

Village of Menands Broadway Corridor Design Guidelines

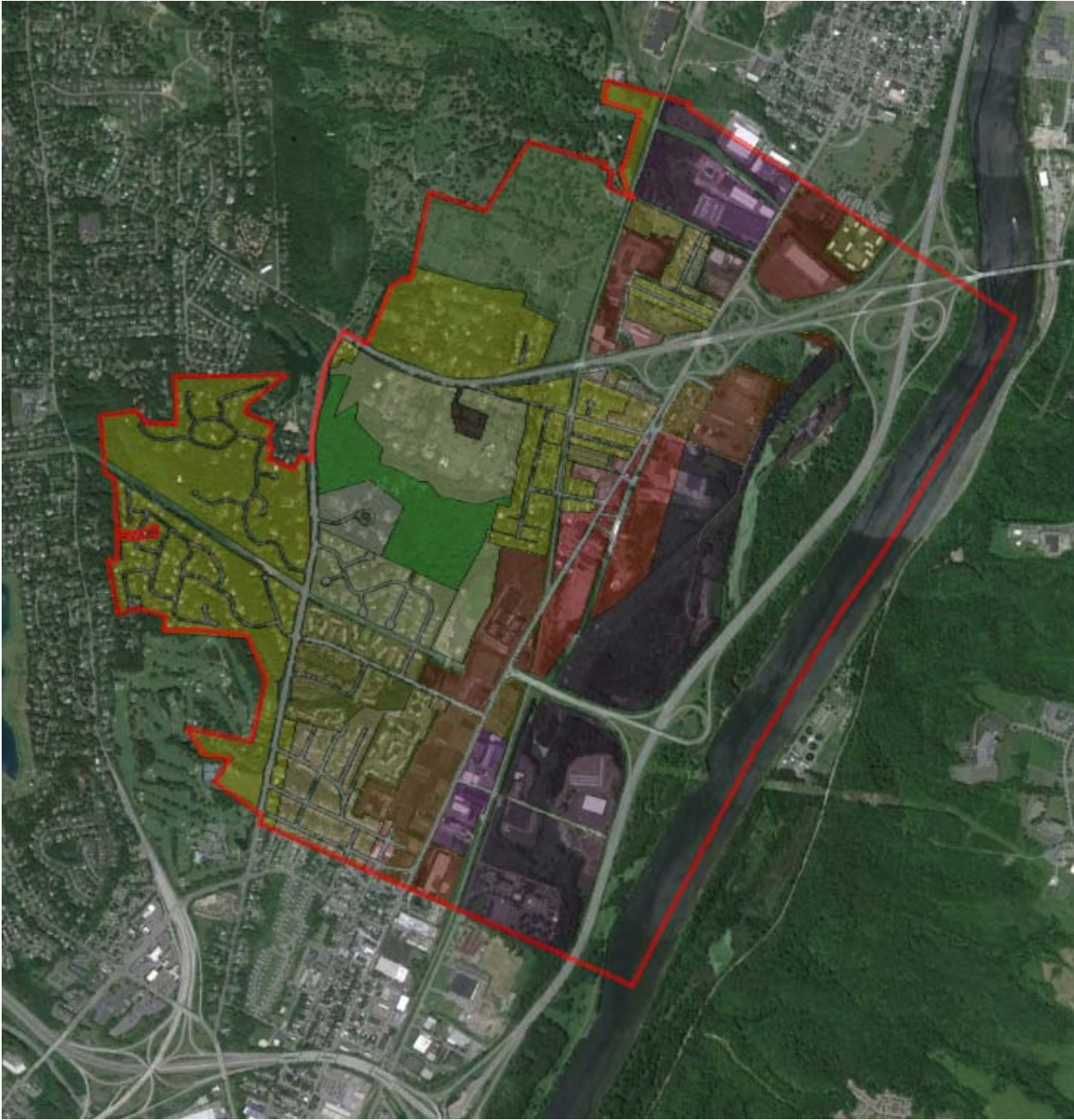


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INTRODUCTION:

These design guidelines were created as a resource for the Village of Menands and potential developers interested in projects in Menands. The design guidelines are intended to promote the Village’s long-range vision to develop as an appealing community to live and do business in. They are offered as a tool to streamline the application process and clarify the intent of Menands zoning ordinance.

These updated design guidelines reflect the goals of multiple planning documents created by and relevant to the Village of Menands, including but not limited to:

- Menands Broadway Corridor Study (2002)
- Menands Design Guidelines (2007)
- Transportation Access and Land Use Improvement Study (2008)
- Village of Menands Broadway Corridor Economic Development Initiative: Current Conditions and Opportunities Report (2009)
- Menands Zoning Revisions and Updates (2013)
- Stormwater Coalition of Albany County Green Infrastructure Model Local Law Project (2013)

The previous design guideline booklet from 2007 had a larger geographic scope, upon further review the smaller geographic coverage is warranted by the prevalence of flood zones along the eastern edge of Menands.

The updated Design Guidelines have been revised to account for the 2013 zoning updates and requests from the Village for clarity and ease of use. The design guidelines have been updated to consider local and regional changes in development patterns. The final design plans for the Bus Rapid Transit route “The Blue Line” connecting the

cities of Troy and Albany are expected to be completed in 2017¹. The existing route carried over 1 million annual passengers in FY 2014-2015, making it one of the most highly travelled corridors in the Capital Region.

Interest in development along the Broadway corridor is mounting. The adaptive reuse of buildings previously used for manufacturing or warehousing in places like the Albany International Building and the City of Albany's "Warehouse District" have the potential to effect land use patterns in previously unanticipated ways.

The use of natural systems to reduce stormwater and improve water quality- aka "Green Infrastructure" – has proven to be a cost effective way to beautify the community and manage stormwater. Installing small scale green infrastructure practices is a practical way to save money on expensive 'grey infrastructure.'

Design guidelines can help a community achieve its long term vision of what it would like to become. However, these design guidelines are not solely for aesthetics. Community objectives of economic development, transportation network improvements and flooding were taken into consideration when developing these design guidelines.

PURPOSE AND INTENT:

In 2002, the Village adopted the Broadway Corridor Master Plan, with the goal of re-establishing the Broadway Corridor as "an economically and socially vibrant asset to the village." A recommendation of this master plan was to implement standard building and grounds design guidelines as a way to enhance and promote the aesthetic qualities of the Village. This document is intended to assist in achieving this enhancement objective by:

1. Promoting site and building development that enhances the historic architecture and Village setting of the community
2. Provide building owners and project sponsors who are applying for Site Plan Review, with an understanding of the Village's site plan review criteria and expectations.

These design guidelines apply to all projects that require Village site plan review. The design guidelines, which establish site and architectural design standards, are a supplement to the Village zoning code. These guidelines apply to the zoning districts that include; Infill Neighborhood (T-4), Infill Mixed-Use District (T-5), Broadway Business District (BBD), Business (B), and Light Industrial (LI). The Village's current zoning code, puts forth specific uses and dimensional requirements for parcels within these zoning districts. In addition to the code, the Site Plan Review Rules and Regulations presently

¹ Capital District Transportation Authority: 2014-2015 Route Performance Report

in use includes a list of items evaluated as part of the Site Plan Review process. These Design Guidelines are intended to provide a tool that clarifies the design objectives sought by the Village Board as it conducts a Site Plan Review for a proposed project.

