TOWN CENTER SMART GROWTH

ZONING CODE

ARTICLE XIX, Section 19

TOWN OF PLATTSBURGH, NY

TABLE OF CONTENTS

1 INTRODUCTION

A. Introduction

In 2018, the Town of Plattsburgh sought to develop a consensus vision for a more sustainable future for the core commercial area of the town. Funding for this effort was provided by the New York State Department of State and NYSERDA. Town officials, with the assistance of a dedicated advisory committee and planning consultants, worked to imagine how this new commercial center could evolve over time with redevelopment into an attractive mixed-use center of activity with more sustainable growth patterns. The goal was to create a rich atmosphere which was pedestrian and bicycle friendly and the "heart" of the community. Two public workshops were held to invite local residents, business owners and landowners to discuss what they would like to see. The result of this planning effort were used to shape an important guidance document titled **The Town of Plattsburgh Town Center Smart Growth Plan**, which was adopted in 2019.

In order to realize this future vision, the existing zoning within the town center, as well as the larger town overall, was overhauled to both enable and encourage the type of development which was envisioned in the *Smart Growth Plan*. This zoning document is the result of that effort.

B. Purpose and Intent

This zoning code is directly intended to support and enable the many goals of the *Smart Growth Plan*, including:

1. Adopt an Official Map of future proposed streets which create a grid network of roadways for interconnected travel;
2. Advance the principals of Complete Streets roadway design;
3. Update the town parking standards, subdivision code and allowed uses to reflect today's modern needs and sustainability efforts;
4. Provide a diverse selection of housing types to meet the needs of people of various ages; and,
5. Adopt and advance the design principals of Green Infrastructure and Sustainable Design.

C. Applicability

1. **Legal Authority.** This document is hereby adopted as Schedule D of the Town of Plattsburgh Zoning Ordinance (hereby referred to as Zoning Ordinance).
2. **Applicability.** This code applies to all new development, renovations, redevelopment, changes of use and site plan approvals within the Town Center zoning districts, as identified in the Town of Plattsburgh Zoning Map. For zoning requirements in all other districts outside of the Town Center, refer to the Zoning Ordinance.
3. **Procedures.** For all general review and approval procedures, including Site Plan Review, Subdivision Review, Variances, Building Permits, Certificates of Occupancy, refer to the Town of Plattsburgh Zoning Code.
4. **Administrative Review.** Projects in the T3R, T3C, T4, T5, T6, and SD districts impacting less than 1,000 square feet may qualify for administrative review by the Town Planning Department as per Article VII, Section 7.6 of the Zoning Ordinance.
5. Any building permit or site plan approval issued before the date of adoption of this document shall remain in effect, except as noted below:
   - **a.** Project approvals issued under this code shall expire if a Building Permit is not issued for such project within 1 year, or the project has not substantially commenced from the date of approval.
   - **b.** Applicants who have received project approvals prior to the date of adoption of this chapter may still choose to comply with this code voluntarily.

D. Conflicts & Severability

1. In the event of a conflict with this document and the town zoning code, the provisions of this document shall apply. In the event of a conflict between diagrams or illustrations and the written text of this document, the written text shall apply. Should any provision of this document be declared illegal or unconstitutional by a court of competent jurisdiction to the extent that the other provisions of this chapter can be implemented without such illegal or unconstitutional provision, such other provisions shall remain in effect.

FUTURE BUILD OUT MAP
Conceptual design rendering of the Town Center Smart Growth area as it was envisioned to be developed over time.

E. Stormwater Runoff

1. A stormwater management plan shall be required as part of all Town Center projects requiring Site Plan or Special Permit approval.

2. All stormwater management plans shall be designed so that post-development run-off rates and volumes are equal to or less than pre-development run-off. Post-development direction of flow and type of discharge shall be the same as pre-development conditions.

3. The stormwater management plans shall include an analysis of the increase in volume discharged from the site associated with the one-year return interval storm, and the peak rate (quantity) of the ten-year design interval storm. The plan shall include mitigation of the volume increase associated with the one-year storm and the rate of the ten-year storm. It shall also include designs for safe conveyance of the 100-year storm.

4. All stormwater management plans shall use the following performance and design criteria:

   a. **Technical standards.** For the purpose of this chapter, the following documents shall serve as the official requirements and specifications for stormwater management. Stormwater management practices that are designed and constructed in accordance with these technical documents shall be presumed to meet the standards imposed by this chapter:

      i. The New York State Stormwater Design Manual (New York State Department of Environmental Conservation, most current version or its successor, hereafter referred to as the “Design Manual”).

      ii. New York Standards and Specifications for Erosion and Sediment Control (Empire State Chapter of the Soil and Water Conservation Society, 2004, most current version or its successor, hereafter referred to as the “Erosion Control Manual”).

   b. Water quality standards. No building, construction, soil disturbance, excavating, land clearing, grading, filling, subdivision of land, and/or other development, whether public or private, with the Town Center, shall cause an increase in turbidity that will result in substantial visible contrast to natural conditions in surface water of the State of New York.

F. Design Guidelines

1. **Intent of the Design Guidelines.** The Design Guidelines included for each district are intended to help shape the future development and redevelopment of the Town of Plattsburgh as envisioned in the Smart Growth Master Plan, a community-driven document which has established the desired future vision for the community.

2. **Applicability.** The design guidelines are a supplement to the local zoning code and apply to all development applications within the T6, T5, T4, T3C, T3R, SD and OS districts.

3. **Quality & Thoughtful Design.** The guidelines are intended to promote quality design which meet the long term goals and vision of the community and make the Town of Plattsburgh an increasingly appealing place to live, work and play. Toward this end, it is established to promote commercial and residential design which improves the quality of life for residents and is forward-thinking in terms of sustainability.

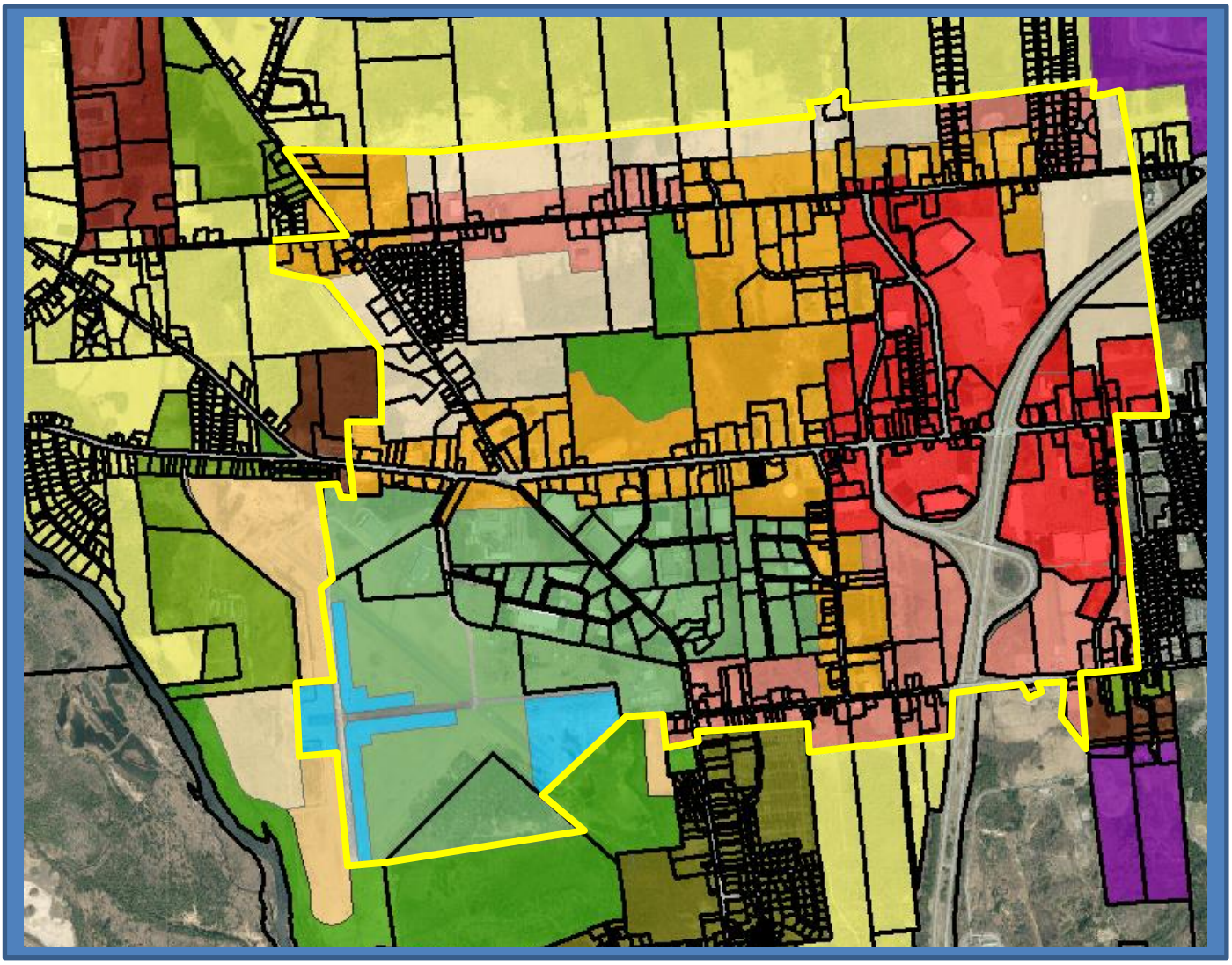
4. **Tool for the Community.** This document is provided as a tool for both applicants and review boards to assist all parties in understanding what is expected of them and desired by the community during the application and review procedures to help streamline the development review process.

5. **New Construction vs Alterations.** It is the intent of this document to hold new construction to a higher standard of design, while allowing more flexibility for applications which involve alterations to pre-existing construction and which may be more difficult to bring into full compliance. As such, it is recommended that the reviewing boards consider the additional difficulties which may be inherent with expecting full compliance with these guidelines when working with site constraints and existing construction.

6. **Standards vs. Guidelines.** Some of the provisions of this document are minimum requirements which must be met, while others are optional recommendations which should be applied where possible. For the purposes of this document, the word “shall” will be used for all mandatory requirements, and the word “should” will be used for optional recommendations. For example, “of at least 10 feet shall be

provided" is a requirement, while "of at least 10 feet should be provided" a recommended guideline.

7. **General Principles.** In order to explain the intent of certain districts or subsections of this document, General Guidelines have often been added to describe the overarching intent or vision. In the event an interpretation is needed in specific provisions, it is suggested the reader refer back to these general principles for clarification.



2 DISTRICT STANDARDS

TOWN CENTER DISTRICT (T6)

A. General Design Principles

1. **Focus on the Buildings.** The architecture of the building should be the most prominent visual feature of the site, with clearly visible entryways, while parking areas and utilitarian functions hidden or screened from view.

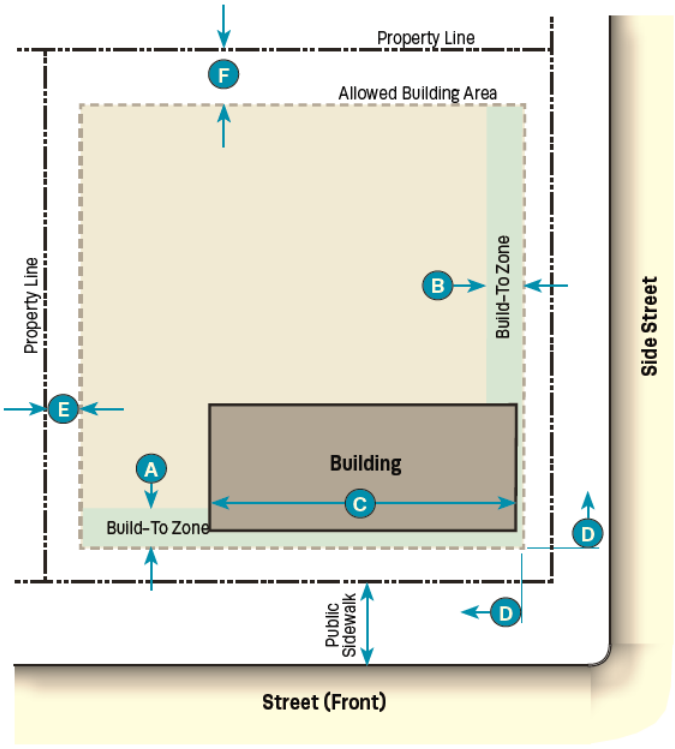
2. **Design with the Pedestrian in Mind.** Always create attractive, shaded and safe routes for people to walk and relax which link to surrounding buildings and properties. Limit the visibility of parking areas and wide expanses of sun-drenched asphalt which make it uninviting for pedestrians.

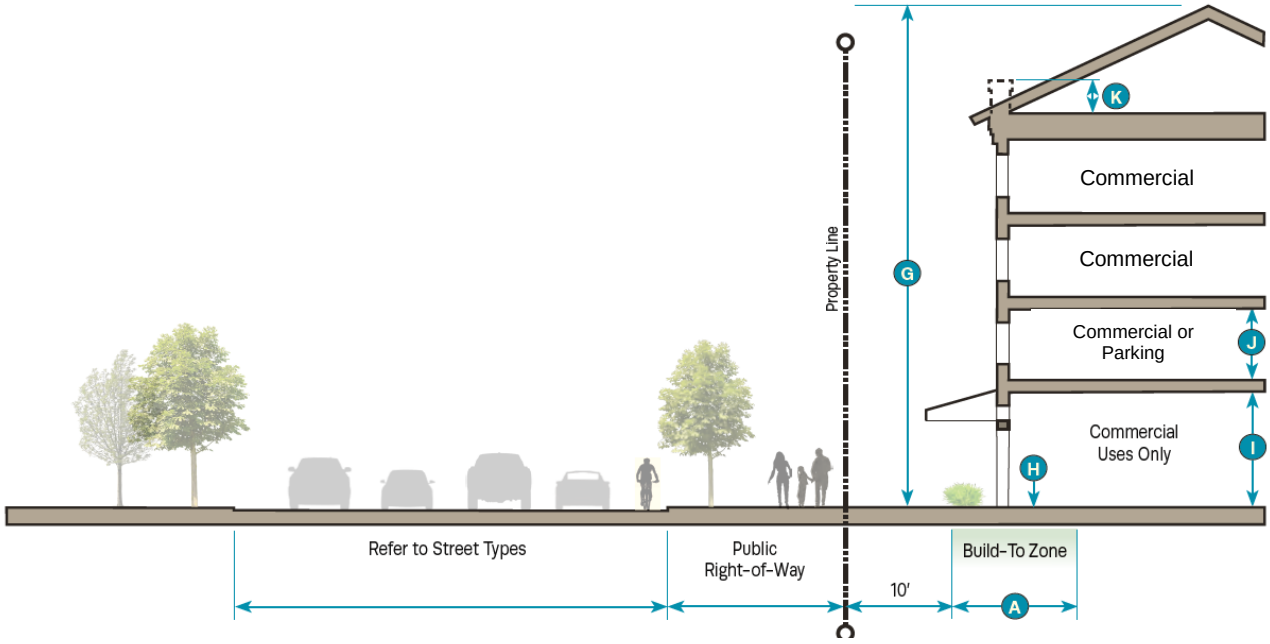
3. **Keep Things Green.** Design emphasis should be in providing green lawns, robust landscaped areas and plenty of shade trees wherever possible to soften the look of the site.

4. **Create a Local Identity.** The architecture should reflect the vision of Plattsburgh. Avoid or minimize corporate chain architectural styles. Many major chain corporations are willing to abandon their standard franchise look to fit in with the community and be welcomed.

T6 TOWN CENTER

This district is intended to be the commercial and service center of the Former Clinton County Airport area of the Town of Plattsburgh, a service center where you would most often find multi-story buildings and commercial activity providing retail sales, restaurants, and local services. Attractive masonry and wood buildings line the streets, providing shade with balconies, porches and canopies. Very walkable tree-lined streets and wide sidewalks connect buildings across well landscaped lawns, with shared parking areas tucked behind buildings to minimize hardscape. Side and rear yard parking and pedestrian sidewalks strongly encourage walking in this neighborhood.





[1] = Refer to specific design standards for the T5 district.

TOWN CENTER T6

Building Setbacks

Build-To Zone (Distance from Property Line)

Front Facade	10' min. to 20' max.	A
Side Street Facade	10' min. to 20' max.	B

Building Facade Width at Built-To Zone

Front Facade	50% width of Development Area min.	C
Side Street Facade	25% width of Development Area min.	

Corner properties: Both street facing facades of corner properties must be built within the Build-to Zone for the first 30' min. from the corner. D

Other Setbacks (Minimum distance from property line)

Side - Principal Structure	10' min.	E
Accessory Structure	5' min.	
Rear - Principal Structure	20' min.	F
Accessory Structure	10' min.	

Parking Setbacks (Minimum distance from property line)

Front Yard	40' min.
Side Street	30' min.
Side Yard	20' min.
Rear Yard	10' min.

Building Form

Height

Principal Building	2 story minimum[1] / 60' max.	G
Accessory Structure	30' max.	
Ground Floor Elevation	1' max. above sidewalk	
Ground Floor Ceiling	14' min.	H
Upper Floor(s) Ceiling	9' min.	I
Parapet (if applicable)		J K

Lot Dimensions

Lot Size	10,000 s.f. min.
Lot Width/ Frontage	50' min.
Lot Depth	100' min.
Greenspace	20% min.

Build-To Zone

New building facades fronting a public street within the T6 District are required to locate a majority of the facade within the Build-To Zone to maintain a consistent street wall along the road.

Two Story Minimum

New buildings within the T6 district are required to have a two-story minimum building height along the front facade facing the public street to maintain a consistent facade presence. The second story must contain habitable or occupyable space - false facades or second-floor attic space shall not count toward this requirement.

Corner Properties

Both street facing facades of corner properties must be built within the Build-to Zone for the first 30' min. from the corner.

Uses

Commercial uses only are permitted on the ground floor levels in this district. The second and third floors of the building may contain commercial or parking.

Design Guidelines

Refer to the following pages for design requirements which are specific to the T6 district.

B. Site Planning

1. **Consistent Streetwall.** Primary buildings shall be located along the front of the property, close to the public way and pedestrian areas. Building facades shall be constructed parallel to the front lot line to help create a consistent street wall along the sidewalk. *Figure 1.*

2. **Shared Access.** Shared curbcuts, driveways and parking lots are strongly encouraged to reduce the amount of paved parking area and provide access management improvements. *Figure 2.*

3. **Solar Access.** It is recommended that new construction orient buildings and rooflines to accommodate existing (or future) solar panel installations with southern exposures.

4. **Front Yard Parking.** No vehicle parking areas shall be permitted in the front yard. All parking shall be located in the side or rear of the building.

5. **Minimized Impervious Surfaces.** Paved vehicle parking areas, driveways and curbcuts shall be limited to the minimum required clearance dimensions and amounts to reduce unnecessary impervious surface area wherever possible.

6. **Gas Stations.** Gas stations are encouraged to locate their building toward the front of the lot, with the pump canopy behind or toward the rear of the lot as shown in Figure 3. Pump canopies, if provided, should match the style and materials of the building roof.

7. **Drive thru facilities.** Drive thru windows should be located at the side or rear of the building so that they do not face a public street. At corner locations, drive thru windows should be located at the rear of the building. Vehicle canopies, if provided, should match the style and materials of the building roof.

8. **Mass Transit.** All new roads shall be constructed to allow for the accommodation of mass transit, using such methods as reserving additional right of way intermittently along roads to allow for future bus stops (or similar).

9. **Existing shopping plazas.** Existing shopping plazas should work to infill the front and underutilized portions of the property over time with smaller scale, pedestrian-friendly infill development. *Figure 4.*

Figure 1. Locating buildings at a similar distance parallel to the right of way creates a consistent street wall.

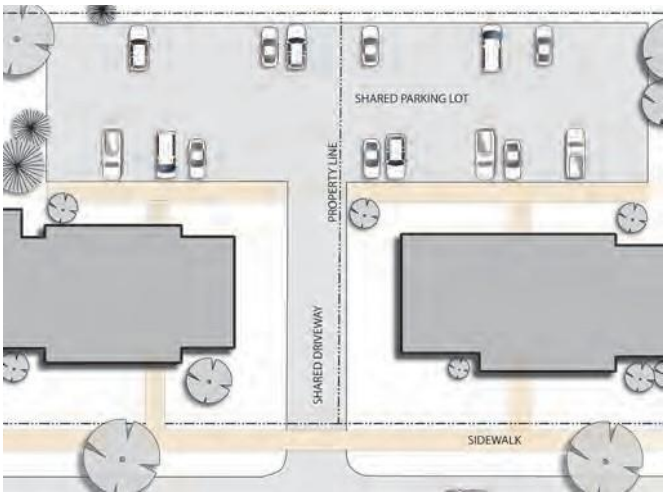


Figure 2. Shared curb cut and parking areas. Shared curb cuts and parking areas limit the number of driveways needed on busy streets, and help to reduce the amount of paved parking area.

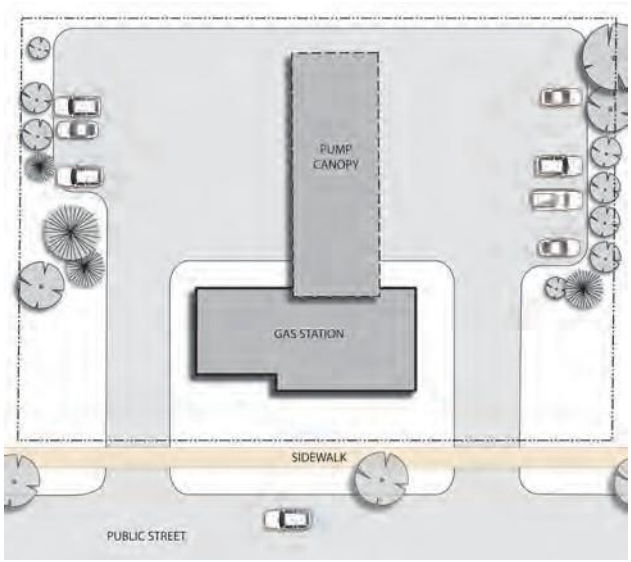


Figure 3. Gas station. Gas stations buildings should be located up closer to the street in line with other buildings, while their pump canopy can be located in the rear.

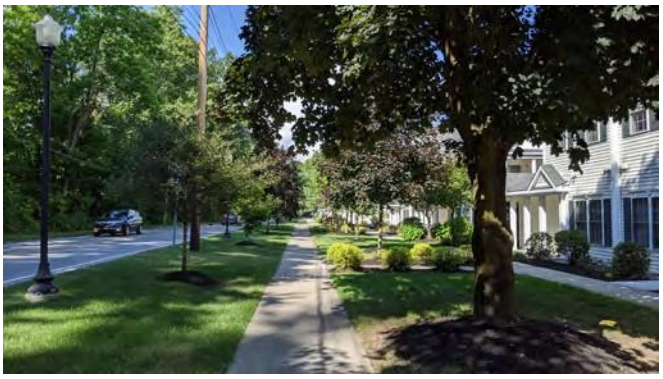


Figure 5. Front yard landscaping.

Figure 6. Building perimeter landscaping.

Figure 7. Building perimeter landscaping.

Figure 8. Pedestrian walkway landscaping.

C. Landscaping

1. **Existing Site Character.** Existing mature trees, notable vegetation and site topography should be considered for preservation and incorporation into the site plan design, as it may provide opportunities to enhance the design.

2. **Front Yard Design.** The area between the building facade and the road shall be limited to acceptable landscaping, pedestrian walkways, amenities and outdoor patios or dining areas only. *Figure 5.*

3. **Acceptable Landscaping.** All greenspace areas on the site shall be covered by one or more of the following:
   - **a.** lawn or sod
   - **b.** trees and shrubbery
   - **c.** nursery plants or other variety of groundcover with appropriate non-stone mulch. Stone mulch is discouraged except as described in subsection G - Stormwater Management.
   - **d.** native vegetation

4. **Building Perimeter Landscaping.** A variety of shrubs and flowers with non-stone mulch shall be provided along the base of the entire building perimeter, at least 3 feet in depth from the facade. *Figures 6 and 7.*

5. **Pedestrian Walkway Landscaping.** Pedestrian walkway and outdoor patio plaza areas should be accented where possible with a dense planting of a variety of shrubs and flowers to create an attractive and welcoming setting. *Figure 8.*

6. **New Site Trees.** Where pre-existing native trees on the site cannot be preserved or do not exist, new tree plantings should be incorporated into the site where possible to provide shade in larger areas of lawn. *Figure 5.*

7. **Street Trees.** Street trees shall be provided along all public road frontages approximately 50 feet on center. The trees shall be provided either within a minimum five foot wide continuous lawn strip/planting bed between the public sidewalk and the road; or within a minimum five foot by five foot tree grate set within the sidewalk for areas with on-street parking. Street trees shall be shade trees (not ornamental) with a minimum caliper of three inches and a minimum height of eight feet.

8. **Continuous Sidewalks.** Concrete sidewalks shall be continued uninterrupted across driveways and curbcuts to provide a safer and clearer path for pedestrians and act as a visual warning to motorists. *Figure 9.*

Figure 9. Sidewalks shall extend across driveways helps to create a nicer and safer pedestrian environment.

D. Parking Lot Landscaping

1. **Screening From Road.** All new or modifications to pre-existing surface parking areas within 100 feet from an abutting public street shall be screened as described below.
   a. Parking areas shall be screened by a continuous low wall or landscaped planting bed between two and three feet in height consisting of a mixture of Coniferous and deciduous hedges, bushes as well as ornamental trees spaced no less than 25 feet on center. *Figures 10, 11, 12.*
   b. The screening should extend the full width of the parking frontage except where needed to accommodate breaks for driveway and sidewalk access.
   c. Constructed landscape walls, if used, shall be made of materials which match or complement the building facade, such as brick, stone, metal fencing or as otherwise approved by the reviewing board.

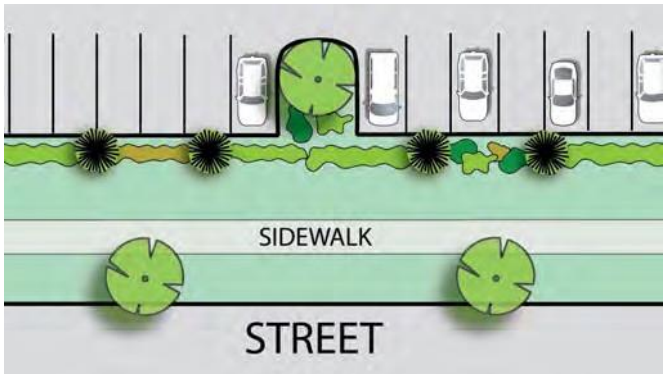


Figure 10. Parking lot screening and frontage perimeter bulb-out.

