Town of Newburgh, New York
Design Guidelines



June, 2007

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by

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I. Introduction

The quality of the built environment and its relationship to the natural landscape is a key indicator of quality of life. During the course of updating the Town of Newburgh's *Comprehensive Plan Update* (October 2005), concern for the aesthetic quality of the built environment in the Town of Newburgh, specifically the residential and commercial development, was expressed by the Town and its citizens. The Planning Board, in particular, has expressed the need for a comprehensive set of design guidelines to help ensure that new developments better retains the visual, environmental, and architectural characteristics that express the history and character of the Town. Therefore, the implementation of design guidelines is necessary to supplement to the zoning regulations.

A. Purpose and Scope

This handbook serves as a guide to residents, developers, and design professionals wishing to build new development in the Town of Newburgh. This handbook was developed to assist in the implementation of the community-vision set forth in the Town's *Comprehensive Plan Update*, and provides a clearer expression of that vision as it relates to the built and natural environments. This handbook also serves as the basis for the planning, design and evaluation of new residential and non-residential development in the Town of Newburgh. By doing so, it attempts to provide those wishing to build with a clearer picture of what to expect when appearing before the Town's Architectural Review Board, thus simplifying and expediting the review, permit and development process. Applicants are more likely to "get it right" the first time by reviewing the guidelines presented, and therefore avoid expensive delays, public controversy and project redesign. This handbook is not intended to limit creativity or diversity; instead it attempts to create a higher standard of design for the built environment while, at the same time, respecting the natural environment.

Contained herein are concepts related to the compatible scope of architectural styles, street layout and land development concepts, access and parking configurations, landscape design standards, lighting standards, and other design requirements that the Town prefers in new developments. Recommendations on façade treatment and suggested building materials are also provided in this handbook. Visual examples from the Town and other communities in the Hudson Valley, and elsewhere in United States are included to depict those positive design treatments appropriate for the Town of Newburgh.

The design regulations for commercial area signage require a more in-depth analysis and hence are not included in the scope of this report.

B. Overview of Approval and Implementation Process

These Design Guidelines have been prepared to assist those proposing new development in the Town of Newburgh in the preparation of their designs and plans. The Guidelines also provide a basis for the evaluation and review of the designs of non-residential and larger scale residential

development applications by the Town of Newburgh Planning Board, which also sits as the Town's Architectural Review Board. As a policy adopted by the Town Board of the Town of Newburgh, the Design Guidelines apply to residential subdivisions of 10 or more lots, and every application requiring site plan review by the Planning Board, including both non-residential and residential developments. They do not apply to residential subdivisions smaller than 10 lots and not requiring site plan approval.

These Design Guidelines set a benchmark to which all parties involved in projects can refer and they supplement the limited, specific parameters such as lot size, building height and road width established by the Town's Code. The Town Board will update and revise the Design Guidelines from time to time as the community evolves and building and development technologies and best practices change. The Planning Board also has the authority to modify, waive or alter any of the Design Guidelines for any project requiring Architectural Review Board approval and covered by the policy.

The Planning Board is the primary body designated to review and approve site plan and subdivision applications. Currently, as per § 185-59 of the Town Code, the Planning Board also functions ad the Town of Newburgh Architectural Review Board (ARB). The primary purpose of the ARB is to promote "architectural beauty and harmony of building design in the Town; to avoid monotony of residential housing; and to prevent buildings or structures from being improperly designed, located, or modified in relation to existing buildings and structures, prominent site features, lot lines and street lines." For the same purpose, the Town Planning Board acts as the ARB for the Town (Article X, § 185-59, Town of Newburgh General Code June 2005).

Currently, the ARB is responsible for reviewing and approving development proposals involving construction of 10 dwelling units or more in the Town, or any construction, repairs, alterations or additions that would affect the character of a neighborhood in the Town, or any application requiring site plan review by the Town Planning Board. The Planning Board or ARB, as the case may be, reserves the right to modify, waive or alter any of the design requirements presented in this handbook based on the scope, nature, and location of the proposed development.

Section 185-59 of the Town Code states that all applications for review by the ARB should be made concurrent with the application for a final site plan approval, prior to the issuance of a building permit. However, with the development of this handbook, applicants are strongly encouraged to review this handbook during the initial (design) phase of a project. Applicants are also encouraged to contact the ARB at an early stage, if any of the design guidelines mentioned in this document remain unclear, so as to avoid delays and confusion during the final site plan approval.

C. Legal Aspects of Design Guidelines

Development of design guidelines for small towns and municipalities in the New York State is considered legal due to several laws and statutes that have been established in the recent past that support these aesthetic regulations.

§ 10 (1) (ii) (a) (11) of the New York State Municipal Home Rule Law states that municipalities may adopt local laws for the "protection and enhancement of its physical and visual environment," thus, it the grants the towns the authority to regulate private property appearance. The New York State Environmental Quality Review Act (SEQRA) also emphasizes on the aesthetics of the built environment by stating that maintenance of a quality environment that is at all times healthy and pleasing to the senses is a matter of statewide concern. §274-a of the New York State Town Law authorizes town boards to protect and enhance the physical and visual environment by requiring certain elements in site plans such as, screening, landscaping, signs, and other architectural features.

D. Organization of the Document

This document consists of four chapters. Following this introduction, Chapter II provides an overview of the design history of Newburgh and the design concerns expressed by residents during the Comprehensive Plan Update. Chapter III details recommended design guidelines for single-family residential uses, multifamily residential uses, commercial uses and hamlet areas and open space that are based on the aforementioned design concerns expressed by the citizens. Finally, Chapter IV concludes with photo and design credits.

II. Design Concepts

Architecture that is both sensitive to Newburgh's rural heritage and natural environment can be observed throughout the Town, especially in the hamlets and more rural areas located in the northeast and northwest. The historic quality of these buildings, as well as their respect of the natural settings, are concepts that should be strengthened, replicated and preserved. Unfortunately, current development patterns and building designs contradict this traditional concept of building with nature. This results not only in the loss of open space and farmlands which erodes the rural character of Newburgh, but also perpetuates a program of development that has little relationship to the physical, cultural and natural settings that surround it. This uncoordinated and unconnected pattern of development creates a "geography of nowhere" or the "aesthetics of anyplace." To develop a foundation for design that is more sensitive and contextual to the Town of Newburgh, this section surveys the history of design in the Town, and lists a sampling of the many good design ideas raised by its citizens during the recent comprehensive planning process. This section culminates with a set of guiding principles upon which the design guidelines to follow are based.

A. Design Character of Newburgh: History to Present

The following information on the design history of Newburgh has been adapted from the *Town of Newburgh Retrospective* published on the Town's official website by the Town Historian, Les Cornell.

The Town of Newburgh is one of the oldest towns in New York, whose history dates back to late 1700s. During the late 18th century, fieldstone was widely used as the building material in the Town. Old fieldstone buildings were also found in the present day Algonquin Park site during 19th century. This site was part of the black powder-manufacturing complex throughout the 19th century. In the early 1900s, this complex closed and a developer purchased the land and divided it into building lots. Colonel Fredrick Delano purchased the main portion of the manufacturing complex site and donated it as a park to the City of Newburgh—the present day Alonquin Mill Park. The plans for the park incorporated many of the old fieldstone building which helped preserve the rural character and natural beauty of the site. The powder-manufacturing site is currently listed in the National Register of Historic Places.

During the 19th and 20th centuries, the urban communities in Hudson Valley used brick as the primary building material. The Rose and Java brickyards that existed along the banks of the Hudson River at Roseton (where massive industrial plants exist today) used large clay deposits to produce thousands of bricks daily.

Old survey maps indicate that Newburgh was also home to many farms. Farm products grown on these farms were consumed by the population of the City of Newburgh and surrounding commercial and industrial establishments, while others were shipped to other areas such as New York City using river sloops.

The North and South Plank Roads were the main routes of travel for shipping the farm products to New York City. These roads were surfaced with wooden planks, and, as was the custom of the day, were privately owned and maintained.

As generally known, Newburgh had an active architectural heritage. Balmville, Fostertown, and Middlehope along the riverside are some of the historic residential neighborhoods in the Town. Many prominent business people built majestic homes in the Balmville area, overlooking the Hudson River. And even today, traditional building materials including brick and fieldstone can be seen in the large chimneys and façades in some of the houses in these neighborhoods.

Old maps show several post offices in the Town at Gardnertown, Coldenham, and in many of the other hamlets of the present day. The Roseton post office, the last within a hamlet, closed in 1970s.

In 1940s, demand for the Town's infrastructure increased due to the population growth. With a population of approximately 27,000, the Town's infrastructure included 165 miles of roads, and municipal water supply and sanitary sewer services were gradually extended to serve all areas of the Town.

In the last twenty years, the Town has experienced a transition from a sparsely settled farming community to a bedroom community. The majority of new residents work in metropolitan areas, but they chose to relocate to Newburgh for its affordability and picturesque setting. In order to accommodate this new population growth, several of the old farms and open lands were developed as conventional housing subdivisions, shopping centers, and automobile dealerships. Thus, the pattern of present day development departs from the Town's historical roots, and appears to be the result of sprawl or unplanned development of open land.

Although new architectural styles have evolved, examples of the use of traditional building materials such as fieldstone and brick can be still observed in the housing and streetscapes in various part of Town. The majority of the contemporary housing designs are found in the western part of Town, and some of these designs exhibit a trend that contradicts the overall aesthetic character of the Town. This trend includes development that disrupts viewsheds and buildings that are disproportionate in their scale to lot and bulk regulations. In short, we are witnessing a pattern of development that is contrary to the traditional concepts of the rural and natural landscape.

One of the most prominent examples of this disheartening trend can be observed along the Town's major highways such as Route 17K, Route 300, and Route 9W, which consists of strip commercial and motor vehicle-oriented development including service stations, fast-food chains, and travel centers

design guidelines

New residential development in the Town in need of improved landscaping

Newer development resulting in interrupted viewshed

Existing farmlands in the northwest and northeast sections of town reflect the Town's rural character

Several industrial parks near the Stewart Airport that were developed in response to growth and economic development initiatives contribute further to this trend. These parks are periodically expanded to provide employment opportunities to the residents. While the Town needs and encourages economic development, it also understands that growth also brings with it additional traffic and increased demand for additional infrastructure. The key, and indeed the purpose of the design guidelines presented herein, is to ensure that new development that is important to the Town's continued economic well being will be rendered in a manner that is respectful and compatible with its rich aesthetic heritage and rural character

As the Town of Newburgh moves forward into the 21st century, the population is expected to further increase. The Town's *Comprehensive Plan Update* (October 2005) indicates that there could be demand for as many as 4,860 new residential units consuming about 3,130 acres over the next ten years. Accommodating this growth while preserving our rural character and historical heritage by softening its visual impact is only one motivation for developing a comprehensive set of design guidelines. In fact, several other important design concerns were raised by the residents during the comprehensive planning process. These relate to new residential and commercial development, open space protection, strengthening existing hamlets as centers of activity and development, improving landscape standards, mitigating the impact of traffic, and protecting the ridgelines and rural viewsheds. These design concerns are summarized in the next section.

B. Design Concerns Expressed During the Comprehensive Plan Update

Residential Development

- Soften the visual impact and incorporate contemporary design standards, where necessary;
- Evaluate the Town's current bulk and density regulations for single-family residential districts to improve the relationship between single-family, multi-family, and non-residential uses;
- Encourage design compatibility between single-family and multi-family developments;
- Consider the impact of single-family multifamily (residential) developments on viewsheds and community aesthetics;
- Incorporate landscaping into new single-family and multifamily project designs;

Cluster Development

- Create specific design standards for cluster development such as: lot size, block length, use of sidewalks, landscaping, traffic calming, buffers, and recreational amenities;
- Protect existing views from nearby roads by utilizing conservation easements;
- Appropriately locate development away from fields, streams, woodlands, ridgelines, and other important natural features; and to the extent possible, retain rural elements visible from the road, such as fields, barns, farmhouses, fieldstone walls, and mature vegetation;
- Develop good site design standards and protect any historic resources;
- Maintain rural character of the Town by preserving open space;

Automobile oriented development found in the Town

Retention and use of fieldstone walls adds to the character of the community

The practice of clear cutting property prior to development should be avoided

Visual intrusion of wireless communication facilities can be addressed through a comprehensive siting program and stealth design

Clearly identifiable crosswalks would help make this intersection safer for pedestrian travel

Clearly defined entryway enhance visual character of large-scale development projects

- Coordinate the relationship of house size with lot size to avoid monster homes or the *McMansion* phenomenon.

Commercial Area Enhancement

- Mandate different architectural treatments for future commercial uses to conform to Newburgh's expressed aesthetic preferences;
- Examine the definition, design, and location of motor vehicle service stations;
- Provide design standards for fast-food chains that can be incorporated into the site plan and/or zoning standards and examine the aesthetic issues relating to building design;
- Carefully examine uses of drive-through windows with respect to vehicular circulation and queuing issues.

Hamlet Area Design

- Strengthen the identity of the Town's hamlets with careful planning and design
- Develop a Hamlet Plan that includes development and design controls for gateways, traffic and pedestrian/bicycle access, architectural and parking lot design standards, landscaping standards, and parks and recreation sources
- Enhance the commercial nodes in Hamlets through signage, gateway features, and coordination of site access

Landscaping

- Coordinate existing and future land uses using landscape and traffic calming techniques, and coordinated gateway signage
- Introduce a comprehensive landscape program for residential environments balancing aesthetics and the built environment

- Retain the use of traditional landscape elements such as fieldstone walls to maintain the rural design character of the community

Open Space and Agricultural Land

- Preserve open space using responsive design techniques to retain the agricultural aesthetic

Traffic Calming and Roadway Improvement

- Incorporate traffic calming measures on the Town's major and minor roadways to improve the overall safety and quality of life

- Examine intersection geometry and topography of many critical intersections throughout the Town, and identify potential locations for traffic calming measures

- Create more sidewalks and/or incorporate sidewalks as part of new developments, especially in the areas that border existing and future residential communities

- Consider dedicated bike routes/bike lanes

Entrance Features

- Enhance neighborhood entrance features with pedestrian-oriented improvements (striping, signage, and crosswalk)

Topography, Ridgelines and Viewsheds

- Design projects in harmony with existing topography to have limited impact on the visual environment

- Incorporate specific design techniques for developments on higher elevations to preserve significant views

- Specify potential locations and preferred design criteria for new communication towers and antennae

The scenic rural landscape of the Town of Newburgh

Fieldstone and natural indigenous stone walls are an identifiable feature of the Town's rural character

C. Guiding Design Principles for the Town of Newburgh

1. Development patterns should be sensitive to Newburgh's rural character and natural environment;
2. Building designs should be sensitive to Newburgh's architectural heritage and aesthetic character;
3. Development should strengthen the identity and importance of the Town's hamlets;
4. Preserve open space and resource lands;
5. Protect and preserve hilltops, ridgelines and viewsheds;
6. Roadways should encourage a variety of uses including pedestrian, bicycle and vehicular travel.

