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The intent of this article is to provide design standards and guidelines for the City of Saratoga Springs which will reflect the desired quality of design, advance principles of the Comprehensive Plan relating to complete streets, energy efficiency, preservation of open space, landscaping and street trees, as well as other important initiatives.
4.1 STREET STANDARDS

These street standards supplement the information provided above to provide applicants with an overview of standard street sizes including required right-of-way, pavement area and layout for tree belts, sidewalks, etc. The following street types define the existing and desired street configuration for the most common streets within the City of Saratoga Springs and promote and advance the principles of Complete Streets. These represent typical design standards but are not the only design solution possible for use in a particular setting. It should be noted that there may be requirements to address the specific parameters of a particular site and a need for specific improvements. The Planning Board in consultation with the city engineer shall determine the appropriate street standards applicable to any proposed new subdivision street or site plan reviewed per Sections 4.1.1 and 4.1.2.

Minimum ROW and Pavement Widths by Street Type

<table>
<thead>
<tr>
<th>Street Type</th>
<th>R.O.W. Width</th>
<th>Curb to Curb Pavement Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alley</td>
<td>Twenty Feet (20')</td>
<td>Twelve Feet (12')</td>
</tr>
<tr>
<td>One Way Street</td>
<td>Forty-five feet (45')</td>
<td>Twenty-five feet (25')</td>
</tr>
<tr>
<td>One-Way Street (parking both sides)</td>
<td>Fifty-five feet (55')</td>
<td>Thirty-four feet (34')</td>
</tr>
<tr>
<td>Small Rural Road</td>
<td>Forty-five feet (45')</td>
<td>Twenty-five feet (25')</td>
</tr>
<tr>
<td>Pedestrian Street</td>
<td>Fifty-five feet (55')</td>
<td>Twenty-five feet (25')</td>
</tr>
<tr>
<td>Neighborhood Street Urban Local</td>
<td>Fifty-five feet (55')</td>
<td>Twenty-eight feet (28')</td>
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<tr>
<td>Neighborhood Street (parking both sides)</td>
<td>Fifty-five feet (55')</td>
<td>Thirty-six feet (36')</td>
</tr>
<tr>
<td>Transit Corridor, State Hywy</td>
<td>Seventy feet (70')</td>
<td>Forty-eight feet (48')</td>
</tr>
<tr>
<td>City Gateway Boulevard (4 lane)</td>
<td>One hundred feet (100')</td>
<td>Forty-eight feet (48')</td>
</tr>
</tbody>
</table>

These recommended street types would require the following proposed changes to the existing street classifications and the following are the proposed minimum ROW widths and pavement widths, taking into account the newly incorporated Complete Streets and Green Infrastructure recommendations. Street Type dimensions subject to adjustment as determined necessary and appropriate by City Engineer.

Alley

These narrow lanes are used primarily as service roads with one-way or two-way (yield) traffic and traditionally have not been designed to support water, sewer, storm drainage nor provide separate pedestrian systems nor are they intended to serve as primary access to properties.

Alleys provide secondary means of access to abutting property and are not intended for general traffic circulation.

Bikes and pedestrians share the road with occasional vehicle use. A 20’ wide ROW is paved 12’ wide.

One-Way Street

Designed to address a particular traffic flow pattern by limiting vehicular traffic movement to one direction, otherwise similar to Neighborhood Street. Includes parking on one or both sides and a bike lane (if adequate ROW available) as well as tree planting belt and sidewalks. A one way street would have one 12’ travel lane and an 8’-wide parking space on one side and a 5’ wide bike lane within the 25’ wide pavement. Two 5’ wide planting / green infrastructure strips and two 5’ wide sidewalks are also included in the minimum 45’ wide ROW.

Recommend a minimum 50’ ROW for one-way street. ROW and paving width would be increased to 55’ for one-way streets that accommodate parking on both sides of the street simultaneously (i.e., not alternate side parking).
Small Rural Road

Small rural road intended to accommodate low-volume traffic movements and generally located far from the city center. Also a street type suitable for new streets in conservation subdivisions in the Rural Residential District.

Includes 20’ of pavement for two-way travel at low design speed with sizable grass planted shoulder areas designed for occasional on-street parking and a minimum 8-foot wide shared-use path separated from the road with a planted buffer strip which varies in width from 4’ to 20’.

In areas where the planted buffer strip is larger, it can accommodate trees as well as bioswales to direct stormwater along the road to a raingarden. Tree buffers should accommodate existing larger trees, otherwise new trees should be be planted in clumps in these strips.

Rural Road

Rural roads are typically county routes passing through the city, bisecting a multitude of transportation situations.

In more rural settings these roads shall have a minimum of 24’ of pavement (two 12’ lanes), 2’ shoulders on each side and either a 10’ wide shared use path separated by a 6’ wide planting strip, or two 5’ wide on-the-road bicycle lanes, thus the required pavement width is determined by the situation and surroundings.

Sidewalks would not be required if the shared use path is installed, but may be required in other situations.

Pedestrian Street

Pedestrian Streets are a street classification suggested to offer a distinct street type, with special paving patterns and curbless design to give the whole street a pedestrian plaza feel. Vehicular traffic may or may not be allowed.

A 12’ wide travel lane, plus a 5’ wide bike lane, would be included to permit one-way deliveries or emergency vehicles, however the street would discourage through-traffic access. On either side of the travel lane, wide raised planting beds or planters would act as decorative bollards and separate lanes from the pedestrian-only areas on either side. Each side could accommodate a 6’ wide sidewalk and an additional 3’ wide strip for additional plantings/green infrastructure for stormwater management, benches, trash and recycling containers.

The minimum ROW width is 45’ but 50’ is recommended.

Potential Examples:
- Upper Caroline Street
- New PUD Development

Street standards:

Temp Graphic
Neighborhood Street

This is the street-type for most neighborhoods in the city with roads that are typically narrower in width having a typical right-of-way of width of +/-50 feet and 55 feet in newer developments. They feature 2-way traffic at slow speeds.

The 28’ wide pavement includes 2, 10’ wide travel lanes and one 8-foot wide on street parking space, which may alternate sides on a scheduled basis. Due to the nature of alternating on-street parking on neighborhood streets, pavement striping or a designated bike lane would be inappropriate. In these areas, shared lane marking may be installed to notify motorists to be aware of the presence of cyclists on neighborhood streets.

Both sides of the street would include a 6’ wide sidewalk, as well as a 5’ wide tree belt. This tree belt should include periodic raingardens with dropped curbs to allow drainage for stormwater. ## Note: This to be incorporated into Frontage Types.

Transit Corridor, County Highway and State

These are highways, urban streets and other major streets and roadways intersecting the commercial core areas of the city shall require at the minimum:

Two 11’ wide travel lanes
Two 8’ wide on-street parking areas
Two 5’ wide bike lanes
Two 5’ wide planting strips, with street trees and raingardens fed by dropped curb drains.
Two 6’ wide (minimum) sidewalks
(Alternative layouts where ROW cannot be widened shall include consideration of a side path and other appropriate bike and pedestrian accommodations)
Total of 70’ wide ROW, of which 45’ is paved.

Potential Examples:
- Excelsior Avenue

City Gateway Boulevard

Type of State Highway with +/- 100’ ROW width of

8’ – 16’ wide center planted median
Four 12’ wide marked travel lanes (14’ or 28’ pavement width)
Two 5’ – 8’ wide planting strips
Two 8’ wide pedestrian paths (or 10’ wide shared use path on one side and 6’ sidewalk on opposite side.
(Alternative layouts may include on-street parking and other configurations as determined by the planning board.)
Total of 86’ – 100’ ROW, of which 45’ is paved.

Potential Examples:
- Union Avenue
- South Broadway, south of Fenlon
- Route 9/50 from Van Dam to Marion Ave
4.2 COMPLETE STREETS

The City of Saratoga Springs adopted a Saratoga Springs Greenbelt Trail Feasibility Study, Greenbelt Trail Plan in 2014, Complete Streets Policy in 2012 and a Complete Streets Plan in 2016. This subsection provides a regulatory framework for implementation of these plans as part of the development review process. Applicants are encouraged to consult the adopted complete streets plan to understand the larger context and goals for making the city a more accommodating environment for all users of city streets. The Planning Board shall be responsible for determination of the required improvements associated with site plan and subdivision review under this article. The Planning Board shall consult with the City Engineer and, where appropriate, the Complete Streets Advisory Board prior to rendering a decision on any site plan or subdivision plat. The Code Enforcement Officer shall be responsible for determination of the required improvements, if any, under a building permit application where no site plan or subdivision approval is required.

4.2.1 Complete Streets Process

A. Applicability

1. All new proposed streets shall be constructed to provide the gold standard improvements for the street type being proposed for pedestrian, bicycle, and transit improvements as described in the Street Types Design Table on the following pages and in the accompanying illustrations. Where the planning board determines that standard cannot be achieved, the next highest level shall be required through a waiver, modification and/or mitigation.

2. Any new development which involves a subdivision, or construction of a new principal building, expansion of an existing principal building by more than 33 percent in gross square footage or renovation of an existing building representing an increase of 50 percent or more in assessed value, must provide safe, direct and convenient bicycle...
and pedestrian facilities for the public, and, where required, transit facilities in accordance with this section.

3. All improvements to existing or newly constructed public and private vehicular rights of way must be designed as complete streets, providing for safe, comfortable, and convenient movement both along and across rights-of-way by people of all ages and abilities, using multiple modes, consistent with the city’s Complete Streets policy and plan.

4. All public and private rights of way shall conform to the Public Right of Way Accessibility Guidelines set forth by the United States Access Board.

5. The planning board shall determine required improvements and where project impacts and related installation of permanent improvements require expansion of the public right-of-way, such area shall be dedicated to the city for such purpose in an instrument acceptable to the city attorney.

B. Waivers, Modifications and Mitigation

1. The planning board by super majority vote may waive or adjust the requirements of this section after making findings of fact documenting the rationale behind the waiver or modification if the following minimum standards for proposed improvements are met:

   a. Accommodates required access for people with disabilities and access to adjacent uses and transit.

   b. Ensures the safety, and facilitates the expected levels of pedestrian activity.

   c. Provides safe and sufficient facilities for bicyclists.

2. In instances where the Gold, Silver or Bronze standards cannot be accomplished due to the configuration of the existing street infrastructure, the applicant shall contribute an amount commensurate with the cost of the otherwise required improvements as determined by the planning board to be set aside in the city Complete Streets Mitigation Fund, which shall be used for the sole purpose of creating complete streets through capital improvement projects in conformance with this ordinance.

C. General Requirements

1. Pedestrian facilities and where required, bicycle and transit facilities shall be provided along adjacent rights of way in accordance with the Complete Street Plan. Pedestrian facilities shall connect main building entrances to parking areas, transit stops and stations, and all uses on a site that allow for public access.

2. Pedestrian facilities must consist of accessible, easily discernible and ADA compliant walkways. The pedestrian facilities must be paved with a fixed, firm and non-slip material.

3. All construction projects in the city impacting motor vehicle, bike, or pedestrian movements to or across public facilities shall include provisions for temporary pedestrian facilities including ADA accommodations in a maintenance and protection of traffic plan to be filed by the applicant for review and approval by the city engineer.

4. Sidewalks, cross-access drive lanes and other facilities providing access between lots are encouraged and all new lot developments shall connect to existing adjacent facilities as required by the planning board. In the case where adjacent parcels are not developed or sidewalks/cross-access drive lanes do not exist, the pedestrian facility (and cross-access lane, where required) shall be constructed in a way that future adjacent parcel development may connect.

4.2.2 Complete Streets Designations

The city street system is divided into three generalized types of streets as shown and described in the Complete Streets Plan (December 2016) and outlined in the Street Types Design Table. This listing outlines the required improvements to be installed in association with development activities. The detailed design of improvements shall also consider the right-of-way width to be provided, parking, and other improvements required as determined in the review process. An introduction to Complete Streets goals and an overview of the street types is offered below:

A. Complete Streets Typologies. Streets within the City of Saratoga Springs are designated into the following general classifications:
CHAPTER 240 UNIFIED DEVELOPMENT ORDINANCE

CITY OF SARATOGA SPRINGS NY

1. Neighborhood Streets (N)
2. Commercial Core Streets (C)
3. Transit Corridors and Thoroughfares (T)
4. School Zones (S)

The Complete Streets Plan calls for levels of improvements to achieve complete streets within the city. Gold, Silver, and Bronze are used to describe treatment levels which are described in more detail for each of the city streets in the table and graphics below. The Street Types Design Table presents the recommended level of treatment for each city street listed and includes references to the appropriate graphics for the recommended pedestrian, bicycle and public transit improvements for that street section. Applicants seeking to improve properties along city streets should refer to the table and to the graphics to understand the complete streets requirements to mitigate the impact of the proposed development they shall contribute to accomplishing the city’s goals as part of the proposed improvements either by providing the improvements or by payment of a mitigation fee in lieu of improvements.

Quote from Complete Streets Plan, December 2016: “The improvements are listed as ‘bronze,’ ‘silver,’ and ‘gold.’ Gold represents the ideal improvements in a full build scenario. Silver and bronze represent intermediary phases that can be implemented to eventually achieve the ‘gold’ standard. It is important to realize that the bronze and silver phases, while they are improvements to the current conditions and can achieve a great deal in creating complete streets, they should not be viewed as desired final outcomes. The City should continue to strive for excellence and push towards achieving a ‘gold’ standard on every street.”

B. Street Type Descriptions

1. Neighborhood Streets. This street type is found in most neighborhoods in the city with roads that are typically narrower in width having a typical right-of-way of width of +/- 50 feet (55 feet in newer developments). In general they feature two-way traffic at slower speeds.

a. A typical cross section includes a 28’ wide pavement with 2, 10’ wide travel lanes and one eight-foot wide on street parking space, which may alternate sides on a scheduled basis. Due to the nature of alternating on-street parking on many neighborhood streets, pavement striping or a designated bike lane would be inappropriate and sharing the road with bicyclists is understood.

b. Neighborhood streets include a 5’ wide sidewalk, as well as a 5’ wide tree belt. In new subdivisions or rebuilt areas this tree belt should include periodic rain gardens at the roadway low points with dropped curbs to allow infiltration of stormwater. Street lighting, crosswalks and ADA compliance shall be incorporated on all recommended Neighborhood Streets. Refer to the Street Type table and reference graphics for specific street recommendations.

2. Commercial Core Streets. The Commercial Core street type is found throughout the downtown area of the city. Streets in this area range in width from 20-foot wide alleyways to Broadway, the city’s main thoroughfare, which has a 100-foot wide right-of-way (ROW) in some places. Because of the diverse mix of uses and activities in the downtown, particular attention should be given to fully implement the Complete Streets recommendations to ensure that adequate facilities are provided for all users. It is important to balance the allocation of the existing right of way to meet the various needs and to expand the right-of-way as needed when a new development occurs and when the situation requires it.

a. All streets other than alleys in the commercial core as determined by the planning board shall have sidewalks on both sides of the street, with a minimum width of six feet and full Americans with Disabilities Act (ADA) compliance for all sidewalks and crossings. High visibility mid-block crossings with signage and curb bump outs should be installed where necessary and appropriate. Ideally buffered or separated bike lanes should be installed where the right-of-way widths and traffic patterns permit. Alternatively, shared lane markers should be incorporated into all repaving/restriping projects.

b. Required ROW for new development varies between 55 feet and 70 feet typically and shall be determined and requested by the Planning Board.
3. **Transit Corridors and Thoroughfares.** These include county and state highways and other major streets where transit (typically bus service is available). Transit corridors and thoroughfares are the primary routes for motorists moving within and through the city. These streets serve a higher level of traffic, and are often wider – typically greater than 30 feet in pavement width and with wider rights-of-way (ROWs). In the commercial core, these roadways not only serve movement through the city, they serve as the commercial and social center providing space for retail, restaurants and other businesses. Outside of the commercial core, these roadways may have limited facilities for pedestrians and bicyclists, but generally may have paved shoulders or potential right-of-way to improve such conditions. In general, speeds are higher in the outer sections of state highway.

   a. The Transit Corridor and Thoroughfare street type has different characteristics in different areas of the city. Refer to the Street Type table and reference graphics for specific recommendations.

   b. It is noted that along the Route 50 Arterial north of the city, from Van Dam to the Northway (except for the portion where a shared use path was constructed) bicycles and pedestrians are currently prohibited.

   c. The highest level of service for all users should be included in the design of improvements along these corridors. Full pedestrian amenities including sidewalks, signalized crosswalks, street furniture and street trees where appropriate should be installed. Away from the commercial core, where there is less intensive pedestrian demand, side paths/shared use paths should be installed where the ROW allows. Along corridors with less demand for pedestrian or bicycle amenities, striped shoulders should be included into the street design. In outlying sections of the city where space is available, side paths or shared use paths may be required as part of new development proposals in lieu of sidewalks.

4. **School Zones.** These include areas of high levels of pedestrian, bike, auto and bus traffic and require special consideration to accommodate all modes especially during hours of peak traffic including when school lets out.

5. Streets not listed on the Complete Streets Design Table shall be classified by the planning board, in consultation with public works and public safety, considering the NYS functional class, the existing level of improvements and ROW and the current and expected future traffic for pedestrians, bicycles and motor vehicles.

### 4.2.3 Public Transit Improvements

A. New development projects proposed on roadways which have a desired Gold (G), Silver (S) or Bronze (B) Transit Level listed in the Complete Streets Design Table and which are anticipated to produce an increase of more than 500 vehicle trips per day or with more than 50 new employees shall be required to include a Transportation Demand Management Study with mitigation program that will measurably reduce single-occupancy motor vehicle trips as part of site plan or subdivision approval.

B. A transportation demand management plan and mitigation program shall be prepared as part of the SEQR required documentation and shall outline measures that will be undertaken and maintained by the property owner/site employer(s) to reduce the projected number of single occupancy motor vehicle trips by a minimum of 25 percent from the baseline projection of such trips. Mitigation measures to be implemented as part of the project may include, but are not limited to ride-sharing programs, public transit facilities, employee incentives for transit use and other measures.

C. In lieu of the required transit improvements outlined...
4.2.4 Saratoga Greenbelt Trail Corridor Improvements

A. The area identified as the Greenbelt Trail as shown on the zoning map shall be considered prior to any proposed construction of any building or structure and in any building permit, site plan or subdivision application so as to avoid any conflict with the future construction of the trail.

B. An applicant may propose dedicating land in fee or easement for public access and may propose constructing the trail in lieu of parkland/recreation fee requirements and/or as part of a conservation subdivision. The planning board shall determine the value of such land dedication and/or trail construction for purposes of relief from parkland/recreation fee requirements and/or for open space conservation land protection requirements and related incentives for allowing public access as related to a conservation subdivision.

C. Where it may be necessary for the city to purchase land or an easement to otherwise protect the trail corridor from development, the applicant shall advise the planning board as such so the city may take appropriate action to purchase the property or other appropriate action. In the event the city determines against the purchase the property, the applicant shall refer the matter to the Zoning Board of Appeals so that appropriate relief may be granted to the applicant.

4.2.5 Complete Streets Mitigation Fee

A. Payment in lieu of installation of required improvements. As part of the approval of a proposed site plan or subdivision and in lieu of installing required improvements where the planning board determines such improvements are not appropriate or readily feasible for installation at the time of the project approval, the applicant shall, as part of the site plan and/or subdivision approval contribute a mitigation fee in an amount commensurate with the cost of the improvements that were not constructed. These funds shall be set aside in a capital reserve account established by the city for use in making improvements for bicycle, pedestrian and transit facilities in the city.
## Complete Streets Design Table

<table>
<thead>
<tr>
<th>Street Name and Segment Description</th>
<th>Jurisdiction</th>
<th>Street Type</th>
<th>Pedestrian Level (P)</th>
<th>Bicycle Level (B)</th>
<th>Transit Level (T)</th>
<th>Reference Graphics on Following Pages</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st Street (State St to N Broadway)</td>
<td>City</td>
<td>Neighborhood Street</td>
<td>G</td>
<td>S</td>
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**Complete Streets**: Complete Streets Mitigation Fee
## Complete Streets Design Table

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Complete Streets Mitigation Fee

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Pedestrians: Gold Level

Refer to the Complete Streets Design Table for lookup information on individual streets in the city.

P:NG (Pedestrian: Neighborhood Gold)

Required Improvements

A. Full ADA compliance for sidewalks and crossings.
B. Sidewalks continue through driveways.
C. Gaps in street trees are filled and pedestrian scale lighting fixtures are 100% filled.

P:CG (Pedestrian: Commercial Core Gold)

A. Full ADA compliance for sidewalks and crossings.
B. Sidewalks wider than 5’.
C. High visibility mid block crossings with signage and curb bump-outs.
D. Street art or banners are installed reflecting the character of the neighborhood.
E. Information kiosks and maps are installed.
F. Gaps in street trees and pedestrian scale lighting are 100% filled.

