DRAFT
UTICA HARBOR REDEVELOPMENT DESIGN STANDARDS AND GUIDELINES

CITY OF UTICA, NEW YORK
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NEW YORK STATE OF OPPORTUNITY. Department of State

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UTICA HARBOR POINT REDEVELOPMENT DESIGN STANDARDS AND GUIDELINES TABLE OF CONTENTS

1.

INTRODUCTION

1.1 DESIGN GUIDELINES PURPOSE AND INTENT

Canals have played a vital role in evolution of many local economies. In New York State, the Canal System was a vital link between Upstate New York and New York City ports. In particular, the Erie Canal is very much responsible for the rapid growth of Utica in the 19th Century. As a part of the development of the Erie Canal, Utica was recognized as an important Terminal Point on the system. With the construction of the Harbor in 1918, the Erie Canal was now adjacent to railroad tracks and near the gas works in the City of Utica. Today, Utica Harbor Point creates a new economic opportunity for the City to re-establish a vital harbor environment driven by a variety of uses, including housing, commercial, professional and recreational uses. The area is also only a quarter mile from downtown and historic Baggs Square.

Utica Harbor Point is located within the PD-E Planned Development–Extraordinary zoning district. District regulations can be referenced in Article IV, Chapter 2-29, Division 7 of the City's Zoning Code. These design guidelines are applicable within the PD-E Planned Development–Extraordinary district, for the district located at the Utica Harbor only. The Utica Harbor district is bound by the North Genesee Streets to the east, the railroad track to the south, Interstate 790 to the west and the Mohawk River to the north.

1.2 SITE VISION

Today, the Utica Harbor Point area is both a reflection and a collection of industrial vestiges, a time when the vitality of the canal network was driving the economic strength of many communities. The City's vision is to celebrate the past and establish a modern, lively place to live, work, shop and recreate on the waterfront.

The site will have a variety of parks and open spaces and will be pedestrian, bicycle, and vehicle friendly. New building styles will reflect the historical significance of the past while incorporating modern aspects and interpretations through the establishment of two districts: the Canal District adjacent to the waterfront and the Multi-Use District in the northeast section of the site along the Mohawk River. The design of these buildings, and the surrounding landscape environment will expresses the desire for the Utica Harbor Point Redevelopment to preserve and remember the past while creating a vibrant and innovative future.

1.3 WHY DESIGN GUIDELINES

Investment in the Harbor will strengthen the visual identity of the community and protect the character elements that are most important to its heritage. The design standards and guidelines developed here are an important step in this ongoing process to renew the Harbor area. The adoption and implementation of such design standards and guidelines will provide a framework on which to base future decisions. The intent of these standards and guidelines is to provide development within the Harbor Point area to ensure that infill and redevelopment: (1) Is compatible with surrounding land uses; (2) Supports and protect historic resources; (3) Restores the canal harbor character; (4) Improves the overall image of the Utica Harbor; (5) Provides a user-friendly document and review process; and (6) Maintain consistency with the goals and policies of the Harbor Point Redevelopment Plan.

The standards contained in this document are organized into sections covering specific areas of design. It will often be necessary to use a number of sections for the design of a single project. For instance, the design of a building will likely require the use of architectural standards and the development of specific sites will require parking lot landscaping, outdoor lighting, and stormwater management, among others.

2.

REDEVELOPMENT PLAN

1.1 REDEVELOPMENT PLAN DESIGN AND INTENT

The Utica Harbor Point Redevelopment Plan establishes a modern vision for the harbor by revitalizing the area to create an economically sustainable multi-use development that will become a premiere waterfront destination within the City of Utica and the Mohawk Valley. The redevelopment plan identifies uses across the site ranging from commercial space, wide variety of housing types, water-based recreation, restaurants, food oriented businesses, craft beverages, as well as parks and trails. In addition, the plan works in concert with the other development occurring within Utica, primarily in downtown and historic Baggs Square both directly adjacent to the site.

Due to the importance and scope of the project, the harbor redevelopment plan was created under the guidance of the UHPLDC and with the input of stakeholders. Suggestions were gathered through surveys and interviews with persons including elected officials, state agencies, business owners, students, and residents. This inclusive approach, catering to all types of prospective users, ensures that a plan is laid out and subsequently generates community investment to guarantee that the harbor redevelopment occurs, creating a thriving and integral part of the city and region.

The redevelopment plan has several interconnected components that work together to make up the overall site. These design guidelines are specific to the areas on the suggested master plan surrounding the harbor and in the northeast portion of the site.

The area adjacent to the harbor is suggested to be used for water-based activities and as gateway to the entire site. This area will included the Wurz Avenue gateway enhancements, a promenade along the harbor, a marina, public plazas, a performance amphitheater, and restorated canal buildings to be used as restaurants and commercial uses.

The northeast area will be restricted for mixed-use development consisting of multi-story buildings for residences and commercial space. There is also passive recreation greenspace in the form of parks and plazas throughout the site. The northeast area will also have a streetscape layout that is hospitable to vehicles, bicyclists and pedestrians through the provision of designated bike lanes, ample sidewalk space with benches, tree plantings and on-street parking.

With the historic heritage of the Utica Harbor Point site, two architectural types shall be established throughout. The first is “Canal Architecture”, which occurs in the areas surrounding the harbor and includes the adaptive re-use of several historic canal structures. The second is “Multi-Use Architecture”, which occurs in the northeastern portion of the site along the Mohawk River and consists of the commercial and mixed-use development. The suggested site master plan can be seen in Figure 1 on page 6.

Eire Canal in Utica, c.a. Late 19th Cnetury
(Photo Credit: www.siahq.org, Tours-City of Utica)

Utica Harbor, c.a. 2009
(Photo Credit: www.uticaod.com, Utica Harbor Point Project)

Figure 1: Utica Harbor Point Redevelopment Master Plan
(Photo Credit: Elan Planning and Design)

3.

FORM STANDARDS

3.1 GENERAL

The planned development districts accommodates development within the City of Utica that have unique characteristics and or circumstances such as geography, surrounding development, prominent buildings, issues of public heath and safety, as well as areas of aesthetic and intrinsic value. The primary component of the planned development districts is to encourage innovations in planning and land development in order to create an urban fabric offering variety and flexibility.

The planned development districts are categorized under five different classifications, ranging for residential to commercial, industrial to leisure. The Utica Harbor Point is located within the PD-E Planned Development–Extraordinary district classification. The PD-E district is categorized per the City of Utica's zoning code as follows:

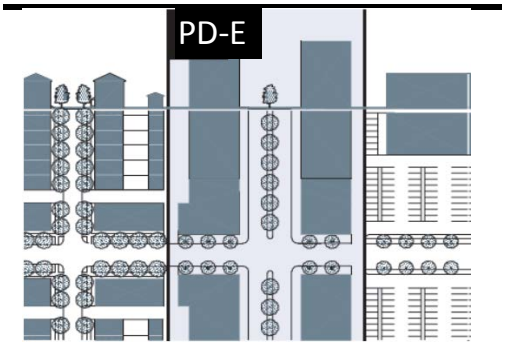
> "A development not otherwise distinguishable under any previous classification, occupying district consisting of any quantity of land area and containing less that the stated minimum proportions of any single or dormant use or function, and which the proposed uses of interior and exterior spaces although diverse or mixed, bear extraordinary design qualities resulting in a completely logical and complementary conjunction of used and functions not ordinarily encountered in normal development."
>
> *-Article IV: District Regulations, Division 7: Planned Development District*

Due to the design and intent of the Utica Harbor Point Redevelopment Plan, the PD-E district classification aids in allowing for the harbor to become a multi-use destination within the city, ensuring the history of the site is preserved and highlighted, while the environmental quality is enhanced making it a safe and productive landscape for citizens and visitors for years to come. Figure 2 on page 9 highlights the important aspects of the PD-E district in regards to building configuration and lot occupation. Tables that are noted with an asterisk (*) are suggested recommendations to allow for flexibility. Figure 3 on page 10 highlights the building frontage types throughout the site and correspond to the tables in Figure 2.

3.2 PLANNED DEVELOPMENT DISTRICT - EXTRAORDINARY

FIGURE 2: PD-E, PLANNED DISTRICT-EXTRAODINARY

Utica Harbor Point Redevelopment Design Guidelines



BUILDING CONFIGURATION

Principal Building (1)	36' height, 3-6 stories, 2 story min.
Accessory	N/A

LOT OCCUPATION

Lot Width	100 ft. to 200ft. min.
Lot Coverage	85% max.
Greenspace	5% min.

***SETBACKS - PRINCIPAL BUILDING**

(g.1) Front Setback Principal	2 ft. min., 12 ft. max.
(g.2) Front Setback Secondary	2 ft. min., 12 ft. max.
(g.3) Side Setback	0 ft. min., 24 ft. max.
(g.4) Rear Setback	0 ft. min.
Frontage Buildout	80% min. at setback

***SETBACKS - ACCESSORY BUILDING**

(h.1) Front Setback Principal	N/A
(h.2) Front Setback Secondary	N/A
(h.3) Side Setback	N/A

***TYPES OF PRIVATE FRONTAGES**

Common Lawn	not permitted
Porch & Fence	not permitted
Terrace or Lightwell	not permitted
Forecourt	permitted
Stoop	permitted
Shopfront & Awning	permitted
Gallery	permitted
Arcade	permitted

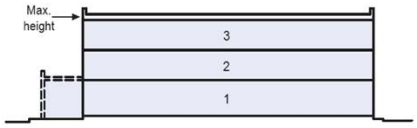
***PARKING PROVISIONS**

No parking is permitted in the 1st and 2nd Layers
(See Section VII-Part A Parking for specific requirements)

(1) FN: Height based on "Preferred Plan". If height is exceeded, additional environmental review may be required.

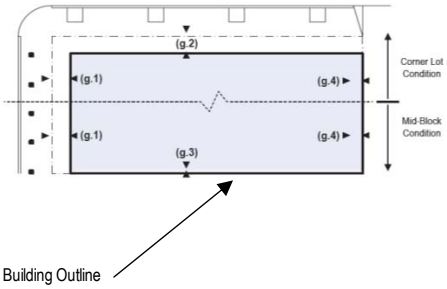
BUILDING CONFIGURATION

1. Building height shall be measured in number of stories.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor commercial function which must be a minimum of 11 ft with a maximum of 25 feet.
3. Height: Building height is determined through the City of Utica zoning code under Article 12, Division 1, Section 2-29-582 Height Regulations.



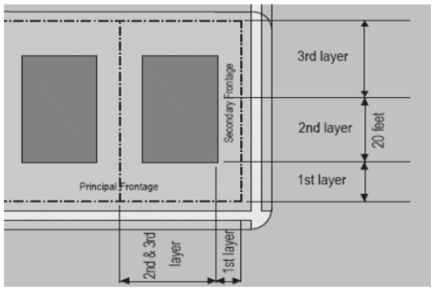
SETBACKS - PRINCIPAL BLDG.

1. The facades and elevations of principal buildings shall be distanced from the lot lines as shown.
2. Facades shall be built along the frontage to the minimum specified width in the table.



LOT LAYERS

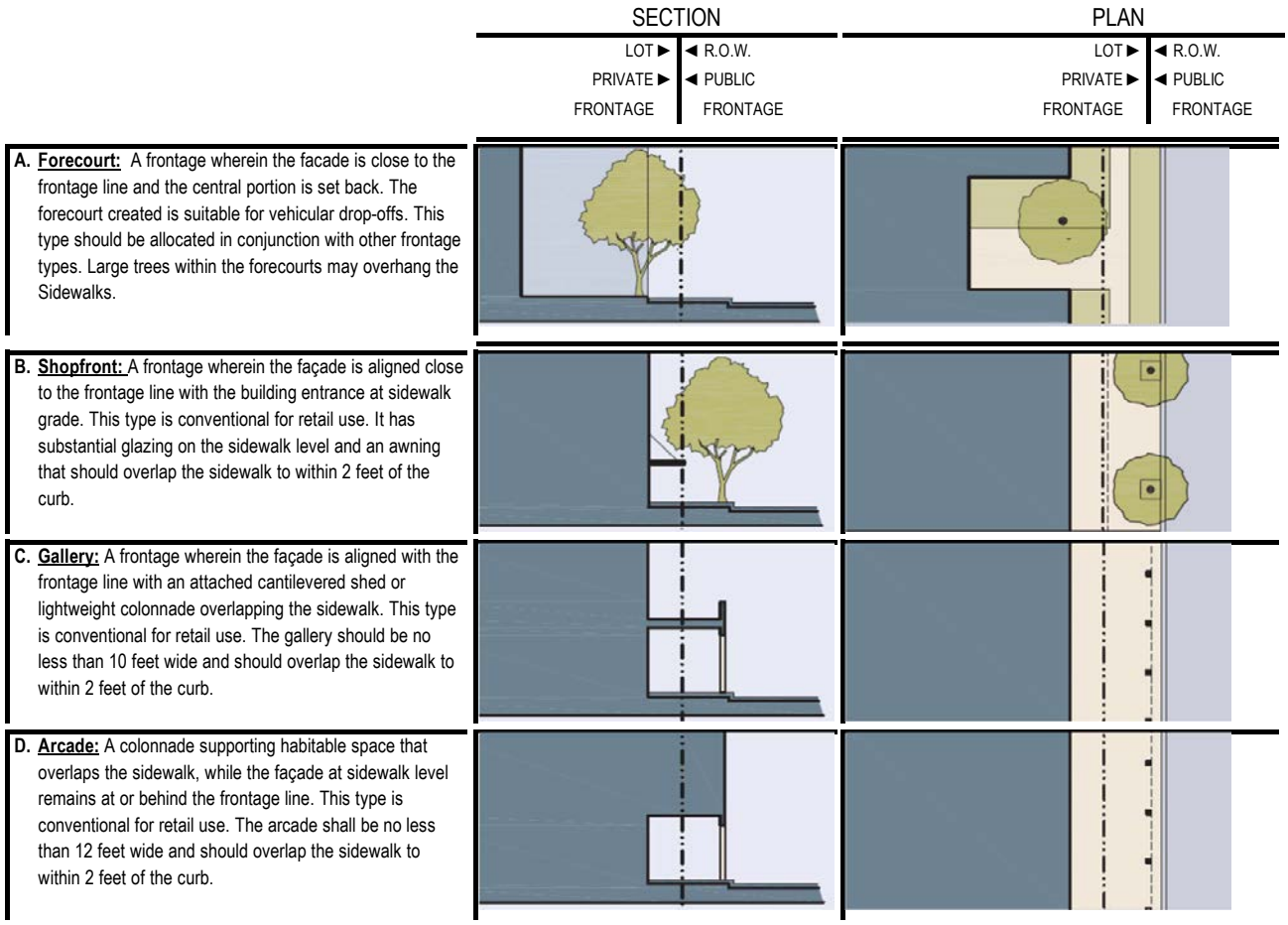
1. Uncovered parking spaces may be provided within the 3rd Layer as shown.
2. Covered parking shall be provided within the 3rd Layer as shown.
3. Trash containers shall be stored within the 3rd Layer.
4. The private frontage is the area between the building facades and the lot lines and is only required in the 1st and 2nd Layers as shown on the lot layer.



3.3 FRONTAGES

FIGURE 3: TYPES OF FRONTAGES

Utica Harbor Point Redevelopment Design Guidelines



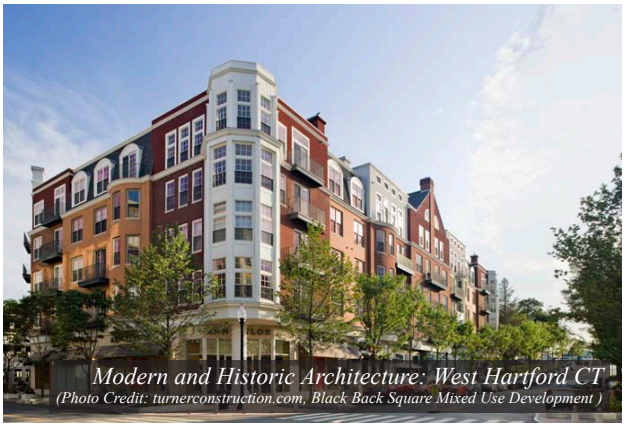
4.

ARCHITECTURAL STANDARDS

4.1 GENERAL

The following section provides recommendations for building design. Required recommendations are explained using the phrase “shall” and non-required recommendations using the phrase “should”. The general character of the architecture throughout the Utica Harbor Point area will be pedestrian in scale, creating safe and aesthetically pleasing routes for walking, commerce, and relaxation. The architecture of each building shall aid in the creation of the harbor’s identity by establishing groups of structures of a similar style and type and shall avoid formulaic architecture such as typical structures by corporate chains. The first floor of buildings shall be used for commercial purposes while all office and residential uses shall be on the upper floors. In residential buildings only, the first floor shall be used as a lobby and for resident services.

The site design architectural recommendations strive to have buildings styled to celebrate the area’s historical significance while incorporating more modern aspects and materials. The site design intent reinforced the idea that buildings shall enhance the harbor as an historic resource, promote the character of the harbor, and encourage new development. The ultimate desire of the plan is that the harbor shall become an intrinsic and immovable part of Utica’s future. The images shown below are examples of new construction and adaptive re-use that maintains or enhances historic architecture.



Modern and Historic Architecture: West Hartford CT
(Photo Credit: turnerconstruction.com, Black Back Square Mixed Use Development)

Historic Architecture: Portsmouth, NH
(Photo Credit: destefanoarchitets.com, Portwalk Mixed Use Development Repairs a Patch of Portsmouth)

Historic Re-Use Architecture: Portland, ME
(Photo Credit: arprice.com, Mariners Church Portland Maine)

Modern Architecture: U.S.A
(Photo Credit: thenewurbanist.com, Mixed Use Development)

4.2 CANAL ARCHITECTURE

A. General

The historic nature of Utica Harbor is the basis of the redevelopment of the site. The harbor was located along the Barge Canal, a 540 mile long canal that ran across New York State. The Barge Canal, which began construction in 1905 and officially opened in 1918, was not just an enlargement of the existing Erie Canal but a massive engineering undertaking. By the time it was constructed, the canal had over 600 structures consisting of locks, dam, bridges, aqueducts, spillways, and power plants. Due to its size and engineering prowess, the Barge Canal gained national attention and boasted economic significance by influencing regional transportation and commerce.

