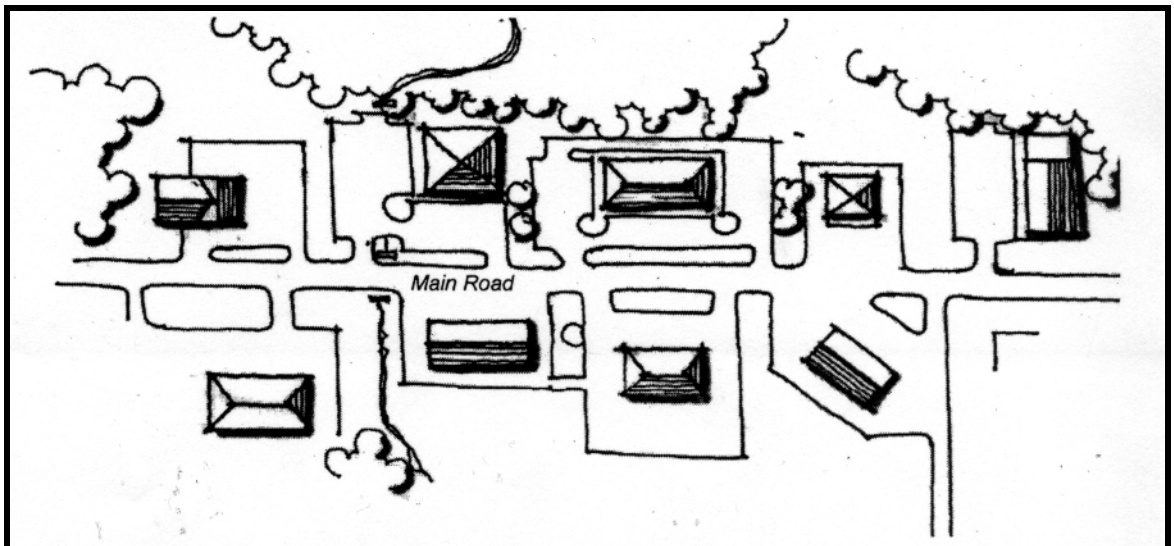
2. In Zone B, pedestrian systems should be *trails* that link commercial nodes to other use areas (i.e. neighborhoods). These trails should be constructed of flexible type pavements such as asphalt, stone dust, or mulch.



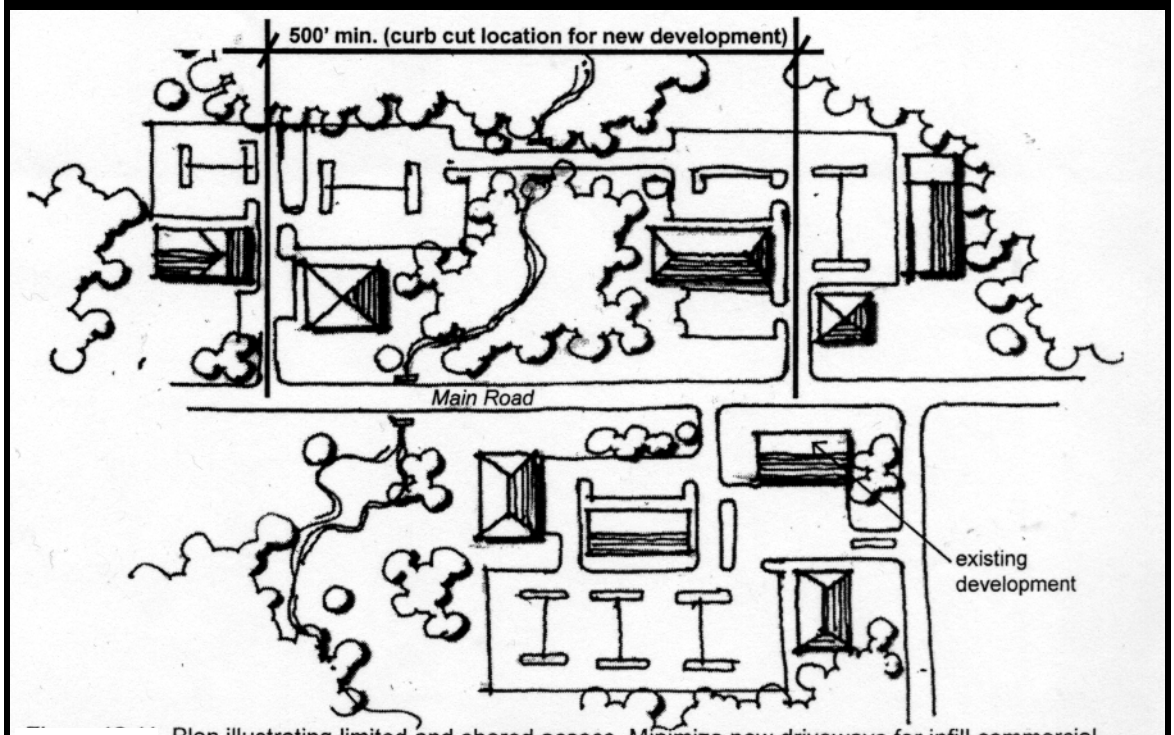
Pedestrian circulations systems for Gateway Overlay District-1.

