



BERGMANN
ASSOCIATES



DOWNTOWN ENDICOTT

DESIGN GUIDELINES

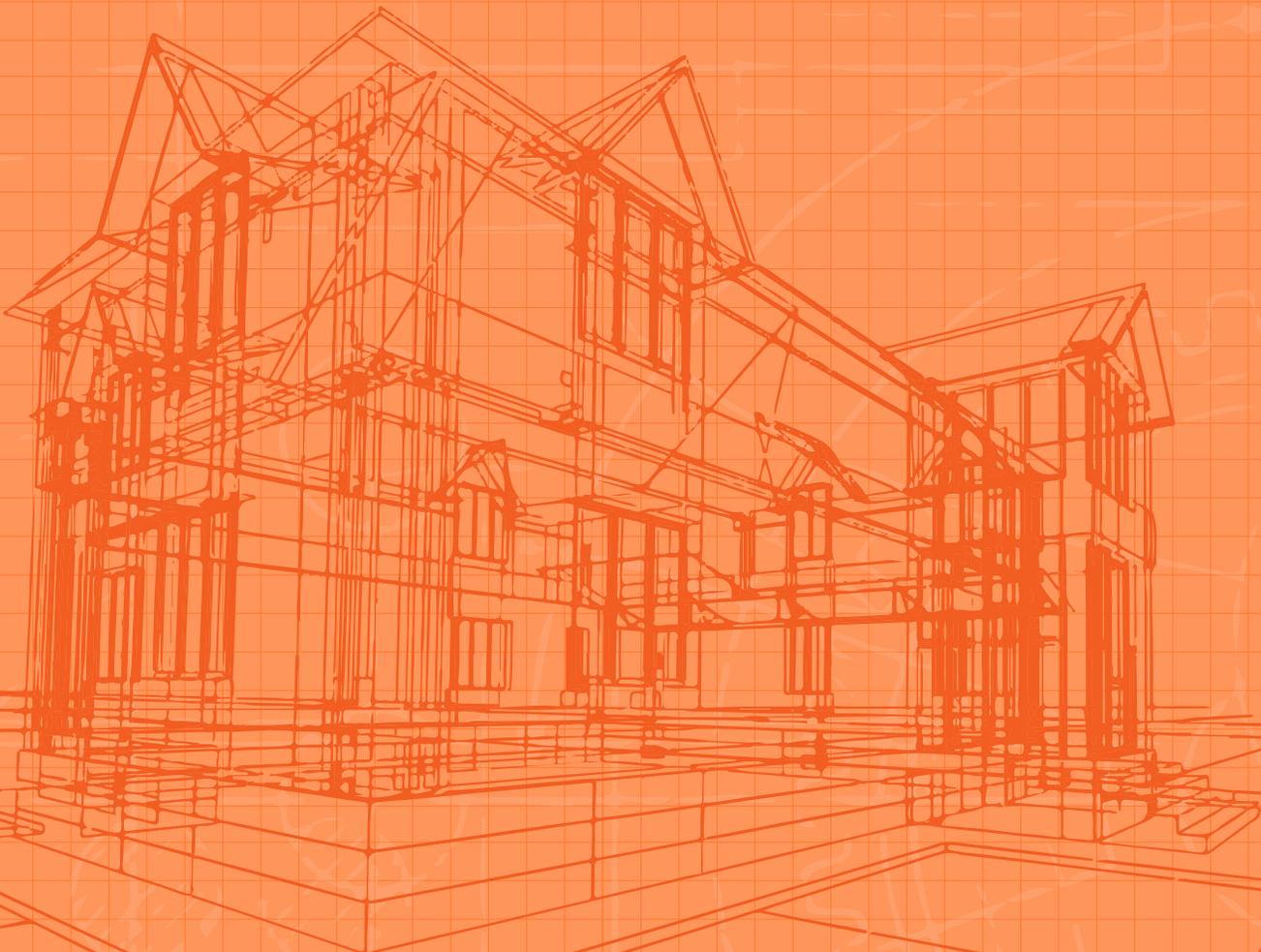


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SECTION 1

INTRODUCTION



APPROACH + BACKGROUND

The purpose of these Design Guidelines is to educate the community on the value of its historic architecture, to guide the course of further development, to preserve the history of Endicott, and to improve Downtown's aesthetic character.

These guidelines are intended to manage change, not prevent it. As such, the guidelines describe methods to adapt old buildings to changing needs while preserving their historic character, and also identify ways to encourage new development while reflecting Endicott's historic roots. These guidelines will also help provide consistency and will establish a design framework for future development and redevelopment.

The guidelines reflect the policies and recommendations of the Village of Endicott. They should be shared with property owners and the development community. The Village of Endicott will have the opportunity to formalize the enforcement of these guidelines through the adoption of regulations as part of their zoning code.

The principles included in these guidelines are intended to be applied along Washington Avenue, but could also be applied to east-west cross-streets including North, Monroe, and Broad Streets.

CONTEXT

These Design Guidelines are intended to guide the development and aesthetic form of Washington Avenue, the Village of Endicott's main street. This half-mile corridor stretches from North Street to East Main Street, and is comprised primarily of two- and three-story buildings, with first-floor retail and upper-floor residential. These buildings front the sidewalk, creating a generally continuous streetwall. Many of the existing facades have historic architectural details though, in and among themselves, the facades do not appear particularly cohesive. The existing streetscape has many positive elements including on-street parking and wide sidewalks, though enhanced street furniture and crosswalk elements would be beneficial.

ORGANIZATION

Section 1: Introduction. This section includes background information on the guidelines themselves, as well as design objectives and a blueprint on how to use the guidelines. This section also includes a glossary of important terms.

Section 2: Site Design Guidelines. This section includes the guidelines specific to site elements, such as building orientation, setbacks, circulation, and the relationship of these site elements to one another.

Section 3: Building Design Guidelines. This section includes the guidelines specific to buildings, such as form, massing, and architectural character. This section also addresses the elements found in the facade of a building, such as window, doors, and cornices.

CONTEXT AREA



AERIAL VIEW



HOW TO USE THE DESIGN GUIDELINES

The Design Guidelines recognize that the style, condition, and issues associated with buildings and sites throughout downtown Endicott are different. Therefore, the guidelines are intended to be a flexible document, allowing property owners to tailor treatments and approaches to meet and address their specific conditions and building features.

These guidelines are an educational tool and resource for property owners. They are intended to educate property owners about the Village's historic character and familiarize them with the most appropriate tools and techniques to care for and maintain their historic structures. They enable property owners and developers to make informed and appropriate decisions regarding existing and proposed buildings and sites in downtown Endicott. The guidelines should be used to inspire innovative and sensitive solutions for addressing changes to historic buildings and properties.

It is important that downtown property owners, those considering renovations to an existing structure, and those proposing new construction for an infill development use the Design Guidelines. These guidelines should also be used by developers proposing any building modifications and/or site improvements in order to respect the existing character of the Village.

✓ GUIDELINES PROVIDE



Context



General information on architectural styles



Basic information associated with preservation principles



Flexibility for addressing needs of individual properties



Recommendations for appropriate design and material treatments



Recommendations for achieving design compatibility

✗ GUIDELINES DO NOT



Regulate use



Regulate interior changes



Dictate a single, absolute treatment

DESIGN OBJECTIVES

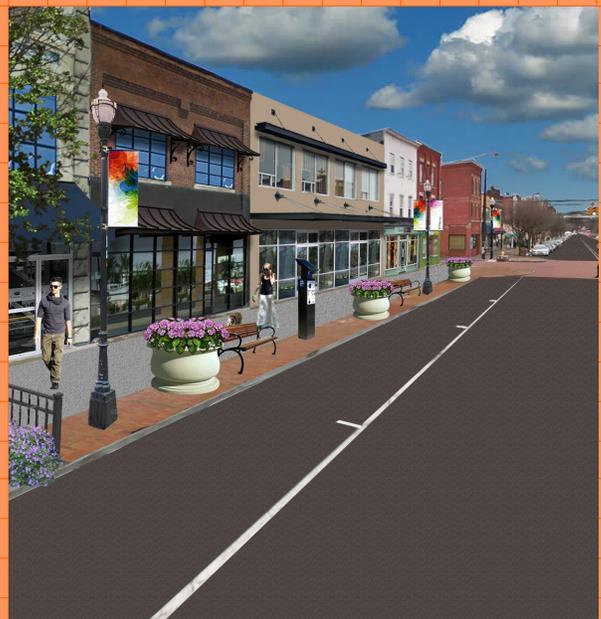
The design objectives presented below were derived from the Village's iDistrict Revitalization Plan, and should be used to interpret and administer the Design Guidelines.

- 1 Devote street level facades to retail, service, and office uses.
- 2 Maximize transparency between the sidewalk and building interior.
- 3 Design attractive and engaging buildings that address the public realm on all visible sides.
- 4 Provide urban-appropriate landscape and hardscape areas designed as integral features of the streetscape.
- 5 Improve the pedestrian experience and safety through the provision of public amenities such as sidewalks, landscaping, seating, public art, and crosswalks.
- 6 Promote multi-story buildings to improve the Village's historic form and street presence.
- 7 Locate parking behind, beneath, or within structures, and buffer parking areas to soften their edges.
- 8 Encourage shared parking facilities and cross access.
- 9 Provide pedestrian-scaled lighting proportional to the site and building served.
- 10 Design the scale and style of architecture to complement the existing historic form of Washington Avenue.

EXISTING CONDITIONS



FOLLOWING DESIGN GUIDELINES



GUIDING DESIGN PRINCIPLES

The following list provides a quick summary of the guidelines presented later in this report, and should be considered general guiding principles for design decisions.

- 1 Buildings must be consistent in form and mass with other Washington Avenue parcels.
- 2 Commercial and mixed-use buildings should allow for the mixing of uses in upper stories.
- 3 Residential buildings should have a distinct character compared to their commercial counterparts.
- 4 Windows should be used to add transparency, interest, and rhythm to the building facade.
- 5 Roofs and cornices are crucial components of building facades.
- 6 Entries should create an inviting and welcoming experience for building patrons.
- 7 Building materials should evoke character, style, and purpose.
- 8 Buildings should preserve the streetwall and define the boundaries of the streetscape.
- 9 Buildings facing Washington Avenue should be accessible from Washington Avenue.
- 10 Sidewalks should provide safe movement between the street and buildings, within parking lots, and from parking lots to buildings.
- 11 Pedestrians and motorists should be afforded safe, convenient, and efficient circulation.
- 12 Drive-through service facilities must not detract from the character of the structure or of Washington Avenue.
- 13 The use of shared drives and cross access improves corridor vitality, mobility, and safety.
- 14 Any new or reconstructed walls or fences should respect the community character in mass and form as well as in materials used.
- 15 Views of utility, loading, and refuse areas should be obscured from adjacent areas.