P:TG (Pedestrian: Transit Corridor Gold)

A. Full ADA compliance for all facilities.
B. Sidepath on at least one side.
C. High visibility mid block crossings with Rectangular Rapid Flash Beacons (RRFB).
D. Wayfinding signage is installed with estimated travel times is installed.
E. Street trees and pedestrian scale lighting are installed.
Pedestrians: Silver Level

P:NS (Pedestrians: Neighborhood Silver)

Required Improvements

A. Sidewalks on both sides of street.

B. 5' grass planting buffer between sidewalk and the street.

C. Full ADA compliance at all intersections.

D. Gaps in street trees and pedestrian lighting fixtures are 50% filled.

P:CS (Pedestrians: Commercial Core Silver)

Required Improvements

A. Street furniture installed.

B. Mid-block crosswalks where needed.

C. Some sidewalks wider than 5'.

D. Gaps in street trees and pedestrian scaled lighting fixtures are 50% filled.

P:TS (Pedestrians: Transit Corridor Silver)

Required Improvements

A. ADA compliant sidewalks on at least one side with 5' buffer.

B. At least one sidewalk at all intersections and mid-block crossings where appropriate.

Refer to the Complete Streets Design Table for lookup information on individual streets in the city.
Pedestrians: Bronze Level

Refer to the Complete Streets Design Table for lookup information on individual streets in the city.

**P:NB (Pedestrians: Neighborhood Bronze)**

**Required Improvements**

A. 4’ or wider striped shoulders on both sides, or 5’ continuous sidewalk on one side of the street.

B. Posted and Operating Speeds of 30 m.p.h. or less.

C. Full ADA compliance for all sidewalks, ramps and crossings.

**P:CB (Pedestrians: Commercial Core Bronze)**

**Required Improvements**

A. Sidewalks on both sides of street.

B. Some street trees and lighting present.

C. Curb ramps and crosswalks at most or all intersections.

D. New construction must be ADA compliant.

**P:TB (Pedestrians: Transit Corridor Bronze)**

**Required Improvements**

A. Striped shoulders of at least 5’ on both sides of street.
Refer to the Complete Streets Design Table for lookup information on individual streets in the city.

**Bicycle: Gold Level**

### B:NG (Bicycle: Neighborhood Gold)

**Required Improvements**

A. Bicycle boulevards officially adopted.

B. Traffic calming installed.

C. Speed limits reduced below 30 m.p.h.

D. Bicycle boulevard wayfinding signage and markings are installed.

### B:CG (Bicycle: Commercial Core Gold)

A. Buffered bike lanes or separated bike lanes are installed.

B. Transit only lanes installed where applicable.

C. Wayfinding signage is installed.

D. Medians are present.

E. Temporary or permanent parklets.

### B:TG (Bicycle: Transit Corridor Gold)

A. Buffered bike lanes or side paths are installed.

B. Wayfinding signage is installed.

C. Street light gaps are 100% filled.
Bicycle: Silver Level

Refer to the Complete Streets Design Table for lookup information on individual streets in the city.

**B:NS (Bicycle: Neighborhood Silver)**

**Required Improvements**

A. Visual deflection for traffic calming installed.

B. Street light gaps are 50% filled.

**B:CS (Bicycle: Commercial Core Silver)**

A. Bike lanes are installed.

B. Conflict zones are marked in green.

**B:TS (Bicycle: Transit Corridor Silver)**

A. Shoulders are marked as bike lanes.

B. “Gateway” traffic calming treatments are installed approaching neighborhoods and schools.

C. Street light gaps are 50% filled.
Refer to the Complete Streets Design Table for lookup information on individual streets in the city.

**Bicycle: Bronze Level**

### B:NB (Bicycle: Neighborhood Bronze)

**Required Improvements**

A. Bike route signage installed where appropriate.

B. Curb gaps filled.

C. Shared lane markings.

### B:CB (Bicycle: Commercial Core Bronze)

A. Install shared lane markings.

B. Install bike route signs where appropriate.

C. Reduce curb cuts where possible.

### B:TB (Bicycle: Transit Corridor Bronze)

A. 4 ft. min striped shoulders maintained.

B. Bike route signage installed where appropriate.
Transit: Roadways

Refer to the Complete Streets Design Table for lookup information on individual streets in the city.

**T:RG (Transit: Roadway Gold)**

Required Improvements

A. “Bus Only” lanes installed where possible.

B. Bicycle parking installed.

C. Wayfinding signage installed.

D. Buffered bike lanes or cycle tracks.

E. Street light gaps are 100% filled.

**T:RS (Transit: Roadway Silver)**

A. “Bus Only” striping in parking lanes at bus stops.

B. Bike lanes are installed with transitions at bus stops.

C. At least one 11’ travel lane for bus and truck traffic.

D. Street light gaps are 50% filled.

**T:RB (Transit: Roadway Bronze)**

A. Bus stop signage with servicing route numbers.

B. On-street parking restrictions for bus stops.

C. Shared lane markings in travel lanes.

D. Emphasize 4 E’s in planning and design (Engineering, Education, Enforcement, Emergency Medical Services)
Refer to the Complete Streets Design Table for lookup information on individual streets in the city.

**Transit: Pedestrian**

### T:PG (Transit: Pedestrian Gold)

**Required Improvements**

A. High visibility crosswalks with signage provided near bus stops.

B. Benches and shelters provided at bus stops.

C. Gaps in the street trees and pedestrian scale lighting fixtures are 100% filled.

### T:PS (Transit: Pedestrian Silver)

A. Sidewalks on both sides.

B. Crosswalks provided near bus stops (intersection or mid-block.)

C. Grass buffer.

D. Paved pedestrian waiting areas at bus stops.

E. Benches provided at bus stops.

F. Gaps in the street trees and pedestrian scale lighting fixtures are 50% filled.

### T:PB (Transit: Pedestrian Bronze)

A. 4 ft. or wider striped shoulders on both sides.

B. Bus stop signage with servicing route numbers.

C. ADA compliance for sidewalks, crossings, and waiting areas near bus stops.
4.3 FRONTAGE TYPES

Frontage Types are established to provide design guidelines for the public realm—the area from the edge of the street curb to the front facade of the building for commercial/mixed use properties. These guidelines supplement the Street Type and Street Standards to provide a range of landscape architectural design options to create an attractive and vibrant public realm. Elements including street trees, shrubs, perennial and annual planting beds, lawn areas and green infrastructure for stormwater management, berms and screening, sidewalks, patios and outdoor dining, lighting, benches, public art and civic space, signage, fire hydrants, and where appropriate and permitted parking areas are included.

4.3.1 Frontage Type Determination

Because Frontage Types are established as more flexible design guidelines, separate and distinct from Street Type requirements, it allows the city some flexibility to mix-and-match different street designs with different frontage designs, depending on what is most appropriate for a given site. Each has a degree of flexibility—variable dimensions—which allow some adaptability to different site conditions. The recommended Frontage Types are listed for application to commercial/mixed use developments and the planning board shall determine which Frontage Type is best suited to the site including establishment of appropriate site-specific dimensions and improvement elements to facilitate enhanced design treatments and meet the goals of this Chapter.

Because Frontage Types include both the publicly owned right-of-way and the publicly accessible portion of private property a coordinated approach to design is appropriate so the investment in improvements will create a public realm of greatest benefit.

**Classic Broadway**

The Classic Broadway frontage type recognizes the iconic public realm possible along a wide expanse between curb and building facade. Concrete sidewalk extends the full depth of frontage. Includes a 4’ buffer at the curb for pedestrians using on street parking. 4’ x 10’ minimum tree and planting beds—ideally longer beds to permit two street trees per bed. Areas for benches, public art, lighting, signage, transit stops and other amenities outside the clear pedestrian passage area.

A minimum clear width is provided for the pedestrian passage area, as well as an allowance for outdoor dining / seating areas. Provides variable measurements to accommodate both East and West sides of Broadway which have different depths.

**Urban and Transit Corridor**

The Urban and Transit Corridor frontage type is typical for properties along transit corridors and in the transect zoning districts. Frontage depth available will generally range from shallow in the older downtown area to deeper in more outlying areas. A wide 8’ – 10’ concrete sidewalk should be provided along curb with optional curb bulb-outs to buffer on-street parking and shorten pedestrian street crossing distance. Street tree beds provided every 40 feet. Street Lamp posts 100’ on center. Beyond sidewalk, lawn and plantings provided to front facade to accommodate shallow front yard setbacks of approximately 10-15 feet. In addition to plantings, this area may also provide civic space including outdoor patio or terrace and public art. Transit stop as/if needed.

Example Location: Excelsior Ave, West Avenue
Suburban

The Suburban frontage type provides a narrow landscaped buffer along the road for trees, landscaping and stormwater management functions such as raingardens. Within this buffer area, sidewalks are provided or where space is available an 8-10” wide side shared use path can be provided along the road.

Beyond the path/sidewalk, additional plantings and landscaping continues. In general, parking is provided on the side or at the rear of the principal building. In areas where convenience parking in the front yard area is allowed as part of site plan review, that arrangement would be typically be limited to only one row of parking in the front of the principal building, buffered by a raised planted berm to help screen the parking.

Overall depth will vary depending on width of R.O.W. but will generally range from 5’ in narrow areas to 20’ or more along larger areas.

Example location: Geyser Road entering the city.

Rural-Suburban

The Rural-Suburban frontage type provides a large expanse of landscaped buffer along the road for trees, landscaping and stormwater management functions such as raingardens. Within this buffer area, sidewalks or wide multi-use trails can meander and wind along the road.

Beyond the path/sidewalk, additional plantings and landscaping continues. In general, parking is provided on the side or at the rear of the principal building. In areas where convenience parking in the front yard area is allowed as part of site plan review, that arrangement would be typically be limited to only one row of parking in the front of the principal building, buffered by a raised planted berm to help screen the parking.

Overall depth will vary depending on the width of R.O.W. but will generally range from 15’ in narrow areas to 30’ or more along larger areas.

Example location: NYS Route 9 entering the city.
4.4 FACADE TYPES

Facade Types describe the allowable facade configurations for new buildings within the Transect zoning districts. Each Transect district in Article 2 specifies which Facade Types are permitted. The potential range of Facade Types are as follows:

- **Figure 4.4-1 Porch.** A covered but unenclosed structure projecting from the outside wall of a building. A great variety of porches are possible, but to be useful, none should be less than 8 ft. wide.

- **Figure 4.4-2 Shopfront & Awning.** A facade aligned close to the frontage line with the entrance at sidewalk grade. This type is conventional for retail frontage. It is commonly equipped with cantilevered shed roof or an awning.

- **Figure 4.4-3 Stoop.** A facade aligned close to the frontage line with the ground story elevated from the sidewalk, securing privacy for the windows. This type is suitable for ground-floor residential uses at shallow setbacks with row houses and apartment buildings. An easement may be necessary to accommodate the encroaching stoop.

- **Figure 4.4-4 Open Front Yard.** A facade set back substantially from the frontage line. The front yard thus created should remain unfenced and be visually continuous with adjacent yards.

- **Figure 4.4-5 Forecourt.** A facade aligned close to the frontage line with a portion of it set back. The forecourt created is suitable for entry courtyards, gardens, vehicular drop-offs, and utility off loading. This type should be used sparingly to prevent a continuous excessive setback.

- **Figure 4.4-6 Terrace & Light Court.** A facade set back from the frontage line with an elevated garden or terrace, or a sunken light court. This type can effectively buffer residential quarters from the sidewalk, while removing the private yard from public encroachment. The terrace is suitable for restaurants and cafes as the eye of the sitter is level with that of the standing passerby. The light court can give light and access to a basement.

- **Figure 4.4-7 Arcade.** A facade aligned on the frontage line with an attached colonnade, or the second story of the building extends over the sidewalk, while the ground story remains set back at the frontage line. This type is indicated for retail use, but only when the sidewalk is fully absorbed within the arcade so that a pedestrian cannot bypass it. An easement for private use of the right-of-way is usually required. To be useful, the arcade should be no less than 12 ft. wide.
4.5 BUILDING TYPES

Building Types describe the allowable design configurations for new buildings within the Transect zoning districts. Each Transect district in Article 2 specifies which Building Types are permitted. The potential range of Building Types are as follows:

**Figure 4.5-1 Detached Building.** A building with setbacks on all sides. The front yard is intended to be semipublic and visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well-placed outbuilding.

**Figure 4.5-2 Side Yard Building.** A building that occupies one side of the lot with the primary open space to the other side. The visual opening of the side yard on the street frontage causes this building type to appear freestanding.

**Figure 4.5-3 Common Wall Building.** A building that occupies the full frontage of its lot, using shared walls, eliminating side yards, and leaving the rear portion as a large yard. The building facade defines the edge of the public space while the rear area can accommodate private space or substantial parking.

**Figure 4.5-4 Courtyard Building.** A building that extends to the Boundaries of its lot while internally defining one or more private courtyards. This building type is able to shield the private realm from all sides and accommodate potentially incompatible activities in close proximity, such as workshops, lodging, and schools.
4.6 URBAN DESIGN

This section is intended to provide guidance on required or preferred urban design concepts that may apply globally within the city, or which apply to particular districts. This enables common design elements to be referenced in a single location instead of being duplicated in many places in the code.

Applicability to Transect Zones. The following design requirements are required for all new development within Transect Zones T4, T5, and T6.

Applicability to Other Zones. Unless noted otherwise, the design requirements of this section only apply to other areas of the city if they are specifically referenced by their zoning district or overlay. Otherwise, they should be treated as recommended guidelines.

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

In contrast to traditional zoning districts that regulate one use from another, Transect Zones are designed to be more flexible with a focus on sound architectural and site design elements to encourage creative and sustainable new and infill development.

The intent of the Transect Zones is to encourage a diversity of complementary uses, promote successful urban form, extend traditional circulation systems with interconnecting streets, reinforce a strong pedestrian emphasis, and provide for civic space.

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

4.6.1 Urban Form & Site Design

A. Street networks should create blocks with a maximum perimeter of 1,200 feet in the T-6 Zone and 1,400 feet in the T-4 and T-5 Zones. Limiting a maximum of one curb cut per block face is strongly encouraged. These block perimeters may be exceeded to accommodate an internal parking lot or structure that is screened from public view along all street frontages.

B. All streets should connect to other streets to form a circulation network. Cul-de-sacs may be allowed only when there is no acceptable alternative due to site conditions such as waterways, wetlands, or steep slopes.

C. Intersection Obstructions. At all street intersections, in all districts, there shall be no obstruction to vision exceeding thirty (30) inches in height (other than an existing building, post, column or tree) within the triangle formed by the edge of pavement at the intersection and measuring thirty (30) feet along each street.

D. Shallow build-to-line and minimum frontage build-out requirements are intended to support pedestrian-friendly streets.

E. All lots should have street frontage. Lots served by an alley may also have frontage on a passage.

F. Building façades within a streetscape should align with adjacent buildings within the required Build-to Area of the property, unless otherwise directed by the planning board. Buildings should be compatible with neighboring buildings and general site context.

G. In the case of larger structures, the overall building mass should be broken down into smaller components with variations in facade height and depth to reduce the visual scale. Long, uninterrupted building masses should be avoided. Figure 4.6-X

H. Buildings situated at corners should “wrap” the corner by continuing façade elements such as the cornice or other horizontal features on all street elevations.

I. Buildings situated at corners should provide additional massing and height at the corner to visually anchor and emphasize it.

J. Parking lots and service areas should be located in the rear of the site or within a central courtyard to screen it from view from the street and maximize facade exposure around the perimeter of the property Figure 4.6-X

K. Parking Lots and service areas visible from and located within 20 feet of a public sidewalk shall be screened with plantings and a low wall or fence to help maintain...
the street edge. See Landscape Buffer Types A, B and C in Section 4.8.

L. Larger developments which may occupy an entire block or a substantial part of it should incorporate service alleys that allow private off-street access when possible, and / or pedestrian paths which allow the public to circulate through the site. Figure 4.6-X

M. Front yard fences should not exceed 42 inches in height.

4.6.2 Residential District Buffers

Building height, use and screening buffer requirements shall be provided in instances where new development in any Mixed-Use or Specialty district directly abuts a residential zoning district, as illustrated below. Figure 4.5-1

A. Zone A – Landscape Buffer. A landscape buffer shall be provided in this zone as directed by the Planning Board, as generally provided from the Buffer Types listed in Table 4.9 A. The depth of this zone varies depending on the type of landscape buffer selected by the Planning Board. The Planning Board is authorized to modify the design criteria of the landscape buffer if deemed necessary for specific site considerations.

B. Zone B – Use Restriction. This zone shall extend 50 feet from the adjacent residential property line, and is intended for open landscape areas or low intensity uses such as surface parking, playgrounds, outdoor dining or service access. Loading docks or dumpster enclosures are not permitted.

C. Zone C – Height Restriction. This zone shall extend

Figure 4.6 A. Residential District Buffers. Commercial development adjacent to a residential district shall be designed to minimize impacts on the residential neighborhood.
50 feet from the edge of Zone B. Any new structures within this zone shall be limited in height so as not to encroach on the neighboring residential district. The height restriction within this zone is initially limited to the allowed height of the adjacent residential district, extending upwards within a 45 degree plane (1:1 slope) away from the residential district, as illustrated.

4.6.3 Civic Space

A. Development plans containing 10,000 square feet or more should provide for civic space as described in 4.10 Civic Space and Streetscape Public Amenities.

B. Streetscape Design

   1. Streetscape elements should include on-street parking, curbs, street trees, sidewalks and streetlights.
   2. Street trees should be spaced on average 40 feet on center, depending on site conditions. At the time of planting, street trees should measure 15 to 20 feet tall, have a minimum caliper of four inches measured at a point 12 inches above the root ball, and have a minimum branching height of eight feet.
   3. Historic or Decorative streetlights, as detailed in The City of Saratoga Springs Standard Construction Details, should be provided along all frontages and in offstreet parking areas. Streetlight spacing should be 75 to 100 feet on center, depending on site conditions.

4.6.4 Height & Roof Design

A. Building roof heights shall provide variations from adjacent buildings, and in the case of longer facades, variations within its own roofline to break up the skyline, provide more visual interest and highlight important features such as the building entry, Figure 4.6-X.

B. Roof forms may include a symmetrical pitched roof or a flat roof with a cornice. Slopes of pitched roofs should be not less than 5:12, except that porch roofs may be sheds with pitches not less than 3:12. All gables should be parallel or perpendicular to the street.

C. Structures with sloping roofs should take measures to ensure that the fall of snow, ice or rain does not create a hazard for pedestrians.

D. Rooftop mechanical systems may exceed the maximum building height provided they do not exceed 25% in aggregate coverage of the roof area and are adequately...
screened and set back from the building facade.

### 4.6.5 Facade Composition

A. The scale and proportion of building facades, design and materials used in new construction should complement those used in neighboring buildings.

B. The overall visual scale of the building shall be reduced primarily by creating physical articulations in the facade.

C. New facades should include base, middle and top levels and coordinate the relative height of these façade elements “datum lines” with those of adjacent and nearby buildings. **Figure 4.6-X**

D. The use of smaller facade patterns at higher floor levels can help to reinforce the base, middle, top composition.

E. The facades of longer buildings shall provide for variations and articulations in the plane of the facade and roofline to avoid becoming one continuous flat surface. **Figure 4.6-X**

F. Facade design should be composed in a regular and recognizable pattern. Facade design should incorporate a primary material and an easily recognizable pattern (with optional sub-patterns or subtle variations for larger scale buildings). Breaks or fluctuations in facade patterns or materials may should be used to draw attention to entrances or special facade elements. **Figure 4.6-X**

G. Large areas of blank wall shall be avoided along all public frontages, particularly at ground level adjacent to pedestrian areas.

H. The use of decorative designs and adornment is strongly encouraged to enliven a facade and create a more pedestrian scale.

### 4.6.6 Windows, Doors and Facade Openings

A. All architectural openings, including windows, doorways, arches and porch framing, should be constructed with their height equal to or greater than their width and framed by appropriately-scaled lintel or arch at the top and sill at the bottom.

B. The rhythm and proportions of architectural openings should be consistent and complement that of adjacent buildings or the otherwise fit the design character appropriate for the zoning district, and concentrate windows and openings at the street level.

C. The ground floor pedestrian areas should provide the highest percentage of facade opening with large storefront windows and entranceways, while the upper floors and non-pedestrian areas may have a decreasing amount of facade opening.

D. Window shutters, if used, should be used consistently throughout the façade and should be sized and proportioned to appear to be able to cover the window opening when closed.

E. Sliding doors and windows should be discouraged along primary facades except to access porches serving residential or lodging uses on the second or higher story.

F. Ground floor storefront entrances shall be recessed enough from the pedestrian sidewalk such that the door can be opened without obstructing the effective width of the sidewalk.