D. Shared Driveways

Shared driveways are strongly recommended in both zones of Gateway District-1. Minimum recommended spacing between adjacent driveways on the same side of the street is 500 feet. Access connections on opposite sides of the street should be aligned or off-set so as to eliminate left-turn conflicts. The Planning Board, as part of site plan review, should evaluate the effect of proposed driveway locations on development of abutting properties. Proposals for shared driveways may require cross access easements.



. Plan illustrating the negative impacts of multiple curb cuts-removal of vegetation, wasted pavement for parking, and hazardous vehicle entries and exits.



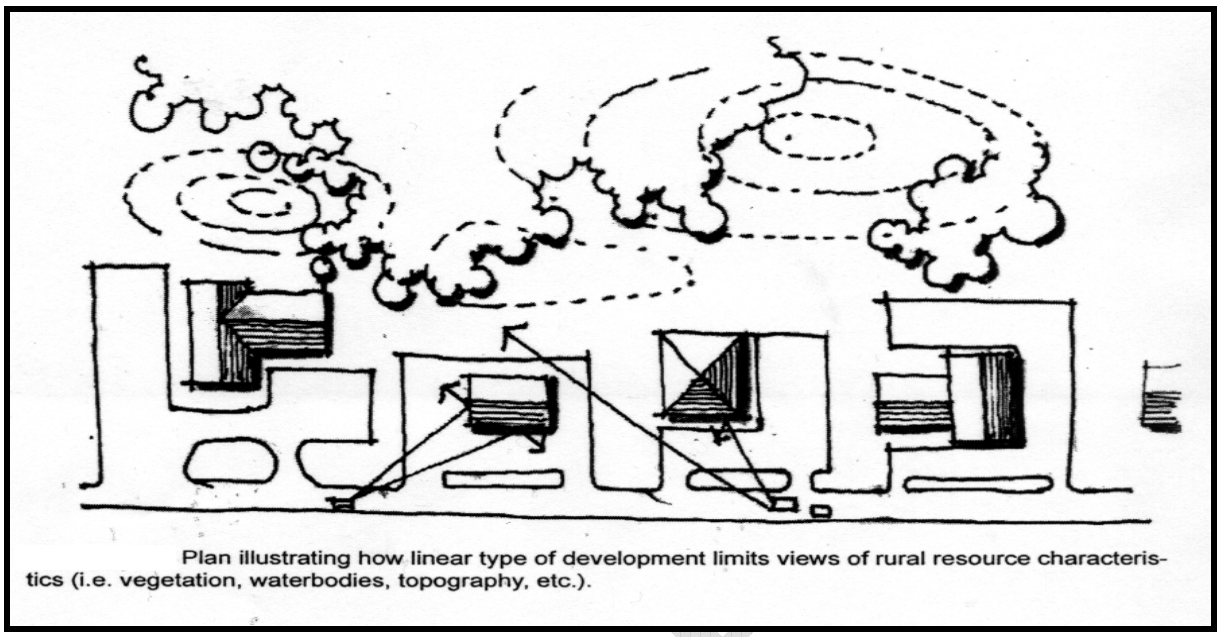
. Plan illustrating limited and shared access. Minimize new driveways for infill commercial development

3.2.6 STRUCTURES

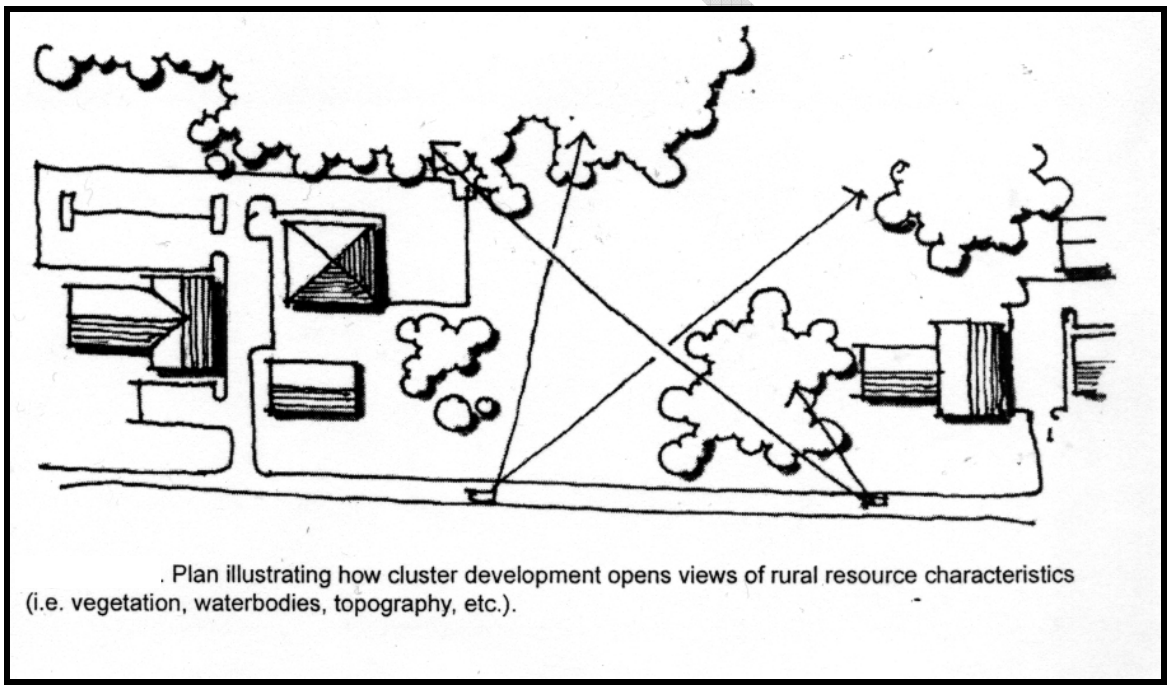
The height, mass, roof forms and materials of structures in the Gateway District-1 should reflect rural design characteristics.