- 16 Streetscapes are key organizing elements within a neighborhood that define the area between the front facade of buildings and the roadway.
- 17 Sidewalk dining is a designated area on the public sidewalk located in front of the associated restaurant.
- 18 Stormwater management and green infrastructure facilities should be used to enhance aesthetic appeal.
- 19 Above-ground utilities should be a positive element within the overall design aesthetic.
- 20 Bicycle parking should be both amply supplied and conveniently located throughout downtown.
- 21 Parking areas should not be located in front yards.
- 22 Impervious areas should be minimized through the use of shared parking.
- 23 Land- and hard-scaping should both enhance and screen views.
- 24 Buffers should be used along parking lot edges to screen views.
- 25 Landscaping in parking areas should improve the quality of the experience and viewshed both internal and external to the site.
- 26 Signage should complement the character of the building and the Avenue.
- 27 Signage should not dominate the site, building, or corridor.
- 28 Site and building lighting should improve the safety and visibility of building entrances, parking lots, and pedestrian zones.
- 29 Signage and accent lighting should be used to complement and highlight unique architectural features.



DEFINITIONS

A list of common terms and definitions is provided on the following pages as a reference for persons using this document. Included are terms and definitions that have specific meaning when used in the context of architectural design and historic preservation. Although this is not an exhaustive and all-inclusive list of terminology, it identifies many of the common terms used in the Design Guidelines.

DEFINITIONS I

ADDITION

Any new construction that alters the exterior appearance of a property, site or building or that increases the size, floor area or height of any existing area.

ALIGNMENT

The linear placement of structures and/or primary facades along a row of adjacent properties or street.

ALTERATION

Any modification, rearrangement, or other work that cannot be defined as an addition, but still modifies the original exterior appearance of a property, site, building, or structure.

ARCHITECTURAL FEATURE

A single, distinguishable part of the whole design composition of a building or structure.

BALUSTRADE

A railing supported by balusters [short vertical posts] placed along the perimeter of a courtyard, porch, balcony, or roof.

BAY

A portioning of a building created by columns, pilasters, or other vertical elements –or– A projection from the main mass of a building or structure, typically including fenestration.

BULKHEAD

The section of a commercial storefront that forms the base for the first floor display windows.

CASEMENT WINDOWS

A common window type, where the sash is hinged at its side.

CHARACTER DEFINING

A distinctive quality or component of a property, site, building, or structure that comprises their historic nature and appearance. This includes, but is not limited to overall site layout, plantings, trees, civil improvements, overall mass of a building, materials, craftsmanship, style specific details, decorative details, interior spaces, interior features, and vernacular traditions.

CLAPBOARD

Wood siding constructed of long, skinny, horizontal, overlapping boards.

COMPATIBLE

A material, element or feature that is harmonious with the historic materials, elements, qualities or features of the property, site, building, or structure and its surrounding context.

CONTEXT

The historic elements, features, landscape, buildings, structures, and cultural history that establishes the setting of a historic resource.

CORNICE

A decorative horizontal element which emphasizes the vertical terminus of an exterior wall –or– The projecting molding which crowns the elements to which it is attached [typically placed above a classical frieze in the composition of an entablature].

DEFINITIONS II

DEMOLITION

The partial or complete razing, destruction or dismantling of an existing property, site, building, or structure, and/or their features.

DEMOLITION BY NEGLECT

The slow destruction of a historic resource through failure to perform necessary maintenance over a long period of time.

DORMER

A bay typically containing windows that projects from the slope of a roof.

DOUBLE HUNG WINDOW

A common type of fenestration where the window is comprised of two sashes that slide past each other vertically.

ELEVATION

A two-dimensional scale drawing of a face of a building or structure, where all features are shown without distortion, as if contained all on one plane.

ENGAGED

Attached to and/or partially embedded in a wall [typically enacted upon columns].

ENTABLATURE

The band of horizontal elements carried by columns or pilasters. This element is comprised from top to bottom of a cornice, frieze, and architrave.

FACADE

The exterior face of a building.

FANLIGHT

A semicircular or semielliptical window placed above a door.

FENESTRATION

The arrangement and placement of windows, doors, and exterior openings of a building.

GABLE

The top portion of an exterior wall directly underneath the end of a pitched roof.

GLAZING

The clear/translucent material, typically glass, through which light passes into a building.

HEIGHT

A measurement from ground level to the vertical terminus of a building or element.

HIPPED ROOF

A roof that is sloped on all four sides, thus having no gable.

HISTORIC BUILDING

A building that is at least fifty (50) years old and meets the Secretary of the Interior's Standards for integrity and significance.

DEFINITIONS III

HISTORIC FABRIC

Any and all original materials, features and details used in the construction of a historic building.

HISTORIC RESOURCE

A property, site, building, object, or structure that is designated or has been determined eligible at the local, state, or federal level.

LINTEL

The horizontal structural element which spans rectangular fenestration in a wall.

MATERIALS

The physical matter that makes up the products used in the construction and ornamentation of a building.

MASS

The three-dimensional qualities of a building or structure that comprise its size, shape, and overall exterior presence.

MOTIF

A principal repeated element in the design and ornament of a building.

NEW CONSTRUCTION

Any construction that is not part of the original building or structure.

ORIENTATION

The placement of a historic resource as it relates to the physical conditions of its site [e.g. geography, man-made features, boundaries, or cardinal direction].

ORNAMENTATION

Any detail of structure, shape, texture, and color that is deliberately exploited or added to attract attention or define an architectural style.

PATTERN

A repeating arrangement of form.

PEDIMENT

The triangular face of a gable end above a horizontal cornice [typically placed above columns or pilasters].

PILASTER

A shallow engaged pier or column.

PORTICO

A small to large porch whose roof is supported by columns on at least one side.

PRINCIPAL FACADE

Typically the front, main entry, face of a building distinguished by the elaboration of architectural ornament and details.

DEFINITIONS IV

PROPORTION

The comparative quantified relation between elements with respect to size, dimension, ratio and quantity.

ROOF FORM

The overall shape, outline, and composition of the roof of a building.

ROOF PITCH

The steepness of a roof plane typically expressed as a ratio of the rise in feet over twelve-foot increments in horizontal span. [For example, a 4/12 roof, rises 4 feet in a 12 feet span.]

SECTION

The arrangement and design of spaces in a building seen as if cut by a vertical plane.

SCALE

The proportional and measured relationship of buildings and elements to each other.

SCALE DRAWING

A proportionally exact computer or hand drawn visual representation of an object that has a defined ratio of size between itself and the object.

SETBACK

The distance between the extents of a building or structure and their respective site or lot boundaries.

SETTING

The physical and cultural environment surrounding a historic resource.

SILL

The bottom horizontal cross piece of a window or door.

SPALLING

The chipping or erosion of masonry caused by abuse or weathering.

TRANSOM WINDOW

A rectangular horizontal window placed above a residential doorway –or– The horizontal ribbon window directly above a commercial storefront.

TRANSITIONAL

Used to describe a building that cannot be defined by one specific style, and instead encompasses two or three distinct styles that were present during its construction.



2
SECTION

SITE DESIGN
GUIDELINES



BUILDING SITING

Site planning standards primarily address the organization of a project's components, such as building orientation, setbacks, circulation and the relationship of site elements. The location of buildings and site features and the organization of circulation patterns for vehicles and pedestrians are critical to the design and provision of a pedestrian-friendly atmosphere that is visually appealing, safe, and convenient for all users. High quality site design along the Washington Avenue corridor places structures close to the streetline and parking areas to the rear, with a focus on creating a sense of place and an environment that fosters strong interaction between pedestrians, buildings, and the street.

This section provides standards for the following:

- building orientation and setbacks; and
- building entry.

BUILDING ORIENTATION + SETBACK

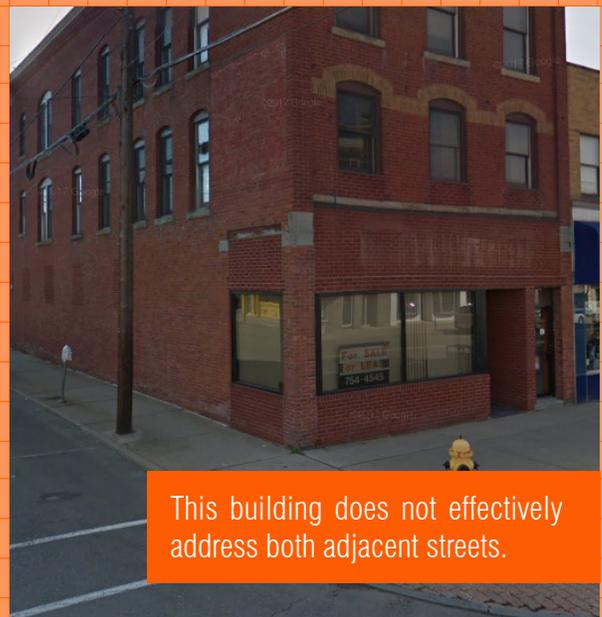
- 1 Buildings located on Washington Avenue should be oriented such that the façade facing the street be substantially parallel to the street.
- 2 Buildings on Washington Avenue should have a front setback within a range of 0 feet and 10 feet from the right-of-way line. The Village Board may allow an additional 10-foot setback to permit the construction of dedicated public realm amenities or the construction of building overhangs.
- 3 In no instance should the front plane of any principal structure on Washington Avenue, not including overhangs, be greater than 20 feet from the right of way line.
- 4 Buildings on streets other than Washington Avenue, should have a maximum setback of 20 feet from the right of way line, or the average setback of existing principal structures on adjacent parcels within 200 feet, whichever is lesser.
- 5 Buildings fronting on two or more streets should have appropriate façades facing each street.
- 6 Buildings on corner lots should be setback from each street the minimum distance practical to afford adequate sight distances for motorists and pedestrians as determined by NYS DOT highway standards.
- 7 Lots without driveways should have a maximum side setback of 20 feet of combined width for both side yards. Side yard setbacks are encouraged to be 0 feet where permitted by NYS Building Code.
- 8 Accessory structures should not be less than 10 feet from any property line abutting a residential district boundary.