2. **Frontage Perimeter Bulb-Out.** All parking areas abutting a public right-of-way frontage shall provide landscaped bulb-outs so that there are not more than 25 continuous parking spaces in a row uninterrupted along that frontage without a landscaped bulb-out. The bulb-out should be equal in width and depth to the adjacent parking spaces, shall include at least one ornamental tree, as well as groundcover including grass, shrubs or flowers where not more than 50% of the groundcover is mulch or gravel. *Figures 10, 12.*

Figure 11. Frontage perimeter bulb-out.

3. **Corner Bulb-Out.** A landscaped bulb-out should be located at the ends of any perimeter parking rows, such as parking lot corners, or abutting a vehicle travel lane. The bulb-out should be equal in width and depth to the adjacent parking spaces, shall include at least one ornamental tree, as well as groundcover including grass, shrubs or flowers where not more than 50% of the groundcover is mulch or gravel. These corner conditions are ideal locations to include pedestrian walkways. *Figure 13.*

4. **Internal Landscaped Islands.** Internal parking rows should provide landscaped islands at either end of the rows of parking, as well as at intermediate locations so that there are not more than 25 continuous parking spaces in a row

Figure 12. Parking lot screening along the road.

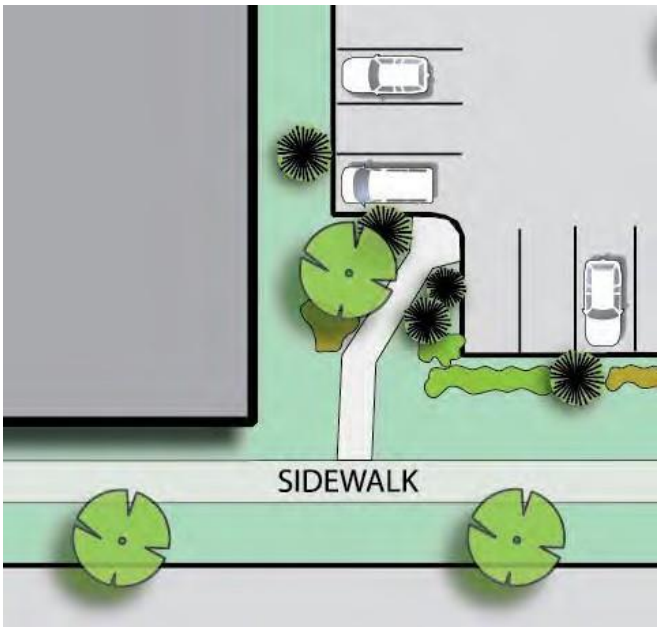


Figure 13. Parking lot corner bulb-out.

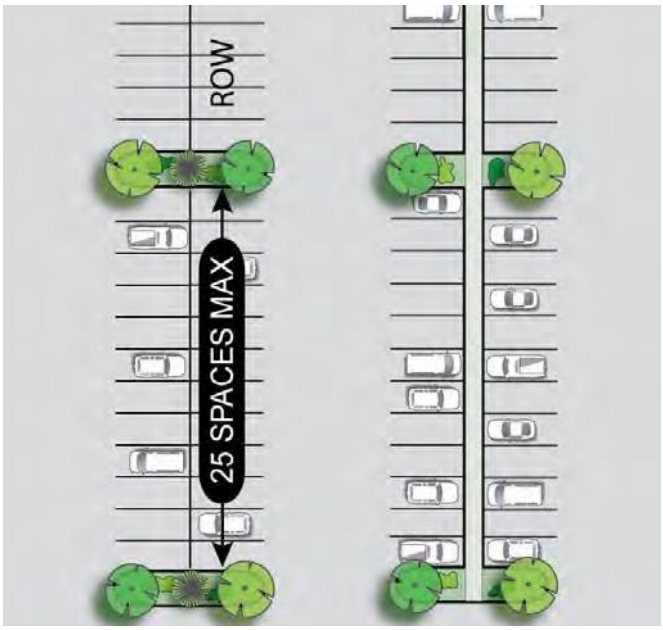


Figure 15. Internal landscaped islands.

Figure 14. Internal landscaped islands.

Figure 16. Side and rear yard parking screening.

without a landscaped island. The islands shall be equal in length to the rows and at least 9 feet wide, or of equivalent size if an irregular shape is necessary. Islands shall include at least 2 trees with shrubs, flowers, grass or other plantings so that not more than 50% of the groundcover is mulch or gravel. *Figures 14, 15.*

5. **Side and Rear Yard Parking Screening.** Parking areas abutting a side or rear yard to a different commercial or residential property shall provide screening in the form of both deciduous and coniferous trees, flowers, shrubs and a low wall or fence to screen the parking area from the adjacent property except in places where adjacent parking lots connect as part of a shared parking arrangement. *Figure 16.*

E. Pedestrian Access

1. **Frontage Sidewalks.** Public sidewalks shall be provided along the full width of all public street frontages, a minimum of 5 feet wide and constructed of concrete. Concrete sidewalks shall be continued across all driveway curbcuts to provide an uninterrupted pedestrian path and visual cue for motorists to watch for people. Where curbs are provided, sidewalk ramps shall be installed to maintain a fully ADA accessible route across the driveway.

2. **Internal Pedestrian Sidewalks.** Dedicated pedestrian paths shall be provided which connect public sidewalks and parking areas to building entries, adjacent properties and other points of interest, with adequate landscaping on either side of the path where appropriate. *Figure 17.*

3. **Dedicated Pedestrian Paths.** Larger parking lot areas with significant distances to and from the building should attempt to provide a dedicated pedestrian path through the parking lot which provides a reasonable protected route through the parking lot. *Figure 18, 19.*

4. **Internal Crosswalks.** Pedestrian connections through parking lots shall be provided with marked crosswalks. *Figures 19, 20.*

5. Asphalt may be used for internal site circulation and other informal pedestrian connections.

F. Vehicle Access

1. **Driveway Curbcuts.** Driveway access from a public street should be limited to no more than one curb cut per street frontage where possible. Driveway widths should be limited to no more than 12 feet wide per vehicle lane (12 feet wide for one-way traffic, 24 feet wide for two-way traffic) to minimize pedestrian crossing distance unless Planning Board determines that wider driveway width is necessary for truck turning radius. All pedestrian sidewalks shall be continued across the full with of driveways.

2. **Shared Driveways.** The use of shared driveways between two or more properties is strongly encouraged to help reduce the number of curbcuts on primary roads and improve vehicle safety. The number of vehicle curbcut driveways into and out of a site should be minimized.

Figure 17. Internal pedestrian sidewalk.

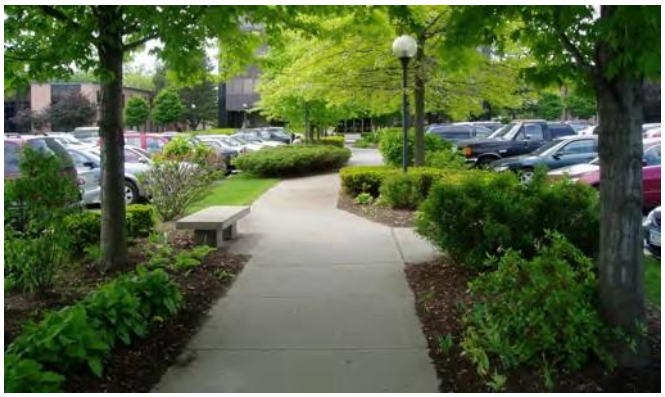


Figure 18. Dedicated pedestrian path. Dedicated pedestrian paths through a parking lot create a more attractive and safer shopping destination, giving people a safe route through the parking area.

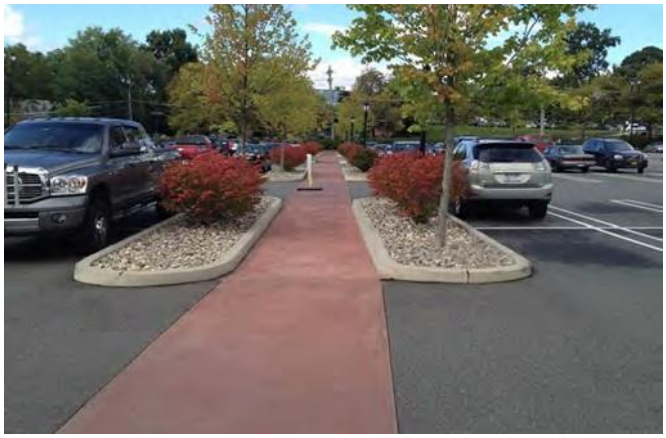


Figure 19. Parking lot pedestrian paths. Another example of a dedicated pedestrian path through a large parking area.

Figure 20. Internal parking lot crosswalk.

Figure 21. Stormwater retention. Use of creative stormwater retention designs can allow for landscaped areas to absorb rainwater locally and filter it without it having to be piped underground, where it can pollute the local waterways. This design has a lowered curb edge which allows the rainwater to flow down into the lowered planting bed where it can be absorbed by the ground and provides water for the plants. A hidden overflow pipe allows excess water to escape to prevent overflow.

Figure 22. Stormwater retention. This example of stormwater retention captures water from the street and stores it in a planting bed where it waters the plants and trees.

Figure 23. Stormwater retention with raingarden.

Figure 24. Stormwater retention in a parking island.

Figure 25. Stormwater retention pond in a housing development designed to look like a natural pond.

Figure 26. Stormwater retention pond at a commercial bank designed to look like a natural area.

G. Stormwater Management

1. Required landscaping areas on site are encouraged to be utilized as integrated stormwater management areas such as recessed parking islands *(Figures 21, 24)*, street tree beds *(Figure 22)*, rain gardens *(Figure 23)*, or retention ponds *(Figures 25, 26)* which capture rainwater on the site, provided they are adequately landscaped and designed to capture the flow of on-site stormwater.

2. **Stone Mulch.** Stone mulch is permitted to be used in parking island landscaping provided it is used in conjunction with a designed stormwater system where other mulch would wash away.

H. Equipment Screening

1. All off-street loading, service, dumpster or mechanical equipment areas shall be located in the rear or side of the building and screened from view from the public right-of-way. Properties with multiple dumpsters shall consolidate their location to a centralized pickup area.

2. Dumpster areas and mechanical equipment shall be screened from view by a wall of landscaping or screening walls on at least three sides which is equal or more in height to the equipment being screened. Materials used should match or complement the exterior materials of the primary building. *Figures 27, 28, 29, 30, 31.*

3. Chain-link fences shall not be used for screening purposes.

4. **Parking Garages.** Parking garages facing a public street or pedestrian sidewalk area shall provide landscape screening along the frontage which consists of at least one ornamental tree between structural supports, as well as low shrub plantings not less than three feet in height and an ornamental fence or decorative wall not less than 4 feet in height around the perimeter.

Figure 27. Screening of mechanical equipment.

Figure 28. Screening of mechanical equipment.

Figure 29. Screening of mechanical equipment.

Figure 30. Screening of mechanical equipment.

Figure 31. Screening of mechanical equipment using landscaping.

I. Building Massing

1. **General.** Overall building massing should be broken up into smaller, discrete parts where possible, especially for larger structures, to avoid the appearance of one monolithic structure and to provide visual interest. *Figures 32, 33.*

2. **Corners.** Corner conditions and building entry areas are encouraged as locations where the building mass should be emphasized or highlighted.

3. **Avoid Blank Wall Areas.** Any significant areas of blank wall, which are devoid of windows, doors or other decorative features, are prohibited along front facades or pedestrian areas. Any remaining exterior wall areas without any windows or doors should be screened with the use of adjacent landscaping such as shrubs and trees to help soften the architecture.

4. **Facade Rhythm.** Building facades should make use of a repeating pattern, expressing the structural bays of the building within, with the use of features such as repeating window groups, columns, or other features which help to tie the design together.

5. **Long Building Facades.** Long building facades, which may stretch for a hundred feet or more, should break up their design massing along public frontages by providing significant articulations in facade depth or height at regular intervals. These can be achieved with facade bump-outs, recesses, roof dormers, changes in materials or similar features. *Figure 34.*

   a. Changes in facade depth or height should be visually strong, measuring between 10 inches to several feet. Depth or height changes of only a few inches give the facade an inauthentic architectural appearance and result in unusable space. Such designs should be avoided.

   b. When using different materials to help break up the facade, avoid the appearance of several different building facades stuck together, which can give the building a cheap appearance.

6. **Columns / Posts.** The proportion of structural elements such as columns, posts or pilasters along a facade should be appropriate to the weight they appear to be carrying so as not to appear weak or thin.

Figure 32. Attractive Building Massing. Simple shapes which are well defined and differentiated with changes in facade depth are encouraged.

Figure 33. Unattractive Building Massing. Attempting to break up the scale of massing of a facade with many little shapes and small depth changes can create a cheap appearance.

Figure 34. Building massing. This long building is nicely broken up with strong depth fluctuations in the facade and roofline which help to identify individual apartment entrances and create balconies.

J. Roof Design

1. **General.** All new buildings within the Town Center district which are one or two stories tall shall have a sloped roof. All new buildings within the Town Center district which are greater than two stories in height shall have a sloped roof, articulated, or sloped parapet design which is visible from ground level.

   a. Secondary roof areas, for minor elements of the building which are not part of the primary structure or which are out of view from the main road, may be permitted to have a flat roof with approval.

   b. Flat roof structures shall be capped by an articulated parapet design which provides a noticeable "cap" to the building. The parapet on a single-story facade should express at least six inches in overhang depth, and be at least 18 inches tall. Parapet overhang depth and height for taller facades should be increasingly larger.

2. **Roof Pitch.** Sloped roof structures are encouraged to maintain a pitch between 5:12 minimum and 12:12 maximum for all primary roof areas (not including dormers, entry canopies or similar accessory elements.)

3. **Overhangs.** Roof eave and gable overhangs are encouraged to be a minimum of 12 inches deep, with taller or larger buildings providing deeper overhangs which are appropriate for their size and scale.

4. **Roof-Mounted Mechanical Equipment.** Mechanical equipment such as HVAC heating and cooling installed on rooftops shall be fully screened from view from adjacent public right of ways, properties and pedestrian walkways with the use of parapets or sloped parapet roof designs. This screening requirement shall not apply to solar panels installed parallel or flush with the roof surface.

Figure 35. Dunkin Donuts, Malta NY. After the former franchise building burned down, Dunkin Donuts rebuilt their flagship store and bakery to meet the design standards of the town.

K. Windows, Doors & Entrances

1. **General.** Each principal building on the site should have a clearly defined, highly visible public entrance which is visible from the public street. The primary entry should be highlighted with the use of architectural treatments such as a recess in the façade, an overhang, canopy or awning, raised roofline or parapet, or similar method to highlight its location.

2. **Ground Floor Commercial Areas.** The ground floor areas of a facade, especially along pedestrian sidewalks, should exhibit the highest levels of articulation, with larger window openings and changes in facade depth, especially around entry doors. A minimum of approximately 50% of the ground level pedestrian facade area should consist of window glass.

3. **Upper Floors.** The upper story areas of the facade should consist of approximately a minimum of 20% window glass.

4. **Street Address.** All primary building entrances shall display the local address street number above or adjacent to the entry.

5. **Windowless Areas.** Windowless areas facing public sidewalks shall not exceed 30 feet in width per frontage. (Windowless wall area limitations do not apply to facades facing an alley, service drive or nonpublic street.)

6. **Masonry Openings.** Window and door openings in masonry facades should display a structural lintel above the opening to visually show how it is carrying the weight of the facade above.

7. **Doors Swings.** Public entry and exit doors which swing outward into a public sidewalk shall be recessed into the facade a minimum of three feet to avoid interference with passing pedestrians.

8. **Door Coverings.** Public entry and exit doors shall be designed with roofs, canopies or facade recesses to reduce the fall of rain, snow or ice on pedestrians.

L. Exterior Materials & Colors

1. **General.** All exterior materials on facades facing a public street shall be in accordance with the Approved Exterior Materials List in Table A on page 68. Smaller scale, natural materials should be used whenever possible, especially on front facades and near pedestrian areas.

2. **Colors.** Exterior building material colors should typically be a natural, subtle, muted shade and of low-reflectance. Brighter, more vibrant colors such as bright red or yellow should generally be reserved for minor accents and highlights only. Examples of colors which are likely to be incompatible include basic primary colors, neon, fluorescent or those which are highly reflective or metallic.

3. **Material & Color Changes.** Changes from one facade material or color to another shall occur at a "hard-edge" or bump out transition in the facade that gives the material a surface to terminate into. Material or color transitions along the horizontal direction should occur at an "inside corner". *Figures 36, 37.*

4. **Primary vs. Secondary Materials.** Facades with an overabundance of different materials or colors are discouraged. When using more than one facade material or color, one should be used as the dominant "primary" theme, with the others used more sparingly as "secondary" materials or colors to accentuate the design.

M. Facade Appurtenances

1. **General.** Facade Appurtenances, such as porches, awnings, balconies, stoops or galleries are encouraged to be used to give building facades shade, scale and more visual interest, especially along street frontages.

2. **Awnings.** All awnings shall provide a minimum clearance above the sidewalk of at least eight feet, and should be a minimum depth of four feet.

3. **Balconies.** All balconies shall provide a minimum clearance above the sidewalk of at least 12 feet, and should be a minimum depth of four feet.

4. **Porches.** Porches on a front facade shall be a minimum of six feet in depth clear from the face of the facade to the railing, and shall extend no less than 50% of the width of the facade frontage.

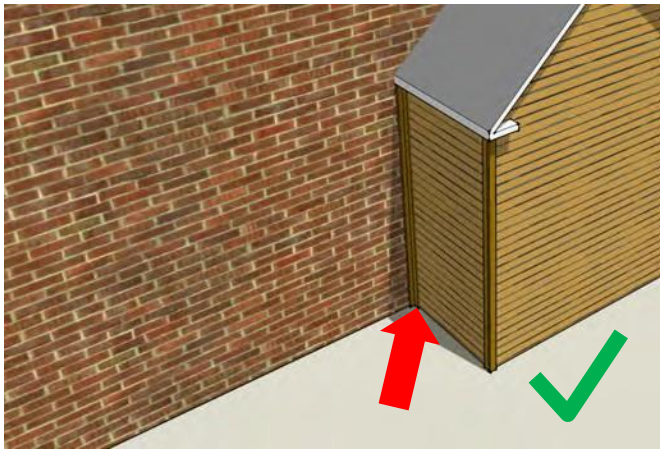


Figure 36. Material transition at inside corner. Changes in facade materials should occur at an "inside edge" (red arrow) to provide a place for the first material to terminate into.

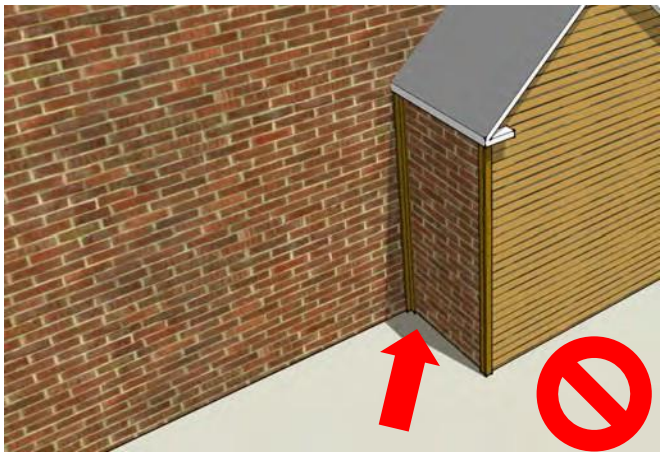


Figure 37. Material transition at outside corner. Changes in facade materials at an "outside edge" are discouraged as they give the facade a thin and cheap appearance.

Figure 38. Full cutoff, downward facing light fixture. This parking lot lamp provides light powered by solar cells on the top of the fixture.

Figure 39. Gas station canopy light. This recessed light in a gas station canopy is ideal because it focuses the light downward and reduces glare to passing motorists.

5. **Stoops.** Stoops shall be no more than six feet deep, not including steps. Stoops may include an overhead roof or canopy above, but shall not be enclosed on the sides.

N. Exterior Lighting

1. **General**. All lighting shall comply with the Town lighting regulations applicable in all districts. All exterior lighting shall be provided from full cutoff, downward facing fixtures which prevent any light emitted above the 90 degrees horizontal to minimize night sky pollution, glare and spillover onto adjacent properties, unless otherwise noted below. *Figure 38.*

2. **Light Quality and Color.** Exterior lighting is recommended to be provided from Induction or L.E.D. (light emitting diode) fixtures to provide quality light while minimizing energy use, provided the color temperature of the light is between 2500 and 3800 kelvin. Mercury vapor and low pressure sodium lamps are not recommended.

3. **Light Intensity.** Exterior lighting for parking lots and pedestrian areas is encouraged to remain at the lowest acceptable foot-candle levels wherever possible to reduce energy use, glare, light trespass and night sky pollution.
   a. The maximum light level of any exterior fixture shall not exceed 0.5 maintained foot-candles measured at the property line of an adjacent property.
   b. The maximum light level of any exterior fixture shall not exceed 2.0 maintained foot-candles measured at the property line of an adjacent public right-of-way.
   c. Lighting level measurements shall be made at ground level, with the light sensor of the meter pointing upwards.

4. **Parking Lot Lighting.** Light fixtures located within the interior area of a parking lot shall not exceed 30 feet in height. Light fixtures located along the perimeter edge of a parking area shall not exceed 20 feet in height.

5. **Pedestrian Walkway Lighting.** Light fixtures located along pedestrian walkways or paths internal to the site shall not exceed 15 feet in height.

6. **Facade Lighting.** Decorative facade lighting, where used, shall only direct the light downward on the facade. Upward facing facade lighting shall only be permitted in instances where it is installed underneath a canopy, porch or roof overhang which will capture the upward light spill.

7. **Security Lighting.** Security lighting is encouraged to be provided from regular pedestrian fixtures where possible, especially in areas visible from a public way. Where dedicated security “wall packs” may be necessary, it is recommended that they operate on motion sensor activations to limit use.

8. **Vehicular Canopy Lighting.** Light fixtures located underneath vehicle canopies, such as gas station pumps or drive-thru areas, shall be fully recessed or flush within the underside surface to conceal the illumination source and prevent glare. As an alternative, the underside of the canopy may be reflectively illuminated by fixtures facing upwards, provided that there is no light spillover outside of the canopy surface. *Figure 39.*

9. **Landscaping Lights.** Decorative landscaping lighting shall be designed to direct the lighting downward into the planted areas whenever possible. Upward facing landscape lights may be permitted, provided they are low voltage systems which are equipped with automatic switching to turn off the lights no later than one hour after the site is closed to the public, or 11pm, whichever is earlier.

10. **Holiday or Event Lighting.** None of the provisions above shall be construed to limit the temporary use of decorative lights for holidays or special events.

O. Site Amenities

1. **General.** All new development or redevelopment projects which require site plan review should provide common site amenities such as benches, bicycle racks, trash and recycling receptacles or public transit shelters commensurate with the size of the development and anticipated public use.

2. **Bicycle Racks.** One (1) bicycle parking or storage space should be provided for each commercial use or building, plus an additional one (1) bicycle parking or storage space for every (25) required automobile parking spaces

3. **E.V. Car Charging.** Electric Vehicle (E.V.) Charging Terminals are encouraged to be provided at destination sites where there are restaurants, shops or offices which are designed to cater to large

TOWN CENTER DISTRICT (T5)

P. General Design Principles

1. **Focus on the Buildings.** The architecture of the building should be the most prominent visual feature of the site, with clearly visible entryways, while parking areas and utilitarian functions hidden or screened from view.

2. **Design with the Pedestrian in Mind.** Always create attractive, shaded and safe routes for people to walk and relax which link to surrounding buildings and properties. Limit the visibility of parking areas and wide expanses of sun-drenched asphalt which make it uninviting for pedestrians.

3. **Keep Things Green.** Design emphasis should be in providing green lawns, robust landscaped areas and plenty of shade trees wherever possible to soften the look of the site.

4. **Create a Local Identity.** The architecture of the Town Center should reflect the vision of Plattsburgh. Avoid or minimize corporate chain architectural styles. Many major chain corporations are willing to abandon their standard franchise look to fit in with the community and be welcomed.

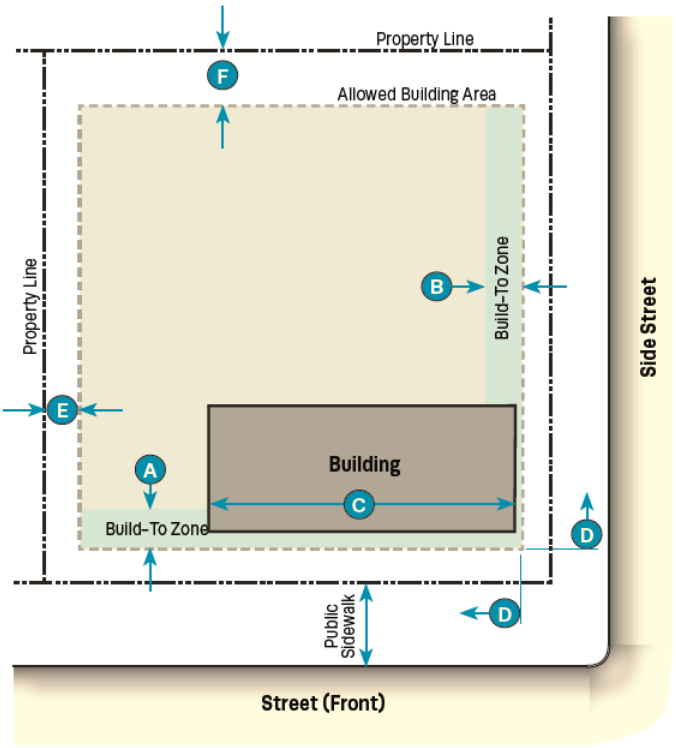
T5 TOWN CENTER

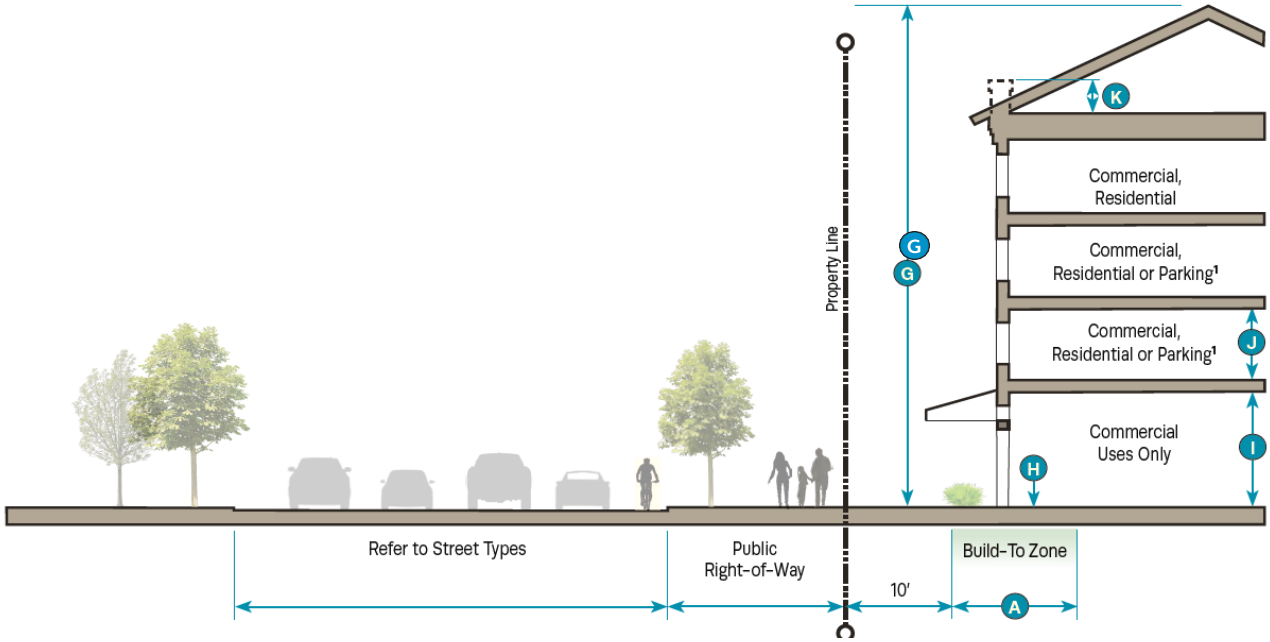
The T5 Town Center District is intended to be the commercial core of the Town of Plattsburgh, a neighborhood center where you would most often find the tallest buildings and most commercial activity.