A. LOCATION

Buildings should be sited in clusters with varying setbacks in order to maximize open space and help preserve scenic views of the surrounding rural landscape.



Plan illustrating how linear type of development limits views of rural resource characteristics (i.e. vegetation, waterbodies, topography, etc.).

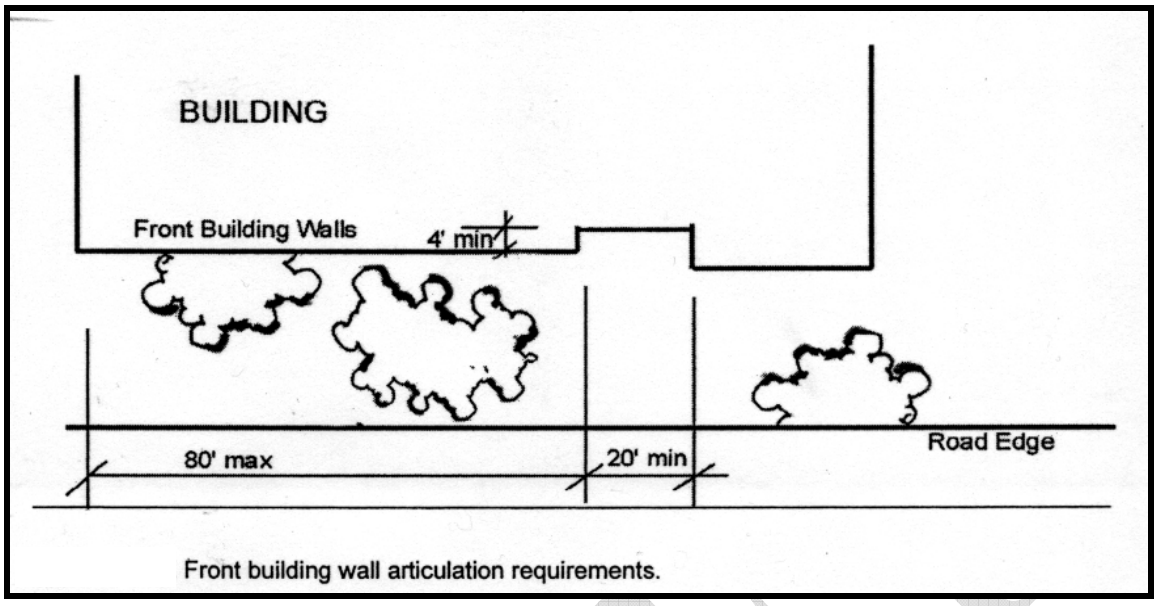


. Plan illustrating how cluster development opens views of rural resource characteristics (i.e. vegetation, waterbodies, topography, etc.).

B. COMMERCIAL BUILDING FAÇADES

1. In Zone A, the building façade should be located between 30’ and 50’ from the right-of-way.

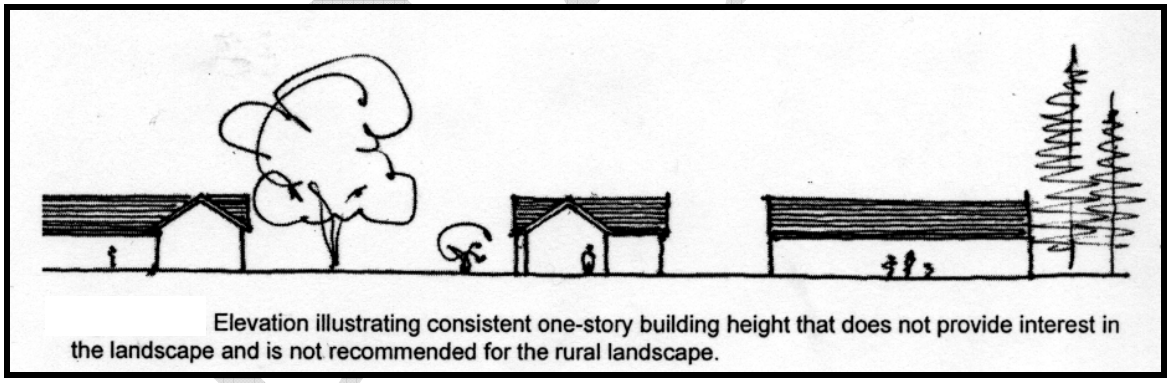
2. No front building wall should be more than 80 feet in width unless interrupted by a recess or other vertical modulation at least 4 feet in depth and 20 feet in width.