VILLAGE SETTING:

Through its history, the Village of Menands has been the setting for architecturally diverse buildings and structures many of which are intact in their original condition. Others Village icons, such as the baseball stadium have been lost to development. The buildings that comprise the Village setting today are a combination of residential neighborhoods, medium sized service oriented commercial buildings, and large industrial structures, all representing various architectural period styles and eras spanning the last 130 years. The configuration of the Village is that of a typical northeast United States community with a “Main” street commercial district and residential neighborhood spreading out from this central spine of commerce.



Above: Industrial buildings

Today, the majority of commercial and industrial development is still centered on Broadway, which runs north-south from the Town of Colonie at the north to the City of Albany at the south. North of the Route 378 interchange and south of Brookside Avenue, the corridor is characterized by larger scale, auto-dependent commercial and industrial uses, as well as an intermixing of multi-family structures.

There are several architectural styles represented in the Village that include; Victorian, bungalow, art-deco, Dutch colonial, stick built, modern, post modern, and contemporary. Within each of these architectural styles there are building examples that depict design variations that evolved over the specific style

period such as the early to late art-deco period highlighted by a shift from vertical design elements to a horizontal configuration.

Many of the older industrial buildings are positioned close to the street, with minimal or no parking between Broadway and the building façade. This balances and humanizes the large scale of the buildings. Were the structures any closer to the sidewalk, it might overwhelm the Village character. Similarly, the lack of parking in front of the structures adds to the comfort level of the pedestrian.

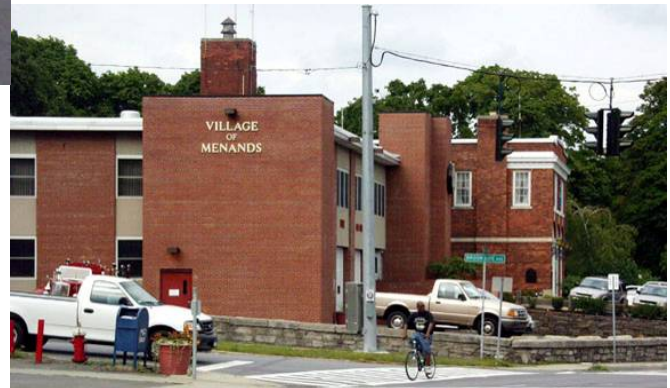


The streetscape and site features within the Village that were once pedestrian oriented have become diminished in the wake of accommodating the motorist being of paramount importance. While pedestrian amenities in the Village do still exist and have seen improvements, they are still limited, disjointed, and in poor quality. It is the intent of these guidelines to address the needs of the pedestrian in the belief that by doing so will promote the livability and economic vitality of the Village.

Between the Route 378 interchange and Brookside Avenue, the Village character is much more pedestrian-oriented, with smaller-scaled residential and commercial buildings set close to the street. Again, architectural styles vary widely; most of the residential buildings were constructed between 1900-1970. The major structural complex in this segment is the Village Municipal Building and adjoining Fire House. This Victorian-style structure was built in 1927, with the contemporary addition constructed in 1983. Commercial buildings in this area are mostly converted residences, or new infill construction that has sprung up in and around the residences.



Above: Residential scale between Rt. 378 & Brookside Ave



Above: Municipal Building, new addition & Victorian details

Menands has maintained a fairly stable population for the past 20 years. The 2014 population of 4,004 is almost the same as the 1980 population of 4,012.² Menands offers an appealing blend of access to transportation routes and proximity to employment centers. Albany, Troy, Schenectady and Saratoga surround Menands. As municipalities such as Albany and Cohoes develop their once neglected warehouse and mill districts, interest in Menands due to its rich architectural history and convenient

² 2014 American Community Survey 5-year estimates & 1980 US Census data

location is rising.

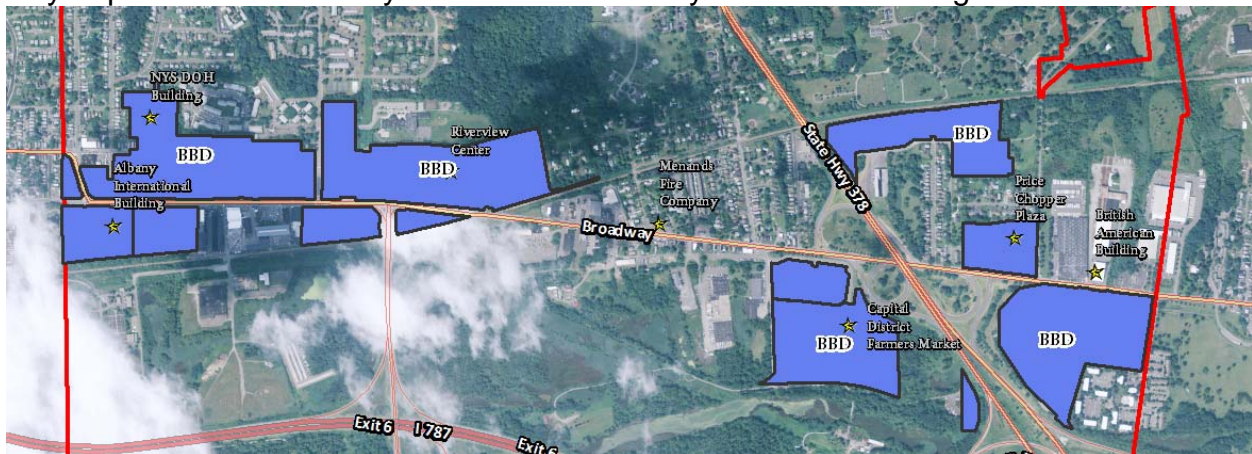
DISTRICT INTENTS

In 2013, the Village of Menands updated their zoning code to reflect the needs of the community and the implement long term goals identified in multiple planning documents and studies. The previous zoning code was adjusted along the Broadway corridor to promote strategic infill development in existing activity centers. In an effort to lessen the dominance of the roadway and encourage more human scale development, form-based code was integrated into the old zoning. The new “form-based code” emphasizes more aesthetic considerations in site layout and strengthening the visual appeal of the Village as a whole. The use restrictions on parcels were relaxed to allow for a greater diversity of businesses and dwelling types so long as updated design guidelines were followed.

The districts pictured here are for illustrative purposes only. Please refer to the current official Village of Menands Zoning Map for accurate zone boundaries.

BROADWAY BUSINESS DISTRICT (BBD)

INTENT OF DISTRICT: The South Broadway Business District contains structures of various architectural styles with a mixture of older industrial and commercial buildings with various setbacks from the public right-of-way. Over the years, the pedestrian amenities along the street have diminished due to development patterns that placed the importance of accommodating the motorist first. The intent of this district is to allow the development of auto-dependent uses while enhancing the pedestrian environment as a way to promote the livability and economic vitality of the entire Village.