With the construction of the new canal, Utica was cut off from the waterways running north of the city. The harbor was constructed from an isolated section of the Mohawk River left over after a straightening of the river took place at end of the 19th century. Through creating a harbor, the city was again connected to a major transportation route and greatly benefited from the new Barge Canal. The harbor proved to be a unique feature: it was located close to Utica's downtown, its channel size and shape allowed for ease of movement of goods, it controlled its own water level due to the lock location, and was located at the confluence of two hydrologically connected reservoirs.

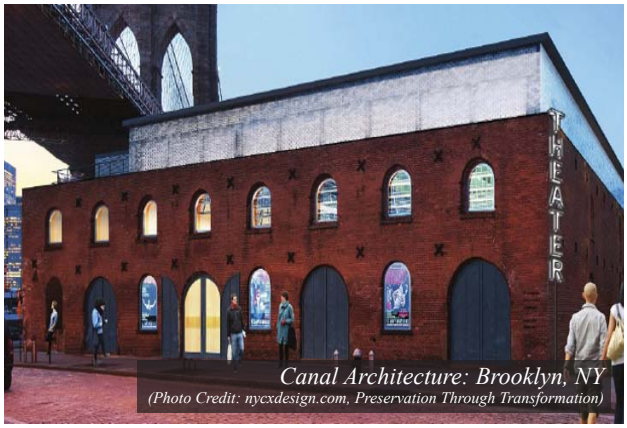
Today, the Barge Canal is on the National Registry of Historic Places. Even though several other canal systems across the country are on the Historic Places list, the New York Canal System is the largest and the most profitable. A 2014 study found that tourism associated with the canals generates over $200 million annually and attracts some 1.6 million visitors.

Utica Harbor has the potential to become a premiere destination within the New York Canal System. The area adjacent to the canal shall have a "living-history" atmosphere: visitors will experience a feeling of what the harbor was like during its operation as part of the Barge Canal. The architecture of the buildings surrounding the canal shall be in a similar style to the early 20th century canal and industrial structures. Architecture in this area should reflect the era and atmosphere of the Barge Canal and Harbor structures and should not look as though it was constructed after 1940, this is considered modern. The canal area also consists of several remaining historic canal structures that should be rehabilitated and reused to adapt historic structure architecture while providing new modern uses for visitors and residents.

The accompanying images are examples of the "Canal Architecture". The images below a before and after adaptive re-use of an historic building. The images on the following page are examples represent the type of architecture to be used in this area of the site.

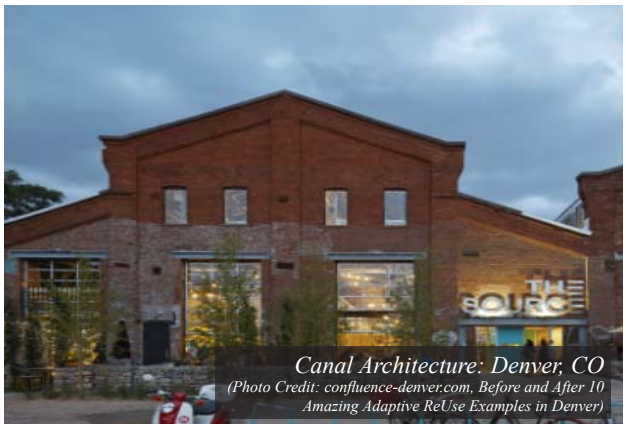
Adaptive Re-Use-Past: Pier A, New York, NY
(Photo Credit: www.flickriver.com, Manhattan Island Circumnavigation By Kayack)

Adaptive Re-Use-Present Day: Pier A, New York, NY
(Photo Credit: www.commons.wikimedia.org, Manhattan Pier A)



Canal Architecture: Brooklyn, NY
(Photo Credit: nycxdesign.com, Preservation Through Transformation)

Canal Architecture: San Francisco, CA
(Photo Credit: aiasf.org, Adaptive Reuse of the Historic Ford Assembly Building)



Canal Architecture: Denver, CO
(Photo Credit: confluence-denver.com, Before and After 10 Amazing Adaptive ReUse Examples in Denver)

Canal Architecture: Lowell, MA
(Photo Credit: durkeebrown.com Hamilton Canal Lofts)

Canal Architecture: Australia
(Photo Credit: architectureanddesign.com.au, Tasmanian Architecture Awards)

Canal Architecture: U.S.A
(Photo Credit: solexarchitecture.com, Renovation Adaptive ReUse 610 Cragehead St)

Canal Architecture: Toronto, CA
(Photo Credit: untappedcities.com, Torontos Distillery District Mixes Victorian Architecture Modern Design)

Canal Architecture: Toronto, CA
(Photo Credit: myreprofessor.com, What Is Adaptive ReUse)

B. Architectural Components

I. Facades

i. *Ground Floor*
The ground floor should be comprised by large openings, such as windows and doors, spanning the length of the façade. These areas allow for transparency to enhance the connection between the interior and the adjacent public space while providing views of the harbor. Facades should have doorways and windows flush along the face of the façade. Recessed doorways and windows are also allowed.

ii. *Blank Walls*
Areas of a facade consisting of blank space shall be kept to a minimum along the sections of a building facing the harbor, plazas, and public open space. Exceptions are made to portions of the facade facing alleys, service entrances or drives, or adjacent to non-public roadways.

iii. *Required Shopfront Façade*
Shopfronts shall maintain a façade transparency of 50% or greater and allow for an 8' view into the interior. Areas of blank wall space shall not surpass a rectangle 10' wide by 5' high.

iv. *Entry/Exist Doors*
Entry and exit doors should be flush with the face of the façade. Doors swinging out are acceptable and shall be sunken back into the façade a minimum of 3' from the adjoining plaza, public open space or sidewalk.

v. *Window and Door Openings*
Openings for windows and doors should face the harbor and the accompanying plazas and or public open space to maximize access and views.

vi. *Columns/Posts*
All structural elements should be a size that is proportional to the weight they carry or are perceived to carry.

II. Roofs

i. *Flat*
Flat roofs should be finished with an architectural parapet along the entrance side of the building. Parapets on a single or multi-story building should have a 6" overhang and be 18" in height. The dimensions of an overhang should be proportional to the height and character of the facade.

ii. *Sloped*
Sloped roofs should sustain a pitch between 6:12 minimum and a 12:12 maximum. Roof overhangs should be a minimum 6" in depth. All dormers and gables should be along the front of the structure to keep the prominence of the façade and to redirect rainwater along entrance at street level.

III. Building Massing

i. *Breaking Up Scale*
Structures shall have areas of three-dimensional relief along the entrance side. The scale and massing of large facades shall not be broken up into smaller structures to avoid the appearance of series of different buildings being stuck together.

ii. *Large Buildings*
The facades of large uninterrupted structures do not have to be broken up as they reinforce a large-scale industrial feeling. Buildings can be broken up and should use the following methods:

ii.i Major Articulations: Major articulations should occur at a minimum every 75'. These articulations are used at prominent locations on the building such as entrances.

ii.ii. Medium Articulations: Medium articulations should occur at a minimum every 40'. These articulations can be either projected or depressed into the facade.

ii.iv. Minor Articulations: Minor articulations should occur at a minimum every 10' to 15'.

A graphic of the above mentioned architectural articulations which is based off of an existing building, along with other common facade treatments, can be seen in Figure 4 on page 17.

IV. Equipment

Mechanical equipment mounted on a roof, building face or at ground level shall be screened from pedestrian walkways, adjacent properties and the street. Screening types should be either vegetative such as trees or shrubs, architectural such as walls or enclosures in a similar style to the surrounding building or parapet walls.

V. Exterior Materials And Details

i. *Primary Façade Materials*
Primary facade materials are listed in Figure 5 on page 18 and shall not be more than 70% of the wall surface. Natural or smaller scale materials should be used along entrance areas of the façade that are adjacent to pedestrian scale areas. All exterior colors shall be neutral with vibrant colors uses sparingly and as accent applications only.

ii. *Secondary Facade Materials*
Secondary facade materials are listed in Figure 5 on page 18 and shall not be more than 30% of the wall surface.

iii. *Discouraged Materials*
Discouraged materials listed in Figure 5 on page 18 are not recommended for use and shall be used in only service areas or locations away from the street.

iv. *Material Changes*
Changes in materials or color occurring horizontally along the façade should be at "inner corner" transitional points while changes occurring vertically along the facade should be at "hard edge" transitional points to provide a surface for the material to terminate at. Facades with a myriad of colors shall not be allowed.

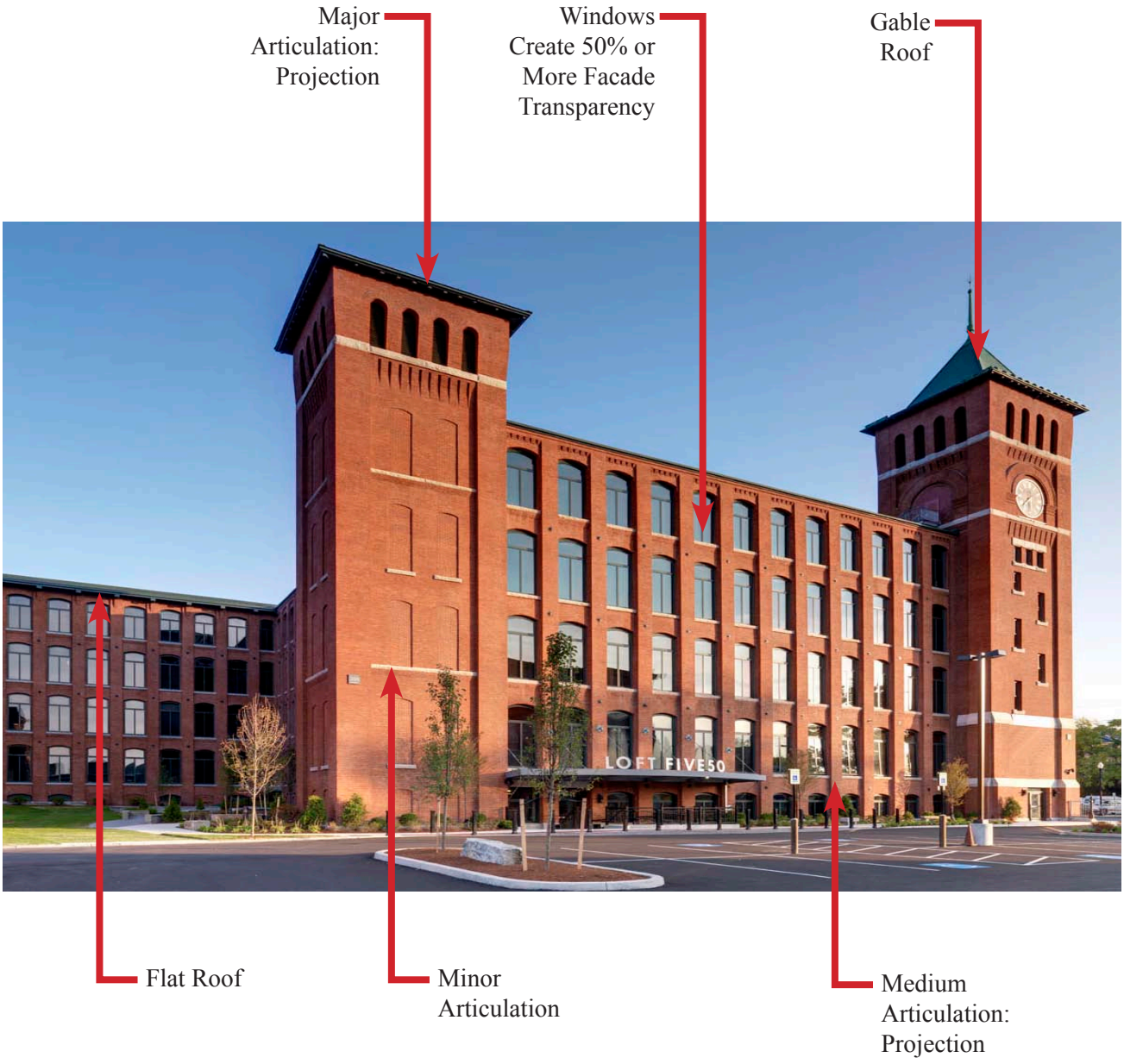


Figure 4: Building Massing and Facade Articulations
(Photo Credit: prweb.com, Turning Point for Reviving New England's Historic Mills)

CANAL ARCHITECTURE: EXTERIOR BUILDING MATERIALS		
	RECOMMENDED MATERIALS	PROHIBITED MATERIALS
PRIMARY FACADE MATERIALS	BRICK	T1-11 SIDING
	WOOD	PLAIN CONCRETE MASONRY UNITS
	STONE	UNFINISHED/UNPAINTED WOOD
		FIBER-CEMENT SIDING
		GLASS CURTAIN WALL
SECONDARY FACADE MATERIALS	VERTICAL BOARD OR BATTEN	GLASS BLOCK
	METALS	COMPOSITE PANELS
DOORS AND WINDOWS	WOOD	MIRRORED GLASS
	ALUMINUM	COLORED OR BRONZE GLASS
	VINYL CLAD WINDOWS AND DOORS	TINTED GLASS (DARKER THAN 70% V.L.T)
ROOFING	ARCHITECTURAL SHINGLES	GALVANIZED OR BARE METAL FLASHING
	WOOD TRIM	STANDING SEAM METAL
		PVC OR VINYL PARAPET OR TRIM
		EPDM, PVC OR TPO SINGLE PLY MEMBRANES
WALLS AND FENCES	BRICK WALLS	BARE CONCRETE WALLS
	STONE WALLS	CONCRETE MASONRY UNIT WALLS
	CAST OR WROUGHT IRON FENCES	BARE OR COATED CHAIN LINK FENCE
		METAL OR EXTRUDED ALUMINUM FENCES
		WOOD FENCES

Figure 5: Canal Architecture, Recommended and Prohibited Exterior Building Materials

4.3 MULTI-USE ARCHITECTURE

A. General

The Multi-Use architecture is used primarily in the northeast section of the site. This area of the harbor consists of buildings that have commercial, office, and residential uses. Due to the mix of uses in this area, the architecture will be modern in style and employ a wider variety of materials. The Multi-Use Architecture can use the style and materials laid out in Section 4.2, as this architecture seeks to combine the historic and modern building aesthetics to create structures that reflect the past but look forward to the future.

The accompanying images are examples of Multi-Use Architecture style. The images are categorized by their scale and type of use as laid out in the redevelopment master plan.

Commercial Building: Philadelphia,PA
(Photo Credit: phillymag.com, Brittinghams Is Getting A Serious Makeover)

Commercial Building: U.S.A
(Photo Credit: Source Unknown)

Mixed Use Building: Philadelphia,PA
(Photo Credit: enterprisecommunity.com, Teachers Find A New Home At Oxford Mills)

Mixed Use Building: U.S.A
(Photo Credit: Source Unknown)

Mixed Use Building: Raleigh,NC
(Photo Credit: archdaily.com, Park Shop Adaptive Re-Use)

Mixed Use Building with Residential: Upper Arlington, OH
(Photo Credit: uaoh.net, 1515 W Lane Ave Mixed Use Development)

Mixed Use Building: Atlanta, GA
(Photo Credit: wildmorreality.com, Buckhead Atlanta Opens To Public)

Mixed Use Building with Residential: Pittsburgh, PA
(Photo Credit: skyscraperpage.com, Bryant St Mixed Use Development)

Mixed Use Building: Grand Rapids, MI
(Photo Credit: urbanplanter.org, Two Mixed Use Developments Eastown)

Residential Building: Oakland, CA
(Photo Credit: dbarchitect.com, Tassafaronga Village)

Mixed Use Building with Residential: Nashville, TN
(Photo Credit: greshamsmith.com, Martin Corner Mixed Use Devlopment)

Residential Building: Salt Lake City, UT
(Photo Credit: stlrib.com, Utah Likely To Become More Urban As Millennials Flock To Technology)

B. Architectural Components

I. Facades

i. *Ground Floor*
The ground floor should be comprised by large openings, such as windows and doors, spanning the length of the facade. These areas allow for transparency to enhance the connection between the interior and the sidewalk. Facades should also have changes in doorway and window depth to create visual interest along the street.

ii. *Blank Walls*
Areas of a façade consisting of blank space shall be kept to a minimum, particularly along the sections of a building facing the street. Exceptions are made to portions of the facade facing alleys, service entrances or drives, or adjacent a non-public roadways.

iii. *Required Shopfront Façade*
All shopfronts shall maintain a minimum 50% façade transparency and allow for an 8' view into the interior. Areas of blank wall space shall not surpass a rectangle 10' wide by 5' high. Structures more than one story in height shall provide a minimum of 20% facade transparency on the upper floors.

iv. *Entry/Exist Doors*
Entry and exit doors which swing out shall be sunken back into the facade, and be a minimum of 3' from the adjoining sidewalk.

v. *Window and Door Openings*
Openings for windows and doors should have a lintel above to show how the structure is carrying weight. A lintel should extend beyond the limits of the window or doorway to aid not only in expressing the weight carried but also to add proportion to the buildings facade.

vi. *Columns/Posts*
All structural elements should be a size that is proportional to the weight they carry or are perceived to carry.

II. Roofs

i. *Flat*
Flat roofs should be finished with an architectural parapet, providing a finished look. Parapets on a single or multi-story building should have a 6" overhang and be 18" in height. The dimensions of an overhang should be proportional to the height and character of the facade.

ii. *Sloped*
Sloped roofs should sustain a pitch between 6:12 minimum and a 12:12 maximum. Roof overhangs should be a minimum 6" in depth. All dormers and gables should be along the front of the structure to keep the prominence of the façade and to redirect rainwater along entrance at street level.