Here, a strong mix of commercial and residential uses is found, with the lower levels of almost all buildings providing retail sales, restaurants, local services and offices while the upper floors provide a diverse mix of residential and commercial uses for people of different ages, incomes and abilities.

Attractive masonry and wood buildings line the streets, providing shade with balconies, porches and canopies. Very walkable tree-lined streets and wide sidewalks connect buildings across well landscaped lawns, with shared parking areas tucked behind buildings to minimize hardscape. On street parking and pedestrian sidewalks strongly encourage walking in this very pedestrian oriented neighborhood.

This is the center of town.





¹ = Refer to specific design standards for the T5 district.

TOWN CENTER T5

Building Setbacks

Build-To Zone (Distance from Property Line)

Front Facade	10' min. to 20' max.	A
Side Street Facade	10' min. to 20' max.	B

Building Facade Width at Built-To Zone

Front Facade	50% width of Development Area min.	C
Side Street Facade	25% width of Development Area min.	

Corner properties: Both street facing facades of corner properties must be built within the Build-to Zone for the first 30' min. from the corner. D

Other Setbacks (Minimum distance from property line)

Side - Principal Structure	10' min.	E
Accessory Structure	5' min.	
Rear - Principal Structure	20' min.	F
Accessory Structure	10' min.	

Parking Setbacks (Minimum distance from property line)

Front Yard	40' min.
Side Street	30' min.
Side Yard	20' min.
Rear Yard	10' min.

Building Form

Height

Principal Building	2 story minimum[1] / 60' max.	G
Accessory Structure	30' max.	
Ground Floor Elevation	1' max. above sidewalk	
Ground Floor Ceiling	14' min.	H
Upper Floor(s) Ceiling	9' min.	I
Parapet (if applicable)		J
		K

Lot Dimensions

Lot Size	10,000 s.f. min.
Lot Width/Frontage	50' min.
Lot Depth	100' min.
Greenspace	20% min.

Build-To Zone

New building facades fronting a public street within the T5 District are required to locate a majority of the facade within the Build-To Zone to maintain a consistent street wall along the road.

Two Story Minimum

New buildings within the T5 district are required to have a two-story minimum building height along the front facade facing the public street to maintain a consistent facade presence. The second story must contain habitable or occupyable space - false facades or second-floor attic space shall not count toward this requirement.

Corner Properties

Both street facing facades of corner properties must be built within the Build-to Zone for the first 30' min. from the corner.

Uses

Commercial uses only are permitted on the ground floor levels in this district. The second and third floors of the building may contain commercial, residential or parking. The fourth floor may contain either commercial or residential uses.

Design Guidelines

Refer to the following pages for design requirements which are specific to the T5 district.

Q. Site Planning

1. **Consistent Streetwall.** Primary buildings shall be located along the front of the property, close to the public way and pedestrian areas. Building facades shall be constructed parallel to the front lot line to help create a consistent street wall along the sidewalk. *Figure 1.*

2. **Shared Access.** Shared curbcuts, driveways and parking lots are strongly encouraged to reduce the amount of paved parking area and provide access management improvements. *Figure 2.*

3. **Solar Access.** It is recommended that new construction orient buildings and rooflines to accommodate existing (or future) solar panel installations with southern exposures.

4. **Front Yard Parking.** No vehicle parking areas shall be permitted in the front yard. All parking shall be located in the side or rear of the building.

5. **Minimized Impervious Surfaces.** Paved vehicle parking areas, driveways and curbcuts shall be limited to the minimum required clearance dimensions and amounts to reduce unnecessary impervious surface area wherever possible.

6. **Gas Stations.** Gas stations are encouraged to locate their building toward the front of the lot, with the pump canopy behind or toward the rear of the lot as shown in Figure 3. Pump canopies, if provided, should match the style and materials of the building roof.

7. **Drive thru facilities.** Drive thru windows should be located at the side or rear of the building so that they do not face a public street. At corner locations, drive thru windows should be located at the rear of the building. Vehicle canopies, if provided, should match the style and materials of the building roof.

8. **Mass Transit.** All new roads shall be constructed to allow for the accommodation of mass transit, using such methods as reserving additional right of way intermittently along roads to allow for future bus stops (or similar).

9. **Existing shopping plazas.** Existing shopping plazas should work to infill the front and underutilized portions of the property over time with smaller scale, pedestrian-friendly infill development. *Figure 4.*

Figure 1. Locating buildings at a similar distance parallel to the right of way creates a consistent street wall.

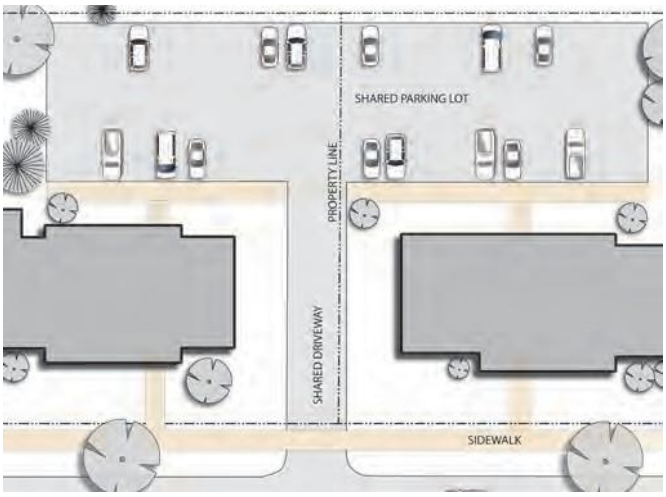


Figure 2. Shared curb cut and parking areas. Shared curb cuts and parking areas limit the number of driveways needed on busy streets, and help to reduce the amount of paved parking area.

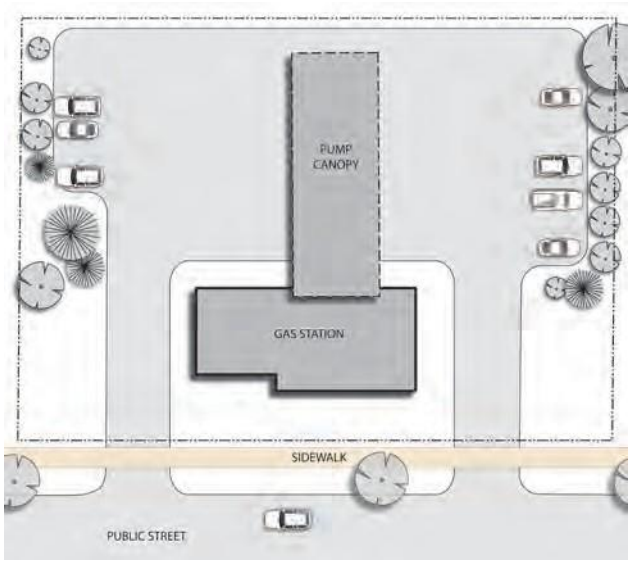
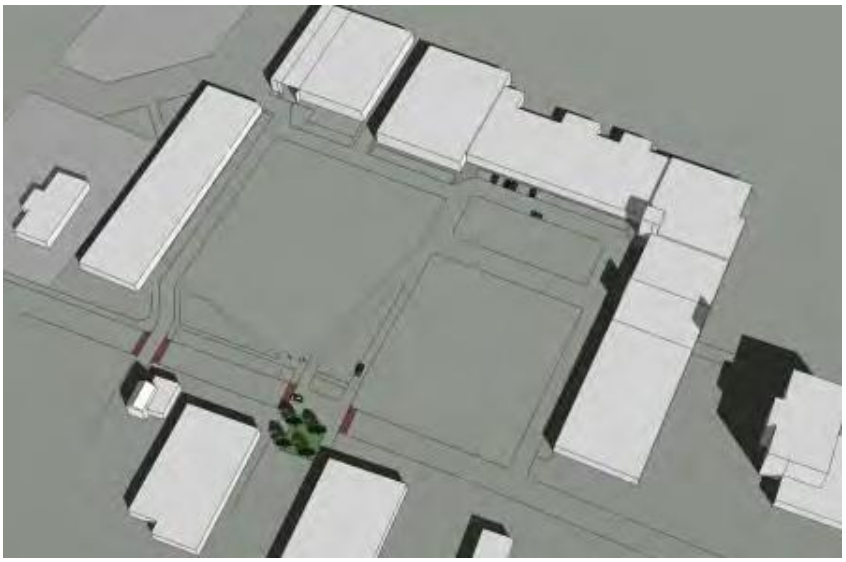


Figure 3. Gas station. Gas stations buildings should be located up closer to the street in line with other buildings, while their pump canopy can be located in the rear.

THE EVOLUTION OF OLDER SHOPPING CENTERS



Existing Conditions. Existing commercial shopping plazas and malls, often set far back from the road behind large parking areas, will want to evolve over time to reflect a more traditional development style and smart growth. The large parking areas can be better utilized with small infill development toward the public street, helping to bring shops closer to passing travelers, increasing rentable floor area, and creating a new, diversified appearance from the road.

The example images at left shows how new infill construction can help evolve an old shopping plaza into a more contemporary shopping experience.

Phase One. The front of the plaza and parking area are reconfigured to make room for a few new infill buildings, creating an attractive front yard and grand driveway entrance.

Taller, two story structures are placed at either side of the entrance, creating two new "corner" properties with high visibility.

Toward the rear of the site, new buildings start to frame out a small public square, creating an inviting place to shop.

Phase Two. Over time, additional infill can continue to provide additional rentable floor area to the plaza, while adding a new fresh facade on the property. Particular emphasis should be paid to creating an attractive two-story street wall along the main road to frame the entrance into the plaza.

Figure 4. Evolution of large shopping plazas. Existing shopping plazas can evolve over time with new infill development which helps to fill in the streetwall along the main road and create a more attractive pedestrian experience.

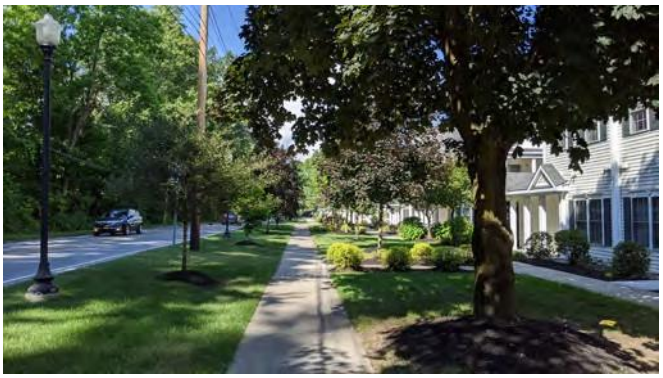


Figure 5. Front yard landscaping.

Figure 6. Building perimeter landscaping.

Figure 7. Building perimeter landscaping.

Figure 8. Pedestrian walkway landscaping.

R. Landscaping

1. **Existing Site Character.** Existing mature trees, notable vegetation and site topography should be considered for preservation and incorporation into the site plan design, as it may provide opportunities to enhance the design.

2. **Front Yard Design.** The area between the building facade and the road shall be limited to acceptable landscaping, pedestrian walkways, amenities and outdoor patios or dining areas only. *Figure 5.*

3. **Acceptable Landscaping.** All greenspace areas on the site shall be covered by one or more of the following:
   - **a.** lawn or sod
   - **b.** trees and shrubbery
   - **c.** nursery plants or other variety of groundcover with appropriate non-stone mulch. Stone mulch is discouraged except as described in subsection G - Stormwater Management.
   - **d.** native vegetation

4. **Building Perimeter Landscaping.** A variety of shrubs and flowers with non-stone mulch shall be provided along the base of the entire building perimeter, at least 3 feet in depth from the facade. *Figures 6 and 7.*

5. **Pedestrian Walkway Landscaping.** Pedestrian walkway and outdoor patio plaza areas should be accented where possible with a dense planting of a variety of shrubs and flowers to create an attractive and welcoming setting. *Figure 8.*

6. **New Site Trees.** Where pre-existing native trees on the site cannot be preserved or do not exist, new tree plantings should be incorporated into the site where possible to provide shade in larger areas of lawn. *Figure 5.*

7. **Street Trees.** Street trees shall be provided along all public road frontages approximately 50 feet on center. The trees shall be provided either within a minimum five foot wide continuous lawn strip/planting bed between the public sidewalk and the road; or within a minimum five foot by five foot tree grate set within the sidewalk for areas with on-street parking. Street trees shall be shade trees (not ornamental) with a minimum caliper of three inches and a minimum height of eight feet.

8. **Continuous Sidewalks.** Concrete sidewalks shall be continued uninterrupted across driveways and curbcuts to provide a safer and clearer path for pedestrians and act as a visual warning to motorists. *Figure 9.*

Figure 9. Sidewalks shall extend across driveways helps to create a nicer and safer pedestrian environment.

S. Parking Lot Landscaping

1. **Screening From Road.** All new or modifications to pre-existing surface parking areas within 100 feet from an abutting public street shall be screened as described below.
   a. Parking areas shall be screened by a continuous low wall or landscaped planting bed between two and three feet in height consisting of a mixture of coniferous and deciduous hedges, bushes as well as ornamental trees spaced no less than 25 feet on center. *Figures 10 ,11, 12.*
   b. The screening should extend the full width of the parking frontage except where needed to accommodate breaks for driveway and sidewalk access.
   c. Constructed landscape walls, if used, shall be made of materials which match or complement the building facade, such as brick, stone, metal fencing or as otherwise approved by the reviewing board.

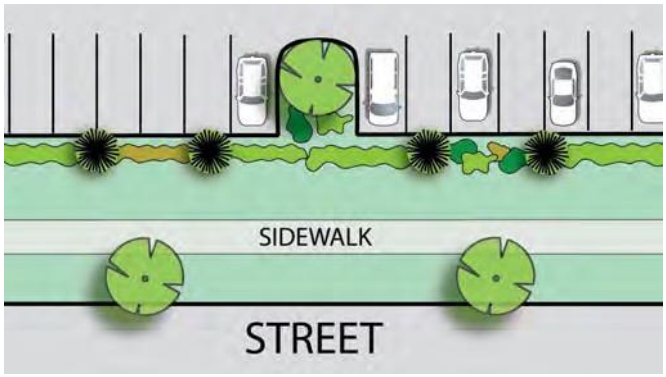


Figure 10. Parking lot screening and frontage perimeter bulb-out.

2. **Frontage Perimeter Bulb-Out.** All parking areas abutting a public right-of-way frontage shall provide landscaped bulb-outs so that there are not more than 25 continuous parking spaces in a row uninterrupted along that frontage without a landscaped bulb-out. The bulb-out should be equal in width and depth to the adjacent parking spaces, shall include at least one ornamental tree, as well as groundcover including grass, shrubs or flowers where not more than 50% of the groundcover is mulch or gravel. *Figures 10, 12.*

Figure 11. Frontage perimeter bulb-out.

3. **Corner Bulb-Out.** A landscaped bulb-out should be located at the ends of any perimeter parking rows, such as parking lot corners, or abutting a vehicle travel lane. The bulb-out should be equal in width and depth to the adjacent parking spaces, shall include at least one ornamental tree, as well as groundcover including grass, shrubs or flowers where not more than 50% of the groundcover is mulch or gravel. These corner conditions are ideal locations to include pedestrian walkways. *Figure 13.*

Figure 12. Parking lot screening along the road.

4. **Internal Landscaped Islands.** Internal parking rows should provide landscaped islands at either end of the rows of parking, as well as at intermediate locations so that there are not more than 25 continuous parking spaces in a row

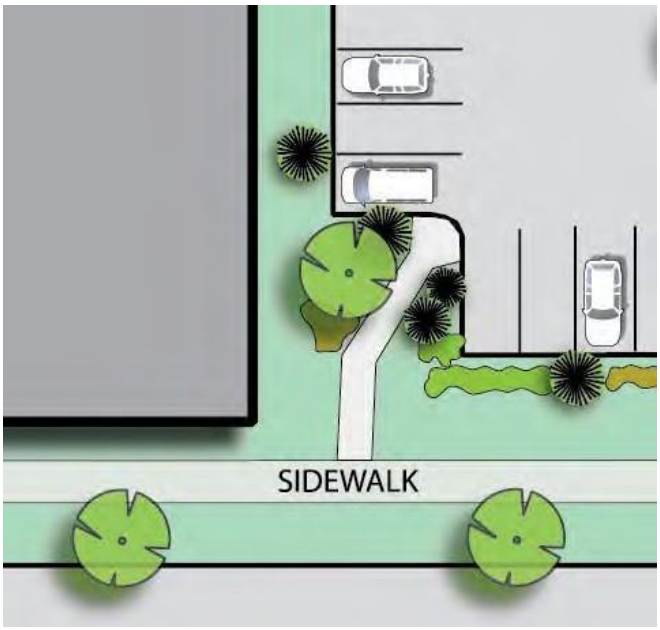


Figure 13. Parking lot corner bulb-out.

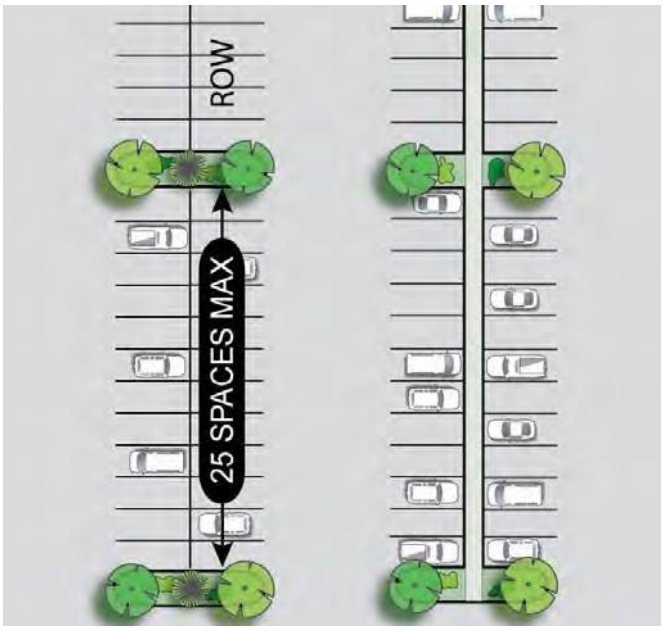


Figure 15. Internal landscaped islands.

Figure 14. Internal landscaped islands.

Figure 16. Side and rear yard parking screening.

without a landscaped island. The islands shall be equal in length to the rows and at least 9 feet wide, or of equivalent size if an irregular shape is necessary. Islands shall include at least 2 trees with shrubs, flowers, grass or other plantings so that not more than 50% of the groundcover is mulch or gravel. *Figures 14, 15.*

5. **Side and Rear Yard Parking Screening.** Parking areas abutting a side or rear yard to a different commercial or residential property shall provide screening in the form of both deciduous and coniferous trees, flowers, shrubs and a low wall or fence to screen the parking area from the adjacent property except in places where adjacent parking lots connect as part of a shared parking arrangement. *Figure 16.*

T. Pedestrian Access

1. **Frontage Sidewalks.** Public sidewalks shall be provided along the full width of all public street frontages, a minimum of 5 feet wide and constructed of concrete. Concrete sidewalks shall be continued across all driveway curbcuts to provide an uninterrupted pedestrian path and visual cue for motorists to watch for people. Where curbs are provided, sidewalk ramps shall be installed to maintain a fully ADA accessible route across the driveway.

2. **Internal Pedestrian Sidewalks.** Dedicated pedestrian paths shall be provided which connect public sidewalks and parking areas to building entries, adjacent properties and other points of interest, with adequate landscaping on either side of the path where appropriate. *Figure 17.*

3. **Dedicated Pedestrian Paths.** Larger parking lot areas with significant distances to and from the building should attempt to provide a dedicated pedestrian path through the parking lot which provides a reasonable protected route through the parking lot. *Figure 18, 19.*

4. **Internal Crosswalks.** Pedestrian connections through parking lots shall be provided with marked crosswalks. *Figures 19, 20.*

5. Asphalt may be used for internal site circulation and other informal pedestrian connections.

U. Vehicle Access

1. **Driveway Curbcuts.** Driveway access from a public street should be limited to no more than one curb cut per street frontage where possible. Driveway widths should be limited to no more than 12 feet wide per vehicle lane (12 feet wide for one-way traffic, 24 feet wide for two-way traffic) to minimize pedestrian crossing distance unless Planning Board determines that wider driveway width is necessary for truck turning radius. All pedestrian sidewalks shall be continued across the full with of driveways.

2. **Shared Driveways.** The use of shared driveways between two or more properties is strongly encouraged to help reduce the number of curbcuts on primary roads and improve vehicle safety. The number of vehicle curbcut driveways into and out of a site should be minimized.

Figure 17. Internal pedestrian sidewalk.

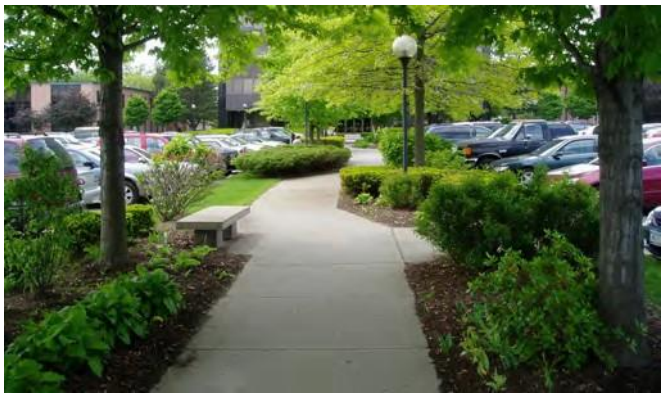


Figure 18. Dedicated pedestrian path. Dedicated pedestrian paths through a parking lot create a more attractive and safer shopping destination, giving people a safe route through the parking area.

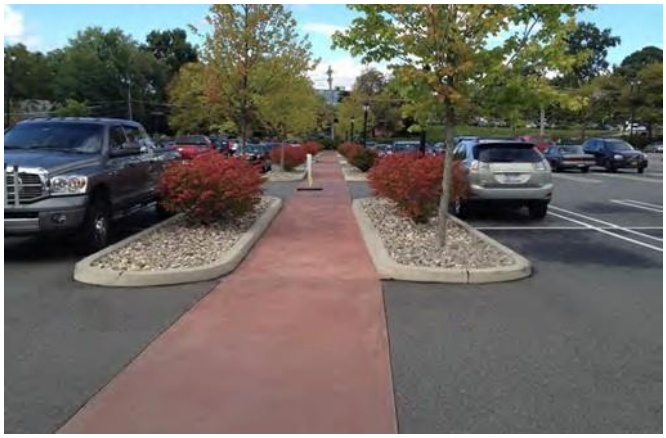


Figure 19. Parking lot pedestrian paths. Another example of a dedicated pedestrian path through a large parking area.

Figure 20. Internal parking lot crosswalk.

Figure 21. Stormwater retention. Use of creative stormwater retention designs can allow for landscaped areas to absorb rainwater locally and filter it without it having to be piped underground, where it can pollute the local waterways. This design has a lowered curb edge which allows the rainwater to flow down into the lowered planting bed where it can be absorbed by the ground and provides water for the plants. A hidden overflow pipe allows excess water to escape to prevent overflow.

Figure 22. Stormwater retention. This example of stormwater retention captures water from the street and stores it in a planting bed where it waters the plants and trees.

Figure 23. Stormwater retention with raingarden.

Figure 24. Stormwater retention in a parking island.

Figure 25. Stormwater retention pond in a housing development designed to look like a natural pond.

Figure 26. Stormwater retention pond at a commercial bank designed to look like a natural area.

V. Stormwater Management

1. Required landscaping areas on site are encouraged to be utilized as integrated stormwater management areas such as recessed parking islands *(Figures 21, 24)*, street tree beds *(Figure 22)*, rain gardens *(Figure 23)*, or retention ponds *(Figures 25, 26)* which capture rainwater on the site, provided they are adequately landscaped and designed to capture the flow of on-site stormwater.

2. **Stone Mulch.** Stone mulch is permitted to be used in parking island landscaping provided it is used in conjunction with a designed stormwater system where other mulch would wash away.

W. Equipment Screening

1. All off-street loading, service, dumpster or mechanical equipment areas shall be located in the rear or side of the building and screened from view from the public right-of-way. Properties with multiple dumpsters shall consolidate their location to a centralized pickup area.

2. Dumpster areas and mechanical equipment shall be screened from view by a wall of landscaping or screening walls on at least three sides which is equal or more in height to the equipment being screened. Materials used should match or complement the exterior materials of the primary building. *Figures 27, 28, 29, 30, 31.*

3. Chain-link fences shall not be used for screening purposes.

4. **Parking Garages.** Parking garages facing a public street or pedestrian sidewalk area shall provide landscape screening along the frontage which consists of at least one ornamental tree between structural supports, as well as low shrub plantings not less than three feet in height and an ornamental fence or decorative wall not less than 4 feet in height around the perimeter.

Figure 27. Screening of mechanical equipment.

Figure 28. Screening of mechanical equipment.

Figure 29. Screening of mechanical equipment.

Figure 30. Screening of mechanical equipment.

Figure 31. Screening of mechanical equipment using landscaping.

X. Building Massing

1. **General.** Overall building massing should be broken up into smaller, discrete parts where possible, especially for larger structures, to avoid the appearance of one monolithic structure and to provide visual interest. *Figures 32, 33.*

2. **Corners.** Corner conditions and building entry areas are encouraged as locations where the building mass should be emphasized or highlighted.