### 4.6.7 Entranceways

A. Main building entrances should face the street, and should be easily identifiable and scaled appropriately to the size of the building facade.
4.6.8 Materials & Colors

A. **Primary Materials.** All facade designs are encouraged to utilize a single facade material as the “primary” material, and using other materials more sparingly as secondary, decorative or accent elements. A single facade utilizing multiple types of different materials equally is discouraged.

B. **Material transitions.** All transitions from one facade material to another shall occur at a hard edge depth transition where one material can terminate into another at an inside corner. Figure 4.6-X

C. **Contrast.** Primary and secondary facade materials should contrast well with each other, using a mix of dark and light to be more visible.

D. **Roof Materials.** Recommended roof materials include black or single tone asphalt shingles, standing seam roof or natural slate. Imitation slate and wood shingles should be avoided. Parapet caps may be stone, concrete, or limestone.

E. **Facade Materials.** Recommended façade materials include common red brick (bare or painted), special masonry units (textured, colored, or painted), natural stone, or wood clapboard. The following should be avoided: beige, multi-tone, or imitation brick siding; bare masonry units; metal, asphalt or vinyl siding; and imitation stone or exterior insulation finish systems (E.I.F.S.). Recommended trim materials include finish grade, painted, or stained wood. Bare lumber grade wood or plywood should be avoided.

F. **Windows.** Recommended window materials include anodized aluminum or vinyl clad frame (black, brown or approved color) or painted or stained wood. Recommended lintel and sill materials include brick, stone, wood or colored concrete. Bare aluminum frames should be avoided. Clear, frosted or stained glass is recommended; tinted or mirrored glass should be avoided.

G. **Hardscape.** Recommended hard surface materials include brick, paving stone, porous pavement, and patterned concrete. Asphalt use should be limited to parking and loading areas.

H. **Awnings.** Canvas awnings incorporating a maximum of three approved colors may be used. Plastic/vinyl awnings should be avoided.

I. **Balconies.** Balconies and porches visible from the street right-of-way should be built of wood, metal, or concrete. Pressure-treated lumber may be utilized for concealed structural members, and structures not visible from the street right-of-way. All exposed surfaces visible from the street right-of-way, including floor decks, stairs, railings, columns, brackets and any other structural and/or decorative roof support members, should be built with paint grade finish lumber or metal and painted in appropriate colors. Porch stairs should have solid risers and sides enclosed with either solid wood construction or open lattice panels with maximum openings of 4 square inches.

4.6.9 Access and Parking Considerations

A. **Shared parking or the use of public parking lots is encouraged.**

B. **On–street parking along the adjacent frontage may be counted toward any parking requirements.**

C. **Surface parking areas should be located at the internal or rear areas of the property and shall not be closer to the street than the principal building. Surface parking areas located within 10 feet of a public sidewalk shall be screened by a continuous landscape buffer as illustrated in 4.8.X or other suitable landscape screening as directed by the Planning Board at least 3.5 feet in height. Openings in such landscape wall shall be no larger than necessary to allow automobile and pedestrian access. Surface parking areas should be screened by a suitable streetwall or continuous hedge between 3.5 and 4.5 feet in height and located at the middle or rear of a property.**
Streetwall materials should be compatible with the adjacent building façade. Openings in such streetwalls and hedges should be no larger than necessary to allow automobile and pedestrian access.

D. Vehicle access to parking and service areas should be from an alley wherever feasible. Corner lots with alley access should only access parking through the alley. The Planning Board may require granting of cross access easements or dedication of right-of-way to assure appropriate block size and alley access to future development sites.

E. Off-street loading, service or storage areas should be located behind buildings or parking structures, enclosed within the principal building envelope, or screened from view from the street right-of-way. Screening or landscaping should be compatible with adjacent structures and existing building materials.

F. Overhead garage doors shall not be located on the front of buildings, but should face the side or rear of the property. If placement at the property front is unavoidable, such doors shall be positioned set back at least 20 feet behind the plane of the principal building façade, and shall not exceed 2 cars per garage doors, or 10 feet per garage space in width.

G. Where otherwise not required, the provision of bicycle parking shall be considered.

4.7 PARKING REQUIREMENTS

This Article section sets minimum standards for off-street parking and loading for new construction and for the expansion or change to existing uses. The purpose of this Article section is to ensure that uses have a minimum level of off-street parking to avoid congestion on surrounding streets while avoiding excessive parking.

4.7.1 Applicability

A. The parking and loading requirements shall apply to all zoning districts with the following exception: there are no minimum off-street parking requirements in the Transect-6 district.

B. The Planning Board shall have the authority to waive the minimum number of required parking spaces in any Commercial, Transect, Neighborhood Complementary Use, or Urban Residential-4A district, provided:

1. The applicant can demonstrate that sufficient parking accommodations can be provided; and,
2. The applicant can demonstrate that the waiver will not result in any adverse impacts on the subject site or within the District.

## Note: Need determination on above to confirm if “Commercial” districts would only include mixed-use, industrial or Institutional districts.

4.7.2 Calculation of Required Parking

A. Uses Not Identified. For uses not expressly listed in the mandatory off-street parking table, required parking shall be calculated on the basis of the most similar use listed as determined by the Zoning Officer.

B. Multiple Uses. In instances of multiple uses, the required off-street parking calculation shall include the minimum standards that apply to each use.

C. Fractional Measurements. When calculating the required number of parking spaces, any fraction up to and including ½ shall be disregarded and fractions over ½ shall require one parking space.

D. Floor Area Measurement. When calculating the
required number of parking spaces on the basis of floor area square footage, the gross floor area devoted to the use shall be used.

E. Number of Employees. When calculating the required number of parking spaces on the basis of the number of employees or staff, the maximum number present at any one time (greater than 30 minute period) shall govern.

F. Maximum Parking Allowed. No use may provide parking quantities greater than 20% over the amount specified in this article unless waived by the Planning Board.

G. Off-street loading areas may not be used to satisfy off-street parking requirements.

4.7.3 Off-Site Parking
In general, off-street parking shall be provided on the same lot or tax parcel as the principal use. Required off-street parking may be provided on a separate lot or tax parcel provided:

A. That lot is within 300 feet of the parcel with the principal use; and

B. There are covenants that tie the two lots together as set forth in 6.2.5(3) 4.8.5 below.

4.7.4 Shared Parking
In any district, the Planning Board may approve the shared use of a parking facility and up to a 30% reduction in the total parking requirements for two or more principal buildings or uses, either on the same, adjacent or nearby parcels, provided:

A. It is clearly demonstrated that the shared use or reduction in spaces will substantially meet the parking needs of the envisioned patrons and employees; and

B. There is a covenant on the separate parcel or lot guaranteeing the maintenance of the required off-street parking facilities during the existence of any of the principal uses having beneficial use of the shared parking. Said covenant shall:
   1. Be executed by the owner of said lot or parcel of land and the parties having beneficial use thereof; and
   2. Be enforceable by any one or all of the parties having beneficial use thereof; and
   3. Be enforceable against the owner, the parties having beneficial use, and their heirs, successors and assigns.

4.7.5 Off Street Parking Schedule
Except where waived in accordance with the above provisions, off-street parking spaces shall be provided and maintained by the owner of the property as follows: indicated in Table 4.7-3 Required Off Street Parking Spaces.

A. Bicycle Parking. Within the Transact Districts, one bicycle parking or storage space should be provided for every 15 off-street vehicular parking spaces. Bicycle parking shall be provided in accordance with Section 4.10 Pedestrian Amenities.

4.7.6 Design Requirements
A. Parking Space Dimensions
   1. Each off-street parking space shall have the following minimum dimensions:
      a. Parallel parking: Width = 9 feet, length = 22 feet; height = 7 feet
      b. Perpendicular parking: Width = 9 feet, length = 10 feet.
### Table 4.7 C. Required Off-Street Parking Spaces

<table>
<thead>
<tr>
<th>Use / Activity</th>
<th>Minimum Number of Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agricultural activity (farming)</td>
<td>1 per employee</td>
</tr>
<tr>
<td>Art gallery</td>
<td>1 per 400 sq. ft. of floor area plus 1 per 2 employees</td>
</tr>
<tr>
<td>Animal clinic/kennel</td>
<td>1 per 200 sq. ft. of floor area plus 1 per 2 employees</td>
</tr>
<tr>
<td>Automotive sales and service</td>
<td>1 per 200 sq. ft. of sales floor area plus 1 per 600 sq. ft. of service floor area plus 1 per company vehicle</td>
</tr>
<tr>
<td>Bottling plant</td>
<td>1 per 2 employees plus 1 per company vehicle</td>
</tr>
<tr>
<td>Bowling alley</td>
<td>1 per 3 persons of design capacity</td>
</tr>
<tr>
<td>Broadcasting station</td>
<td>1 per 2 employees plus 1 per company vehicle</td>
</tr>
<tr>
<td>Bus depot</td>
<td>1 per 5 seats in waiting room plus 1 per 2 employees</td>
</tr>
<tr>
<td>Building material storage and sales</td>
<td>1 per 200 sq. ft. of sales floor area plus 1 per company vehicle</td>
</tr>
<tr>
<td>Car rental agency</td>
<td>1 per 250 sq. ft. of sales floor area plus 1 per company vehicle</td>
</tr>
<tr>
<td>Car wash</td>
<td>1 per bay plus 1 per 2 employees</td>
</tr>
<tr>
<td>Cemeteries</td>
<td>1 per 2 acres</td>
</tr>
<tr>
<td>Convenience sales</td>
<td>1 per 200 sq. ft. of sales floor area plus 1 per 2 employees</td>
</tr>
<tr>
<td>Convalescent homes/nursing homes</td>
<td>1 per 2 beds plus 1 per 2 employees</td>
</tr>
<tr>
<td>Corridor bed &amp; breakfast</td>
<td>1 per guest room plus 1 per resident manager or resident unit</td>
</tr>
<tr>
<td>Corridor rooming house</td>
<td>0.5 per guest room plus 1 per resident manager or resident unit</td>
</tr>
<tr>
<td>Cultural facility</td>
<td>1 per 300 sq. ft. of floor area</td>
</tr>
<tr>
<td>Day care center</td>
<td>1 per employee</td>
</tr>
<tr>
<td>Eating &amp; drinking establishments</td>
<td>1 per 4 seats plus 1 per 2 employees</td>
</tr>
<tr>
<td>Educational facilities</td>
<td>1 per 5 students (&gt;16 yrs) plus 1 per 2 employees</td>
</tr>
<tr>
<td>Equipment repair shop</td>
<td>1 per 300 sq. ft. of sales floor area plus 1 per 2 employees</td>
</tr>
<tr>
<td>Extraction industry</td>
<td>1 per 2 employees plus 1 per company vehicle</td>
</tr>
<tr>
<td>Financial institutions &amp; banks</td>
<td>1 per 200 sq. ft. of floor area plus 1 per 2 employees</td>
</tr>
<tr>
<td>Funeral home</td>
<td>1 per 400 sq. ft. of floor area plus 1 per company vehicle</td>
</tr>
<tr>
<td>Group entertainment (nightclubs, theaters, etc.)</td>
<td>1 per 4 seats</td>
</tr>
<tr>
<td>Heavy equipment storage, sales &amp; maintenance</td>
<td>1 per 200 sq. ft. of sales floor area plus 1 per 600 sq. ft. of service floor area plus 1 per company vehicle</td>
</tr>
<tr>
<td>Horse barn</td>
<td>1 per 10 stalls</td>
</tr>
<tr>
<td>Horse race track &amp; grandstand</td>
<td>1 per 4 seats</td>
</tr>
<tr>
<td>Hospitals</td>
<td>1 per 2 beds plus 1 per 2 employees</td>
</tr>
<tr>
<td>Hotel/motel</td>
<td>1 per guestroom plus 1 per 2 employees</td>
</tr>
<tr>
<td>Inn</td>
<td>1 per guestroom plus 1 per 2 employees</td>
</tr>
<tr>
<td>Laboratory</td>
<td>1 per 2 employees</td>
</tr>
<tr>
<td>Machine shop</td>
<td>1 per 300 sq. ft. of sales floor area plus 1 per 2 employees</td>
</tr>
<tr>
<td>Manufacturing and assembly</td>
<td>1 per 2 employees plus 1 per company vehicle</td>
</tr>
<tr>
<td>Marina &amp; docks</td>
<td>1 per 3 slips</td>
</tr>
<tr>
<td>Medical offices/clinics</td>
<td>1 per 200 sq. ft. of floor area</td>
</tr>
<tr>
<td>Movie theater</td>
<td>1 per 4 seats</td>
</tr>
<tr>
<td>Neighborhood bed &amp; breakfast</td>
<td>1 per guestroom plus 2 per resident manager or resident unit</td>
</tr>
<tr>
<td>Neighborhood rooming house</td>
<td>0.5 per guestroom plus 2 per resident manager or resident unit</td>
</tr>
<tr>
<td>Newspaper plant</td>
<td>1 per 2 employees plus 1 per company vehicle</td>
</tr>
<tr>
<td>Nurseries</td>
<td>1 per 300 sq. ft. of sales area plus 1 per 2 employees</td>
</tr>
<tr>
<td>Office (incl. real estate)</td>
<td>1 per 300 sq. ft. of floor area</td>
</tr>
<tr>
<td>Open air market</td>
<td>1 per 500 sq. ft. of floor area</td>
</tr>
<tr>
<td>Outdoor recreation/entertainment</td>
<td>1 per 200 sq. ft. within enclosed buildings plus 1 per 3 persons for outdoor facilities at maximum capacity: Miniature golf, skateboards, park, water slide and similar uses: 1 per 300 sq. ft. of facility area plus 1 per 200 sq. ft. of building floor area; Driving range: 1 per tee plus 1 per 200 sq. ft. of building floor area; Par Three Course: 2 per golf hole plus 1 per 200 sq. ft. of building floor area</td>
</tr>
<tr>
<td>Private/civic clubs</td>
<td>1 per 4 seats plus 1 per 2 employees</td>
</tr>
<tr>
<td>Recreational facility</td>
<td>1 per 5 seats</td>
</tr>
<tr>
<td>Religious institutions</td>
<td>1 per 10 seats</td>
</tr>
<tr>
<td>Residences</td>
<td>2 per unit, 15 per unit in a UR-4, UR-5, T-4 or T-5 District</td>
</tr>
<tr>
<td>Retail</td>
<td>1 per 300 sq. ft. of sales area plus 1 per 2 employees</td>
</tr>
<tr>
<td>Riding stable</td>
<td>1 per 2 horse stalls</td>
</tr>
<tr>
<td>Salvage &amp; scrap processing</td>
<td>1 per 2 employees plus 1 per company vehicle</td>
</tr>
<tr>
<td>Self storage facility</td>
<td>1 per 2 employees</td>
</tr>
<tr>
<td>Senior assisted care facility</td>
<td>1 per employee plus 1 per 4 residential units (with or without kitchen)</td>
</tr>
<tr>
<td>Senior housing</td>
<td>1 per residential unit</td>
</tr>
<tr>
<td>Service establishment</td>
<td>1 per 200 sq. ft. plus 1 per 2 employees</td>
</tr>
<tr>
<td>Solid waste transfer station</td>
<td>1 per 2 employees plus 1 per company vehicle</td>
</tr>
<tr>
<td>Trucking &amp; freight terminals</td>
<td>1 per 2 employees plus 1 per company vehicle</td>
</tr>
<tr>
<td>Utility establishment</td>
<td>1 per 2 employees plus 1 per company vehicle</td>
</tr>
<tr>
<td>Vehicle fueling station</td>
<td>1 per 2 employees plus 1 per company vehicle</td>
</tr>
<tr>
<td>Warehouse</td>
<td>1 per 2 employees plus 1 per company vehicle</td>
</tr>
<tr>
<td>Waste recycling center</td>
<td>1 per 2 employees plus 1 per company vehicle</td>
</tr>
</tbody>
</table>
Parking Requirements

### Off Street Loading Areas

#### A. Calculation

Off-street parking areas may not be used to satisfy off-street loading requirements.

1. **Nonresidential Uses:** One space for a building with a floor area of 5,000 to 20,000 square feet. No space will be required if it can be demonstrated that deliveries do not exceed one vehicle per day.

---

Table 4.7 D. ADA Accessible Parking Spaces

<table>
<thead>
<tr>
<th>Total Parking Spaces in Lot or Garage</th>
<th>Number of Accessible Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 25</td>
<td>1</td>
</tr>
<tr>
<td>26 – 50</td>
<td>2</td>
</tr>
<tr>
<td>51 to 75</td>
<td>3</td>
</tr>
<tr>
<td>76 to 100</td>
<td>4</td>
</tr>
<tr>
<td>101 to 150</td>
<td>5</td>
</tr>
<tr>
<td>151 to 200</td>
<td>6</td>
</tr>
<tr>
<td>201 to 300</td>
<td>7</td>
</tr>
<tr>
<td>301 to 400</td>
<td>8</td>
</tr>
<tr>
<td>401 to 500</td>
<td>9</td>
</tr>
<tr>
<td>401 to 1,000</td>
<td>2% of total</td>
</tr>
<tr>
<td>1000+</td>
<td>20 plus 1 for each 100 over 1,000</td>
</tr>
</tbody>
</table>

---

**Note:** Clarify

---

E. **Pavement.** All parking spaces shall be constructed with asphalt, porous pavement, concrete or other material that will provide equivalent protection against potholes, erosion and dust. Spaces shall be appropriately demarcated with painted lines or other markings.

F. **Landscaping.** At least 10% of the area of any parking lot containing more than 15 parking spaces shall consist of landscaped green space to minimize the impact of extensive impermeable areas.

G. **Drainage.** All parking areas shall be adequately drained. All lots with more than 4 parking spaces shall have drainage connected to a public storm sewer if located within 500 feet of an available public storm sewer system.

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### 4.7.7 Off Street Loading Areas
2. Hotels: None required for hotels with less than 10,000 square feet floor area. One space required per 30,000 feet of floor area thereafter.

3. Industrial Uses: One space for 5,000 to 10,000 square feet. One space required for each additional 75,000 square feet thereafter.

B. **Dimensions.** Each required off-street loading area shall have the following minimum dimensions: Width = 12 feet; length = 55 feet; height = 14 feet.

C. **Location.** Off-street loading areas shall be located and designed to permit safe access to and from a public right-of-way and safe loading and unloading without obstructing any public right-of-way, parking space or parking lot aisle.

1. Drive-in establishment driveways and vehicle staging areas are not permitted within required yard areas.

2. Off-street loading areas are not permitted in front of any principal building.

D. **Construction.** Except for unique circumstances, off-street loading areas shall be graded and surfaced with asphalt, porous pavement, concrete or other material that will provide equivalent protection against potholes, erosion and dust.

### 4.7.8 Parking Structures

#### A.

Parking structures should be set back a minimum of 50 feet from the property lines of all adjacent streets to reserve room for liner buildings. If no liner building is constructed in conjunction with construction of the parking structure, the yard should provide publicly accessible civic space as described in Section 4.x.

#### B.

Parking structures without liner buildings should have a façade complementary with adjacent buildings. Façade openings should not exceed 60% of these façades.

#### C.

The first level of all parking structures should be visually screened from the street right-of-way.

#### D.

Parking structures should provide retail uses at grade if located in a mandatory retail frontage area designated in 3.14.A.1 or 3.15.A.2

### 4.7.9 Bicycle Parking

**This section is intended to provide bicycle access to employment, commercial destinations, and along transit corridors and to access other transportation hubs, to provide safe and adequate bicycle parking facilities and to encourage the use of bicycles as an alternative to motor vehicle transportation, thereby reducing traffic congestion, reduce consumption of fossil fuels and thereby improve air quality, and increasing the health, safety and welfare of both city residents and visitors.**

#### A. **Applicability.** Bicycle parking facilities shall be provided for all uses and structures located in the Commercial Core Service Area and all uses and structures adjacent to or within 500 feet of the Gold Level Transit Corridors as established in the Complete Streets Designation in Section 4.1. These requirements shall apply to new development, building expansions, or occupancy changes requiring a site plan approval or special use permit where automobile parking is required or provided.

#### B. **Bicycle Parking Requirements.** One (1) bicycle parking or storage space shall be provided for each use or building plus one (1) additional bicycle parking or storage space shall be provided for every (10) automobile parking spaces required for any occupied use or structure up to 50,000 square feet. Parking requirements for uses greater than 50,000 square feet shall be determined by the Planning Board who shall estimate expected bicycle parking demand during the site plan review process. Calculations based on the number of required vehicle parking spaces shall prevail whether the vehicle parking spaces are actually provided or not.

#### C. **Exemptions.** Any expansion or change of use proposed for an existing structure where two (2) bicycle spaces or less would be required and single and two-family (duplex) dwellings shall be exempt from providing those spaces.

#### D. **Joint Use of Bicycle Parking Facilities.** Required bicycle parking spaces for two (2) or more adjacent uses or structures may be satisfied by the same parking facilities used jointly, provided that such right of joint use and maintenance is evidenced by a deed, lease, contract, reciprocal easement, or similar written instrument establishing the joint use, and that the...
facilities are within 200 feet of the building or parcel housing the use.