III. Building Massing

i. *Breaking Up Scale*
All structures should have areas of prominent three dimensional relief to reduce scale and prevent the building from appearing "box-like". The scale and massing of large facades shall not be broken up into smaller structures to avoid the appearance of series of different buildings being stuck together.

ii. *Large Buildings*
The facades of large uninterrupted structures adjacent to the street should be broken up using the following methods:

ii.i. Courtyards: Courtyards should be present at a minimum every 300' along the length of the facade. A courtyard shall have amenities such as landscaping, seating, lighting for night time use and an ease of access from the sidewalk or adjacent storefronts.

ii.ii Major Articulations: Major articulations should occur at a minimum every 150'. These articulations are used at prominent

locations on the building such as entrances and corners.

ii.iii. Medium Articulations: Medium articulations should occur at a minimum every 75'. These articulations can be either projected or depressed into the facade.

ii.iv. Minor Articulations: Minor articulations should occur at a minimum every 20' to 30'.

A graphic of the above mentioned architectural articulations which is based off of both existing and proposed building, along with other common facade treatments, can be seen in Figure 6 on Page 23.

IV. Equipment

Mechanical equipment mounted on a roof, building face or at ground level shall be screened from pedestrian walkways, adjacent properties and the street. Screening types should be either vegetative such as trees or shrubs, architectural such as walls or enclosures in a similar style to the surrounding building or parapet walls.

V. Exterior Materials And Details

i. *Primary Façade Materials*
Primary facade materials are listed in Figure 7 on page 24 and shall not be more than 70% of the wall surface. Natural or smaller scale materials should be used along areas of the facade that are adjacent to pedestrian scale areas. All exterior colors shall be neutral with vibrant colors used sparingly and as accent applications only.

ii. *Secondary Façade Materials*
Secondary facade materials are listed in Figure 7 on page 24 and shall not be more than 30% of the wall surface.

iii. *Discouraged Materials*
Discouraged materials listed in Figure 7 on page 24 are not recommended for use and shall be used in only service areas or locations away from the street.

iv. *Material Changes*
Changes in materials or color occurring horizontally along the facade should be at "inner corner" transitional points while changes occurring vertically along the facade should be at "hard edge" transitional points to provide a surface for the material to terminate at. Facades with a myriad of colors shall not be allowed.

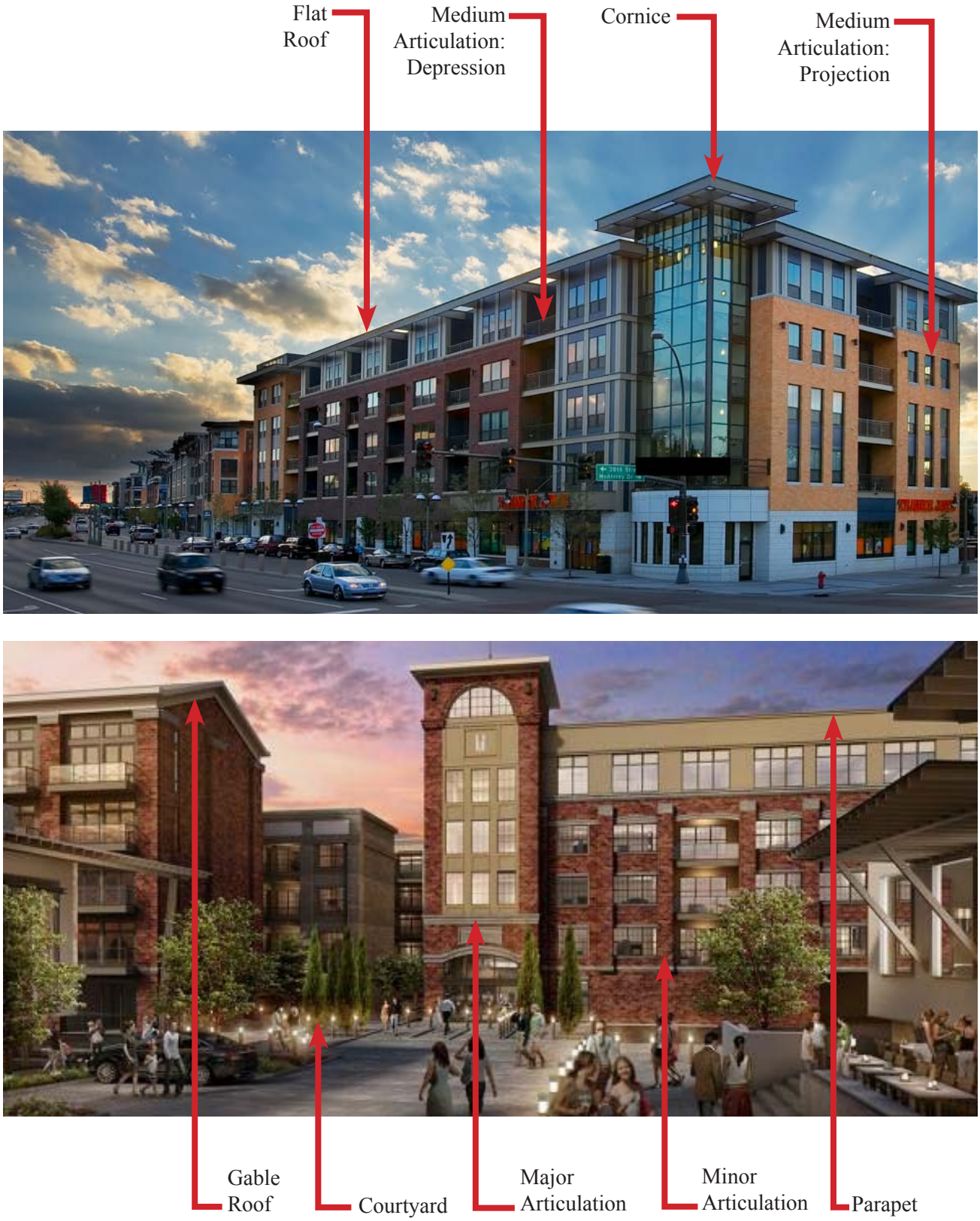


Figure 6: Building Massing and Facade Articulations
(Photo Credit: TOP: cnu.civicactions.net, Excelsior and Grand, StLouisPark ,MN
BOTTOM: multifamilybiz.com, Preleasing Begins At 256-Unit Crescent Howell Mill Luxury Apartments In Hot Atlanta Market, Atlanta,GA)

MULTI-USE ARCHITECTURE: EXTERIOR BUILDING MATERIALS		
	RECOMMENDED MATERIALS	PROHIBITED MATERIALS
PRIMARY FACADE MATERIALS	BRICK	T1-11 SIDING
	WOOD	PLAIN CONCRETE MASONRY UNITS
	STONE	UNFINISHED/UNPAINTED WOOD
	FIBER-CEMENT SIDING	
	GLASS CURTAIN WALL	
SECONDARY FACADE MATERIALS	VERTICAL BOARD OR BATTEN	
	GLASS BLOCK	
	METAL OR COMPOSITE MATERIALS	
DOORS AND WINDOWS	WOOD	MIRRORED GLASS
	ALUMINUM	COLORED OR BRONZE GLASS
	VINYL CLAD WINDOWS AND DOORS	TINTED GLASS (DARKER THAN 70% V.L.T)
ROOFING	ARCHITECTURAL SHINGLES	GALVANIZED OR BARE METAL FLASHING
	STANDING SEAM METAL	
	WOOD, PVC OR VINYL PARAPET OR TRIM	
	EPDM, PVC OR TPO SINGLE PLY MEMBRANES	
WALLS AND FENCES	BRICK WALLS	BARE CONCRETE WALLS
	STONE WALLS	CONCRETE MASONRY UNIT WALLS
	METAL OR EXTRUDED ALUMINUM FENCES	BARE OR COATED CHAIN LINK FENCE
	CAST OR WROUGHT IRON FENCES	
	WOOD FENCES	

Figure 7: Multi-Use Architecture, Recommended and Prohibited Exterior Building Materials

5.

STREET PLANS AND TYPES

A. General

A major factor in a street function lies in its ability to serve the needs of multiple users. An essential piece of the Utica Harbor Point Redevelopment Plan looked to create an ease of mobility for those living and visiting there. Currently, the site has no established network of streets. This blank slate allows for a streetscape design that emphasizes and enhances the multiple facets of urban living, from driving to biking to walking and using public transportation.

B. Street Accommodations

The determination of the street plans look first at the types of users the harbor will attract. With a desire for an inclusive approach, streets will accommodate vehicles (both while driving and parked), bikes, pedestrian, café and outdoor dining spaces and planting strips that also double as stormwater infiltration areas. In areas where there is an abundance of commercial development, streets will also have public plazas and areas of respite.

The basis for the street layouts are determined by the Utica Harbor Point Redevelopment Plan which is outlined in Section 2 of this report. The redevelopment plan looked to create a cohesive network of streets to provide an ease of access for residents and visitors while providing the necessary amenities for multiple modes of transportation.

The physical makeup of streets is influenced by building setbacks. Taking into consideration a building's footprint, space needed adjacent for parking and landscaping, it is anticipated that the street right-of-way is between 60 and 80 feet. In areas where there is a higher concentration of commercial development and a greater need for access and amenities, the street size is between 100 and 120 feet. These dimensions allow for two 12 foot vehicular travel lanes, 8 feet parking on both sides, and a bike lane between 5 and 8 feet. Building setbacks allow for an 8 foot sidewalk, which in commercial areas is increased to 10 to 20 feet. Planting strips adjacent to sidewalks to allow for proper tree growth and stormwater management practices should be between 5 to 10 feet.

C. Street Types

The street types defined within the harbor development area include local streets, boulevard, and gateways. The location of these street types are shown in the context of the site master plan and can be seen in Figure 8 on page 27. The street types are follows:

i. *Local Street*
Streets located in the primarily residential area of the site. These streets consist of two (2) 12' bi-directional vehicular travel lanes, 8' parallel parking on both sides of the road, two (2) 6' bike lanes with a 2'x6" mountable curb buffer from the road, and 8' sidewalks on either side. The bike lane and sidewalk are separated by a 5' to 10' planting strip that shall be used for stormwater infiltration. This street type is shown in Figure 9 on page 28.

ii. *Boulevard*
Streets located on the primary thoroughfare in the site. These streets consist of two (2) 12' bi-directional vehicular travel lanes, 8' parallel parking on both sides of the road, two (2) 8' bike lane with a 2' x6" mountable curb buffer and 20' sidewalk to accommodate outdoor dining and plaza space. The bike lane and sidewalk are separated by a 10' planting strip that shall be used for stormwater infiltration. This street type is shown in Figure 10 on page 29.

iii. *Connector Streets*
Streets circulating around the harbor, acting as connections to the to the eastern mixed use development and western athletic field area of the site. There are two connector streets: Wurz Avenue which leads to the northeast and Lee Avenue which leads to the west. Wurz Avenue consists of two (2) 12' bi-directional vehicular travel lanes, a 14' cycle tract with a 2'x6" mountable curb buffer, and a 6' planting strip . Lee Avenue consists of two (2) 12' bidirectional vehicular travel lanes and a 14' cycle tract with a 2'x6' mountable curb buffer. These street types are shown in Figure 11 and 12 on page 30-31.