✓ ENCOURAGED



This corner building displays high quality facades on both streets.

✗ DISCOURAGED

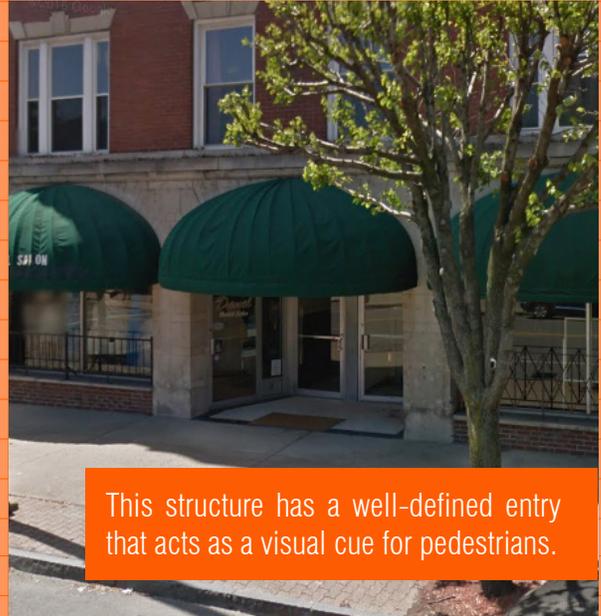


This building does not effectively address both adjacent streets.

BUILDING ENTRIES

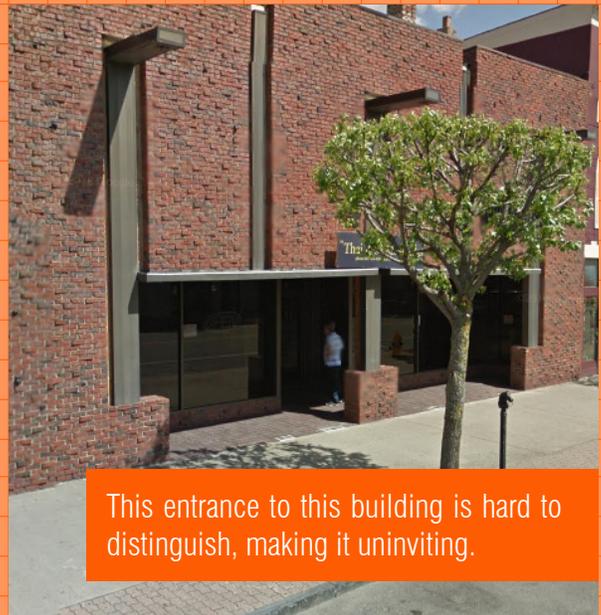
- 1 For buildings with frontage on Washington Avenue, a primary entrance should face Washington Avenue. A side or rear entry may also be permitted depending on the site layout.
- 2 The placement of building entrances should be of a similar rhythm and spacing to existing structures on the same street.
- 3 Buildings fronting on streets other than Washington Avenue should have a primary entrance located facing such street.
- 4 Primary entries should receive design considerations, details, and treatments consistent with primary facades.
- 5 Primary entrances should be prominently designed and constructed to provide visual cues to pedestrians independent of site or building signage.
- 6 There should be a connection between all main building entrances and the closest sidewalk (or street if there is no sidewalk).

✓ ENCOURAGED



This structure has a well-defined entry that acts as a visual cue for pedestrians.

✗ DISCOURAGED



This entrance to this building is hard to distinguish, making it uninviting.



CIRCULATION ELEMENTS

Circulation elements address the site features associated with pedestrian and vehicular movement and circulation. Circulation elements include streets, alleys, parking areas, service areas, sidewalks, trails and walkways. Vehicular circulation networks define how buildings and properties are ultimately designed and configured. The streets in Downtown Endicott include a main, commercial corridor in Washington Avenue, and side and parallel streets that consist of a mix of commercial and neighborhood streets. Similarly, pedestrian circulation includes trails and connectors as well as an urban sidewalk network.

This section provides standards for the following:

- sidewalks;
- pedestrian and vehicular circulation;
- drive-through facilities; and
- driveways and access.

SIDEWALKS

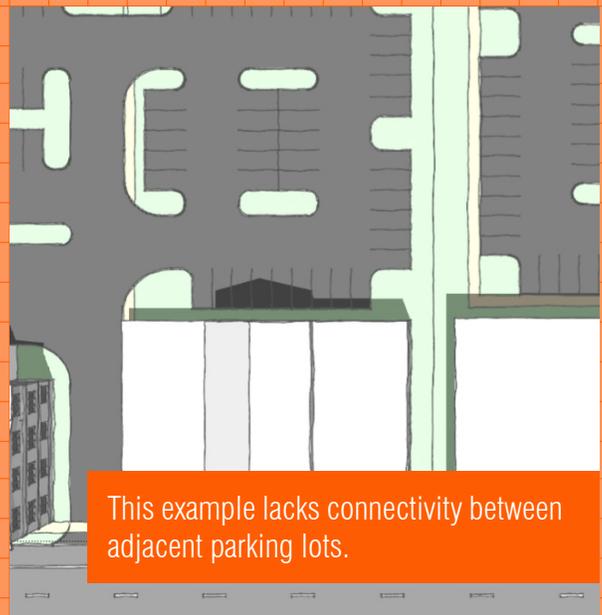
- 1 Sidewalks should have a minimum width of 5 feet, or wider at the discretion of the Village Board.
- 2 Sidewalks should be constructed to provide access from all principal building entrances to the sidewalk system and parking areas.
- 3 Sidewalks adjacent to streets, driveways, and parking lots should be curbed to separate pedestrians and vehicles.
- 4 As necessary, sidewalks should traverse parking lot medians, end islands and between buildings to permit safe and efficient pedestrian travel.
- 5 Sidewalks abutting a public street should be constructed of poured concrete. Other sidewalks may be constructed of poured concrete, brick, or concrete pavers. Asphalt sidewalks should not be permitted.

✓ ENCOURAGED



Sidewalk connections between and alongside buildings are required to facilitate rear-loaded parking.

✗ DISCOURAGED



This example lacks connectivity between adjacent parking lots.

PEDESTRIAN + VEHICULAR CONNECTIONS

- 1 Internal pedestrian routes should be provided between different areas within a site, such as parking areas, bicycle parking, common outdoor areas, and any pedestrian routes.
- 2 Pedestrian and vehicular circulation patterns should be designed to minimize potential conflicts between vehicles and pedestrians and to provide enhanced separation.
- 3 Safe, convenient, and efficient pedestrian circulation patterns should be provided between structures in a multiple structure development.
- 4 Pedestrian routes should be hard surfaced and at least 4 feet wide. Where the route crosses driveways, parking, and loading areas, the route should be clearly identifiable through the use of elevation changes, paving materials, or other methods.
- 5 Parking and vehicle circulation patterns should be designed to reduce speeds and increase pedestrian safety, efficiency, and convenience.

✓ ENCOURAGED



Pedestrian zones and vehicular circulation patterns should be separated for safety.

✗ DISCOURAGED



This connection does not effectively lead pedestrians through the parking lot.

DRIVE THROUGH FACILITIES

- 1 Drive-through facilities and appurtenances should be located, wherever possible, in the rear of the building, and in no case in front yards. Upon the demonstration by the applicant of both impracticality of locating such facilities in the rear of the building and a substantial need for such facilities, the Village Board may allow drive-through facilities in a side yard.
- 2 Areas or walkways, covered or uncovered, designed strictly for the drop-off of patrons to a building entrance should not be considered a drive-through. However, such facilities should not be located in front yards.
- 3 Drive-through menu boards should be a maximum of 20 square feet with a maximum height of 5 feet and should be shielded from any public street and residential properties with decorative treatments and screening.
- 4 Fifty percent of the total stacking area should be located at the rear of the property and should be shielded from view by the building, hardscape or landscape treatments, or other screening.
- 5 The capacity of the drive-through stacking lanes should be sufficient to prevent interference with overall parking lot traffic flow and the flow of traffic on and off the site and in the adjoining streets.
- 6 Each parcel with a drive-through facility should be limited to one point of shared ingress and egress. Where possible, cross access to the closest shared drive should be provided.
- 7 Decibel levels for drive-through operations and transaction processes should not exceed 60 dBA at any property line.

✓ ENCOURAGED



Drive-through facilities and service canopies should be placed behind the building.

✗ DISCOURAGED

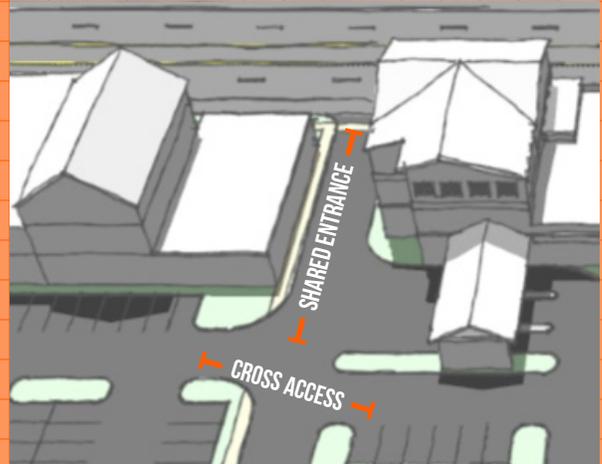


Side-loaded drive-throughs diminish connectivity of the building to the street.

DRIVEWAYS + ACCESS

- 1 Shared entrances and exits should be provided where determined appropriate and feasible by the Village Board.
- 2 Absent a showing by the applicant of impracticality, the provision for cross access among adjacent properties should be required to internalize traffic and reduce turning movements directly onto Washington Avenue.
- 3 New construction or improvements should plan for, accommodate, and/or reserve land for future connections with adjacent properties to facilitate cross access.
- 4 Driveways outside the public right-of-way should be no more than 24 feet in width.
- 5 A designated 5-foot wide curbed sidewalk should be provided between the edge of entry drives and the principal building.
- 6 Driveways should be set back from the side lot line a distance of 5 feet, and from principal buildings a distance of no less than 5 feet, or as required for safe sight distances. Shared drives are not required to provide the 5-foot side yard setback.