E. **Bicycle Parking Location & Design Standards**

1. All bicycle parking facilities shall be installed in accordance with the guidelines promulgated by the Association for Pedestrian and Bicycle Professionals (APBP).

2. Bicycle parking or a sign leading thereto shall be visible from the main entrance of the structure or facility.

3. Bicycle parking shall be visible, well lit, and as convenient to cyclists as auto parking.

4. Bicycle parking facilities shall provide sufficient security from theft and damage. They shall be securely anchored to the ground, shall allow the bicycle wheel and frame to be locked to the facility, and shall be in a location with sufficient lighting and visibility.

5. Bicycle parking facilities shall be visually compatible and of a design standard consistent with the setting.

6. Required bicycle parking spaces shall be of a sufficient dimension to accommodate a full-sized bicycle, including space for access and maneuvering.

7. Bicycle parking facilities shall be sufficiently separated from motor vehicle parking areas to protect parked bicycles from damage by motor vehicles.

8. The surfacing of bicycle parking facilities shall be designed and maintained to be clear of mud and snow.

9. Bicycle parking racks and lockers shall be anchored securely.

F. **Waivers from Bicycle Parking Requirements**

The requirements may be reduced upon approval of the Planning Board based on the extent that the applicant can demonstrate the regulation is unnecessarily stringent due to:

1. The characteristics of the use, structure, or facility makes the use of bicycles unlikely;

2. The characteristics of the site or area preclude the installation of bicycle parking; and/or,

3. Results from a documented survey of bicycle parking use in similar situations.
4.8 STORMWATER MANAGEMENT

Saratoga Springs is located at the confluence/outlets of several important streams and water bodies including the Kayaderosseras, Geyser Brook, Spring Run, Bog Meadow Brook, Bear (Swamp) Creek, Loughberrry Lake and its tributaries, Lake Lonely and its outlet and Saratoga Lake and its outlet; Fish Creek. Equally important, and the reason for the settlement and growth of the city, are its rich aquifers, including the world renowned mineral waters. The intent of this section is to encourage the use of latest and best design practices in handling localized stormwater runoff, in coordination with the Stormwater Management requirements of Article 5.

While historic urbanization patterns have buried most of the older streams and natural drainage ways in the center of town, the outer districts still possess extensive areas of relatively undisturbed streams, ponds, lakes and natural areas including extensive wetlands and floodplains that serve as natural water treatment mechanisms and to absorb floodwaters and provide important. These areas serve an important function in stormwater management including naturalized treatment of polluted runoff and mitigation of flooding by storing stormwater.

The city’s Comprehensive Plan encourages increased use of green infrastructure and specific techniques highlighted herein are among those approved as set forth in the NYSDEC Stormwater Design Manual. This information supplements but does not supplant the performance and design criteria for stormwater management and erosion and sediment control as set forth in Article 5.

4.8.1 Green Infrastructure Techniques

In lieu of/to supplement constructing underground storm sewers and other piped (‘grey’) infrastructure to handle a site's stormwater requirements, new development design shall consider incorporation of some of the following green infrastructure strategies into the site or subdivision plan to provide on-site stormwater mitigation.

A. Riparian Buffers / Filter Strips. Undisturbed natural vegetated areas can be used to treat and control stormwater runoff from some areas of a development project.

B. Bioswales / Rain Gardens. An excellent technique with potential for widespread application in the city. Designed to integrate planting design in an open channel to detain and promote the filtration of stormwater runoff into the soil media. A wet bioswale is designed to retain water or intercept groundwater for water quality treatment and can be designed to fit into the downtown setting, in the outer commercial areas or campus settings or along rural roads.

C. Pervious / Porous Pavement. An alternative type of pavement which is designed to allow rainfall to filter through the surface to the ground below, thereby reducing stormwater runoff and discharge rate from a site and providing some local water recharge.

D. Capture / Mitigate Rooftop Runoff. Direct the stormwater runoff from roof to designated pervious areas to reduce hardscape runoff and discharge rate. Alternately, can capture and store rooftop runoff in cisterns to be used later for irrigation.

E. Green Roofs. Capture runoff with a layer of vegetation.
and soil installed on top of a conventional flat roof. The vegetation allows evaporation to reduce volume and discharge rate of runoff entering conveyance system.

### 4.8.2 Multi-Site and Sub-Watershed Stormwater Management Systems

**A.** In lieu of on-site stormwater management system or to supplement an on site system, the planning, design, permitting, construction and operation of larger, more ecologically diverse shared or off-site facilities that can serve multiple sites are a permitted method for the management and treatment of stormwater. A shared facility as described herein shall be reviewed in conformance with Article 5 and shall meet all of the requirements therein including provisions for maintenance and repair of stormwater facilities.

**B.** Practices below in Table 4.8 A. are particularly applicable to the environmental setting of Saratoga Springs and are focused on the practices designed to remove pollutants from stormwater.

**C.** Any of these techniques are authorized for use individually or in combination as set forth in a design approved by the Stormwater Management Officer (SMO) and are presumed to meet water quality requirements as set forth in the NYSDEC Stormwater Design Manual if designed in accordance with the sizing criteria and constructed in accordance with the performance criteria in the manual. The practices must also be maintained properly in accordance with the prescribed maintenance criteria as set forth in the manual and as required per Article 5 of this ordinance.

**D.** As part of the design process required for any multi-site stormwater management facility, a feasibility study must be prepared by a qualified design professional. The scope of such study shall be as approved by the SMO and the final study must be accepted by the SMO. Once accepted, the SMO will authorize the preparation of an engineering report that will detail all of the required aspects of system design including maintenance and operational aspects of the facility. Finally, before construction and operation of such facility, the legal mechanism for its ownership, operation, maintenance, insurance and any other requirements must be approved by the city attorney, and if required by city code or state law, by the city council and any other entity having jurisdiction.

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**Table 4.8 A. Green Infrastructure Strategies**

<table>
<thead>
<tr>
<th>Pools</th>
<th>Wetlands</th>
</tr>
</thead>
<tbody>
<tr>
<td>Micropools</td>
<td>Shallow Wetlands</td>
</tr>
<tr>
<td>Extended Detention Ponds</td>
<td>Extended Detention Wetlands</td>
</tr>
<tr>
<td>Wet Ponds</td>
<td>Pond/ Wetland Systems</td>
</tr>
<tr>
<td>Wet Extended Detention Ponds</td>
<td>Pocket Wetlands</td>
</tr>
<tr>
<td>Multiple Pond Systems</td>
<td></td>
</tr>
<tr>
<td>Pocket Ponds</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Infiltration</th>
<th>Filtering Practices</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infiltration Trench</td>
<td>Surface Sand Filter</td>
</tr>
<tr>
<td>Infiltration Basin</td>
<td>Underground Sand Filter</td>
</tr>
<tr>
<td>Dry Well</td>
<td>Perimeter Sand Filter</td>
</tr>
<tr>
<td></td>
<td>Organic Filter</td>
</tr>
<tr>
<td></td>
<td>Bioretention</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Open Channels</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Dry Swale</td>
<td></td>
</tr>
<tr>
<td>Wet Swale</td>
<td></td>
</tr>
</tbody>
</table>
4.9 LANDSCAPING

The intent of this section is to provide design guidance and standards for all required landscaping in order to provide for a healthy and natural environment. This section shall apply to all new development requiring site plan or subdivision review.

4.9.1 General Requirements

A. All required front yard landscaping shall, at a minimum, be provided and arranged as illustrated in the allowable Frontage Type design(s) for the property. All required buffers or landscape screening shall, at a minimum, comply with the applicable Landscape Buffer types, or as directed by the Planning Board.

B. All greenspace areas shall be covered by a combination of the following:

1. Preexisting native vegetation; or
2. Trees, shrubbery, nursery plants in appropriate mulch beds; or
3. Sod, lawn, or other variety of ground cover.

C. Landscape and buffer requirements in this section may be met by utilizing existing vegetation where possible, with prior approval from the Planning Board.

D. Species diversity is encouraged in order to prevent extensive vegetation loss should certain species become vulnerable to diseases. In cases where there are more than eight required new trees to be planted, no more than 40 percent of them should be of one species. Where more than 24 new trees are required to be planted, no more than 24 percent of them should be of one species.

4.9.2 Landscape Buffers

Where landscape buffers or screening may be required to separate uses and activities, they shall serve as minimum requirements unless otherwise directed by the Planning Board. Refer to landscape buffer types described below. Table 4.9 A

A. Buffer Type A. Buffer Type A shall be a mix of deciduous and, coniferous trees and shrubs, planted in a staggered fashion so as to create a complete visual screen. Figure 4.9 A

B. Buffer Type B. Buffer Type B shall be composed of a mix of deciduous trees and shrubs, planted in a row with a continuous fence. The fence may be solid (preventing 100% of all visual sight) or partially solid (allowing no more than 50% of visual sight) such as picket or staggered “shadowbox” style. Figure 4.9 B

C. Buffer Type C. Buffer Type C shall be composed of a row of coniferous trees, planted in a line a long a continuous solid fence which prevents all visual sight to the other side. Figure 4.9 C

4.9.3 Landscape Screening

A. Dumpster & Loading Docks. Screening shall be achieved with building enclosures on 3 sides which match or complement the exterior building materials of the primary structure.

4.9.4 Street Trees

A. Street trees shall be planted in general accordance with the recommended Frontage Type(s), utilizing recommended Street Tree types where appropriate, with a minimum caliper of 4 inches. Larger species trees shall always be prioritized over medium or smaller trees, and should be planted according to the largest available size. Table 4.9 B

B. Large Species Trees. Wherever possible, large species trees should be utilized where there is adequate room for planting and the height or canopy will not be encumbered by overhead utility lines or other obstacles.

1. Clear planting bed area: 40 sq. ft.
2. Clear canopy area: 50 ft. x 50 ft.
3. Clear height: 45 ft or higher

C. Medium Species Trees. As a second priority, medium species trees should be utilized where adequate room exists:

1. Clear planting bed area: 40 sq. ft.

D. Small Species Trees. In areas where large or medium species trees cannot be accommodated, small species
Table 4.9 A. Landscape Buffer Types

<table>
<thead>
<tr>
<th></th>
<th>Type A</th>
<th>Type B</th>
<th>Type C</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Buffer Depth (min. feet)</strong></td>
<td>25 feet</td>
<td>15 feet</td>
<td>5 feet</td>
</tr>
<tr>
<td><strong>Wall / Fence Type</strong></td>
<td>n/a</td>
<td>50% Solid min.</td>
<td>Solid</td>
</tr>
<tr>
<td><strong>Wall / Fence Height (min.)</strong></td>
<td>n/a</td>
<td>4 feet</td>
<td>6 feet</td>
</tr>
<tr>
<td><strong>Deciduous Trees (min. per 100 feet)</strong></td>
<td>6</td>
<td>3</td>
<td>n/a</td>
</tr>
<tr>
<td><strong>Coniferous Trees (min. per 100 feet)</strong></td>
<td>8</td>
<td>n/a</td>
<td>10</td>
</tr>
<tr>
<td><strong>Shrubs (min. per 100 feet)</strong></td>
<td>20</td>
<td>16</td>
<td>n/a</td>
</tr>
</tbody>
</table>

Table 4.9 B. Recommended Street Trees

<table>
<thead>
<tr>
<th>Common Species Name</th>
<th>Scientific Name</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Large Species Trees (50+ Feet)</strong></td>
<td></td>
</tr>
<tr>
<td>Ginkgo (Male)</td>
<td>Ginkgo biloba</td>
</tr>
<tr>
<td>Thornless Honeylocust</td>
<td>Gleditsia triacanthos v. inermis</td>
</tr>
<tr>
<td>Tulip Poplar</td>
<td>Liriodendron tulipifera</td>
</tr>
<tr>
<td>River Birch</td>
<td>Betula nigra</td>
</tr>
<tr>
<td>American Sycamore</td>
<td>Platanus occidentalis</td>
</tr>
<tr>
<td>White Oak</td>
<td>Quercus alba</td>
</tr>
<tr>
<td>Black Tupelo</td>
<td>Nyssa sylvatica</td>
</tr>
<tr>
<td>Scarlet Oak</td>
<td>Quercus coccinea</td>
</tr>
<tr>
<td>Kentucky Coffeetree (Male)</td>
<td>Gymnocladus dioicus</td>
</tr>
<tr>
<td>Dawn Redwood</td>
<td>Metasequoia glyptostroboides</td>
</tr>
<tr>
<td>Fastigia Oak</td>
<td>Quercus spp. ‘Fastigia’</td>
</tr>
<tr>
<td>Sweetgum</td>
<td>Liquidambar styraciflua</td>
</tr>
<tr>
<td>Honeylocust</td>
<td>Gleditsia triacanthos var. inermis</td>
</tr>
<tr>
<td>Northern Red Oak</td>
<td>Quercus rubra</td>
</tr>
<tr>
<td>American Linden</td>
<td>Tilia americana</td>
</tr>
<tr>
<td>Littleleaf Linden</td>
<td>Tilia cordata</td>
</tr>
<tr>
<td>Hackberry</td>
<td>Celtis occidentalis</td>
</tr>
<tr>
<td>Swamp White Oak</td>
<td>Quercus bicolor</td>
</tr>
<tr>
<td>Pin Oak</td>
<td>Quercus palustris</td>
</tr>
<tr>
<td>Red Maple</td>
<td>Acer rubrum</td>
</tr>
<tr>
<td>Northern Red Oak</td>
<td>Quercus rubra</td>
</tr>
<tr>
<td>American Basswood</td>
<td>Tilia americana</td>
</tr>
<tr>
<td><strong>Medium Trees (25 – 50 feet)</strong></td>
<td></td>
</tr>
<tr>
<td>Yellow wood</td>
<td>Cladrastis kentukea</td>
</tr>
<tr>
<td>English Oak</td>
<td>Quercus robur</td>
</tr>
<tr>
<td>Turkish Flibert</td>
<td>Corylus columna</td>
</tr>
<tr>
<td>Katsura Tree</td>
<td>Cercidiphyllum japonicum</td>
</tr>
<tr>
<td>European Hornbeam</td>
<td>Carpinus betulus</td>
</tr>
<tr>
<td>Black Gum</td>
<td>Nyssa sylvatica</td>
</tr>
<tr>
<td>American Hophornbeam</td>
<td>Ostrya virginiana</td>
</tr>
<tr>
<td>Sawtooth Oak</td>
<td>Quercus acutissima</td>
</tr>
<tr>
<td>Scholar Tree</td>
<td>Styrholobum japonicum</td>
</tr>
<tr>
<td><strong>Small Trees (20 – 25 feet)</strong></td>
<td></td>
</tr>
<tr>
<td>Eastern Redbud</td>
<td>Cercis canadensis</td>
</tr>
<tr>
<td>Green Hawthorn (thornless)</td>
<td>Crataegus viridis</td>
</tr>
<tr>
<td>American Hornbeam</td>
<td>Carpinus caroliniana</td>
</tr>
<tr>
<td>Serviceberry</td>
<td>Amelanchier canadensis</td>
</tr>
<tr>
<td>Shadblow</td>
<td>Amelanchier laevis</td>
</tr>
<tr>
<td>Pogoda Dogwood</td>
<td>Cornus alternifolia</td>
</tr>
<tr>
<td>Flowering Dogwood</td>
<td>Cornus florida</td>
</tr>
<tr>
<td>Thornless Coskspur Hawthorn</td>
<td>Crataegus crus-galli v. inermis</td>
</tr>
<tr>
<td>Thornless ‘Ohio Pioneer Hawthorn’</td>
<td>Crataegus punctata ‘intermis’</td>
</tr>
<tr>
<td>Crabapple</td>
<td>Malus species</td>
</tr>
</tbody>
</table>

For more information about each tree and planting recommendations, consult the Urban Community Forest Master Plan, Appendix H
*Recommended Tree List*
trees may be utilized:

1. **Clear planting bed area**: 40 sq. ft.
2. **Clear canopy area**: 15 ft. x 15 ft. (10 ft. x 10 ft. acceptable in restricted areas)
3. **Clear height**: 20 ft. – 30 ft.

### 4.9.5 Performance

**A.** All landscaping shall be installed in accordance with the landscaping plan as approved by the Planning Board prior to issuance of a certificate of occupancy and shall be installed in accordance with accepted landscape practices within the region. In instances where conditions do not permit immediate planting, the applicant may be required to post a performance bond, or in lieu thereof, sufficient monies to ensure later compliance.

**B.** All landscaping shown on an approved subdivision, site plan or other landscaping plan shall be maintained in a vigorous growing condition throughout the duration of the use, and plants not so maintained shall be replaced with new plants by the property owner at the beginning of the next growing season. If the property owner is notified that the plantings on their property require replacement, and new plantings are not installed within 60 days, the city may replace the plantings and charge the property owner for the replacement costs.

**C.** The use of invasive plant species, as defined by the most recent DEC Advisory Invasive Plant List, is not permitted.

**D.** All tree and other landscape materials shall meet the American Standard for Nursery Stock standards as published by the American Association of Nurserymen.

**E.** Tree and other landscape material selected for planting shall be free from injury, pests, disease, nutritional disorders or root defects, and shall be healthy.

**F.** Street trees within required tree lawns or planters shall be shade trees (not ornamental) with a minimum caliper of three inches and a minimum height of eight feet on installation. Refer to Recommended Tree Schedule in Table 4.9B.

**G.** All trees planted in hardscape or pedestrian sidewalk areas shall be installed with Structural Soil in and around all tree wells to provide protection and adequate underground volume for root growth.

**H.** Unless designed as raised-curb planter beds, required tree planters in pedestrian areas shall be covered with cast iron tree grates installed flush with adjacent surfaces meeting ADA requirements for minimum opening sizes. ## Note: Would we need this anywhere?

**I.** When the Planning Board allows, in its discretion, to allow the substitution of existing mature trees, or specifies the preservation of same, the release of a certificate of occupancy for the proposed structures/units shall be contingent upon the preservation of these specific trees. The Building Inspector shall report any violations and shall not issue the Certificate of Occupancy until remedy measures decided by the Planning Board are taken.
4.10 CIVIC SPACE AND STREETSCAPE PUBLIC AMENITIES

4.10.1 Standard Details

The City of Saratoga Springs has standard details for commonly installed pedestrian amenities such as Tree Plantings, Decorative Street Lamps, Pedestrian Curb Ramps and similar items. These details can be referenced from the city website at www.saratoga-springs.org/469/Standard-Details.

4.10.2 Civic Space / Pocket Parks

Applicants may be required to provide attractive civic space along the street frontage such as pocket parks, resting areas, incorporation of the Greenbelt Trail or other similar trail improvement, public art, decorative water features, for the use and enjoyment of the public. When required, such spaces shall meet the following standards:

A. **Applicability.** New construction or redevelopment within the Transect-4, Transect-5 or Transect-6 districts exceeding 10,000 gross square feet. Civic spaces shall be sized and scaled to the size of the development, at no less than 400 square feet or 2% of the lot size, whichever is larger.

B. **Civic spaces should be located at corners or near areas of pedestrian gathering such as near building entranceways or near street crossings.**

C. **Civic spaces shall be located immediately adjacent to the public way, easily accessible and readily visible from the street.**

D. **Development projects may be coordinated to provide a single, larger civic space in on consolidated location or at an appropriate nearby location if such would be a better location or provide an equivalent amenity to location on or adjacent to the development site.**

E. **Civic spaces shall provide seating areas, trash and recycling receptacles and shall be made comfortable with shade with trees, shrubs and decorative plantings. They may include sculptural elements, fountains/water features or areas for artistic displays including but not limited to sculpture, interactive art, and historic/educational interpretive elements.**

F. Bicycle parking shall be provided as specified in Section 4.7.9.

Figure 4.10 A. Pocket park at the corner of Division Street and Railroad Place.

Figure 4.10 B.
4.11 SIGNS

## Note: Due to the significant re-write and reorganization of this section, the redline/greenline markings could not be completed for the entire text, and therefore the edits should be considered a complete delete and replace of the existing code.

The intent of this article section is to promote and protect the public health, welfare and safety and community character by regulating outdoor advertising and signs of all types within the City of Saratoga Springs. It is intended to help protect the physical appearance of the community and property values, and reduce distractions and obstructions which may contribute to traffic accidents. All signs shall be erected and constructed so as not to obstruct traffic, cause visual blight, nor detract from the value of adjacent properties.

### 4.11.1 Applicability

A. All new signs, and signs which are modified, changed in copy or business name, enlarged, reconstructed, moved or structurally altered shall comply with this section.

B. Required Permit. The construction, erection or alteration of all signs except those listed as Exempt in Section 4.11.6 shall require a sign permit issued by the Building Department. Any person who constructs, erects or alters a Permitted Sign without the required permit shall be in violation of this code and shall be subject to enforcement measures and penalties defined in this section.