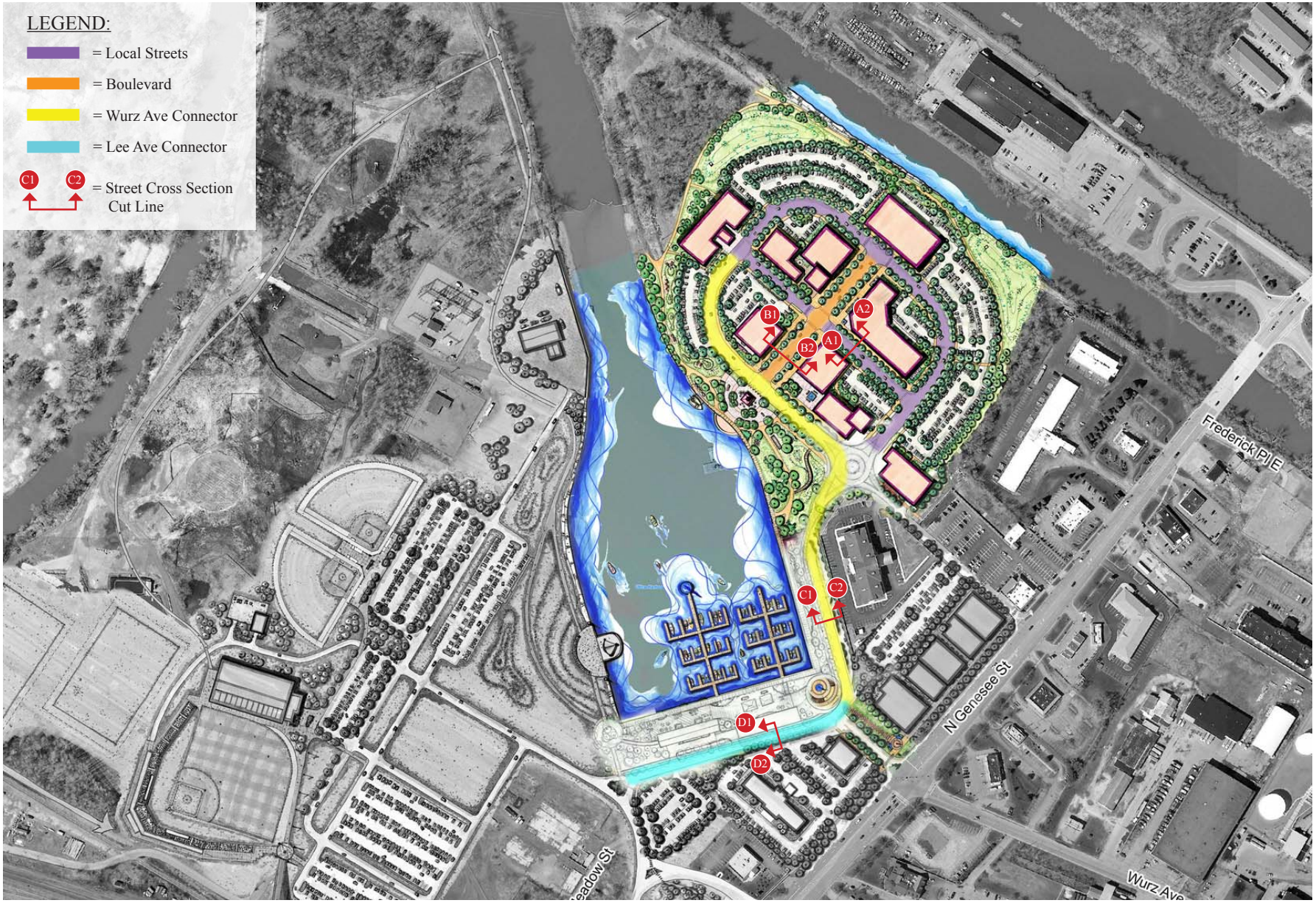


Figure 8: Street Types Locations across Site Master Plan

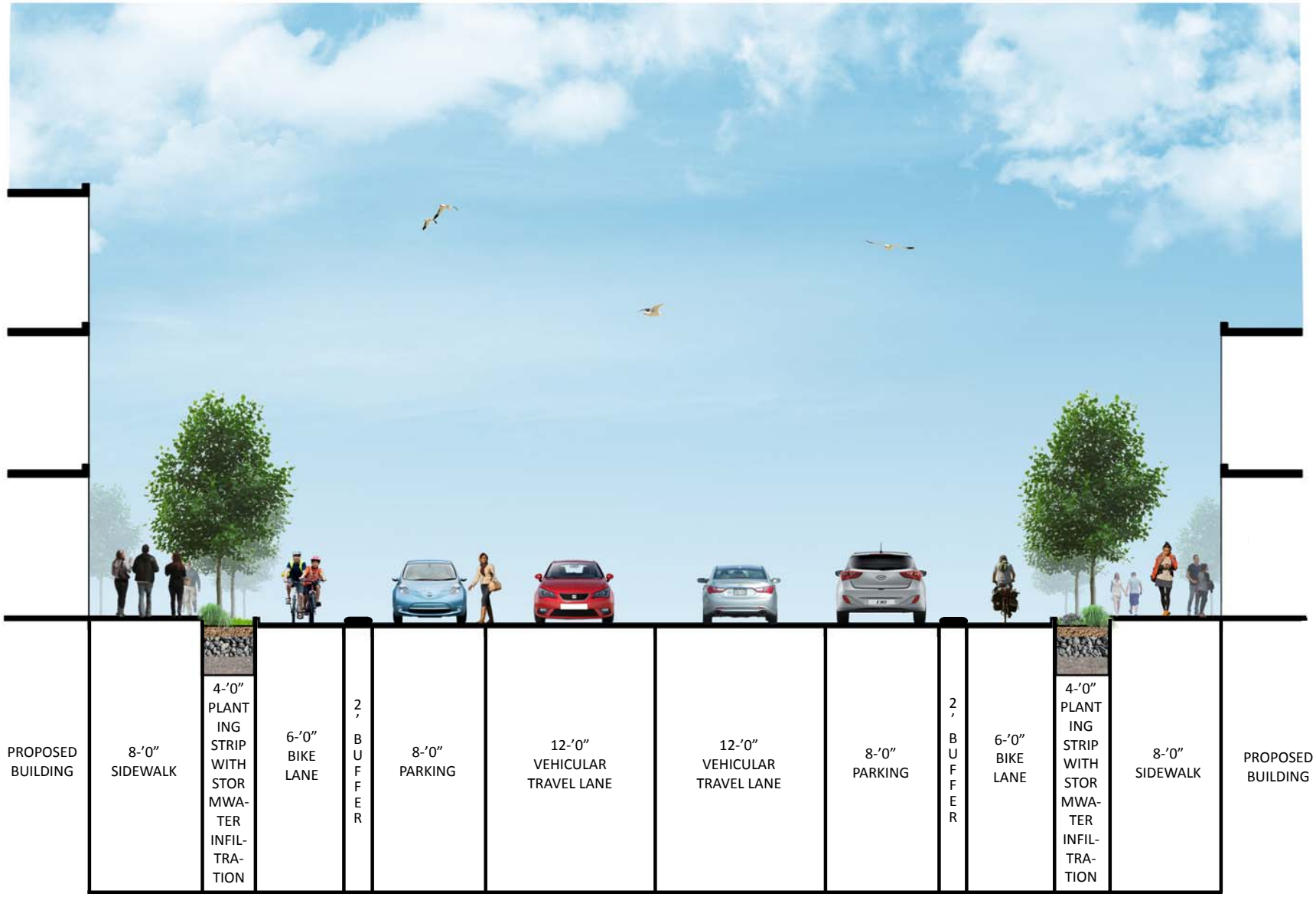


Figure 9: Section A1-A2: Street Type-Local Street

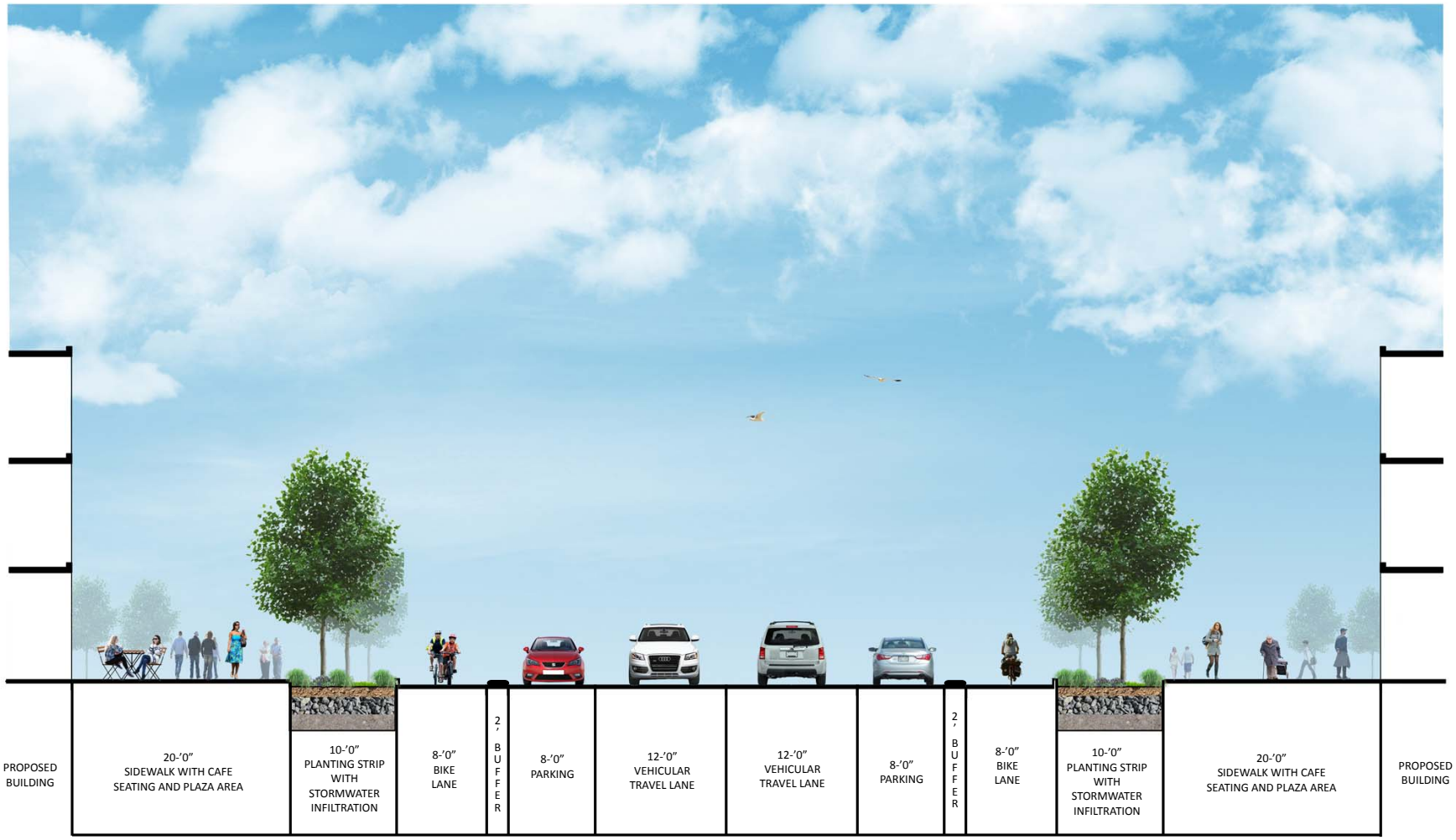


Figure 10: Section B1-B2: Street Type-Boulevard

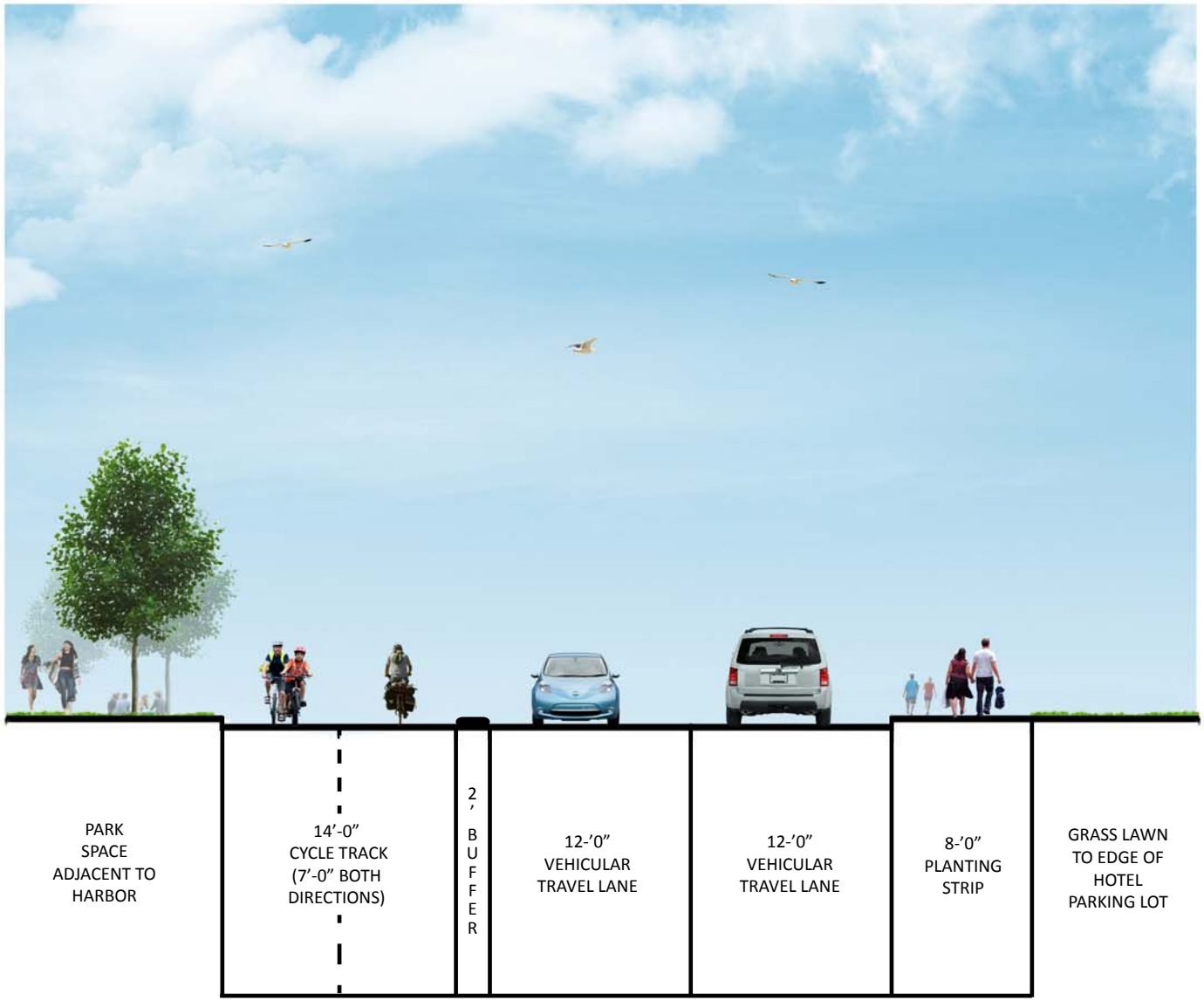


Figure 11: Section C1-C2: Street Type-Wurz Avenue Connector

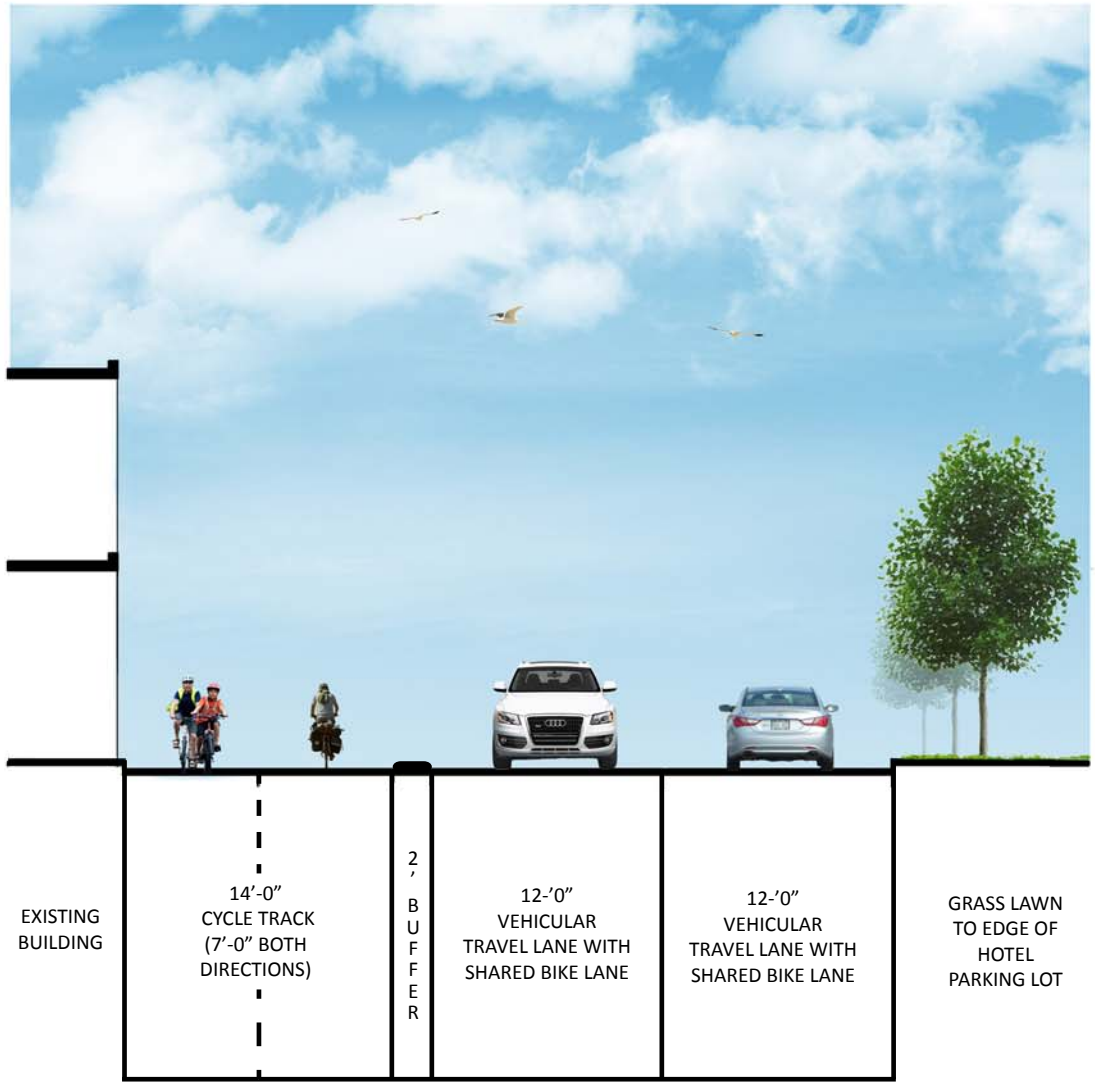


Figure 12: Section D1-D2: Street Type-Lee Avenue Connector

6.

SITE STANDARDS

6.1 GENERAL

The following section acts as recommendations for specific aspects of site design with required recommendations using the phase “shall” and non-required recommendations using “should”. The site design should promote, enhance and reinforce the overall character of the harbor while providing the users with the necessary amenities needed to live, work, and relax. Standards for the site design shall look at amenities such as parking, street furnishings, landscaping and public open space, lighting and signage. Parking and service vehicle entrances shall be integrated into the site in that they do not interfere with the ease of access and egress for visitors and residents.

The accompanying images are examples of the site amenities that shall be located throughout the site. The images show the varying nature of site features and highlight the interconnection between the built and natural elements as they both contribute to creating vibrant urban environments.

Tree Lined Street: Portland, OR
(Photo Credit: pedbikeimages.org, Laura Sandt)

Outdoor Cafe: New York, NY
(Photo Credit: pedbikeimages.org, Laura Sandt)

Crosswalk: Durham, NC
(Photo Credit: pedbikeimages.org, Dan Burden)

Park: Portland, OR
(Photo Credit: pedbikeimages.org, LauraSandt)

Seating Along Street: Portsmouth,NH
(Photo Credit: pedbikeimages.org, Dan Burden)

Biker: Portland,OR
(Photo Credit: pedbikeimages.org, Elly Blue)

6.2 PARKING

A. Minimum and Maximum Parking Requirements

The minimum and maximum parking requirements coincide with building use and size. Development within the harbor consists of commercial, residential and recreational uses with parking both on-and off-street (parking is discussed in Item C "Parking Types" in this section). Minimum parking requirements are establish using the City of Utica zoning code and are as follows:

Retail
• 1 space per 200 SF of the net floor area for the first 1,000 SF plus 6 spaces per each additional 1,000 SF
Restaurants/Eating Establishments
• 1 space per 4 seats plus one space per 2 employees
Residential (Multi-Family)
• 1.5 spaces per 1 unit
Office/Work
• 4.5 spaces per 1,000 SF plus 1 space per company vehicle
Recreational
• 1 space per 4 seats or similar vantage accommodations provided, plus 1 space per 2 employees
Retail (Other)
• Business/Supply Service: 1 space per 300 SF of gross floor area
• Outdoor Display Area (not motor vehicle): 1 space per 500 SF of display area plus 1 space per employee
• Personal Service Establishment: 1 space per 200 SF of gross floor area

The development of the harbor master plan sets the square footage for buildings. The minimum and maximum determined building sizes were determined by an average of businesses types (i.e. boutiques, cafés, restaurants, groceries etc.) that should be located on the site to serve the needs of residents and to attract visitors. The minimum parking requirements were applied to the square footage to establish a final parking count. The table in Figure 13 on page 34 is a breakdown of parking required per building given its use it corresponds to site master plan shown in Figure 14 on page 35.

PARKING EVALUATION KEY:				
	BUILDING USE	SQUARE FOOTAGE PER BUILDING	BUILDING STORIES	PARKING SPACES NEEDED PER BUILDING
A1	RESIDENTIAL/BUSINESS	43,200 SF	3	83
A2	RESIDENTIAL/BUSINESS	22,400 SF	2	54
A3	RESIDENTIAL/BUSINESS	42,900 SF	3	82
A4	RESIDENTIAL/BUSINESS	36,300 SF	3	89
A5	RESIDENTIAL	46,800 SF	2	87
A6	RESIDENTIAL	33,600 SF	2	36
A7	RESIDENTIAL	32,000 SF	2	38
A8	RESIDENTIAL	59,400 SF	2	96
A9	RESIDENTIAL	32,250 SF	2	42
B	HARBOR OPERATIONS/INTERPRETIVE CENTER	7,000 SF	1	23
C	RETAIL/BUSINESS	104,000 SF	1	150
D1	FARMERS MARKET	14,000 SF	1.5	154
D2	RESTAURANT	16,000 SF	1	80
E	WATERFRONT RECREATION/ PARK/COFFEE SHOP	N/A	N/A	30
F	PERFORMANCE AMPHITHEATER	N/A	N/A	261
G	RECREATION AREA	N/A	N/A	465

Figure 13: Maximum Parking Requirements

Figure 14: Parking Evaluation Map

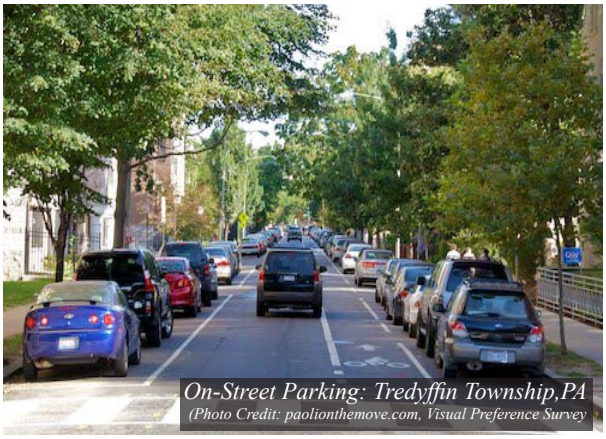
B. Parking Types

i. *On-Street*
On-Street parking is provided on both sides along the local streets and boulevard typologies. Parking shall be in a parallel orientation only. The parking shall be conscious of roadway intersections in that spaces will not occur close to corners in order to allow for the proper turning radii for cars and site viability for pedestrian and bicyclists.

ii. *Off-Street Surface*
Off-Street parking is provided throughout the site via surface parking lots. Parking shall be perpendicular in orientation with stalls marked, including those for handicap drivers. All travel lanes within parking lots shall be perpendicular to roadways and have two point of access and egress. All parking lots will be landscaped with trees or shrubs. More information on parking lot landscaping can be found in Section 7.2 Parking Lot Landscaping.

iii. *Shared Parking*
Shared parking occurs within or behind residential development. Parking exists on the first floor level with commercial or residential uses along the streetfront.

iv. *Shared Access*
Shared access parking is encouraged at locations where a mix of uses occur on the same lot. These parking lots shall be continuous across the area they cover and shall not have curbs breaking up the parking lot. The number of parking spaces may be reduced if it is shown that the mix uses are able to share parking spaces at independent times.