III. Design Guidelines

The following design guidelines apply to new constructions as well as to additions/alterations made to existing buildings. They are categorized by four development types in the Town: single-family residential, multi-family residential, commercial, and hamlet areas. Each section provides guidelines with respect to site design, building design, and landscaping (including guidelines for streetscape). Traffic calming guidelines for single-family, multifamily, and commercial areas are the same as those outlined in Section E (Design Guidelines of Hamlet Areas) of this report. The primary objective of these guidelines is to preserve the rural character of the Town. The guidelines also encourage the adoption of best planning practices of contemporary designs that are harmonious with the Town's architectural character.

Where in the Town these guidelines should be applied is an important question because design strategies should not be applied universally. For example, the guidelines provide two strategies for setbacks for single-family residential development—one for built up areas and another for more rural areas. Where such differences occur, the guidelines clearly state where in the town each strategy is intended. In this example, the guidelines state that varying setbacks is the preferable strategy for development in the more rural areas of Town, while evenly-held setbacks are recommended for development in the more built-up parts of Town such as hamlets and along existing development corridors. Beyond the language of recommendations presented herein, it is suggested that applicants engage in an open and earnest pre-design discussion with the Architectural Review Board, which will provide clarity as to the specific application of the guidelines presented.

Porous block pavers offer can be an environmentally sensitive and attractive driveway treatment

Porous block pavers offer can be an environmentally sensitive and attractive driveway treatment

Porous block pavers offer can be an environmentally sensitive and attractive driveway treatment

A. Single-family Residential Design

1. Site Design

a. Preserve natural vegetation on site as much as practical to protect the natural environment

- Existing mature trees on site should be preserved, unless doing so would result in a hazardous or unhealthy condition or if required for fire safety considerations.
- If vegetation must be removed, provide replacement landscape areas on site for additional plantings.
- Clear cutting method of site preparation should be strictly avoided

b. Minimize soil erosion due to stormwater run-off

- Minimize impervious areas by preserving open spaces, existing drainage ways, and natural vegetation on site.
- Utilize permeable pavement surfaces such as porous asphalt and concrete, grasscrete and/or traditional-looking block pavers that have the aesthetic appeal of brick or stone while reducing storm water runoff.
- Stormwater from building roofs should be reused as much as possible for non-potable uses on site such as watering of lawns, trees, or plants
- Provide catchments and swales that allow stormwater to return naturally to the water table

c. *Minimize grading to protect the existing characteristics of the site.*

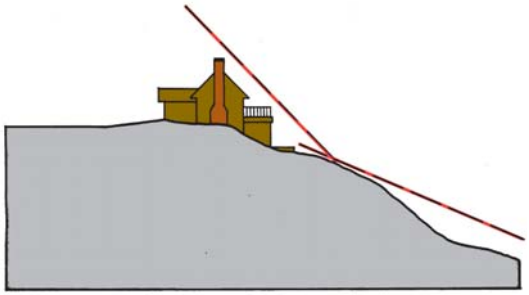
- Design buildings to conform to the natural topography rather than grading the site to accommodate development
- When grading is necessary, create smooth contours instead of sharp cuts and fills to

create a more natural-looking appearance

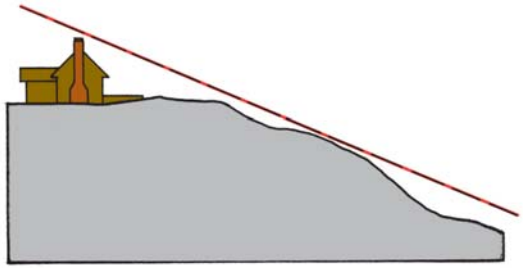
- Major site modifications are strongly discouraged in an effort to preserve the natural environment.
- Construction on steep slopes (greater than 15%) and/or on soils with poor soil bearing capacity should be strictly avoided.
- Whenever practical, the use of stormwater from parking lots should be used to water plants within the parking islands and perimeter planting areas

d. Create variety in site design within a framework of streets to prevent monotonous appearance.

- In more rural areas, vary setbacks and lot widths along local streets to create different pockets of visible open space — generally, the pattern of development should preface the natural environment. A good rule of thumb to follow: the larger the lot, the greater the front setback.
- In more populated areas such as hamlets and along development corridors, maintain even setbacks and lot widths to create a stronger sense of place — generally, the pattern of development should be based on narrower lots and buildings that formally address the street
- Setbacks and lot widths should increase as the landscape becomes more rural
- Vary shapes and sizes of housing on adjacent sites
- Maintain adequate setbacks for buildings on hilltops or ridgelines, and provide a landscape buffer within the inner boundary of the setback to blend with the surrounding natural environment.
- Structures on slopes should use upper-level setbacks to help maintain views for residents and adequate open space between structures when viewed from afar.

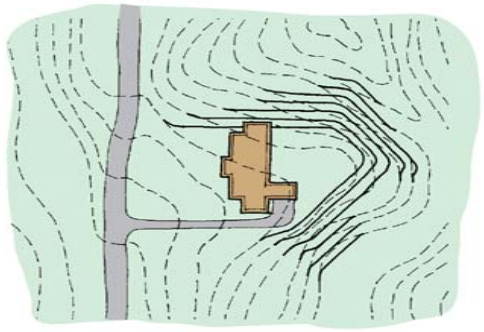


Placing building too close to crest of slope disrupts ridgeline

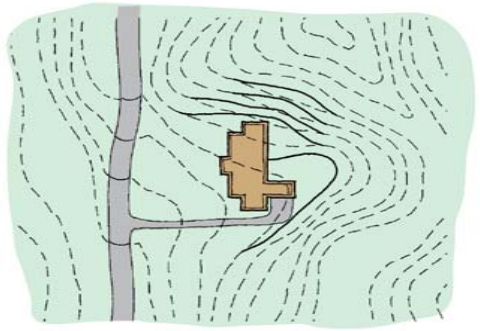


Placing building back from crest of slope helps preserve ridgeline and viewshed

On continuous slopes, building can be placed to follow the grade and vegetation can help preserve viewsheds and privacy



When grading is necessary, create smooth contours instead of sharp cuts and fills to create a more natural-looking appearance. This example show too much grading to create a large pad that does not fit with the natural contours of the slope (Undesirable)



An example of more sensitive grading that fits well with the natural contours of the site (Desirable)

e. Eliminate garages facing the street to provide a more encouraging pedestrian-oriented streetscape

- Position garages in alternate locations to avoid uninterrupted garage walls along the street
- Detached garages are recommended where feasible.
- Garages facing the street should be recessed at least ten feet from the front façade of the house
- Garages located at the rear of buildings facing an alley are recommended in hamlets and existing built-up areas. This strategy is not recommended in rural areas where a principle design strategy is to reduce impervious surface cover.

f. Driveway surface area should be minimized as much as possible

- Driveways should narrow to 12 feet where they meet the street. Wider portions of the driveways that provide additional parking and access should be screened from public view with the use of landscaping

2. Building Design

Single-family homes should possess architectural variety in terms of massing, design and detail, and yet contribute to the overall existing character of the surrounding area. In general, new buildings should evoke the character of traditional buildings found in the area.

a. Evaluate proposed building design elements (proportion, scale and detail) in relation to existing traditional structures in the surrounding area

Bulk, Mass, and Scale of the Structures

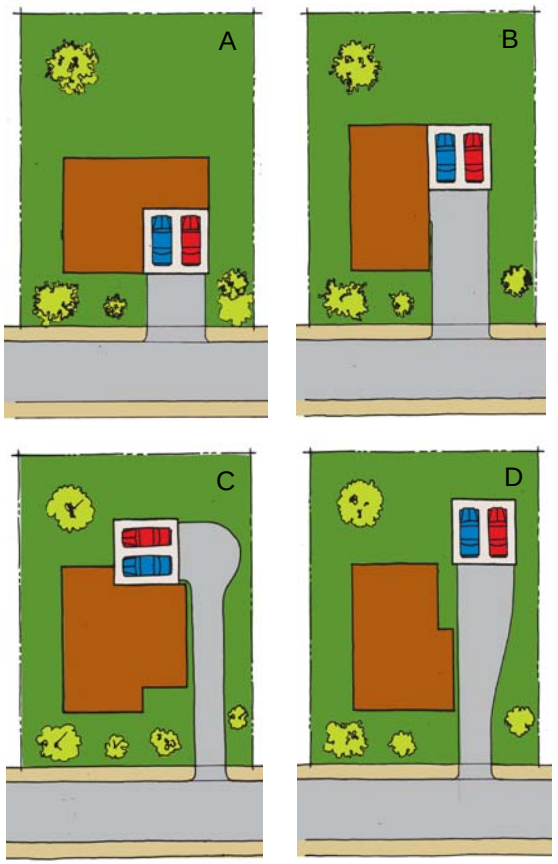
- New houses should evoke the character of existing traditional buildings in the surrounding area with respect to the following:

- Height, bulk and general massing
- Roof styles and pitch
- Façades, fenestration ratio (proportion of openings in the building), window styles
- Building materials, color, texture, usage of stylistic elements
- Relation to the street.

- Encourage construction of single-family homes with varied massing—refrain from box-like homes with little visual appeal.

Façade Treatment

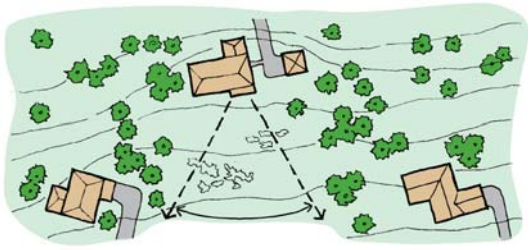
- Utilize traditional building materials such as fieldstone, brick, wood, or stucco (not synthetic) for façade treatment. Avoid excessive usage of glass in buildings that provide an urban appearance.
- Clearly define the main entrance to the house with the help of porches, steps or porticos.
- Avoid long uninterrupted walls on the front elevation: instead include wall offsets, projections and/or changes in floor levels to create architectural variety.
- Windows should range from a 1:2 to a 3:5 ratio of width to height.
- Use consistent window styles along the exterior façade of a building.
- Clear glass is preferred to smoked or reflective glass in window designs
- Upper level windows should mostly align with those on the lower level.
- Where privacy is an issue, increase the sill height above the sight line from adjacent properties



Alternate Garage Configurations

A) Garage facing street on front of house (undesirable)
B) Garage set back from front façade
C) Garage located to the rear of house away from street
D) Detached garage set to the rear of the house

Example A: Orient buildings to maximize views and use landscaping to buffer buildings to protect privacy



Example B: Orient buildings to maximize views and use landscaping to buffer buildings to protect privacy

- Skylights may be used to increase daylight, but should be located to the rear of buildings or away from public view. They should not create visual impacts for neighboring properties

- Use colors that blend with the surrounding natural environment

Orientation

- Orient buildings to maximize views for occupants and preserve privacy while minimizing the visual impact of the building on existing viewsheds

- Orient buildings to maximize solar gain in the winter—use deciduous vegetation to shade in the summer

Balconies/Open Sitting Areas

- Use balconies and open-air seating areas (porches, decks, etc.) to capitalize on existing scenic views wherever possible

- Locate balconies above garages facing the street to add visual interest in the building design.

Roofing

- Gable roofs with a minimum pitch of 8/12 and eaves of at least one foot beyond the building wall should be used. Flat roofs, gambrel roofs, and mansard roofs do not blend with the preferred roof styles in Newburgh and are discouraged

- Rooflines on hilltops, ridgelines and crests should be generally parallel to the slope to maintain the natural character of the topography

Mechanical Equipment

- All mechanical equipment such as heating and air conditioning units should be placed in areas that have minimum visual and noise impacts on adjacent properties, and should be adequately screened from direct public view with landscaping and/or screen walls.

Driveways

- Driveways constructed traditional-looking block pavers or gravel are preferable to asphalt
- Asphalt driveway areas should be kept to a minimum

3. Landscaping

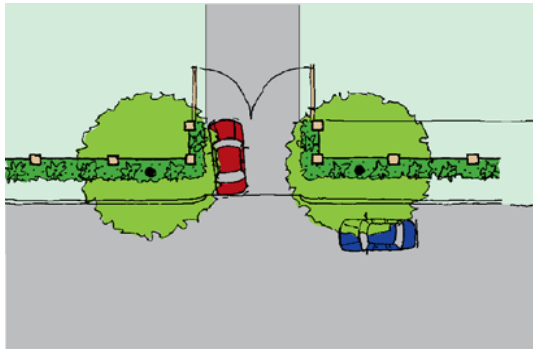
a. Provide landscaping that blends with the surrounding environment

Trees/Planting Material

- Preserve existing mature trees and natural vegetation on site that are in good and healthy condition and belong to a species that is long-lived
- Use native and indigenous plant and tree species along the edges of properties to blend in with the natural environment
- Use landscaping to create and define exterior space and to enhance the overall architecture of the site.
- Utilize a variety of plant and tree material to create interest in landscape during all seasons of the year.
- Use plant material hardy in Plant Hardiness Zone 5 that is culturally suited for proposed locations

Location

- Conserve energy by planting deciduous trees on the western sides of buildings that allow sunshine through in the winter and provide shade in the summer
- Buffer homes from adjacent uses through effectively placed landscaping to minimize adverse impacts due to noise or traffic



Effectively placed landscaping can softly define a property and enhance entryways

Effectively placed landscaping can help "ground" a building to its site, mitigate its mass and can create enjoyable exterior spaces

A good example of using mature to define property edge, enhance an entryway and screen development from the public street way

A good example of using natural fieldstone wall for property de-lineation

An example of an attractive planting of trees to form a canopy in the Balmville area of the Town

- Plant new trees to complement the streetscape and create an attractive tree canopy as currently visible in the Balmville area (see adjacent figure)

- Plant trees in strategic locations rather than at regular intervals to create a more rural-looking and naturalistic environment

- Wherever appropriate, cluster trees to define property edges, frame views from the street, and to help provide privacy between residences

Sidewalks/Fences

- Consider various pavement treatments for sidewalks such as unit pavers and other natural hard surfaces or concrete edged with granite

- If fences are to be incorporated in site design, use fieldstone walls or natural indigenous stone walls up to a maximum of three feet high along site perimeters, as currently seen in most of the Town's residences. In some instances, especially where privacy is of concern, installation of high quality wood or recycled plastic fencing may be used.