C. Pre-Existing Non-Conforming Signs. Pre-existing signs which were in conformance with the previous city sign regulations before the date of adoption of this code may remain as-is, and are not required to meet the standards of this code until such time as they are replaced, altered, changed in copy or design. Pre-existing signs which require repair due to involuntary damage may be restored to their prior design without changes.

### 4.11.2 General Requirements

A. Each sign shall be compatible within the context of its visual and physical environment. Consideration shall be given, but need not be limited to, the following elements: location, size, bulk and mass; texture, materials and colors; lighting and illumination brightness; orientation and elevation; general and specific location; proximity to streets highways and mass transit routes; public ways; design including size and character of lettering, logos and related content, background or field including the skyline and readability and the overall character of the sign structure. Character and design of sign structure.

B. All signs shall be erected and constructed so as not to obstruct traffic, cause visual blight, nor detract from the value of adjacent properties.

C. All commercial properties are required to display the street address number near the primary entry or in a reasonably obvious location.

D. Signs and sign structures shall be maintained and kept free from all hazards such as faulty wiring, loose supports, braces and the like.

E. Noncommercial signs or messages are permitted to be substituted for any sign expressly allowed under the time, place and manner of these regulations.

### 4.11.3 Sign Size

A. The maximum allowable size of a sign shall be as described on the following pages for each type of sign and its location.

B. The total allowable sign area may be broken down and divided among multiple smaller areas, if desired.

C. When determining the amount of sign area permitted based on facade frontage width on buildings with multiple tenant storefronts, the facade rented by each tenant shall be considered as wall area for a sign.

### 4.11.4 Sign Lighting

A. Methods of Sign Lighting. The different methods of sign illumination are described below. To determine which types of illumination are permitted for your sign and location, refer to the specific sign pages that follow.

1. Externally Illuminated Sign. An external light source...
Signs:

Article 4  Design

CHAPTER 240 UNIFIED DEVELOPMENT ORDINANCE

Sign Lighting

2. Internally Illuminated Face Sign. An internal light source within the sign which illuminates the entire face of the sign, including the area around the letters, which has a translucent illuminated face. (This method of sign illumination is no longer permitted.)

3. Internally Illuminated Letter Sign. An internal light source within each letter which illuminates each individual channel letter which has a translucent illuminated face, but opaque sides. The color of any illuminated face shall be soft and muted.

4. Internally Illuminated Cutout Sign. An internal light source within the sign which illuminates the individual lettering of the sign, but not the surrounding face or sides, which are opaque. The color of any illuminated text or graphics shall be soft and muted, while the remainder of the sign face shall have a dark background.

5. Silhouette Sign. A light source within (or concealed behind) individually-applied opaque channel letting on the facade that illuminates the wall behind each letter, creating a muted silhouette or halo effect. The source of the light and associated wiring, transformers, mounting brackets must be concealed. The color of the light source shall be soft and muted.

6. Projected Image Sign. A sign graphic projected as an image by light onto a sidewalk or facade. A single projected image sign may be permitted in lieu of a normal facade sign with approval and limitations of the Building Department, or if located in a Historic District, the Design Review Board.

B. No lighting device or illuminated sign shall be placed so as to cause glare or reflection that may constitute a traffic hazard or public nuisance.

C. All light sources shall be shielded from view from the public way.

D. Electric wall signs and lettering should conceal any transformer box inside the building where possible.
If necessary, the sign may extend a total of 14 inches from the face of the building to accommodate the transformer box, however that box shall not extend more than 8 inches from the building.

### 4.11.5 Permitted Signs

The construction, erection or alteration of the following sign types is permitted only in the districts indicated upon issuance of a sign permit by the Building Department. All permitted signs are classified as one of two types: Primary or Accessory.

A. **Primary Sign.** A primary sign is the main sign which is typically used to identify the business, generally intended to be viewed or read from a distance. A business may only have one primary sign per street frontage.

B. **Accessory Sign.** An accessory sign is a secondary identification of a business, generally intended to be viewed or read from up close at the pedestrian level.

C. **Heritage Signs.** Pre-existing signs, having been erected on or before January 1, 2000 which do not meet the requirements of this chapter may qualify to be approved as a Heritage Sign due to its historic status, unique character or iconic design. The owner may submit a letter requesting the city consider Heritage Sign status for their sign, including any photos or documentation in support of their request. If approved, the sign shall be allowed to remain as a pre-existing non-conforming sign. An approved Heritage Sign can be repaired, restored or replaced in-kind provided that the original design is not altered.

<table>
<thead>
<tr>
<th>Table 4.11 A. PERMITTED COMMERCIAL SIGNS TYPES – Reference Guide</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Facade Signs</strong></td>
</tr>
<tr>
<td><strong>Type</strong></td>
</tr>
<tr>
<td>Wall Sign / Wall Lettering</td>
</tr>
<tr>
<td>Blade Sign</td>
</tr>
<tr>
<td>Awning Lettering</td>
</tr>
<tr>
<td>Window Sign</td>
</tr>
<tr>
<td>Menu Sign</td>
</tr>
<tr>
<td>Plaque Sign</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Freestanding Signs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freestanding Sign</td>
</tr>
<tr>
<td>Directory Sign</td>
</tr>
<tr>
<td>Yard Sign</td>
</tr>
</tbody>
</table>
# Wall Sign or Lettering

## Description

A sign surface which is attached to, or painted on, the outside wall of a building, or individual channel letters secured to the exterior wall, with the sign face parallel to and extending no more than 6 inches from the surface. Counts as a primary sign.

## Standards

1. Each business is permitted one primary sign per street frontage, including public alleys. Businesses with no street frontage are permitted one primary sign on any one facade.

2. Wall signs / lettering shall be sized and located to naturally fit within the architectural features of the facade. No portion of the sign area shall overlap with transitions between facade materials, changes in facade depth, conceal decorative elements of the facade or extend beyond the walls or roof of the facade.

3. Wall signs / lettering shall not extend above the first floor level of the building, or extend out more than 6 inches from the wall.

4. Wall signs / lettering shall be sized by the following chart, based on the amount of linear feet of building frontage, or a total of 100 sf, whichever is less. Tenants renting space in a larger building shall calculate only the width of their rented facade.

## Allowable Size & Illumination

<table>
<thead>
<tr>
<th>District</th>
<th>Max. Sign Area Size per linear foot of facade frontage (up to maximum)</th>
<th>Externally Illuminated</th>
<th>Internally Illuminated Letters</th>
<th>Internally Illuminated Cutout</th>
<th>Silhouette</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-6</td>
<td>2 sq. ft. (50 sf. max)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T-5</td>
<td>2 sq. ft. (50 sf. max)</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T-4</td>
<td>2 sq. ft. (80 sf. max)</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>HGB</td>
<td>2.2 sq. ft. (100 sf. max)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TRB</td>
<td>2.2 sq. ft. (100 sf. max)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WRB</td>
<td>2 sq. ft. (100 sf. max)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OMB</td>
<td>1 sq. ft. (80 sf. max)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NCUD</td>
<td>1 sq. ft. (80 sf. max)</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>INST-ED</td>
<td>2 sq. ft. (100 sf. max)</td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>INST-HTR</td>
<td>2 sq. ft. (100 sf. max)</td>
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<td></td>
</tr>
<tr>
<td>INST-MP</td>
<td>2 sq. ft. (100 sf. max)</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>INST-PR</td>
<td>1.5 sq. ft. (80 sf. max)</td>
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<tr>
<td>WD</td>
<td>2.2 sq. ft. (150 sf. max)</td>
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<tr>
<td>IND-L</td>
<td>2.2 sq. ft. (150 sf. max)</td>
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<tr>
<td>IND-Q</td>
<td>2.2 sq. ft. (150 sf. max)</td>
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</tr>
<tr>
<td>IND-X</td>
<td>2.2 sq. ft. (150 sf. max)</td>
<td></td>
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<td></td>
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<tr>
<td>Residential</td>
<td>1 sq. ft. (10 sf. max)</td>
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<td></td>
</tr>
</tbody>
</table>

Total sign area size is determined by multiplying height (A) by width (B) of a rectangle which can completely surround the sign board or sign lettering, including any irregular shapes or protrusions.
Blade Sign

Description
A two-sided sign which projects from the face of the facade, mounted perpendicular to the street, so that it is visible from both directions along the sidewalk. Counts as a primary sign.

Standards
1. Each business is permitted one primary sign per street frontage, including public alleys. Businesses with no street frontage are permitted one primary sign on any one facade.
2. Blade signs shall not extend out from the facade more than four feet, nor be less than 12 feet above the sidewalk.
3. Sign graphics and lettering are permitted only on the two sides perpendicular to the facade.
4. The thickness of the blade sign (distance from one side face to the opposite sign face) shall not exceed 12 inches.

<table>
<thead>
<tr>
<th>District</th>
<th>Max. Sign Area Size (one side)</th>
<th>External</th>
<th>Internally Illuminated Letters</th>
<th>Internally Illuminated Cutout</th>
<th>Silhouette</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-6</td>
<td></td>
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<td>T-5</td>
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<td>T-4</td>
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<td>TRB</td>
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<td>WRB</td>
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<td>IND-X</td>
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</tr>
<tr>
<td>Residential</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

Total sign area size is determined by multiplying height (A) by width (B) of a rectangle which can completely surround the blade sign (one side), including any irregular shapes or protrusions, but not including mounting hardware.
**Awning Sign**

**Description**

Graphics or lettering printed on the vertical front surface of an awning above a public storefront. Counts as an accessory sign.

**Standards**

1. As an accessory sign, Awning Signs are permitted in addition to any allowable primary or freestanding Sign.
2. No more than one Awning Sign is permitted per ground floor window or door of the facade.
3. Lettering or graphics are only permitted on the vertical or sloping front face of the awning.
4. Awnings to which signs may be applied must be constructed over doors or windows, fastened to the building facade and not supported from the ground.

**Sign Dimensions**

<table>
<thead>
<tr>
<th></th>
<th>Transect Zones (T4, T5, T6)</th>
<th>Other Mixed Use Districts</th>
<th>Residential Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Text height (max.)</td>
<td>8&quot;</td>
<td>25% of awning face, up to 100 s.f.</td>
<td>8&quot;</td>
</tr>
<tr>
<td>B Text width (max.)</td>
<td>80% width of awning/15 feet max.</td>
<td>80% width of awning/15 feet max.</td>
<td>80% width of awning/15 feet max.</td>
</tr>
<tr>
<td>C Vertical clearance (min.)</td>
<td>7 feet</td>
<td>7 feet</td>
<td>7 feet</td>
</tr>
<tr>
<td>D Extension from facade (max.)</td>
<td>7 feet</td>
<td>7 feet</td>
<td>7 feet</td>
</tr>
</tbody>
</table>

**Allowed Sign Illumination (See 4.10.5)**

- Externally Illuminated
- Internally Illuminated Letter
- Internally Illuminated Cutout
- Silhouette

5. Sign text should be limited to the business name, slogan, brief description of products or services offered and street address. Phone numbers and other miscellaneous info is discouraged.

6. Awnings are recommended to be darker color, with lighter text. Awnings designs on a facade shall be consistent in design and color, and are limited to no more than two colors (not including text color).

7. Sign text should be of a consistent design and color, unless expressly part of a multi–color business logo or name design.

8. Street address numbers printed on awnings shall not count toward the sign area.
Window Sign

Description
Lettering or graphics attached, painted or etched onto the window or storefront glass, or a sign board mounted behind the glass. Counts as an accessory sign.

Standards
1. As an accessory sign, a Window Sign is permitted in addition to any allowable primary or freestanding sign.
2. Commercial signage information is limited to the name and/or slogan of the commercial establishment.
3. Window lettering is permitted on the ground and second floor windows. Sign boards hung behind the glass are permitted on the ground floor only.
4. Street address numbers placed on the window shall not count toward the allowable sign area.
5. Customary informational signs such as “Open/Closed”, hours of operation, credit cards accepted and similar information shall not count toward the allowable sign area.
6. Window lettering may not be illuminated. Sign boards hung behind the glass may be externally illuminated only.

Allowed Sign Illumination (See 4.10.5)
- Externally Illuminated
- Internally Illuminated Letter
- Internally Illuminated Cutout
- Silhouette

Sizing
No more than 30% of the total window area for ground floor windows, and not more than 20% of the total window area for upper floor windows. Window area shall be calculated separately for each business, each facade and each floor level.
**Menu Sign**

**Description**

A sign which is attached outside of a restaurant to display the menu of foods currently being served. Limited to restaurants which provide table service. Counts as an accessory sign.

**Standards**

1. As an accessory sign, a single Menu Sign is permitted in addition to any allowable primary or freestanding sign. Limit one per restaurant.

2. Menu signs are not intended to be used for eating establishments which provide walk-up, counter or take out food service.

3. The sign information is limited to a reproduction of the establishment's menu only.

4. Protective cabinets designed to enclose the menu shall not include any text or logo, but may include decorative designs and patterns.

5. Menu signs may be illuminated by external method only, however the external light may be mounted and concealed within a protective cabinet.

**Allowed Sign Illumination (See 4.10.5)**

- [ ] Externally Illuminated
- [ ] Internally Illuminated Letter
- [ ] Internally Illuminated Cutout
- [ ] Silhouette

**Sizing**

4 sq. ft. of sign area (one side only).
**Plaque Sign**

**Description**
A sign which is mounted on the wall near eye level directly adjacent to the building entry. Typically used to identify multiple commercial establishments inside which share a common entry door, a home occupation, or to announce a dedication, history, building completion date or similar historical information. Counts as an accessory sign.

**Standards**
1. As an accessory sign, a Plaque Sign is permitted in addition to any allowable primary or freestanding sign.
2. Plaque signs are permitted to list individual business names only in cases where multiple commercial establishments share the same entrance or lobby. Signage information is limited to the names of the businesses inside, name of the building and street address only.
3. Plaque signs are limited to one per building entry.
4. Plaque signs may be constructed of separate plates which can be removed and replaced to accommodate tenant changes.
5. Plaque signs may be constructed of metal, wood, PVC or other durable, weatherproof material with the text or graphics which are permanent in each plate.
6. Plaque signs may not be illuminated.

**Sizing**
No more than 4 sq. feet of sign area (one side only). No more than 2 sq. feet of sign area for Home Occupations.

---

**Allowed Sign Illumination (See 4.10.5)**

<table>
<thead>
<tr>
<th>Externally Illuminated</th>
<th>Internally Illuminated Letter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Internally Illuminated Cutout</td>
<td>Silhouette</td>
</tr>
</tbody>
</table>

---

**Signs**: Permitted Signs
Description

A non-movable sign which is not attached to a building, including post-mounted or monument style designs. Counts as an accessory sign.

Standards

1. As an accessory sign, one freestanding sign is permitted in addition to any allowable primary sign on a parcel where the front facade of the building is a minimum of 20 feet from the front lot line.

2. No more than one freestanding sign is permitted per property or plaza development.

3. No part of a freestanding sign may extend into a public right-of-way, overhang a drive aisle, parking space, property line or walkway.

4. Freestanding signs are permitted to identify more than one on-premise establishment.

5. Freestanding signs are permitted to list individual business names only. Signage information is limited to the names of the businesses, name of the building or plaza if applicable, and street address only.

6. Freestanding signs may not be placed within 50 feet of another freestanding sign.

Allowable Size & Illumination

<table>
<thead>
<tr>
<th>District or Posted Speed Limit</th>
<th>Max. Sign Area Size</th>
<th>Externally Illuminated</th>
<th>Internally Illuminated Letters</th>
<th>Internally Illuminated Cutout</th>
<th>Silhouette</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-6</td>
<td>8' tall, 12 sq. ft.</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>T-5</td>
<td>8' tall, 12 sq. ft.</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>T-4</td>
<td>8' tall, 12 sq. ft.</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>All other non-residential districts, 0-44 mph</td>
<td>12' tall, 24 sq. ft.</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>All other non-residential districts, 45 mph or greater</td>
<td>20' tall, 40 sq. ft.</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>Residential district development project(^1)</td>
<td>5' tall, 10 sq. ft. (monument style only)</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
</tbody>
</table>

Sign area noted is for each side of double-sided signs. Note\(^1\): Must include provision for permanent maintenance.
Yard Sign

Description

A freestanding sign located in the front yard area of a residential district, identifying a lawfully existing non-residential use on that property, a home occupation or available apartments in a multiple residence. Counts as a primary sign.

Standards

1. As a primary sign, a yard sign may only be used in lieu of an otherwise permitted primary sign.

2. A maximum of one yard sign is permitted per property.

3. No part of a yard sign may encroach upon a public right-of-way, sidewalk or property line.


Allowable Size & Illumination

<table>
<thead>
<tr>
<th>Type of Yard Sign</th>
<th>Max. Sign Area Size</th>
<th>Externally Illuminated</th>
<th>Internally Illuminated Letters</th>
<th>Internally Illuminated Cutout</th>
<th>Silhouette</th>
</tr>
</thead>
<tbody>
<tr>
<td>Home Occupation</td>
<td>4’ tall, 2 sq. ft.</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>Other non-residential use</td>
<td>5’ tall, 4 sq. ft.</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>Available units in a residential apartment complex</td>
<td>5’ tall, 4 sq. ft.</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>

Sign area noted is for each side of double-sided signs.
4.11.6 **Exempt Signs**

The following signs are allowed without a permit provided they comply with the provisions and intent of this chapter.

**A. Permanent Exempt Signs**

1. Historical markers, tablets, memorial signs or plaques – when cut into masonry or constructed of bronze, stainless steel, or similar material: maximum 6 sq. ft.
2. Emblems installed by government agencies, religious or nonprofit organizations: maximum 6 sq. ft.
3. Governmental flags and insignia except when displayed in connection with commercial promotion: maximum 150 sq. ft.
4. Non-illuminated warning, private drive, posted or no trespassing signs: maximum 2 sq. ft.
5. Non-illuminated building identification signs: maximum 2 ft. in height and 5% of the building façade. Must be incorporated within the façade that has street frontage and shall not identify any tenant or occupant of the structure.
6. House/building numbers. Residential Districts: street address, number and/or name plate identifying residents; mounted on residence, mailbox or lamp post; maximum 1½ sq. ft.; non-illuminated unless on lamp post. Non-Residential Districts: street address and/or number; maximum 4 sq. ft. on a building, or maximum 1½ sq. ft. on a sign or mailbox.
7. Directional signs identifying public parking areas, fire zones, entrances and exits and similar signs: maximum 4 sq. ft. and 4 feet tall; business names or logos not permitted.
8. Off-premise directional signs to a governmental or not-for-profit facility: maximum 1½ sq. ft.; must be located within public right-of-way and with approval from the Commissioner of Public Works.
10. Analog clocks: maximum 24 sq. ft.; digital time and temperature signs prohibited.
11. Murals: maximum 50% of the building façade or 200 sq. ft., whichever is less; advertising messages are not permitted.

**B. Temporary Exempt Signs**

1. Political posters, banners and lawn signs shall not be posted for more than 60 days and must be removed within 15 days after the event. Residential districts: maximum 4 sq. ft. Non-residential districts: maximum 16 sq. ft.
2. One on-premise, non-illuminated “For Sale,” “For Rent” real estate or similar sign, to be removed within 30 days after sale or lease of the premises: Residential Districts: maximum 4 sq. ft.; Commercial or Institutional Districts: maximum 20 sq. ft.; Industrial Districts: maximum 40 sq. ft.
3. Directional signs within City right-of-way for real estate sales permitted on Saturdays and Sundays only: maximum 4 sq. ft.
4. One on-premise, non-illuminated “For Sale” sign for an approved subdivision: maximum 40 sq. ft., to be removed within 30 days of the sale of 75% of the lots or units.
5. One on-premise, non-illuminated sign listing the owner, designer and/or contractor where construction or renovation is in progress: maximum 10 sq. ft.
6. Private owner merchandise sale signs for garage sales and auctions: maximum 4 sq. ft. and for a maximum of 7 days.
7. On-premise directional signs for meetings, conventions, and other assemblies: maximum 4 sq. ft.
8. Off-premise directional signs to direct persons to a temporary not-for-profit service or activity: maximum 1.5 sq. ft. Must be located within public right-of-way and with approval from the Commissioner of Public Works.
9. Sandwich board signs shall only be permitted within the public right-of-way on Broadway between Van Dam Street and the Avenue of the Pines on sidewalks which are at least 10 feet wide and with the approval from the Commissioner of Public Works in accordance with Article 203-10 of the City Code.
10. Signs or posters affixed to window interior: maximum 30% of window surface or 100 sq. ft., whichever is less.
11. One sign for a roadside stand selling agriculture produce grown on the premises in season: maximum 24 square feet.

12. Temporary On-Premise Business Signs. Commercial businesses which have an approved sign permit, but which are waiting for it to be manufactured or installed, are permitted to install a temporary sign banner of roughly equal size until the permanent sign can be installed, however for a period not to exceed 3 months.