On-Street Parking: Tredyffin Township,PA
(Photo Credit: paolionthemove.com, Visual Preference Survey


On-Street Parking: Bellingham,WA
(Photo Credit: pedbikeimages.org, DanBurden)


Off-Street Parking: Easton,NJ
(Photo Credit: pedbikeimages.org, DanBurden)


Shared Parking: Saratoga Springs, NY
(Photo Credit: Elan Planning and Design

6.3 PARKING LOT LANDSCAPING

A. Lot Landscape Types

The off-street parking lots will have one or more of the following landscaping features:

i. *Perimeter Buffer*
Elements that screen a parking lot from adjacent site features such as sidewalks, plazas or open space. The two types of buffers are:

- Plantings: Any combination of trees, shrubs, or perennials/annuals
- Structures: Consists of walls, fences, or other built elements

Graphic representation of this element can be seen in Figure 15 on page 38.

ii. *End of Row Bulbout*
Elements placed at the end of a parking stall row that separate it from the travel lane. These elements also separate continuous areas of parking from one another. Graphic representation of this element can be seen in Figure 16 on page 39.

iii. *Internal Island*
Continuous areas in the center of parking lots separating two bays of parking. Graphic representation of this element can be seen in Figure 17 on page 40.

Perimeter Buffer-Landscape: West Roxbury, MA
(Photo Credit: smmgardens.com, Sally Muspratt Landscape Design Inc West Roxbury Post Office)

Perimeter Buffer-Structure: U.S.A.
(Photo Credit: pedbikeimages.org, Dan Burden)

End of Row Bulbout: U.S.A.
(Photo Credit: makingoursustainablelife.com, Highway Chickens

Internal Islands: U.S.A.
(Photo Credit: audubooninternational.org, Sustainable Communities Tour South Carolina and Georgia

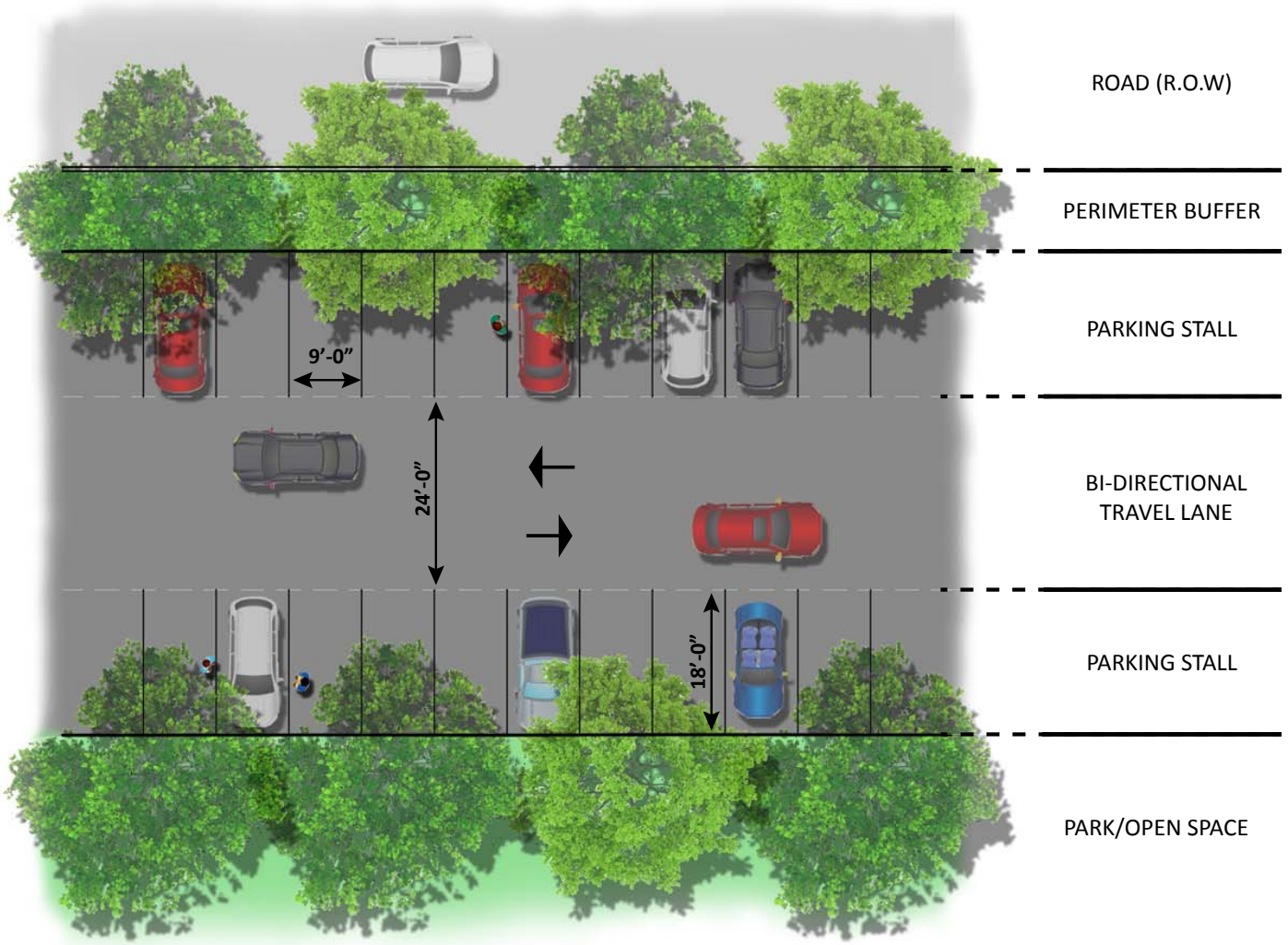


Figure 15: Parking Lot Landscaping-Perimeter Buffer

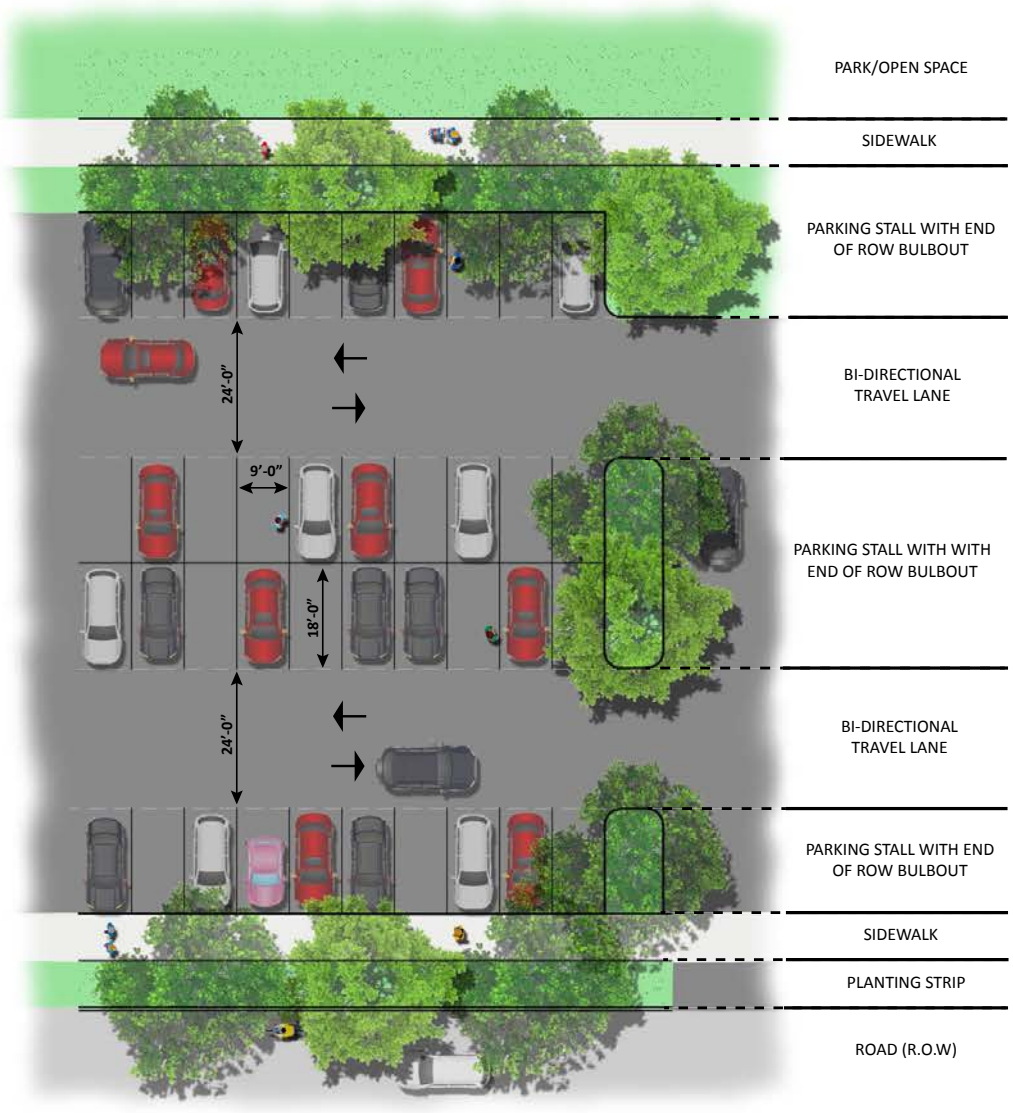


Figure 16: Parking Lot Landscaping-End of Row Bulbout

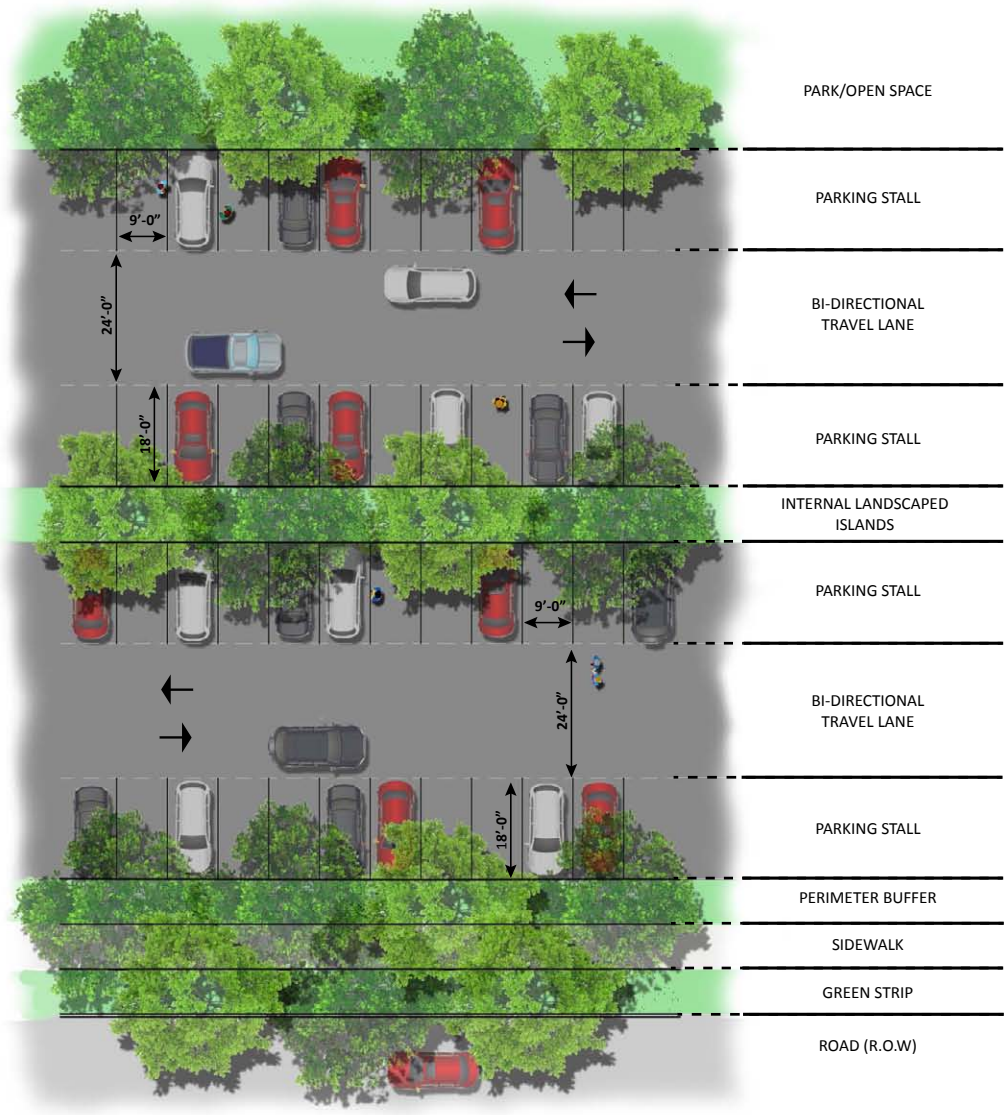
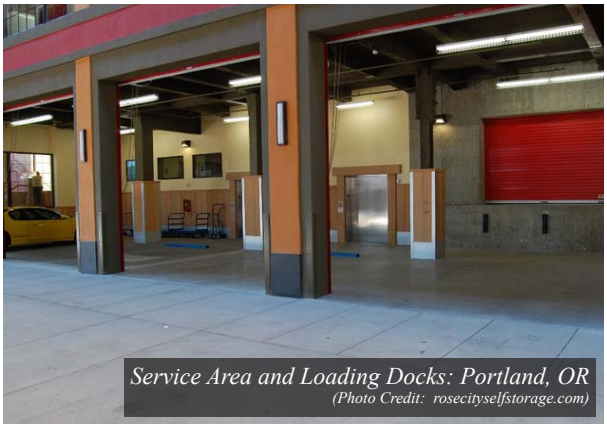


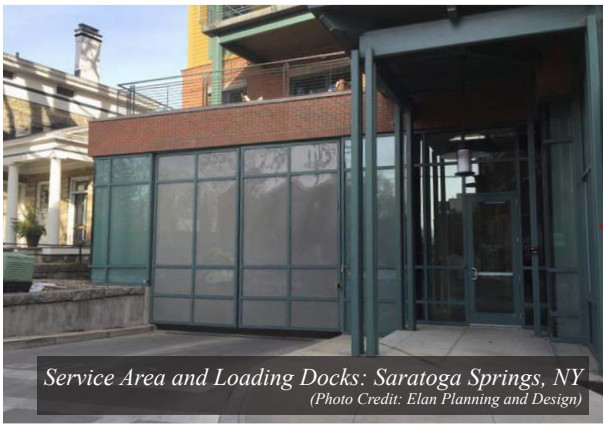
Figure 17: Parking Lot Landscaping- Internal Islands

6.4 SERVICE AREA AND LOADING DOCKS

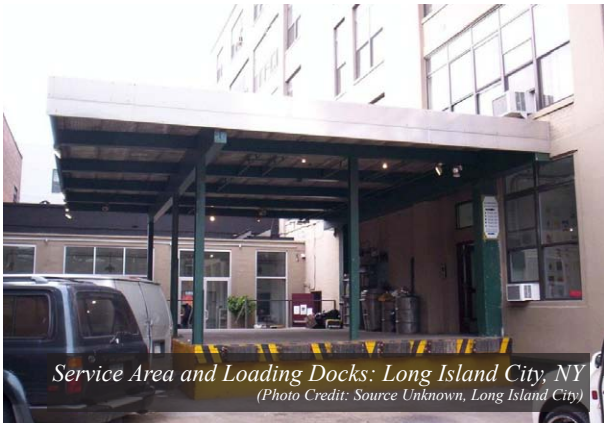
Service areas and loading docks should be placed and designed to allow ease of access while not disrupting the visual continuity of the street. Access points should be marked along the street for users and pedestrians. All service and loading docks should be screened. Loading docks may be internal to the building they service to minimize frontage on the street. These areas should have the same facade treatments as the rest of the building. Trash receptacles and garbage bins, when external from the structure, should be screened with a built structure such as a wall/enclosure or vegetation.



Service Area and Loading Docks: Portland, OR
(Photo Credit: rosecityselfstorage.com)



Service Area and Loading Docks: Saratoga Springs, NY
(Photo Credit: Elan Planning and Design)



Service Area and Loading Docks: Long Island City, NY
(Photo Credit: Source Unknown, Long Island City)

Service Area and Loading Docks: Seattle, WA
(Photo Credit: commons.wikimedia.org, Seattle 51 University Street)

6.5 LANDSCAPING

A. Street Trees

A common way to add landscaping to an urban development is street trees. Street trees serve the multiple function of creating shade for pedestrians and buildings, proving visual continuity along a street and reducing the effect of an urban heat island. All constructed streets should have street trees planted in the provided planting strip. The stresses of urban conditions make it difficult for many species to thrive in that type of environment. Street trees should be selected for their tolerance to dry conditions, prolonged exposure to sun and poor soil. Trees should be placed away from areas that could obstruct the view of shops and businesses along the sidewalk.

B. Suggested Plant List

The palette of suggested plant materials is provided below. Suggested plants are divided into areas of use and or type and described by height and crown shape (as shown in Figure 18 on page 42). These lists are a selection of suggested plant materials with more species and alternatives available for use. Several of the plant materials suggested have acceptable alternatives available for use. All planting plans and associated materials will be reviewed by persons within the City of Utica for acceptability and appropriateness.