✓ ENCOURAGED



Shared entrances and cross access between parking lots can enhance internal circulation.

✗ DISCOURAGED



Adjacent parking lots that lack cross access result in excessive turning movements.



SITE INFRASTRUCTURE + FACILITIES

The design and location of site infrastructure and facilities should be complementary to and appropriate for the principal structure. Where feasible, utilities should be located in side or rear yards, buried underground, and/or screened from view. Those infrastructure elements which cannot be obscured from view should be designed as an integral and aesthetically pleasing feature of the landscape or building. The intent of these standards is to minimize visual, noise, and other associated negative impacts of site infrastructure and facilities.

For the purpose of these Design Guidelines, site infrastructure and facilities should include, but is not necessarily limited to the following:

- decks, walls, and fences;
- loading, service, maintenance, and refuse areas;
- streetscape features;
- stormwater and green infrastructure facilities; and
- mechanical equipment.

DECKS, WALLS, + FENCES

1 Decks should not be constructed on the front of a building. Decks should only be constructed on rear elevations and should not be visible from the street.

2 Fences should not front Washington Avenue. Fences can be installed along other streets in accordance with the following guidelines.

3 When replacing a limited portion of a fence or wall, use in-kind materials and match height and detailing.

4 New walls and fences should be constructed of high-quality materials, such as decorative blocks, stone, spilt-faced block, or other materials consistent with the associated building. Vinyl fences may be appropriate if they appear to be indistinguishable from wood or iron fencing from 2 feet away.

5 Chain-link fences and exposed standard concrete block walls should not be installed where visible from the public right-of-way.

✓ ENCOURAGED



Decks should be located behind buildings.

✗ DISCOURAGED



Chain-link fences should not be visible from public streets and sidewalks.

LOADING, SERVICE, REFUSE, + MAINTENANCE FACILITIES

- 1 Loading docks, bays, and staging and service areas should be located to the rear of the structure. Side loading areas may be approved at the discretion of the Village Board with approved screening.
- 2 When the rear of a structure abuts a street or residential zone, loading areas should receive appropriate screening.
- 3 Vehicle maintenance and service bays should not be located facing a street, and should be screened from view.
- 4 The staging, storage and parking of vehicles, equipment, or materials as part of a commercial enterprise such as, but not limited to, vehicle/equipment rentals, automotive repair and construction, should not occur in front yards and should be screened from view from all streets and surrounding properties.
- 5 The storage and/or staging of refuse should take place in the rear yard and should be buffered or screened from view from parking facilities, adjacent properties and all streets.
- 6 All refuse appurtenances, equipment and containers should be located within a 4-sided enclosure constructed of the same or complementary materials found in the principal structure. Such enclosure should be constructed to a height not less than 1 foot above the height of all elements within the enclosure.
- 7 Gate access to the enclosure should be located out of direct view from principal building entrances and adjacent residences. Gates should remain in a closed position at all times other than during refuse pick-up or delivery.

✓ ENCOURAGED



This refuse enclosure is placed at the rear of the building and utilizes high quality materials.

✗ DISCOURAGED

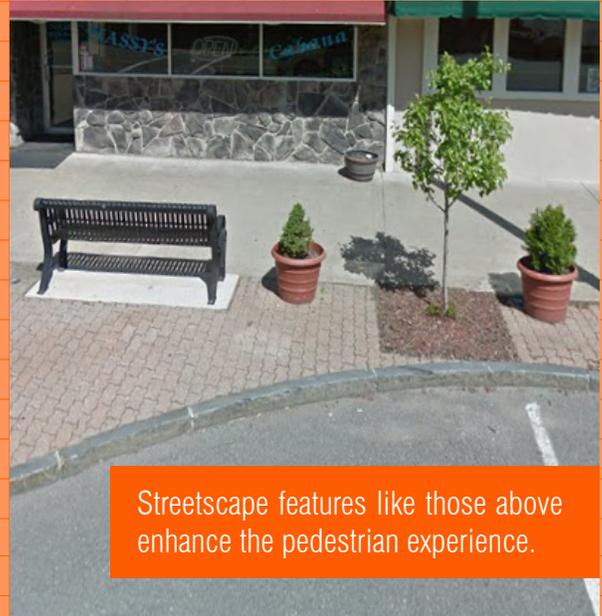


Loading docks should not face primary streets.

STREETSCAPE FEATURES

- 1 Preserve major streetscape elements, including road width, tree lawn, sidewalks and setbacks.
- 2 Preserve the scale and massing of building forms that line the public right of way.
- 3 Preserve historic site furnishings where they still exist, including street signs, furniture, and lighting. Limit the installation of street furniture to avoid over-cluttering the streetscape.
- 4 Retain the pattern, organization, and rhythm of building entrances along the sidewalk.
- 5 Support ground level uses that contribute to the vitality of the street.
- 6 Retain historic pedestrian and vehicular circulation patterns.
- 7 Encourage street tree plantings where there is a reasonable expectation that their health can be sustained. Appropriate species include (but are not limited to): Crabapple, Eastern Redbud, Thornless Cockspur Hawthorn, Washington Hawthorn, Thornless Honeylocust, and Canada Red Chokeberry.
- 8 Ensure site furniture is designed and sited to promote and enhance the pedestrian experience and is an appropriate material.
- 9 Garbage cans, dumpsters, and similar elements should be located at the rear of the property.
- 10 Retain existing historic light fixtures where they are a character defining element of the neighborhood.
- 11 Pedestrian scale lighting, no greater than 9 feet in height, should be utilized along Washington Avenue and whenever possible. Provide the minimal street level lightings necessary for public safety while avoiding light pollution.

✓ ENCOURAGED



Streetscape features like those above enhance the pedestrian experience.

✗ DISCOURAGED



Vehicular-oriented streetlights are not appropriate for Washington Avenue.

SIDEWALK DINING

- 1 Sidewalk dining is a designated area of a public sidewalk where patrons may sit at tables while consuming food and beverage purchased from the associated eating establishment.
- 2 Sidewalk dining areas should be located adjacent to the property of a lawfully operating eating establishment and should be under the control of the restaurant.
- 3 At least 5 feet of unobstructed corridor space should be maintained past the sidewalk dining area for sidewalk pedestrian traffic in order to ensure a clear pedestrian passageway along the sidewalk.
- 4 At least 44 inches of unobstructed space should be maintained between any restaurant doorway and the sidewalk.
- 5 Food preparation should not be permitted in the sidewalk dining area.
- 6 Loudspeakers should not be permitted in the outdoor eating area. Amplified sounds from inside the restaurant should not be audible in any dining area on the public right-of-way

✓ ENCOURAGED



Sidewalk dining areas create vibrant streetscapes that facilitate walkability.

✗ DISCOURAGED



Sidewalk dining areas should be formalized.

STORMWATER MANAGEMENT + GREEN INFRASTRUCTURE

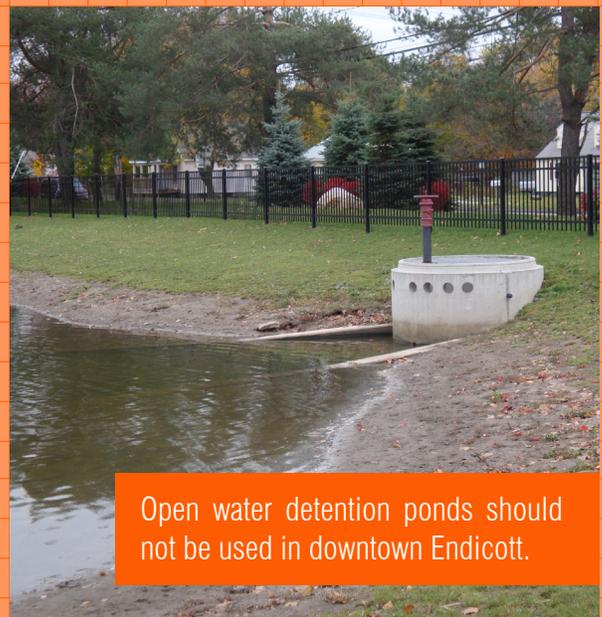
- 1 Stormwater management facilities should be integrated into the overall site design.
- 2 The use of subterranean storage for stormwater runoff is encouraged where practicable.
- 3 Where practicable, the use of green infrastructure design elements, such as, but not limited to, bioswales, rain gardens, bioretention areas, porous pavements, green roofs, and other measures which promote the infiltration, transpiration, and evaporation of stormwater runoff should be encouraged.
- 4 All stormwater management facilities and green infrastructure facilities should provide a pleasing aesthetic complementary to the character of the Washington Avenue corridor.
- 5 All green infrastructure design elements, including plantings and pavements, should be regularly maintained to promote their proper and intended function.

✓ ENCOURAGED



Stormwater management techniques should be integrated into areas adjacent to driveways and parking lots.

✗ DISCOURAGED



Open water detention ponds should not be used in downtown Endicott.

MECHANICAL EQUIPMENT

1 Where feasible, utility service connections from rights-of-way or easements should provide subterranean connections to site structures and appurtenances, including, but not limited to, principal structures, garages, storage buildings, and site lighting.

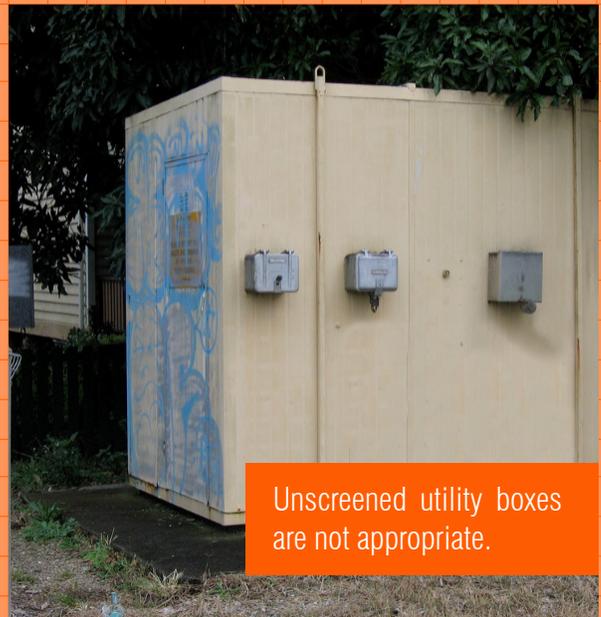
2 Above-ground utility service connections, appurtenances and fuel pumps should be located in side yards or rear yards and screened from view from the street as necessary. This includes, but is not limited to, generators, transformers, vaults, 'hot-boxes,' switch-gear, meters, valves, compressors, pumps, control or service panels, or any heating, ventilation, and cooling equipment.

