

APPENDIX C
Design Guidelines

DESIGN GUIDELINES

A. Integration of Procedures

The following standards are recommended to be included as part of any effort to revise the Zoning Ordinance. Whenever the particular circumstances of the proposed development require compliance with other requirements of the Village, the Planning Board shall attempt to integrate, as appropriate, site plan review as required by this section with the procedural and submission requirements for such other compliance.

B. Applicable Design Standards

All development and redevelopment in the Village must meet the following standards:

1. Overall Design

While various land use elements (e.g. commercial, residential, recreational, water-dependent, industrial) will comprise the land area within the Village, uses must be complementary and provide for visual and physical access to the Champlain Canal and South Bay whenever possible. Development must also encourage an economic stimulus and revitalization of the Village. All new projects and redevelopment projects must be consistent with the Village's Local Waterfront Revitalization Program.

2. Relationship to Champlain Canal and South Bay

All elements of proposed projects within the Village shall be sensitive to the unique and important relationship to Champlain Canal and South Bay all land should be developed in such a way as to maximize views to the lake and canal.

3. Architectural Design Standards

The following standards are not intended to restrict imagination, innovation or variety, but rather focus on design principles that will result in creative solutions and quality designs that relate the project to its surroundings and foster economic revitalization.

The purpose of these design standards is to afford a priority to waterfront compatible, well-designed uses, achieve public access to the waterfront.

The following architectural design standards shall apply to the Village:

- Appropriate architectural scale, form, and material shall be utilized to ensure that buildings and structures are compatible with and add interest to the landscape. More specifically, the design and improvement of all structures is to be compatible with that of the surrounding structures and neighborhoods. Compatibility shall be determined by a review of proposed: (1) use of materials; (2) scale; (3) mass; (4) height; (5) color; (6) texture; and (7) location of the structures on the site, as applicable and appropriate.
- The various elements of the project shall be integrated by cohesive architectural treatment and compatible design. Buildings shall be designed and improved in consideration of appearance from all vantagepoints; both within and outside of the Village.
- Architectural elements shall be used to provide visual interest, reduce apparent scale of the development, and promote integration of the various design elements in the project.
- Groups of related buildings shall be designed to present a compatible appearance in terms of architectural style and building materials.
- Building lines shall be varied to the extent practical in order to provide an interesting interplay of buildings and open spaces.
- Appurtenances on buildings and auxiliary structures, such as mechanical equipment, garages, or storage buildings, shall receive architectural treatment consistent with that of principal buildings.
- When replacing windows on a façade, a window of the same trim size and character as the original should be used.
- In renovations, natural, unpainted brick should be retained. Already painted brick, if weathered and losing its paint finish, can be stripped using chemical solutions. If necessary to protect older, softer brick, painted brick should remain painted.
- Façade renovations should not destroy or cover original details on a building.
- Colors shall be harmonious and only compatible accents shall be used.
- Brick and stone facades should not be covered with artificial siding or panels.
- Materials and finishes shall be selected for their durability and wear as well as for their beauty. Proper measures shall be taken for protection against weather, neglect, damage and abuse.

4. Landscaping, Screening and Buffering

- All sidewalks, open spaces, parking areas, and other similar service areas shall be landscaped and/or paved in a manner, which will harmonize with proposed buildings. Materials for paving, walls, fences, curbs, benches, etc., will be attractive, durable, easily maintained and compatible with the exterior of adjacent buildings.
- The planning board may require buffer landscaping, fencing or screening, to separate different types of land uses and to screen utility buildings, refuse collection areas, cooling systems, and other similar installation and features.
- All plants, trees, and shrubs shall be installed in accordance with a planting schedule provided by the applicant and approved by the planning board. Landscape materials selected shall be appropriate to the growing conditions of the environment of the Village, this climatic zone, and native species.

5. Lighting

Drives, walkways, and other outdoor areas shall be properly lighted to promote safety and encourage pedestrian use. All exterior lighting for the project shall be directed downward or otherwise appropriately shielded and designed to minimize excessive light. It shall have an attractive appearance, compatible with the overall project design and waterfront character. Lighting type, number, and locations shall be subject to Planning Board review and approval as part of the site plan review.

6. Signage

All signs shall be subject to Planning Board review and approval as part of site plan/building plan review.

All signs shall be of a size and scale as determined appropriate by the Planning Board to accomplish their intended purpose. At a minimum, proposed signage shall comply with the standards for different types of land uses identified Whitehall Zoning Regulations. Signs should complement the architectural style and scale of the building. Signs should be compatible with adjacent premises, and graphic elements shall be held to the minimum needed to convey the sign's major message.

7. Vehicular Circulation System and Traffic Access

In general, the rights-of-way and pavement widths for all internal streets, drives, walks and other accessways for vehicles and/or pedestrians shall be determined on the basis of sound current planning and engineering standards, shall be planned and built so as to promote safety and efficiency of movement, shall accommodate projected demand, and shall minimize impervious surfaces and paving materials to the maximum extent possible.