3. **Avoid Blank Wall Areas.** Any significant areas of blank wall, which are devoid of windows, doors or other decorative features, are prohibited along front facades or pedestrian areas. Any remaining exterior wall areas without any windows or doors should be screened with the use of adjacent landscaping such as shrubs and trees to help soften the architecture.

4. **Facade Rhythm.** Building facades should make use of a repeating pattern, expressing the structural bays of the building within, with the use of features such as repeating window groups, columns, or other features which help to tie the design together.

5. **Long Building Facades.** Long building facades, which may stretch for a hundred feet or more, should break up their design massing along public frontages by providing significant articulations in facade depth or height at regular intervals. These can be achieved with facade bump-outs, recesses, roof dormers, changes in materials or similar features. *Figure 34.*

   a. Changes in facade depth or height should be visually strong, measuring between 10 inches to several feet. Depth or height changes of only a few inches give the facade an inauthentic architectural appearance and result in unusable space. Such designs should be avoided.

   b. When using different materials to help break up the facade, avoid the appearance of several different building facades stuck together, which can give the building a cheap appearance.

6. **Columns / Posts.** The proportion of structural elements such as columns, posts or pilasters along a facade should be appropriate to the weight they appear to be carrying so as not to appear weak or thin.

Figure 32. Attractive Building Massing. Simple shapes which are well defined and differentiated with changes in facade depth are encouraged.

Figure 33. Unattractive Building Massing. Attempting to break up the scale of massing of a facade with many little shapes and small depth changes can create a cheap appearance.

Figure 34. Building massing. This long building is nicely broken up with strong depth fluctuations in the facade and roofline which help to identify individual apartment entrances and create balconies.

Y. Roof Design

1. **General.** All new buildings within the Town Center district which are one or two stories tall shall have a sloped roof. All new buildings within the Town Center district which are greater than two stories in height shall have a sloped roof, articulated, or sloped parapet design which is visible from ground level.

   a. Secondary roof areas, for minor elements of the building which are not part of the primary structure or which are out of view from the main road, may be permitted to have a flat roof with approval.

   b. Flat roof structures shall be capped by an articulated parapet design which provides a noticeable "cap" to the building. The parapet on a single-story facade should express at least six inches in overhang depth, and be at least 18 inches tall. Parapet overhang depth and height for taller facades should be increasingly larger.

2. **Roof Pitch.** Sloped roof structures are encouraged to maintain a pitch between 5:12 minimum and 12:12 maximum for all primary roof areas (not including dormers, entry canopies or similar accessory elements.)

3. **Overhangs.** Roof eave and gable overhangs are encouraged to be a minimum of 12 inches deep, with taller or larger buildings providing deeper overhangs which are appropriate for their size and scale.

4. **Roof-Mounted Mechanical Equipment.** Mechanical equipment such as HVAC heating and cooling installed on rooftops shall be fully screened from view from adjacent public right of ways, properties and pedestrian walkways with the use of parapets or sloped parapet roof designs. This screening requirement shall not apply to solar panels installed parallel or flush with the roof surface.

Figure 35. Dunkin Donuts, Malta NY. After the former franchise building burned down, Dunkin Donuts rebuilt their flagship store and bakery to meet the design standards of the town.

Z. Windows, Doors & Entrances

1. **General.** Each principal building on the site should have a clearly defined, highly visible public entrance which is visible from the public street. The primary entry should be highlighted with the use of architectural treatments such as a recess in the façade, an overhang, canopy or awning, raised roofline or parapet, or similar method to highlight its location.

2. **Ground Floor Commercial Areas.** The ground floor areas of a facade, especially along pedestrian sidewalks, should exhibit the highest levels of articulation, with larger window openings and changes in facade depth, especially around entry doors. A minimum of approximately 50% of the ground level pedestrian facade area should consist of window glass.

3. **Upper Floors.** The upper story areas of the facade should consist of approximately a minimum of 20% window glass.

4. **Street Address.** All primary building entrances shall display the local address street number above or adjacent to the entry.

5. **Windowless Areas.** Windowless areas facing public sidewalks shall not exceed 30 feet in width per frontage. (Windowless wall area limitations do not apply to facades facing an alley, service drive or nonpublic street.)

6. **Masonry Openings.** Window and door openings in masonry facades should display a structural lintel above the opening to visually show how it is carrying the weight of the facade above.

7. **Doors Swings.** Public entry and exit doors which swing outward into a public sidewalk shall be recessed into the facade a minimum of three feet to avoid interference with passing pedestrians.

8. **Door Coverings.** Public entry and exit doors shall be designed with roofs, canopies or facade recesses to reduce the fall of rain, snow or ice on pedestrians.

AA. Exterior Materials & Colors

1. **General.** All exterior materials on facades facing a public street shall be in accordance with the Approved Exterior Materials List in Table A on page 68. Smaller scale, natural materials should be used whenever possible, especially on front facades and near pedestrian areas.

2. **Colors.** Exterior building material colors should typically be a natural, subtle, muted shade and of low-reflectance. Brighter, more vibrant colors such as bright red or yellow should generally be reserved for minor accents and highlights only. Examples of colors which are likely to be incompatible include basic primary colors, neon, fluorescent or those which are highly reflective or metallic.

3. **Material & Color Changes.** Changes from one facade material or color to another shall occur at a "hard-edge" or bump out transition in the facade that gives the material a surface to terminate into. Material or color transitions along the horizontal direction should occur at an "inside corner". *Figures 36, 37.*

4. **Primary vs. Secondary Materials.** Facades with an overabundance of different materials or colors are discouraged. When using more than one facade material or color, one should be used as the dominant "primary" theme, with the others used more sparingly as "secondary" materials or colors to accentuate the design.

BB. Facade Appurtenances

1. **General.** Facade Appurtenances, such as porches, awnings, balconies, stoops or galleries are encouraged to be used to give building facades shade, scale and more visual interest, especially along street frontages.

2. **Awnings.** All awnings shall provide a minimum clearance above the sidewalk of at least eight feet, and should be a minimum depth of four feet.

3. **Balconies.** All balconies shall provide a minimum clearance above the sidewalk of at least 12 feet, and should be a minimum depth of four feet.

4. **Porches.** Porches on a front facade shall be a minimum of six feet in depth clear from the face of the facade to the railing, and shall extend no less than 50% of the width of the facade frontage.

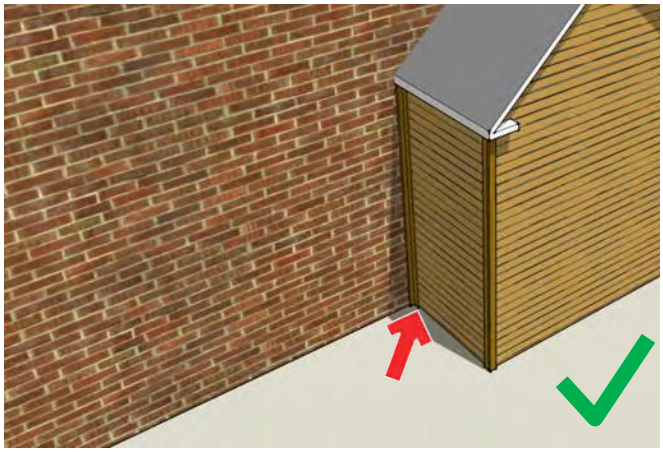


Figure 36. Material transition at inside corner. Changes in facade materials should occur at an "inside edge" (red arrow) to provide a place for the first material to terminate into.

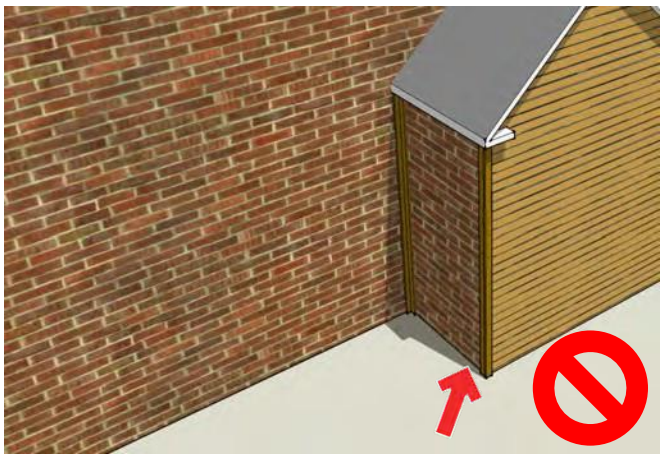


Figure 37. Material transition at outside corner. Changes in facade materials at an "outside edge" are discouraged as they give the facade a thin and cheap appearance.

Figure 38. Full cutoff, downward facing light fixture. This parking lot lamp provides light powered by solar cells on the top of the fixture.

Figure 39. Gas station canopy light. This recessed light in a gas station canopy is ideal because it focuses the light downward and reduces glare to passing motorists.

5. **Stoops.** Stoops shall be no more than six feet deep, not including steps. Stoops may include an overhead roof or canopy above, but shall not be enclosed on the sides.

CC. Exterior Lighting

1. **General**. All lighting shall comply with the Town lighting regulations applicable in all districts. All exterior lighting shall be provided from full cutoff, downward facing fixtures which prevent any light emitted above the 90 degrees horizontal to minimize night sky pollution, glare and spillover onto adjacent properties, unless otherwise noted below. *Figure 38.*

2. **Light Quality and Color.** Exterior lighting is recommended to be provided from Induction or L.E.D. (light emitting diode) fixtures to provide quality light while minimizing energy use, provided the color temperature of the light is between 2500 and 3800 kelvin. Mercury vapor and low pressure sodium lamps are not recommended.

3. **Light Intensity.** Exterior lighting for parking lots and pedestrian areas is encouraged to remain at the lowest acceptable foot-candle levels wherever possible to reduce energy use, glare, light trespass and night sky pollution.
   a. The maximum light level of any exterior fixture shall not exceed 0.5 maintained foot-candles measured at the property line of an adjacent property.
   b. The maximum light level of any exterior fixture shall not exceed 2.0 maintained foot-candles measured at the property line of an adjacent public right-of-way.
   c. Lighting level measurements shall be made at ground level, with the light sensor of the meter pointing upwards.

4. **Parking Lot Lighting.** Light fixtures located within the interior area of a parking lot shall not exceed 30 feet in height. Light fixtures located along the perimeter edge of a parking area shall not exceed 20 feet in height.

5. **Pedestrian Walkway Lighting.** Light fixtures located along pedestrian walkways or paths internal to the site shall not exceed 15 feet in height.

6. **Facade Lighting.** Decorative facade lighting, where used, shall only direct the light downward on the facade. Upward facing facade lighting shall only be permitted in instances where it is installed underneath a canopy, porch or roof overhang which will capture the upward light spill.

7. **Security Lighting.** Security lighting is encouraged to be provided from regular pedestrian fixtures where possible, especially in areas visible from a public way. Where dedicated security “wall packs” may be necessary, it is recommended that they operate on motion sensor activations to limit use.

8. **Vehicular Canopy Lighting.** Light fixtures located underneath vehicle canopies, such as gas station pumps or drive-thru areas, shall be fully recessed or flush within the underside surface to conceal the illumination source and prevent glare. As an alternative, the underside of the canopy may be reflectively illuminated by fixtures facing upwards, provided that there is no light spillover outside of the canopy surface. *Figure 39.*

9. **Landscaping Lights.** Decorative landscaping lighting shall be designed to direct the lighting downward into the planted areas whenever possible. Upward facing landscape lights may be permitted, provided they are low voltage systems which are equipped with automatic switching to turn off the lights no later than one hour after the site is closed to the public, or 11pm, whichever is earlier.

10. **Holiday or Event Lighting.** None of the provisions above shall be construed to limit the temporary use of decorative lights for holidays or special events.

DD. Site Amenities

1. **General.** All new development or redevelopment projects which require site plan review should provide common site amenities such as benches, bicycle racks, trash and recycling receptacles or public transit shelters commensurate with the size of the development and anticipated public use.

2. **Bicycle Racks.** One (1) bicycle parking or storage space should be provided for each commercial use or building, plus an additional one (1) bicycle parking or storage space for every (25) required automobile parking spaces. For residential uses, one (1) bicycle parking or storage space should be provided for every (5) dwelling units.

3. **E.V. Car Charging.** Electric Vehicle (E.V.) Charging Terminals are encouraged to be provided at destination sites where there are restaurants, shops or offices which are designed to cater to large numbers of people.

TOWN CENTER COMMERCIAL DISTRICT (T4)

A. General Design Principles

1. **Attractive but Convenient Front Yards.** Some front yard parking may be provided, but should be limited in favor of a well landscaped and pedestrian friendly environment, with shaded and safe routes for people to walk and relax which link to surrounding buildings, properties and parking areas.

2. **Keep Things Green.** Design emphasis should be in providing green lawns, robust landscaped areas and plenty of shade trees wherever possible.

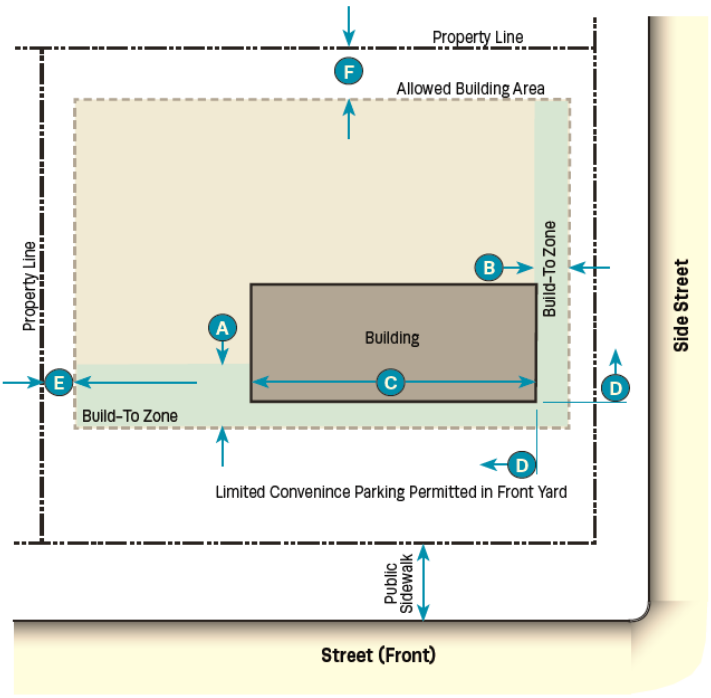
3. **Create a Local Identity.** The architecture of the Town Center should reflect the vision of Plattsburgh. Avoid or minimize corporate chain architectural styles.

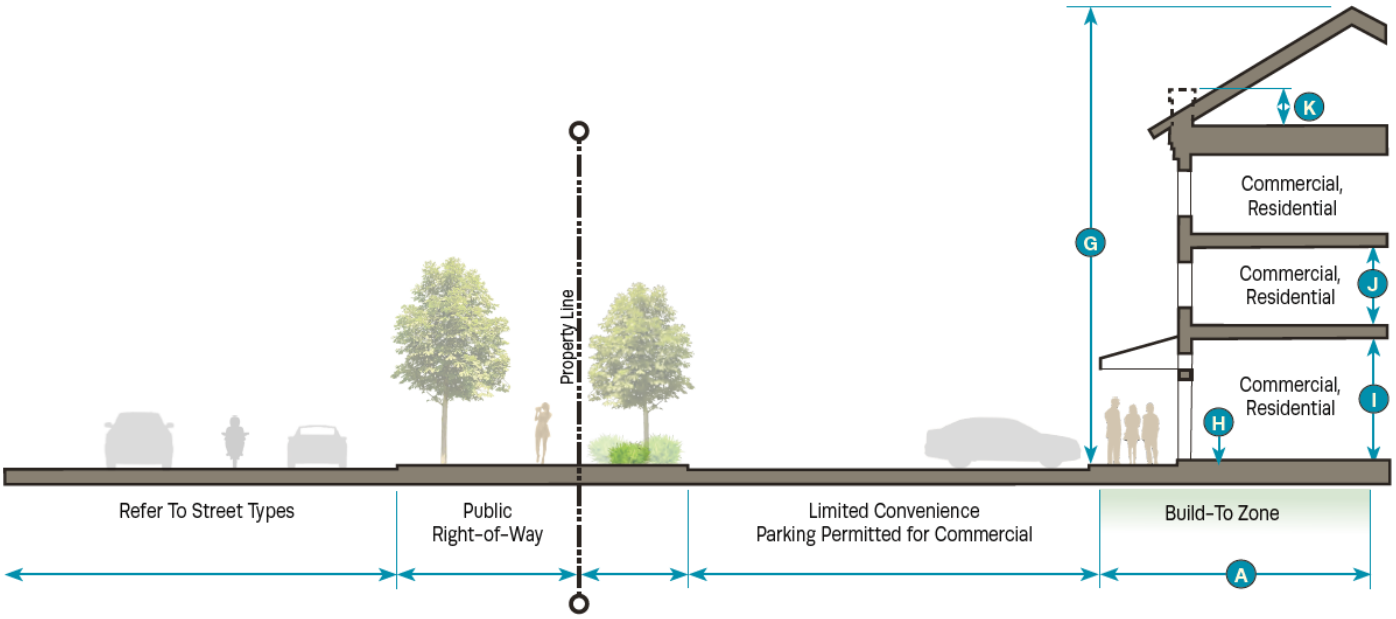
T4 TOWN CENTER COMMERCIAL

The T4 Town Commercial District is intended to be the general commercial area of the Town of Plattsburgh, a mix of both commercial and residential buildings.

Less intensive than the Town Center, this neighborhood is also intended to provide walkable streets and sidewalks, but with deeper front yards which can provide more attractive front lawns or some limited convenience off-street parking in front of commercial stores. Residential properties provide parking in the rear, sometimes accessed via alleys.

In this neighborhood, commercial and residential uses can be found, but not always within the same building. Some commercial properties may prefer to serve as stand-alone buildings, catering to a more vehicle-centric highway commercial purpose, while a variety of multi-family residential properties in the area provide apartments and townhomes with inviting front porches and covered stoops. The larger front lawns and landscaping provide the backdrop to tree-lined sidewalks, with some limited convenience parking buffered from the sidewalk.





TOWN CENTER COMMERCIAL T4

Building Setbacks

Build-To Zone (Distance from Property Line)

Front Facade	40' min. to 60' max.	A
Side Street Facade	20' min. to 40' max.	B

Building Facade Width at Built-To Zone

Front	50% width of Development Area min.	C
Side Street	30' min.	

Corner properties: Both street facing facades of corner properties must be built within the Build-to Zone for the first 30' min. from the corner. D

Other Setbacks (Minimum distance from property line)

Side - Principal Structure	20' min.	E
Accessory Structure	5' min.	
Rear - Principal Structure	20' min.	F
Accessory Structure	10' min.	

Parking Setbacks (Minimum distance from property line)

Front Yard	5' min.
Side Street	5' min.
Side Yard	10' min.
Rear Yard	10' min.

Building Form

Height

Principal Building	2 story minimum[1] / 50' max.	G
Accessory Structure	25' max.	
Ground Floor Elevation	1' max. above sidewalk (Commercial)	
	4' min. above sidewalk (Residential)	H
Ground Floor Ceiling	14' min. (Commercial Only)	I
Upper Floor(s) Ceiling	9' min.	J
Parapet (if applicable)	3' min.	K

Lot Dimensions

Lot Size	20,000 s.f. min.
Lot Width/ Frontage	100' min.
Lot Depth	100' min.
Greenspace	25% min.

[1] = Refer to specific design standards for the T4 district.

Build-To Zone

New building facades fronting a public street within the T4 District are required to locate a majority of the facade within the Build-To Zone to maintain a consistent street wall along the road.

Two Story Minimum

New buildings within the T4 district are required to have a two-story minimum building height along the front facade facing the public street to maintain a consistent facade presence. The second story must contain habitable or occupy-able space - false facades or second-floor attic space shall not count toward this requirement.

Corner Properties

Both street facing facades of corner properties must be built within the Build-to Zone for the first 30' min. from the corner.

Uses

Commercial and residential uses are permitted on the ground floor, as well as the floors above. If residential uses are proposed on the ground floor facing a public street, the first floor elevation should be raised a minimum of four feet above the sidewalk grade outside to provide additional privacy. A raised entry for residential uses on the ground floor is not required for entryways facing an internal courtyard or rear of the building not facing a public street.

Front Yard Parking

A limited amount of convenience parking is permitted in the front yard area for commercial properties in this district. The front yard parking is limited to no more than a single row of 10 parking spaces, inclusive of ADA Accessible spaces. Wherever possible, the spaces should be located up against the building/walkway area, leaving the access drive lane toward the road, buffered from the sidewalk with adequate landscaping. All other on-site parking must be located in the side or rear of the building.

Design Guidelines

Refer to the following pages for design requirements which are specific to the T4 district.

B. Site Planning

1. **Consistent Streetwall.** Primary buildings shall be located along the front of the property, close to the public way and pedestrian areas. Building facades shall be constructed parallel to the front lot line to help create a consistent street wall along the sidewalk. *Figure 1.*

2. **Shared Access.** Shared curbcuts, driveways and parking lots are strongly encouraged to reduce the amount of paved parking area and provide access management improvements. *Figure 2.*

3. **Solar Access.** It is recommended that new construction orient buildings and rooflines to accommodate existing (or future) solar panel installations with southern exposures.

4. **Front Yard Design.** The area between the building facade and the road should generally be limited to landscaping, pedestrian amenities and outdoor plazas or dining areas. Limited convenience parking may be provided in the front yard to directly serve ground floor commercial uses facing the street. The remainder of on-site parking shall be provided at the side or rear of the building.
   - **a.** Convenience parking shall be limited to no more than one row of parking spaces along the frontage.
   - **b.** Any such convenience parking provided should be oriented toward the building side, with the driving aisle on the street side.
   - **c.** Convenience parking areas are not permitted in front yards located at street corner intersections.

5. **Minimized Impervious Surfaces.** Paved vehicle parking areas, driveways and curbcuts shall be limited to the minimum required clearance dimensions and amounts to reduce unnecessary impervious surface area wherever possible.

6. **Gas Stations.** Gas stations are encouraged to locate their building toward the front of the lot, with the pump canopy behind or toward the rear of the lot as shown in Figure 3. Pump canopies, if provided, should match the style and materials of the building roof.

7. **Drive thru facilities.** Drive thru windows should be located at the side or rear of the building so that they do not face a public street. At corner locations, drive thru windows should be located at the rear of the building. Vehicle canopies, if provided, should match the style and materials of the building roof.

8. **Mass Transit.** All new roads shall be constructed to allow for the accommodation of mass transit, using such methods as reserving additional right of way intermittently along roads to allow for future bus stops (or similar).

C. Landscaping

1. **Existing Site Character.** Existing mature trees, notable vegetation and site topography should be considered for preservation and incorporation into the site plan design, as it may provide opportunities to enhance the design.

2. **Front Yard Design.** The front yard area between the building facade and the road, where not occupied by permitted convenience parking or driveway, shall be limited to acceptable landscaping, pedestrian walkways, amenities and outdoor patios or dining areas only. *Figure 5.*

3. **Acceptable Landscaping.** All greenspace areas on the site shall be covered by one or more of the following:
   - **a.** lawn or sod
   - **b.** trees and shrubbery
   - **c.** nursery plants or other variety of groundcover with appropriate non-stone mulch. Stone mulch is discouraged except as described in subsection G - Stormwater Management.
   - **d.** native vegetation

4. **Building Perimeter Landscaping.** A variety of shrubs and flowers with non-stone mulch shall be provided along the base of the entire building perimeter, at least 3 feet in depth from the facade. *Figures 6 and 7.*

5. **Pedestrian Walkway Landscaping.** Pedestrian walkway and outdoor patio plaza areas should be accented where possible with a dense planting of a variety of shrubs and flowers to create an attractive and welcoming setting. *Figure 8.*

6. **New Site Trees.** Where pre-existing native trees on the site cannot be preserved or do not exist, new tree plantings should be incorporated into the site where possible to provide shade in larger areas of lawn. *Figure 5.*

7. **Street Trees.** Street trees shall be provided along all public road frontages approximately 50 feet on center. The trees shall be provided either within a minimum five foot wide continuous lawn strip/planting bed between the public sidewalk and the road; or within a minimum five foot by five foot tree grate set within the sidewalk for areas with on-street parking. Street trees shall be shade trees (not ornamental) with a minimum caliper of three inches and a minimum height of eight feet.

8. **Continuous Sidewalks.** Concrete sidewalks shall be continued uninterrupted across driveways and curbcuts to provide a safer and clearer path for pedestrians and act as a visual warning to motorists. *Figure 9.*

D. Parking Lot Landscaping

1. **General.** All new or reconfigured surface parking areas within 100 feet from an abutting public street shall meet the Parking Lot Landscaping requirements for the Town Center (T5) district, except as modified below.
   a. Convenience parking areas in the front yard, where provided, shall be kept a minimum of eight feet from the public sidewalk.

2. **Frontage Perimeter Bulb-Out.** All parking areas abutting a public right-of-way frontage shall provide landscaped bulb-outs so that there are not more than 25 continuous parking spaces in a row uninterrupted along that frontage without a landscaped bulb-out. The bulb-out should be equal in width and depth to the adjacent parking spaces, shall include at least one ornamental tree, as well as groundcover including grass, shrubs or flowers where not more than 50% of the groundcover is mulch or gravel. *Figures 10, 12.*

3. **Corner Bulb-Out.** A landscaped bulb-out should be located at the ends of any perimeter parking rows, such as parking lot corners, or abutting a vehicle travel lane. The bulb-out should be equal in width and depth to the adjacent parking spaces, shall include at least one ornamental tree, as well as groundcover including grass, shrubs or flowers where not more than 50% of the groundcover is mulch or gravel. These corner conditions are ideal locations to include pedestrian walkways. *Figure 13.*

4. **Internal Landscaped Islands.** Internal parking rows should provide landscaped islands at either end of the rows of parking, as well as at intermediate locations so that there are not more than 25 continuous parking spaces in a row without a landscaped island. The islands shall be equal in length to the rows and at least 9 feet wide, or of equivalent size if an irregular shape is necessary. Islands shall include at least 2 trees with shrubs, flowers, grass or other plantings so that not more than 50% of the groundcover is mulch or gravel. *Figures 14, 15.*

5. **Side and Rear Yard Parking Screening.** Parking areas abutting a side or rear yard to a different commercial or residential property shall provide screening in the form of both deciduous and coniferous trees, flowers, shrubs and a low wall or fence to screen the parking area from the adjacent property except in places where adjacent parking lots connect as part of a shared parking arrangement. *Figure 16.*

6. **Stormwater Management.** Required parking lot landscaping areas may be suitably replaced with, and are encouraged to incorporate, integrated stormwater management areas such as rain gardens which capture rainwater on the site, provided they are adequately engineered, landscaped and maintained.