✓ ENCOURAGED



Ground-mounted utility boxes should be screened.

✗ DISCOURAGED



Unscreened utility boxes are not appropriate.

BICYCLE PARKING

1 The number of recommended short-term bicycle spaces is as follows:

- **Multi-family dwellings and apartments:** 1 bicycle space for every 5 dwelling units.
- **Public parking lots:** 4 bicycle spaces per every 20 vehicle parking spaces.
- **Office, retail, and restaurant:** 1 bicycle space for every 5,000 square feet of building gross floor area.

2 Bicycle parking must be located outside the building and at the same grade as the sidewalk, within 50 feet of the main entrance to the building, as measured along the most direct pedestrian access route.

3 Bicycle racks must be in full view in a well-lit area and securely anchored.

4 Bicycle racks may not obstruct pedestrian traffic.

✓ ENCOURAGED

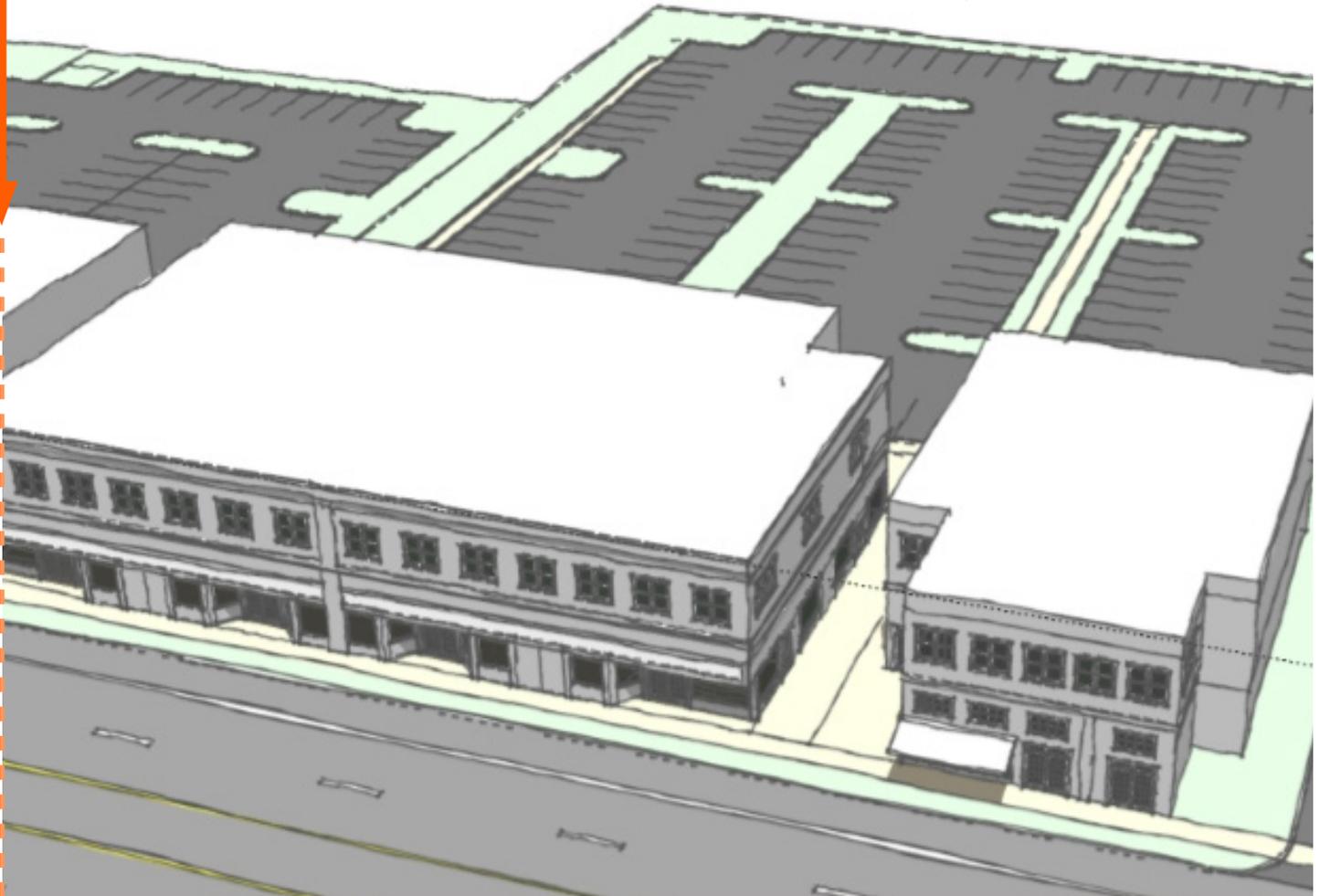


Bicycle racks should be both functional and aesthetically appealing.

✗ DISCOURAGED



Rack design should allow bicycles to be secured in such a way that they do not fall over.



PARKING

Parking areas should be integrated design components that do not detract from the character of the streetscape. Parking areas should be located to the rear of structures and away from the street, except where the placement in side yards may be determined acceptable by the Village Board due to site constraints. These are intended to minimize visual, environmental, noise, safety and other associated impacts of parking facilities by regulating their placement, design, and buffering. These standards apply to any parking lot and associated driveways that are newly constructed, expanded, substantially modified, or substantially reconstructed.

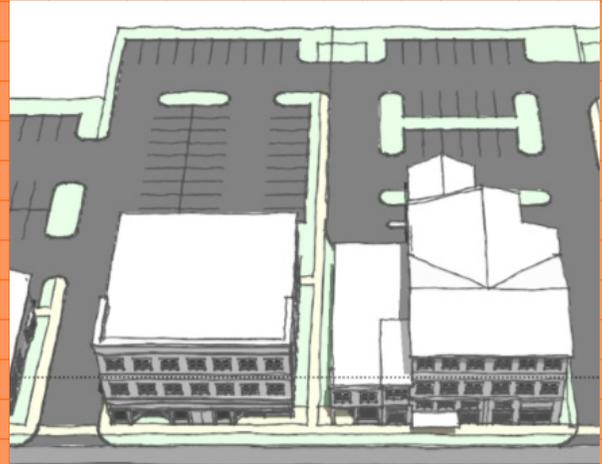
This section provides standards for the following:

- parking location;
- shared parking;
- parking massing and orientation to buildings, streets and property boundaries; and
- other parking considerations.

PARKING LOCATION

- 1 Front parking lots are never appropriate on Washington Avenue.
- 2 Vehicular parking, standing, loading and drop-off facilities should be located in rear yards whenever possible and not less than 10 feet from the rear property boundary or 5 feet from a side property boundary.
- 3 Existing parking lots located in the front of a building should not be expanded.
- 4 Upon demonstration of significant site limitations by the applicant, the Village Board may allow side yard parking behind a line extending from the primary building façade parallel to the street. In no instance should side yard parking lots be less than 10 feet from a street right-of-way or 5 feet from a side lot line.
- 5 For corner lots, side yard parking should be allowed subject to all other applicable regulations governing side yard parking.
- 6 Side yard parking should require the installation of appropriate screening between the parking lot and street, as determined by the Village Board.
- 7 Parking lot screens should be composed of a structural screen and vegetation. Screen materials should be similar or complementary to those found on the primary building.
- 8 For sites proposed with multiple structures, parking should be centralized and shared in parking rooms of no more than 50 cars.

✓ ENCOURAGED



Parking lots should be placed in the rear of the structure.

✗ DISCOURAGED

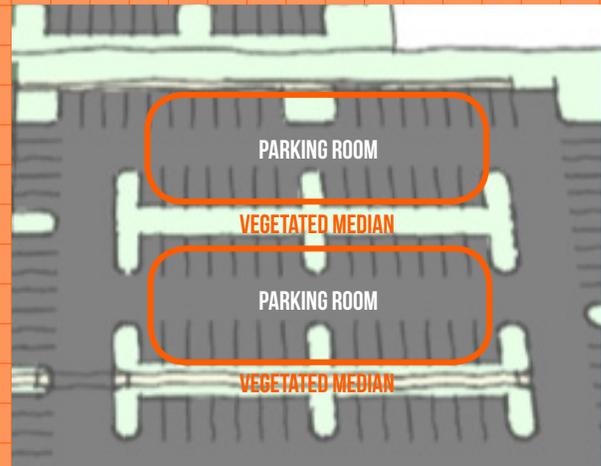


Front-loaded parking lots with deep setbacks are not appropriate for Washington Avenue.

ORIENTATION OF PARKING

- 1 Parking lots should be appropriately screened from adjacent streets with buffers of trees and shrubs. These buffers should be placed at the edges of the parking lot, along streets and the public right-of-way.
- 2 Buffers should include 1 tree for every 10 parking spaces. The number of shrubs (no more than 36 inches and no less than 18 inches in height as measured from the surrounding soil line) should equal the total number of trees multiplied by 10.
- 3 A minimum of 5 percent of the total interior parking lot area should be landscaped using vegetated medians 6 to 10 feet in width.
- 4 Vegetated medians should be planted between 'rooms' of parking spaces containing no more than 50 vehicles each.
- 5 Vegetated medians should include landscaped terminal islands to bookend each parking row. Terminal islands should contain at least 2 trees.
- 6 Pedestrian walkways within vegetated medians are encouraged.
- 7 Medians should not prevent cross lot access.
- 8 Parking facilities should be oriented such that drive aisles traverse perpendicular to the adjacent plane of the building.

✓ ENCOURAGED



Parking lots should utilize vegetated medians to establish parking rooms of not more than 50 cars. The purpose of this standard is to create visual and physical breaks in larger parking areas. The concept above also places a sidewalk along the median strip to facilitate safe pedestrian access from parking areas to building entrances. These median areas can also be utilized for stormwater management and the bio-filtration of runoff.