Landscaping-Street Trees: Portland, OR
(Photo Credit: Andy Hamilton, pedbikeimages.org)

Landscaping-Parks and Open Space: Chapel Hill, NC
(Photo Credit: Reed Heugerich, pedbikeimages.org)

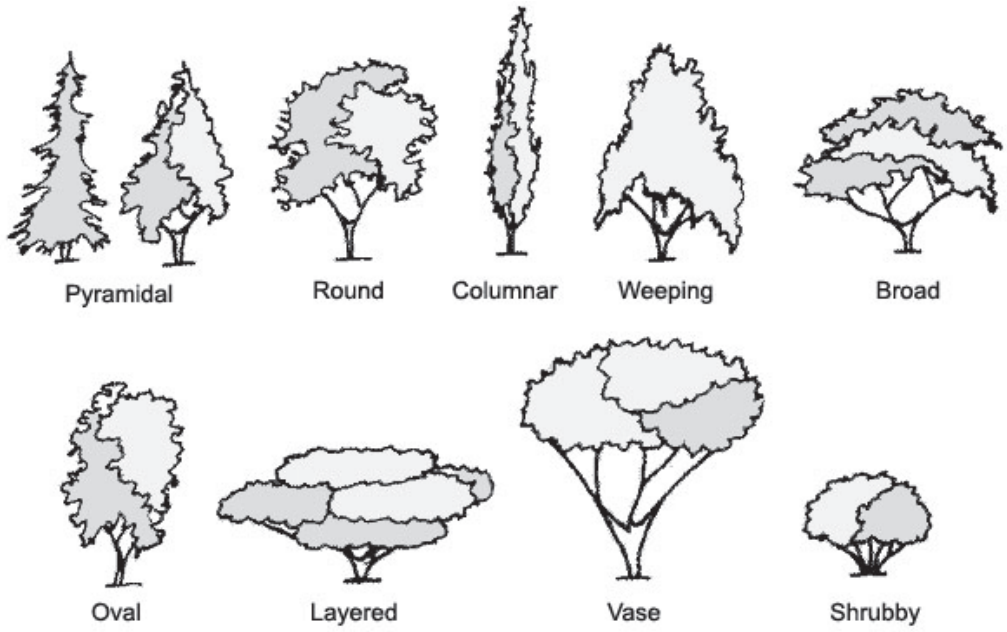
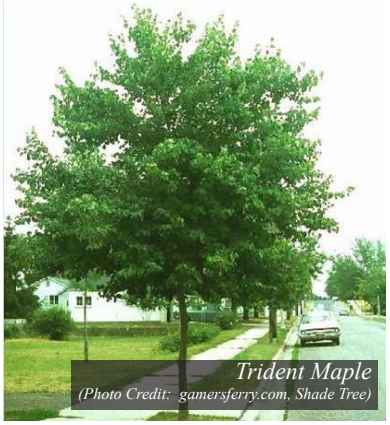


Figure 18: Tree Crown Shapes

Street Trees

PLANT NAME	HEIGHT	CROWN SHAPE
Cockspur Hawthorn (*Cratagus crus-galli var. inermis*)	15’-20’	Broad
Cornelian Cherry Dogwood *(Cornus mas)*	20’-30’	Broad
Ginkgo (*Ginkgo biloba*)	20’-30’	Columnar
Japanese Zelkova *(Zelkova serrata)*	25’-30’	Oval
Painted Maple *(Acer truncatum)*	25’-35’	Vase
Paperbark Maple *(Acer griseum)*	20’-30’	Oval
Redbud *(Cercis canadensis)*	20’-30’	Broad
Serviceberry *(Amelanchier)*	20’-30’	Vase
Sweetgum *(Liquidambar styraciflua)*	25’-30’	Oval
Trident Maple *(Acer buergeranum)*	25’-30’	Round


Trident Maple
(Photo Credit: gamersferry.com, Shade Tree)

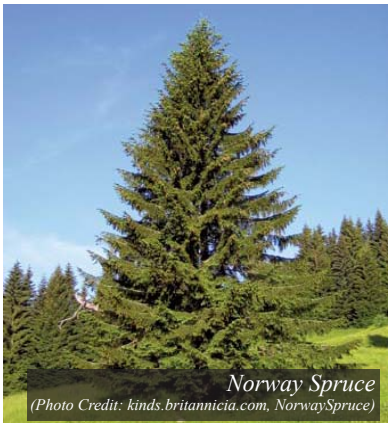
Parking and Paved Areas

PLANT NAME	HEIGHT	CROWN SHAPE
Cockspur Hawthorn (*Cratagus crus-galli*)	15’-20’	Broad
English Oak *(Quercus robur)*	30’-40’	Broad
European Hornbeam *(Carpinus betulus)*	40’-50’	Broad
Ginkgo *(Ginkgo biloba)*	20’-30’	Columnar
Hop Hornbeam *(Ostrya virginiana)*	30’-40’	Broad
Katsura Tree *(Cercidiphyllum)*	40’-50’	Round
Little Leaf Linden *(Tilia cordata)*	50’+	Oval


Ginkgo
(Photo Credit: basiclandscaping.com, Ginkgo Tree)

Evergreens

PLANT NAME	HEIGHT	CROWN SHAPE
American Arborvitae *(Thuja occidentalis)*	40’-50’	Pyramidal
Austrian Pine *(Pinus nigra)*	50’+	Pyramidal
Norway Spruce *(Picea abies)*	50’+	Pyramidal
White Fir *(Abies concolar)*	50’+	Pyramidal
White Spruce *(Picea glauca)*	40’-50’	Pyramidal


Norway Spruce
(Photo Credit: kinds.britannicia.com, NorwaySpruce)

Shrubs

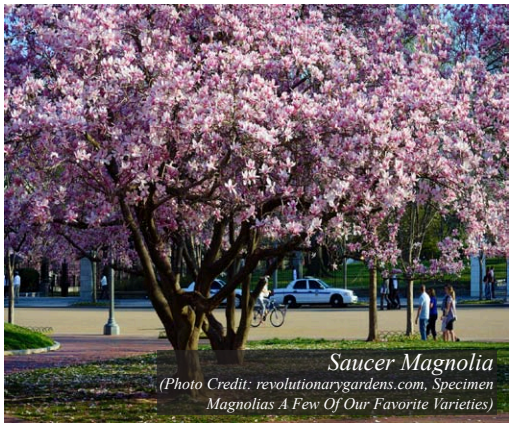
PLANT NAME	HEIGHT	CROWN SHAPE
Anthony Waterer Spirea *(Spiraea x bumalda ‘Anthony Waterer’)*	3’-4’	Shrubby
Boxwood (*Buxus*)	3’-6’	Shrubby
Burning Bush *(Euonymus aloutus)*	3’-4’	Shrubby
Common Lilac *(Syringa vulgaris)*	10’-15’	Shrubby
Forsythia *(Forsythia)*	5’	Shrubby
Honeysuckle *(Diervilla lonicera)*	3’-4’	Shrubby
Hydrangea *(Hydrangea arborescens)*	6’	Shrubby
Juniper *(Juniperus communis)*	2’	Shrubby
Potentilla, Gold Drop *(Potentilla fruitcosa ‘Golden Drop’)*	2’-3’	Shrubby
Rhododendron *(Rhododendron)*	3’-5’	Shrubby


Common Lilac
(Photo Credit: cirrusimage.com, Common Lilac)

Parks and Open Space

PLANT NAME	HEIGHT	CROWN SHAPE
Deciduous Trees		
Black Gum (Nyssa sylvatica)	45'-50'	Oval
European Hornbeam *(Carpinus betulus)*	40'-50'	Round
Horsechestnut (Aesculus hippocastnum)	40'-50'	Round
Paper Birch *(Betula papyrifera)*	50'+	Columnar
Pin Oak *(Quercus palustris)*	45'-55'	Oval
Quaking Aspen *(Populous tremuloides)*	50'+	Oval
Red Maple *(Acer rubrum)*	50'+	Oval
Sugar Maple *(Acer saccharum)*	50'+	Round
Tulip Tree *(Liridendron tulipifera)*	40'-50'	Round
Flowering Trees		
Crabapple *(Malus)*	15'-20'	Broad
Japanese Flowering Cherry *(Prunus x yedoensis)*	25'-30'	Round
Japanese Maple *(Acer palmatum)*	15'-20'	Layered
Kanzan Cherry *(Prunus serrulata 'Kanzan')*	30'	Broad
Saucer Magnolia *(Magnolia x soulangeana)*	20'-25'	Broad
Souther Magnolia *(Magnolia grandiflora)*	30'	Broad

Red Maple
(Photo Credit: en.wikipedia.org, Red Maple)



Saucer Magnolia
(Photo Credit: revolutionarygardens.com, Specimen Magnolias A Few Of Our Favorite Varieties)

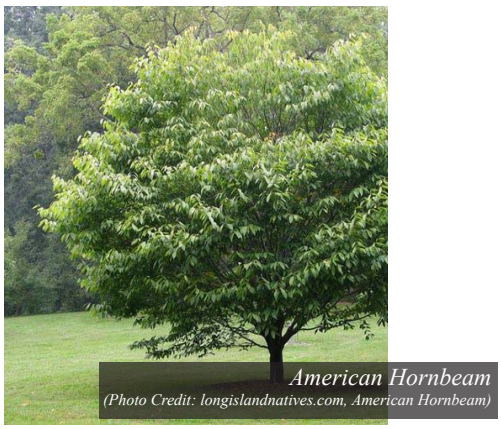
Grasses

PLANT NAME	HEIGHT	CROWN SHAPE
Blue Oat Grass (*Helictotrichon sempervirens*)	2'-3'	---
Feather Reed Grass *(Calamagrustis x acutiflora)*	3'-5'	---
Fountain Grass (Pennisetem setaceum)	2'3'	---
Japanese Silver Grass *(Miscanthus sinensis)*	2'3'	---
Switchgrass *(Pancicum virgatum)*	3'-6'	---

Switchgrass
(Photo Credit: metrobloom.org, Switchgrass)

Bioswales and Rain Gardens

PLANT NAME	HEIGHT	CROWN SHAPE
Deciduous Trees and Shrubs		
American Hornbeam (*Carpinus Caroliniana*)	30'-40'	Round
America Hophornbeam *(Ostrya virginiana)*	30'-40'	Round
River Birch (*Betula nigra*)	30'-40'	Round
Winterberry Holly *(Ilex x verticillata 'Winter Red')*	5'-10'	Shrubby
Grasses		
Autumn Moor Grass *(Sesleria autumnalis)*	2.5'-3'	---
Fescue *(Festuca mairei)*	2'-3'	---
Little Bluestem *(Schizachyrium scoparium 'Blaze')*	2'-3'	---
Tall Purple Moor Grass *(Monlinia caerulea ssp. arundinacea)*	4'-5'	---



American Hornbeam
(Photo Credit: longislandnatives.com, American Hornbeam)

Herbaceous Perennials		
Aromic Aster *(Aster ablongifolius)*	---	---
Butterfly Weed *(Asclepias tuberosa)*	---	---
Coastal Plain Joe *(Eupatorium dubium 'Baby Joe')*	---	---
False Indigo *(Baptisia x bicolor 'Starlite')*	---	---
Helen's Flower *(Helenium 'Flammenspiel')*	---	---
Hyssop *(Agastache 'Blue Fortune')*	---	---
Indian-Physic *(Gillenia trifoliata)*	---	---
Iris *(Iris x robusta)*	---	---
Marsh Marigold *(Caltha palustris)*	---	---
Purple Coneflower *(Echinacea pupurea)*	---	---
Purple Turtlehead *(Chelone lyonii)*	---	---

River Birch
(Photo Credit: cleancutproperty.com, Trees-River Birch)

Perennials and Annuals

PLANT NAME	HEIGHT	SUN/ SHADE	BLOOM TIME
Perennials			
Anemone (*Anemone spp.*)	6"	Sun to Semi Shade	June-August
Asclepias (*Asclepias syiaca*)	14"-22"	Partial Shade	July-August
Astilbe (*Arendsii bumalda*)	30"	Partial Shade	Mid Summer
Black Eyed Susan (*Ruldbeckia fulgida*)	24"-26"	Sun	July-September
Clematis Vine (*Clematis spp.*)	8'-12'	Sun	May-June
Coreopsis *(Corepsis verticillata)*	24"	Sun	June-October
Crocosmia *(Crocosmia aurea)*	24"-36"	Sun	July-August
Daylily *(Hemerocallis lilioasphodelus)*	12"-18"	Sun to Partial Shade	June-July
Gaillardia *(Gaillardia spp.)*	12"-24"	Sun to Partial Shade	June-September
Geranium (*Geranium spp.*)	20"	Sun to Partial Shade	May-September
Hydrangea (*Hydrangea spp.*)	4'-10'	Sun to Semi Shade	June-August
Lily (*Lilium candidum*)	36"	Sun	June-July
Lily of the Valley (*Convallaris majalis*)	6"-8"	Partial Shade to Shade	May-June
Peony (*Paeoniaceae spp.*)	36"-48"	Sun	May-June
Annuals			
Annual phlox (*Phlox drumondii*)	6"-36"	Sun	May-August
Blue Lobelia (*Lobelia siphilitica*)	6"-12"	Part Sun to Part Shade	July-October

Winterberry Holly
(Photo Credit: statebystategardening.com, Winterberry Holly)

Helen's Flower
(Photo Credit: bloomiq.com, Helen's Flower)

Marsh Marigold
(Photo Credit: auntiedogmasgardenspot.com, Marsh Marigold)

Camomile (*Chamaemelum nobile*)	6”-36”	Part Sun to Part Shade	---
Coleus (*Coleus blumei*)	24”-30”	Shade	---
Cosmos *(Cosmos spp.)*	12”-72”	Sun	---
Meadow Foam *(Limnanthes alba)*	6”-36”	Part Sun to Sun	---
Poppy *(Papaver rhoeas)*	6”-12”	Sun	---
Ursinia *(Ursinia anthemoides)*	6”	Part Sun to Sun	---

Purple Coneflower
(Photo Credit: gardeningknowhow.com, Purple Coneflower Plants Information: On Growing Purple Coneflowers)

Daylily
(Photo Credit: brackety-ack.pages.roanoke.edu, Interview With Roanoke Student For Film Creation)

Coleus
(Photo Credit: gardenofeaden.com, Colus)

Meadow Foam
(Photo Credit: waywardspark.com, Honeybees On Meadowfoam)

6.6 OUTDOOR LIGHTING

A. Parking Lots

Parking lots should be adequately lit with high mast overhead lighting approximately 20 to 40 feet tall. Light stanchions should be placed equidistant from each other and in such frequency the pavement surface below is uniformly lit for the safe interaction of vehicles and pedestrians. Factors such as trees and built elements may affect lighting placement and should be considered during the design process. Stanchions should be made of metal and place in a concrete base which is either above or below the finished grade.

Parking lot lighting should be fully cutoff to diminish light pollution (cutoff angles are shown in Figure 20 on page 49). Light bulbs used in stanchions should admit broad spectrum light (or "white light") to provide the most amount of light and to be the most energy efficient. For further information on parking lot design and standards refer to the Illuminating Engineers Society (http://www.ies.org/) and the International Association of Lighting Designers (https://www.iald.org/).

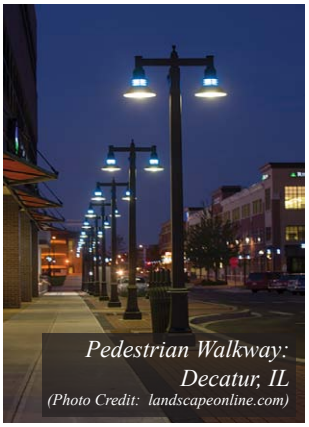
Parking Lots: Hudson,OH
(Photo Credit: GELighting.com)

Parking Lots: St. Louis, MI
(Photo Credit: gelighting.com)

B. Pedestrian Walkways

Pedestrian scale lighting should be placed along streets sidewalks, in plazas, along pathways in parks and trails. Light poles and fixtures shall not block storefronts and should be placed between buildings or at locations where there are no windows or doors. All lighting should have uniform style and supply adequate illumination for pedestrians and vehicles. The height should be at a pedestrian scale with lights staggered to avoid contact with street trees and on-street amenities. Pedestrian scale lighting attached to buildings should be positioned downward toward the pavement. Plazas and courtyards should use low-level lighting attached to adjacent building walls or integrated into site features such as planters, seating areas and steps. All light intensity throughout the site should properly illuminate all changes in elevation.

Pedestrian Walkway: Philadelphia, PA
(Photo Credit: imgarcade.com)



Pedestrian Walkway: Decatur, IL
(Photo Credit: landscapeonline.com)

C. Building and Security

The placement of lighting on and around a building should provide optimum light to all entrances and exits. Access and egress points should be lit from

within the structure, such as overhead lights, or from outside with spotlights and up-lighting. Spotlights and up-lighting can also be applied to a building's façade. All spotlight and up-lighting applications should use fixtures with minimum cutoff to direct lighting properly to avoid light pollution. Paths leading to a building entrance can be illuminated through lit bollards and lighting receded into the pavement. Walkways that are between or adjacent to a building should be lit with a free standing fixture or one attached to the structure. All building lighting should be placed and designed to provide an adequate amount of visibility to building(s) and pathway(s) from users and passerbys.

D. Light Quality and LEDs

Lighting used in the Utica Harbor should be of the highest quality. The lighting used should illuminate all paved surfaces and structures for optimum safety. Lights used throughout the site should be LEDs. The LED technology is more energy efficient than traditional high-intensity discharged (HID) lamps that are commonly used in outdoor and municipal applications. Carbon output for LEDs is less, reducing the amount of energy output and which allows for a reduction in energy costs. LED lighting is also longer lasting than traditional bulbs; unlike traditional incandescent bulbs, LED lights lack a filament which burns out.

E. Prohibited Light Types

Not all lighting types are acceptable for urban applications. Lighting styles that are discouraged from use are fixtures that produce glare and excess light pollution. Prohibited and acceptable fixture styles are shown in Figure 19 on page 49. Acceptable cutoff angles are cutoff or full cutoff style, while semi-cutoff and non-cutoff applications are prohibited; cutoff styles are shown in Figure 20 on page 49.