7. **Parking Garages.** Parking garages facing a public street or pedestrian sidewalk area shall provide a minimum of ten foot wide landscaped buffer from the public sidewalk, which consists of at least one ornamental tree per structural bay, as well as low shrub plantings not less than three feet in height and an ornamental fence or wall not less than 5 feet in height.

E. Pedestrian Access

1. **Frontage Sidewalks.** Public sidewalks shall be provided along the full width of all public street frontages, a minimum of 5 feet wide and constructed of concrete. Concrete sidewalks shall be continued across all driveway curbcuts to provide an uninterrupted pedestrian path and visual cue for motorists to watch for people. Where curbs are provided, sidewalk ramps shall be installed to maintain a fully ADA accessible route across the driveway.

2. **Internal Pedestrian Sidewalks.** Dedicated pedestrian paths shall be provided which connect public sidewalks and parking areas to building entries, adjacent properties and other points of interest, with adequate landscaping on either side of the path where appropriate. *Figure 17.*

3. **Dedicated Pedestrian Paths.** Larger parking lot areas with significant distances to and from the building should attempt to provide a dedicated pedestrian path through the parking lot which provides a reasonable protected route through the parking lot. *Figure 18, 19.*

4. **Internal Crosswalks.** Pedestrian connections through parking lots shall be provided with marked crosswalks. *Figures 19, 20.*

5. Asphalt may be used for internal site circulation and other informal pedestrian connections.

F. Vehicle Access

1. **Parking Location.** All new surface parking areas shall be kept at the side or rear of the building whenever possible, except where limited convenience parking is permitted for ground floor commercial uses as described in (B) Site Planning above. Side yard parking areas shall not extend closer to the street than the front facade of the building, except where necessary to connect with allowable convenience parking.

2. **Shared Access and Parking.** Shared vehicular and pedestrian access between adjacent parking lots is strongly encouraged. All new or reconfigured parking lots should provide vehicular connections to adjacent property parking lots where feasible, unless waived by the reviewing board due to existing site complexities.

3. **Driveway Curbcuts.** Driveway access from a public street should be limited to no more than one curb cut per street frontage where possible. Driveway widths should be limited to no more than 12 feet wide per vehicle lane (12 feet wide for one-way traffic, 24 feet wide for two-way traffic) to minimize pedestrian crossing distance unless the Planning Board determines that a wider driveway width is necessary for truck turning radius. All pedestrian sidewalks shall be continued across the full with of driveways.

4. **Shared Driveways.** The use of shared driveways between two or more properties is strongly encouraged to help reduce the number of curbcuts on primary roads and improve vehicle safety. The number of vehicle curbcut driveways into and out of a site should be minimized.

G. Stormwater Management

1. Required landscaping areas on site are encouraged to be utilized as integrated stormwater management areas such as recessed parking islands *(Figures 21, 24)*, street tree beds *(Figure 22)*, rain gardens *(Figure 23)*, or retention ponds *(Figures 25, 26)* which capture rainwater on the site, provided they are adequately landscaped and designed to capture the flow of on-site stormwater.

2. **Stone Mulch.** Stone mulch is permitted to be used in parking island landscaping provided it is used in conjunction with a designed stormwater system where other mulch would wash away.

H. Equipment Screening

1. All off-street loading, service, dumpster or mechanical equipment areas shall be located in the rear or side of the building and screened from view from the public right-of-way. Properties with multiple dumpsters shall consolidate their location to a centralized pickup area.

2. Dumpster areas and mechanical equipment shall be screened from view by a wall of landscaping or screening walls on at least three sides which is equal or more in height to the equipment being screened. Materials used should match or complement the exterior materials of the primary building. *Figures 27, 28, 29, 30, 31.*

3. Chain-link fences shall not be used for screening purposes.

I. Building Massing

1. **General.** All new structures within the Town Commercial district shall comply with the design guidance provided for building massing in the Town Center (T5) district, except as modified below.

2. **Street Corners and Entrances.** The massing of commercial (not residential) buildings is encouraged to be emphasized at street corner locations and where public entrances are located.

J. Roof Design

1. **General.** All new buildings within the T4 district, which are one or two stories tall shall have a sloped roof all new buildings within the Town Center district which are greater than two stories in height shall have a sloped roof, articulated, or sloped parapet design which is visible from ground level

2. **Roof Pitch.** Sloped/pitched roof structures are encouraged to maintain a pitch between 5:12 minimum and 12:12 maximum for all primary roof areas (not including dormers, entry canopies or similar accessory elements.)

3. **Overhangs.** Roof eave and gable overhangs are encouraged to be a minimum of 12 inches deep, with taller or larger buildings providing deeper overhangs appropriate for their size and scale.

4. **Roof-Mounted Mechanical Equipment.** Mechanical equipment such as HVAC heating and cooling installed on rooftops shall not be visible from adjacent public right of ways, properties and pedestrian walkways. This requirement does apply to solar panels installed parallel or flush with the roof surface.

5. **Roof Mounted Solar Panels.** Roof mounted solar panels should be installed parallel to the sloped roof surface, with no portion of the panel system extending more than eight inches from the surface of the roof.

K. Windows, Doors & Entrances

1. **General.** All commercial buildings and residential structures shall have a clearly defined and visible point of entry

2. **Visible Entry Point.** Each principal building or residential unit on the site should have a clearly defined, highly visible entrance. The primary entry should be highlighted with the use of architectural treatments such as a recess in the facade, an overhang, canopy or awning, raised roofline or parapet, or similar method to highlight its location. Commercial building entries shall be readily visible from a public street, however residential building entries may be located in the sides or rear of the building as may be appropriate.

3. **Ground Floor Commercial Areas.** The ground floor areas of a facade, especially along pedestrian sidewalks, should exhibit the highest levels of articulation, with larger window openings and changes in facade depth, especially around entry doors. A minimum of approximately 50% of the ground level pedestrian facade area should consist of window glass.

4. **Upper Floors.** The upper story areas of the facade should consist of approximately a minimum of 20% window glass.

5. **Street Address.** All primary building entrances shall display the local address street number above or adjacent to the entry.

6. **Windowless Areas.** Windowless areas facing public sidewalks shall not exceed 30 feet in width per frontage. (Windowless wall area limitations do not apply to facades facing an alley, service drive or nonpublic street.)

7. **Masonry Openings.** Window and door openings in masonry facades should display a structural lintel above the opening to visually show how it is carrying the weight of the facade above.

8. **Door Coverings.** Public entry and exit doors shall be designed with roofs, canopies or facade recesses to reduce the fall of rain, snow or ice on pedestrians.

L. Exterior Materials & Colors

1. **General.** All exterior materials on facades shall be in accordance with the Approved Exterior Materials List in Table A on page 68 and as otherwise provided for the Town Center (T4) district.

M. Facade Appurtenances

1. **General.** Facade Appurtenances, such as porches, awnings, balconies, stoops or galleries shall be the same as those for the Town Center (T5) district.

N. Exterior Lighting

1. **General.** All exterior lighting shall be the same as those for the Town Center (T5) district, except as otherwise noted below.

2. **Pedestrian Walkway Lighting.** Light fixtures located along pedestrian walkways or paths internal to the site shall not exceed 10 feet in height. The use of small scale pedestrian illuminated bollards is recommended.

O. Site Amenities

1. **General.** All site amenities shall be the same as those for the Town Center (T5) district, except as otherwise noted below.

2. **Bicycle Racks.** One (1) bicycle parking or storage space

should be provided for each commercial use or building, plus an additional one (1) bicycle parking or storage space for every (25) required automobile parking spaces. For residential uses, one (1) bicycle parking or storage space should be provided for every (2) dwelling units.

P. Mechanical & Utility Areas

1. Ground mounted mechanical equipment such as transformer pads, HVAC heating and cooling systems, solar panel installations shall be the same as those for the Town Center (T5) district.

2. All new utility lines shall be buried underground, especially along new roads.

TOWN CENTER NEIGHBORHOOD DISTRICT (T3C)

A. General Design Principles

1. **Small Scale / Simple Massing.** The desired residential neighborhood character here is best created by the joining together of a few simple massing elements, clearly defined and differentiated from each other, with changes in depth to create shadows.

2. **Small Scale Commercial.** Although primarily a residential district, some small scale commercial uses are permitted. Commercial uses should try to blend in with the residential character of the surrounding area.

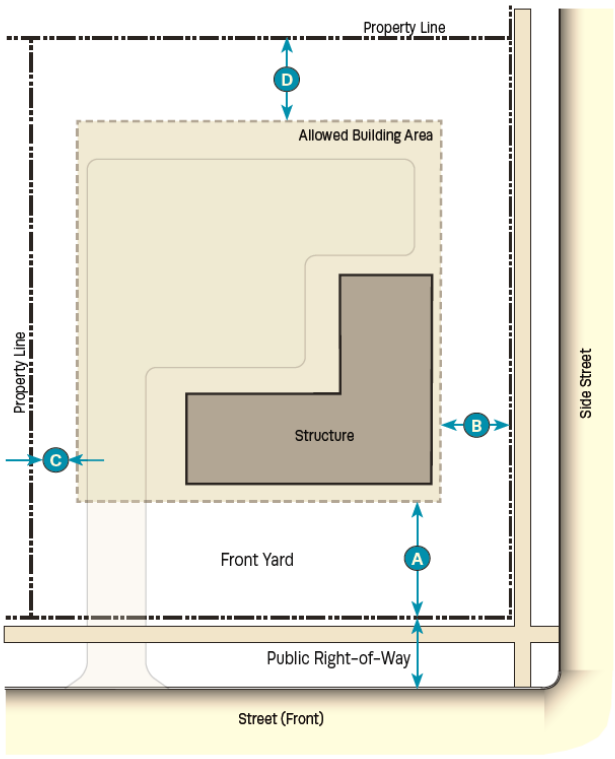
3. **Emphasis on Front Yards.** Parking for commercial properties is kept to the side or rear of the lot to maintain an attractive front lawn area. Residential properties should keep their garages in the rear of the lot, set back from the front of the house to minimize its visibility from the street.

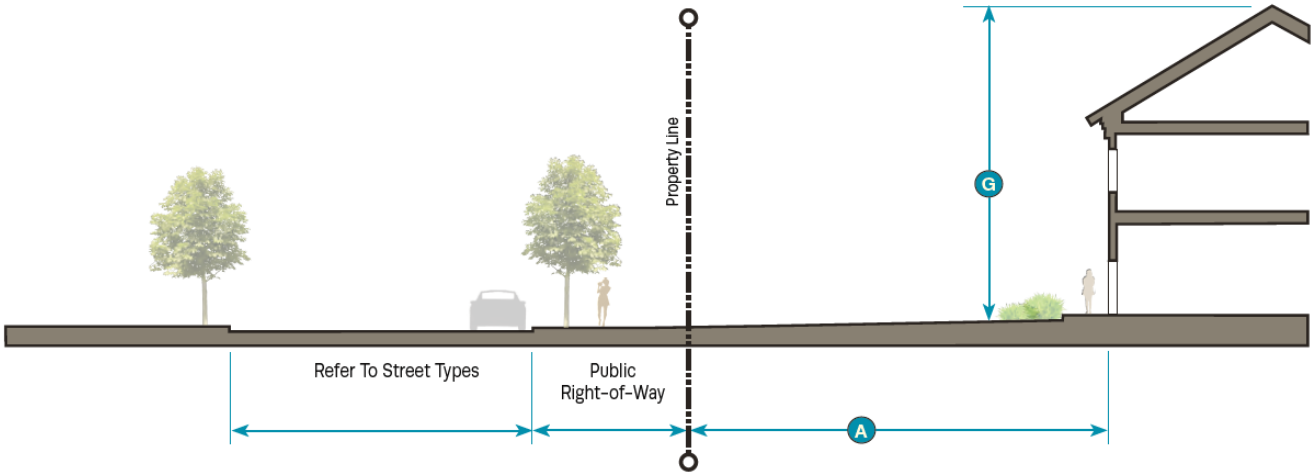
T3C TOWN CENTER NEIGHBORHOOD

The T3C Town Center Neighborhood District is intended to be a residential neighborhood which allows some limited multi-family and commercial uses along the outskirts of the Town Center. These neighborhoods are composed of smaller scale, one and two story structures with pitched roofs.

While a majority of the structures are single family residences, it also includes a mix of moderate density multifamily housing and small-scale commercial uses found along the primary road corridors, appropriately scaled to a residential neighborhood. The neighborhood provides ample sidewalks and street trees providing pedestrian connections through the neighborhoods to nearby commercial uses.

Commercial uses locate their parking in the side or rear of the lot to maintain an attractive front yard area. Residential garages and parking areas are not typically visible from the street, but are instead set back toward the rear of the lot, oriented to the side of the house, or accessed from the back via rear alleys.





TOWN CENTER NEIGHBORHOOD T3C

Building Setbacks

Principal Structure (Distance from Property Line)		
Front Yard	40' min.	A
Front Yard / Side street	20' min.	B
Side Yard	15' min. one side / 25' min. total	C
Rear Yard	30' min.	D
Accessory Structure		
Side Yard	5' min.	C
Rear Yard	5' min.	D

Building Form

Height		
Principal Building	35' max.	G
Accessory Structure	18' max.	

Lot Dimensions

Lot Size	9,000 s.f. min.
Lot Width/ Frontage	75' min.
Lot Depth	120' min.
Greenspace	25%

B. Site Planning

1. **Consistent Streetwall.** Front facades shall be constructed parallel to the street. *Figure 42.*

2. **Solar Access.** It is recommended that new construction orient buildings and rooflines to accommodate future solar panel installations with direct southern exposures.

3. **Front Yard Design.** The front yard area between the facade and the road should be limited to lawn, landscaping, pedestrian walkways and necessary driveway access only. No vehicle parking or storage areas shall be permitted in the front yard.

4. **Minimized Impervious Surfaces.** Paved vehicle parking areas, driveways and curbcuts shall be limited to the minimum required clearance dimensions and amounts to reduce unnecessary impervious surface area wherever possible.

5. **Gas Stations.** Gas stations are encouraged to locate their building toward the front of the lot, with the pump canopy behind or toward the rear of the lot. Pump canopies, if provided, should match the style and materials of the building roof. *Figure 3.*

6. **Single Family Garages.** Vehicle garages, if provided, should be located or oriented to reduce visibility from the road using one of the following methods: *Figures 40, 41.*

   a. Locating the garage as a detached or semi-detached structure toward the rear of the lot, with a narrow driveway passing past the house. The driveway may widen toward the rear of the property if necessary.

   b. Locating the garage at the rear of the property, with driveway access provided from a rear alley instead of at the front of the lot.

   c. Locating the garage at the side of the house, oriented away from the road, so that a vehicle would turn to pull into or out of the garage.

7. **Multi Family Garages.** Vehicle garages in multi-family residential structures, if provided, should be located or

oriented to eliminate visibility from the road by locating the garage at the back of the property or within the rear ground floor of the structure, with driveway access provided from a rear alley and not visible from the front.

C. Landscaping

1. **Existing Site Character.** Existing mature trees, notable vegetation, waterways and other site features should be considered for preservation and incorporation into a residential development design to enhance the attractiveness of the neighborhood.

2. **Acceptable Landscaping.** All greenspace areas on the site shall be covered by one or more of the following:
   - **a.** lawn or sod
   - **b.** trees and shrubbery
   - **c.** nursery plants or other variety of groundcover with appropriate non-stone mulch. Stone mulch is discouraged except as described in subsection G - Stormwater Management.
   - **d.** native vegetation

3. **Street Trees.** In areas of new construction, street trees shall be provided along all public road frontages approximately 50 feet on center. The trees shall be provided within a minimum five foot wide continuous lawn strip/planting bed between the public sidewalk and the road. Street trees shall be shade trees (not ornamental) with a minimum caliper of three inches and a minimum height of eight feet.

4. Commercial and Multifamily Uses. New commercial and multifamily construction shall provide building perimeter landscaping, pedestrian walkway landscaping, and continuous sidewalks as required in the T4 district.

D. Parking Lot Landscaping

1. Parking lot landscaping for all new commercial and multi-family construction within the T3C district shall be the same as required in the T4 district, except as otherwise described below:
   - **a.** Parking areas shall be screened from adjacent residential properties by a continuous opaque fence no less than four feet in height, with a row of plantings consisting of a mixture of coniferous and deciduous hedges, bushes and ornamental trees facing the

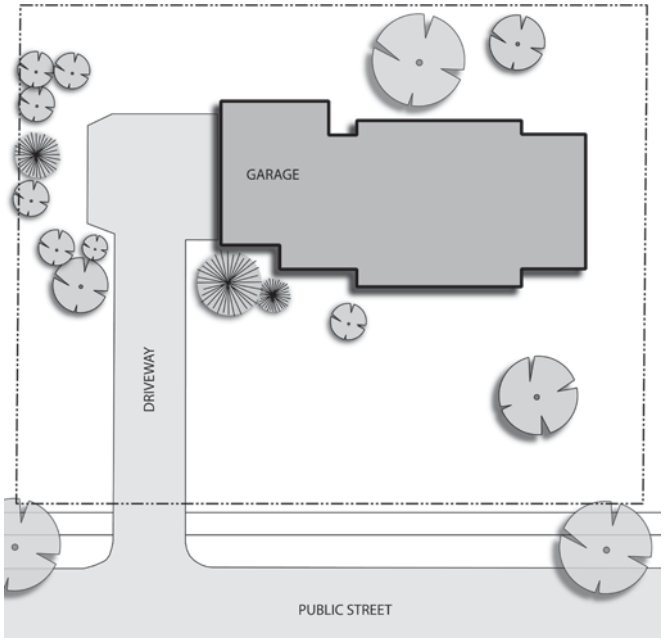


Figure 40. Side oriented garage. The scale and architecture of this home is improved by moving the garage doors to the side of the house where they are not a dominant feature of the front facade.

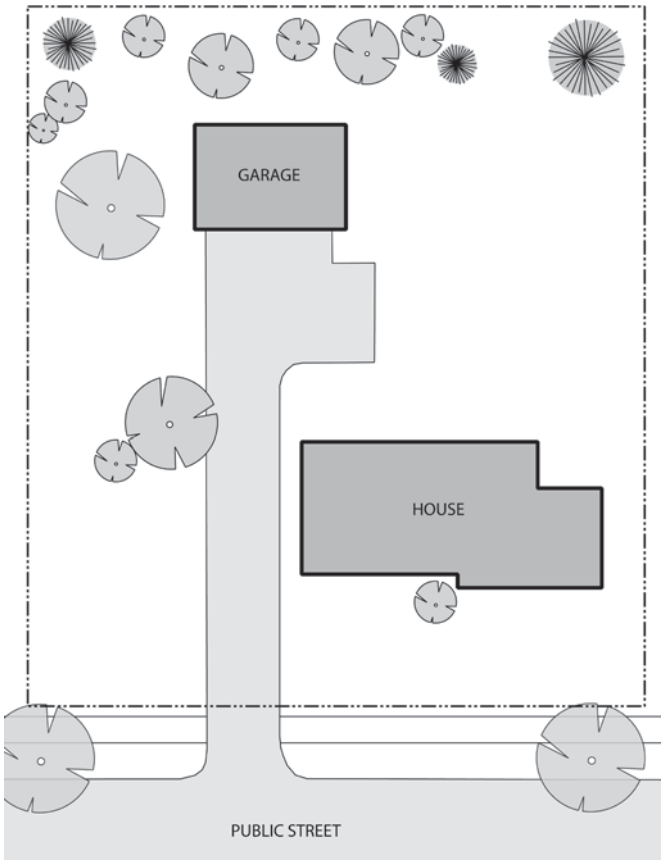


Figure 41. Garage stepped back from road. The scale and architecture of this home is improved by moving the garage to the rear of the lot so it is not a dominant feature of the front facade.

Figure 42. Locating buildings at a similar distance parallel to the right of way creates a consistent street wall.

Figure 43. Townhomes and apartments—a view from the front shows that despite the length of the building it is nicely broken up in scale and massing, with no visible driveways or garage doors.

Figure 44. Townhomes and apartments—a view from the back shows that the vehicle access and garage doors are accessed from the back of the lot via an alley.

adjacent property. Refer to the Acceptable Materials Table A for recommended fence materials. The screening should extend the full width of the parking area where is abuts an adjacent residential property.

b. **Internal Landscaped Islands.** Parking areas with double-aisles of parking shall provide landscaped islands at either end of the rows of parking, as well as at intermediate locations so that there are not more than 25 continuous parking spaces in a row without a landscaped island. The islands shall be at least nine feet wide and equal in depth to the rows of parking, providing at least 2 trees with shrubs, flowers, grass or other plantings so that not more than 50% of the groundcover is mulch or gravel.

2. **Landscape Walls.** Constructed landscape walls and retaining walls, if used as part of a commercial or multifamily development, shall be made of materials which match or complement the exterior building materials, such as brick, stone or wood.

3. **Stormwater Management.** Parking lot landscaping areas are strongly encouraged to provide integrated stormwater management areas such as rain gardens which capture rainwater on the site, provided they are adequately engineered, landscaped, and maintained.

E. Pedestrian Access

1. **Frontage Sidewalks.** Public sidewalks shall be provided along the full width of all public street frontages, a minimum of 5 feet wide and constructed of concrete. Where curbs are provided, sidewalk ramps shall be installed to maintain a fully ADA accessible route.

2. **Internal Crosswalks.** Pedestrian connections through parking lots shall be provided with marked crosswalks.

F. Vehicle Access

1. **Multifamily Parking Location.** For all new commercial and multifamily construction, parking areas shall be kept at the side or rear of the building. No new parking areas shall be permitted in the front yard of the property, or closer to the street than the front facade. *Figures 43, 44.*

2. **Driveway Curbcuts.** Driveway widths should be limited to no more than 12 feet wide per vehicle lane (12 feet wide for

one-way traffic, 24 feet wide for two-way traffic) to minimize pedestrian crossing distance.

G. Stormwater Management

1. Required landscaping areas on site for new commercial and multi-family construction are encouraged to utilize integrated stormwater management areas as recommended for the T4 district.

H. Equipment Screening

1. All off-street loading, service or dumpster areas for new commercial or multifamily development shall be as described for the T4 district.

I. Building Massing

1. **Multifamily.** All new multifamily structures within the Town Center Residential district shall comply with the design guidance provided for building massing in the Town Center (T5) district.

2. **Single Family.** All new single family residential structures within the Town Center Residential district are strongly encouraged to follow the general massing recommendations below:

   a. **Porches.** Provide deep front porches for the front entry to provide shade and a welcoming entry point. Houses at corner intersections are encouraged to wrap the porch around the corner. Porches should be deep and wide enough to accommodate a table and some chairs for relaxing.

   b. **Simple Massing.** All designs are encouraged to be formed from the joining of simple massing elements, clearly defined and differentiated from each other with very noticeable changes in depth. Avoid an overly complex appearance created by too many shapes and only minor changes in depth, which can create a cheap appearance.

J. Roof Design

1. **General.** All new buildings within the Town Center Residential district shall have a sloped/pitched roof, generally between 7:12 minimum and 12:12 maximum slope. All roof slopes should be consistent on a structure.

2. **Overhangs.** Roof eave and gable overhangs are encouraged to be a minimum of 14 inches deep. Structures with dominant roof designs are encouraged to go deeper.

3. **Roofline Changes.** Changes in height from one roofline to another should be visually significant, at least 18 inches. Avoid changes from one roofline to the next which is only separated by a few inches.

K. Windows

1. **Window Proportion.** Residential windows within the Town Center Residential district are encouraged to have a vertical proportion, generally taller than they are wide. All of the windows on a given facade should be of the same general style and the same general proportion in width to height ratio. Exceptions to this may occur for specialty items such as bay windows, picture windows, sliding glass doors and similar features.

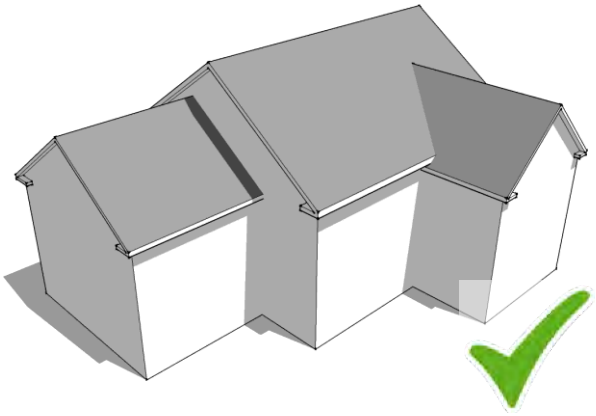


Figure 45. Simple Massing and Rooflines.

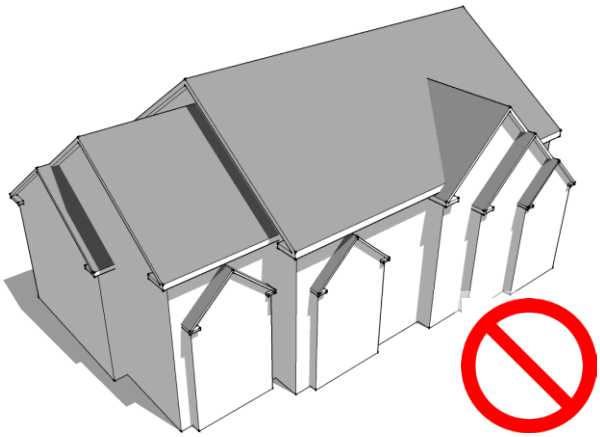


Figure 46. Overly Complex Massing and Rooflines.

2. Window Types. Residential windows are encouraged to be double-hung, awning or picture window style wherever possible. Casement or sliding windows are discouraged. Sliding glass doors shall not be used on front facades.

L. Exterior Materials & Colors

1. **General.** All exterior materials on facades facing a public street shall be in accordance with the Approved Exterior Materials List in Table A on page 68, and shall otherwise comply with the design guidance provided for the Town Center (T3) district, except as noted below:
   a. **Colors.** Brighter, more vibrant colors such as bright red or yellow should not be used.

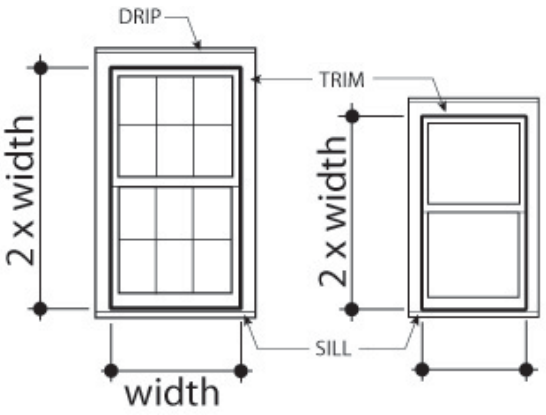


Figure 47. Window proportion.