B. Multifamily Residential Design

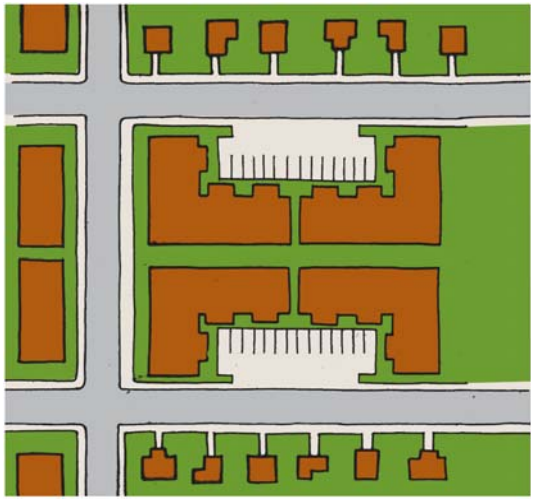
1. Site Design

a. Preserve natural vegetation on site as much as practical to protect the natural environment

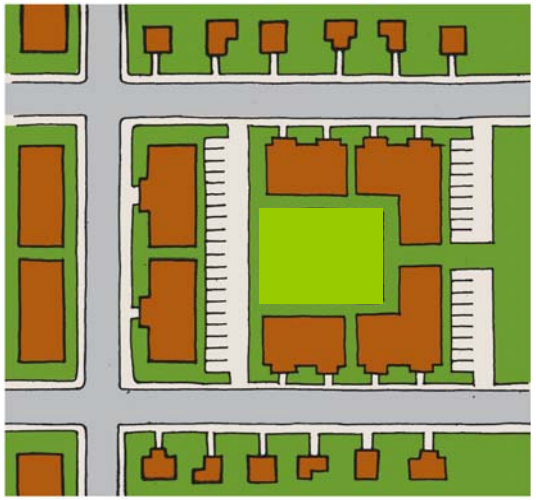
- Existing mature trees on site should be preserved, unless doing so would result in a hazardous or unhealthy condition or if required for fire safety considerations.
- If vegetation must be removed, provide replacement landscape areas on site for additional plantings.
- Clear cutting method of site preparation should be strictly avoided

b. Minimize soil erosion due to stormwater run-off

- Minimize impervious areas by preserving open spaces, existing drainage ways, and natural vegetation on site.
- Protect any water bodies passing through the site such as, streams, lakes, etc.
- Utilize permeable pavement surfaces such as porous asphalt and concrete, grasscrete and/or traditional-looking block pavers that have the aesthetic appeal of brick or stone while reducing storm water runoff.
- Stormwater from building roofs and parking lots should be reused as much as possible for non-potable uses on site such as watering of lawns, trees, or plants
- Provide catchments and swales that allow stormwater to return naturally to the water table
- Site drainage (stormwater) management systems should be designed to return as much run-off as possible to the natural environment and water table. Strategies include the use of detention ponds, swales and infiltration basin that store water quality volume before it is infiltrated into the ground.



Multi-Family Parking located directly off the street (undesirable)



Multi-Family Parking separated into smaller more-accessible parking areas (desirable)

- These detention/infiltration elements should be integral to the site design. For example, swales can also serve as green buffers where they are needed and ponds can provide an attractive landscaping focal point on a site.

- Retention and drainage features should resemble natural features such as streams, ponds found throughout the Town. Manmade looking drainage features should be avoided unless they contribute to the overall aesthetic quality of the site's design

- Drainage features that hold water should be fenced with aesthetically pleasing fencing constructed of high quality materials such as wood (recycled plastic fencing may be acceptable) that fits in with the surrounding natural environment

c. Minimize grading to protect the existing characteristics of the site.

- Design buildings to conform to the natural topography rather than grading the site to accommodate development

- When grading is necessary, create smooth contours instead of sharp cuts and fills to create a more natural-looking appearance

- Major site modifications to the site are discouraged in an effort to preserve the natural environment.

- Construction on steep slopes (greater than 15%) and/or on soils with poor soil bearing capacity is prohibited

- Use upper level setbacks on structures on slopes to maintain views for residents and preserve adequate open space between structures when viewed from afar

- Preserve historic resources existing on site

- Maintain adequate setbacks from slope for buildings on hilltops or ridgelines, and provide a landscape buffer within the inner boundary of the setback to blend building with the surrounding natural environment.

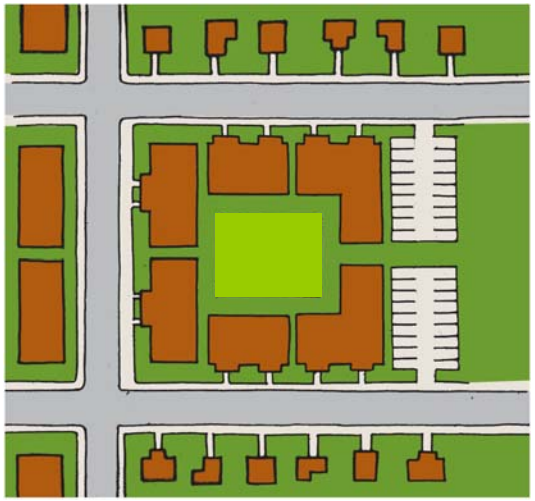
- Whenever practical, the use of stormwater from parking lots should be used to water plants within the parking islands and perimeter planting areas

d. Maximize opportunities to create useful, well-integrated open spaces

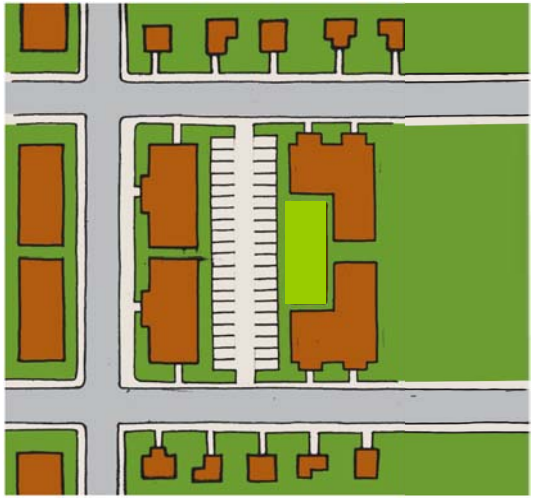
- Vary the shapes and sizes of buildings to create meaningful spaces and visual interest
- Group buildings around central open spaces that are easily accessible to all residents.
- Avoid open spaces around buildings that generally get little use—such spaces are not a replacement for a well designed central open spaces
- Design communal open spaces to maximizes sunlight
- Screen communal open spaces from busy traffic streets and direct public view
- Locate parking lots away from communal open spaces, screen when necessary

e. Provide safe and effective pedestrian and vehicular circulation patterns within multifamily developments

- Provide pedestrian walkways to connect open spaces, residents' units, parking areas, and other on-site amenities such as playgrounds, laundry facilities, mail boxes, etc.
- Provide clearly identifiable pedestrian entryways that are separate from vehicular driveways
- Create a hierarchy of internal driveways with varying speed limits to connect to the public street system and regulate traffic flow within the development.
- Driveways should not dominate the development process in site design.
- Use a variety of designs, materials and alignments to distinguish pedestrian and bicycle paths from vehicular driveways



Multi-Family Parking located to rear of development—still provides access to street (desirable)



Multi-Family Parking located internally on site between buildings (less desirable)

An example of multi-family development that is appropriately scaled to adjacent single-family development. This development also places its parking in the rear, thus preserving the streetscape

An example of higher density multifamily building "stepping down" to conform to the abutting lower density property. This simple strategy helps development fit better into the neighborhood

f. Provide adequate parking facilities on-site to meet resident demand and avoid negative impacts on the adjacent uses

- Provide at least one parking space per unit and sufficient parking for visitors (refer to town parking regulations)
- Locate pockets of parking at multiple locations that are convenient to residents instead of large lots. Screen the smaller lots to create aesthetically pleasing streetscapes.
- Use carports or garages wherever appropriate on site, instead of open off-street surface parking lots.
- Where garages are visible along the front elevation of buildings, set the garage back from front façade and/or use front porches/entryways to enhance architectural interest
- Ideally, garages should not cover more than one-third of a front façade of a building

2. Building Design

a. Multi-family residential buildings should possess architectural unity in terms of design and detail, and yet be compatible in scale with the overall existing character of the surrounding area. In general, new buildings should evoke the character of traditional buildings found in the area.

Bulk, Mass, and Scale

- Avoid box-like appearance through the provision of building offsets, projections, balconies and setbacks.
- Provide heavier-looking base with a lighter-looking upper stories for all building designs.
- Buildings, open space, and setbacks should be provided proportionately to the site

Roofing

- Gable roofs with a minimum pitch of 8/12 and eaves of at least one foot beyond the building wall should be used. Flat roofs, gambrel roofs, and mansard roofs do not blend with the preferred roof styles in Newburgh and are discouraged

- Rooflines on hilltops, ridgelines and crests should be generally parallel to the slope to maintain the natural character of the topography

Façade Treatment

- Use dormers, cupolas, etc., to minimize the monotonous appearance of bulky structures along residential streetscapes.

- Use common design themes to treat the facades to create visual harmony among the diversity in the shapes and sizes of individual buildings

- Utilize traditional building materials such as fieldstone, brick, wood, or stucco (not synthetic) for façade treatment. Avoid excessive usage of glass in buildings that provide an urban appearance.

- Clearly define the main entrance to each building with the use of porches, steps or porticos — porches should be large enough for people to sit and utilize

- Avoid long uninterrupted walls on the front elevation: instead include wall offsets, projections and/or changes in floor levels to create architectural variety.

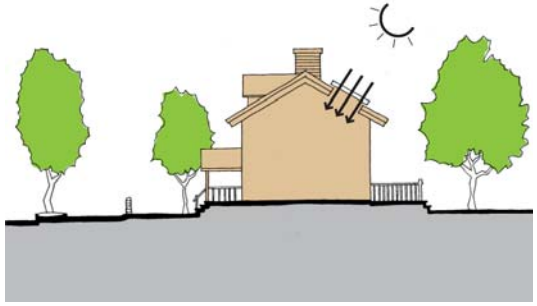
- Windows should be consistent in style and range proportionately from 1:2 to 3:5 in ratio of width to height.

- Clear glass is preferred to smoked or reflective glass in window designs

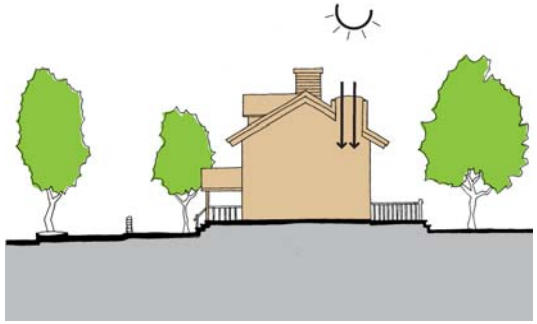
- Upper level windows should mostly align with those on the lower level.

- Where privacy is an issue, raise the sill height above the sight line from adjacent properties

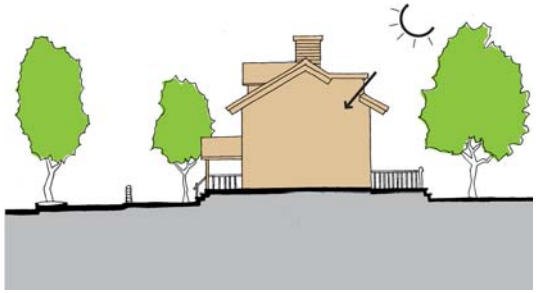
- Skylights may be used to increase daylight, but should be located to the rear of buildings



Skylights may be used in a variety of ways, but are preferably located to the rear of buildings



"Chimney"-style skylights can also bring light into the interior of buildings



Dormer-style skylights work well with the aesthetics of traditional architecture

or away from public view. They should not create visual impacts for neighboring properties

- Use colors that blend with the surrounding natural environment and surrounding traditional buildings

Mechanical Equipment

- All mechanical equipment such as heating and air conditioning units, and dumpsters should be screened from direct public view either through landscaping or by providing them in a separate structure, which appears as an extension to the principal building.

- Accessory buildings on site should be generally diminutive to the principal buildings on site. All accessory buildings on site must be compatible in color, texture, materials, and style with the principal building.

Multifamily buildings should minimize impact on surrounding properties

- Orient buildings to minimize intrusion of privacy of residents in adjacent buildings

- Windows should not overlook the living areas of adjacent buildings

- Use green buffers or parking areas with buffers to separate buildings from adjacent properties

- Orient buildings to maximize view for occupants while minimizing the visual impact of the building on existing viewsheds

- Orient buildings to maximize solar gain in the winter—use deciduous vegetation to shade in the summer

- Incorporate upper level setbacks so that upper level windows in two adjacent buildings are at a sufficient distance from each other, thus blocking views.

- Windows overlooking central open spaces and children's play areas are generally recommended

3. Landscaping

a. Landscaping should enhance new multifamily development and soften its impact on existing and adjacent buildings

Trees/Planting Material

- Wherever possible, preserve existing mature trees and natural vegetation on site that are in good and healthy condition and belong to a species that is long-lived
- Use native and indigenous plant and tree species along the edges of properties to create buffers and to blend in with the natural environment
- Use native and indigenous plant and tree species along internal pedestrian pathways and along the perimeter of multifamily development
- Use urban tolerant species within paved parking areas
- Utilize a variety of plant and tree material to create interest in landscape during all seasons of the year.
- Use plant material hardy in Plant Hardiness Zone 5 that is culturally suited for proposed locations
- Select plants and trees that are easy to maintain and require low levels of maintenance

Sidewalks/Pedestrian Walkways

- Provide pedestrian sidewalks with a grass median along the street perimeter of the multifamily development.
- Consider various pavement treatments for sidewalks such as unit pavers and other natural hard surfaces or concrete edged with granite
- If fences are incorporated into site design, use fieldstone or natural indigenous stone walls up to a maximum of three feet high along site perimeters, as currently seen in

most of the Town's residences. In some instances, especially where privacy is of concern, installation of high quality wood or recycled plastic fencing may be used.

- Use landscape buffers in addition to walls and/or fences to soften the visual impact between parking areas, commercial buildings, street frontages, and adjacent properties

Location

- Conserve energy by planting deciduous trees on the western sides of buildings that allow sunshine through in the winter and provide shade in the summer
- Buffer multi-family homes from adjacent uses through effectively placed landscaping to minimize adverse impacts due to noise or traffic
- Plant new trees to complement the existing streetscape
- Wherever appropriate, cluster trees to define property edges, frame views from the street, and to help provide privacy between buildings and adjacent uses
- Provide landscape in front and side yards of each unit on the ground level.
- Provide attractive and easy to maintain landscapes in central courtyards that add to the visual interest in the development.
- Use landscaping to create and define exterior spaces and to enhance the overall architecture of the site
- Adequately screen parking areas from residents' windows and from public view from street
- Enhance the entrance to the development through the use of landscape and adequately placed signage.