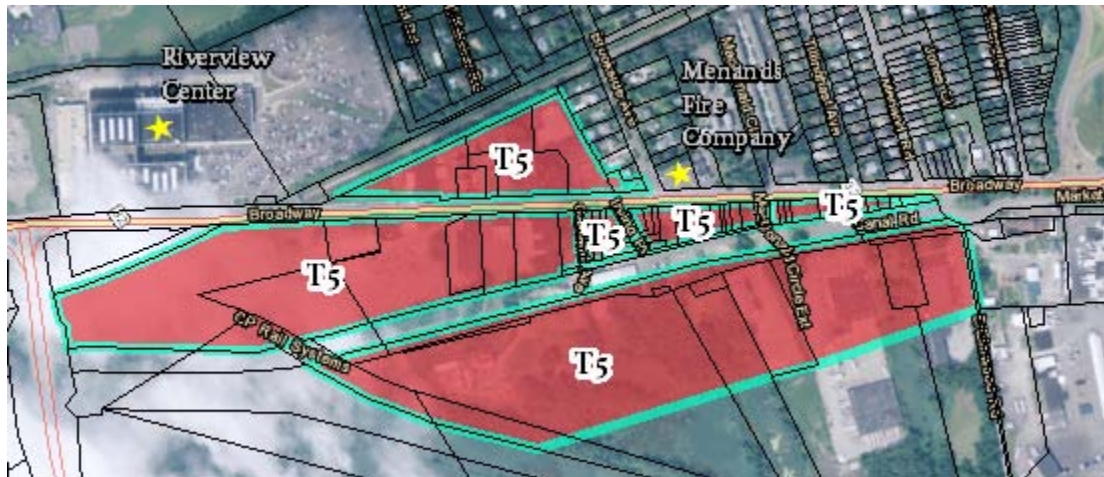
T-4 INFILL NEIGHBORHOOD DISTRICT (T-4)

INTENT OF DISTRICT: Infill neighborhoods are areas intended primarily for development of new residential areas incorporating a mix of unit types within a block grid typical of existing residential areas in Menands. Residential lots should preserve the pedestrian character of the streets and neighborhoods should relate to nearby neighborhoods. In addition to the residential uses, small scale commercial uses, primarily office and service retail, are allowed in appropriate locations. The district also includes some areas of existing residential development adjacent to neighborhood centers.



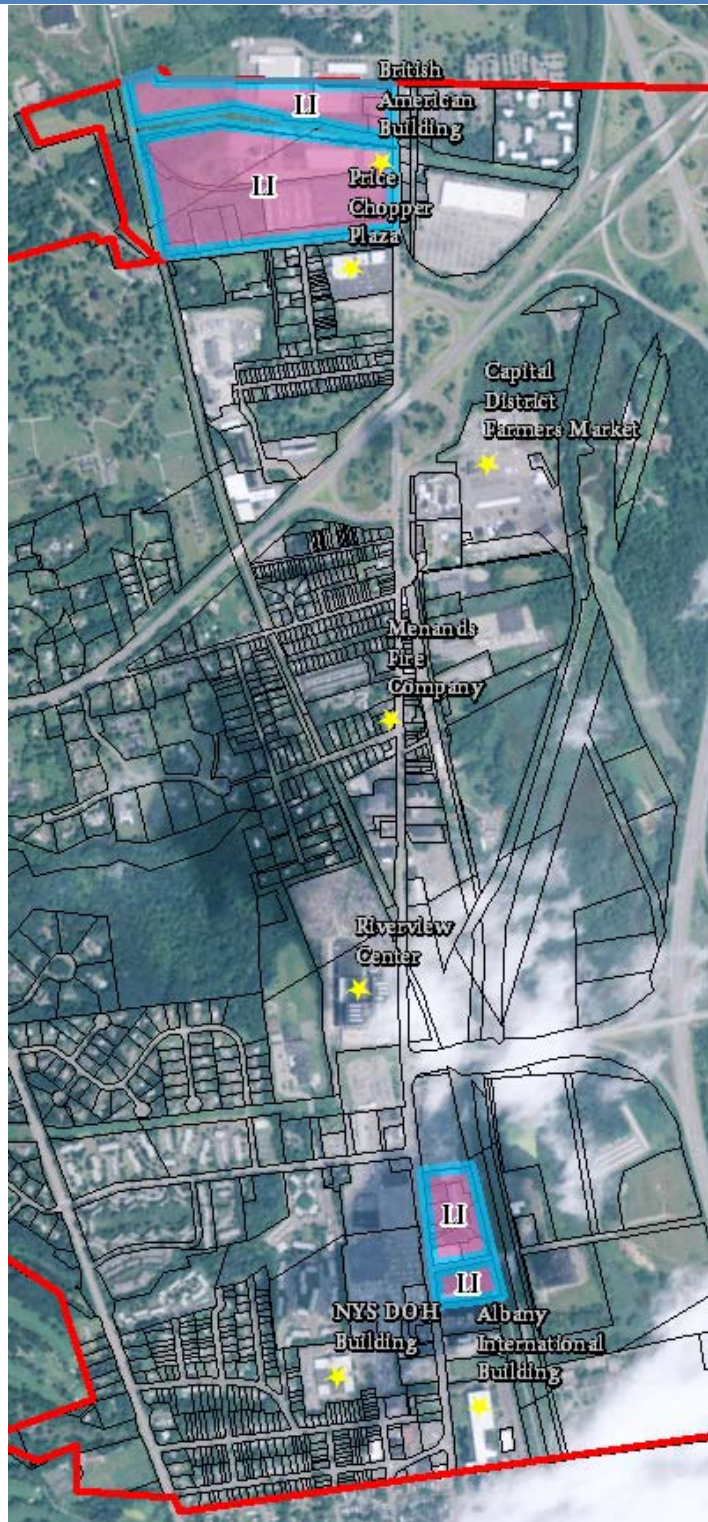
T-5 INFILL MIXED-USE DISTRICT (T-5)

INTENT OF DISTRICT: The Infill mixed-use district accommodates a wide variety of residential and non-residential uses, building types, and lot sizes. Infill mixed-use districts must incorporate residential use, create a public realm conducive to pedestrian activity, and provide linkages to adjacent neighborhoods. This district contains a balance of neighborhood and regional scale non-residential uses based on the districts location on major thoroughfares and access to transit service. Buildings are multi-story with required ground floor retail including sales, service, restaurant, and offices with walk-in clientele. Upper stories contain a mix of residential, office, and other service type businesses. Civic uses and spaces are also important elements of infill mixed-use centers.



LIGHT INDUSTRIAL DISTRICT (LI)

INTENT OF DISTRICT: The LI District is non-residential and designated for a variety of industrial and business uses. The site design and layout is not as rigidly dictated as in the BBD and T4 T5 districts. The LI district is intended to be supportive of light industrial operations while still complimentary to the overall Broadway Corridor.



GREEN INFRASTRUCTURE:

The Village of Menands is member of The Stormwater Coalition of Albany County, a group of 11 municipalities and the University at Albany committed to implementing Best Management Practices towards stormwater management. As a member of the Stormwater Coalition, Menands has worked to identify and implement strategies to reduce stormwater runoff volumes and increase water quality.

The Village of Menands regulates stormwater in Chapter 143 of the municipal code, “Stormwater Management and Erosion and Sediment Control,” (updated 2007). Project applicants regulated under chapter 143 are directed to the New York State Department of Environmental Conservation’s (NYSDEC) Site Design Manual. NYSDEC updated the New York State Stormwater Management Design Manual in 2015 to include “Green Infrastructure Practices,” (Chapter 5).

Green infrastructure (GI) is a cost-effective, resilient approach to managing wet weather impacts that provides many community benefits. While single-purpose gray stormwater infrastructure—conventional piped drainage and water treatment systems—is designed to move urban stormwater away from the built environment, green infrastructure reduces and treats stormwater at its source while delivering environmental, social, and economic benefits.

Some Green Infrastructure Techniques are:

- Downspout Disconnection
- Rainwater Harvesting
- Conservation of Natural Areas
- Rain Gardens
- Stormwater Planters
- Bioswales
- Permeable Pavements
- Green Roofs
- Tree Planting/ Tree Pits (see photo)
- Stream Buffer Restoration
- Stream Daylighting



Project applicants are urged to consider integrating GI practices into their site design to further the vision of the Broadway Corridor as an attractive area to live and do business.