M. Facade Appurtenances

1. **General.** Facade appurtenances, such as porches, balconies, or stoops are encouraged to be used to give building facades shade, scale and more visual interest.

2. **Balconies.** All balconies should be a minimum depth of four feet.

3. **Stoops.** Stoops shall be no more than six feet deep, not including steps. Stoops may include an overhead roof or canopy above, but shall not be enclosed on the sides.

N. Exterior Lighting

The following provisions apply to multifamily residential developments only, and do not apply to single family residences.

1. **General.** All lighting shall comply with the Town lighting regulations applicable in all districts. All exterior lighting shall be provided from full cutoff, downward facing fixtures which prevent any light emitted above the 90 degrees horizontal to minimize night sky pollution, glare and spillover onto adjacent properties, unless otherwise noted below.

2. **Light Quality and Color.** Exterior lighting is recommended to be provided from Induction or L.E.D. (light emitting diode) fixtures to provide quality light while minimizing energy use, provided the color temperature of the light is between 2500 and 3800 kelvin. Mercury vapor and low pressure sodium lamps are not recommended.

3. **Light Intensity.** Exterior lighting for parking lots and pedestrian areas is encouraged to remain at the lowest acceptable foot-candle levels wherever possible to reduce energy use, glare and night sky pollution.

4. **Parking Lot Lighting.** Light fixtures located within the interior area of a parking lot shall not exceed 20 feet in height. Light fixtures located along the perimeter edge of a parking area shall not exceed 15 feet in height.

5. **Pedestrian Walkway Lighting.** Light fixtures located along pedestrian walkways or paths internal to the site should be provided by illuminated bollards wherever possible, not exceeding four feet in height.

6. **Facade Lighting.** Decorative facade lighting is not permitted.

7. **Security Lighting.** Security lighting is encouraged to be provided from regular pedestrian fixtures where possible, especially in areas visible from a public way. Where dedicated security “wall packs” may be necessary, it is recommended that they operate on motion sensor activations to limit use.

8. **Landscaping Lights.** Decorative landscaping lighting shall be designed to direct the lighting downward into the planted areas whenever possible. Upward facing landscape lights may be permitted, provided they are low voltage systems which are equipped with automatic switching to turn off the

lights no later than 10pm.

9. **Holiday or Event Lighting.** None of the provisions above shall be construed to limit the temporary use of decorative lights for holidays or special events.

O. Site Amenities

1. **General.** All new development or redevelopment projects which require site plan review should provide common site amenities such as benches, bicycle racks, trash and recycling receptacles or public transit shelters commensurate with the size of the development and anticipated public use.

2. **Bicycle Racks.** One (1) bicycle parking or storage space should be provided for each residential dwelling unit.

P. Mechanical & Utility Areas

1. Ground mounted mechanical equipment such as transformer pads, HVAC heating and cooling systems, solar panel installations shall be buffered from public view where possible with the use of landscaping.

2. All new utility lines shall be buried underground, especially along roads.

TOWN CENTER RESIDENTIAL DISTRICT (T3R)

A. General Design Principles

1. **Small Scale / Simple Massing.** The desired residential neighborhood character here is best created by the joining together of a few simple massing elements, clearly defined and differentiated from each other, with changes in depth to create shadows.

2. **Welcoming Porches.** Deep front porches are encouraged on many homes here to provide shade and a welcoming entry point. They should be deep and wide enough to accommodate a table and some chairs for relaxing and saying hello to passing neighbors.

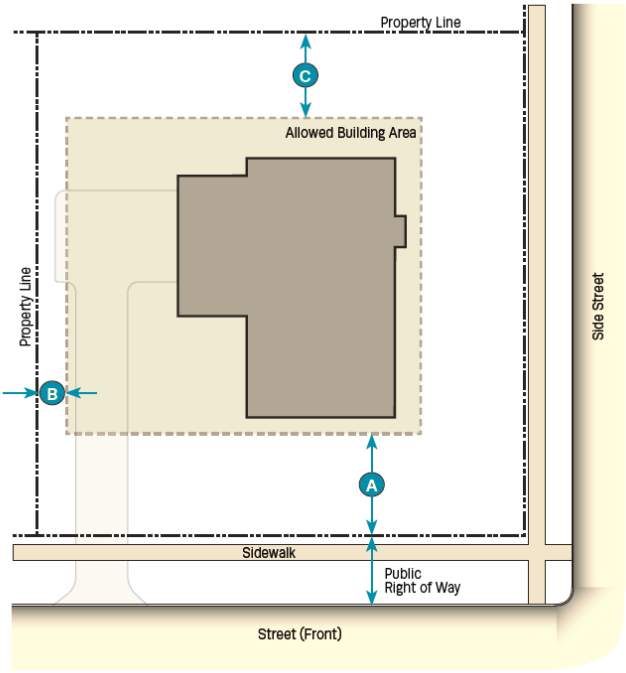
3. **Emphasis on Front Yards.** The best way to create a charming, walkable neighborhood is keeping the design emphasis on the front yard and the small scale architecture of the home itself, while the distractions of large garages and garage doors are hidden in the side or rear of the property.

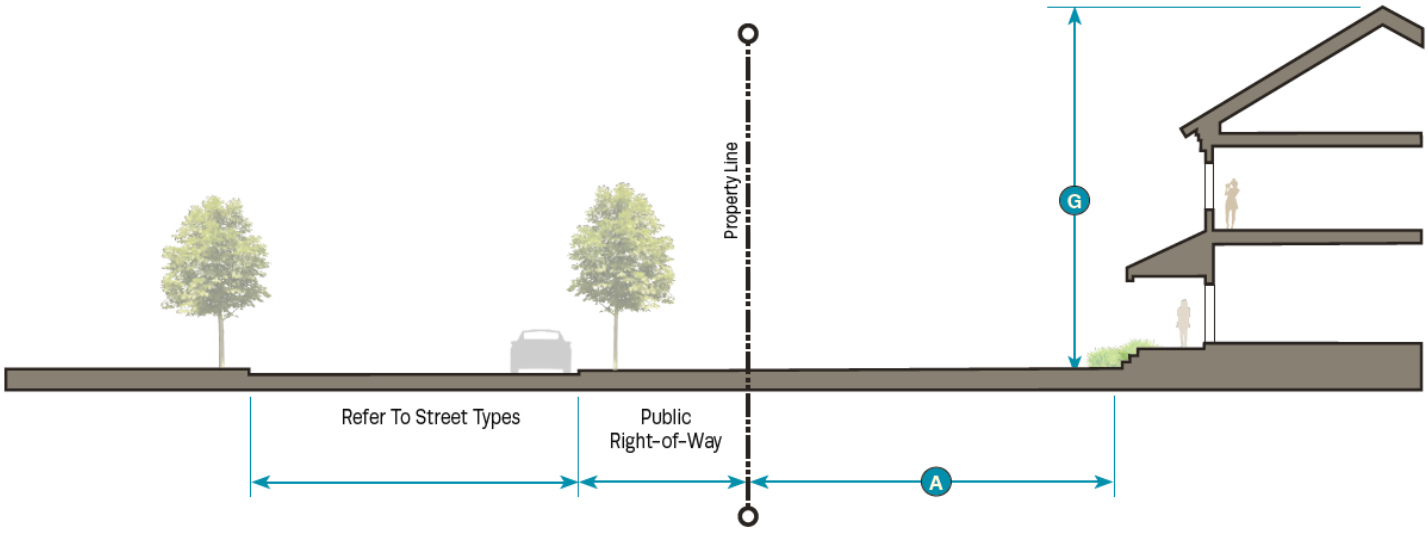
T3R TOWN CENTER RESIDENTIAL

The T3R Town Center Residential District is intended to be the primary supporting residential neighborhood surrounding the commercial areas of Plattsburgh.

These neighborhoods are almost entirely composed of smaller scale, two story wood framed homes with pitched roofs and attractive front porches. While a majority of the housing is single family, it also includes a mix of moderate density multifamily housing found along the primary road corridors, composed of two and three story structures appropriately scaled to a residential neighborhood.

The neighborhood provides ample sidewalks and street trees providing pedestrian connections through the neighborhoods to adjacent commercial areas. Garages are not typically visible from the street, but are instead often set far back toward the rear of the lot, oriented to the side of the house, or accessed from the back via rear alleys.





TOWN CENTER RESIDENTIAL T3R

Building Setbacks

Principal Structure (Distance from Property Line)	
Front Yard	30' min. (A)
Side Yard	10' min. one side / 25' min. total (B)
Rear Yard	30' min. (C)
Accessory Structure	
Side Yard	5' min. (B)
Rear Yard	5' min. (C)

Building Form

Height	
Principal Building	35' max. (G)
Accessory Structure	18' max.

Lot Dimensions

Lot Size	9,000 s.f. min.
Lot Width/Frontage	75' min.
Lot Depth	120' min.
Greenspace	n/a

B. Site Planning

1. **Existing Site Character.** Existing mature trees, notable vegetation, waterways and other site features should be considered for preservation and incorporation into a residential development design to enhance the attractiveness of the neighborhood.

2. **Greenspace.** All greenspace areas on the property shall be covered by the following:
   - **a.** native vegetation; or,
   - **b.** trees, shrubbery, nursery plants with appropriate mulch; or
   - **c.** necessary driveway access; or
   - **d.** any combination of 1, 2 and 3 above; or,
   - **e.** sod, lawn, or other variety of ground cover in combination with any of the above.

3. **Consistent Streetwall.** Residential facades shall be constructed to align with each other on their side of the road to help create a consistent street wall. *Figure 50.*

4. **Solar Access.** It is recommended that new construction orient buildings and rooflines to accommodate future solar panel installations with direct southern exposures.

5. **Front Yard Design.** The front yard area between the facade and the road should be limited to lawn, landscaping, pedestrian walkways and necessary driveway access only. No vehicle parking or storage areas shall be permitted in the front yard.

6. **Single Family Garages.** Vehicle garages, if provided, should be located or oriented to reduce or eliminate visibility from the road using one of the following methods: *Figures 48, 49.*
   - **a.** Locating the garage as a detached or semi-detached structure toward the rear of the lot, with a narrow driveway passing past the house. The driveway may widen toward the rear of the property if necessary.
   - **b.** Locating the garage at the rear of the property, with driveway access provided from a rear alley instead of at

the front of the lot.

c. Locating the garage at the side of the house, oriented away from the road, so that a vehicle would turn to pull into or out of the garage.

7. **Multi Family Garages.** Vehicle garages in multi-family residential structures, if provided, should be located or oriented to eliminate visibility from the road by locating the garage at the back of the property or within the rear ground floor of the structure, with driveway access provided from a rear alley and not visible from the front.

8. **Street Trees.** In areas of new construction, street trees shall be provided along all public road frontages approximately 50 feet on center. The trees shall be provided within a minimum five foot wide continuous lawn strip/planting bed between the public sidewalk and the road. Street trees shall be shade trees (not ornamental) with a minimum caliper of three inches and a minimum height of eight feet.

C. Pedestrian Access

1. **Frontage Sidewalks.** Public sidewalks shall be provided along the full width of all public street frontages, a minimum of 5 feet wide and constructed of concrete. Where curbs are provided, sidewalk ramps shall be installed to maintain a fully ADA accessible route.

D. Vehicle Access & Parking Lots

1. **Multifamily Parking Location.** For all new multifamily structures, parking areas shall be kept at the side or rear of the building. No new parking areas shall be permitted in the front yard of the property, or closer to the street than the front facade. *Figures 51, 52.*

2. **Driveway Curbcuts.** Driveway widths should be limited to no more than 12 feet wide per vehicle lane (12 feet wide for one-way traffic, 24 feet wide for two-way traffic) to minimize pedestrian crossing distance.

E. Parking Lot Landscaping

1. **Landscaping and Screening.** All new parking areas for multifamily residences shall be suitably landscaped as described below.

a. Parking areas shall be screened from adjacent

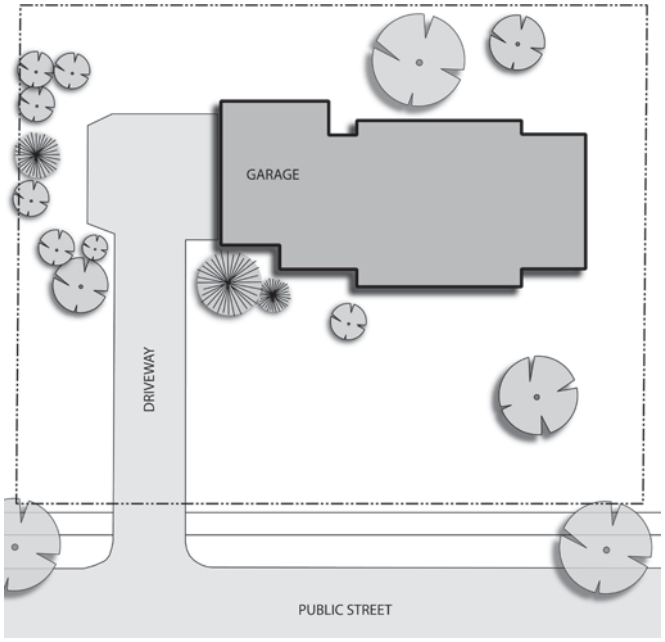


Figure 48. Side oriented garage. The scale and architecture of this home is improved by moving the garage doors to the side of the house where they are not a dominant feature of the front facade.

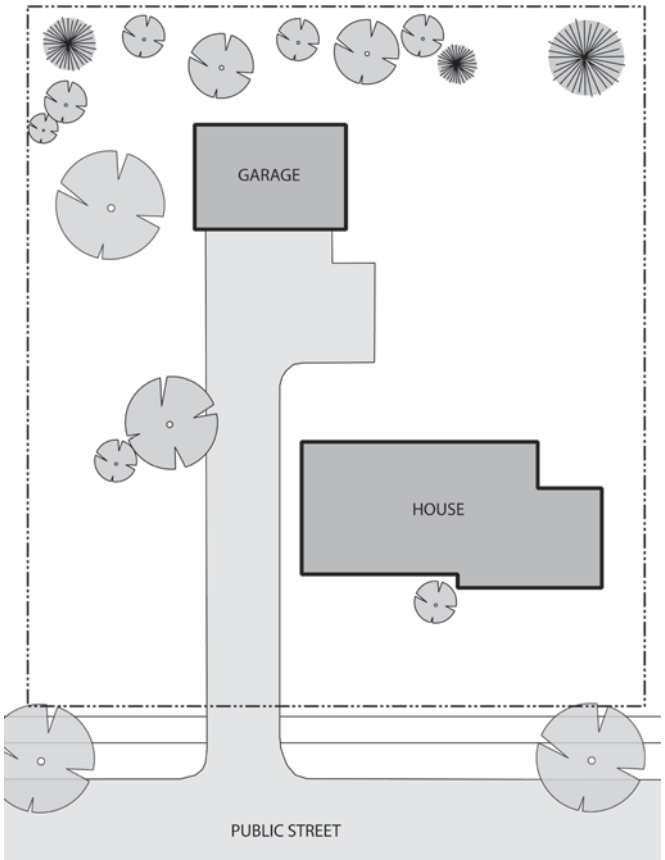


Figure 49. Garage stepped back from road. The scale and architecture of this home is improved by moving the garage to the rear of the lot so it is not a dominant feature of the front facade.

Figure 50. Locating buildings at a similar distance parallel to the right of way creates a consistent street wall.

Figure 51. Townhouses and apartments—a view from the front shows that despite the length of the building it is nicely broken up in scale and massing, with no visible driveways or garage doors.

Figure 52. Townhouses and apartments—a view from the back shows that the vehicle access and garage doors are accessed from the back of the lot via an alley.

residential properties by a continuous opaque fence no less than four feet in height, with a row of plantings consisting of a mixture of coniferous and deciduous hedges, bushes and ornamental trees facing the adjacent property. Refer to the Acceptable Materials Table A for recommended fence materials. The screening should extend the full width of the parking area where is abuts an adjacent residential property.

b. **Internal Landscaped Islands.** Parking areas with double-aisles of parking shall provide landscaped islands at either end of the rows of parking, as well as at intermediate locations so that there are not more than 25 continuous parking spaces in a row without a landscaped island. The islands shall be at least nine feet wide and equal in depth to the rows of parking, providing at least 2 trees with shrubs, flowers, grass or other plantings so that not more than 50% of the groundcover is mulch or gravel.

2. **Landscape Walls.** Constructed landscape walls and retaining walls, if used as part of a multifamily development, shall be made of materials which match or complement the exterior building materials, such as brick, stone or wood.

3. **Stormwater Management.** Parking lot landscaping areas for multifamily development are strongly encouraged to provide integrated stormwater management areas such as rain gardens which capture rainwater on the site, provided they are adequately landscaped.

F. Loading and Service Areas

1. All off-street loading, service or dumpster areas for multifamily development shall be located in the rear of the building and screened from view from the public right-of-way. Such areas shall be enclosed within an extended envelope of the building, or located behind screening walls which match or complement the materials of the primary building. Chain-link fences shall not be used as screening.

G. Building Massing

1. **Multifamily.** All new multifamily structures within the Town Center Residential district shall comply with the design guidance provided for building massing in the Town Center (T5) district.

2. **Single Family.** All new single family residential structures

within the Town Center Residential district are strongly encouraged to follow the general massing recommendations below:

a. **Porches.** Provide deep front porches for the front entry to provide shade and a welcoming entry point. Houses at corner intersections are encouraged to wrap the porch around the corner. Porches should be deep and wide enough to accommodate a table and some chairs for relaxing.

b. **Simple Massing.** All designs are encouraged to be formed from the joining of simple massing elements, clearly defined and differentiated from each other with very noticeable changes in depth. Avoid an overly complex appearance created by too many shapes and only minor changes in depth, which can create a cheap appearance. *Figures 53, 54.*

H. Roof Design

1. **General.** All new buildings within the Town Center Residential district shall have a sloped/pitched roof, generally between 7:12 minimum and 12:12 maximum slope. All roof slopes should be consistent on a structure.

2. **Overhangs.** Roof eave and gable overhangs are encouraged to be a minimum of 14 inches deep. Structures with dominant roof designs are encouraged to go deeper.

3. **Roofline Changes.** Changes in height from one roofline to another should be visually significant, at least 18 inches. Avoid changes from one roofline to the next which is only separated by a few inches.

I. Windows

1. **Window Proportion.** Residential windows within the Town Center Residential district are encouraged to have a vertical proportion, generally taller than they are wide. All of the windows on a given facade should be of the same general style and the same general proportion in width to height ratio. Exceptions to this may occur for specialty items such as bay windows, picture windows, sliding glass doors and similar features. *Figure 28.*

2. Window Types. Residential windows are encouraged to be double-hung, awning or picture window style wherever possible. Casement or sliding windows are discouraged. Sliding glass doors shall not be used on front facades.

J. Exterior Materials & Colors

1. **General.** All exterior materials on facades facing a public street shall be in accordance with the Approved Exterior Materials List in Table A on page 68, and shall otherwise comply with the design guidance provided for the Town Center (T5) district, except as noted below:

a. **Colors.** Brighter, more vibrant colors such as bright red or yellow should not be used.

K. Facade Appurtenances

1. **General.** Facade appurtenances, such as porches, balconies, or stoops are encouraged to be used to give

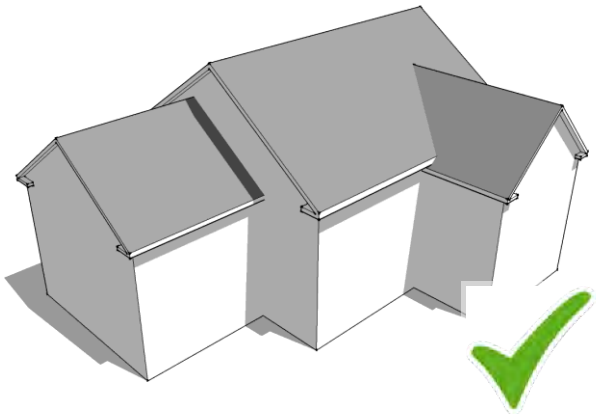


Figure 53. Simple Massing and Rooflines.

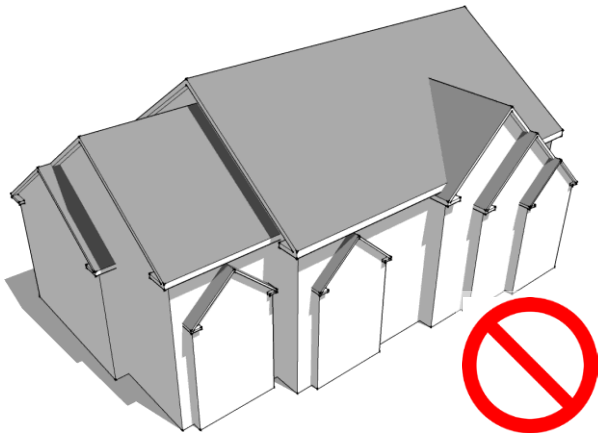


Figure 54. Overly Complex Massing and Rooflines.

building facades shade, scale and more visual interest.

2. **Balconies.** All balconies should be a minimum depth of four feet.

3. **Stoops.** Stoops shall be no more than six feet deep, not including steps. Stoops may include an overhead roof or canopy above, but shall not be enclosed on the sides.

L. Exterior Lighting

The following provisions apply to multifamily residential developments only, and do not apply to single family residences.

1. **General.** All lighting shall comply with the Town lighting regulations applicable in all districts. All exterior lighting shall be provided from full cutoff, downward facing fixtures which prevent any light emitted above the 90 degrees horizontal to minimize night sky pollution, glare and spillover onto adjacent properties, unless otherwise noted below.

2. **Light Quality and Color.** Exterior lighting is recommended to be provided from Induction or L.E.D. (light emitting diode) fixtures to provide quality light while minimizing energy use, provided the color temperature of the light is between 2500 and 3800 kelvin. Mercury vapor and low pressure sodium lamps are not recommended.

3. **Light Intensity.** Exterior lighting for parking lots and pedestrian areas is encouraged to remain at the lowest acceptable footcandle levels wherever possible to reduce energy use, glare and night sky pollution.

4. **Parking Lot Lighting.** Light fixtures located within the interior area of a parking lot shall not exceed 20 feet in height. Light fixtures located along the perimeter edge of a parking area shall not exceed 15 feet in height.

5. **Pedestrian Walkway Lighting.** Light fixtures located along pedestrian walkways or paths internal to the site should be provided by illuminated bollards wherever possible, not exceeding four feet in height.

6. **Facade Lighting.** Decorative facade lighting is not permitted.

7. **Security Lighting.** Security lighting is encouraged to be provided from regular pedestrian fixtures where possible, especially in areas visible from a public way. Where dedicated security “wall packs” may be necessary, it is recommended that they operate on motion sensor activations to limit use.

8. **Landscaping Lights.** Decorative landscaping lighting shall be designed to direct the lighting downward into the planted areas whenever possible. Upward facing landscape lights may be permitted, provided they are low voltage systems which are equipped with automatic switching to turn off the lights no later than 10pm.

9. **Holiday or Event Lighting.** None of the provisions above shall be construed to limit the temporary use of decorative lights for holidays or special events.

M. Site Amenities

1. **General.** All new development or redevelopment projects which require site plan review should provide common site amenities such as benches, bicycle racks, trash and recycling receptacles or public transit shelters commensurate with the size of the development and anticipated public use.

2. **Bicycle Racks.** One (1) bicycle parking or storage space should be provided for each residential dwelling unit.

N. Mechanical & Utility Areas

1. Ground mounted mechanical equipment such as transformer pads, HVAC heating and cooling systems, solar panel installations shall be buffered from public view where possible with the use of landscaping.

2. All new utility lines shall be buried underground, especially along roads.

SPECIAL DEVELOPMENT DISTRICT (SD)

A. General Design Principles

1. **Attractive Front Yard Buffers.** Recognizing that larger industrial / technology buildings often have large areas of blank facade, care should be taken to leave natural vegetation along the roadway where it would screen or buffer these more utilitarian building surfaces from the main road, while providing openings for visibility as needed to identify the building and see the main entry or administrative areas.

2. **Design Emphasis on Entries / Offices.** Recognizing that the utilitarian function of industrial/warehouse buildings does not lend itself easily to attractive architectural design, special design emphasis should be focused on the primary entry and administrative office sections of the buildings, where an enhanced design and use of materials should be used.

3. **Showcase Technology.** The buildings of the Special Development district are encouraged to showcase their industrial and technological character with design elements—placing solar panels on display, or using clerestory windows which harken back to the days of old industrial buildings—that celebrate their function.

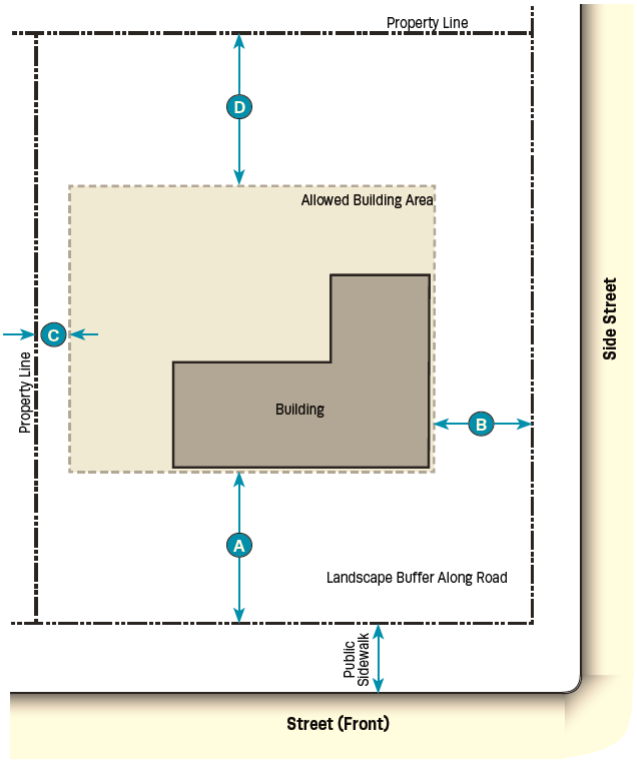
4. **Technology in the Park.** The SD District should try to maintain a park-like feel, with attractive wooded areas, trails and paths in between the development pods.