Open Spaces

- Use landscaping elements such as gazebos, trellises, benches, rocks, water fountains, raised planters, and decorative fieldstone or brick walls up to a maximum height of three feet within and around the central courtyards to create visual and social focus

- Provide adequate lighting for open spaces without causing spillover on to adjacent properties

Parking Lots

- The impact of parking areas should be minimized. One strategy involves dividing large parking areas into smaller, “mini” parking areas that are distributed conveniently around the site. These “mini” parking areas work well on the perimeter of the site because they allow for convenient store-specific parking and avoid creating large and unattractive parking lots.

- When larger parking areas are used, place landscaped islands at regular intervals within the parking lots to soften visual impact.

- Larger perimeter islands (minimum of 10 feet wide) provide for better plant growth and should be used whenever possible.

- Provide pedestrian walkways from parking lots to the buildings.

Signage and Lighting

- Enhance entrances to the development through well-designed signage

- Front-lit carved wood and/or sandblasted, raised letter signs are preferable for their historical look and image

- Signage lighting should be low-level and minimize glare—backlit and light-box signage are undesirable

An example of front-lit, carved wood signage for a multi-family residential development (desirable)

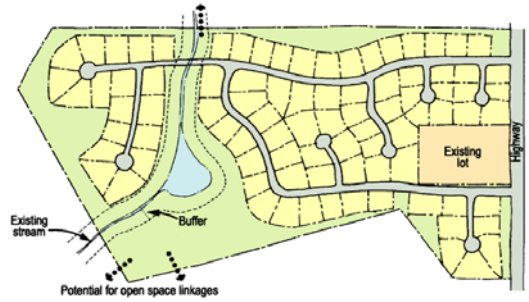
Examples of front-lit, carved and sandblasted signage (desirable)

- Adequate lighting should be provided in parking lots to ensure the safety of residents. However, lighting that creates glare and has an adverse impact on neighboring properties should be strictly avoided.

- The use of pedestrian scale lighting should be used wherever appropriate and not exceed 10 to 15 feet in height. Ideally, lighting should be similar from one development to the next, especially in the Hamlet areas.

- Parking lot lighting should not exceed 20 feet in height and should not emit more than 5 foot candles to reduce glare and conserve energy

Conventional Subdivision—87 lots, entire parcel is subdivided



Cluster Sub-Division—87 lots, significant open space preserved

C. Cluster Development Design

Clustering is an effective method of preserving open space and minimizing the impact of new development on the natural environment. Clustering discourages development on critical environmentally sensitive lands such as forestlands, steep slopes, poor soils, and wetlands and can be used to protect resource lands such as active farmlands that are integral to the Town's rural character. Typically, road frontage, lot size, setbacks, and other traditional subdivision regulations are adjusted to permit the developer to preserve ecologically sensitive areas, historical sites, or other unique characteristics of the land being subdivided.

Two strategies are generally employed in the cluster technique: **1)** the **cluster subdivision** most suitable in suburban areas of the Town; and **2) rural clustering** to protect large tracts of environmentally sensitive lands and active farmlands in the Town.

A **cluster subdivision** generally sites houses on smaller parcels of land within a subdivision, while additional lands that would have been allocated to individual lots is converted to common shared open space for the subdivision residents. This technique is most effective where conservation of neighborhood open space is sought to achieve a variety of objectives including the protection of habitat, creation of active and passive recreation sites, conservation of historic and cultural resources, and preservation of small but specialized "metro-farms." Cluster subdivisions would be most effective in the suburban-to-rural transition areas in the southern half of the Town, where existing recreation and wetlands habitat are located.

Rural clustering, on the other hand, sites homes on minimum lot sizes of 1-acre clustered away from environmentally sensitive and/or resource lands, and includes a buffer between the area to be developed and protected resource lands (Arendt, 1996). For protection of active farmlands, it is simply not enough to limit the number of new houses built in rural areas through ultra-low density standards (e.g. single homes on large 5-10 acre lots)—minimum lot sizes and buffers are necessary to protect active farmlands. Rural clustering would be most effective for northeast and northwest rural sections of Town.

1. Site Design

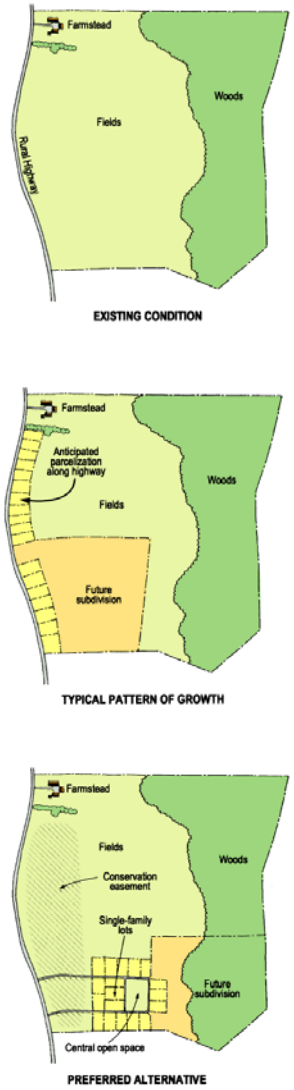
The site design guidelines provided herein are applicable to both single-family and multi-family residential cluster developments. For building design and landscaping guidelines, all single-family residential cluster developments should follow the guidelines for single-family residential development provided in Section A of this report. All multifamily residential cluster developments should follow the guidelines for multifamily residential development provided in Section B of this report. In addition, the maximum height of all buildings within cluster developments should be reviewed to avoid obstruction of viewsheds and intrusion of the privacy of neighboring properties.

a. Encourage cluster development in the rural and rural-to-suburban transition parts of Town to preserve farmlands, habitats and open spaces

- Encourage cluster developments along the outer periphery of the growth boundary (as defined in the Comprehensive Plan Update) where most of the farmlands and agricultural lands currently exist.
- Where development occurs in suburban and more built-up areas of the Town, encourage the use of the cluster subdivision technique to preserve on site open space and natural features
- Where development occurs in the more rural parts of town, encourage the use of the rural clustering technique to help preserve area open space and farmlands
- Where development occurs in rural areas, new buildings should be located in clusters that form new hamlet centers, avoiding strips of commercial and residential buildings stretched out along roadways

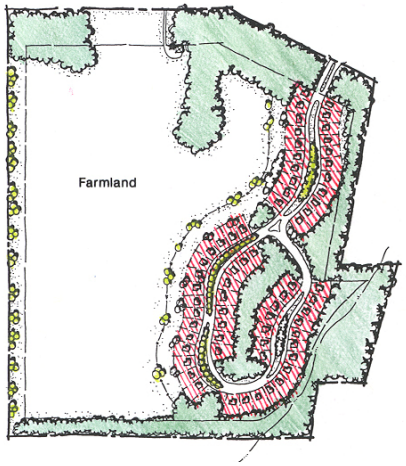
b. Preserve natural vegetation on site as much as practical to protect the natural environment

- Existing mature trees on site should be preserved, unless doing so would result in a hazardous or unhealthy condition or if required for fire safety considerations.
- If vegetation is removed, provide replacement site areas for additional plantings



Example of the typical pattern of development and of the clustering strategy (preferred) to rural land development

A



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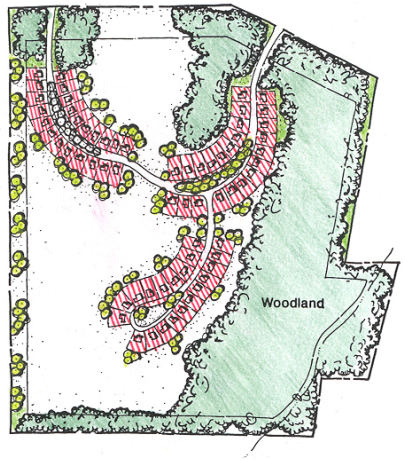


Two design studies illustrate different approaches to clustering on the same piece of land.

A) Clusters the homes to the edge of the property and provides a buffer between houses and protected farmland (note the additional conservation easement/deed restriction between the houses and farmland);

B) Clusters the homes to protect open space and preserve woodland

- Clear cutting method of site preparation should be strictly avoided

c. *Minimize soil erosion due to stormwater run-off*

- Minimize impervious areas by preserving open spaces, existing drainage ways, and natural vegetation on site.
- Utilize permeable pavement surfaces such as porous asphalt and concrete, grasscrete and/or traditional-looking block pavers that have the aesthetic appeal of brick or stone while reducing storm water runoff.
- Stormwater from building roofs should be reused as much as possible for non-potable uses on site such as watering of lawns, trees, or plants
- Provide catchments and swales that allow stormwater to return naturally to the water table
- Minimize the amount of impervious area on site by minimizing the number of access roads and incorporating shared driveways

d. *Minimize grading to protect the existing characteristics of the site.*

- Design buildings to conform to the natural topography rather than grading the site to accommodate development
- When grading is necessary, create smooth contours instead of sharp cuts and fills to create a more natural-looking appearance
- Major site modifications are strongly discouraged in an effort to preserve the natural environment.
- Construction on steep slopes (greater than 15%) and/or on soils with poor soil bearing capacity should be strictly avoided.
- Access roads should be constructed according to the natural slope of the site in order to maintain the rural character

- Whenever practical, the use of stormwater from parking lots should be used to water plants within the parking islands and perimeter planting areas

d. Integrate cluster developments into the site to preserve the natural characteristics of the site and minimize adverse impacts on neighboring properties

- Locate buildings away from environmentally sensitive areas such as wetlands, floodplains, poor soils, steep slopes, and wildlife habitat areas; agricultural/farming areas; and other portions of the site that consist of agricultural and related activities or that are appropriate for the development of such types of open spaces.

- Whenever practical, open spaces resulting from cluster developments should be connected to other open spaces to preserve larger tracts of habitat and resource lands

Lot Size, Density

- In more rural areas, cluster smaller lots in closely knit groups to preserve larger area of open space and resource lands

- In suburban and more built-up areas, cluster buildings around central community open spaces interlinked with a network of roads.

- In both rural and suburban areas, densities should be adjusted to site conditions and characteristics to allow for maximum allowable density while protecting as much open space as practical and the natural character of the site and area.

Setbacks

- Whenever practical, vary front yard setbacks to create various pockets of open space and promote a more rural appearance

- Smaller front yard setbacks are preferable larger setbacks to reduce driveway length.

Two design studies illustrate different approaches to protecting sensitive lands (shaded area):

A) Conventional subdivision located on sensitive but buildable land;
B) Improved cluster layout protecting sensitive lands and providing protection with ease-ments or deed restrictions (lighter shaded areas)

An example of hybrid or open space road network for cluster development. A combination of grid and cul-de-sac roads, it offers the advantage of both dispersion of traffic at multiple points to alleviate traffic congestion and adaptability to minimize grading of site

Orientation

- Orient lots towards shared driveways and to capture views of open space/natural environment.
- Provide adequate landscaping to visually screen the buildings from off-site vantage points
- Provide open space buffers between any two-cluster areas based on the buffer regulations specified in the zoning ordinance
- Wherever possible, use natural barriers for property lines such as fieldstone/natural indigenous stone walls or tree hedge rows. In some instances, especially where privacy is of concern, installation of high quality wood or recycled plastic fencing may be used.

e. Provide safe and effective street network to facilitate vehicular and pedestrian access and circulation

- Encourage hybrid or open space layout of road network, which increases efficiency in terms of dispersing the traffic at multiple points and is adaptive to site features and topography.
- Each cluster development should consist of an interior common area that provides vehicular access to the dwelling units.
- All roadways should be coordinated with the Town of Newburgh engineer. Generally, roadways should be at least 20’ wide and one-way roads should be at least 15’ wide to allow for passage of two vehicles. Narrower roads widths should accommodate emergency vehicle access when required. This may be accommodated with mountable curbs.
- On street parking may be provided within cluster developments as a convenience to visitors and to slow traffic and enhance pedestrian safety
- Low speed limits of not more than 20 miles per hour should be maintained within the rural cluster to ensure pedestrian safety

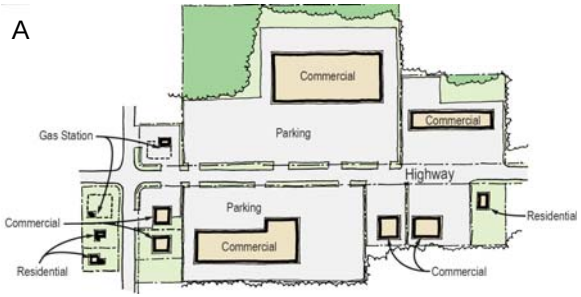
f. Preserve the open space network provided within cluster developments to preserve rural character of the Town

- Open space created by clustering development, including buffers between development and active farmlands, should be protected through easements to prevent future development in these areas

- Screen rear yard amenities, garages and parking should be screened from public view to preserve rural and natural character of the site and surrounding area

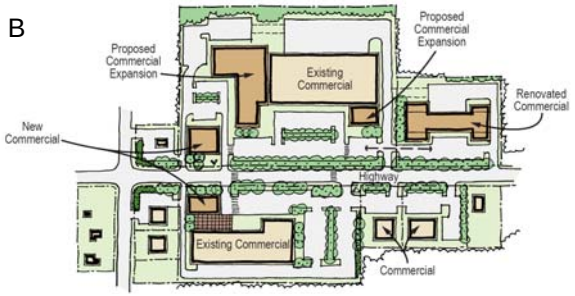
- One of the concepts of clustering is that developments should sit gently in the site and blend with surrounding area—Screen development from public view, especially from the main road, through the use of setbacks and landscaping to minimize visual impact and preserve rural and natural character of the site and surrounding area

A



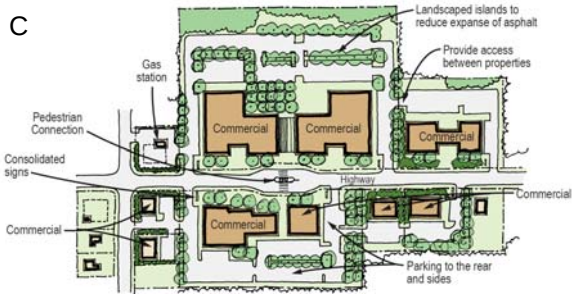
Typical (undesirable) Highway Commercial Development: multiple curb cut and parking along highway frontage

B



An example of retrofitting Highway Commercial Development: new commercial spaces to break long buildings and add interest, landscaped buffers along roadway frontage, clearly demarcated pedestrian paths to provide pedestrian connection on different properties and reduce curb cuts

C



Alternate Highway Commercial Development (recommended): buildings closer to roadway frontage, parking provided in the rear and side of buildings, landscaped buffers between highway and buildings and within parking areas, clearly demarcated pedestrian paths

D. Commercial Area Design

1. Site Design

a. Design the site based on existing topography, vegetation, and drainage characteristics

- Commercial site design should be based on existing grade and slope characteristics of the site. In general, grading of the site should be compatible with grading of adjacent properties and streets.
- Incorporate existing characteristics of the site into site design such as mature trees and vegetation and existing drainage lines to the extent practical.
- Retain significant unique features of the site such as natural rock outcroppings, existing ponds or streams and any historic resources to the extent practical.

b. Minimize the impact of commercial properties upon surrounding residential properties

- Provide natural landscape buffers in addition to walls and/or fences to soften the visual impact between parking areas, commercial buildings, street frontages, and adjacent (especially residential) properties. In some instances, especially where privacy is of concern, installation of high quality wood or recycled plastic fencing may be used.
- The height of commercial properties should be limited to height of adjacent residential uses.

c. Commercial properties should not replicate the existing typical form of existing commercial development, which has been identified as undesirable and incompatible with Newburgh's aesthetic and rural character (see Figure A). Rather, new commercial development should seek to place buildings closer to roadway frontages and place parking to the rear/side of buildings (see Figure C). Renovation of existing commercial shopping centers should seek to reduce minimize their visual impact by using landscaped buffers and new buildings along the roadway frontage (see Figure B).