Front building wall articulation requirements.

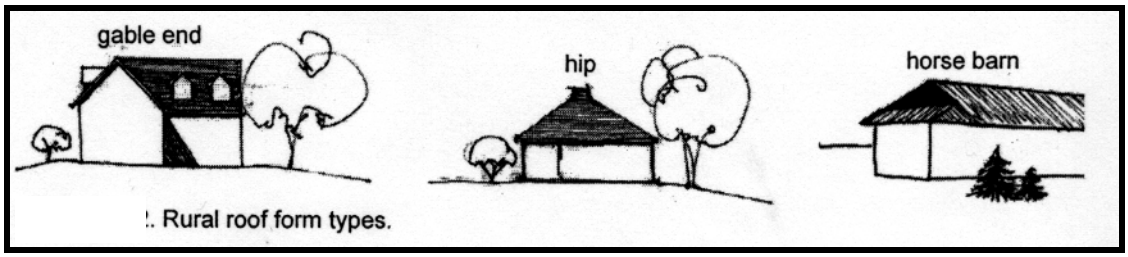
C. BUILDING HEIGHT

1. Unless otherwise regulated, buildings should have a maximum height of 40 feet and include 2 usable stories. Buildings with footprints greater than 20,000 square feet should have a minimum of 30% of each structure as 2 stories. A typical rural roof form should also be applied to this additional story.



Elevation illustrating consistent one-story building height that does not provide interest in the landscape and is not recommended for the rural landscape.

2. Preferred rural roof forms include, but are not limited to, symmetrically pitched or hip roofs with or without gables and horse barn type roof ends.



!. Rural roof form types.

D. MATERIALS

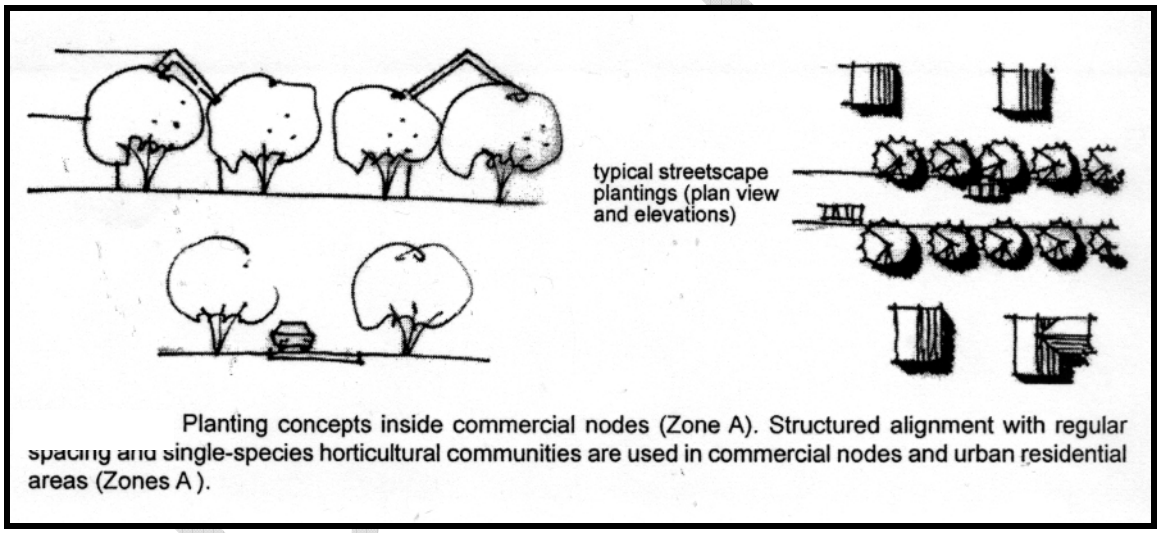
Building exteriors and signs should be constructed primarily of natural materials~~,~~ such as wood and stone. Multiple uses sharing a single curb cut or off-street parking should use complementary building, signage and lighting forms and materials.

3.2.7 VEGETATION

Existing vegetation and topography should be retained to buffer and screen new buildings if possible. New landscaping, especially plantings for screening and buffering, should consist primarily of native plant species.

A. Within Zone A, vegetation should occur in traditional, structured patterns while the type, form, mass, and configuration of vegetation in Zone B should reflect rural design characteristics.