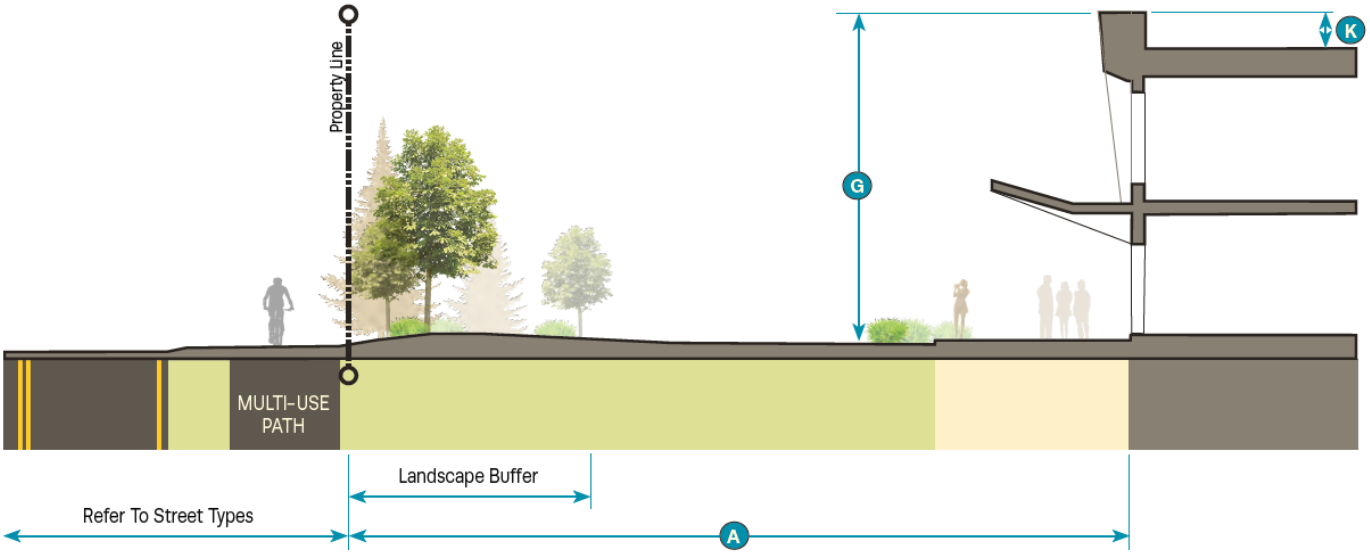
SD SPECIAL DEVELOPMENT DISTRICT

The Special Development district is intended to be the hub of new, clean technology and light industrial activity within the Town of Plattsburgh. Here, manufacturing and research facilities are arranged together, with some supporting commercial uses to serve the nearby businesses and cater to local employees.

This district is designed for function and utility, with simple but attractive warehouse buildings and easy vehicle egress for commuters and truck traffic. The one and two story metal and masonry buildings are often accentuated by their administrative office areas and entrances which provide enhanced architectural design with canopies, windows, and more interesting exterior materials than the rest of the building.

The otherwise utilitarian facades of these buildings are softened by landscaping and buffers. Although not as pedestrian-oriented as other districts, the neighborhood still provides safe pedestrian routes with sidewalks and walking paths to and from workplaces and to small nearby pocket parks where lunch breaks can be enjoyed.





SPECIAL DEVELOPMENT DISTRICT SD

Building Setbacks

Principal Structure[1] (Distance from Property Line)

Front Yard	50' min.	A
Front Yard / Side street	20' min.	B
Side Yard	10' min. one side / 25' min. total	C
Rear Yard	50' min.	D

Accessory Structure

Side Yard	10' min.	C
Rear Yard	10' min.	D

[1] All uses shall be set back 75' from any residential use property in an adjacent district.

Parking Setbacks[2] (Minimum distance from property line)

Front Yard	50' min.
Side Street	20' min.
Side Yard	10' min.
Rear Yard	10' min.

[2] All parking lots abutting a residential use property in an adjacent district shall provide a 30 foot minimum setback buffered with natural vegetation and/or new landscape screening as described in Parking Lot Landscaping below.

Building Form

Height

Principal Building	40' max.	G
Accessory Structure	20' max.	

Lot Dimensions

Lot Size	40,000 s.f. min.
Lot Width/Frontage	100' min.
Lot Depth	100' min.
Greenspace	20% min.

B. Site Planning

1. **Existing Site Character.** Existing mature trees, notable vegetation and site topography should be considered for preservation and incorporation into the site plan design, as it may provide opportunities to enhance the design.

2. **Limit Site Clearing to Retain Buffers.** Development sites with existing vegetation shall limit tree clearing to the extent practicable so as to maintain attractive buffers to the roadway and adjacent residential areas.

3. **Shared Access.** Shared curbcuts, driveways, and parking lots are strongly encouraged to reduce the amount of paved parking and provide access management improvements.

4. **Solar Access.** It is recommended that new construction orient buildings and rooflines to accommodate solar panel installations with direct southern exposures.

5. **Front Yard Parking.** Vehicle parking should be in the side or rear of the building however, vehicle parking areas may be permitted in the front yard at the discretion of the Planning Board, with the provision of enhanced landscaping and parking area screening.

6. **Trail Systems.** In lieu of sidewalks, a network of dedicated multi-use paths is strongly encouraged to be established over time throughout the district which connects the local businesses to supporting services and the main roads outside the district. These off-road paths should be eight to ten feet in width to accommodate pedestrians and bicyclists.

7. **Minimized Impervious Surfaces.** Paved vehicle parking areas, driveways and curbcuts shall be limited to the minimum required clearance dimensions and amounts to reduce unnecessary impervious surface area where possible. Use of pervious pavement/asphalt surfaces are encouraged in lower traffic areas. *Figure 56.*

8. **Pocket Parks & Picnic Areas.** It is recommended that facilities provide on-site, or as part of the local trail network, small shaded pocket parks or picnic areas where nearby employees can take a break or eat lunch.

C. Landscaping

1. **Front Yard Design.** The area between the building facade and the road shall be limited to acceptable landscaping, pedestrian walkways, amenities, and outdoor plazas only, unless otherwise granted by the Planning Board with the provision of enhanced landscaping & screening. *Figure 5.*

2. **Acceptable Landscaping.** All greenspace areas on the site shall be covered by one or more of the following:
   - **a.** lawn or sod
   - **b.** trees and shrubbery
   - **c.** nursery plants or other variety of groundcover with appropriate non-stone mulch. Stone mulch is discouraged except as described in subsection G - Stormwater Management.
   - **d.** native vegetation

3. **Building Perimeter Landscaping.** A variety of shrubs and flowers with non-stone mulch shall be provided along the base of the entire building perimeter, at least 3 feet in depth from the facade. *Figures 6 and 7.*

4. **Pedestrian Walkway Landscaping.** Pedestrian walkway and outdoor patio plaza areas should be accented where possible with a dense planting of a variety of shrubs and flowers to create an attractive and welcoming setting. *Figure 8.*

5. **New Site Trees.** Where pre-existing native trees on the site cannot be preserved or do not exist, new tree plantings should be incorporated into the site where possible to provide shade in larger open areas of lawn. *Figure 5.*

D. Parking Lot Landscaping

1. **Corner Bulb-Out.** A landscaped bulb-out should be located at the ends of any perimeter parking rows, such as parking lot corners, or abutting a vehicle travel lane. The bulb-out should be equal in width and depth to the adjacent parking spaces, shall include at least one ornamental tree, as well as groundcover including grass, shrubs or flowers where not more than 50% of the groundcover is mulch or gravel. *Figure 13.*

2. **Internal Landscaped Islands.** Internal parking rows should provide landscaped islands at either end of the rows of parking, as well as at intermediate locations so that there

Figure 55. Enhanced building mass at the main entry and use of more interesting materials for the administrative office provides an attractive and welcoming facade for this industrial use.

Figure 56. Porous pavement. Utilizing porous pavement helps to limit the amount of stormwater runoff from a large parking area.

Figure 57. This technology center makes a bold architectural statement exposing the structural building frame to highlight the entry and puts their solar panels on display.

are not more than 25 continuous parking spaces in a row without a landscaped island. The islands shall be equal in length to the rows and at least 9 feet wide, or of equivalent size if an irregular shape is necessary. Islands shall include at least 2 trees with shrubs, flowers, grass or other plantings so that not more than 50% of the groundcover is mulch or gravel. *Figures 14, 15.*

3. **Side and Rear Yard Parking Screening.** All parking, loading or service areas abutting a residential use property in an adjacent district shall provide a 30 foot minimum setback buffered with natural vegetation. If existing vegetation is not sufficient to provide four-season screening, additional landscape screening shall be provided as described below along the full width of the parking area:
   a. New landscape screening shall be added in the form of staggered rows of a mixture of coniferous and deciduous hedges, bushes and ornamental trees.
   b. If the adjacent property is within 50 feet of the parking area, an additional visual screen using a low landscape wall or fence shall be added, no less than four feet in height, between the landscape buffer and the area to be screened. Refer to the Acceptable Materials Table X for recommended fence materials.

4. **Parking Buffers.** All parking, loading or service areas shall be suitably screened from any adjacent residential areas.
   a. Screening shall be provided by a continuous opaque fence no less than six feet in height, with a row of plantings consisting of a mixture of coniferous and deciduous hedges, bushes and ornamental trees facing the adjacent property. Refer to the Acceptable Materials Table X for recommended fence materials. The screening should extend the full width of the parking area where is abuts an adjacent residential area.

E. Pedestrian Access

1. **Internal Pedestrian Sidewalks.** Dedicated pedestrian paths shall be provided which connect public multi-use paths and parking areas to building entries, adjacent properties and other points of interest, with adequate landscaping on either side of the path where appropriate. *Figure 17.*

2. **Internal Crosswalks.** Pedestrian connections through parking lots shall be provided with marked crosswalks. *Figures 19, 20.*

Figure 58. The rooflines of this building are broken up with the use of interesting clerestory windows which also help to bring natural light down into the center of the building.

F. Vehicle Access

1. **Driveway Curbcuts.** Driveway access from a public street should be limited to no more than one curb cut per street frontage where possible. Driveway widths should be limited to no more than 12 feet wide per vehicle lane (12 feet wide for one-way traffic, 24 feet wide for two-way traffic) to minimize pedestrian crossing distance unless Planning Board determines that wider driveway width is necessary for truck turning radius. All pedestrian paths and multi-use paths shall be appropriately marked across the full width of driveways.

2. **Shared Driveways.** The use of shared driveways between two or more properties is strongly encouraged to help reduce the number of curbcuts on primary roads and improve vehicle safety. The number of vehicle curbcut driveways into and out of a site should be minimized.

G. Stormwater Management

1. Required landscaping areas on site are encouraged to be utilized as integrated stormwater management areas such as recessed parking islands *(Figures 21, 24)*, street tree beds *(Figure 22)*, rain gardens *(Figure 23)*, or retention ponds *(Figures 25, 26)* which capture rainwater on the site, provided they are adequately landscaped and designed to capture the flow of on-site stormwater.

2. **Stone Mulch.** Stone mulch is permitted to be used in parking island landscaping provided it is used in conjunction with a designed stormwater system where other mulch would wash away.

H. Equipment Screening

1. All off-street loading, service, dumpster or mechanical equipment areas shall be located in the rear or side of the building and screened from view from the public right-of-way. Properties with multiple dumpsters shall consolidate their location to a centralized pickup area.

2. Dumpster areas and mechanical equipment shall be screened from view by a wall of landscaping or screening walls on at least three sides which is equal or more in height to the equipment being screened. Materials used should match or complement the exterior materials of the primary building. *Figures 27, 28, 29, 30, 31.*

3. Chain-link fences shall not be used for screening purposes.

4. **Parking Garages.** Parking garages facing a public street or pedestrian sidewalk area shall provide landscape screening along the frontage which consists of at least one ornamental tree between structural supports, as well as low shrub plantings not less than three feet in height and an ornamental fence or decorative wall not less than 4 feet in height around the perimeter.

I. Building Massing

1. **Highlight Entry and Administrative Areas.** The primary entry and administrative office portions of the structure should be differentiated from other utilitarian sections of the building (manufacturing / warehousing) with emphasized massing to visually indicate it is different. Building corners are often ideal locations for this treatment. *Figure 55.*

J. Roof Design

1. **General.** Buildings are encouraged to use creative design methods to break up the scale of large roof areas, such as with the use of clerestory windows or dormers which help to bring light into the interior of the building. *Figure 58.*

2. **Roof-Mounted Mechanical Equipment.** Mechanical equipment such as cooling towers, ductwork, wind turbines or solar panels installed on rooftops may be purposely located in view from the public way as part of the architectural expression of the building, provided that it is done as an attractive and deliberate design statement. Other, less attractive equipment, not intended to be showcased as part of the architecture, should instead be located toward the rear of the building roof or relegated where it is less visible. The screening of mechanical equipment is not required unless it would create a negative visual or audible impact on adjacent residential areas. *Figure 57.*

K. Windows, Doors & Entrances

1. **Primary Entry.** The primary entry of the building is encouraged to utilize a high percentage of glass storefront, curtain wall or other window system to highlight its location. *Figure 55.*

2. **Street Address.** All primary building entrances shall display the local address street number above or adjacent to the entry.

3. **Door Coverings.** Public entry and exit doors shall be designed with roofs, canopies or facade recesses to reduce the fall of rain, snow or ice on pedestrians.

L. Exterior Materials & Colors

1. **General.** All exterior materials on facades facing a public street shall be in accordance with the Approved Exterior Materials List in Table A on page 68.

2. **Material & Color Changes.** Changes from one facade material or color to another shall occur at a “hard-edge” or bump out transition in the facade that gives the material a surface to terminate into. Material or color transitions along the horizontal direction should occur at an “inside corner”.

3. **Primary vs. Secondary Materials.** Facades with an overabundance of different materials or colors are discouraged. When using more than one facade material or color, one should be used as the dominant “primary” theme, with the others used more sparingly as “secondary” materials or colors to accentuate the design.

M. Facade Appurtenances

1. **General.** Facade Appurtenances, such as awnings and canopies are strongly encouraged to be used over the primary building entry area to give the facade shade, scale and more visual interest.

N. Exterior Lighting

1. **General.** All lighting shall comply with the Town lighting regulations applicable in all districts. All exterior lighting shall be provided from full cutoff, downward facing fixtures which prevent any light emitted above the 90 degrees horizontal to minimize night sky pollution, glare and spillover onto adjacent properties, unless otherwise noted below.

2. **Light Quality and Color.** Exterior lighting is recommended to be provided from Induction or L.E.D. (light emitting diode) fixtures to provide quality light while minimizing energy use, provided the color temperature of the light is between 2500 and 3800 kelvin. Mercury vapor and low pressure sodium lamps are not recommended.

3. **Light Intensity.** Exterior lighting for parking lots and pedestrian areas is encouraged to remain at the lowest acceptable footcandle levels wherever possible to reduce energy use, glare and night sky pollution.

4. **Parking Lot Lighting.** Light fixtures located within the interior area of a parking lot and its perimeter shall not exceed 35 feet in height.

5. **Pedestrian Walkway Lighting.** Light fixtures located along pedestrian walkways or paths internal to the site shall not exceed 15 feet in height.

6. **Facade Lighting.** Decorative facade lighting, where used, shall only direct the light downward on the facade. Upward facing facade lighting shall only be permitted in instances where it is installed underneath a canopy, porch or roof overhang which will capture the upward light spill.

7. **Security Lighting.** Security lighting is encouraged to be provided from regular pedestrian fixtures where possible, especially in areas visible from a public way. Where dedicated security “wall packs” may be necessary, it is recommended that they operate on motion sensor activations to limit use.

8. **Landscaping Lights.** Decorative landscaping lighting shall be permitted only around the immediate building entry area or to highlight the landscaping at a freestanding monument sign, provided they are low voltage systems which are equipped with automatic switching to turn off the lights no later than one hour after the facility closes, or 11pm, whichever is earlier.

9. **Holiday or Event Lighting.** None of the provisions above shall be construed to limit the temporary use of decorative lights for holidays or special events.

O. Site Amenities

1. **General.** All new development or redevelopment projects which require site plan review should provide common site amenities such as benches, bicycle racks, trash and recycling receptacles or public transit shelters commensurate with the size of the development and anticipated public use.

2. **Bicycle Racks.** One (1) bicycle parking or storage space should be provided for each primary building, plus an additional one (1) bicycle parking or storage space for every (20) required automobile parking spaces.

P. Mechanical and Utility Areas

1. All new utility lines shall be buried underground, especially along roads.

TABLE A: APPROVED EXTERIOR MATERIALS LIST

	EXTERIOR MATERIALS	DISTRICT T5/ T6	T4	T3C	T3R	SD
PRIMRY FACADE MATERIALS	Brick - thin brick, cementitious veneer - common hues of red, brown, or tan	●	●	●	●	●
	Stone - natural or cementitious stone veneer	●	●	◉	◉	◉
	Wood - clapboard, shakes, engineered wood (painted or stained)	●	●	●	●	●
	Fiber cement clapboard or shakes (colored or painted)	●	●	●	●	●
	Glass curtain wall, storefront	●	◉	◉		●
	Metal or composite veneer panel, insulated wall panels (colored)	●	◉	○		●
	Pre-cast concrete panel	●	◉	○		●
	Concrete masonry units (regular, bare or painted)					○
	Textured or split-faced concrete masonry units (integral color)	◉	◉	◉		●
	E.I.F.S. or stucco	◉	◉	○	○	●
	Vertical board & batten (wood, composite, fiber) siding		◉	◉	◉	
	Imitation (non-cementitious) brick siding					
	Vinyl or aluminum siding	○	○	○	○	◉
	Corrugated metal siding					●
	T1-11 siding; or Unpainted, unfinished, lumber-grade wood					
ROOFING & AWNINGS *(visible)*	Architectural shingles (multi-tone, various styles)	●	●	●	●	●
	Slate - natural or synthetic	●	●	●	●	●
	Standing seam metal (no exposed fasteners)	●	●	●	●	●
	Solar shingle	●	●	●	●	●
	Copper roofing	●	●	●	●	●
	Copper or colored anodized metal flashing	◉	◉	◉	◉	◉
	Galvanized or bare metal flashing					◉
	EPDM, TPO, Low Pitch Rubberized membranes (visible)	◉	◉			◉
	Canvas, acrylic or vinyl awning (three color max) with or without metal frames	●	●	●	●	
	Plastic, metal, or gloss finish awning		◉	◉		
	Translucent, back-lit or internally illuminated awning					
DOORS & WINDOWS	Wood (painted or stained)	●	●	●	●	●
	Aluminum, Storefront (anodized / colored or brushed finish)	●	●	●		●
	Vinyl clad		●	●	●	
	Frameless glass doors and windows	●	●	●		●
	Glass block	◉	◉			◉
	Mirrored, colored or bronzed glass					◉
	Tinted glass darker than 70% V.L.T.					◉
	Insulated Steel	◉	◉	◉	●	◉
	Fiberglass & Solid Vinyl	●	●	●	●	
	Bare aluminum storefront frames (unfinished)					
LANDSCAPE WALLS & FENCING	Brick or brick veneer walls	●	●	◉	◉	●
	Stone or stone veneer walls	●	●	◉	◉	◉
	Cast iron or wrought iron fence	●	●	●	●	●
	Extruded aluminum fence (colored / anodized)	●	●	●	●	●
	Chain link fence (coated and colored)					●
	Chain link fence (bare, non-coated or colored)					○
	Vinyl or PVC fence					
	Wood fence (painted or stained)		●	●	●	●
	Wood fence (natural)				●	

● = Recommended / Permitted ◉ = Permitted only as a limited use secondary material or accent material,
○ = Permitted only in the rear service areas of the building out of sight from a public way *Blank* = Not Permitted

The Planning Board at its discretion, may determine that a substitute material is suitable, if the material is functionally and aesthetically indistinguishable from a permitted material on this list.

3 USES

REQUIREMENTS FOR SPECIFIC USES

A. Allowed Uses

1. Uses for the Town Center Districts: T6, T5, T4, T3C, T3R, and SD are indicated in the Use Schedule of the Zoning Ordinance.

B. Automotive Charging Terminals

1. Electric Vehicle Charging Terminals (also known as Electric Vehicle Supply Equipment - EVSE) for commercial or residential installation are a permitted Accessory Use in all districts, provided that they meet all State and local electrical codes and are installed by a licensed electrician.

C. Automobile Fuel Station

In any district where Automotive Fuel Stations are permitted, the following shall apply:

1. New fueling stations shall be arranged so that their pumps and pump canopy are located toward the rear of the site behind the principal building, as specified in Section 5 - Design Guidelines.

2. No fuel pump shall be located closer than 20 feet from any property line.

3. No property line associated with a vehicle refueling station shall be located within 250 feet of an abutting T3R district.

4. **Notice of Discontinuance and Removal.** An Automotive Fuel Station which discontinues active use for a period of more than three years shall be considered abandoned. The Zoning Officer shall notify the property owner or lessee in writing of this status. Fuel pumping facilities, canopy structures and underground fuel storage tanks shall be removed from the site within six (6) months of the date of the notice.

D. Automobile Repair

1. Automotive repair uses are permitted in the T5 and T4 district with Site Plan Review, provided they meet they following conditions:

a. Service bay garage doors shall be located on the side or rear of the building so that they do not directly face the primary street; and,

b. Overflow parking and vehicle storage for customer vehicles which are not currently being serviced shall be located in the side or rear of the lot and screened from view with fencing and landscaping as directed by the Planning Board.

E. Automobile Sales

1. Automotive sales uses are permitted in the T5 and T4 districts with Site Plan Review provided they meet they following conditions:

   a. In the T5 district, no vehicles shall be placed on display outdoors in view from the public way. All vehicle sales inventory stock shall be stored indoors in an enclosed showroom, or outdoors in the rear of the property and shielded from view from the public way as directed by the Planning Board.

   b. In the T4 district, no more than eight vehicles shall be placed on display outdoors in view from the public way at any time. Exterior illumination of any vehicles on display outdoors must be turned off between the hours of 11 p.m. and 8 a.m. Remaining vehicle inventory stock shall be stored indoors in an enclosed showroom, or outdoors as described in item a above.

   c. Off-site storage of vehicle sales inventory is permitted.

F. Restaurant, Outdoor

Eating and drinking establishments shall be a permitted an accessory outdoor use in association with the approved use in districts where that use is permitted.

1. The maximum number of seats permitted for any outdoor eating and drinking facility shall not exceed 50% of the approved number of indoor seats unless otherwise indicated by the issuance of a special use permit.

2. Site plan review shall be required for any outdoor eating and drinking facility with more than 80 seats.

3. Unless otherwise determined by Planning Board Review, outdoor eating and drinking facilities can only be operated from March 1 through October 31 and shall not be occupied by patrons between the hours of 2:30 a.m. and 8:00 a.m. No music may be played on the premises outdoors between 12 a.m. and 8:00 a.m.

G. Solar Energy Systems

Home occupations are permitted as accessory uses, as identified in the Use Schedule and as follows, provided they do not compromise the residential character of an area, do not generate conspicuous traffic, do not visually call unusual attention to the home, and do not generate noise of a nonresidential level.

1. **Application.** The property owner shall seek approval, as required by the Building Department, to establish a home occupation.
2. **Requirements**
   - **a.** Permitted activities shall be limited to business and professional offices, instructional facilities for not more than 3 students at any given time, and a workshop or studio for artists, composers, craft persons, web designers, photographers, tailors, writers and similar professions;
   - **b.** All business must be conducted entirely within a primary or accessory structure and shall occupy no more than 20% of the gross floor area of the residential unit, up to a maximum of 900 square feet;
   - **c.** Employees or staff shall be limited to residents of the dwelling unit and no more than one non-resident at a given time;
   - **d.** No more than 2 parking spaces associated with the customer / client visits are permitted, and must be accommodated on the property.
   - **e.** The business shall not generate more than six customer/ client visits to the property per day, and such visits shall be limited to occur between 8:00 a.m. and 9:00 p.m.
   - **f.** One non-illuminated plaque sign, not exceeding 2 sq. ft. in area, or one non-illuminated yard sign not exceeding 4 sq. ft. per side, is permitted in association with the business in accordance with the Sign requirements of Article VI of the Zoning Ordinance.
3. **Prohibited Activities.** The following activities are prohibited in association with any Home Occupation.
   - **a.** The outdoor storage or display of products, equipment or materials related to the business.
   - **b.** Any activities which result in noise, vibration, odor, smoke, glare or electrical interference detectable from outside the property at levels which are above those commonly experienced in the residential neighborhood.
   - **c.** Service or repair of large equipment such as household appliances, lawn mowers or motor vehicles.
   - **d.** Truck deliveries or pickup of goods, not including common mail couriers such as USPS, UPS, FedEx and similar services.

H. Solar Energy Systems

1. **Applicability**
   - **a.** The requirements of this law shall apply to all Solar Energy Systems installed or modified after its effective date, excluding general maintenance and repair and Building-Integrated Photovoltaic Systems.
   - **b.** Solar photovoltaic (PV) systems constructed prior to the effective date of this code are not required to meet the requirements of this Ordinance.
   - **c.** Any upgrade, modification or structural change that alters the size or placement of an existing solar PV system by 50% or more, or that triggers NYS code compliance, shall comply with the provisions of this ordinance.
   - **d.** Installation of Tier 1, 2, & 3 solar energy systems is regulated by the Town of Plattsburgh Solar Energy Local Law of 2018.
2. **Building Integrated Solar Energy Systems**
   - **a.** Building-integrated systems, as defined by this Ordinance, are not considered an accessory use and are not subject to the requirements of this Ordinance, but are subject to all other applicable building, electrical, and safety codes.
3. **Roof Mounted Solar Energy Systems**
   - **a. Roof-Mounted.** Roof-mounted Solar Energy Systems that use the electricity and/or thermal energy onsite or offsite are permitted as an accessory use in all zoning districts when attached to any lawfully permitted building or structure.
   - **b. Height.** Solar Energy Systems shall not exceed the maximum height restrictions of the zoning district within which they are located and are provided the same height exemptions granted to building-mounted mechanical devices or equipment.
   - **c. Aesthetics.** Roof-Mounted Solar Energy System installations shall incorporate, when feasible, the

following design requirements:

i. Panels facing the front yard must be mounted at the same angle as the roof's surface with a maximum distance of 18 inches between the roof and highest edge of the system.

ii. Panels may not exceed the height of the roof peak on which they are installed.

d. Roof-Mounted Solar Energy Systems that use the energy onsite or offsite shall be exempt from site plan review under the local zoning code or other land use regulations.

4. Ground-Mounted Solar Energy Systems

a. Ground-Mounted Solar Energy Systems that use the electricity and/or thermal energy primarily onsite are permitted as accessory structures in all districts.

b. Height and Setback. Ground-Mounted Solar Energy Systems shall adhere to the setback requirements for accessory structures in the underlying zoning district. The height of the solar collector and any mounts shall not exceed [20] feet when oriented at maximum tilt.

c. Lot Coverage. The surface area of any ground mounted solar panels shall not be considered as impervious surface area for the purposes of lot coverage limitations or greenspace calculations.

d. All such systems in residential districts shall be installed in the side or rear yards.

e. Ground-Mounted Solar Energy Systems with capacity up to 25kW AC, that use the electricity and/or thermal energy primarily onsite shall be exempt from Site Plan Review under the local zoning code or other land use regulations.