- Incorporate shared driveways and pedestrian access ways and common garbage disposal areas between two adjoining commercial sites in site design to extent practical

- Site design should be based on the existing street geometry with consistent setbacks to define, create or maintain an existing street edge in commercial areas. If a desirable street edge exists, new development should conform to the dominant scale and setbacks observed in neighboring buildings.

- Where infill buildings are planned, the setbacks of the proposed buildings should be based on the existing street geometry with consistent setbacks to define, create or maintain the existing street edge in commercial areas. If a desirable street edge exists, new development should conform to the dominant scale and setbacks observed in neighboring buildings.

- Whenever practical, the use of stormwater from parking lots should be used to water plants within the parking islands and perimeter planting areas

- Site drainage (stormwater) management systems should be designed to return as much run-off as possible to the natural environment and water table. Strategies include the use of detention ponds, swales and infiltration basin that store water quality volume before it is infiltrated into the ground.

- These detention/infiltration elements should be integral to the site design. For example, swales can also serve as green buffers where they are needed and ponds can provide an attractive landscaping focal point on a site.

- Retention and drainage features should resemble natural features such as streams, ponds found throughout the Town. Manmade looking drainage features should be avoided unless they contribute to the overall aesthetic quality of the site's design

- Drainage features that hold water should be fenced with aesthetically pleasing fencing constructed of high quality materials such as wood (recycled plastic fencing may be acceptable) that fits in with the surrounding natural environment

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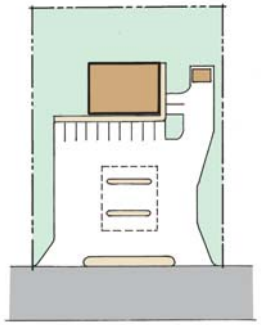

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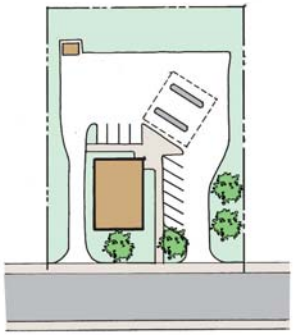


Two examples of filling station site design.

A) typical design that places automobile-oriented activities on the street frontage;
B) A preferable site design that reinforces street and pedestrian activity by placing the building at the prominent location on the frontage

Entrance/Exit Ways

- Entrance and exit ways into the site must be carefully designed so that they do not disturb the traffic movement on/off-site and are clearly visible to the on-going pedestrian and vehicular traffic.
- Use partial deep setbacks at vehicular entry points to the site to provide visual prominence and protect vehicular lines of sight for safety
- Minimize the number of curb cuts and entrance and exit ways to the site as much as practical

Sidewalks/Pedestrian Walkways

- Wherever practical, connect adjacent commercial establishments and surrounding neighborhoods through the provision of paved sidewalks
- Where buildings are required to be setback from the street at a considerable distance, they should be connected to the street edge and transit locations by pedestrian walkways
- Where pedestrian pathways cross internal vehicular routes, they should be distinguished by a change in paving material, color, and texture. Alternately, crosswalks may be raised slightly from the existing vehicular roadway and identified through striping for improved safety of the pedestrians.
- Create a hierarchy of open spaces on large commercial sites through the provision of pedestrian walkways, plazas, outdoor sitting and dining areas.

Open Spaces

- Incorporate courtyards and open seating areas in site designs of commercial and neighborhood shopping centers. Well-designed and landscaped open areas appear welcoming, soften visual impact, and promote social interaction.
- Orient landscaped seating areas generally to the southern or western portions of the site and plant deciduous trees to allow sunshine through in the winter and provide shade in the summer

- Wherever possible, orient seating areas towards interesting natural features such as views, stream corridors, etc.

- Encourage social interaction by furnishing open areas and pedestrian routes within commercial establishments with benches and trash receptacles

Parking Lots

- Discourage parking areas in front of the buildings that have a negative impact on the streetscape. Instead, place parking to the side or rear yards of building that are effectively screened with landscape.

- The impact of parking areas should be minimized. One strategy involves dividing large parking areas into smaller, “mini” parking areas that are distributed conveniently around the site. These “mini” parking areas work well on the perimeter of the site because they allow for convenient store-specific parking and avoid creating large and unattractive parking lots.

- When larger parking areas are used, place landscaped islands at regular intervals within the parking lots to soften visual impact.

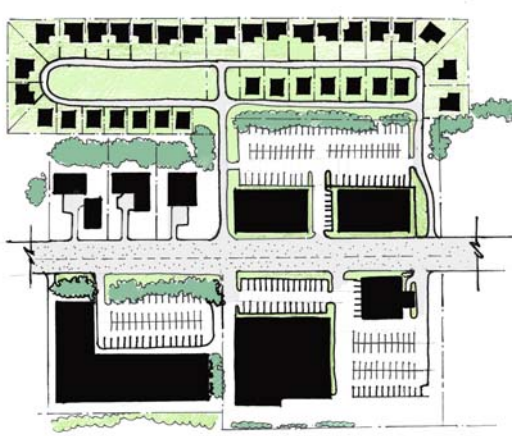
- Larger perimeter islands (minimum of 10 feet wide) provide for better plant growth and should be used whenever possible.

- Break up large expanses of parking lots into smaller modules and provide pedestrian walkways that link these to one another and to buildings on site

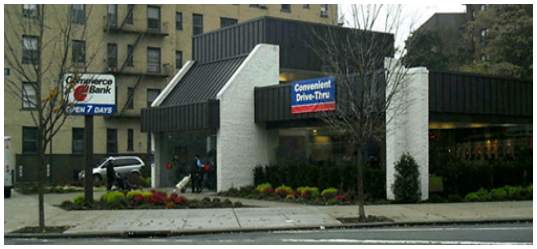
- Large expanses of paved surfaces should be landscaped to soften visual impact and should incorporate pedestrian walkways and landscaped areas as much as practical at prominent locations on site.

- Use landscaped buffers (minimum 10 feet wide) and natural stone walls between highway/roadway frontages and buildings/parking areas and adjacent properties

- Place commercial buildings at street corner locations to hold and develop corner street frontages—avoid placement of off-street surface parking on corner lots



This proposal for the redevelopment/expansion of an existing commercial strip illustrates several important concepts: 1) parking is located to the rear of new retail establishments; 2) existing retail parking is set back from the roadway and is buffered by landscaping strips; 3) landscaping is used effectively to buffer parking/retail areas from existing residential uses; and 4) parking areas use shared entry/exits to the street thus minimizing curb cuts.



A

B

Before and after example of corner commercial site design.

A) While attractively landscaped, the before example does little to hold the street wall and the auto-oriented design places parking directly along the street frontage;

B) A preferable site design that reinforces street and pedestrian activity by placing the parking in behind the building to the rear. On street parking has returned and street trees help create a more pedestrian friendly environment

- Use urban tolerant tree species within paved parking areas

Service Areas: Mechanical-Utilities/Storage/Garbage Disposal

- Locate service, mechanical-utilities, storage, and garbage disposal areas away from direct public view and screen them effectively through landscaping and/or screen walls. Where feasible, service and garbage disposal areas should be grouped with service areas of adjoining buildings.

- All service areas and mechanical equipment should be placed in areas that will have the minimum visual and noise impacts on adjacent properties. These areas should be adequately screened from direct public view with landscaping and/or screen walls. Where site design allows, service and mechanical areas should be designed to appear as extensions of principal/existing buildings.

- If provided in accessory buildings on site, these should generally be diminutive in scale to the principal buildings on site. All accessory buildings should be compatible in color, texture, materials, and style with the principal building.

- Locate service, mechanical-utilities, storage, and garbage disposal areas away from main entry– and access–ways and outdoor sitting areas.

- To the extent possible, shopping cart storage areas should be located within the principal building of use. Otherwise, storage should be provided in an enclosed area that is an extension to the principal building.

Automobile-Oriented Commercial Development

- Large commercial developments such as big-box retail uses should provide an outer vehicular access drive to minimize impact on the flow of street traffic due to vehicular traffic entering or exiting these sites.

- Drive-through lanes should be located in a manner that traffic in these lanes does not disturb the movement of pedestrians on site or block the movement of vehicular on/off-site traffic. These lanes should be adequately buffered adjacent sidewalks with planted from the screened to avoid a bleak looking appearance of the site.

- Incorporate traffic calming principles such as speed bumps, paving material change, and bump-outs into site designs of large commercial stores to ensure vehicular and pedestrian safety. Changing the grade and material of pedestrian crossings in parking areas can help calm on-site traffic speed while providing clearly identifiable pedestrian routes

- Automobile-oriented establishments such as gas stations, drugstores and banks with drive-thru windows/ATMs should orient the building closer to the road and locate automobile-related activities such as parking and filling pumps to the rear of the building.

- Automobile-oriented uses such as gas stations, large convenience/grocery stores, banks and chain drugstores should not occupy corner lots unless they orient automobile-related activities to the rear of building and orient the principal building in a way that reinforces pedestrian access and street frontage activity.

- Consider existing and future-planned transit (bus) stops in commercial site design to allow for alternate means of access to the site

Outdoor Sales/Display Areas

- Location of outdoor sales and display areas such as, firewood displays, ATMs, vending machines, news tracks, amusements, and seasonal sales, should be integrated with the overall site/building designs to avoid conflicts with parking, pedestrian and vehicular movement

- Discourage the placement of free standing sales kiosks—instead integrate these uses into the design of existing or proposed buildings.

(Above and below) An example of a national chain building that responds positively to the local Hudson Valley context

A good example of a pedestrian friendly, mixed-use hamlet district streetscape in the Town of Newburgh with stores on the ground level and residential/offices above

2. Building Design

One of the greatest community design challenges facing Newburgh and many other communities is how to create a pedestrian friendly streetscape, especially in the hamlet areas, that reflects its traditional aesthetic identity and historic heritage. At the heart of the matter is the existing pattern of strip development that is often at odds with local community character and identity. The most identifiable features of this pattern are the prescribed building and automobile-oriented site designs preferred by corporate franchises (regional, local, and national chains). While remarkable in their commercial efficiency, vehicular access and conveyance of corporate identity, such buildings contribute little to local identity and even less to the positive streetscapes so many communities desire. In response, many chains have begun to incorporate locally responsive design elements into their buildings, and have adjusted their site designs to strengthen local streetscapes. This has been accomplished in many cases to the satisfaction of both the local planning authorities and corporate interests. To this end, corporate franchises (regional, local, and national chains) such as automobile gas stations, fast food restaurants, banks, and grocery and convenience stores are encouraged to follow the design guidelines provided herein. Their objective is to ensure that future developments will be compatible with the Town's aesthetic and architectural character, and ensure faster site plan approvals. Examples of such efforts—franchises that have incorporated contextually-sensitive site and building designs—can be found throughout the Hudson Valley and in many communities beyond as illustrated by the adjacent figures.

a. New commercial building designs should evoke the character existing traditional buildings in the surrounding area with respect to the following design elements:

Bulk, Mass and Scale of Structure

- New buildings should be proportionate in bulk, mass, and scale when compared with existing traditional buildings in the surrounding area

- Create a clear distinction between a building's roof, body, and base to reduce the visual appearance of the building's mass. For instance, visually, the building mass of large retail stores could be broken into smaller elements by providing variation in rooflines and forms, using ground level arcades, wall offsets, projections, cornices, parapet designs, etc., that are consistent with the character of the adjacent buildings. This strategy will have minimal effect on useable footprint configuration that is important to retail operations.

- In general, the base of the building should appear heavier than the rest of the building—traditionally this has been accomplished though massing and careful material selection.

- A gradual transition in building height away from the street is desirable with taller buildings stepping down in height as they reach the sidewalk. Building should also step down in height in response to surrounding buildings.

- New additions made to existing buildings should be consistent in style and design as that of existing buildings. Drastic variations in height or bulk should be strongly discouraged for additions to existing buildings.

Façade Treatment

- In general, it is not necessary to duplicate the designs of adjacent or surrounding buildings. Rather, use similar colors, textures, materials, and other façade articulation techniques to enable new development to blend in with existing buildings. For large shopping centers, such as cornices, dormers, cupolas, etc., to create a unified image of the commercial area.

- Large buildings such as big-box retail should use repeating architectural elements in the façade that act as visual rhythms and balance the scale of the building.

- Drive-through windows should be coordinated with the architectural character of the principal building so as to create a unified building design

- Store windows, display units, canopies, awnings, sidewalks, benches, out door dining areas, and signage should face the primary public street so as to create an engaging walking environment. This type of streetscape is particularly recommended for retail uses along primary routes where neighborhood-scale businesses such as restaurants,

This Hess gas station located at the intersection of I-84 and Route 9 in Dutchess County is an example of a national chain incorporating locally responsive design elements into its building (desirable)

The Town has a proliferation of chain-strip type of development that includes gas stations, restaurants and large retailers. This type of development characterized by designs that are unresponsive to local architectural and aesthetic context is not compatible with the Town's aesthetic vision.