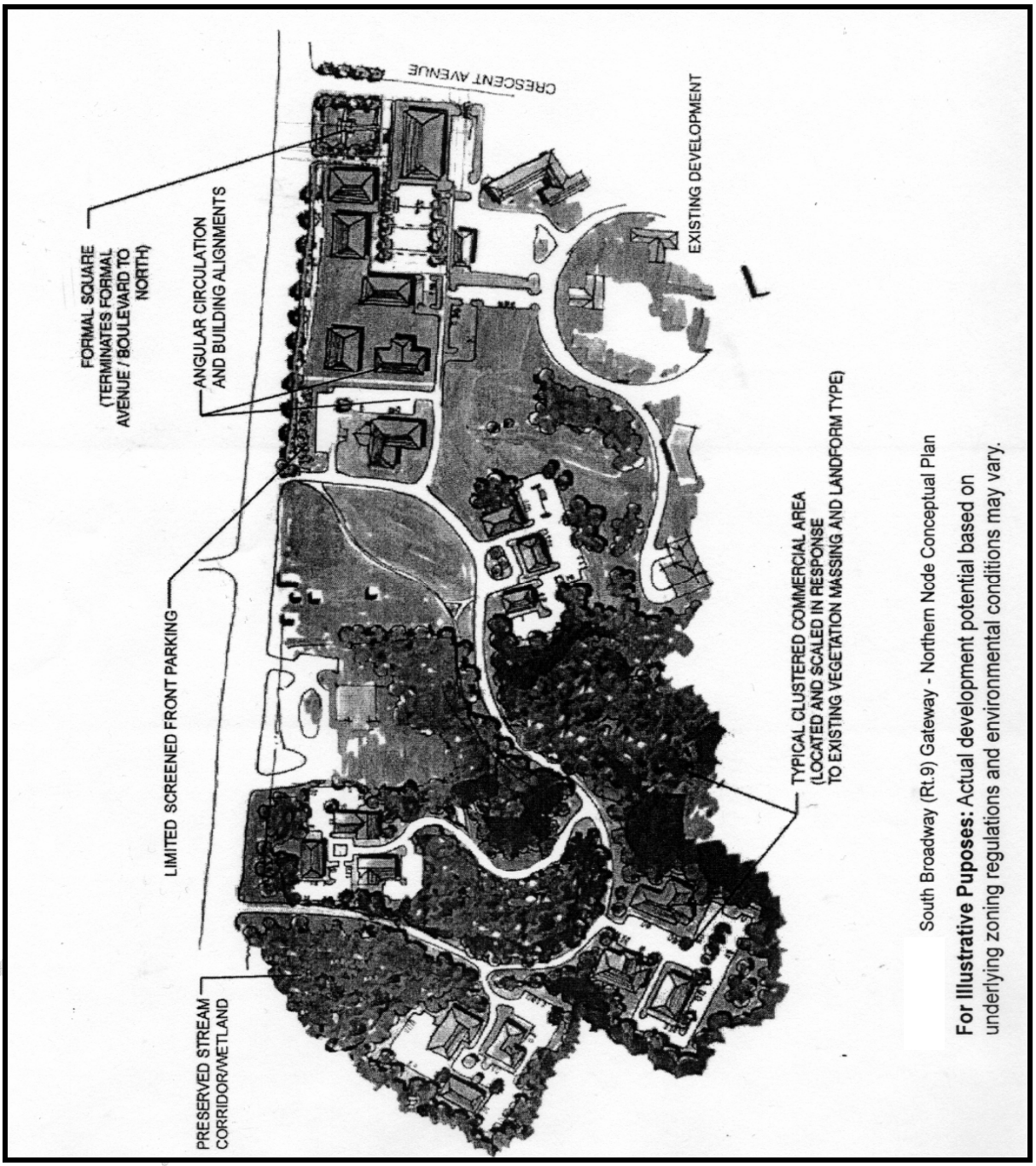
B. Within Zone A, street tree plantings should be a consistent species planted geometrically. Landscaping in Zone B should consist of a mix of species and be planted in clusters.