Pedestrian Walkway: U.S.A
(Photo Credit: forms-surfaces.com)

Building and Security: Charlotte, NC
(Photo Credit: pedbikeimages.org, DanBurden)

Building and Security: U.S.A
(Photo Credit: junolightinggroup.com)

Building and Security: Charlotte, NC
(Photo Credit: pedbikeimages.org, DanBurden)

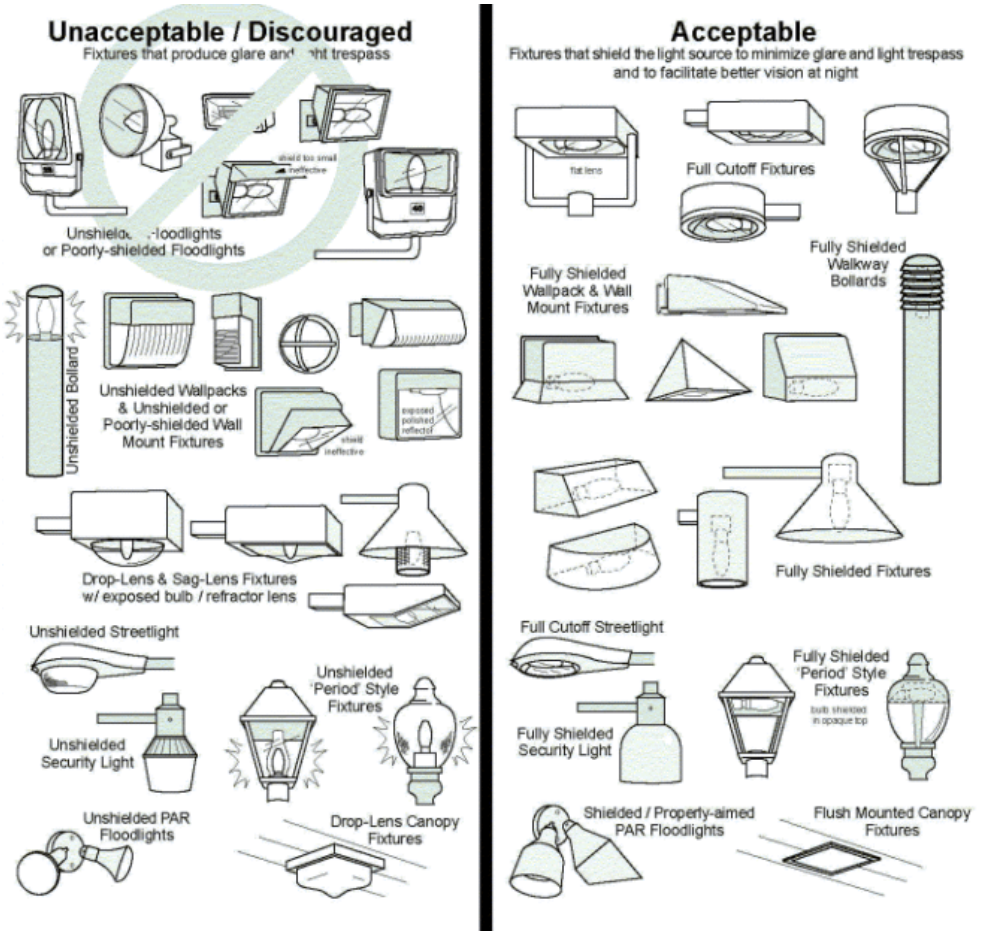


Figure 19: Acceptable and Prohibited Lighting Types
(Photo Credit: angelfire.com, Better Lights for Dark Nights

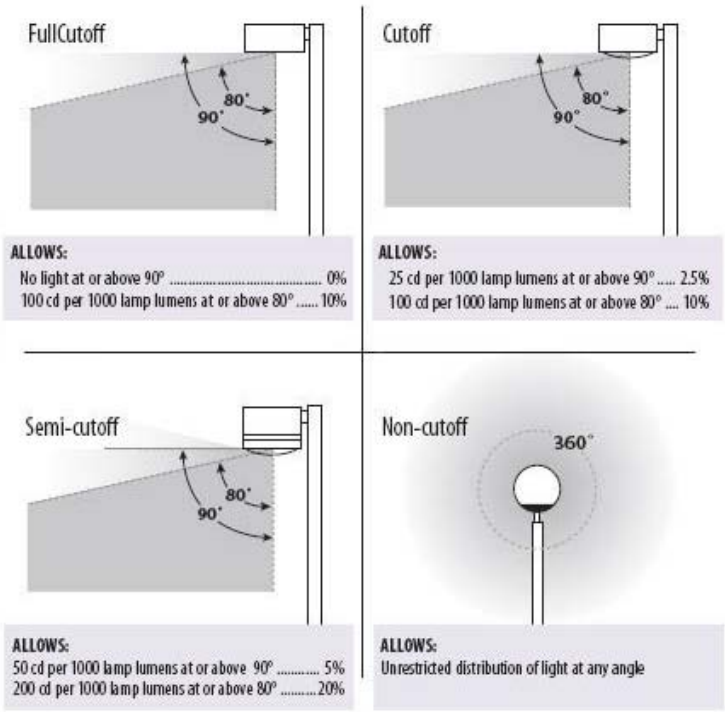


Figure 20: Acceptable and Prohibited Cutoff Angles
(Photo Credit: lithonia.com, Cutoff Classifications-Luminaire Classification for Controlling Stray Light

6.7 PEDESTRIAN AMENITIES AND ACCESSIBILITY

A. Street Furnishings

The presence of street furnishings establishes a sense of place by providing physical elements for human use. These amenities give an identity to the street through accessories that help to create a vibrant street life and reinforce a human scale.

i. *Benches*
Benches should be placed to maximize access and comfort to users, in areas of shade that are equidistant from the sidewalk and on-street parking. The benches should face buildings and be placed by or along areas of interest such as building entrances, plazas and transit stops. These amenities should not obstruct building entrances or movement along the sidewalk.

ii. *Trash Receptacles*
Trash receptacles should be placed throughout the site and be conveniently located near cafes, outdoor dining areas, plazas and public gathering spaces. Trash receptacles shall not be placed next to benches or bike racks. The receptacles shall be made of an outer decorative weather resistance shell with an inner disposable lining.

iii. *Bike Racks*
Bike racks should be located adjacent to all buildings and off-street parking lots. At buildings, bike racks should be placed in a covered or recessed area close to the entrance. Bike racks should be made of metal, weather resistant and attached securely to the ground. Areas where bike racks are located should be lit.

iv. *Bollards*
Bollards should be either metal or concrete with the option to be permanent or removable depending on that placement and need of adjacent sites. They should also be lit in certain applications; See Section 6.6 Outdoor Lighting.


Benches: U.S.A
(Photo Credit: belson.com)

Trash Receptacle: U.S.A
(Photo Credit: r3sitefurnishings.com, Waste Receptacles)


Bike Rack: U.S.A
(Photo Credit: parkitbikerides.com)


Bollard: U.S.A
(Photo Credit: forms-surfaces.com, Knight Bollard)

B. Crosswalks and Speciality Pavement

Crosswalks are a marked path at a street intersection which indicate the presence of pedestrian crossings. The crossing should be apparent with a set of white painted parallel lines the width of the sidewalk or a series of rectangles placed at consistent intervals from curb to curb. Textured materials such as brick and stone pavers and stamped asphalt or concrete are acceptable alternatives and allows for vehicles to slow down while traveling through the crosswalk.

Crosswalk and Specialty Pavement: Redmond, WA
(Photo Credit: pedbikeimages.com, DanBurden)

C. Transit Stop

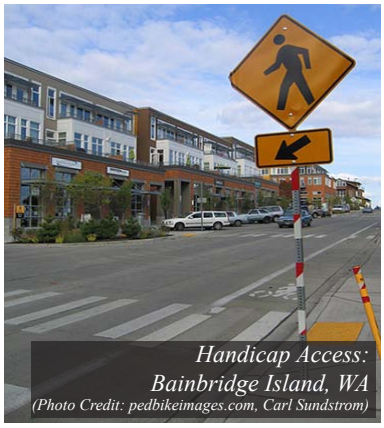
Transit stops should be located on the boulevard street type as seen in Section 5 Figure 10 on page 28. All transit stops should be at-grade and adjacent to the sidewalk within the planting strip to allow an ease of access for users and to avoid conflict with pedestrians. The transit stops should provide a shelter for riders, be lit for night travel and have seating for a minimum of two people.

Transit Stops: Burlington, VT
(Photo Credit: wskfarch.com, Blog-Transit Stop at City View)

D. Handicap Access

All buildings, structures and facilities shall be handicap accessible. Street intersections should place detectable warning strips at all curb cuts. For further information and specifics on handicap accessible design, refer to the ADA Standards for Accessible Design (http://www.ada.gov/2010ADAstandards_index.htm).

Transit Stops: Long Beach, CA
(Photo Credit: elcaminoconeng.com, Long Beach Transit)



Handicap Access:
Bainbridge Island, WA
(Photo Credit: pedbikeimages.com, Carl Sundstrom)

6.8 PUBLIC OPEN SPACE

A. Parks

Public parks space occurs on the northeastern side of the harbor. The central park space will have a café with outdoor dining, decorative benches and raised planters. This area will also have seating areas and a lookout point along the harbor. The southern park space will have open grass areas and places to play small scale sports and games. The northern park space will have a children's natural adventure play area.

Parks: Charlotte, NC
(Photo Credit: pedbikeimages.com,Laura Sandt)

B. Plazas and Courtyards

Plazas and courtyards occur around the residential and commercial development, and along the harbor. These areas range from small intimate spaces to larger areas for outdoor dining and public events. Plazas and courtyards should have multiple access and egress points and offer a variety of seating options oriented in multiple directions. Areas should be planted to offer shade and create a relaxing environment. Plantings should not form dense hedges or be over abundant so views in and around the courtyard are obstructed. All plaza and courtyards will be sufficiently lit for nighttime use. Lighting should be either free standing, attached to a building or structure or be incorporated into site elements such as benches, steps, and planters.

Plazas and Courtyards: New York, NY
(Photo Credit: blog.archpaper.com, Plaza and Public Space Holland Tunnel)

Plazas and Courtyards: San Francisco, CA
(Photo Credit: cmgsite.com, Mint Plaza)

C. Trails

Trails should be located on the perimeter of the site and through the park adjacent to the harbor. All trails should be wide enough to accommodate multiple users at the same time. The trails throughout the site should connect to the existing New York State Canalway Trail and the Utica Marsh Trail. Trails should be connected to the commercial and residential centers through sidewalks to increase pedestrian access and use.

Plazas and Courtyards: New York, NY
(Photo Credit: localecologist.org, Mercer Plaza)

D. Public Art

Public art should be placed throughout the site to enhance the experiences of streets, plazas, parks and open spaces. Types of art should range from sculpture to murals, mosaics to stain glass, to earthworks

and installation arts. Types of functional public art should be considered at locations such as transit stops and bike racks. Locations of public art should be determined by the City of Utica and or private businesses. All styles, medium, materials and content should be determined by the artist(s), with review concerning placement and funding only.

Trails: Chapel Hill, NC
(Photo Credit: pedbikeimages.com, Charles Hamlett)

Pubic Art: Vancouver, CA
(Photo Credit: commons.wikimedia.org, Vancouver Public Art)

Pubic Art: Kent, WA
(Photo Credit: maryiverson.com, Mary Iverson,Public Art-Titus Railroad Park)

Pubic Art: U.S.A
(Photo Credit: emaxe.com, Land Art Presentation-Elizabeth Garcia)

6.9 GREEN INFRASTRUCTURE

A. General

Stormwater is runoff that develops when water from a rain storm or snow melt flows over previous and imperious areas. Runoff is increased in developed areas where a layer frequency of paved impervious surfaces does not allow water to soak into the ground. The amount of runoff in urban environments taxes stromwater systems causing back-ups while allowing pollutants to enter the water system and eventually reach river and streams.

With climate change increasing the intensity and frequency of heavy storm events, the amount of runoff is also increasing, putting further stress on stormwater systems. Due to the increase in runoff, there is a need to implement stomwater management practices, such as rain gardens and bioswales that use a combination of built and natural materials to maximize infiltration and clean water.

B. Rain Gardens

Rain gardens are planted depressions adjacent to a paved surface that allows for rainwater runoff to be absorbed back into the ground, instead of being discharged into storm drains. A rain garden improves water quality by filtering polluted water before it reaches a nearby water body. These areas are planted with pollutant-tolerant vegetation and act as a purifying method for the water. Rain gardens are found in urban setting along streets, in or around parking lots, in park or gardens, and adjacent to buildings.

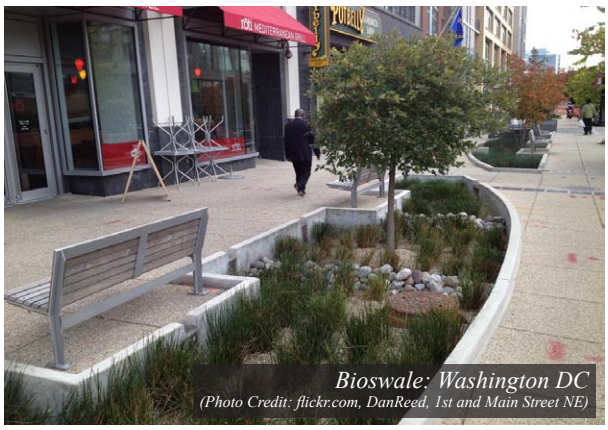
The rain gardens in the harbor development should be placed along the local and boulevard street types and within the planting strip between the sidewalk and bike lane. Rain gardens do not have to be continuous along the entire street in order to accommodate transit stops and street amenities, but should account for 50% of the planting strip.

C. Bioswales

Bioswales are landscaped areas featuring a curving, depressed drainage pattern designed to remove pollution from runoff. A bioswale, like a rain garden, improves water quality by filtering pollutants

Rain Garden: San Francisco, CA
(Photo Credit: drystonegarden.com, El Cerrito Rain Garden)

Rain Garden: Portland, OR
(Photo Credit: greywateraction.org, Harvest Run-off, Curb Cuts and Bioswales)



Bioswale: Washington DC
(Photo Credit: flickr.com, DanReed, 1st and Main Street NE)

Bioswale: Lake County, IL
(Photo Credit: lakecountyil.gov, Stormwater Bioswale)

through by vegetation. Bioswales are heavily planted and commonly found in and around surface parking lots. A bioswale is also used on a large scale and can filter runoff from several sites.

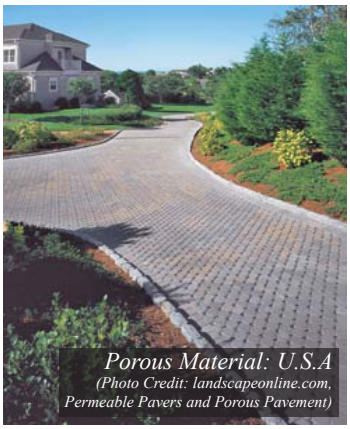
The bioswales in the harbor development should be placed adjacent to the two parking lots in the eastern portion of site and along the Mohawk River. Smaller scale bioswales should be located throughout the northern and southern parks adjacent to the harbor.

Bioswale: Portland, OR
(Photo Credit: designsponge.com, Rain Solutions,Yurts,Domes)

D. Porous Materials

Porous pavement (also known as permeable pavement) is a surface that allows water to infiltrate through it, is held in an underground reservoir and then allowed to be released slowly to infiltrate into the ground. The common types of porous pavement are asphalt, concrete, and individual pavers. Other types include porous turf, used in large scale grass parking areas and in combination with pavers to create a sturdy vegetative and built surface. A drawback to porous pavement is with prolonged and heavy use the pores can become clogged with sediment and debris, causing the rate of infiltration to decrease or stop altogether.

Porous asphalt, concrete, and pavers should be used sparingly within the harbor development. Acceptable locations are small scale public spaces such as plazas and courtyards. The application of these materials in other locations on site will be reviewed for appropriateness.



Porous Material: U.S.A
(Photo Credit: landscapeonline.com, Permeable Pavers and Porous Pavement)

Porous Material: U.S.A
(Photo Credit: en.wikipedia.org, Permeable Paving)

Porous Material: U.S.A
(Photo Credit: perviouspavement.org, Benefits, Economic Benefits)

6.10 SIGNAGE

A. Site Signage

Site signage used throughout the harbor should serve multiple functions, whether it highlights entrances, is directional, shows site history, and or showcases local events. This signage should be uniform across the site with similar style, text, and color palette. The following are suggested site signage:

i. *Gateway*
Gateway signage highlights the entrance(s) to a destination and directs visitors into the site. This type of signage acts as a visual reference point for the site along adjacent roadways with signage visible for pedestrians and motorists (more details and signage readability seen in the Sign Legibility Rules of Thumb by the United States Sign Council at www.ussc.org). Placement of gateway signage should be located at the two entrances to the harbor at Wurz and Wells Avenue. Gateway signage should be placed in an area that does not obstruct the sign or facades of other businesses.

ii. *Wayfinding*
Wayfinding signage aids in the movement of pedestrians through an area. This type of signage is largely text based and accompanied by a map or graphic of a site. Wayfinding signs should be located on high-traffic streets and be next to the sidewalk or pathways in the park. These signs should occur at areas of interest where there are a high number of visitors and placed frequently along a block or pathway.

iii. *Interpretive*
Interpretive signage highlights historic or important features on a site. These signs should be placed at a specific location or along a sidewalk or trail to highlight a recurring features of interest on the site.

iv. *Festival/Event Banners*
Festival and event banners provide information about upcoming events within the harbor and the city. Banners should be

Gateway Sign: Zensylvania, CA
(Photo Credit: rapidcreekcutters.com)

Gateway Sign: U.S.A
(Photo Credit: austinoutdoordesign.com)

Wayfinding Signage: San Francisco,CA
(Photo Credit: sfbetterstreets.org, Signage)

Interpretive Signage: Birbank,CA
(Photo Credit: challisdesign.com.au, H.V McKay Memorial Gardens)

made of cloth, canvas or another light weight fabric. These banners should be placed on or hanging off of street lights or buildings (if given permission by the building owner). Banners are temporary and should be taken down when events are complete.

B. Commercial Signage

Commercial signage should enhance and reinforce the character of a street. The signage should complement a building's façade while conveniently and easily conveying the type and nature of the business it represents. Signs should be place vertically or horizontally on a building facade. The sign should not have an arbitrary placement on the building facade, have multiple contrasting colors, more than two text styles and or have brilliant or intense lighting. Commercial signage should be placed lower on the building façade to emphasize the pedestrian scale of the street.

i. *Sign Types*

i.i. Facade: Signs located on the face of a building and directly above the entrance to the business. Façade signs should be attached to, inscribed on or supported by the building.

i.ii Blade: Signs attached by a bracket(s) to a building face and extending out perpendicular over the sidewalk. The shape of a sign should be either square, rectangle, circle or oval. A blade sign may be placed on a building which also has a façade sign.

i.iii. Awning: Name of business placed on an awning above the entrance. Text style and color should complete the awning design to be legible and visually appealing.

i.iv. Sidewalk: An A-frame style sign that opens and is self-supporting. These signs should be placed close to the buildings entrance so it does not enable to the movement of pedestrians along the sidewalk.