While nicely landscaped, this typical commercial "box" building does not exhibit the aesthetic character expressed by the citizens for the Town of Newburgh

Despite being poorly landscaped and setback from the road, the design (in terms of form and materials) of this auto-oriented use building (a car wash) responds well to local aesthetic character

garment stores, diners, etc., presently exist.

- Buildings with storefronts should have windows and entryways that front directly on to the street. Avoid long, uninterrupted walls along street frontages and pedestrian pathways. A good rule of thumb for storefronts along pedestrian pathways is to have between 60% and 80% window with sill heights of approximately three feet higher than grade along the length of the façade. Clear glass is preferred to smoked or reflective glass

- Encourage the use of canopies and awnings along storefronts where appropriate to shade the window area and serve as covered walkways for pedestrians. Awnings should be compatible in style and color with the structure on which they are located.

- Use of fabric awnings that blend with the Town's rural character and refrain from using metallic or plastic materials that are generally considered visually incompatible with Town character.

- Main entryways (both front and rear) to the building should be visible from the street or public pathway or parking area. These should be clearly identifiable through the use of architectural detailing such as arches, canopies, porticos, overhangs, or moldings over the door. In large retail developments, main entrances to principal buildings should be highlighted through the use of canopies, porticos, planters, etc.

- Utilize traditional building materials such as fieldstone, brick, wood, or stucco (not synthetic) for façade treatment. Façade treatments for new buildings should be consistent with those of traditional buildings in the area. Avoid excessive usage of glass in buildings that provide an urban appearance.

- Use colors that blend with the surrounding natural environment and surrounding traditional buildings. Avoid the use of high intensity colors and/or metallic or fluorescent colors.

Roofing

- Gable roofs with a minimum pitch of 8/12 and eaves of at least one foot beyond the building wall should be used. Gambrel roofs, and mansard roofs do not blend with the preferred roof styles in Newburgh and are discouraged

- Flat (shed) roofs may be allowed only as secondary roofs to ancillary structures of a building.

Mechanical Equipment

- All roof top mechanical equipment such as air conditioning and heating units must be screened from direct public view either by building parapet walls on all sides or through an alternate means of effective screening.

- As much as possible, screens should be made to appear as an extension to the existing building.

3. Landscaping

a. Provide landscaping as an essential component in the overall design concept of commercial sites

Trees/Planting Material

- Whenever practical, preserve existing mature trees and natural vegetation on site that are in good and healthy condition

- Use native and indigenous plant and tree species along the edges of properties to create buffers and to blend in with the natural environment and adjacent properties

- Use native and indigenous plant and tree species along internal pedestrian pathways and along the perimeter of multifamily development

- Use urban tolerant species within paved parking areas

- Utilize a variety of plant and tree material to create interest in landscape during all seasons of the year.

- Use plant material hardy in Plant Hardiness Zone 5 that is culturally suited for proposed locations

An example of attractive and sensitive landscaping in commercial development

An example of a more desirable form of multi-tenant commercial signage with landscaping and fieldstone wall

Two examples of undesirable commercial signage: A) Internally illuminated, multi-tenant pylon sign, B) Internally illuminated pole sign with programmable LED marquee

An example of a more desirable form of multi-tenant commercial signage with landscaping

Backlit and lightbox signage is an undesirable form of multi-tenant commercial signage. This example has no landscaping to soften its impact

- Select plants and trees that are easy to maintain and require low levels of maintenance

- Proposed landscaping should blend with the character of existing landscape in adjoining areas of the site in terms of materials used, colors, textures, etc., to provide a visual continuity along the street frontage. However, the use of a variety of planting materials is encouraged within the site to create variety and interest.

Sidewalks/Pedestrian Walkways

- Provide pedestrian sidewalks with a grass median along the street perimeter of the commercial development.

- Consider use of various pavement treatments for sidewalks such as unit pavers and other natural hard surfaces or concrete edged with granite

- If fences are to be incorporated in site design, use fieldstone walls or natural indigenous stone walls up to a maximum of three feet high along site perimeters: use trees and landscaping to provide additional screening. In some instances, especially where privacy is of concern, installation of high quality wood or recycled plastic fencing may be used.

- Use landscape buffers in addition to walls and/or fences to soften the visual impact between parking areas, commercial buildings, street frontages, and adjacent properties

- Pedestrian walkways, sidewalks, and open/semi-open sitting areas are recommended for low-density retail uses such as coffee shops, fast food cafes, antique stores, etc., based on their location on the highway corridor.

Location

- Plant deciduous trees on the western sides of buildings that allow sunshine through in the winter and provide shade in the summer

- Buffer commercial development from adjacent uses through effectively placed landscaping to minimize adverse impacts due to noise or traffic

- Plant new trees that complements the existing streetscape
- Wherever appropriate, cluster trees to define property edges, frame views from the street, and to help provide privacy between buildings and adjacent uses
- Landscaping should be provided around all commercial buildings to soften the visual impact.
- Provide attractive and easy to maintain landscapes in central courtyards that add visual interest
- Use landscaping to create and define exterior spaces and to enhance the overall architecture of the site
- Adequately screen parking areas from adjacent properties and from public view from street
- Enhance entrances through the use of landscape and adequately placed signage.
- Use raised planters against the outer walls of commercial structures, especially at windows and entrances, to emphasize access into buildings

Signage and Lighting

- The developer shall provide signage guidelines for each commercial development along with drawings that illustrate the quantity of signage allocated in square feet for each retail use and building. The guidelines for the development will include color, type of sign maximum square footage for each sign, and national chain entitlements
- The use of pedestrian scale lighting should be used wherever appropriate and not exceed 10 to 15 feet in height. Ideally, lighting should be similar from one development to the next, especially in the Hamlet areas.
- Parking lot lighting should not exceed 20 feet in height and should not emit more than 5 foot candles to reduce glare and conserve energy
- Enhance entrances to the development through well-designed signage that is landscaped

This arrangement of signs blocks building elements and creates an image of visual clutter

These signs work harmoniously with the architecture and create a more orderly appearance

- Front-lit carved wood and/or sandblasted, raised letter signs are preferable for their historical look and image

- Signage lighting should be low-level and minimize glare—backlit and light-box signage are undesirable

- Marquee signs listing multiple tenants of a commercial establishment should be avoided—these tend to cater to fast-moving traffic and are often poorly maintained and/or landscaped, and are generally incompatible with the aesthetic character of the Town

- Adequate lighting should be provided in parking lots to ensure the safety of pedestrians. However, lighting that creates glare and has an adverse impact on neighboring properties should be strictly avoided.

- Coordinate signage with landscaping at storefronts to create an inviting appearance for the on-going pedestrian and vehicular traffic.

- Minimize the number and size of signs to avoid visual clutter.

Site Furniture

- Site furniture such as bicycle racks, trash and cigarette receptacles, newspaper kiosks, and benches should be provided wherever appropriate.

- Place site furniture in locations where people are intended to gather such as small open spaces and seating areas.

- The design and style of the site furniture should be compatible with the Town's architectural character. In general, site furniture made of plastic or metallic benches should be avoided, as they do not complement the Town's architectural quality.

D. Large-Scale ("Big Box") Commercial Design

As discussed in Section D (Commercial Area Design) of this chapter, creating a pedestrian friendly and aesthetically pleasing public environment given the current trend in retail commerce is one of the greatest community design challenges facing Newburgh. Of particular concern is how to accommodate large scale commercial developments, colloquially known as "big box" retail, while creating and preserving aesthetic character. "Big-box" retail can be defined as large-scale retailers, such as Wal-Mart, Kmart, Meijer, Kroger, Target, Circuit City, or Home Depot, that occupy more than 50,000 square feet and derive their profits from high sales volumes. They may operate as stand-alone facilities, or more commonly they are located in what is commonly called a "power center." Power centers have some common characteristic such as large rectangular single-story structures, a reliance on auto-borne traffic with large areas of parking, limited mass transit service, and a no frills site plan with little unique community character, mixed-use and pedestrian amenities. Power centers will generally bring together various branches of the "big-box" family, for example, a discount department store, a warehouse club, a supermarket, and smaller retailers/ restaurants located on out-lots.

"Big box" retail development can be viewed as both the boon and bane of the American suburban retail landscape. Large retailers offer shoppers unparalleled convenience and favorable price shopping and for these reasons alone demand for such establishments is undeniably high. Large-scale retailers often provide local jurisdictions with much needed tax revenue and are therefore viewed favorably for this reason as well (although some studies suggest that not much of the sales revenue actually stays in the local economy).

On the other hand, the typical building forms and site designs associated with such establishments run contrary to the aesthetic goals of just about any community in which they are placed. Their large footprint buildings, minimally landscaped and usually surrounded by a sea of parking, generally contribute little to the aesthetic landscape, streetscape and overall quality of the built environment. Further complicating local jurisdictions' position is a conventional wisdom often held by local jurisdictions that, if they do not accommodate the plans and designs that are

Typical examples of "big box" development—auto-oriented, large front loaded parking lots, absence of landscaping

Adaptive reuse of abandoned smaller box stores is one of the most difficult challenges facing communities. Retailers often outgrow their initial foothold establishments in a community and find it more economical to abandon buildings and build larger stores just down the road

Three examples showing that "big-box" stores can be held to higher design standards. These examples, in varying degrees, are more pedestrian friendly, better landscaped and more aesthetically pleasing than the typical large-scale retail configurations observed throughout the country

favorable to these establishments, the retailer will simply locate in an adjacent town or village and the local jurisdiction will forfeit their opportunity (and tax revenue). Knowingly, large-scale retailers often play jurisdictions against one another to seek increasingly attractive concessions including tax abatements, infrastructure improvements and design acceptance. This process results in what is commonly known as a "race to the bottom," because, at the end of the day, it involves jurisdictions competing with one another to attract and eventually accept large-scale retailers under the locally unfavorable conditions they have requested.

Recognizing both the advantages and disadvantages of big box development, some jurisdictions have successfully fought to prohibit placement of "big box" retailers by using a variety of tenable arguments including incompatible aesthetics, increased traffic and infrastructure demands, and protection of viewsheds. Other jurisdiction have taken steps to accommodate big box retailers under their own terms by adopting large retail, or "big-box", design standards. The cities of Fort Collins, Colorado, Tucson, Arizona, Easton, Maryland, and Somerset County, New Jersey, to name a few, have already implemented design standards for large retail establishments.

The "big-box" design guidelines that follow have been adapted specifically for the Town of Newburgh. While drawn from a variety of sources, they take into consideration the commercial development design standards set forth in sections preceding this section, but list additional guidelines that pertain to large-scale retail establishments. Again, these guidelines are not a set of hard-line regulations meant to limit creativity, restrict placement or development of "big box" retail; rather they are standards that serve to guide developers in what is expected by the Town when placement of such development occurs. A developer considering building a "big box" development should review the preceding sections on commercial site and building design and then review the guidelines presented in this section before presenting their design to the Town's Planning Board and/or the Architectural Review Board. All additional site design and landscape requirements of the Commercial Area Design section of this document shall apply. The objective here is to encourage development that will be compatible with the vision voiced by the citizenry of the Town during the Comprehensive Planning process.

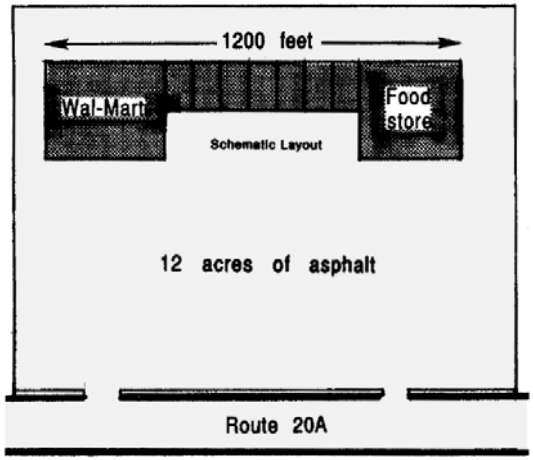
1. Site Design

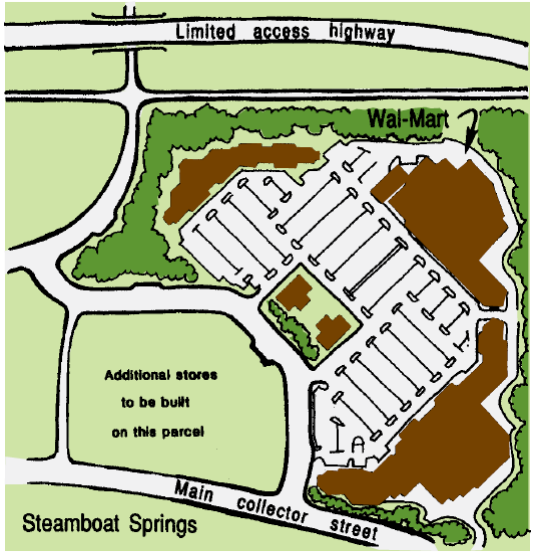
a. ***Entrances:*** *Large retail buildings should feature multiple entrances. Multiple building entrances reduce walking distances from cars, facilitate pedestrian and bicycle access from public sidewalks, and provide convenience where certain entrances offer access to individual stores, or identified departments in a store. Multiple entrances also mitigate the effect of the unbroken walls and neglected areas that often characterize building facades that face bordering land uses.*

- All sides of a principal building that directly face an abutting public or private right-of-way shall feature at least one customer entrance.
- Where a principal building directly faces more than two abutting public or private rights-of-way, this requirement shall apply only to two sides of the building, including the side of the building facing the primary street, and another side of the building facing a secondary street.
- The number of entrances for the principal building shall be addressed at the preliminary development plan stage.
- Where additional stores will be located in the principal building, each such store shall have at least one exterior customer entrance, which shall conform to the above requirements.

b. ***Parking Lot Orientation:*** *Parking areas should provide safe, convenient, and efficient access for vehicles and pedestrians. They should be distributed around large buildings in order to shorten the distance to other buildings and public sidewalks and to reduce the overall scale of the paved surface. If buildings are located closer to streets, the scale of the complex is reduced, pedestrian traffic is encouraged, and architectural details take on added importance.*

- No more than 60 percent of the off-street parking area for the entire property shall be located between the front facade within the front yard of the principal building(s) and the primary abutting street unless the principal building(s) and/or parking lots are screened from view by out-lot development (such as restaurants) and additional tree plantings and/or berms





A schematic version of Wal-Mart site plan submitted for the entrance to the historic Village of Geneseo, NY compared with a more creative building and parking arrangement that is landscaped and setback from the street in Steamboat Spring, CO. Illustrating that "big-box" retailers will vary their standard plans when required to do so.