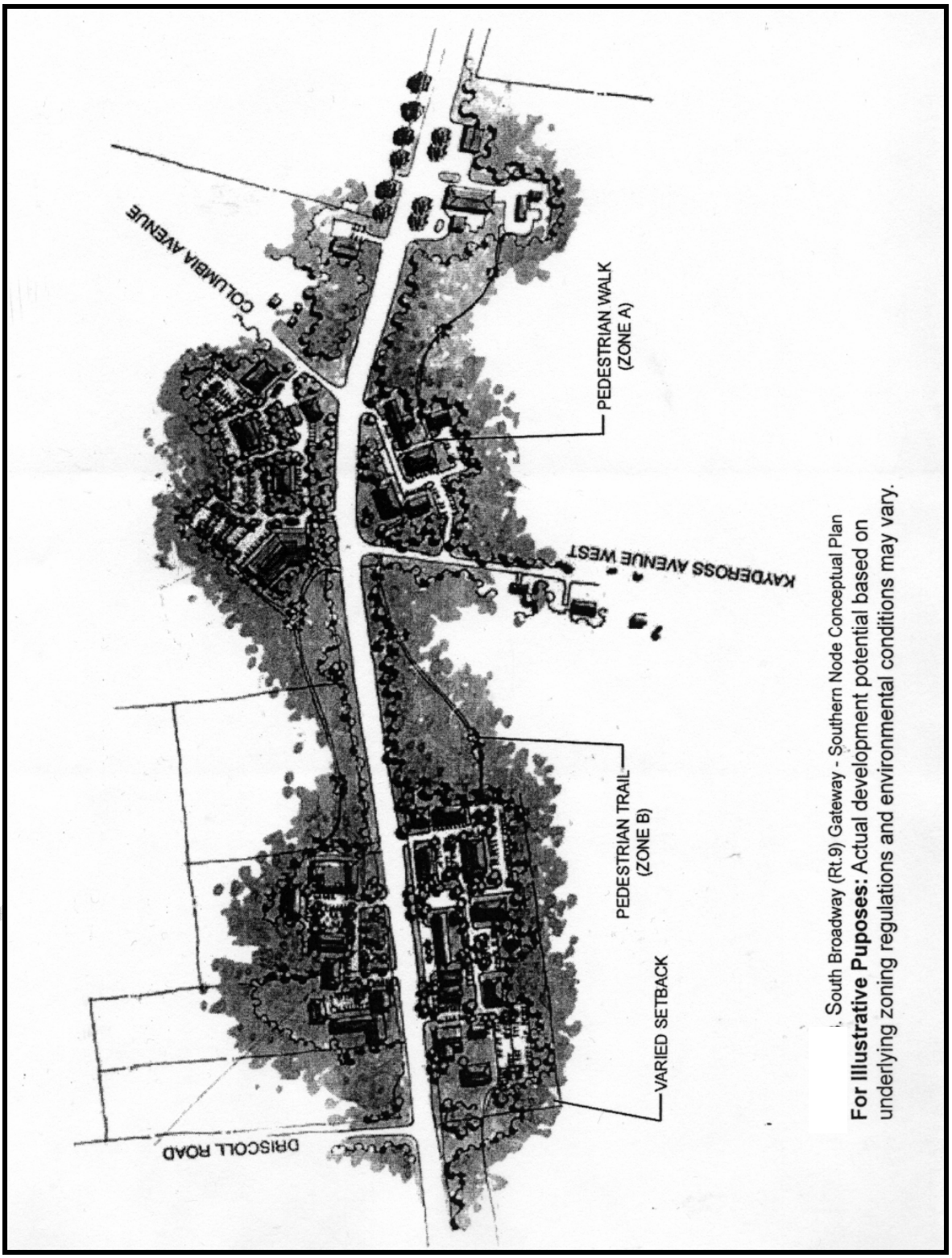


Planting concepts inside commercial nodes (Zone A). Structured alignment with regular spacing and single-species horticultural communities are used in commercial nodes and urban residential areas (Zones A).

3.2.8 GATEWAY DISTRICT-1 CONCEPTUAL DEVELOPMENT PLANS

The following concept plans illustrate a long-range build-out scenario incorporating existing and new development. The graphics include existing structures and site elements that do not meet the objectives of this Section. As these properties are redeveloped, the goal is to increase compliance with these objectives to the maximum extent possible.


FORMAL SQUARE
(TERMINATES FORMAL
AVENUE / BOULEVARD TO
NORTH)
ANGULAR CIRCULATION
AND BUILDING ALIGNMENTS
LIMITED SCREENED FRONT PARKING
PRESERVED STREAM
CORRIDOR/WETLAND
CRESCENT AVENUE
EXISTING DEVELOPMENT
TYPICAL CLUSTERED COMMERCIAL AREA
(LOCATED AND SCALED IN RESPONSE
TO EXISTING VEGETATION MASSING AND LANDFORM TYPE)
South Broadway (Rt.9) Gateway - Northern Node Conceptual Plan
For Illustrative Puposes: Actual development potential based on
underlying zoning regulations and environmental conditions may vary.



South Broadway (Rt.9) Gateway - Southern Node Conceptual Plan

For Illustrative Puposes: Actual development potential based on underlying zoning regulations and environmental conditions may vary.

3.3 GATEWAY DESIGN DISTRICT-2: MARION AVENUE

3.3.1 INTENT

The intent of the Gateway District-2 is to establish a series of site and construction standards and guidelines to encourage the development of an appropriate urban character for the Marion Avenue gateway. These site and construction provisions shall guide the location and character of building and streetscape elements within this overlay district.

3.3.2 DISTRICT LOCATION

The Gateway District-2 shall include designated parcels in the Marion Avenue Gateway, a map of which can be found at: www.saratoga-springs.org.