✗ DISCOURAGED

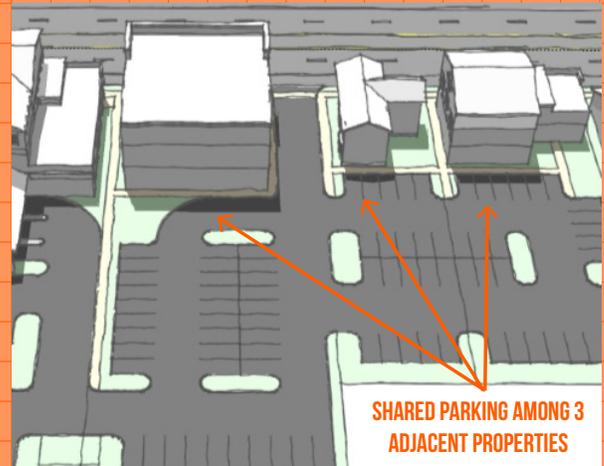


This parking lot does not have adequate visual buffers.

SHARED PARKING + OTHER CONSIDERATIONS

- 1 Shared parking among two or more adjacent businesses on Washington Avenue is encouraged, as provisioned in the Village of Endicott Code.
- 2 The total number of spaces provided in a shared parking area must not be less than the sum required of the various buildings involved in the agreement.
- 3 To be considered for shared parking, applicants must prove they have different peak parking demands or operating hours and that parking is located within 400 feet of all involved buildings.
- 4 Businesses within 400 feet of municipal parking lots can apply to count spaces in these lots against their on-site requirements.
- 5 Adequate provisions should be made within the project site to accommodate the removal and storage of snow. Applicants must provide a plan for the location and removal of snow.

✓ ENCOURAGED



Shared parking should be explored to provide a more efficient and effective use of aggregated parking spaces along commercial corridors.

✗ DISCOURAGED



Parking lots should not be overwhelmed by snow storage during the winter months.



LANDSCAPING

Urban appropriate landscaping and hardscaping should enhance views along Washington Avenue. The intent should be to maximize the visual, aesthetic, and pedestrian experience of the Washington Avenue corridor through the use of appropriately scaled and designed landscaping. Properly designed landscaping should mitigate visual impacts through the buffering or screening of utilitarian site parking and building design elements. These guidelines are generally for new construction, but can also apply to reuse and infill properties.

This section provides standards for the following:

- site landscaping;
- parking lot landscaping;
- foundation landscape treatments; and
- buffers and screens.

SITE LANDSCAPING

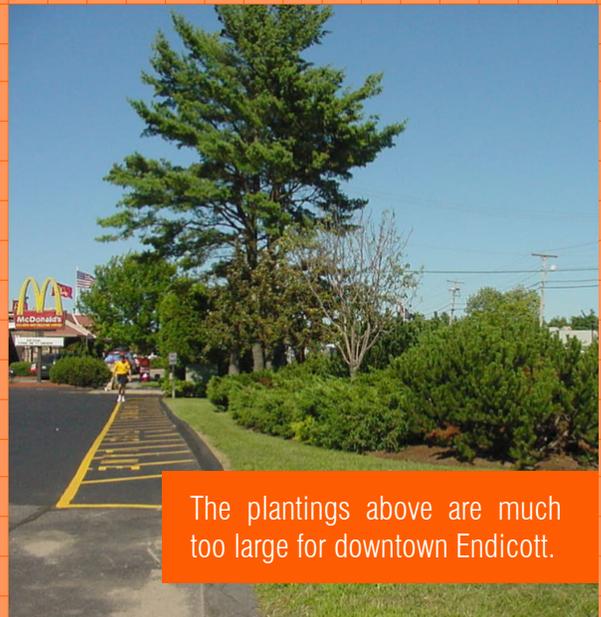
- 1 Site landscaping should be required along all property boundaries, except where side yards are less than 3 feet, where front yards are less than 10 feet, or where shared parking lots adjoin abutting properties.
- 2 Plantings should be limited to native species that are hardy, salt-tolerant, known to be non-invasive to the area, and deer-resistant. Appropriate species include (but are not limited to): Crabapple, Eastern Redbud, Thornless Cockspur Hawthorn, Washington Hawthorn, Thornless Honeylocust, and Canada Red Chokeberry. Significant deviations from this criteria must be supported by ample evidence by the applicant.
- 3 Where a tree lawn is provided, major shade trees should be planted along the lot frontage, parallel to the street with a spacing not to exceed 50 feet or consistent with existing tree spacing.
- 4 Consideration should be given during species selection to the mature form, habit, and size of vegetation to ensure plantings do not create safety hazards within the corridor.
- 5 Properties with 90 percent or greater building coverage should be excluded from providing site landscaping.

✓ ENCOURAGED



This example depicts appropriate frontage landscaping with effective signage and lighting.

✗ DISCOURAGED

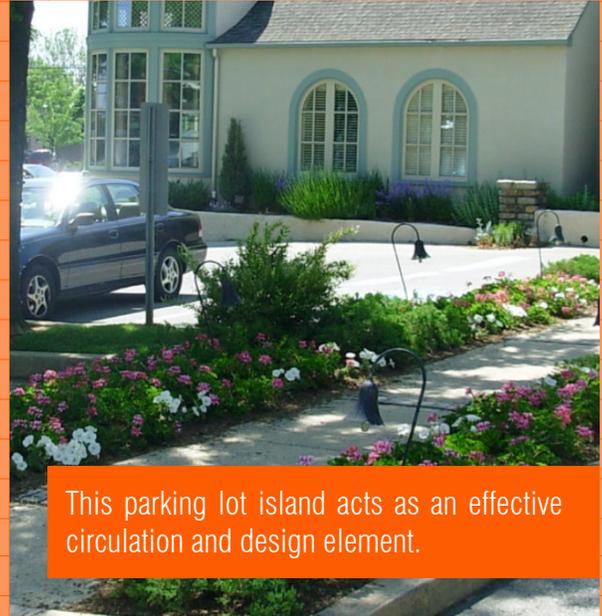


The plantings above are much too large for downtown Endicott.

PARKING LOT LANDSCAPING

- 1 All parking lot medians, end islands, and perimeters should be attractively landscaped.
- 2 Major and minor deciduous trees should be utilized in all end islands, medians, and parking lot perimeters to a density that will provide adequate shade but that will allow each specimen adequate space to grow and thrive.
- 3 Parking in side or rear yards should be screened from streets or adjacent residential properties with attractive landscaping and fencing.
- 4 All side yard parking lots that abut the front yard setback should be screened from streets or adjacent residential properties with attractive landscaping and fencing.
- 5 Existing parking lots along front yard setbacks should be screened from streets or adjacent residential properties with landscaping and or attractive fencing.
- 6 Municipal lots should have perimeter buffers of at least 5 feet along streets and the public right-of-way.

✓ ENCOURAGED



This parking lot island acts as an effective circulation and design element.

✗ DISCOURAGED



This side-loaded parking lot lacks appropriate landscaping.

FOUNDATION LANDSCAPING

1 Front yards along Washington Avenue with building setbacks of less than 10 feet should be paved with hardscape materials to provide an extension of the sidewalk and pedestrian zone to the building façade.

2 Durable containers and permanent landscape planters should be used in front yards less than 10 feet in depth or in other instances where appropriate landscaping cannot otherwise be obtained given site constraints.

3 The design and material selection for containers and landscape planters should be complementary to the architectural style of the principal building. The use of plastic planters should not be permitted.

✓ ENCOURAGED



Permanent planters enhance the streetscape and can also be used for stormwater management.

✗ DISCOURAGED



These planters are not appropriately sized for Washington Avenue.

BUFFERS + SCREENS

- 1 Buffer plantings of coniferous/deciduous trees and shrubs, with fencing where appropriate, should be provided along property boundaries adjacent to properties zoned or exclusively used for residential purposes.
- 2 Fencing should be consistent with primary building materials and no more than 4 feet in height.
- 3 The use of individual trees without associated shrub plantings is not an approved buffer strategy.
- 4 All shrub plantings should be contained within a defined and edged planting bed with mulch no less than 3 inches in depth.

✓ ENCOURAGED



This structural screen provides a visual and physical buffer between sidewalk and parking area.

✗ DISCOURAGED



Buffers must include both trees and associated shrub plantings.



SIGNAGE

Signs are important components of the streetscape. The quality of signage has a significant impact on the character of a downtown district or neighborhood. Signs can either enhance or detract from a streetscape. They do more than communicate information. Through the quality of their design, signs can both contribute to and diminish the character or appearance of structures and urban corridors. The purpose of the following guidelines is to promote visual cohesiveness within the streetscape through signage that is harmonious with building architecture and the character of the surrounding area. Signs within the Washington Avenue corridor should serve as attractive accents that inform visitors of the goods and services available, while promoting a higher standard of visual quality that protects, preserves, and enhances the economic and aesthetic value of the community.

This section provides standards for the following:

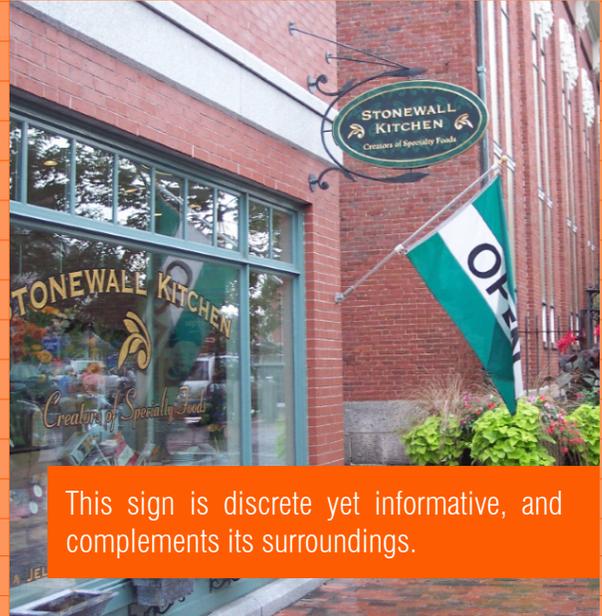
- signage types, styles, and materials; and
- signage height, size, and placement.

The images contained within this section constitute generally acceptable signage variations. These examples are not intended to provide a limited palette of design options, but rather to establish a baseline of acceptability.