This parking plan is well landscaped with trees and wide green buffers along the main streets. Additional parking is provided on the sides and in the rear of the building.

The rear of this "big box" store includes a generous landscaped buffer that also serves as a runoff detention basin for the parking areas

c. ***Back and Sides of Buildings:*** *The rear or sides of buildings often present an unattractive view of blank walls, loading areas, storage areas, HVAC units, garbage receptacles, and other such features. Architectural and landscaping features should be used to mitigate these impacts.*

- The minimum setback for any building facade shall be in accordance with the Town of Newburg Zoning Ordinance.
- Where the facade faces adjacent residential uses an earthen berm shall be installed, no less than 6 feet in height, containing at a minimum, a double row of evergreen or deciduous trees planted at intervals of 15 feet on center. Additional landscaping may be required by the Planning Commission to effectively buffer adjacent land use as deemed appropriate.
- All additional site design and landscape requirements of the Commercial Area Design section of this document shall apply

d. ***Outdoor Storage, Trash Collection, Loading and Service Areas:*** *Loading areas and outdoor storage areas exert visual and noise impacts on surrounding neighborhoods. These areas, when visible from adjoining properties and/or public streets, should be screened, recessed or enclosed. While screens and recesses can effectively mitigate these impacts, the selection of inappropriate screening materials can exacerbate the problem. Appropriate locations for loading and outdoor storage areas include areas between buildings, where more than one building is located on a site and such buildings are not more than 40 feet apart, or on those sides of buildings that do not have customer entrances.*

- Areas for outdoor storage, truck parking, trash collection or compaction, loading, or other such uses shall not be visible from public or private rights-of-way.
- No areas for outdoor storage, trash collection or compaction, loading, or other such uses shall be located within 20 feet of any public or street, public sidewalk, or internal pedestrian way.
- Loading docks, truck parking, outdoor storage, utility meters, HVAC equipment, trash dumpsters, trash compaction, and other service functions shall be incorporated into the

overall design of the building and the landscaping so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent properties and public streets, and no attention is attracted to the functions by the use of screening materials that are different from or inferior to the principal materials of the building and landscape.

- Non-enclosed areas for the storage and sale of seasonal inventory shall be permanently defined and screened with walls and/or fences. Materials, colors, and designs of screening walls and/or fences and the cover shall conform to those used as predominant materials and colors of the building. If such areas are to be covered, then the covering shall conform to those used as predominant materials and colors on the buildings.

- Temporary sales/displays, such as Christmas trees, landscape materials, and fireworks, shall follow all outdoor requirements outlined in the Town of Newburgh Zoning Ordinance

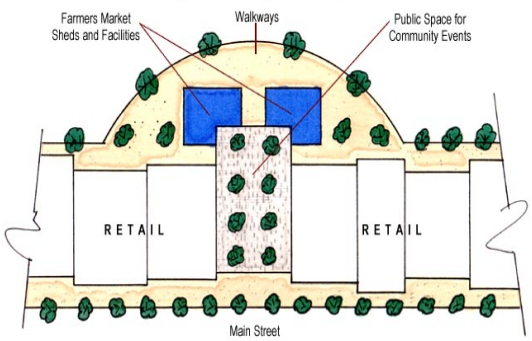
e. ***Pedestrian Flows:*** *Pedestrian accessibility opens auto-oriented developments to the neighborhood, thereby reducing traffic impacts and enabling the development to project a friendlier, more inviting image. This section sets forth standards for public sidewalks and internal pedestrian circulation systems that can provide user-friendly pedestrian access as well as pedestrian safety, shelter, and convenience within the center grounds.*

- Sidewalks at least 6 feet in width shall be provided along all sides of the lot that abut a public or private right-of-way. The Planning Board may waive this requirement as part of the development plan.

- Continuous internal pedestrian walkways, no less than 5 feet in width, shall be provided from the public sidewalk or right-of-way to the principal customer entrance of all principal buildings on the site.

- At a minimum, walkways shall connect focal points of pedestrian activity such as, but not limited to, transit stops, street crossings, building and store entry points, and shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers, or other such materials for no less than 50 percent of their length.

Landscaped walkways should be provided to make walking through parking areas safer and more pleasant. Changes in surface texture, such as concrete, should be used to distinguish these walkways from the asphalt of the parking lot.



This schematic design for a "big-box" retail development includes landscaping front and rear, ample pedestrian-oriented areas, articulated facades, and sales sheds for local farmers' market.

- Sidewalks, no less than 5 feet in width, shall be provided along the full length of the building along any facade featuring a customer entrance, and along any facade abutting public parking areas. Such sidewalks shall be located at least six (6) feet from the facade of the building to provide planting beds for foundation landscaping, except where features such as arcades or entryways are part of the facade.

- Internal pedestrian walkways provided in conformance with guidelines presented above, shall provide weather protection features such as awnings or arcades within 30 feet of all customer entrances, constructed parallel to the facade of the building. This is not intended to extend into the driving aisles or parking areas.

- All internal pedestrian walkways shall be distinguished from driving surfaces through the use of durable, low maintenance surface materials such as pavers, bricks, or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways. Signs shall be installed to designate pedestrian walkways.

f. ***Central Features and Community Spaces:*** *Buildings should offer attractive and inviting pedestrian scale features, spaces and amenities. Entrances and parking lots should be configured to be functional and inviting with walkways conveniently tied to logical destinations. Bus stops and drop-off and pick-up points should be considered as integral parts of the configuration. Pedestrian ways should be anchored by special design features such as towers, arcades, porticos, pedestrian light fixtures, bollards, planter wails, and other architectural elements that define circulation ways and outdoor spaces. The features and spaces should enhance the building and the center as integral parts of the community fabric.*

- Each retail establishment subject to these standards shall contribute to the establishment or enhancement of community and public spaces by providing at least two of the following:
  - Patio seating area
  - Pedestrian plaza with benches
  - Transportation center
  - Window shopping walkways
  - Outdoor play area
  - Water feature
  - Sales sheds/areas/facilities for local farmers' market

- Clock tower and/or steeple, or other such deliberately shaped area and/or a focal feature or amenity that, in the judgment of the Planning Board, adequately enhances such community and public spaces. Any such areas shall have direct access to the public sidewalk network and such features shall not be constructed of materials that are inferior to the principal materials of the building and landscape.

2. Building Design

a. ***Façade Design:*** *Façades should be articulated to reduce the massive scale and the uniform, impersonal appearances of large retail buildings and provide visual interest that will be consistent with the community's identity character, and scale. The presence of smaller retail stores gives a center a "more inviting" appearance by creating variety, breaking up large expanses, and expanding the range of the site's activities. Windows and window displays of such stores should be used to contribute to the visual interest of exterior facades. The standards presented in this section are directed toward those situations where additional, smaller stores, with separate, exterior customer entrances are located in the principal buildings or development site.*

- Developments with facade over 100 feet in linear length shall incorporate wall projections or recesses a minimum of 3 foot depth and a minimum of 20 contiguous feet within each 100 feet of facade length and shall extend over 20 percent of the facade. Developments shall use animating features such as arcades, display windows, entry areas, or awnings along at least 60 percent of the facade.

- Where principal buildings contain additional, separately owned stores, which occupy less than fifty thousand (50,000) square feet of gross floor area, with separate, exterior customer entrances:

- The street level facade of such stores shall be transparent between the height of three feet and eight feet above the walkway grade for no less than 60 percent of the horizontal length of the building facade of such additional stores.

- Windows shall be recessed and should include visually prominent sills, shutters, or other such forms of framing.

This example of large-scale retail development has ample landscaping strips in its parking area. The access road (shown above) serves both the development shown as well as adjacent properties

This example of "big-box" development illustrates several important concepts discussed in this section: 1) parking is provided in the front and sides of the store; 2) the building provides pedestrian friendly environment with interesting gathering focal point with adjacent green space; 3) rooflines are varied and utilize interesting architectural features such as a cupola; and 4) the building employs high quality textured materials and repeating architectural elements to create interest and rhythm in the architecture.

b. ***Architectural Features:*** *Buildings should have architectural features and patterns that provide visual interests, at the scale of the pedestrian, reduce massive aesthetic effects, and recognize local character. The elements in the following standard should be integral parts of the building fabric, and not superficially applied trim or graphics, or paint.*

- Building facades shall include a repeating pattern that shall include no less than three of the elements listed below. At least one of these elements shall repeat horizontally. All elements shall repeat at intervals of no more than thirty (30) feet, either horizontally or vertically.
  - Color change
  - Texture change
  - Material module change
  - Expression of architectural or structural bay through a change in plane of no less than 12 inches in width, such as an offset, reveal, or projecting rib.

c. ***Roofs:*** *Variations in roof lines should be used to add interest to, and reduce the massive scale of large buildings. Roof features should compliment the character of adjoining neighborhoods.*

- Roof lines shall be varied with a change in height every 100 linear feet in the building length (alternating lengths may also be acceptable).
- Parapets, mansard roofs, gable roofs, hip roofs, or dormers shall be used to conceal flat roofs and roof top equipment from public view.

d. ***Materials and Colors:*** *Exterior building materials and colors comprise a significant part of the visual impact of a building. Therefore, they should be aesthetically pleasing and compatible with materials and colors used in adjoining neighborhoods.*

- Predominant exterior building materials shall be high quality materials. These include, without limitation:
  - Brick
  - Wood
  - Fieldstone or other natural indigenous stone
  - Tinted and textured concrete masonry units

- Façade colors shall be low reflectance, subtle, neutral, or earth tone colors.

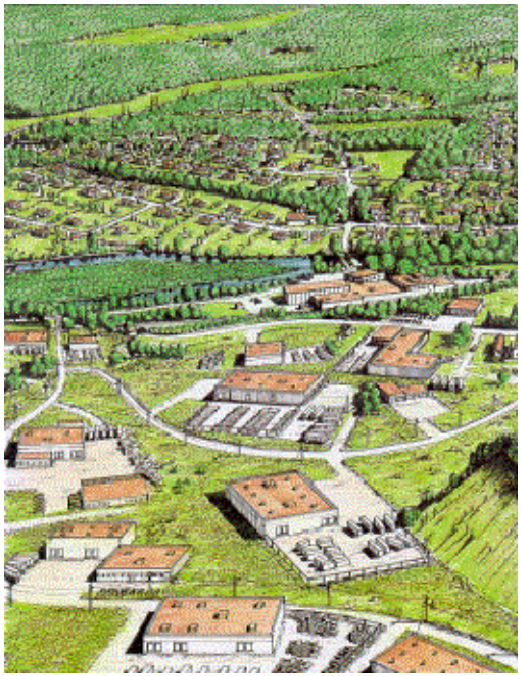
- The use of high intensity colors, metallic colors, black or fluorescent colors is prohibited.

- Building trim and accent areas may feature brighter colors, including primary colors, but neon tubing shall not be an acceptable feature for building trim or accent areas.

- Predominant exterior building materials as well as accents should not include the following:
  - Smooth-faced concrete block
  - Tilt-up concrete panels
  - Pre-fabricated steel panels

e. ***Pedestrian Entryways:*** *Entryway design elements and variations should give orientation and aesthetically pleasing character to the building. The standards identify desirable entryway design features.*

- Each principal building on a site shall have clearly defined, highly visible customer entrances featuring no less than three of the following:
  - Canopies or porticos
  - Overhangs
  - Recesses/projections
  - Arcades
  - Raised corniced parapets over the door
  - Peaked roof forms
  - Arches
  - Outdoor patios
  - Display windows
  - Architectural details such as tile work and moldings which are integrated into the building structure and design
  - Integral planters or wing walls that incorporate landscaped areas and/or places for sitting



Typical unchecked rural development pattern without open space planning (Arendt 1996)

E. Hamlet Area & Open Space Design

A hamlet can be defined as a small cluster of residential and commercial buildings formed around some kind of distinguishing characteristic such as a lake, a public facility, or located at a crossroad. Research conducted during the *Comprehensive Plan Update* (2005) indicates that at least 14 hamlets existed or still exist in the Town of Newburgh. Identified hamlets include Balmville, Middle Hope, Fostertown, Cronomer Valley, Gardnertown, Orange Lake, Leptondale, and East Coldenham.

Traditionally, hamlets developed organically, that is through economic necessity and convenience. Often, hamlets developed at country crossroads and were small centers of commerce and/or transportation. Today, for obvious reason, the economic impetus for people to live close to one another no longer exists. This, however, does not diminish the important role hamlets play in defining the rural landscape. The beauty and charm that hamlets evoke remains a key element of the rural landscape, and therefore new development in the rural parts of Town should be directed to continue this tradition. Without such planning, rural landscapes and indeed the character of place can quickly disappear. Hamlets should be clearly identified by signage, key buildings, and open space around them. Public open spaces—community focal points—such as village greens, public squares and parks should be provided within hamlets. These spaces should be defined by the placement of key community buildings.

The design guidelines for hamlet areas are aimed at protecting certain architectural characteristics that exist in each of these communities and thus enhance the overall quality of life and community character. In order to achieve this goal, all single-family, multifamily, and commercial establishments within the hamlet areas should follow the site design, building design and landscaping guidelines outlined in Sections A-D of this report. Design guidelines for creating gateways, focal points, open spaces, and safe pedestrian/vehicular connections are provided in this section.

1. Gateway Design

a. Design gateways to promote and preserve hamlet identity for people entering the hamlet area

- Gateway locations should be highlighted by posts made of fieldstone, special signage, or through the incorporation of banners that fosters a sense of identity and arrival

- Buildings at gateway locations should utilize traditional building materials such as fieldstone, brick, wood, or stucco (not synthetic) for façade treatments. Façade treatments for new buildings should be consistent with those of traditional buildings in the area.

2. Design of Community Focal Points

a. Define community focal points in hamlet areas and enhance the design of these focal points to increase visual interest, and to promote community pride

- Prominent points of interest—focal points—within the community are desirable. Features such as a lake or pond, a central green space, or a group of public buildings located at an prominent street intersection are ideal examples of areas that should be highlighted as focal points within hamlet areas.

- New buildings proposed in the vicinity of existing or potential community focal points should be oriented to strengthen the spatial definition of public space, and should be distinctive in design by incorporating the highest architectural quality found within the hamlet.

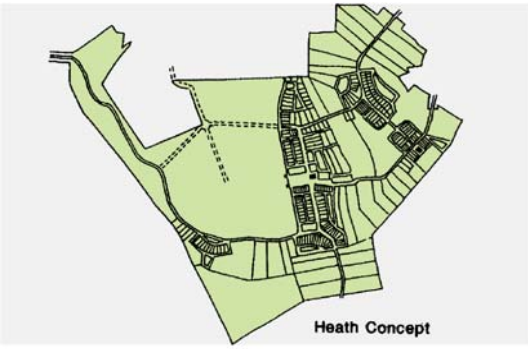
- Encourage public interaction at focal points by providing pedestrian oriented activities and/or conversation areas wherever appropriate.