13. Noncommercial signs or messages are permitted to be substituted for any sign expressly allowed under the time, place and manner of these regulations.

4.11.7 Prohibited Signs

A. The following signs are prohibited in all districts:

1. Portable signs, vehicle signs, sign trailers, signs on wheels or vehicles with signage parked for the express purpose of acting as off-premise advertising.

2. Off-premise signs or billboards, except as permitted for Temporary Signs described in above.

3. Signs which are illuminated by or contain flashing, intermittent, changing, rotating or moving lights, including changeable copy LED or LCD electronic message displays.

4. Banners, pennants, ribbons, streamers, balloons, spinners and inflatable devices or other similar moving, fluttering or revolving devices, excluding common flags and banners which are approved Temporary On-Premise Business Signs as described above. Such devices shall be prohibited even if they have no message or logo on them. Such devices, as well as strings of lights, shall not be used for advertising or attracting attention whether or not they are part of a sign.

5. Signs placed within 150 feet of a signalized intersection, or within 50 feet of an un-signalized intersection, so as to cause a traffic hazard or confuse motorists.

6. Signs containing words, symbols, shapes, colors or position which may interfere or be confused with any authorized traffic sign or device.

7. Signs placed on trees, utility poles, vehicles, bridges, culverts, towers, natural or manmade features or similar structures, excluding buildings as permitted in this section.

8. Signs projecting into the public right-of-way except, as approved by the Commissioner of Public Works after consultation with the Department of Public Safety.

9. No lighting device or illuminated sign shall be placed so as to cause glare or reflection that may constitute a traffic hazard or public nuisance.

10. Signs which employ any mirror or mirror-like surface, day-glow or fluorescent paint or pigment.

11. Signs constructed of unfinished or foldable materials, including but not limited to bare lumber-grade wood, plywood, fabric, paper, nylon banners and similar materials are not permitted as permanent signs.

4.11.8 Additional District Requirements

A. Architectural and Historic Review Districts.

1. Signs within the Architectural or Historic Review Districts are subject to review by the Design Review Commission Board.

2. Signs within a Historic District shall be fastened in a manner that will not permanently damage the historic quality of the structure.

B. Historic Districts, Transect 5 and 6 zoning districts: and the area identified in the Comprehensive Plan as “inner Excelsior Avenue”:

1. Exterior mounted transformer boxes are prohibited.

2. Exposed neon tube and the like similar sign illumination is prohibited, including behind window glass.

3. Signs with internally-illuminated, translucent individual letters (“channel lighted” “Internally Illuminated Letter Signs”) are prohibited. However, back-lighted opaque letters (“Silhouette”) are permitted provided the light source is concealed by the letter and light is reflected off of the rear surface of the letter (“halo lighted”).

4. Sign lettering or logos shall not exceed 18 inches in height.
4.11.9 Enforcement & Fines

A. Upon finding that a sign or sign structure is in violation of this section, the Zoning Officer shall give written notice to the property owner or responsible entity. Should the property owner or responsible entity fail to comply with the notice within 10 days, the sign or sign structure shall be removed or altered to comply with the notice at the expense of the property owner or responsible entity.

B. Any sign that no longer relates to a bona fide business shall be removed within 30 days.

C. Upon finding that a sign or sign structure presents an immediate threat to public health, welfare and safety, the Zoning Officer may remove this threat without notice. Any expense incurred shall be paid by the property owner or responsible entity.

## Note: original Section 6.1 code provided below:

### 6.1 SIGNAGE

#### 6.1.1 INTENT

The intent of this article is to promote and protect the public health, welfare and safety by regulating outdoor advertising and signs of all types. All signs shall be erected and constructed so as not to obstruct traffic, cause visual blight, nor detract from the value of adjacent properties.

#### 6.1.2 GENERAL COMPATIBILITY

Each sign shall be compatible within the context of its visual and physical environment. Consideration shall be given, but need not be limited, to the following elements:

A. Size, bulk and mass

B. Texture, materials and colors

C. Lighting and illumination

D. Orientation and elevation

E. General and specific location

F. Proximity to streets, highways and mass transit routes

G. Design including size and character of lettering, logos, and related contents

H. Background or field including the skyline

I. Character and design of sign structure

#### 6.1.3 GENERAL REGULATIONS

The following regulations shall apply to all signs:

A. Placement

1. Off-premise signs or billboards shall not be permitted in any District except as allowed in Section 6.1.4.

2. Portable signs shall not be permitted in any District.

3. No sign shall be placed within 150 feet of a signalized, or within 50 feet of an unsignalized, street intersection so as to cause a traffic hazard at the intersection.

4. No sign shall be located where its position, shape, or color may interfere or be confused with any authorized traffic sign or device.

5. No signs shall be placed upon trees, manmade or natural features (excluding buildings) or on utility poles, bridges, culverts, towers or similar structures.

6. No sign shall project into the public right-of-way except as approved by the Commissioner of Public Works after consultation with the Department of Public Safety.

7. No lighting device or illuminated sign shall be placed so as to cause glare or reflection that may constitute a traffic hazard or public nuisance.

B. Design

1. No sign shall use any words or symbols so as to interfere with, mislead or confuse traffic.

2. No sign shall employ any mirror or mirror-like surface nor any day-glowing or other fluorescent paint or pigment.

3. No sign shall be illuminated by, or contain, flashing, intermittent, rotating, or moving lights. All bare light sources and immediately adjacent reflecting surfaces shall be shielded from view.

4. No sign shall consist of any banner, pennant, ribbon, streamer, balloons, spinner or other similar moving, fluttering or revolving device. Such devices shall be prohibited even if they have no message or logo on them. Such devices, as well as strings of lights, shall not be used for advertising or attracting attention whether or not they are part of the sign.
6.1.4 SIGNS EXEMPT FROM PERMIT

The following signs are allowed without a permit provided they comply with the general regulations of this Article.

A. Exempt Temporary Signs

1. Political posters, banners and signs shall not be posted for more than 60 days and must be removed within 15 days after event:
   Residential Districts: maximum 4 sq. ft.
   Non-Residential Districts: maximum 16 sq. ft.

2. One on-premise, non-illuminated “For Sale,” “For Rent” real estate or similar sign, to be removed within 30 days after sale or lease of the premises:
   Residential Districts: maximum 4 sq. ft.
   Commercial or Institutional Districts: maximum 20 sq. ft.
   Industrial Districts: maximum 40 sq. ft.

3. Directional signs within City right-of-way for real estate sales permitted on Saturdays and Sundays only: maximum 4 sq. ft.

4. One on-premise, non-illuminated “For Sale” sign for an approved subdivision: maximum 40 sq. ft., to be removed within 30 days of the sale of 75% of the lots or units.

5. One on-premise, non-illuminated sign listing the owner, designer and/or contractor where construction or renovation is in progress: maximum 10 sq. ft.

6. Private owner merchandise sale signs for garage sales and auctions: maximum 4 sq. ft. and for a maximum of 7 days.

7. On-premise directional signs for meetings, conventions, and other assemblies: maximum 4 sq. ft.

8. Off-premise directional signs to direct persons to a temporary not-for-profit service or activity: maximum 1.5 sq. ft. Must be located within public right-of-way and with approval from the Commissioner of Public Works.

9. Sandwich board signs shall only be permitted within the public right-of-way on Broadway between Van Dam Street and the Avenue of the Pines and with the approval from the Commissioner of Public Works in accordance with Article 203-10 of the City Code.

10. Signs or posters affixed to window interior: maximum 30% of window surface or 100 sq. ft., whichever is less.

11. One sign for a roadside stand selling agriculture produce grown on the premises in season: maximum 24 square feet.

B. Exempt Permanent Signs

1. Historical markers, tablets, memorial signs or plaques—when cut into masonry or constructed of bronze, stainless steel, or similar material: maximum 6 sq. ft.

2. Emblems installed by government agencies, religious or nonprofit organizations: maximum 6 sq. ft.

3. Governmental flags and insignia except when displayed in connection with commercial promotion: maximum 150 sq. ft.

4. Non-illuminated warning, private drive, posted or no trespassing signs: maximum 2 sq. ft.

5. Non-illuminated building identification signs: maximum 2 ft. in height and 5% of the building façade. Must be incorporated within the façade that has street frontage and shall not identify any tenant or occupant of the structure.

6. House/building numbers

   Residential Districts: street address, number and/or name plate identifying residents, mounted on residence, mailbox or lamp post: maximum 1½ sq. ft.; non-illuminated unless on lamp post.
   Non-Residential Districts: street address and/or number, maximum 4 sq. ft. on a building, or maximum 1½ sq. ft. on a sign or mailbox.

7. Directional signs identifying public parking areas, fire zones, entrances and exits and similar signs: maximum 4 sq. ft. and 4 feet tall; business names or logos not permitted.

8. Off-premise directional signs to a governmental or not-for-profit facility: maximum 1½ sq. ft.; must be located within public right-of-way and with approval from the Commissioner of Public Works.

9. Gasoline pump signage

   Fuel price: maximum 2 sq. ft.
   Additional pump signage: maximum 1 sq. ft.

10. Analog clocks: maximum 24 sq. ft.; digital time and temperature signs prohibited.
11. Murals: maximum 50% of the building façade or 200 sq. ft.; whichever is less; advertising messages are not permitted.

6.1.5 SIGNS REQUIRING A PERMIT

A. Construction, erection or alteration of the following signage is allowed only in the districts indicated upon issuance of a sign permit by the Building Department. Unless otherwise restricted, an establishment may have any combination of permitted wall, awning and freestanding signage.

B. Any person who constructs, erects or alters any sign without a required permit shall be in violation of this article and shall be subject to enforcement measures and penalties as defined in this Chapter.

6.1.5.1 WALL SIGNAGE

A sign which is painted on, or attached to, the outside wall of a building with the sign face parallel to and not extending more than 6 inches from such wall. The area measurement of a wall sign include all advertising features but shall exclude non-advertising support structures.

A. NUMBER – COMMERCIAL, INSTITUTIONAL OR INDUSTRIAL DISTRICTS

1. An establishment is permitted one wall sign per street frontage.
2. A structure located on a lot with more than one street frontage is permitted one wall sign for each street frontage. A publicly-owned alley shall be considered street frontage.
3. An establishment located on a lot with no street frontage is permitted one wall sign on any single façade of the establishment.
4. An establishment, located within a portion of a structure without street frontage but on a lot with frontage, is permitted one wall sign.
5. A single wall sign may be used to identify more than one establishment as in the case of a sign directory.

B. INSTALLATION

1. Wall signs shall not extend beyond the ends, or over the top, of the walls to which it is attached.
2. Wall signs shall not extend above the first floor level of the building.
3. Wall signs shall not extend more than 6 inches from the face of the building.
4. Electric wall signs may extend a total of 14 inches from the face of the building to accommodate a code-required transformer box but that box shall not extend more than 8 inches from the building.
5. Whenever possible, the transformer box shall be concealed inside the building.
6. Exterior mounted transformer boxes are prohibited in the Historic District(s), in the T-6 district, and in the T-5 “downtown” and “inner Excelsior Avenue” areas.
7. All backlit signs shall have a dark background. Only the letters and/or message area of the sign shall be illuminated.

C. SIZE:

The maximum area for wall signage shall not exceed 2 sq. ft. for each linear foot of building frontage attributable to the identified business, or a total of 100 sq. ft., whichever is less.

For buildings with multiple tenants having store fronts only, the façade rented by the tenant shall be considered as wall area for a sign.

6.1.5.2 AWNING SIGNAGE

A sign that is incorporated into an awning attached to a building.

A. NUMBER – COMMERCIAL, INSTITUTIONAL OR INDUSTRIAL DISTRICTS

One awning sign may be permitted for each window or door of the façade.

B. INSTALLATION

1. Awnings shall not extend more than 7 feet from the façade or be lower than 7 feet from the ground.
2. Awnings to which signs may be attached must be constructed over doors or windows, fastened to the building façade, and not supported from the ground.
3. Awnings signs may be placed on any one face of the awning.

C. SIZE:

[...]

Draft Document September 14, 2017 3:07 PM
An awning sign (logo and/or lettering) shall not exceed 25% of the awning face on which it appears, or 100 sq. ft., whichever is less. There shall be no other restriction on the size or height of the lettering or logo.

6.1.5.3 FREESTANDING SIGNS

Any non-movable sign not attached to a building including post-mounted and pedestal signs. The height of a freestanding sign shall be measured from the average grade at ground level to the highest point of the sign/structure.

A. NUMBER—COMMERCIAL, INSTITUTIONAL OR INDUSTRIAL DISTRICTS

1. One sign is permitted on any parcel
2. A single freestanding sign may be used to identify more than one on-premise establishment

B. NUMBER—RESIDENTIAL DISTRICTS

1. One freestanding sign is permitted on any parcel for any lawfully existing nonresidential use of that property: maximum 4 sq. ft.; shall not be back lighted
2. One sign to advertise available units in multiple residences or apartment developments: maximum 4 sq. ft.
3. One sign to identify a residential subdivision: maximum 10 sq. ft.; may be erected near the principal entrance but not within the public right-of-way; must include provision for its permanent maintenance

C. INSTALLATION

1. A freestanding sign shall not be located within 50 feet of another freestanding sign.
2. A freestanding sign shall not extend into the public right-of-way or extend beyond the property lines.
3. Freestanding signs that extend over a pedestrian walkway or driveway must have a minimum 10 foot vertical clearance from the ground.

D. SIZE

The maximum height and size of permitted freestanding signs are as follows:

District or Posted Speed Limit Height Size

T-5 & T-6 Zones in the Downtown area, T-5 Zone in the northern South Broadway area, T-5 Zone in the inner Excelsior Avenue area:

12' 12 sq. ft.

All other districts: 0 - 44 mph 12' high, 24 sq. ft.

All other districts: 45 mph or greater 20' high, 40 sq. ft.

6.1.6 ADDITIONAL REQUIREMENTS WITHIN CERTAIN DISTRICTS

A. Architectural and Historic Review Districts

1. Signs within the Architectural or Historic Review Districts are subject to review by the Design Review Commission.
2. Signs within the Historic Districts shall be fastened in a manner that will not permanently damage the historic quality of the structure.

B. Historic Districts, Transect-5 District and Transect-6 District of the Downtown, Northern South Broadway, and Inner Excelsior Avenue areas as identified in the City Comprehensive Plan.

1. Exposed neon tube, and the like, is prohibited.
2. Signs with internally illuminated, translucent individual letters (‘channel lighted’) are prohibited. However, back-lighted opaque letters are permitted provided the light source is concealed by the letter and light is reflected off the rear surface of the letter (‘halo lighted’).
3. Sign lettering or logos shall not exceed 18 inches in height.

6.1.7 MAINTENANCE

A. Signs and sign structures shall be maintained and kept free from all hazards such as faulty wiring and loose supports, braces, and the like.

B. Any sign that no longer identifies or relates to a bona fide business shall be removed within 30 days.

6.1.8 ENFORCEMENT

A. Upon finding that a sign or sign structure is in violation of this Article, the Zoning Officer shall give written notice to the property owner or responsible entity. Should the property owner or responsible entity fail to comply with the notice within 10 days, the sign or sign structure shall be removed or altered to comply with the notice at the expense of the property owner or responsible entity.
B. Upon finding that a sign or sign structure presents an immediate threat to public health, welfare and safety, the Zoning Officer may remove this threat without notice. Any expense incurred shall be paid by the property owner or responsible entity.
4.12 EXTERIOR LIGHTING

The intent of this section is to provide guidance on lighting methods for the safety and convenience of the public while improving efficiency and reducing light pollution. The lighting requirements of this section apply to all properties and uses except single family homes and public utility lighting installed within the public right-of-way. ## Note: Much of this new code has been modeled after or adapted from the Pattern Outdoor Lighting Code

4.12.1 Applicability

A. This section shall apply to all land uses except single-family homes.

B. New Uses. For all proposed new land uses, developments, buildings, and structures that require site plan approval, all outdoor lighting shall meet the requirements of this section.

C. Major Additions and Modifications. All building additions resulting in an increase of 50% or more in gross floor area, additional dwelling units or parking spaces shall meet the requirements of this section for the entire property, including previously installed and any new outdoor lighting. ## Note: This deviates from the Pattern Outdoor Code, which has a 25% increase threshold.

D. Minor Additions. Additions or modifications requiring site plan review resulting in less than a 50% increase as defined above shall require the submission of a complete inventory and site plan detailing all existing and any proposed new outdoor lighting. Any new lighting on the site shall meet the requirements of this Code with regard to shielding and lamp type. The total outdoor light output after the modifications are complete shall not exceed that on the site before the modification, or that permitted by this Code, whichever is larger. ## Note: This deviates from the Pattern Outdoor Code, which has a 25% increase threshold.

4.12.2 General Requirements

A. Reduce Light Pollution. All new exterior lighting shall be fully shielded to prevent any light emitted above 90
4.12.3 Maximum Site Lighting

All new exterior lighting on a site shall be designed to meet the “Maximum Total Outdoor Light Output” in lumens per net acre as identified in Table 4.12 A. This method calculates the total amount of lumens generated by all exterior lighting fixtures on a site, both existing and proposed, to determine if it is within the allowed threshold.

<table>
<thead>
<tr>
<th>Table 4.12 A. Max. Total Outdoor Light Output</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fixture Type</strong></td>
</tr>
<tr>
<td>Total All Fixtures (Fully Shielded, Partially Shielded and Unshielded)</td>
</tr>
<tr>
<td>Shielded Fixtures (Fully Shielded and Partially Shielded Only)</td>
</tr>
</tbody>
</table>

4.12.4 Parking Lot Lighting

A. Light fixtures located within the interior asphalt area of a parking lot shall not exceed 35 feet in height.

B. Light fixtures located along the perimeter edge of a parking area within 50 feet of a property line shall not exceed 25 feet in height.

C. Light fixtures located within 50 feet of a residential district shall not exceed 20 feet in height, nor allow any light spillover to encroach over the property line.

4.12.5 Pedestrian Area Lighting

A. Light fixtures located along pedestrian walkways or paths which are internal to the site shall not exceed 20 feet in height.

B. Light fixtures located along internal pedestrian walkways or paths within 50 feet of a property line shall not exceed 15 feet in height.

C. Light fixtures located within 50 feet of a residential district shall not exceed 15 feet in height, nor allow any light spillover to encroach over the property line.

4.12.6 Canopy Lighting

A. Light fixtures under vehicular canopies, such as gas pumps or passenger drop-off areas, shall be fully shielded and recessed within the canopy and flush with the underside surface with flat lenses to conceal the illumination source. Alternately, lighting may be provided via uplighting to reflect off of the underside surface of the canopy with a shielded fixture that directs light onto the underside of the canopy only, **Figure 4.12 C**.

B. The total light output of the canopy lighting shall not exceed 60 lumens per square foot of canopy.

4.12.7 Security Lighting

A. All exterior building or security lighting must be full cutoff, shielded and/or angled downward to focus the light only on the intended doorway or walkway as necessary.
B. Security lighting is encouraged to be provided with regular pedestrian light fixtures where visible from the street or public way to match others used on site.

4.12.8 Facade Lighting

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

4.12.9 Landscape Lighting

A. Decorative landscaping lighting shall only direct the lighting downward into the planted areas. Upward facing landscape lights may only be permitted as 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.

4.12.10 Prohibited Light Types

A. Cobra-head style fixtures with dropped lenses.

B. Mercury vapor, low pressure sodium lamps.

C. Laser lights, searchlights or similar high-intensity beam fixtures, except as provided below.

4.12.11 Exceptions

The following types of outdoor lighting are exempt from these provisions:

A. Repairs to existing lights.

B. Underwater lighting, or lighting for public monuments and flagpoles.

C. Temporary lighting for special events, performances or emergency conditions.

D. Any lighting conditions for signs which are separately regulated in the sign section of this article.

E. Seasonal or holiday lights using low-wattage lamps.
### 4.13 SOLAR ENERGY SYSTEMS

The following are recommended design guidelines for solar energy systems.

#### 4.13.1 Design Guidelines for Large Scale Solar Energy Systems

A. **Fencing.** All sites having a solar facility footprint greater than five acres shall be encircled in wildlife-friendly fencing that allows the passage of small mammals and reptiles and is designed to minimize wildlife injury and death due to entanglement or strangulation. Exceptions can be made by the Planning Board for sites that are not in rural locations and have limited surrounding wildlife habitat.

B. **Vegetation clearing.** Removal of trees and other existing vegetation shall be limited to what is necessary for the construction, operation and maintenance of the photovoltaic solar energy system.

C. **Glare.** Photovoltaic solar energy systems shall be designed and located in order to minimize reflective glare toward roads and any inhabited building on adjacent properties.

D. **Roads.** Roadways within the site shall be designed to minimize the width and extent of roadway construction and soil compaction.