SIGNAGE TYPES, STYLES, + MATERIALS

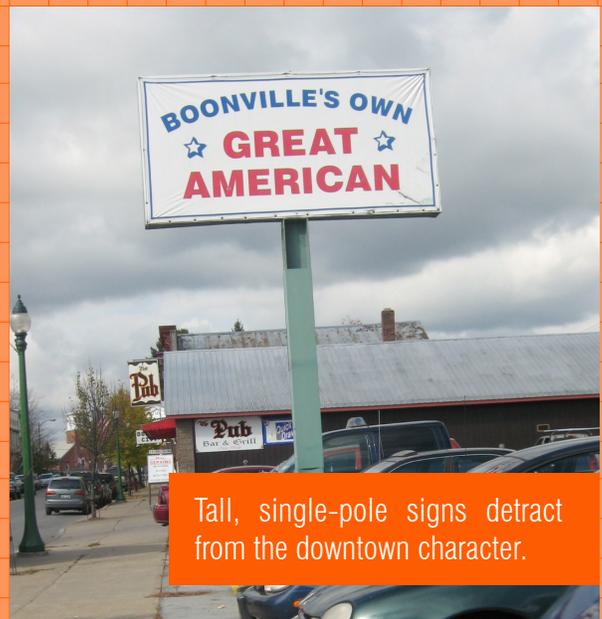
- 1 Signage types permitted within Endicott should conform to the Village Code.
- 2 No sign shall flash or rotate, emit audible sounds or odor, nor include video or animation.
- 3 The design of signage within the downtown area should be in harmony with and complementary to the architectural style of the principal structure to which the sign is related.
- 4 All signage should be of professional quality and constructed of durable and weather-resistant materials.
- 5 All wood signage components should be sealed and protected from the elements. Unpainted or unfinished treated lumber should not be permitted.
- 6 Window signs that are non-temporary signs adhered to the windows or doors should be made of transparent materials, including but not limited to transparent plastic with letters painted on or attached.

✓ ENCOURAGED



This sign is discrete yet informative, and complements its surroundings.

✗ DISCOURAGED



Tall, single-pole signs detract from the downtown character.

SIGNAGE HEIGHT, SIZE, + PLACEMENT

- 1 Signs should be consistent with the size, setback, and lighting requirements set forth in the Table of Sign Regulations included in the Village Code and on file in the Village offices.
- 2 No sign shall obstruct the view at an intersection or be confused with a traffic management sign.
- 3 All signs should be located on the same lot as the business to which it relates and be clearly incidental, customary, and commonly associated with the operation of the business. Signs should not be placed on accessory structures.
- 4 Businesses located along Washington Avenue are permitted one sandwich board (sidewalk) sign within the public right-of-way so long as it is unobtrusive to pedestrian traffic and is removed after business hours.
- 5 No sign shall exceed 72 square feet in surface area and no dimension shall be greater than 12 feet.
- 6 Signs projecting over walkways or sidewalks must have a minimum clearance between the bottom of the sign and the ground of 9 feet.
- 7 Wall signs should not project above the roof of any building and should not be a building height encroachment.

✓ ENCOURAGED



The bottom of this projecting sign is at least 9 feet above the ground.

✓ ENCOURAGED



This sign is placed in such a way to not obstruct pedestrian traffic.



LIGHTING

Lighting is a critical design element that provides safety, visual cues, and aesthetic appeal to the building and its surroundings. Lighting should be utilized to illuminate building entrances, signage, and parking areas, while also providing for subtle accents of building architecture and site landscaping. The scale and height of lighting fixtures have a significant impact upon their function and effectiveness. Within the Washington Avenue corridor, street lighting should be pedestrian in scale and height, and appropriately spaced to provide sufficient illumination for the street and sidewalk. New development should follow this standard by keeping fixtures and poles in scale and character with the site and adjacent uses, while also providing illumination to only those areas intended. The prevention of light pollution spilling beyond property boundaries is of paramount concern to mixed-use corridors that support both commercial and residential uses.

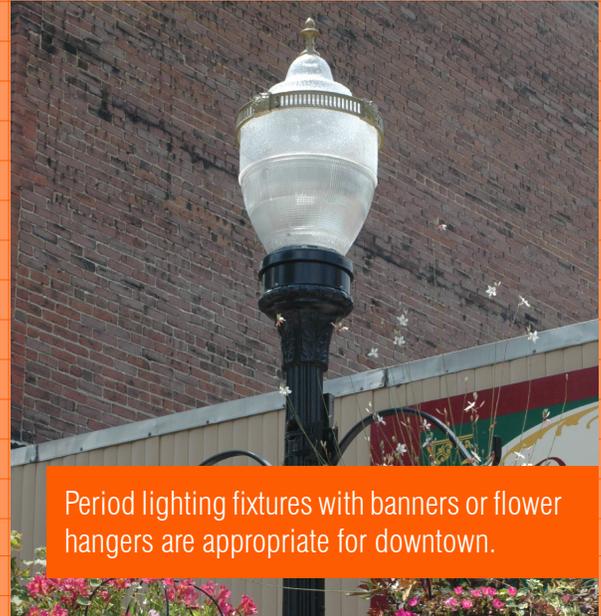
This section provides standards for:

- site lighting;
- building lighting; and
- signage and accent lighting.

SITE LIGHTING

- 1 Lighting should be designed such that poles, fixtures, ornamentation, and materials are of a pedestrian scale and height, and provide for a safe pedestrian experience.
- 2 Site lighting fixtures should complement the architectural style of the building and surroundings.
- 3 Fixtures within pedestrian areas, along sidewalks and walkways should be no higher than 8 feet.
- 4 Fixtures within parking lots should be no higher than 20 feet.
- 5 Fixtures should be fully shielded and/or “Dark Sky” compliant. Light trespass into adjacent non-commercial areas should not exceed 0.1 footcandles in intensity.
- 6 Amber hue lighting, such as high pressure sodium fixtures and others of equivalent performance, should not be permitted.
- 7 Lighting fixtures should be directed away from adjacent structures and property boundaries.
- 8 Fixture mounting height, direction, and intensity should be determined based on the minimum requirements necessary to efficiently and safely illuminate the area.

✓ ENCOURAGED



Period lighting fixtures with banners or flower hangers are appropriate for downtown.

✗ DISCOURAGED



This light fixture is not appropriate in scale or height for pedestrian application.

BUILDING LIGHTING

- 1 Building-mounted lighting should be of a style complementary to the architectural character of the building and surroundings, and should be fully shielded.
- 2 Building-mounted lighting should not be utilized as area lighting in place of pole-mounted lighting along public and private rights-of-way, sidewalk and pedestrian zones, and parking areas.
- 3 Building-mounted lighting should be utilized primarily for safety and security lighting at entryways, utility and loading areas, and other areas approved by the Village Board.
- 4 Building-mounted lighting should not be mounted higher than 15 feet above grade.
- 5 Wall-pack style lighting fixtures should not be placed upon primary facades facing Washington Avenue.

✓ ENCOURAGED



These building-mounted lights complement the overall character of the structure.

✗ DISCOURAGED

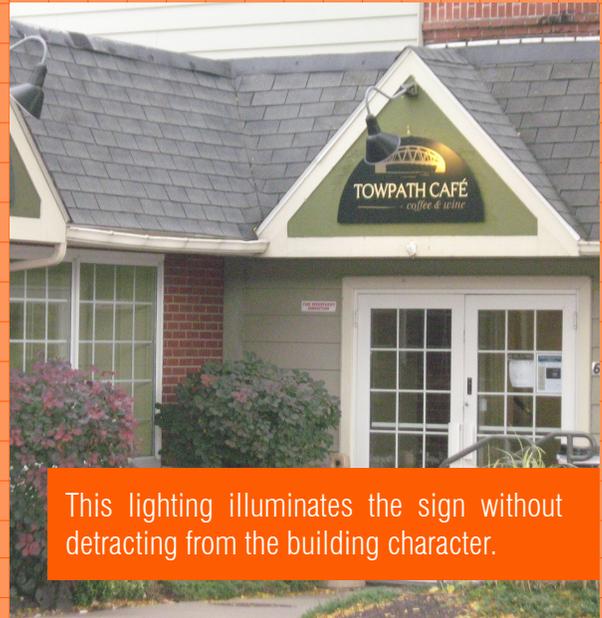


Wall-pack style lighting, as shown above, is not appropriate.

SIGNAGE + ACCENT LIGHTING

- 1 Internally illuminated signs should only be permitted when it complements the character of the building.
- 2 External illumination fixtures must be shielded and directed such that a minimum of light pollution is created.
- 3 Signage accent lighting should be of a lesser intensity than the illumination for the sign panel itself.
- 4 Recommended signage lighting fixtures styles include lanterns, goose-necks, and shielded, architectural grade spot lights.
- 5 Single bar fluorescent tube fixtures are not recommended unless they complement the character of the building.
- 6 Building accent lighting should be discrete in nature and of the same color and a lesser intensity than other building mounted lighting.
- 7 Accent lighting should focus on highlighting architectural details or elements rather than the illumination of entire facades or walls.

✓ ENCOURAGED



This lighting illuminates the sign without detracting from the building character.

✗ DISCOURAGED



Signs along Washington Avenue should not be internally illuminated.



3
SECTION

BUILDING DESIGN
GUIDELINES



ARCHITECTURAL CHARACTER

The Design Guidelines seek to preserve and enhance the architectural character of Washington Avenue, and ensure that development is consistent with the surrounding landscape of the Village. New construction, building additions, rehabilitations, renovations, and/or changes in use must complement the Village’s traditional architecture and improve the experience for pedestrians and motorists. The Village does not seek strict uniformity amongst structures, nor the precise re-creation of historic styles. However, sufficient care and attention must be provided to building design concerning proportion, massing, style consistency, solid to void ratios, rhythm, pedestrian scale, and detailing such that overall building composition is in harmony with itself, the site, and its surroundings.

This section provides standards for the following:

- building form and massing;
- commercial and mixed-use building character; and
- residential building character.

Adherence to these guidelines will provide a comfortable, enjoyable, and aesthetically pleasing environment within the Washington Avenue corridor. The use of familiar building forms, massing, architectural styles, and details is required to complement the Village’s valued historic character.

BUILDING FORM + MASSING

- 1 Infill and new construction must relate to the proportion, massing, and scale of surrounding forms.
- 2 Contemporary and historic interpretations in correct proportion, character, and style can be utilized to strengthen the identity of new buildings.
- 3 In instances where the front façade is greater than 50 feet in width, delineations and treatments, such as a recess or projection that varies the depth of the building wall, should be used to break up its appearance.
- 4 Structures should incorporate fascias, canopies, arcades, setbacks, recesses, projections or other design features to avoid large, undifferentiated walls.
- 5 New construction should be a minimum of 2 usable stories.
- 6 The height of building first floors should not be less than 15 feet.
- 7 For buildings with multiple storefronts, there should be a direct correlation between the delineations of interior tenant spaces and exterior façade treatments.