SIGNAGE:

Signs are one of the most obvious visual elements of a community. They can create a sense of place and define a district's character. A sign's primary function is to identify businesses, places and organizations to the public. But well-designed signs can also help create a vibrant and lively streetscape that is both aesthetically appealing and informative. A balance must be struck between concerns for the visual character of an area and the ability of its businesses to effectively promote themselves. Please see §138 of the Village Code for a full description of what types and sizes of permanent and temporary signs are allowed. The following guidelines are intended to help sign permit applicants understand some of the preferred design elements. These guidelines are not intended to create a standardized sign style in the Broadway Corridor- creativity in design is encouraged.

Simplified Content

Businesses should display signs that effectively convey their message without overwhelming the reader with extraneous detail and cluttered displays. Paragraphs of text, phone numbers and web addresses are increasingly unnecessary in the digital age. Care should be taken to ensure that signs are not confusing or illegible due to information overload. A clean and simple sign is more effective advertising than a busy, crowded sign. The use of overly decorated fonts is discouraged.

The sign pictured here clearly identifies the business with the use of an appealing logo and a simple font. Notice the lack of phone numbers, web addresses and promotional material.





The top section of this sign has a clean font and a unique logo.

The lower section of the sign uses smaller and more varied fonts resulting in a more complicated message for passing motorists to decipher.

Materials

Care should be taken to use quality craftsmanship and materials. A well-made sign can enhance the appeal of the entire commercial corridor. Stone, wood, and other durable materials are preferred. Signs that use individually cut letters and three dimensional textured surfaces are preferred. This well-designed sign (below left) clearly conveys the businesses name and street number. The use of protruding letters, a complimentary color scheme and uncluttered copy layout makes this sign attractive. The sign (below right) is a good example of the use of quality materials. Notice that the support structures appear to be made from wood and have decorative embellishments on the top of each. Instead of using a utilitarian metal post for support this sign has incorporated the support structures into its overall design.



Color

The color of signs should complement the building they are representing and the surrounding environment. The use of overly bright, fluorescent, and harshly contrasting colors is discouraged. Limiting the variety of colors used in the sign to four or less is encouraged.

Landscaping

Landscaping around the base of a sign can be an attractive and long-lasting design element that complements the site and the sign itself. Vegetation can serve to shield less appealing structural elements. Once planted care should be taken to ensure that the landscaping doesn't obscure the sign's message.



The use of landscaping at the base of these freestanding signs shows how vegetation and natural materials can be incorporated into the design of a sign adding to its overall impact and appeal.

Source: Elan Planning and Design & Google Imagery

Compatibility with Existing Building

These design guidelines are not intended to encourage a standardized template for sign design. The Broadway Corridor contains a wide variety of architectural styles.

Accordingly it is expected that there will be a range of sign styles. The signs should not be completely out of character for the business or service it represents or identifies.

Signs should utilize and/ or enhance the architectural elements of the building. Signs should also be placed in a logical location in relation to the overall composition of the building's façade and not cover any key architectural features/ details of the façade.



This sign, located on the side of a large warehouse style retail outlet, compliments the style of architecture and color scheme of the building. This style of sign works well in context, however the same sign on a brick row-house may not hold the same appeal

Source: Ian Fleck Signs.com

Maintenance

Signs that are poorly maintained reflect poorly on a business. Signs should be regularly inspected by their owners for broken elements, structural integrity, lighting, paint and relevancy. Temporary signs are no exception.



(Image used with permission from www.RoadsideArchitecture.com)

Signs are that poorly maintained -even when they don't create a safety hazard- present the impression of neglect and detract from their intended message. (image courtesy of Debra Seltzer)

Village Code Enforcement Office

The Village of Menands is committed to helping business owners quickly navigate the sign permit process. If there are any questions on the Village sign regulations §138 of the Village Code (available on ecode -www.ecode.com- via the Village website, and in print at the Village Hall). Village staff is also available to answer questions.

1. BROADWAY BUSINESS DISTRICT

I. BUILDING AND PARKING DISPOSITION

- (1) All new lots and buildings shall conform to Schedule B Regulations Governing the Size of Lots, Yards and Buildings for Permitted Uses
- (2) One Principal Building at the Frontage, and one outparcel to the front of the Principal Building, may be built on each Lot.
- (3) Facades should be built parallel to the Principal Frontage Line

- (4) Surface parking areas should be at the second or third layer from the frontage and should be screened by a streetwall or continuous hedge between 3.5 and 4.5 feet in height. Streetwalls should be constructed of a material matching the adjacent building façade. Openings in such streetwalls and hedges should be no larger than necessary to allow automobile and pedestrian access. If, due to site constraints or a preexisting condition, a parking lot is located in the first layer it should be screened by a streetwall and/or hedge with the same dimensions as mentioned herein.

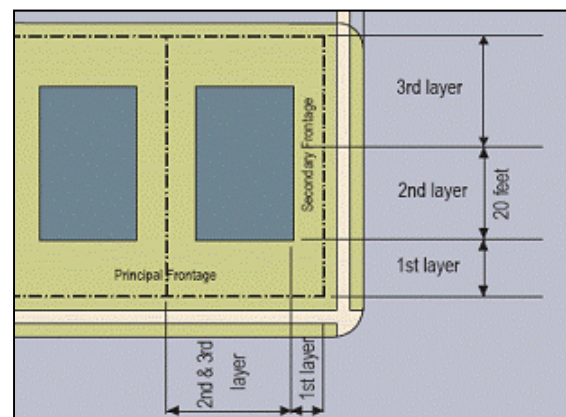
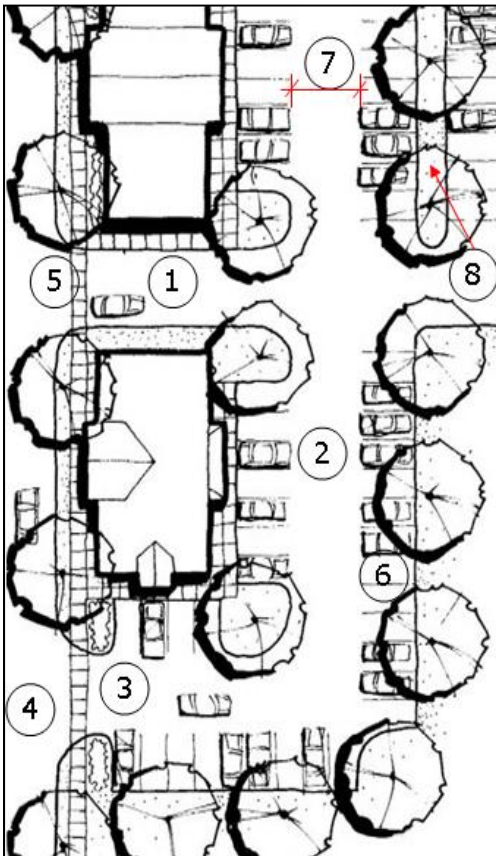


Figure 1 - Parking Location

- (5) Buildings can be set perpendicular to the street to accommodate parking on the side.
- (6) If parking is not located in front of the building, the area between the building and the street shall be dedicated to landscape plantings, pedestrian facilities, cafes, and/or outdoor retail areas.
- (7) No off-street loading, service or storage areas should be located within the first layer or be visible from the street right-of-way. Such areas should be located behind buildings or parking structures, enclosed within the envelope of the principal building, or screened. The screening wall or landscaping should be compatible with adjacent structures and with existing building materials.