E. **Screening/Buffering.** Based on site-specific conditions, including topography, adjacent structures, and roadways, reasonable efforts shall be made to minimize visual impacts by preserving natural vegetation, and providing landscape screening to abutting residential properties and roads, but should not result in shading photovoltaic solar energy systems.

F. **Lighting.** All lighting on the site related to the photovoltaic solar energy system shall be limited to that required for safety and operational purposes.

G. **Signage.** All signage shall comply with the requirements of this ordinance. A sign shall be displayed on or near the main access point identifying the owner and providing a twenty-four-hour emergency contact phone number.

H. **Utility connections.** All utility lines from the photovoltaic solar energy system shall be placed underground.

### Figure 4.13 A. Example of a large scale solar energy system.

#### 4.13.2 Design Guidelines for Solar Energy Systems in Historic Districts

A. **General / All System Types**

1. **Energy Efficiency.** Before installation of a new alternative energy system, owners should first consider maximizing the energy efficiency of their existing historic building and its systems. It may be far less expensive to reduce heating, cooling, and lighting costs than to introduce a new energy system. **Note:** Not sure if this first point is necessary.

2. **Consider Ground Mounting.** Before installing a system on a primary building, consider other viable installation options such as mounting on an accessory structure, a contemporary addition or, possibly, ground-mounting to limit the negative visual impact to the building and from the public right-of-way.

3. **Visual Impact.** Alternative energy systems should be installed in a manner that limits negative visual impacts to the building and from the public right-of-way.

4. **Protect Historic Features.** Installation of any energy system should not damage or remove historic...
B. Roof-Mounted Systems

1. **Not on Primary Façade.** Locating solar panels on the roof of the primary facade may have the greatest adverse effect on the property's character defining features. Other installation and location options should be thoroughly explored.

2. **Overall Design.** Solar panels should be considered as part of the overall building design. Shape, proportions of the solar array should match the shape and proportions of the roof.

3. **Low Profile.** Utilization of low-profile solar panels is recommended. Solar shingle laminates, glazing, or similar materials should not replace original or historic materials.

4. **Location.** Solar panels should be positioned behind existing architectural features such as parapets, dormers, and chimneys to limit their visibility.

5. **Mounting.** The system must be mounted flush with the plane of the system parallel with the roof surface, with the system no more than 12 inches from the surface of the roof at any point, and setback 3 feet from side and front roof edges and the ridgeline.

6. **Pitched Roof Location.** Solar energy systems may be installed on a pitched roof which faces a rear lot line, or on a pitched roof surface facing within 45 degrees of the rear lot line.

7. **Flat Roof Location.** On flat roof structures, solar panels should be set back from the roof edge to minimize visibility. Pitch and elevation should be adjusted to reduce visibility from public right-of-way.

8. **Screening & Setback.** On a flat roof, solar energy systems must also be screened from the street by an existing parapet along the street-facing façade that is as tall as the tallest part of the solar energy system, or setting the solar energy system back from the roof edges facing the street four feet for each foot of solar energy system height.

9. **Blend Colors.** All exterior fittings and mechanical equipment including the panel frame should be unobtrusive as possible and should be finished to blend with surrounding roofing materials and colors.

C. Ground-Mounted Systems

1. **Minimize Visibility.** Freestanding or detached on-site solar panels should be installed in locations that minimize visibility from the public right of way. These systems should be screened from the public right-of-way with earth berms, fencing, vegetation or other suitable methods found and in scale with the setting and district.

2. **Placement.** Placement and design of ground-mounted systems should not adversely impact the historic character of the site nor destroy historic landscape materials as determined by the Design Review Board.
CHAPTER 240 UNIFIED DEVELOPMENT ORDINANCE

CITY OF SARATOGA SPRINGS NY

4.14 WATER CONSERVATION

Conservation of water resources, in particular public water supply resources is critical to the health, safety and welfare of the public and to the long term economic and environmental viability of the city. It is the policy of the City of Saratoga Springs to conserve and protect water resources, to limit overuse and waste of public water supply resources and to establish standards for conserving the city’s public water supply resources.

4.14.1 Water Use and Conservation Plan Required

A. For new construction, subdivision or redevelopment or renovation project where 25% or more of the site or building will be substantially renovated for of any multi-family, commercial, industrial, institutional, or mixed used site development a water use and conservation plan shall be provided as part of the approval process. The plan shall describe all expected water demand for the project for all uses including but not limited to domestic use, commercial/industrial process, cooling water, and irrigation. The plan shall describe all water-saving and water reuse features to be installed in accordance with city code and NYS Building Code.

4.14.2 Water Conservation Standards

A. The Planning Board shall adopt and update water conservation standards after consultation with the Commissioner of Public Works and the City Engineer. These standards, once adopted, shall be attached to this ordinance as an appendix and may be updated as necessary and appropriate.

4.15 SUBDIVISION DESIGN

The intent of this section is to regulate proper design and related considerations in the layout of lots and streets in conventional subdivisions where new streets are proposed and for the conventional subdivision of lots on existing approved streets and to guide design for new conservation subdivisions.

In the sensitive environmental areas outside of the city’s core, conservation standards are established to direct the design of subdivisions to protect important resources and ensure development is harmoniously incorporated into the natural environment.

4.15.1 General Design Standards

The following design standards apply to both Conventional Subdivisions as well as Conservation Subdivisions.

A. Overview of the Design Process. The design of a residential subdivision integrates traditional neighborhood design principals with subdivision development in a comprehensive manner. The process includes an analysis of the characteristics of the site and its inherent suitability for subdivision development including consideration of any particular challenges unique to the property as well as recognition that the subdivision will become part of the surrounding neighborhood. For subdivisions where a concept plan (sketch plat) is required or where a sketch plat is submitted by an applicant, the sketch plan process allows the applicant and the board to consider and address any major issues that need to be addressed early on in review as well as to consider potential alternatives to any of the major aspects of the design.

B. Layout of Lots and Streets. Lots shall front on a street designed to accommodate the intended development. Dwellings shall not front onto alleys. Lots shall be arranged in an orderly pattern with uniform geometry, and so that the front yard faces a street and that rear yards face the rear yard of another lot or an alley. Lots shall not be arranged with front yards facing rear yards. Streets shall be laid out to create an interconnected system to provide safe and convenient access to the lots and to other streets and neighborhoods of the city.
C. Streets. All designs for streets in a subdivision shall refer to the allowed Street Types defined in Section 4.2. Any street accessing or proposed for access to a lot shall be constructed or improved in accordance with city standards as required by this ordinance and any other applicable requirements of jurisdictional agencies. The design and level of improvement of such street shall be as required by the Planning Board who shall consult with the City Engineer in all such determinations. For streets in conservation subdivisions the following Street Types shall be used:

1. For conservation subdivisions within the Rural Residential District (RR) where new internal streets are being constructed the Small Rural Road shall be the street type required. For subdivisions in the RR District on existing accepted city streets, the applicant shall make any improvements as required. Where new streets are being constructed the Small Rural Road shall be the street type required.

2. For conservation subdivisions within the Suburban Residential District (SR) where new streets internal to the subdivision are being constructed, the Neighborhood Street shall be the street type required. For conservation subdivisions in the SR District on existing accepted city streets, the applicant shall make any improvements as required by the Planning Board who shall consult with the City Engineer in all such determinations.

3. For subdivisions within the RR District where new streets are being constructed the Small Rural Road shall be the street type required. For subdivisions in the RR District on existing accepted city streets, the applicant shall make any improvements as required. Where new streets are being constructed the Small Rural Road shall be the street type required. For subdivisions in the RR District on existing accepted city streets, the applicant shall make any improvements as required.

D. Other Improvements shall be as set forth in this ordinance.

E. Drainage Systems and Stormwater Management. Saratoga Springs receives an average of 45 inches of rain (or its equivalent of snow/sleet/ice) every year and stormwater management is an increasing challenge as the city grows and impervious areas increase. Drainage design and stormwater management must be integral to any subdivision and shall include consideration of green infrastructure practices as required by the New York State Stormwater Design Manual as well as provision of any traditional stormwater management facilities as needed to address stormwater management needs of the subdivision.

F. Water, Sanitary Sewer, other Utilities. [To be completed]

G. Refer to Appendix [Insert] for additional information regarding Subdivision Approval.

4.15.2 Conservation Subdivision Design

A. Overview of the design process. The design of a conservation subdivision integrates resource conservation with subdivision development in a comprehensive manner. The process includes a conservation analysis of the characteristics and special features of the proposed development site and considers the context of the site with its surroundings; an analysis of development constraints and a calculation of the number of allowable residential units based on the acreage of unconstrained land; the determination of areas of the site to be permanently protected by conservation easement and the areas of the site to be developed including the layout of lots and streets. For conservation subdivision, the sketch plan process integrates these steps in a conceptual manner allowing for cost-effectively consideration of alternative design concepts and to streamline the development and review of the preliminary and final subdivision plat.

B. Standards for Conservation Subdivisions

1. Density Calculation: The maximum density allowed for residential units is calculated by a formula based upon the acreage of “unconstrained land” on the property. An initial density calculation is made with the development of the sketch plat and shall be based on readily-available site and environmental data to facilitate early development of the sketch plat and potential alternative design concepts. A final density calculation is made with the approval of the preliminary plat where more precise survey data would be available to measure the areas of the
2. Overview and Example: Net total unconstrained acreage is calculated by subtracting the total acreage of constrained land from the total acreage of the site. The unconstrained land is evaluated by the planning board to determine lands of conservation value to be conserved.

a. The conserved acreage shall comprise the constrained acreage plus at least one-half of unconstrained lands.

b. The conserved acreage shall be consistent with the planning board’s determination of conservation value of the land.

c. For example, a 100-acre property in the Rural Residential District is constrained by 20 acres of area that is both wetland and floodplain, 10 acres that is floodplain only, 4 acres of wetland only and 10 acres of steep slopes for a total of 44 acres of constrained land with 56 acres remaining of unconstrained land. Dividing the 56 unconstrained acres by the base density of 2 acres per unit which equals 28 units. This would be the maximum number of lots (or dwelling units—whichever is less) possible to be permitted in the subdivision. (For fractional units remaining in the calculation, round up for units of 0.5 or more otherwise round down.) Figure 4.15 A.

d. For this 100-acre example, 72 acres would be preserved under conservation easement (44 acres constrained land plus 28 acres unconstrained land). Note that it shall not be necessary to include small fragments of constrained land (for example, a few strips of steep slopes) in conservation easement areas where such would present an awkward or unmanageable strip of conservation land in an area generally not constrained, as the long-term goal is to protect larger, intact natural areas that can be easily demarcated and managed. Figure 4.15 B.

e. To determine unconstrained acreage, subtract from the total or gross acreage of the proposed development parcel, the acreage of constrained land.

f. To determine the number of allowable residential units or “base density” on the site, divide the unconstrained acreage by the allowable number of acres per unit required within the zoning district. Round down fractional units of 0.5 or less and round up fractional units greater than 0.5. Figure IV.1a through Figure IV.1c illustrates a density calculation on a site in a hypothetical conservation subdivision in an RR District.

g. Public Access Bonus. The base density in Paragraph B.1.b. may be increased by up to twenty percent (20%) at the sole discretion of the Board if permanent public access will be granted to the protected open space land and any associated improvements as described in Article IV, Section 1, Paragraph C in the subdivision. Construction of a pedestrian or multi-use trail and providing an easement for such trail through the property (in addition to any sidewalk/path required for road construction) may qualify for this bonus.

h. The density permitted by this section shall not be reduced as a result of the conservation analysis required in Article IV, Section 1, Paragraph B.2. below here, or as a result of the reservation of parkland during the subdivision process.

3. Conservation Analysis and Development Areas

a. As part of a preliminary sketch subdivision plat application procedure (see Article II, Section 1, Paragraph C), an applicant shall prepare a conservation analysis, consisting of inventory maps, description of the land, and an analysis of the conservation value of various site features and identify the most appropriate areas of the site for development. See Conservation Analysis Checklist in Appendix F. The conservation analysis shall show lands with conservation value and potential development areas, including but not limited to the following:

- Constrained land (i.e., Wetlands, waterbodies, watercourses and buffers protected under federal or state regulations; FEMA high risk flood hazard areas (1% or greater annual chance of flooding including floodways); areas of steep slopes larger than 2,000 square feet exceeding 25% slope)
- Open space and recreational resources described in the City’s Open Space Plan;
• Buffers to provide an area for installation of screening to obscure and enhance the view of new development from adjoining parcels;

• Land exhibiting present or potential recreational, historic, ecological, agricultural, water resource, scenic or other natural resource value.

• **Context of the site showing abutting parcels, existing park or conservation lands and natural features on an aerial photograph for in consideration of creating contiguous areas for resource protection, connectivity for existing and potential streets and trails and drainage and stormwater management corridors and areas to create interconnected, ecologically-based stormwater management systems.**

• Building setbacks, easements and similar non-buildable areas.

• General topographic information, with contours at best available detail.

• The locations of any cultural resources such as historic or locally important houses, especially if they are visible from the local streetscape or viewshed, barns, stone walls, wells, foundations etc.

• The locations of any unique land features such as large old-growth trees, hedgerows, rock outcroppings, meadows, woodlots, waterbodies or similar elements.

• The locations of any known plant or animal habitats which are unique, rare or endangered.

• The location of any trails or adjacent trails which could be linked and preserved as part of a passive recreation system.

• The location of any active or formerly active agricultural lands including any prime agricultural soils.

• The location of any existing roads or known easements.

• Any road frontage which provides significant public views of the parcel as part of the local streetscape or viewshed.

• Views of the site which can be seen from other areas of city due to its location on a prominent hillside of bluff.

b. The conservation analysis and development areas analysis shall describe the importance and the current and potential conservation value of all land on the site and shall consider potential areas where development would have less of an impact on lands of higher conservation value, including minimizing the development’s edge effects and habitat fragmentation. In the course of its initial preliminary sketch subdivision plat review, the Board shall indicate to the applicant which of the lands identified as being of higher conservation value are most important to preserve, and which areas appear most suited for development, including areas for new road access.

c. **Site Visit and Alternative Designs.** As part of the process for determination of the conservation analysis and development areas, the applicant and the board shall collaborate on the design process. The applicant shall present the conservation and design plans and the board shall make the decisions. A site visit may be attended by the planning board and staff to see first-hand opportunities and constraints to conservation and development and also for possible development of alternative sketch plats if desired by the applicant or if required by the Board. The alternative sketch plat(s) are intended to encourage creative collaboration to consider alternative street access points, alignments and connections, variations on conservation areas and development areas, and ultimately, to come up with the best plan for the project in the early stage which also will reduce time and expense in the preparation and review of the preliminary and final subdivision plat.

d. The outcome of the conservation analysis and development areas review and the Board’s determination shall be incorporated into the approved preliminary sketch subdivision plat (see Article II, Section 2, Paragraph A.3.) showing approximate area of land to be permanently preserved by a conservation easement. The preliminary sketch subdivision plat shall also show preferred locations for intensive development as well as acceptable locations for less dense development.
e. The sketch plat shall identify any large areas where green infrastructure approach for stormwater management can be accommodated and integrated to the extent practicable into the conservation lands so these features are not so much of an afterthought rather integral to the overall design intent.

f. The Board shall make the final determination as to which land has the most conservation value and should be protected from development by conservation easement. Whenever the Board approves a plan with protected open space, it shall make written findings identifying the specific conservation values protected and the reasons for protecting such land (the “conservation findings”). The Board shall deny an application that does not include a complete conservation analysis sufficient for the Board to make its conservation findings.

g. The preliminary sketch subdivision plat shall show the approximate boundary of the following as land area(s) to be preserved by conservation easement:
   - An amount of land no smaller than the total amount of constrained land identified in the analysis in Article IV, Section 1, Paragraph B.2.
   - In the RR District, at least fifty percent (50%) of the unconstrained land in addition to the constrained land which shall be preserved, land not preserved in Article IV, Section 1, Paragraph B.2.
   - In the SR-1 District at least thirty-five percent (35%) of the unconstrained land in addition to the constrained land which shall be preserved, land not preserved in Article IV, Section 1, Paragraph B.2.
   - The preliminary subdivision plan shall reflect the general intent of the sketch plan in terms of conservation areas and development areas and upon which any final calculations are made as to percentage and acreage of the site to be conserved and the number of residential lots/units.
   - The preliminary subdivision plat shall provide more detailed information on green infrastructure methods for stormwater management including consideration of bioswales and other techniques appropriate for the environmental setting of the site.

h. If, based upon the conservation analysis, the Board determines in its conservation findings that there is no reasonable basis for requiring a conservation subdivision; the Board may approve a conventional development of the site. In order for the Board to make such a determination, the applicant must demonstrate at least one of the following:
   - The land contains no substantial resources with conservation value; or
   - The acreage is too small to preserve a substantial amount of land with conservation value (this criterion shall not be evaded by piecemeal subdivision of larger tracts); or
   - The lot configuration is unique and precludes preservation of a substantial amount of land with conservation value; or
   - That there are extraordinary circumstances unique to the parcel that demonstrates that conventional subdivision is in the best interest of the adjacent neighborhoods.

i. In order to make the required showing under b. or c. above, the applicant must also demonstrate that the parcel does not adjoin other land that, when combined with open space on the parcel, would result in the preservation of a substantial amount of land with conservation value (including any portion of a designated trail corridor), regardless of whether or not the adjoining parcels have been protected as open space. # Note: reconfirm references to ‘b’ and ‘c’.

j. An approval of a conventional subdivision shall refer to the conservation findings and may be conditioned upon the protection by conservation easement of portions of the site identified in the conservation analysis and findings as having conservation value.

4. Types of Development in a Conservation Subdivision. The allowable residential units may be developed as single-family or two-family residences. Within a conservation subdivision, a maximum of twenty-five percent (25%) of the units may be
Figure 4.15 A. Sample Conservation Subdivision Design. In this example former farmland property, a conservation analysis is conducted to identify the features of the site to determine what areas are more suitable for development and what areas are more suitable for conservation.

Figure 4.15 B. Sample Conservation Subdivision Design. In this example, the old farmstead along the road is highly valued for conservation because of the picturesque rural views it maintains. Likewise, the steep slopes and wetland areas in the rear of the property are also identified for conservation. The most suitable area for development, in this case, is the former farm fields in the center.
placed in structures containing two units.

5. **Lot Sizes in Conservation Subdivisions.** There shall be no minimum lot size in a conservation subdivision. The Board shall determine appropriate lot sizes in the course of its review of a conservation subdivision based upon the purposes and design criteria established in this article. In order to permit a clustered lot configuration, wells and septic systems may be located in areas of protected open space, provided that necessary easements are provided for maintenance of these facilities.

6. **Other Area and Dimensional Requirements**

   a. There shall be no required area, bulk, or dimensional standards in a conservation subdivision, except that where such subdivision abuts an existing residence in a residentially zoned area, a suitable buffer area with suitable screening shall may be required by the Board. This buffer shall be at least the same distance as the minimum rear or side yard setback in the district in which the abutting land is located.

   b. The applicant shall specify dimensional requirements for a proposed conservation subdivision by identifying setbacks and other

7. **Conservation subdivision of a portion of larger tract.** The Board may entertain an application to develop a portion of a parcel if a conservation analysis is provided for the entire parcel and the approval to develop a portion of the parcel is not a basis for the applicant or successor in interest to subsequently request an exception under Article IV, Section 1, Paragraph B.2. for the remainder of the parcel.

8. **Conservation subdivision design guidelines.**

   Lots shall be arranged in a manner that protects land and site features of conservation value and facilitates pedestrian and bicycle circulation. The lot layout shall to the extent feasible comply with the design guidelines in Article IV, Section 1, Paragraph D this article. Permitted building locations or areas ("building envelopes") shall be shown on the final subdivision plat.

C. **Permanent Open Space.** Open space set aside in a conservation subdivision shall be permanently preserved as required by this Section. Any development permitted on land located in a conservation subdivision that is
not protected as open space shall not compromise the conservation value of such open space land.

1. Conservation Value of Open Space. The open space protected pursuant to this section must have “conservation value,” which shall be determined in the course of the conservation analysis. in Article IV, Section 1, Paragraph B.2.