4 STREET TYPES

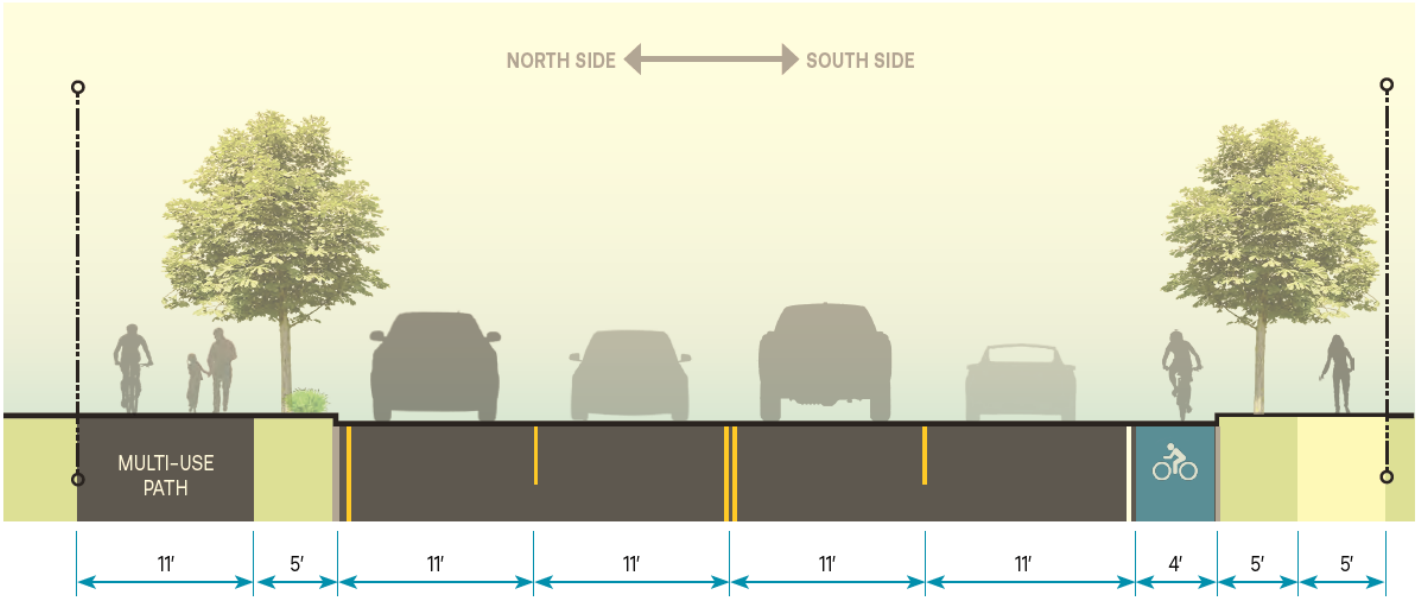
All new streets constructed within the Town Center zoning districts shall be constructed with the travel lanes, on street parking, sidewalks, street trees, medians and other design features in accordance with the street types identified on the following pages and the Future Streets map.

Dimensional flexibility is permitted for street types to account for varying ROW widths, however they should be designed to have all the basic functional characteristics shown for their type.

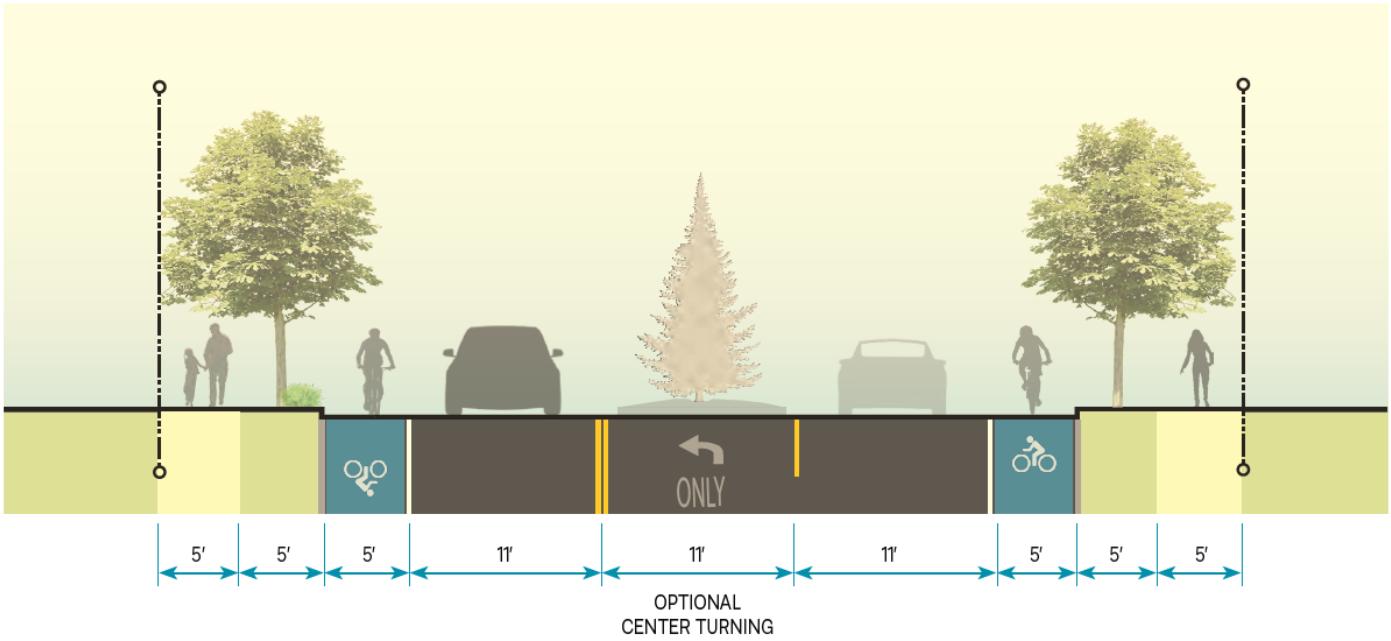
The Future Streets map is intended to act as a guide to the approximate location and connections for future street connections within the Town Center. To provide for maximum design creativity and flexibility, the elements shown are intended as a suggested design outcome only, and should not be interpreted literally or strictly required. Actual configuration of any new public or private streets shall be subject to an agreement to dedicate roads consistent with a formal planning process.

New future streets, where indicated on private land, may be held in private ownership or transferred to public ownership as agreed to by the developer and the town.

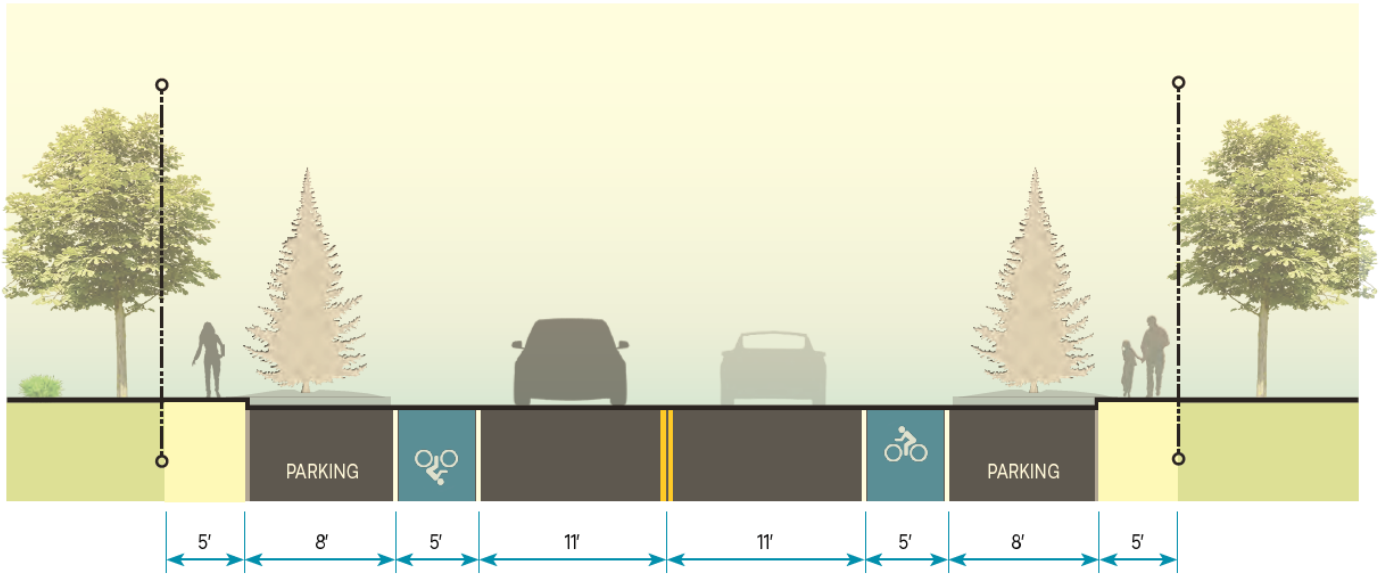
1 Route 3 Corridor



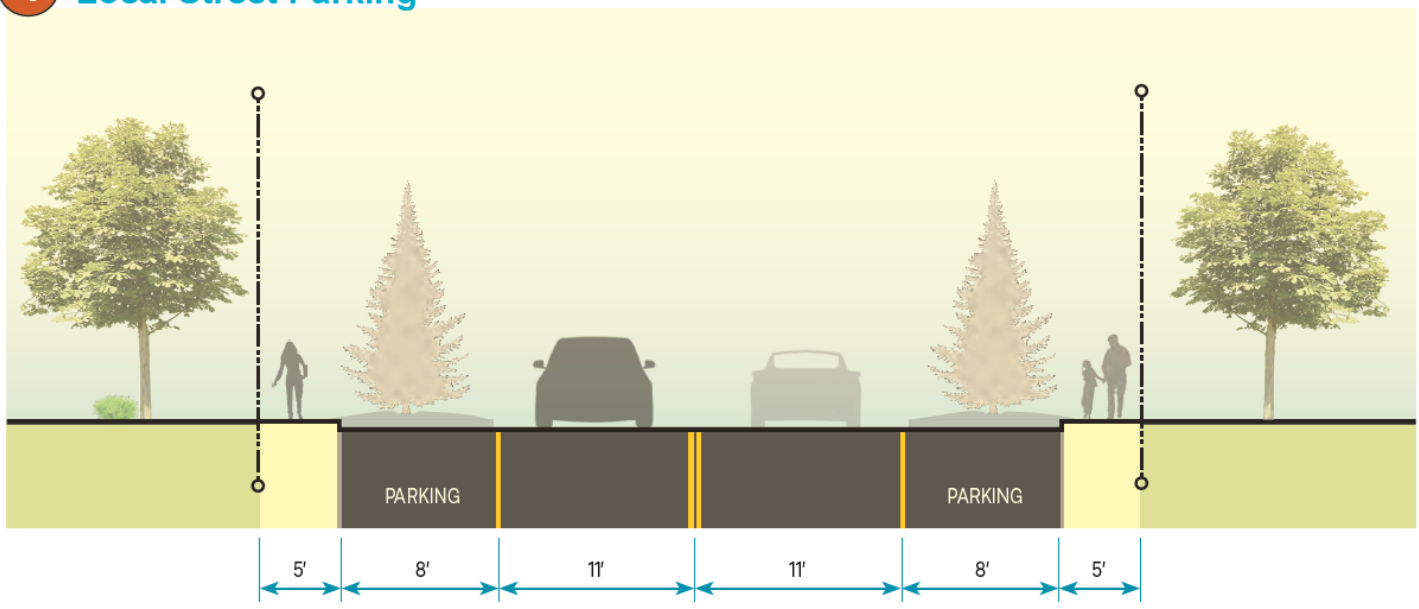
2 Bike Boulevard



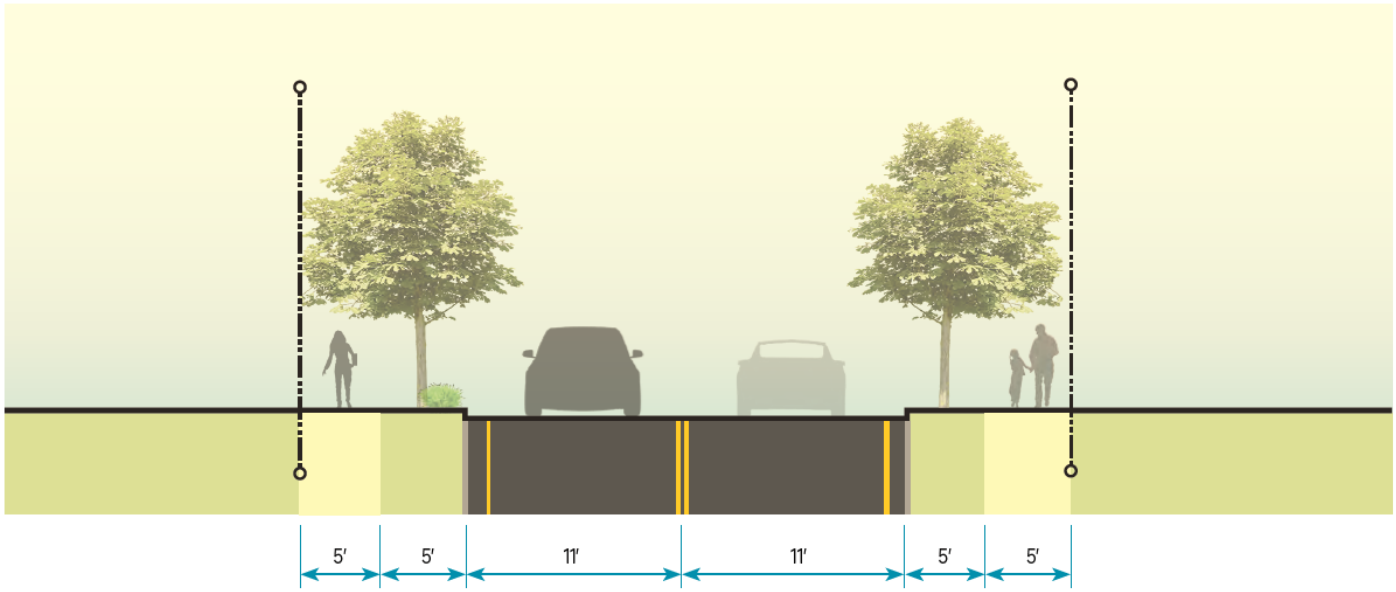
3 Major Street Parking



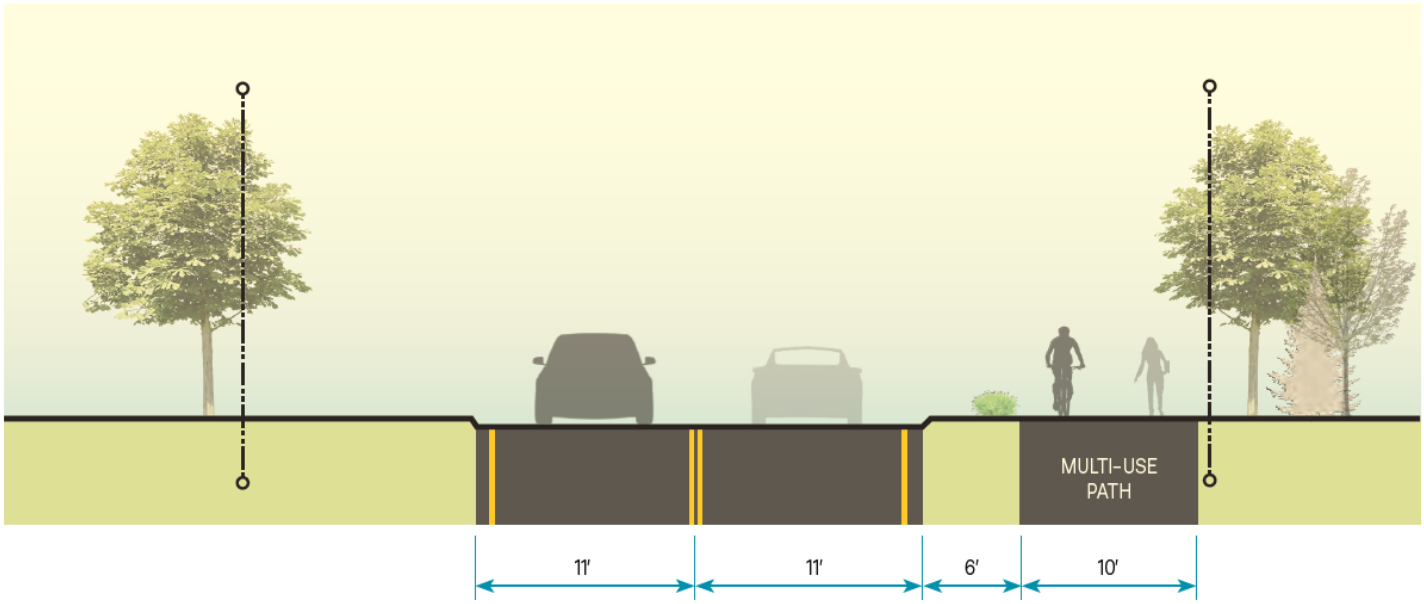
4 Local Street Parking



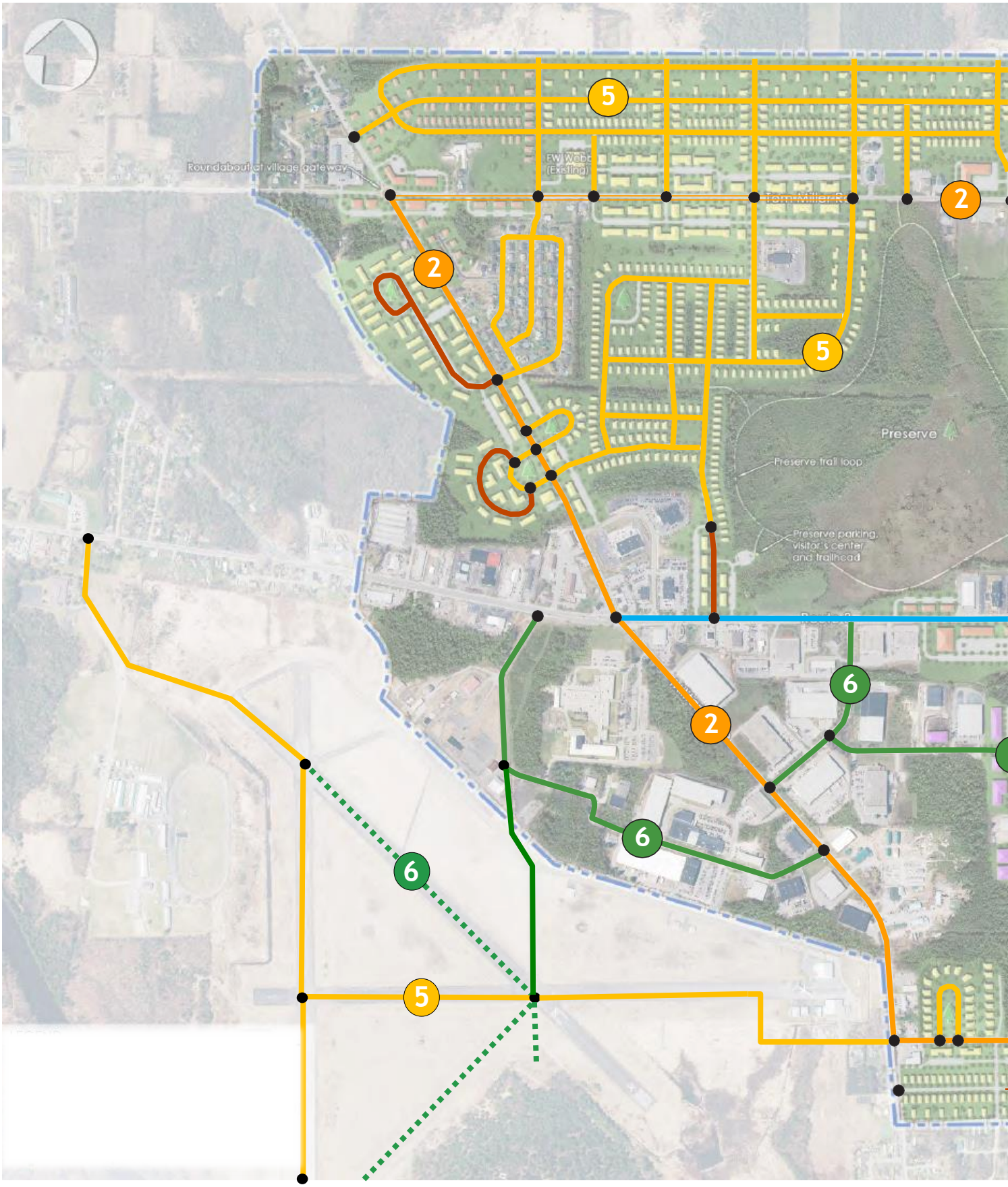
5 Local Lane

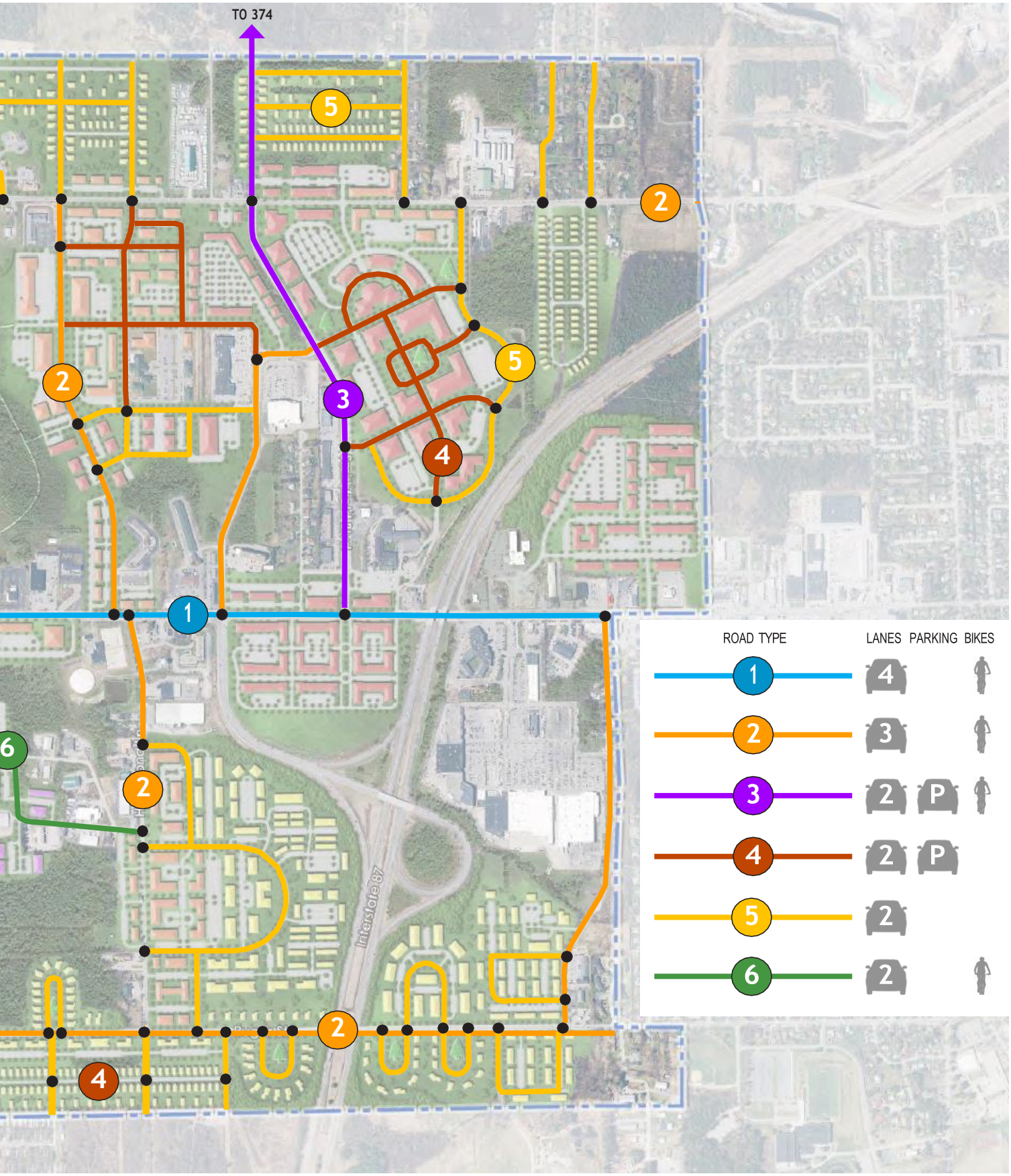


6 Roadway



FUTURE STREETS MAP

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6 GLOSSARY

GLOSSARY

Definitions provided here are for convenience reference to terms found in this document. Refer to Article I, Section 1.4 Definitions in the Town of Plattsburgh Zoning Ordinance for the full listing of terminology.

APPURTENANCE - An accessory object attached to or protruding from a facade, such as an awning, balcony, sign or similar feature.

BOLLARD - A short post set in the ground at regular intervals to define an area and/or to prevent vehicle access.

BUILD-TO ZONE - A zone which is parallel to the front or side property line which represents the minimum and maximum front or side yard setback distances in which the facade of a structure is permitted to be built.

BUILDING FACADE WIDTH - The required minimum width of new facade constructed along a given front or side street frontage which is required to be within the Build-To Zone.

BULB-OUT - A traffic calming measure used to extend sidewalks, reduce road crossing distances, improve pedestrian visibility and reduce pedestrian exposure to motor vehicles.

CALIPER (TREE) - The diameter of a tree's trunk, measured at chest height, in inches.

CLERESTORY - A high section of wall that contains windows above eye level.

CURTAIN WALL - A non-structural outer shell or envelope covering the exterior of a building which is utilized only to keep weather out, typically made of glass.

DEVELOPMENT AREA - The total land area required to support all functions of the development including parking, storm-water management, and greenspace. The development area shall not be less than the area of disturbance at the time of construction.

DORMER - A window that projects vertically from a sloping roof.

FACADE - The vertical face of a building or structure.

FRONTAGE - A strip or extent of property abutting a street, public right-of-way or water.

LINTEL - A horizontal support across the top of a window or door opening in a wall which supports the weight of the wall above the opening.

PARAPET - A low protective wall along the edge of a flat roof, bridge, or balcony.

PUBLIC RIGHT-OF-WAY - A strip of land taken or dedicated for use as a public way. In addition to the roadway, it normally incorporates the curbs, lawn strips, sidewalks, lighting, drainage facilities and may include special features (required by the topography or treatment) such as grade separation, landscaped areas, viaducts and bridges.

SOLAR ACCESS - Space open to the sun and clear of overhangs or shade so as to permit the use of active and/or passive Solar Energy Systems on individual properties.

STORMWATER - Water produced by a rain storm or snow melt which does not get immediately absorbed by the soil.

STORMWATER MANAGEMENT - The use of man-made structural or natural design practices that are intended to reduce stormwater runoff and mitigate its adverse impacts on property, natural resources and the environment.