8. Public Access to Waterfront

While waterfront development will require certain private elements for the security and benefit of its residents and property owners, new development should provide pedestrian waterfront public access in a manner which:

- Enhances existing public access opportunities at the riverfront, in furtherance of the Village's LWRP and the State's Coastal Policies;
- Coordinates such public access with existing or anticipated opportunities for public access on adjacent public lands to facilitate further linkages in a continuous trailway system; and
- Provides meaningful, permanent public access to the Champlain Canal and South Bay in the form of safe and unobstructed access to and along the dry shore areas of the Champlain Canal and South Bay for all members of the public for purposes of providing a public access system to and along the waterfront and/or public rights-of-way.

Access may be regulated by reasonable conditions in a management plan submitted by the applicant and approved by the Planning Board as part of the final site plan approval.

9. Off-Street Parking and Loading

- Off-street parking and loading areas shall be designed with careful regard to their relationship to the uses served and to the objectives for other open spaces. The areas shall be coordinated with the public street system serving the project in order to avoid conflicts with through traffic or obstruction to pedestrian walks. In addition, all parking areas shall be designed to include provisions for handicapped parking.
- Parking and loading facilities not enclosed in structures shall be suitable landscaped and/or screened as determined appropriate by the Planning Board.

- The number of off-street parking spaces required shall be as set forth below and shall be applicable only to those uses in the Village:

Use	Minimum Off-Street Parking Requirement
One-family, two-family Multi-family dwelling	One (1) space per unit plus one-half (1/2) space per bedroom.
Marina	One-half (1/2) space per slip or dry rack storage facility.
Retail or service business	One (1) space for each 200 square feet of gross floor areas, excluding basement storage utility areas.
Restaurant	One (1) space for each three (3) patron seats or one (1) space for each 75 square feet of gross floor areas, whichever is greater.
Office for business or professional use	One (1) space for each 250 square feet of gross floor area.
Auditorium, community building, club	One (1) for each 200 square feet of area occupied by all principal uses or structures.
Hotel, motel, bed and breakfast facility	One (1) for each guest room.

- With respect to any building, structure, or use for which the required number of parking spaces is not specifically set forth in the above schedule, the Planning Board in the course of site plan review shall determine the number of off-street parking spaces required, which number shall bear a reasonable relation to the minimum off-street parking requirements for specified uses as set forth in the above schedule. In addition, all parking areas shall be designed to include provisions for handicapped parking.
- Up to thirty percent (30%) of the required parking may be designated for compact automobiles at the discretion of and in accordance with standards determined by the Planning Board.
- New marina projects must incorporate best management practices in their design, including but not limited to the following:
 - Maximize pervious land surface and vegetative cover to minimize stormwater runoff and to prevent polluted waters from reaching adjacent waters and wetlands. Direct runoff away from adjacent waters and wetlands to the extent feasible by site grading or other methods.

- Treat runoff from parking lots, maintenance, fueling, and washdown areas in a manner that prevents oils, grease, and detergents from reaching adjacent waters. Accepted treatment methods include oil and grease filtering catch basins, retention areas and exfiltration systems.
- Alternative methods of meeting off-street parking requirements in the Village:
 - The Village encourages a mix of land uses, wherein the cumulative parking demand is less than the sum of the peak demand values for each individual land use. This makes it possible to share parking without conflict and to avoid a large surplus of parking spaces in the waterfront area.

Also, because of the special nature and value of land along the waterfront, and because of the anticipated mix of land uses, alternative parking solutions, such as parking incorporated into buildings, valet parking, off-site parking, etc., may, in certain situations, also be appropriate.

- The Planning Board shall be authorized to find that any portion of the off-street parking requirements of a Village development have been satisfied when the applicant establishes to the Board's satisfaction that alternative parking solutions are appropriate and will provide adequate parking for the project. If an applicant wishes to use alternative parking methods, the applicant must submit an analysis to the Planning Board for review. This analysis must include estimate of peak parking demands for different land uses for different hours of the day and days of the week. It shall also define strategies intended to incorporate alternative parking methods and the advantages of such strategies.
- Off-street loading shall be provided, as the Planning Board may find appropriate and necessary.

10. On-Site Utilities and Services

- All development shall be served by public water supply and sewage systems.
- All on-site television, power and communication lines, as well as on-site water, sewer, and storm drainage lines, shall be installed underground in the manner prescribed by the regulations of the government agency or utility company having jurisdiction. Any utility equipment, which will necessarily be located above ground, shall be adequately screened from view in an attractive manner.

11. Building Height and Setback Requirements in the Village

- No portion of a building or structure shall be erected within fifty (50) feet of the Champlain Canal and South Bay except for a marina building, marine fuel service building or dock, a marina's service building requiring direct connection to the waterfront to service boats, or other similar water-dependent uses. Such buildings shall not exceed fifteen (15) feet in height.
- Beyond fifty (50) feet from the Champlain Canal and South Bay, no portion of a building or structure shall be erected to a height in excess of thirty-five (35) feet.