- (8) Lighting for security at storage areas or loading areas should be the minimum necessary for safety and security and should not create light spill or glare beyond the site boundary.

II. VEHICULAR CIRCULATION



(1) Connect adjacent parking lots when feasible to minimize the number of curb cuts. Shared access to parking lots between businesses is encouraged. If both parties agree, a floating easement can be created at the time of Site Plan Approval.

(2) Clearly demarcate parking lots with striping and curbs. Avoid large expanses of unmarked pavement.

(3) The number of entrance/exit drives on to the site should be minimized. Most projects will need no more than two driveway access points along the road frontage per lot. For large commercial developments with multiple tenants, additional entrances are acceptable, with consideration for adequate spacing.

(4) Refer to NYS DOT regulations for design and layout of the entrance/exit drives for design recommendations.

- (5) The sidewalk material should be continued uninterrupted across driveways with minimal surface grade change.
- (6) Two-way travel lanes between perpendicular parking spaces should be 24' wide. A 22'-wide travel lane is allowable with angled parking.
- (7) Include both internal and peripheral landscape plantings in parking lots. Parking lots should have a total of 15% landscaped area within the interior of the lot. Landscape islands completely surrounded by pavement should have no dimensions less than 9'. Internal and peripheral green infrastructure elements can be counted toward the 15% requirement.

III. LIGHTING

(1) Light poles and fixtures should not visually dominate the area. Poles should not exceed 18' or the height of the primary structure, whichever is less.

(2) Feature pedestrian-scaled lighting in public spaces and sidewalks. Poles should be no higher than 12'. Consider using light fixtures which match or complement the fixtures used by the Village along Broadway. To

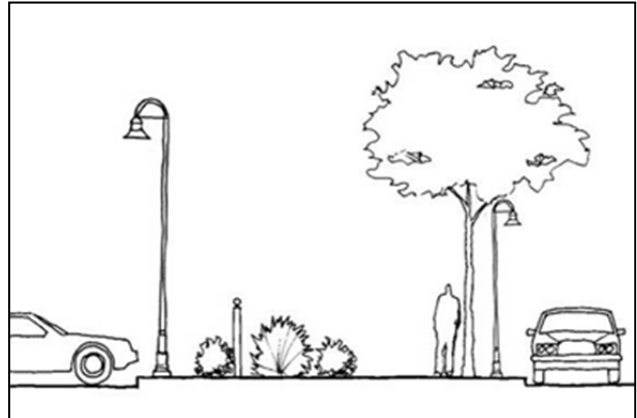


Figure 2 – Example of Light Fixtures

promote a consistent character of light along Broadway, specify High Pressure Sodium luminaries unless the Village has determined that an alternative lighting option is more cost-effective and/or aesthetically appealing. When feasible, the use of LED lighting should be considered.

(3) Building-mounted lighting should enhance the architecture and signage.

(4) Minimize off-site and upward light spillage. Use cut-off style luminaries.

(5) Use the minimum light level necessary to promote safety.

(6) General Light Level Recommendations include:



Average Light Level (footcandles)		
Location	Walkways	0.5-2
	Parking Areas	0.5-2
	Local Streets	0.5-3
	Building Entrances	5

IV. LANDSCAPING



(1) Existing vegetation of notable character and size on the site should be maintained whenever possible.

(2) To contribute to the overall aesthetics of the site, features such as architecture, parking, and stormwater management areas proposed on the property should be integrated into the landscaping.

(3) Plant material that is compatible with the site and the intended design should be used whenever possible. Take into account factors such as mature plant size, soil conditions, climate, vegetation purpose, and local diseases and insects.

(4) Adequate soil rooting volume for the chosen vegetation in areas to be planted should be provided. Include plant installation details with the landscaping plan required for site plan review.



(5) To avoid large expanses of buildings without ground floor windows or doors, landscaping along building facades to soften architecture should be used. Locate street trees so that they do not block views of important elements of commercial facades, such as signs, entrances, or windows.

(6) When choosing ground cover materials, consider the maintenance involved. For instance, it may be difficult to rake leaves and trash out of low-lying shrub material.

(7) For plant materials in vehicular areas, such as parking lots, Plant material that maintains the sight lines necessary for safe circulation should be selected. A zone of clear visibility between 3'-8' vertically from the ground should be maintained.

(8) A minimum branch height of 8' for all trees located along walkways, sidewalks, and streets, should be maintained to minimize contact harmful with pedestrians.

(9) Consider the impact of plant material on underground and overhead utilities.

(10) Consider incorporating Green Infrastructure practices into site design to manage stormwater and improve visual appeal.

V. PEDESTRIAN AMENITIES



(1) When planning the site layout, logical connections between public sidewalks, building entrances, and parking areas should be included. The need to walk in vehicle-oriented areas, such as travel lanes in parking lots, entrance drives, and loading areas should be minimized or eliminated. Placing walkways within parking islands where space allows should be considered.



(2) If pedestrian routes pass through vehicle areas, striping the route as a crosswalk or continuing the material flush with the parking area should be considered. The use of pedestrian crossing signs within parking lots should be considered.

(3) Due to the greater building setbacks in these zones, a 4'-wide (minimum) grass strip between the sidewalk and street to buffer pedestrians from traffic

should be included. Consider planting shade trees in this strip.

- (4) Walkways should be a minimum of 5' wide.
- (5) Handicapped accessibility in all designs shall be included.
- (6) The preferred walkway material is concrete or concrete unit pavers. However, asphalt may be used, especially for internal walkways or walkways between adjacent parking lots. Avoid using asphalt when tying into public sidewalks made of concrete.
- (7) Consider Incorporating Green Infrastructure practices into site design to manage stormwater and improve visual appeal
- (8) Consider installing bike racks on parcels within 2000' of a Bus Rapid Transit station.
- (9) Ensure that vegetative buffers, fences, and other man-made screening materials do not impede practical pedestrian access to transit stations.

VI. ARCHITECTURAL GUIDELINES

Unlike the site guidelines, which are specific, the architectural guidelines do not dictate precise styles, materials, or detail choices for buildings within the Village. Rather, the following recommendations are intended to be a starting point for project sponsors to consider in the design process. The overall intent is not to promote a specific style of architecture, but to promote compatibility between architecture in the Village.

Building Form and Facades:

- (1) The scale and proportion of building facades, design and materials used in new construction should complement that used in existing buildings and characterizing the neighborhood or zone in which the building is located.
- (2) Facades should be designed with features which reduce the large scale and the uniform, impersonal appearances of commercial buildings. Facades should be consistent with the Village's identity, character, and scale. The design of the facade should be integral to the building, and not superficially applied trim, graphics, paint, etc.
- (3) First floor height should be 15'. Upper stories are not required to be functional; however, second story windows are encouraged.
- (4) All facades of a building which are visible from adjoining properties, public streets and/or on-site roadways should have similar features and amenities as the front façade.

Rooflines:

- (1) Variations in rooflines should be used to add character to smaller buildings, and reduce the massive scale of large buildings.
- (2) Features such as eaves, parapets, and sloped rooflines should be integrated into the overall design of the structure.
- (3) The use of green or living roofs is encouraged. The guidelines above should not be construed to preclude the use of innovative green technologies.