2. Permanent Preservation by Conservation Easement

a. A perpetual conservation easement restricting development of the open space land and allowing use only for agriculture, forestry, passive recreation, protection of natural resources, or similar conservation purposes, pursuant to Section 247 of the General Municipal Law and/or Sections 49–0301 through 49–0311 of the Environmental Conservation Law, shall be granted to the City, with the approval of the City Council, and/or to a qualified not-for-profit conservation organization acceptable to the Board. Such conservation easement shall be approved by the Board and shall be required as a condition of final subdivision plat approval. The Board shall require that the conservation easement be enforceable by the City if the City is not the holder of the conservation easement. The conservation easement shall be recorded in the County Clerk’s Office prior to or simultaneously with the filing of the final subdivision plat in the County Clerk’s Office.

b. The conservation easement shall prohibit residential, industrial, or commercial use of open space land (except in connection with agriculture, forestry, and passive recreation), and shall not be amendable to permit such use. Access roads, driveways, wells, underground sewage disposal facilities, local utility distribution lines, stormwater management facilities, trails, temporary structures for passive outdoor recreation, and agricultural structures shall be permitted on preserved open space land with Board approval, provided that they do not impair the conservation value of the land. Forestry shall be conducted in conformity with applicable best management practices.

c. A land management plan, approved by the Board, shall be included in the conservation easement. The land management plan shall describe the following: The conservation easement shall provide that if the City Council finds that the management plan has been violated in a manner that renders the condition of the land a public nuisance, the City may, upon thirty (30) days written notice to the owner, enter the premises for necessary maintenance, and that the cost of such maintenance by the City shall be assessed against the landowner or, in the case of an homeowner's association (HOA), the owners of properties within the development, and shall, if unpaid, become a tax lien on such property or properties.

d. Required Elements of a Land Management Plan. The land set aside by the conservation easement an evolving slice of the natural and cultural world. The conservation values used to establish the conservation areas shall be the foundation for the management plan along with the planned appropriate uses for land. The land management plan will guide and inform the management entity and the easement holder on management and conservation activities, and allowable uses that promote the long-term viability of the resources to be conserved by the easement. The conservation easement shall require the preparation and use of a land management (or “stewardship”) plan and shall include the first management plan by reference. The land management plan shall include the following elements:

- Property information, contacts, and management entity information
- Resource management objectives (as applicable), for example: Agricultural, Forest, Recreation, Fish and wildlife habitat, Scenic resources or Historic and cultural resource management objectives;
- An aerial photograph of the land and ground-level photos;
- A description of the resources and conservation values;
- Threats to conservation values;
- Actions needed to meet goals and objectives.
Subdivision Design: Conservation Subdivision Design

3. **Notations on final subdivision plat.** Preserved open space land shall be clearly delineated and labeled on the subdivision final plat as to its use, ownership, management, method of preservation, and the rights, if any, of the owners of lots in the subdivision and the public to the open space land. The final plat shall clearly show that the open space land is permanently preserved for conservation purposes by a conservation easement required by this section, and shall include deed recording information in the County Clerk’s office for the conservation easement.

4. **Ownership of Open Space Land**

   a. Open space land shall under all circumstances be protected by a perpetual conservation easement, but may be owned in common by a HOA, offered for dedication to City, County, or State governments, transferred to a non-profit organization acceptable to the Board, held in private ownership, or held in such other form of ownership as the Board finds appropriate to properly manage the open space land and to protect its conservation value.

   b. If the land is owned in common by an HOA, such HOA shall be established in accordance with the following:

      - The HOA must be established before the approved subdivision final plat is signed, and must comply with all applicable provisions of the General Business Law.
      - Membership must be mandatory for each lot owner, who must be required by recorded covenants and restrictions to pay fees to the HOA for taxes, insurance, and maintenance of common open space, private roads, and other common facilities.
      - The HOA must be responsible for liability insurance, property taxes, and the maintenance of recreational and other facilities and private roads.
      - Property owners must pay their pro rate share of the costs in Article IV, Section 1, Paragraph C.4., and the assessment levied by the HOA must be able to become a lien on the property.
      - The HOA must be able to adjust the assessment to meet changed needs.
      - The applicant shall make a conditional offer of dedication to the City, binding upon the HOA, for all open space to be conveyed to the HOA. Such offer may be accepted by the City, at the discretion of the City Council, upon the failure of the HOA to take title to the open space from the applicant or other current owner, upon dissolution of the association at any future time, or upon failure of the HOA to fulfill its maintenance obligations hereunder or to pay its real property taxes.
      - Ownership shall be structured in such a manner that real property taxing authorities can satisfy property tax claims against the open space lands by proceeding against individual owners in the HOA and the dwelling
units they each own.

- The City Attorney's Office shall find that the HOA documents presented satisfy the conditions in Subsections (a) through (g) above, and such other conditions as the Board shall deem necessary.

4.15.3 Cluster Development Design

Standards Governing Clustering (Amended 8/3/99). Any average density development considered shall conform to the following standards which are to be regarded as minimum requirements:

A. The Board shall determine that a cluster development or conservation subdivision will not be detrimental to the health, safety or general welfare of persons residing in the vicinity, or injurious to property or improvements in close proximity, and that the proposed development is in conformity with the objectives of the City's Comprehensive Plan, and that the gross density will be no greater than if the tract were developed in accordance with the existing zoning requirements.

B. When such development is proposed adjacent to any existing residence or residential area, a suitable buffer area, as the Board determines, but at least the same distance as the minimum rear or side yard setback in the district in which the project is located, shall be left between the closest lot line of any lot in an existing residential development area or a conventionally platted residential map that has been filed with the Saratoga County Clerk, and the closest structure in the residential cluster development contained on a clustered lot.

C. There shall be no other setback requirements except as specified in 240-4.12B. Zero lot lines are allowed.

D. The development shall have dedicated, as a minimum, for open space purposes the same percentage of the entire tract as that by which the lots have on the average been reduced. The area dedicated for open space purposes, including playgrounds and parks, shall be in a location and shape approved by the Board during subdivision review and in addition, the Board, as a condition of approval, may establish such conditions on the ownership, use and maintenance of such open space lands as it deems necessary to assure the preservation of such lands for their intended purpose.

E. Lots in a conservation subdivision may be of any size.

F. Common open space shall, unless otherwise waived by the Board, be directly accessible to each residential unit.

4.15.4 Supporting Information

See Appendix for additional supporting information regarding subdivision design and review.

A. Fee Schedule

B. Form for Public Notification

C. Form for Application for Subdivision

D. Completeness Checklist for Sketch Plan

E. Completeness Checklist for Preliminary Plat Subdivision

F. Completeness Checklist for Final Plat Subdivision

G. Completeness Checklist for Conservation Subdivision

H. General Requirements and Subdivision Design Standards

I. Performance Improvements and Performance Guarantees

J. Street Acceptance Checklist

## Note: Edits to some Appendix pages and numbering / lettering will be required to coordinate pending review of draft UDO.
4.16 RURAL DESIGN AND SITING STANDARDS

The following guidelines should be considered in the process of designing and siting uses in the Rural Residential and Suburban Residential-1 Districts, Conservation Development District Overlay, as well as for Conservation Subdivisions in any district. When locating new uses on the land there are many options in the siting, configuration, size and arrangement of elements in the landscape. These choices define the character of the developed landscape environment. These guidelines are examples of the preferred way to design and site uses but they should not be considered the only acceptable solution.

4.16.1 Character of Development

Four basic elements establish the character of a development. These basic elements are:

A. **Landform.** Landform encompasses gradient, slope form and orientation of development in relationship to the shape of the land. Landform is the signature element that is essential for achieving an environment that has its own identity or “sense of place”.

1. In the RR and SR-1 Districts, locally distinct natural landform features should generally be left in a natural state.

2. Natural rural landforms are typically soft and roll due to the rounding effect of wind and water over time. Geometric landforms may also be present in areas of shallow bedrock or seasonal flooding. The character and diversity of the natural landform should be reflected in grading to accommodate development.

3. Minimize cuts and fills. When grading is necessary, slopes should be graded to mimic existing slopes and blend smoothly into the surrounding landform. Graded slopes should be a maximum of 1:5 and gradually blend into surrounding slopes.

4. New development should not erase landforms that are indigenous to the area. Instead solutions should reflect and reinforce the area’s own topographic features.

B. **Vegetation.** Vegetation encompasses review of varying plant forms and their relationship to development and its mass on the landscape. In addition to the benefits...
plants offer the ecological system (soil stabilization, clean air, wildlife habitat) their presence or absence, how they are configured or arranged, and their species has a significant influence on development character. Every effort should be made to:

1. Preserve existing vegetation patterns and species mix and density.
2. Select and place new vegetation in ways that enhance the rural indigenous vegetation characteristics.
3. Vegetation in undeveloped rural areas is typically clustered. Rural vegetation should not be in geometric patterns that are associated with the urban environment.
4. In the rural environment vegetation, not structures, is the primary determinant of how far we can see and where we look.
5. Use existing vegetation and topography to screen new buildings if possible.

C. Structures. The height, placement, forms and patterns of building envelopes can establish an urban or rural character to any development. The intent of this section is to identify building envelopes, forms and patterns that are complementary to and reflective of rural characteristics.

1. Building envelopes in rural areas should be designed...
4. Site building envelopes so that treetops and crest lines of hills as seen from public places and roads will screen future buildings. Use vegetation as a backdrop to reduce the prominence of the structure. Wherever possible, open up views by selective cutting of small trees and pruning lower branches of large trees, rather than by clearing large areas or removing mature trees.

5. Group building envelopes in clusters or tuck them behind tree lines or knolls rather than spreading them out across the landscape in a “sprawl” pattern.

6. The dominant visual context from the rural roads should be of natural and agricultural features, with structures visually subservient. Typically development should be interior lot development with seventy percent (70%) of the immediate highway view shed preserved.

7. The following structural guidelines apply only to structures in conservation subdivisions, which are...
Rural Design and Siting Standards: Character of Development

In general rural vehicular and pedestrian systems are curvilinear in alignment, a pattern that evolved out of historic systems following the lines of least resistance (e.g. stream corridors) following natural landforms. It is only in more urbanized conditions that roads and streets should take on geometric forms reflecting the built environments they move through.

1. Whenever possible roads (and the resultant lot layout) should be planned and designed so the site's cultural and environmental features are preserved and enhanced.

2. Vehicular and pedestrian circulation systems should retain and reuse historic farm roads and lanes. This guideline allows a development to build upon the site's historic context while minimizing clearing and disruption of the landscape. Care should be taken to apply this guideline only where its implementation would not destroy the historic lanes, hedgerows and stonewalls it was meant to preserve.

3. Otherwise, vehicular and pedestrian circulation systems should be arranged to reflect the patterns of the site landform, vegetation, water bodies and vegetation massing.

4. Minimize clearing of vegetation at the edge of the road, clearing only as much as is necessary to create a driveway entrance with adequate sight distance. Use curves in the driveway to increase the screening of buildings.

5. Rural road edges are historically unprotected (e.g. no curbs or gutters, with only a shoulder for user safety.)

6. Trail systems connecting destination areas should be comprised of flexible materials (e.g. asphalt, stone dust, bark) and connect areas of concentrated development.

7. Trails should be informal in nature and occur in rear yards.

8. Sidewalks should only be used to connect facilities within areas of concentrated development.

D. Circulation Systems. Circulation systems are comprised of both vehicular and pedestrian systems. Also located in architectural review districts. The intent in these areas is to have the mass and roof forms of structures contribute to the rural character of the development. These guidelines are examples of the preferred way to design and site uses but they should not considered the only acceptable solution.

8. Massing of structures or structural elements influences rural character. Historically, rural buildings were often an assemblage of additions. These additions over time created a complexity of roof forms that have become icons associated with our rural agrarian environments.

9. Rural roof form options include, but are not limited to, symmetrically pitched or hip roofs with or without gables and horse barn type roof ends.
4.17 FLOOD DAMAGE PREVENTION

## Note: The following has been moved from existing Chapter 120 Flood Damage Prevention – Article V Construction Standards. That Chapter will need to be updated accordingly.

### 4.17.1 General Standards

The following standards apply to new development, including new and substantially improved structures, in the areas of special flood hazard shown on the Flood Insurance Rate Map designated in § 120–6. Refer to City Code Chapter § 120 Flood Damage Prevention and Section 5.16 of this Chapter for more information.

#### A. Subdivision Proposals

The following standards apply to all new subdivision proposals and other proposed development in areas of special flood hazard (including proposals for manufactured home and recreational vehicle parks and subdivisions):

1. Proposals shall be consistent with the need to minimize flood damage.
2. Public utilities and facilities such as sewer, gas, electrical and water systems shall be located and constructed so as to minimize flood damage.
3. Adequate drainage shall be provided to reduce exposure to flood damage.

#### B. Encroachments

1. Within Zones A1–A30 and AE, on streams without a regulatory floodway, no new construction, substantial improvements or other development (including fill) shall be permitted unless:
   
   a. The applicant demonstrates that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one foot at any location; or
   
   b. The City of Saratoga Springs agrees to apply to the Federal Emergency Management Agency (FEMA) for a conditional FIRM and floodway revision, FEMA approval is received and the applicant provides all necessary data, analyses and mapping and reimburses the City of Saratoga Springs for all fees and other costs in relation to the application.

2. On streams with a regulatory floodway, as shown on the Flood Boundary and Floodway Map or the Flood Insurance Rate Map adopted in § 120–6, no new construction, substantial improvements or other development in the floodway (including fill) shall be permitted unless:

   a. A technical evaluation by a licensed professional engineer shows that such an encroachment shall not result in any increase in flood levels during occurrence of the base flood; or
   
   b. The City of Saratoga Springs agrees to apply to the Federal Emergency Management Agency (FEMA) for a conditional FIRM and floodway revision, FEMA approval is received and the applicant provides all necessary data, analyses and mapping and reimburses the City of Saratoga Springs for all fees and costs in relation to the application. The applicant must also provide all data, analyses and mapping and reimburse the City of Saratoga Springs for all costs related to the final map revisions.

### 4.17.2 Standards for All Structures

#### A. Anchoring

New structures and substantial improvement to structures in areas of special flood hazard shall be anchored to prevent flotation, collapse or lateral movement during the base flood. This requirement is in addition to applicable state and local anchoring requirements for resisting wind forces.

#### B. Construction Materials & Methods

1. New construction and substantial improvements to structures shall be constructed with materials and utility equipment resistant to flood damage.
2. New construction and substantial improvements to structures shall be constructed using methods and practices that minimize flood damage.
3. Enclosed subgrade areas.
   
   a. For enclosed areas below the lowest floor of
a structure within Zone A1–A30, AE or AH, and Zone A if base flood elevation data is available, new and substantially improved structures shall have fully enclosed areas below the lowest floor that are usable solely for parking of vehicles, building access or storage in an area other than a basement and which are subject to flooding, designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement must either be certified by a licensed professional engineer or architect or meet or exceed the following minimum criteria:

- A minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding; and
- The bottom of all such openings no higher than one foot above the lowest adjacent finished grade.

b. Openings may be equipped with louvers, valves, screens or other coverings or devices, provided that they permit the automatic entry and exit of floodwaters. Enclosed areas subgrade on all sides are considered basements and are not permitted.

C. Utilities

1. Machinery and equipment servicing a building must either be elevated to or above the base flood level or designed to prevent water from entering or accumulating within the components during a flood. This includes heating, ventilating and air-conditioning equipment, hot-water heaters, appliances, elevator lift machinery and electrical junction and circuit breaker boxes. When located below the base flood elevation, a professional engineer’s or architect’s certification of the design is required.

2. New and replacement water supply systems shall be designed to minimize or eliminate infiltration of floodwaters into the system.

3. New and replacement sanitary sewage systems shall be designed to minimize or eliminate infiltration of floodwaters. Sanitary sewer and storm drainage systems for buildings that have openings below the base flood elevation shall be provided with automatic backflow valves or other automatic backflow devices that are installed in each discharge line passing through a building’s exterior wall.

4. On–site waste disposal systems shall be located to avoid impairment to them or contamination from them during flooding.

### 4.17.3 Residential Structures

A. Elevation. The following standards, in addition to the standards in §§ 120–15A 4.15.1 A Subdivision Proposals, and 120–15B 4.15.1 B Encroachments, and 120–16 4.15.2 Standards for all Structures, apply to structures located in areas of special flood hazard as indicated:

1. Within Zones A1–A30, AE and AH, and also Zone A if base flood elevation data is available, new construction and substantial improvements shall have the lowest floor (including basement) elevated to or above the base flood level.

2. Within Zone A, when no base flood elevation data is available, new and substantially improved structures shall have the lowest floor (including basement) elevated at least three feet above the highest adjacent grade.

3. Within Zone AO, new and substantially improved structures shall have the lowest floor (including basement) elevated above the highest adjacent grade at least as high as the depth number specified in feet on the community’s Flood Insurance Rate Map enumerated in § 120–6 (at least two feet if no depth number is specified).

4. Within Zones AH and AO, adequate drainage paths are required to guide floodwaters around and away from proposed structures on slopes.

### 4.17.4 Nonresidential Structures

The following standards apply to new and substantially improved commercial, industrial and other nonresidential structures, in addition to the requirements in §§ 120–15A 4.15.1 A Subdivision Proposals, and 120–15B 4.15.1 B Encroachments, and 120–16 4.15.2 Standards for all Structures.

A. Within Zones A1–A30, AE and AH, and also Zone A if base flood elevation data is available, new construction and substantial improvements of any nonresidential
structure, together with attendant utility and sanitary facilities, shall either:

1. Have the lowest floor, including basement or cellar, elevated to or above the base flood elevation; or

2. Be floodproofed so that the structure is watertight below the base flood level with walls substantially impermeable to the passage of water. All structural components located below the base flood level must be capable of resisting hydrostatic and hydrodynamic loads and the effects of buoyancy.

B. Within Zone AO, new construction and substantial improvements of nonresidential structures shall:

1. Have the lowest floor (including basement) elevated above the highest adjacent grade at least as high as the depth number specified in feet on the community’s FIRM (at least two feet if no depth number is specified); or

2. Together with attendant utility and sanitary facilities, be completely floodproofed to that level to meet the floodproofing standard specified in subsection 4.15.4 A.2 A(2) above.

C. If the structure is to be floodproofed, a licensed professional engineer or architect shall develop and/or review structural design, specifications and plans for construction. A floodproofing certificate or other certification shall be provided to the local administrator that certifies the design and methods of construction are in accordance with accepted standards of practice for meeting the provisions of subsection 4.15.4 A.2 A(2), including the specific elevation (in relation to mean sea level) to which the structure is to be floodproofed.

D. Within Zones AH and AO, adequate drainage paths are required to guide floodwaters around and away from proposed structures on slopes.

E. Within Zone A, when no base flood elevation data is available, the lowest floor (including basement) shall be elevated at least three feet above the highest adjacent grade.

4.17.5 Manufactured/Mobile Homes and Recreational Vehicles

The following standards in addition to the standards in §§ 120-15 4.15.1 General Standards, and 120-16 4.15.2 Standards for all Structures, apply, as indicated, in areas of special flood hazard to manufactured/mobile homes and to recreational vehicles which are located in areas of special flood hazard.

A. Recreational Vehicles

1. Recreational vehicles placed on sites within Zones A1–A30, AF and AH shall either:
   a. Be on site fewer than 180 consecutive days;
   b. Be fully licensed and ready for highway use; or
   c. Meet the requirements for manufactured homes in Subsections B, D and E.

2. A recreational vehicle is ready for highway use if it is on its wheels or jacking system, is attached to the site only by quick-disconnect-type utilities and security devices and has no permanently attached additions.

B. A manufactured/mobile home that is placed or substantially improved in Zones A1–A30, AE and AH that is on a site either outside of an existing manufactured home park or subdivision as herein defined; in a new manufactured home park or subdivision as herein defined; in an expansion to an existing manufactured home park or subdivision as herein defined; or in an existing manufactured home park or subdivision as herein defined on which a manufactured home has incurred substantial damage as the result of a flood shall be elevated on a permanent foundation such that the lowest floor is elevated to or above the base flood elevation and is securely anchored to an adequately anchored foundation system to resist flotation, collapse and lateral movement. Elevation on piers consisting of dry stacked blocks is prohibited. Methods of anchoring may include, but are not limited to, use of over-the-top or frame ties to ground anchors.

C. A manufactured/mobile home to be placed or substantially improved in Zones A1–A30, AE and AH in an existing manufactured home park or subdivision that is not to be placed on a site on which a manufactured home has incurred substantial damage shall be:

1. Elevated in a manner such as required in subsection B 4.15.5 B above; or

2. Elevated such that the manufactured home chassis is supported by reinforced piers or other foundation...
elements of at least equivalent strength that are
no less than 36 inches in height above the lowest
adjacent grade and are securely anchored to an
adequately anchored foundation system to resist
flotation, collapse or lateral movement. Elevation on
piers consisting of dry stacked blocks is prohibited.

D. Within Zone A, when no base flood elevation
data is available, new and substantially improved
manufactured/mobile homes shall be elevated such
that the manufactured home chassis is supported by
reinforced piers or other foundation elements of at least
equivalent strength that are no less than 36 inches in
height above the lowest adjacent grade and are securely
anchored to an adequately anchored foundation
system to resist flotation, collapse or lateral movement.
Elevation on piers consisting of dry stacked blocks is
prohibited.

E. Within Zone AO, the floor shall be elevated above the
highest adjacent grade at least as high as the depth
number specified on the Flood Insurance Rate Map
enumerated in § 120–6 (at least two feet if no depth
number is specified). Elevation on piers consisting of dry
stacked blocks is prohibited.