3.3.3 APPLICABILITY

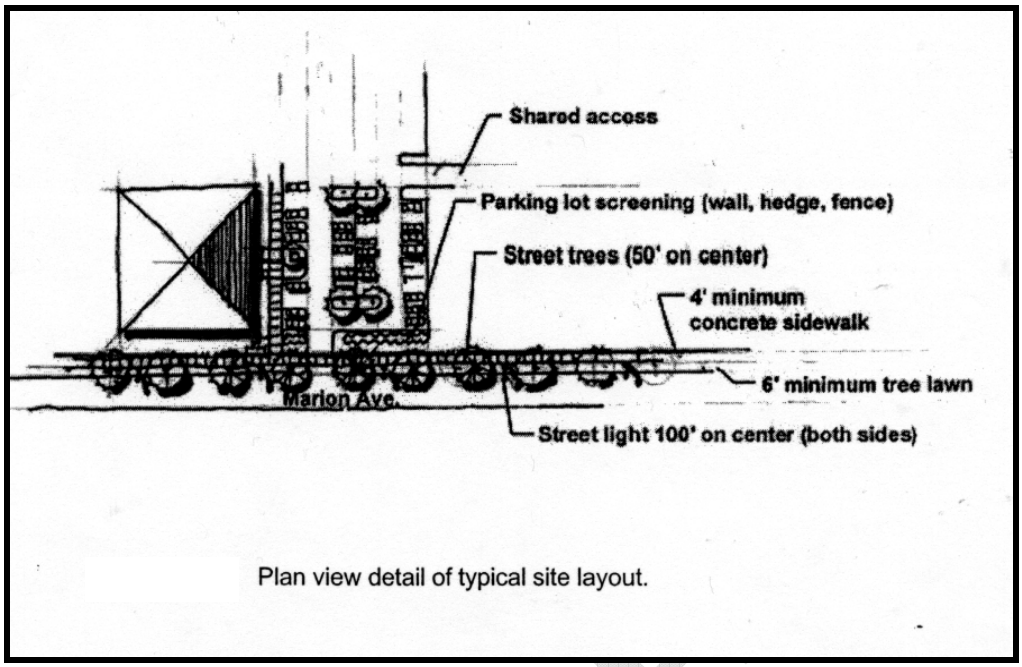
A. These Gateway District-2 provisions include recommended design guidelines that may be waived if circumstances warrant and provided the intent of this Section is achieved, as well as mandatory standards as noted in this Section.

B. Graphics, where provided, are for illustrative purposes and do not represent the only way to meet the intent of the standards and guidelines in this Section.

3.3.4 COMMERCIALLY ZONED PROPERTIES

A. PARKING AND ACCESS

1. No more than 20% of the parking in a commercial district shall be located as convenience parking in front of the front line of the building. This standard may not be waived. The balance of the parking shall be located to the side or rear of the building. The area between the street and the parking at the side and front of a commercial building should be landscaped to buffer the visual impacts.
2. One bicycle parking or storage space should be provided for every 15 off-street vehicular parking spaces.
3. Vehicle access to parking and services areas should be from a secondary street or alley whenever feasible. Shared driveways and parking are encouraged.



Plan view detail of typical site layout.

B. ARCHITECTURAL DESIGN

1. Minimum frontage build-out should be 50% of the front lot line.
2. Roof forms may include symmetrically pitched roofs or flat roofs with 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.
3. Mechanical systems proposed for rooftops may exceed the maximum height requirements provided they are adequately screened and set back from the building facade.
4. Recommended roof materials include black or single tone asphalt shingles, standing seam roof with small seam with an approved color or natural slate. Imitation slate and wood shingles should be avoided. Parapet caps may be stone, concrete, or limestone.
5. 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.
6. The rhythm and proportions of architectural openings should complement that of adjacent buildings. The amount of windows and openings should be greatest 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.
7. 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.

8. Shutters, if used, should be used throughout the façade and shall be proportioned to cover the window opening when closed.
9. Recommended façade materials include common red brick (bare or painted), special masonry units (textured, colored, or painted), natural stone, or wood clapboard. Beige, multi-tone, or imitation brick siding; bare masonry units; metal, asphalt or vinyl siding; and imitation stone or exterior insulation finish systems (EIFS) should be avoided.
10. Recommended trim materials include finish~~ed~~-grade, painted, or stained wood. Bare lumber grade wood or plywood should be avoided.
11. Canvas awnings incorporating a maximum of three approved colors [may] be used. Plastic awnings should be avoided.
12. Recommended hard surface materials include asphalt, brick, paving stone, and patterned concrete. Asphalt use should be limited to parking and loading areas.
13. Building signage should be simple and integrated into the design of the building. See Chapter 3.1 "Signage" for sign regulations.

3.3.5 RESIDENTIALLY ZONED PROPERTIES

A. ARCHITECTURAL DESIGN

1. Roof forms may include symmetrically pitched roofs, but no flat roofs. 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 with small seam with an approved color or natural slate. Imitation slate and wood shingles should be avoided.
3. Mechanical systems proposed should not be on the roofs and should be located to the side or rear of buildings and appropriately screened.
4. 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.
5. The rhythm and proportions of architectural openings should complement that of adjacent buildings. Breaks or fluctuations in pattern or materials may be used to draw attention to entrances or special façade elements.
6. Recommended window materials include anodized aluminum or vinyl clad frame (black, brown or approved color) or painted or stained wood. Clear, frosted or stained glass is recommended; tinted or mirrored glass should be avoided.
7. Shutters, if used, should be used throughout the façade and shall be proportioned to cover the window opening when closed.
8. Recommended façade materials include common red brick (bare or painted), natural stone, or wood clapboard.