Entrances:

- (1) The design of entrances should be attractive and welcoming, using features such as outdoor patios, recessions/projections, arcades, peaked rooflines or gables, canopies, arches, or display windows.

Materials and Colors:

- (1) High-quality, durable materials such as brick, stone, wood, and concrete clapboard are encouraged.
- (2) Avoid using unfinished masonry units or synthetic stucco, especially at entrances and areas which receive up-close scrutiny from pedestrians.
- (3) Mechanical systems proposed for rooftops may exceed the maximum height requirements provided they are adequately screened and set back from the building facade.

2. T4 AND T5 BROADWAY ZONING

The purpose of these Supplemental Regulations is to implement the principles of the various planning documents that have been completed for the Village and the Broadway Corridor.

The goals of these transect zones are aimed at building a traditional village fabric characterized by streets and other public spaces that are walkable and inviting to pedestrians, are accessible by transit service, and by a mixture of uses, such as retail (including sales, services, restaurant, and offices with walk-in clientele), general office, light industry, and residential integrated at the block and building level. Transect zones focus on the form of the built environment that result in stimulating, safe, and ecologically sustainable neighborhoods.

Allowable uses in each district are provided in § 169 Schedule A Use Regulations. Dimensional standards for these districts are provided in Schedule B Regulations Governing the Size of Lots, Yards and Buildings for Permitted Uses Table 1 – Infill Neighborhood District and Table 2 – Infill Mixed Use District.

I. STREET AND STREETSCAPE

- (1) All streets should terminate at other streets, forming a network. Cul-de-sacs should be allowed only when there is no alternative due to site conditions such as waterways, wetlands, or steep slopes.
- (2) Street tree spacing should average 40 feet on center with actual locations taking into consideration building entrances and existing street lights and trees. Where required, planted beds or tree grates should be five feet square. Tree grates should be located adjacent to the back of the curb. There may be locations where a continuous 5 foot wide tree belt is desirable.
- (3) At the time of planting, street trees should have a height of 15 to 20 feet, and a minimum caliper of four inches measured at a point 12 inches above the root ball. Trees should have a minimum branching height of eight feet. The tree species should be consistent on any single block but may vary from block to block.

(4) Lighting.

- a. Streetlight spacing should be 75 to 100 feet to provide adequate lighting.
- b. Actual streetlight placement and wattage should take into consideration the location of building entrances, existing streetlights and trees, and the layout of parking lot landscaping.

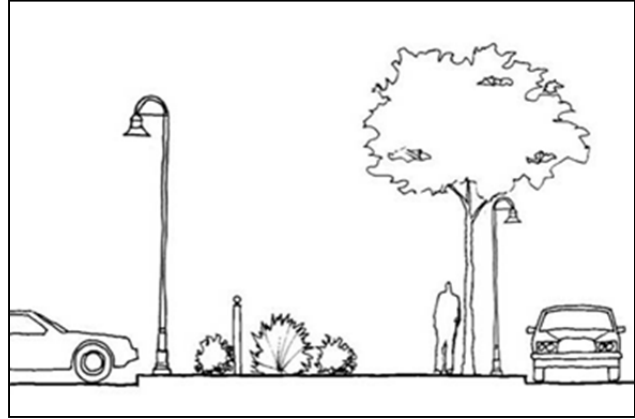


Figure 1 – Example of Light Fixtures

- c. Light poles and fixtures should not visually dominate the area. Poles should not exceed 18' or the height of the primary structure, whichever is less.
- d. Feature pedestrian-scaled lighting in public spaces and sidewalks. Poles should be no higher than 12'. Consider using light fixtures which match or complement the fixtures used by the Village along Broadway. To promote a consistent character of light along Broadway, specify High Pressure Sodium luminaries, unless the Village has determined that an alternative lighting option is more cost-effective and/or aesthetically appealing. When feasible, use LED lighting.
- e. Building-mounted lighting should enhance the architecture and signage.
- f. Minimize off-site and upward light spillage. Use cut-off style luminaries.
- g. Use the minimum light level necessary to promote safety.

(5) The street network should create blocks with maximum perimeter of 1,400 feet. These block perimeters may be exceeded to accommodate a parking lot or parking structure that is internal to a block and screened from public view along all street frontages.

(6) Ensure that vegetative buffers, fences, and other man-made screening materials do not impede practical pedestrian access to transit stations.

II. BUILDING CONFIGURATION

- (1) The private Frontage of buildings should conform to and be allocated in accordance with Table 2 – Private Frontage Graphic.
- (2) All Facades should be glazed with clear glass no less than 30% of the first story.
- (3) In a Parking Structure or garage, each above-ground level counts as a single story regardless of its relationship to habitable stories.
- (4) Height limits do not apply to Attics or raised basements, masts, belfries, clock towers, chimney flues, water tanks, church steeples, or elevator bulkheads. Attics should not exceed 8 feet in height.
- (5) In the T4 zone balconies, open porches and bay windows may encroach the first Layer 50% of its depth.

(6) SPECIFIC TO ZONE T5

- (a) Awnings, Arcades, and Galleries may encroach the sidewalk to within 2 feet of the curb but must clear the sidewalk vertically by at least 8 feet.
- (b) Stoops, lightwells, balconies, bay windows, and terraces may encroach the first Layer 100% of its depth.
- (c) Loading docks and service areas should be permitted on Frontages only by agreement with the Planning Board.

III. SUPPLEMENTAL PARKING AND LOADING AREA REQUIREMENTS (SEE ALSO PARKING AND LOADING STANDARDS OF §169-20)

- (1) On-street parking along the adjacent frontage shall be counted toward the parking requirements of Article VII § 169-20 Off-Street Parking.
- (2) One bicycle parking or storage space should be provided for every 15 off-street vehicular parking spaces.

- (3) Surface parking areas should be at the second or third layer from the frontage and should be screened by a streetwall or continuous hedge between 3.5 and 4.5 feet in height. Streetwalls should be constructed of a material matching the adjacent building façade. Openings in such streetwalls and hedges should be no larger than necessary to allow automobile and pedestrian access. If, due to site constraints or a preexisting condition, a parking lot is located in the first layer it should be screened by a streetwall and/or hedge.

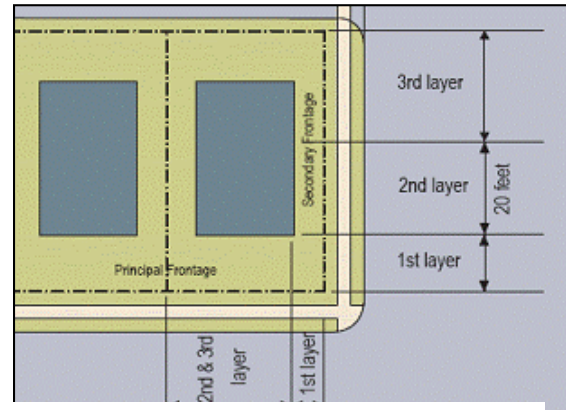


Figure 2 - Parking Location

- (4) Liner buildings can be exempt from any parking requirement.
- (5) Vehicle access to parking and service areas should be from an alley wherever feasible.
- (6) Wherever feasible, shared parking or the use of public parking lots is encouraged.
- (7) Parking structures without liner buildings should have an architecturally finished facade complementary with adjacent buildings.
- (8) Facades of parking structures should be designed so that parked vehicles are reasonably obscured from view. Facades should camouflage the incline of interior levels from public view.
- (9) The first level of all parking structures visible from a street right-of-way should have a solid wall or a partial wall with a dense planting of evergreen plant materials 3.5 to 4.5 feet in height or attached planters to screen parked cars from the street right-of-way. This standard should apply wherever retail space is not

integrated into the parking structure or a liner building along the street right-of-way.