✓ ENCOURAGED



Buildings of appropriate height create a sense of prominence along the street.

✗ DISCOURAGED



This building is set too far back from the streetline and has front-loaded parking.

COMMERCIAL + MIXED USE BUILDING CHARACTER

- 1 New construction, building renovations, and building additions should complement the traditional architecture of the Village of Endicott.
- 2 Buildings should have a solid to void ratio created by window openings and wall surfaces that is consistent with the valued historic forms found in the Village. A similar or complementary ratio should be provided or maintained on existing structures upon renovations or changes in building use.
- 3 All new or renovated commercial and multi-use buildings with frontage on public streets should provide areas of transparent glazing equal to or greater than 70 percent of the wall area between the height of 3 feet and 10 feet from the ground. Tinted glazing that reduces transparency of first floors should not count towards the minimum transparency requirement.
- 4 Commercial buildings should provide visual distinction between the first floor and upper floors through the use of appropriate architectural elements, details, materials, and/or color.

✓ ENCOURAGED



This building uses effective architectural details to differentiate between the first and upper floors.

✗ DISCOURAGED



This structure would not complement Washington Avenue's architectural character.

RESIDENTIAL BUILDING CHARACTER

- 1 Residential buildings along Washington Avenue should maintain the style established by the other mixed-use and commercial buildings along the street, yet should have their own district character.
- 2 Fire escapes should be located on side and rear yards only.
- 3 The enclosure of existing front porches, other than through the use of transparent glazing, is not permitted. Window and door openings should not be filled in such that the resulting façade lacks a consistent solid to void ratio.
- 4 New construction should not create large, undifferentiated walls with few to no windows or door openings facing a street, drive, or parking area.
- 5 Principal and shared pedestrian entrances for ground floor residential units should face the primary street and have a direct connection to the sidewalk system.
- 6 Individual residential units with principal entrances at ground level should have front porches or entryways that are covered, elevated above grade, or distinguished in other ways to provide visual separation from the street.

✓ ENCOURAGED



Residential buildings should maintain a distinct character yet complement the overall street.

✗ DISCOURAGED



This structure does a poor job of addressing the street, and creates a stark wall against the streetline.



ARCHITECTURAL DETAILS

Architectural details should complement and enhance overall building composition, and should be appropriate to the style and character of the building, the site, and the surroundings. A lack of architectural detail and ornamentation leaves the building devoid of interest. When this is used too often, it creates a confusing and jumbled appearance. The use of details should be kept consistent with buildings of a similar architectural style, yet should also be utilized to supply a unique identity for the structure. For example, window and door trim should call attention to and accentuate openings without dominating or confounding the building façade.

This section provides standards for the following:

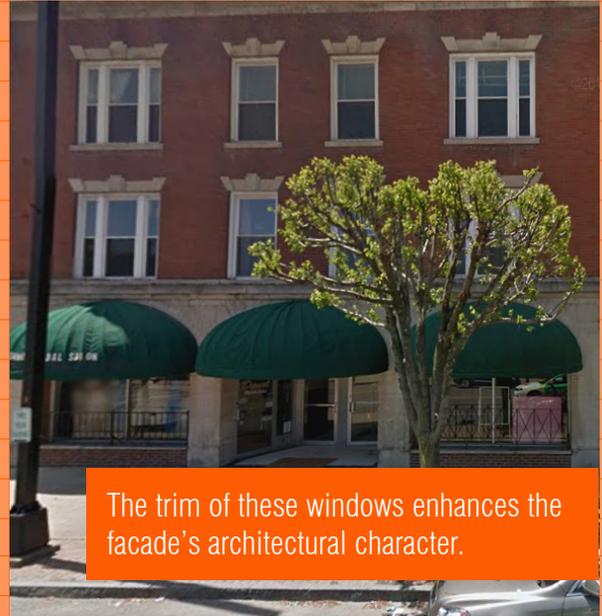
- building transparency;
- roofs, cornices, eaves, overhangs, and parapets;
- doors and entryways; and
- building materials.

Property owners and developers should utilize the treatment of windows, entrances, awnings, storefronts, and building bases to ensure the structure makes a prominent statement without overpowering the Washington Avenue corridor.

BUILDING TRANSPARENCY

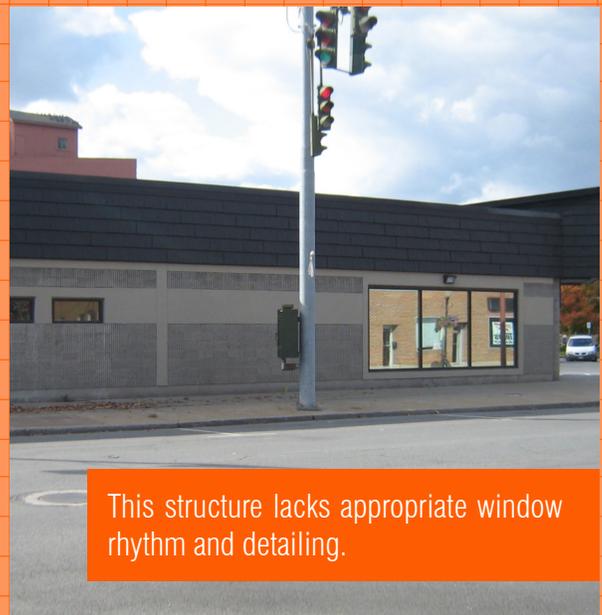
- 1 The transparency ratios of ground floor windows should be maintained wherever possible and replicate the style of the existing windows.
- 2 Window frames should not be altered to accommodate a different window type since it usually involves affecting the surrounding building wall.
- 3 Windows should be of a scale, proportion and extent appropriate to the overall architectural style of the building.
- 4 Window openings should be trimmed with an appropriate material (brick, stone, wood, wood-like, cementitious board) to provide added definition to the overall façade.
- 5 The rhythm and ratio of solids to voids for building additions and expansions should be similar to those of the region's valued historic forms.
- 6 At street corners, public spaces and along pedestrian walks, commercial building storefront windows should wrap the building corner and provide enhanced transparency and added architectural interest to the first floor.

✓ ENCOURAGED



The trim of these windows enhances the facade's architectural character.

✗ DISCOURAGED



This structure lacks appropriate window rhythm and detailing.

ROOFS, CORNICES, + EAVES

- 1 Elements that define the roof and the upper quartile of the façade should incorporate design details that provide an added level of detail and articulation to the architectural expression of the building.
- 2 The choice of design elements and their scale, height, proportion, and mass should draw from design cues provided by the historical character of the Village.
- 3 Rooflines should be in character with the overall architectural style of the building and those vernacular to the southern tier of New York State. For example, gable, gambrel, mansard, shed, and hip roofs are common throughout the region.
- 4 Cornices should be used to differentiate and enhance the vertical composition of the building façade.
- 5 To the extent practicable, building stories, cornice lines, and other horizontal trimlines for infill development should have continuity with adjacent buildings.

✓ ENCOURAGED



This building uses simple architectural features to define the roofline.

✗ DISCOURAGED



This building does not provide any meaningful architectural detail at the roofline.

AWNINGS, OVERHANGS, BALCONIES, + PARAPETS

- 1 The use of awnings, canopies, recessed entries, and other design elements is encouraged to define the first floor and provide shelter to entryways.
- 2 Awnings should be self-supporting with no poles encroaching in the right-of-way and in a fixed position. Breaks in awnings shall coincide with breaks in façade openings below; otherwise they should be continuous.
- 3 The material for awnings shall be durable canvas or fabric, not high-gloss or plasticized fabrics, or bright colors that do not complement the streetscape. They should not be backlit or internally illuminated.
- 4 Overhangs and canopies should be architecturally consistent with or complementary to the remainder of the building.
- 5 Parapets and false roofs should be utilized to obscure the view of rooftop mechanical equipment when viewed at ground level from the opposite side of the Washington Avenue corridor or adjacent districts. The use of fencing, lattice, and similar materials to screen rooftop mechanical equipment should not be permitted.
- 6 Balconies should not be fully enclosed and should match the architectural design of the building, using similar details and materials.

✓ ENCOURAGED



The above awning effectively frames the entry to this building.

✗ DISCOURAGED



This awning is not appropriate because it is back-lit, plasticized, and brightly colored.

BUILDING DOORS + ENTRIES

- 1 All entries should be designed as an important feature and visual cue of the building façade.
- 2 Doors and entryways should be of a scale, proportion, and coverage appropriate to the overall style of architecture of the building.
- 3 Commercial buildings should have a transparent primary entry that will be considered as part of the overall transparency requirement for the building frontage.
- 4 Primary entries should be detailed and highlighted through the use of trim, moldings, overhangs, and/or other defining architectural features such that its purpose as the primary entrance is evident from the street. Similar treatment is encouraged for all entryways near parking locations.

✓ ENCOURAGED



This storefront is active and transparent, with a recessed entry.

✗ DISCOURAGED



This entrance is very nondescript and lacks adequate transparency.

BUILDING MATERIALS

- 1 Along street frontages, all exterior building walls and structures should be constructed with durable materials such as masonry, stone, metal, brick, and finishing wood.
- 2 Changes in materials and color should occur at inside corners.
- 3 Primary façade materials should be wrapped onto secondary facades for a distance of no less than 10 feet or that which is architecturally consistent with building fenestration.
- 4 Decorative masonry materials such as split face and textured finish blocks are discouraged, but may be considered an acceptable façade material at the discretion of the Village Board.
- 5 Exterior finishing materials for renovations, additions, and rehabilitations should be consistent with those being retained on existing and adjacent traditional structures.
- 6 The following materials or systems should not be utilized on finished building or signage exteriors:
 - Exterior Insulation and Finishing Systems (EIFS);
 - Direct-Applied Finish Systems (DAFS);
 - Vertical aluminum or metal siding;
 - Vinyl siding;
 - T111 siding;
 - Glass block;
 - Spandrel glass or glass; and
 - Standard masonry block.

✓ ENCOURAGED



This brick facade enhances the building character.

✗ DISCOURAGED



This building uses vinyl siding, which diminishes the overall aesthetic quality of the storefront.