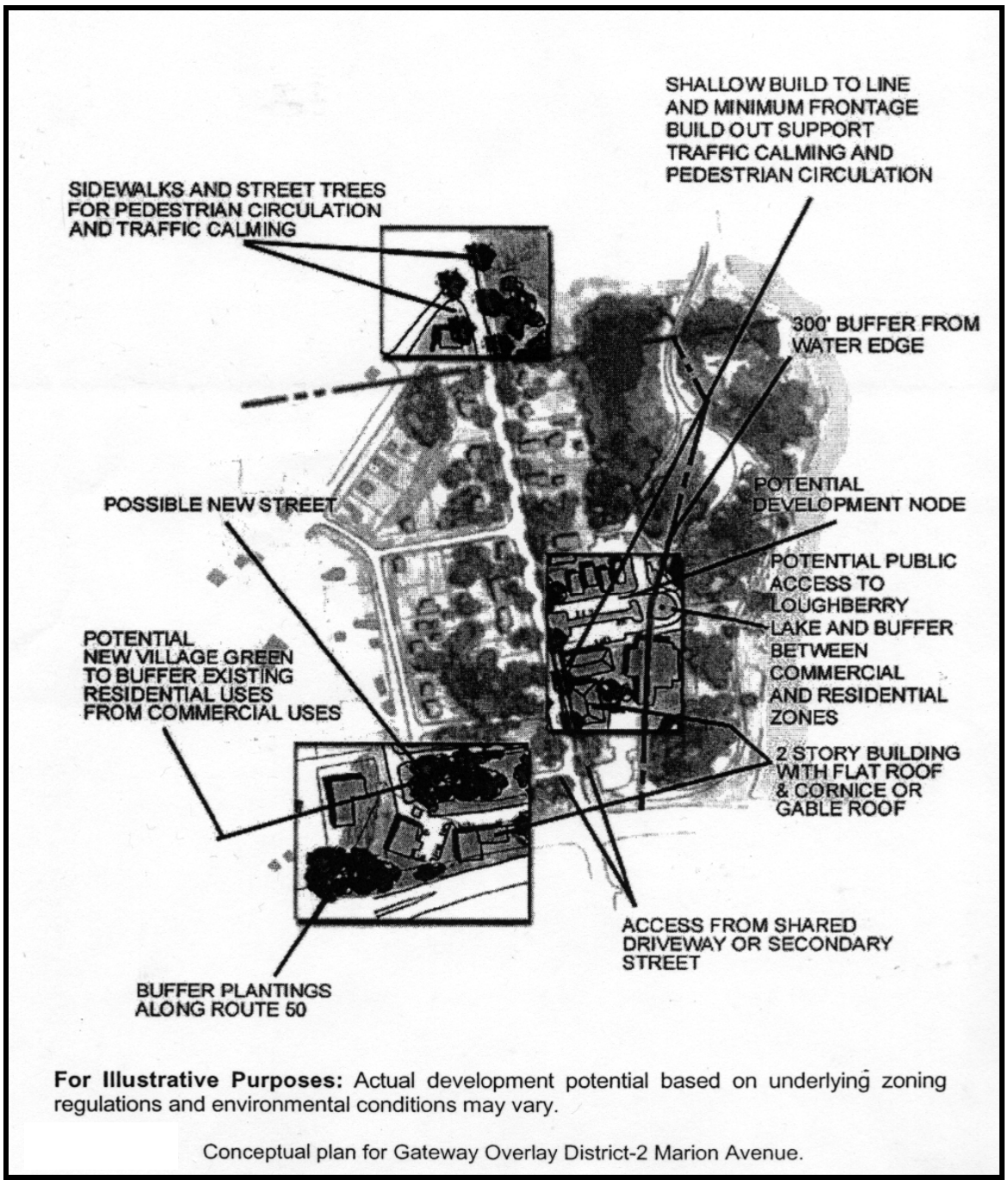
9. Recommended trim materials include finish-grade painted, or stained wood. Bare lumber grade wood or plywood should be avoided.

3.3.6 TRAFFIC CALMING

For properties within the Gateway District-2, special considerations should be given to design measures that reduce travel speeds on Marion Avenue. Traffic calming measures include reducing the width of road shoulders and installing curbs, adding street trees, sidewalks and street lighting; and installing bump outs or pedestrian refuge areas at pedestrian crossing points.

3.3.7 GATEWAY-2 CONCEPTUAL DEVELOPMENT PLAN

The following concept plan illustrates a long-range build-out scenario incorporating existing and new development.



For Illustrative Purposes: Actual development potential based on underlying zoning regulations and environmental conditions may vary.

Conceptual plan for Gateway Overlay District-2 Marion Avenue.