- (10) No off-street loading, service or storage areas should be located within the first layer or be visible from the street right-of-way. Such areas should be located behind buildings or parking structures, enclosed within the envelope of the principal building, or screened. The screening wall or landscaping should be compatible with adjacent structures and with existing building materials.
- (11) Lighting for security at storage areas or loading areas should be the minimum necessary for safety and security and should not create light spill or glare beyond the site boundary.

IV. ARCHITECTURAL STANDARDS

- (1) The scale and proportion of building facades, design and materials used in new construction should complement that used in existing buildings and characterizing the neighborhood or zone in which the building is located.
- (2) Canvas awnings incorporating a maximum of three approved colors may be used. Plastic awnings should be avoided.
- (3) Recommended hard surface materials include asphalt, patterned asphalt, brick, paving stone, and patterned concrete. Asphalt use should be limited to parking and loading areas.
- (4) Consider pervious pavement materials where possible.
- (5) Building signage should be simple and integrated into the design of the building.
- (6) Mechanical systems proposed for rooftops may exceed the maximum height requirements provided they are adequately screened and set back from the building facade.

V. CONTINUATION OF EXISTING STRUCTURES, USES AND STREETS

- (1) Structures and uses in existence at the time of enactment of the Transect Zone provisions of this Section may continue without being required to conform to the requirements of this section. Any alteration of such structures and uses should increase the degree of compliance with these standards to the maximum extent economically

feasible. Any demolition and subsequent construction of structures should fully comply with these standards.

(2) Streets that existed at the time this Section was first adopted may continue in their existing configuration. Any changes made should increase conformance with this Section.

3. LIGHT INDUSTRIAL

I. BUILDING AND PARKING DISPOSITION

- (1) All new lots and buildings shall conform to Schedule B Regulations Governing the Size of Lots, Yards and Buildings for Permitted Uses
- (2) One Principal Building at the Frontage, and one outparcel to the front of the Principal Building, may be built on each Lot.
- (3) Facades should be built parallel to a rectilinear Principal Frontage Line or to the tangent of a curved Principal Frontage Line.
- (4) Surface parking areas should be at the second or third layer from the frontage and should be screened by a streetwall [Include graphic] or continuous hedge between 3.5 and 4.5 feet in height. Streetwalls should be constructed of a material matching the adjacent building façade. Openings in such streetwalls and hedges should be no larger than necessary to allow automobile and pedestrian access. If, due to site constraints or a preexisting condition, a parking lot is located in the first layer it should be screened by a streetwall and/or hedge with the same dimensions as mentioned herein.
- (5) Buildings can be set perpendicular to the street to accommodate parking on the side.
- (6) If parking is not located in front of the building, the area between the building and the street shall be dedicated to landscape plantings, pedestrian facilities, cafes, and/or outdoor retail areas.
- (7) No off-street loading, service or storage areas should be located within the first layer or be visible from the street right-of-way. Such areas should be located behind buildings or parking structures, enclosed within the envelope of the principal building, or screened. The screening wall or landscaping should be compatible with adjacent structures and with existing building materials.
- (8) Lighting for security at storage areas or loading areas should be the minimum necessary for safety and security and should not create light spill or glare beyond the site boundary.

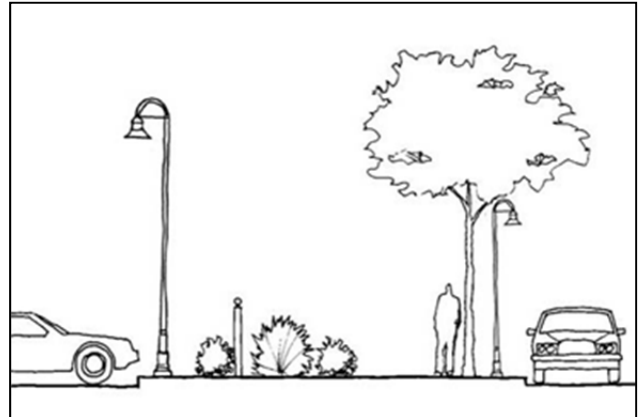
II. VEHICULAR CIRCULATION

- (1) Connect adjacent parking lots when feasible to minimize the number of curb cuts. Shared access to parking lots between businesses is encouraged. If both parties agree, a floating easement can be created at the time of Site Plan Approval.
- (2) Clearly demarcate parking lots with striping and curbs. Avoid large expanses of unmarked pavement
- (3) The number of entrance/exit drives on to the site should be minimized. Most projects will need no more than two driveway access points along the road frontage per lot. For large commercial developments with multiple tenants, additional entrances are acceptable, with consideration for adequate spacing.
- (4) Refer to NYS DOT regulations for design and layout of the entrance/exit drives for design recommendations.
- (5) The sidewalk material should be continued uninterrupted across driveways with minimal surface grade change.
- (6) Two-way travel lanes between perpendicular parking spaces should be 24' wide. A 22'-wide travel lane is allowable with angled parking.
- (7) Include both internal and peripheral landscape plantings in parking lots. Parking lots should have a total of 15% landscaped area within the interior of the lot. Landscape islands completely surrounded by pavement should have no dimensions less than 9'. Internal and peripheral green infrastructure elements can be counted toward the 15% requirement.

III. LIGHTING

(1) Light poles and fixtures should not visually dominate the area. Poles should not exceed 18' or the height of the primary structure, whichever is less.

(2) Feature pedestrian-scaled lighting in public spaces and sidewalks. Poles should be no higher than 12'. Consider using light fixtures which match or complement the fixtures used by the Village along Broadway. To promote a consistent character of light along Broadway, specify High Pressure Sodium luminaries, unless the Village has determined that an alternative lighting option is more cost-effective and/or aesthetically appealing. When feasible, the use of LED lighting should be considered.



(3) Building-mounted lighting should enhance the architecture and signage.

(4) Minimize off-site and upward light spillage. Use cut-off style luminaries.

(5) Use the minimum light level necessary to promote safety.

(6) General Light Level Recommendations include:

Average Light Level (footcandles)		
Location	Walkways	0.5-2
	Parking Areas	0.5-2
	Local Streets	0.5-3
	Building Entrances	5

IV. LANDSCAPING



(1) Existing vegetation of notable character and size on the site should be maintained whenever possible.

(2) To contribute to the overall aesthetics of the site, features such as architecture, parking, and stormwater management areas proposed on the property should be integrated into the landscaping.

(3) Plant material that is compatible with the site and the intended design should be used whenever possible. Take into account factors such as mature plant size, soil conditions, climate, vegetation purpose, and local diseases and insects.

(4) Adequate soil rooting volume for the chosen vegetation in areas to be planted should be provided. Include plant installation details with the landscaping plan required for site plan review.



(5) To avoid large expanses of buildings without ground floor windows or doors, landscaping along building facades to soften architecture should be used. Locate street trees so that they do not block views of important elements of commercial facades, such as signs, entrances, or windows.

(6) When choosing ground cover materials, consider the maintenance involved. For instance, it may be difficult to rake leaves and trash out of low-lying shrub material.

(7) For plant materials in vehicular areas, such as parking lots, Plant material that maintains the sight lines necessary for safe circulation should be selected. A zone of clear visibility between 3'-8' vertically from the ground should be maintained.