- Incorporate site furniture such as, benches, trash receptacles, bollards, planters, etc., at focal point locations where conversation areas and/or pedestrian oriented activities are proposed.

- Monuments in memory of past/present civic leaders and public are recommended amenities for focal points

Rural development pattern with open space planning (Arendt 1996)

A



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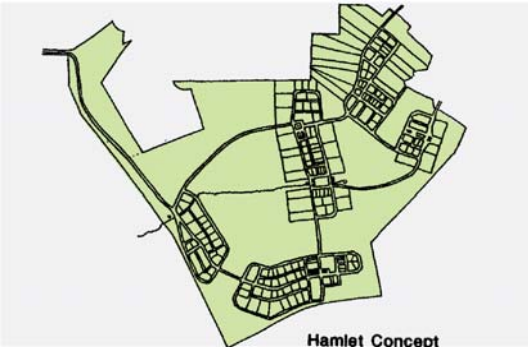


C

Three approaches to Hamlet design: (Arendt, 1996)

A) Existing Development Pattern (R-2 Zoning) preserves little open space that contributes to rural character (undesirable)

B) The Heath Concept clusters development on smaller lots along primary circulation routes to create an identifiable community center (desirable)

C) The Hamlet Concept, more rural in nature, clusters development on medium-sized lots while preserving ample open space for resource production or recreation (desirable)

3. Design of Open Spaces

a. *Hamlets should include common open spaces located both internally and along the periphery. Such spaces should be well designed to promote social interaction among residents, to provide opportunities for relaxation and recreation, to promote civic uses, and/or to protect the natural environment*

Central Open Spaces

- Central open spaces should be centrally located from the periphery of the hamlet
- Central open spaces should be generally used as civic greens, parks, cemeteries, schools , children's play areas, and, if large enough, may be used for outdoor concerts, community gatherings, and outdoor exhibitions
- Central open spaces should be landscaped using native and indigenous plant/tree material, shrubs, lawns, and/or ground cover
- Unique and attractive natural features on site such as creeks, ponds, rock outcroppings, etc., should be retained and incorporated into the site design
- Restrooms, telephones, and other public facilities should be provided in accessory buildings central open spaces used for recreational purposes
- Central open spaces should be surrounded by higher-density uses such as neighborhood commercial and residential uses and community facilities
- Existing mature trees on site (over 8" in diameter) that are in good and healthy condition, and of a species that is long lived, unlike invasive weed species, should be retained and incorporated into the site design of proposed uses.
- Walking/biking trails should be provided within and around central open spaces that are used for recreation or relaxation purposes.

- Sidewalks/walking trails/ biking trails should be separated from the main road by a grass/planting strip of native and indigenous trees to create an attractive tree canopy wherever appropriate.

Peripheral Open Spaces

- Peripheral open spaces should be generally used to promote agriculture and/or public and semi-public recreation activities such as golf, soccer, base ball, football, hiking and picnic areas, etc. These active and passive open spaces should serve as green belts around each hamlet area

- Unique and attractive natural features on site such as creeks, ponds, rock outcroppings, etc., should be retained and incorporated into the site design when ever practical

- Trees and landscaping around agricultural fields should be carefully chosen by consulting a landscape architect or arborist so as to not have an adverse impact on the growth of crops.

- Peripheral open spaces abutting major arterial roadways and highways should be buffered with urban tolerant trees and vegetation.

- Sidewalks/walking trails/ biking trails should be separated from the main road by a grass/planting strip of native and indigenous trees to create an attractive tree canopy wherever appropriate.

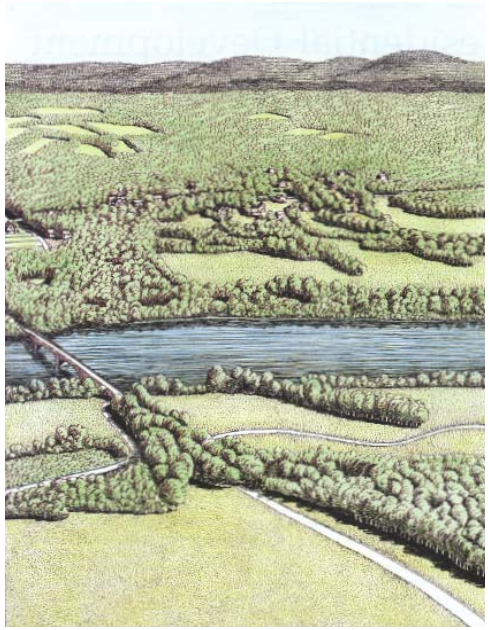
Accessory Buildings in Open Spaces

- Accessory buildings in open spaces should utilize traditional building materials such as fieldstone, brick, wood, or stucco (not synthetic) for façade treatment. Façade treatments for new buildings should be consistent with those of traditional buildings in the surrounding area.

- Accessory buildings in open spaces should designed according to the natural topography and should use materials, textures, colors, and designs compatible with the surrounding natural environment.

An example of attractive and sensitively laid-out entrance road to a new residential development—this road responds positively to the natural topography of the landscape and fits in well with the rural character of the area

A typical example of a rural byway in the Town of Newburgh—the preservation of the ridgelines and hilltops strengthens the Town's rural character



A

Three approaches to rural development (case study: The Bye River Valley in Connecticut from Arendt, 1996):

A) The existing rural landscape with open spaces for resource production and woodlands

Facing Page:

B) Typical development pattern characterized by conventional 2-acre "rural" lots with standard landscaping, standard subdivision development with access roads running through exposed open fields and commercial development and parking lots along the waterfront. In this scenario, both residential and commercial developments are located in the flood plain

C) A far more creative development strategy that conserves the rural landscape by nestling development in and around existing vegetation and along existing country roads thus protecting existing open space (fields), and placing residential development safely beyond the floodplain

- Landscape elements such as gazebos, fountains, trellises, monuments, pathways, street furniture, walking and biking trails should be well integrated into the site design of open spaces wherever appropriate.

Open Spaces Generally

a. Avoid visual intrusion of wireless communications in open spaces as these obstruct scenic views and are not compatible with the rural character of the Town

- Whenever feasible, wireless communication facilities should be located on existing towers or buildings to the maximum extent possible in order to avoid the adverse impacts of these facilities on the aesthetics of open spaces
- Buffer wireless communication facilities with tall, fast-growing trees to minimize adverse visual impacts on open spaces
- If multiple wireless communication towers must be provided within an open space, cluster them in one particular location to the extent practical instead of placing them at multiple locations
- Co-locating multiple towers in a single tower is a preferred option to avoid visual clutter. However, generally such towers would be taller than single-user towers.
- Avoid placement of wireless communication facilities obstructing scenic views to the maximum extent possible by choosing alternate locations in the Town that have minimal impacts on view sheds. However, if wireless communication towers must be provided on view sheds, locate them below the ridgeline using a backdrop of trees with the maximum height of the tower not exceeding 25 feet above the ridge top tree line (maximum height of the tallest tree on the ridge).
- The color of wireless communication towers should blend with the surrounding natural environment. For instance, if they are located in area with an open sky backdrop then light blue color or gray color should be used; if they are to located in a wooded area then a green color should be used.
- Whenever practical, disguise wireless communication facilities in open spaces by

camouflaging them in existing vegetation using design techniques. For instance, a freestanding tower could be disguised as a natural feature.

- Encourage the design of wireless communication facilities to resemble common structures found in the surrounding environment such as, light poles, grain silos, gateway elements, etc.

4. Design for Pedestrian/Vehicular Safety

a. Provide a safe, effective, and visually appealing pedestrian circulation system to ensure pedestrian safety and enhance pedestrian interest in streetscape

Sidewalks

- All residential/non residential uses within the hamlet areas should be interconnected with continuous sidewalks.
- Curb cuts and ramps should be provided at appropriate locations to allow for wheel chair access.
- Sidewalks at intersecting streets should consist of clearly defined edges and crosswalks where appropriate.

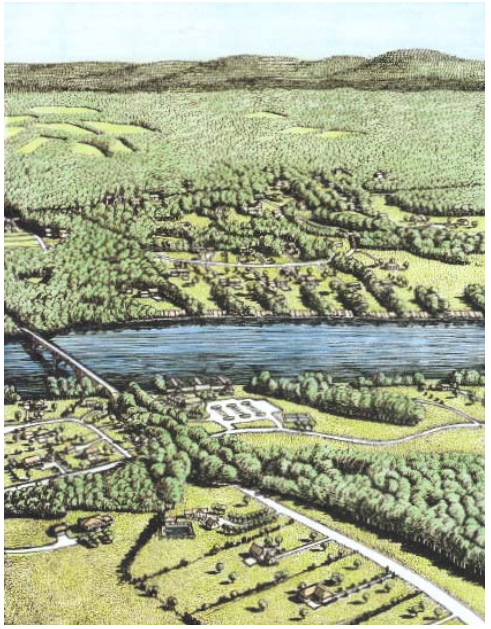
Crosswalks

- Pedestrian crosswalks should be provided at all four way intersections and other appropriate locations as determined by the Town Board.
- Crosswalks should be made clearly visible through contrasting materials such as, block pavers, stone, brick, etc., or through striping.

Medians and Islands

- Planted medians and traffic islands should be provided at irregularly shaped intersections to reduce the incidence of accidents. Medians assist people to cross when there are smaller gaps in traffic and also aids people with slow walking speeds to cross long intersections, especially when the timing of signals is short.

B



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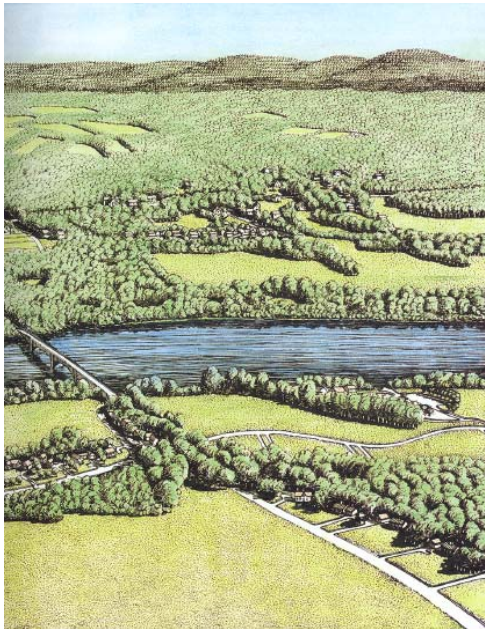
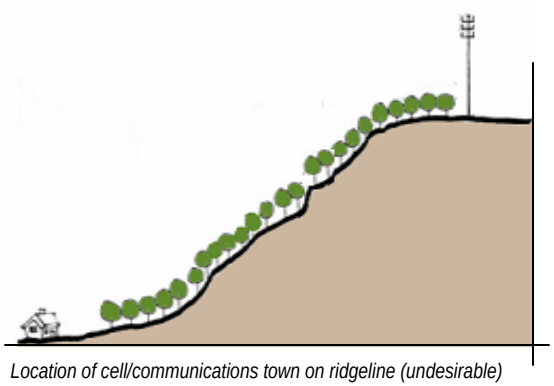
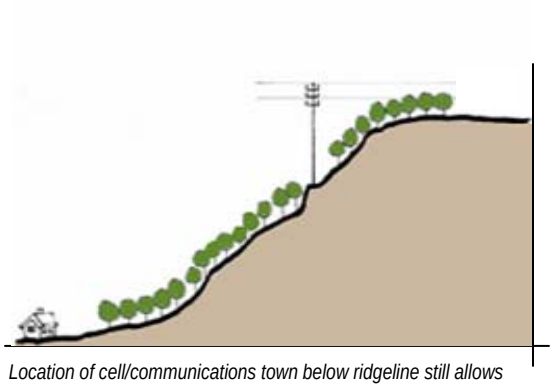




Location of cell/communications town on ridgeline (undesirable)



Location of cell/communications town below ridgeline still allows for optimal operation (desirable)

- Cut-through medians should be provided at appropriate locations to allow wheel chair access.

Traffic Tables and Mid-Block Crossings

- Traffic tables (raised platforms) as illustrated in Figure_ should be installed at various junctions in the hamlet areas, especially in areas facing traffic speeding problems.
- Traffic tables should be made of contrasting materials such as block pavers so that they are easily visible at nights and also not cause a jarring impact on the viewer like speed bumps.
- The larger the size of the traffic table, the easier it is for visibility. Therefore, incorporate traffic tables of approximately 20 feet long wherever appropriate.
- Mid-block crossings should be provided on low volume, low speed streets where intersections are small and compact and where block lengths are long, which causes people to cross at random locations on street.
- Mid-block crossings should be made of block pavers to blend with the Town's architectural character, as illustrated in Section A (Single Family Site Design Guidelines) of this report.

Walk Buttons

- Install walk buttons at appropriate intersections through out the hamlet area.
- Locate walk buttons as close to the curb ramp as possible and at an appropriate height so that people with disabilities can easily access them.
- Large and easy-to-press buttons are more effective and also aid people with disabilities.
- Encourage multimodal transportation to aid in improved mobility of residents within the hamlet area

Bicycle Circulation

- Provide dedicated bicycle paths/lanes that are at least 5 feet wide wherever appropriate. Bicycle lanes are mostly preferred on arterial streets as they connect a variety of land uses such as commercial, residential and institutional uses and provide direct access to most destinations.

- Bicycle paths/lanes should be carefully designed on a case-by-case basis by seeking the expertise of a traffic engineer and/or a transportation specialist.

Automobile Circulation

- Lanes for automobile circulation should be designed in a manner that automobiles do not interrupt the flow of pedestrians and bicycles.

- Traffic calming devices such as medians, mid block crossings, traffic islands, traffic tables, etc., should be installed at appropriate locations where traffic needs to be slowed.

Public Transit Facilities

- Provide bus shelters at locations where transit service is available or planned.

- Connect bus shelters with surrounding residential and non-residential areas through sidewalks.

- Bus shelter should be well designed to ensure protection from bad weather and to allow for passenger convenience while waiting for a bus.

A communications tower in the Town of Newburgh located on top of a ridgeline (undesirable)

Clearly identifiable crosswalks would help make this intersection safer for pedestrian travel

IV. Photo and Design Credits

Some graphics and concepts presented in this document were referenced from the following sources:

Arendt, Randal. ***Rural By Design***. Chicago, IL: American Planning Association 1996

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