Festival/Event Banners: Lombard, IL
(Photo Credit: hubpages.com, Effective Outdoor Advertising)

Commercial Sign-Facade: Lima, NY
(Photo Credit: livingstoncountydevelopment.com, Downtown Development, Sign and Facade Program)

Commercial Sign-Hanging: New York, NY
(Photo Credit: signsny.com, Bla Designs Company New York City)

Commercial Sign-Awning: Saratoga Springs, NY
(Photo Credit: Elan Planning and Design)

Sidewalk signs should advertise the business itself or a promotional event and be constructed of light weight wood or metal.

i.v. Painted Glass: Signs adhered to the front windows of a building. The text style and color of the sign should be legible when placed on glass and not clash with other signs and building features.

Commercial Signs-Sidewalk: Saratoga Springs, NY
(Photo Credit: elan Planning and Design)

ii. Prohibited Signs

ii.i. Pylon: Signs which are large in scale and can be read from a distance. These signs advertise single or multiple businesses and are commonly found at the entrances to shopping plazas and malls.

Prohibited Signage-Pylon: U.S.A
(Photo Credit: zocalopublicsquare.org, Sushi-ike)

ii.ii. Pole: Signs atop a single or double pole. Like pylon signs, they are large in scale to be read from a distance and commonly found along suburban parkways.

ii.iii. Digital: Electric signs whose text is programed and changes. Digital signs are large in scale and are often part of a sign which is not digital.

Prohibited Signage-Pole: Miami, FL
(Photo Credit: iceintheglass.wordpress.com, Debt)

ii.iv. Changeable Letters: Free standing sign where the messages are changed through replacing plastic letters.

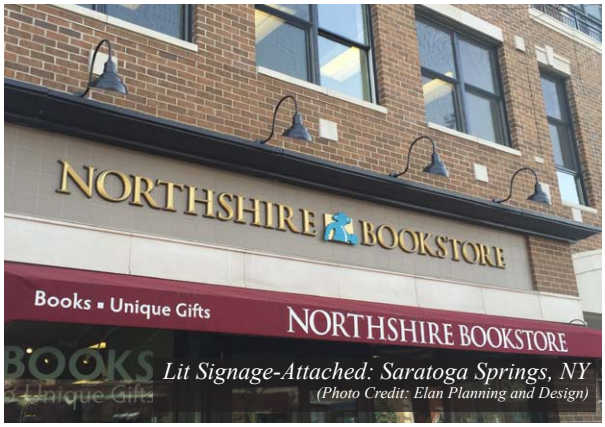
C. Lighting

Lighting should be used to accent and enhance signage while ensuring that it is visible at all times of the day. The lighting technique should enhance its appearing on the building and street. Signs should be lit so they are not distracting to pedestrians or motorist, with light shining down and not out and up. Lights should emit a warm coloring with lights that are colored or a harsh white are discourages. Colored lights are acceptable in the case of internally lit signs but should be white or shades of red or blue.

Prohibited Signage-Changeable Letters: U.S.A
(Photo Credit: alphabetsigns.com, Where To Start To Buy A Marquee Sign)

i. *Light Types*

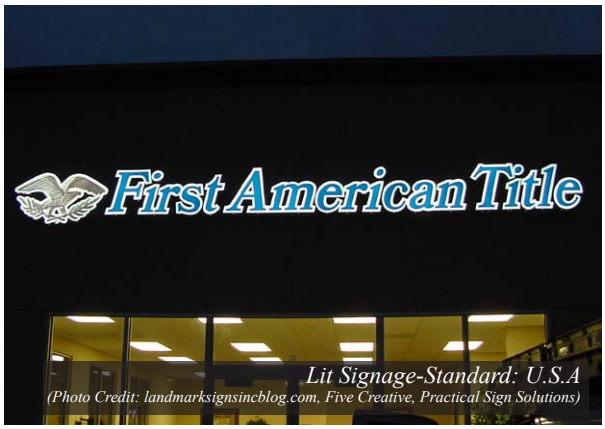
i.i. Attached: Lights that are attached to the buildings and illuminate a façade sign from above. Attached lights should be arching in nature, with heads pointed downward. Intensity of emitted light should complement the sign materials to reduce glare.



Lit Signage-Attached: Saratoga Springs, NY
(Photo Credit: Elan Planning and Design)

i.ii. Channel Lit: Channel lit signs are internally illuminated, use either neon or LED lights and composed of individual letters. The four types of channel lit signs are:

i.ii.i. *Standard*: A sign whose letters are illuminated through a translucent front. Standard signs admit a muted light and are attached directly to the building façade.



Lit Signage-Standard: U.S.A
(Photo Credit: landmarksignsincblog.com, Five Creative, Practical Sign Solutions)

i.ii.ii. *Front/Back Lit*: A sign whose letters are both illuminated through a translucent front and an open back. These lights are projected off of the building face and admit a muted light while casting a defused glow back against the building façade.

Lit Signage-Front and Back: U.S.A
(Photo Credit: signsoutlet.com, Back Lit and Reverse Lit Channel Letters)

i.ii.iii. *Open Face*: A sign whose letters do not have a translucent cover causing the lighting source to be exposed to admit an intense illumination. These lights have a solid metal back and are attached to a building's façade.

Lit Signage-Open Face: U.S.A
(Photo Credit: channelletterstore.net, Open Face Channel Letter)

i.ii.iv. *Reverse Halo*: A sign whose letters have an opaque plastic front and are illuminated through an open back. These lights are projected off of the building façade allowing for a diffused glow being cast against it.

i. *Prohibited Lighting*

ii.i Neon: Signs lit through bright open channeled lights. These lit signs are designed in bright colors and have effects such as constant flashing.

ii.ii. Digital: Signs illuminated through the changing messages on them. These signs are often bright and obtrusive and not suited for pedestrian designed streets.

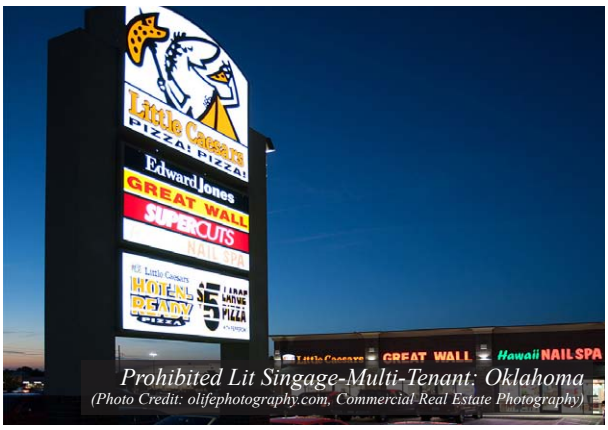
ii.iii. Ground: Signs illuminated from below and are often mounted on the ground or the sign face. These signs send light upward and contribute to light pollution while be distracting for motorist and pedestrians.

ii.iv. Multi-Tenant: Signs for buildings or areas where multiple businesses are located and are placed along roadways adjacent to the structure. These signs are often lit from within and in a variety of colors which correspond to the business they advertise. Multi-tenant signs are often found along busy suburban streets and aren't suitable for pedestrian designed streets.

Lit Signage-Reverse Halo: U.S.A
(Photo Credit: gallery.businesssigns.net, 3D LED Back Lit Signs with Mirror Polished Bronze Letter Shell)

Prohibited Signage-Digital: Ozark, AL
(Photo Credit: schoolmarquee.wordpress.com, LED Sign)

Prohibited Signage-Ground: Ontario, CA
(Photo Credit: brooks-sign.com, Ground Signs Gallery)



Prohibited Lit Singage-Multi-Tenant: Oklahoma
(Photo Credit: olifephotography.com, Commercial Real Estate Photography)

6.11 UTILITIES

A. Types

i. Connections
Connections (electrical, cable, telephone, data etc.) should be place aboveground and generating from the closest available power source.

ii. Electric and Gas
Electric and gas meters should be placed at grade and screened from view. For specifics on screening options, see Item C "Screening" of this section.

iii. Generator/Transformers
All generators/transformers at grade should be screened from view. For specifics on screening options, see Item C "Screening" of this section.

iv. Security Cameras
Security cameras shall be placed in and outside of a building at the discretion of the building owner. All cameras and security measures to coordinate with building architecture.

B. Screening

External generators, transformers, mechanical and electrical equipment located at grade should be screened from public view. Types of acceptable screening should be built structures such as enclosures/walls or vegetation in the form of shrubs and evergreen plantings. Non traditional types of screening should either be painting the utilities or hiding them by using synthetic materials which mimic natural elements or architectural forms. Only certain types of utilities can be screened using these methods. In the case of junction boxes, generators and or transformers, painting is the preferred type of screening because of their simple geometric form and easy access. For synthetic materials, this type is best used when utilities are smaller and mounted on flat ground. The synthetic materials type can also be used in conjunction with landscape screening. Screening structures and or planting should be constructed so that access on all sides is maintained for maintenance.

Screening-Wall/Fence: Omaha, NE
(Photo Credit: galvanizeit.org, The Slate Omaha)

Screening-Vegetation: U.S.A
(Photo Credit: kevinsonger.blogspot.com, Urban Greening Creating Visual Screens with Plants)

Screening-Painted: Colorado Springs, CO
(Photo Credit: wolf-ranch.com, Power Art)

Screening-Synthetic Material: U.S.A
(Photo Credit: centerpointwleaguecity.blogspot.com, Landscaping Around Utility Boxes and Lines)

7.

ZONING AND REVIEW PROCESS

7.1 PLANNED DEVELOPMENT ZONING DISTRICT

The Utica Harbor Point site is classified as a Planned Development District, as per the City of Utica Zoning Code. Planned Development Districts are sites within the City for which development is unique characteristics or circumstances. Such characteristics range from geographical and topographical, established or proposed adjacent development, prominent or historically significant buildings, factors pertaining to public health and safety, and areas of intrinsic and aesthetic value to the community. The regulations for a Planned Development District apply to sites currently zoned for this use, or sites that are vacant or underutilized. Sites in these districts can be small or large scale depending on the type of proposed use and the location area.

Under the Planned Development classification, the Harbor Point site falls under the PD-E or Planned Development-Extraordinary district. These sites are categorized as "a development not otherwise distinguishable under any previous classification, occupying a district consisting of any a district consisting of any quantity of land area and containing less than the stated minimum proportions of any single or dominate use or function, and in which the proposed uses of interior and exterior spaces, although diverse or mixed, bear extraordinary design qualities resulting in a completely logical and complementary conjunction of uses and function nor ordinarily encouraged in normal development" (City of Utica Zoning Code, Article IV, Division 7 Section 2-29-272).

The site is zoned as such because the planned development district meet the vision of the Harbor Point Master Plan. Planned development is expected to encourage new innovations in development and with a greater flexibility and variety in design. This type of development looks to create a more vibrant urban fabric by establishing buildings which serve a variety of functions while enhancing and preserving open space.

The Planned Development District referenced in this section is for the district located only at the Utica Harbor. The Utica Harbor district is bound by the North Genesee Street to the east, the railroad track to the south, Interstate 790 to the west and the Mohawk River to the north.

7.2 REVIEW PROCESS

A. Design Proposal Consultant Engagement

The review process for development in the City of Utica is as such that the Planning Board assesses how proposed plans will affect the site in which development is located, the surrounding area, and the city as a whole. Due to the nature and scale of the Utica Harbor Point Redevelopment Plan, additional review may be required for proposed work within the harbor area. If the City determines this to be necessary, professional consultants can be engaged by the City's Planning Board during the site plan review process in order to make informed decisions about the work proposed in a particular application. The engagement of consultants will be at the expense of the applicant. The cost associated with the assistance of a consultant is separate and apart from other fees or costs associate with proposed work within the Harbor.

B. Site Plan Development Review

For all proposed development, the Committee shall require the preparation of a site plan with related drawings and associated information. Review of plans shall occur during the permitting process as development within the PD-E requires site plan review. The prospective developer will submit a written proposal consisting of drawings, maps and charts. In addition to this, a developer must supply other associated materials that clearly indicate the intended concept for the development, as well as its design and uses. Such materials consist of proposed building dimensions, illustrative landscape schemes, preliminary site and architectural data, identification of parcels by tax map references and any statements that may be relevant to the necessity and desirability of the development.

The proposal shall also state the impact that it will have on the surrounding development, as well as how it conforms to the Utica Harbor Point Master Plan and these Design Guidelines. The application shall also state if the developer has a prior or current application or appeal made to the Planning Board, Common Council, Zoning Board of Appeals

or Code Enforcement Officer.

Once a developer has submitted their proposal, the Board with review and consider the application based on the following:

1.) The proposal conforms to the Utica Harbor Point Master Plan, the City of Utica Master Plan, Utica Harbor Point Redevelopment Design Guidelines, regional comprehensive plans, and with other public development documents and policies.

2.) The need for the proposed development in the proposed location and that there is a reasonable probability of economic success.

3.) The existing character of the neighborhood will be adversely affected and that it is in compliance with the Utica Harbor Point Master Plan and these Design Guidelines.

4.) There are no social, economic or cultural consequences of the proposed development.

5.) The location, height and bulk of buildings and structures on the site are in proportion to each other and relate well to other structures on the site.

6.) Attention has been given to the patterns of pedestrian circulation and to the effective use and design of open spaces, landscaping, exterior facades and amenities.

7.) Vehicular access is adequate to and within the site. Parking and loading spaces are adequate and well located relative to the uses and the buildings they served. There are no conflicts between vehicular traffic, pedestrians, and bicyclists.

8.) The installation of driveways, lighting, signs, landscaping, fencing, screening, and other site amenities are in harmony with the proposed structures, adjacent properties, public right-of-ways and the design qualities and objectives suggested in the Utica Harbor Point Master Plan and these Design Guidelines.

With the review of the above mentioned materials, the Committee will write up their recommendations on the validity of the proposed development plan and submit it to the Planning Board. The Board will review the Committee's findings and determine whether a permit will be issues. If the permit will not be issues the Board will supply the developer with written reasons as to why and the necessary next steps.

7.3 DEFINITIONS

A. General Use of Language

For the purposes of this chapter, certain terms or words used herein shall be interpreted as follows:

i.i. All words used in the present tense include the future tense; all words in the singular number include the plural number and vice versa; the word "person" includes corporations and all other legal entities; the words "lot," "plot," "tract of land" and "premises" shall one include the other; the word "premises" shall include land and buildings thereon.

i.ii. "Occupied" or "used" shall be considered as though followed by the words "or intended, ,arranged or designed to be used or occupied," unless the natural construction of the wording indicates otherwise.

i.iii. The word "shall" is always mandatory.

B. General Definition

ADJACENT
Property that touches or is directly across a street, private right-of-way, or access easement from such subject property

BUILDING
Any structure having a roof supported by columns or by walls and intended for the shelter, housing or enclosure of persons, property, animals or chattels. See **STRUCTURE**

BUILDING HEIGHT
The vertical distance to the level of the highest point of the roof, if the roof is flat, or to the mean level between the eaves and the highest point of the roof, if the roof is of any other type. Building height shall not apply to chimneys, elevator bulkheads, skylights, ventilators, electronic equipment, elevator shafts, and other necessary appurtenances usually carried above roof, nor to domes, towers, stacks, or spires, if not used for human occupancy and which occupy not more than 20 percent of the ground floor area of the building; nor to ornamental towers, observation towers, licensed amateur radio station, and other like structures, which do not occupy more than 20 percent of the lot area.

FLOOR AREA, GROSS
A square foot number representing the entire area of a building including all stories, common areas, storage, mechanical areas, and space occupied by interior structures and partitions excluding basement area.

FLOOR AREA, GROUND
The sum of the horizontal areas of the ground floor of a building measured from the exterior face of exterior walls, but not including open porches, decks, terraces, garages or exterior staircases.

FRONTAGE
The extent of a building facing a public street.

FRONT BUILD OUT
The minimum percentage of the Principal Building that is required on a lot.

FRONT SETBACK-PRINCIPLE
A principle front setback shall be measured from any R.O.W, any common driveway, or common entryway or roadway, or any vehicular easement.

FRONT SETBACK-SECONDARY
A secondary front setback shall be measured from the principle setback along any sidewalk, common driveway or entryway.

GREENSPACE
Any outdoor area on the ground level, unroofed, landscaped or seeded with lawn or landscaping, and free of impervious surfaces and excluding all man-made surfaces regardless of their claimed permeability.

GROUND FLOOR
The first floor of a building other than a cellar or basement which is located not more than 2 feet below nor 6 feet above the average finished grade.

LOT
A designated parcel, tract, or area of land established by plat, subdivision, or as otherwise permitted by law, to be used, developed or built upon as a unit.

LOT COVERAGE
That portion of the lot that is covered by buildings, structures, and impervious surfaces.

LOT WIDTH
The average horizontal distance between the side lot lines, measured at right angles to the lot depth.

OFF-STREET PARKING
An area used as a parking lot.

PARKING AREA
An off-street area containing one or more parking spaces with passageways and driveways appurtenant thereto.

PARKING SPACE
An off-street space available for the parking of one motor vehicle on a transient basis having direct usable access to a street.

PARKING LOT
An open area, other than a road, to be used for the storage of operable passenger automobiles and/or commercial vehicles, and available to the public, whether for compensation, free, or as an accommodation to clients or customers.

PERSON
Any individual, firm, partnership, trust, company, association, corporation (including a government corporation), or village, state or federal government and any agency thereof.

PRINCIPLE BUILDING
Primary building on a given lot that shall vary in height and width.

REAR SETBACK
Setback that shall be measured from the back of a structure along any sidewalk, common driveway or entryway.

RIGHT OF WAY
Permission for passage over land of another.

SIDE SETBACK
Setback that shall be measured from the side of a structure along any sidewalk, common driveway or entryway.

STORY
That portion of a building, other than the basement, between the surface of any floor and the surface of the floor next above it, or if there is no floor above it, then the space between the surface of the floor and the ceiling above the floor of such story.

STREET SIZE
The width of a street from building face to building face.

STRUCTURE
Any object constructed, installed or placed on the land to facilitate land use and development or subdivision of land, including but not limited to buildings, sheds, dwellings, mobile homes, signs, tanks, fences and poles, and any fixtures, additions and alterations thereto.