(8) A minimum branch height of 8' for all trees located along walkways, sidewalks, and streets, should be maintained to minimize contact harmful with pedestrians.

(9) Consider the impact of plant material on underground and overhead utilities.

(10) Consider incorporating Green Infrastructure practices into site design to manage stormwater and improve visual appeal.

V. PEDESTRIAN AMENITIES

(1) When planning the site layout, logical connections between public sidewalks, building entrances, and parking areas should be included. The need to walk in vehicle-oriented areas, such as travel lanes in parking lots, entrance drives, and loading areas should be minimized or eliminated. Placing walkways within parking islands where space allows should be considered.



(2) If pedestrian routes pass through vehicle areas, striping the route as a crosswalk or continuing the material flush with the parking area should be considered. The use of pedestrian crossing signs within parking lots should be considered.

(3) Due to the greater building setbacks in these zones, a 4'-wide (minimum) grass strip between the sidewalk and street to buffer pedestrians from traffic should be included. Consider planting shade trees in this strip.



(4) Walkways should be a minimum of 5' wide.

(5) Handicapped accessibility in all designs shall be included.

(6) The preferred walkway material is concrete or concrete unit pavers. However, asphalt may be used, especially for internal walkways or walkways between adjacent parking lots. Avoid using asphalt when tying into public sidewalks made of concrete.

(7) Consider incorporating Green Infrastructure practices into site design to manage stormwater and improve visual appeal

(8) Consider installing bike racks on parcels within 2000' of a Bus Rapid Transit station.

(9) Ensure that vegetative buffers, fences, and other man-made screening materials do not impede practical pedestrian access to transit stations.

VI. ARCHITECTURAL GUIDELINES

Unlike the site guidelines, which are specific, the architectural guidelines do not dictate precise styles, materials, or detail choices for buildings within the Village. Rather, the following recommendations are intended to be a starting point for project sponsors to consider in the design process. The overall intent is not to promote a specific style of architecture, but to promote compatibility between architecture in the Village.

Building Form and Facades:

(1) The scale and proportion of building facades, design and materials used in new construction should complement that used in existing buildings and characterizing the neighborhood or zone in which the building is located.

(2) Facades should be designed with features which reduce the large scale and the uniform, impersonal appearances of commercial buildings. Facades should be consistent with the Village's identity, character, and scale. The design of the facade should be integral to the building, and not superficially applied trim, graphics, paint, etc.

(3) First floor height should be 15'. Upper stories are not required to be functional; however, second story windows are encouraged.

(4) All facades of a building which are visible from adjoining properties, public streets and/or on-site roadways should have similar features and amenities as the front façade.



Rooflines:

(1) Variations in rooflines should be used to add character to smaller buildings, and reduce the massive scale of large buildings.

(2) Features such as eaves, parapets, and sloped rooflines should be integrated into the overall design of the structure.

(3) The use of green or living roofs is encouraged. The guidelines above should not be construed to preclude the use of innovative green technologies.

Entrances:

(1) The design of entrances should be attractive and welcoming, using features such as outdoor patios, recessions/projections, arcades, peaked rooflines or gables, canopies, arches, or display windows.

Materials and Colors:

(1) High-quality, durable materials such as brick, stone, wood, and concrete clapboard are encouraged.

(2) Avoid using unfinished masonry units or synthetic stucco, especially at entrances and areas which receive up-close scrutiny from pedestrians.

(3) Mechanical systems proposed for rooftops may exceed the maximum height requirements provided they are adequately screened and set back from the building facade.

RENOVATIONS – ALL INCLUDED ZONES

The first step in planning a renovation project is to determine the appropriate design criteria in terms of the needs of the business, the condition of the building, and the context of the structure within the community. Answering the following questions should provide an idea of the appropriate design treatment:

1. For what goods and services was the structure originally designed? Residential? Commercial? Industrial?
2. What is the current purpose of the building? What image does it need to convey? What structural alterations are necessary to be able to reuse the structure?
3. How much appreciation does the community have for the architectural heritage of this particular building?
4. What is the condition of the building? Do original details still exist? Are they worth saving?
5. What is the context of the architecture? Does it fit in with its neighbors, or does it intrude in the fabric of the immediate area?

After answering these questions, it should be clear whether the attempt should be made to uncover and/or replicate historic details, or create a new façade which complements the design of the building. In some cases, restoring original details can be as simple as removing modern siding and replacing windows to their intended size. If the original details are missing or compromised, researching old photos of the building can provide design concepts and ideas. An exact replication of the buildings original façade may not be feasible or desirable.



Top: Before and after pictures of a restoration



Left: Altering an industrial building for commercial use

NEW CONSTRUCTION – ALL INCLUDED ZONES

For new structures, the architectural considerations are different. An appropriate design scheme should arise from a combination of the needs of the business, the context of the site, and the use of high-quality materials. Consider the following when designing new structures:

1. **Scale.** In the BR zones, the neighborhood may be residential in nature, with smaller lots, smaller structures, and a more traditional downtown Village feel. However, in the B, LI, and HI zones, the area may be more commercial, with larger buildings, a greater emphasis on vehicle access, and a wide variety of architectural styles. The scale of the building should fit in with the area. If the building is significantly larger or smaller than those around it, carefully consider the design and siting of the structure to minimize the disparity.
2. **Style.** Again, careful consideration of the context of the structure versus the needs of the business is of paramount importance. Several factors can affect this decision.
 - a. *The distance between buildings:* Large differences in architectural style will be more obvious if the buildings are very close together. Conversely, with greater side setbacks, landscaped buffers may minimize disparate architectural styles.
 - b. *The styles of the immediate neighbors:* The style of the buildings surrounding the structure should be taken into consideration. High-quality, historic structures can be valuable as design inspiration. Or, in the case of very different neighbors, the proposed design could act as a transition.



Top and left: Contemporary commercial structures that hearken back to industrial architecture without exactly reproducing a particular historic architectural style.

3. **Materials.** No matter what architectural style is used, choose high-quality materials.

a. Preferred materials are durable, have aesthetic appeal, and are associated with high-quality architecture, including:

- Brick
- Stone
- Glass
- Wood
- Concrete clapboard siding
- Concrete masonry units with a finished surface (i.e. split face, slump block)

b. Materials to avoid include:

- Metal or vinyl siding,
- Synthetic stucco or Exterior Insulation and Finish Systems (EIFS), such as Dryvit
- Plain (unfinished) concrete masonry units

If these materials must be used, contain them to areas unlikely to receive up-close scrutiny, such as upper floors or facades not visible from the public right-of-way.

c. Relate the material choice to the intended style of the building.

d. Be prepared to furnish samples of the façade materials to the Village Board, as well as photographs of the materials installed on similar buildings.





Examples of preferred materials:

Top left: Glass, brick, and finished CMUs

PHOTO INVENTORY

The pictures below illustrate some of the notable architectural styles located within the Village of Menands. These pictures are intended to provide a frame of reference for the recommendations of this document.



1. Williams Press Building
2. Riverside Center (former Montgomery Wards)
3. Office building, 4 Wolfert Ave.
4. Commercial building across from Village Hall
5. Office building, 120 Broadway
6. British American Building
7. Entrance to Albany Rural Cemetery



1. Dutch Village Apartments
2. Bethany Presbyterian Church
3. Arts & Crafts Bungalow Residence
4. Council of Community Services NYS Building (former Home for Aged Men)
5. St. Joan of Arc Church
6. Village Hall