Transportation - Land Use Management Tools: Matching the Tools to the Situation and Objectives

Quality Communities Workshop:
“Advancing the Transportation – Land Use Connection”

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Lieutenant Governor
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THE Chazen COMPANIES
Transportation - Land Use Management Tools: Matching the Tools to the Situation and Objectives

The Land Use – Transportation Cycle

How we use our land (i.e., for agriculture, residential, commercial, industrial development) impacts our transportation facilities, modes of travel (i.e., cars, buses, bicycles or walking), services and vice versa. This land use-transportation relationship or cycle is illustrated by describing what commonly occurs when a road is built or improved. Land along the road becomes more accessible. This increased accessibility makes the land more valuable and attractive to developers. As land along the road is developed, traffic volumes and the number of driveways increase. This results in more congestion and a deterioration of the road’s capacity to efficiently move people and goods. The reduced efficiency of the road eventually necessitates roadway capacity improvements that may encourage additional development and the start of a new cycle.

Transportation - Land Use Management Tools: Matching the Tools to the Situation and Objectives

- NY 7 / NY 2 Corridor Transportation and Land Use Study (December 2005) – Town of Colonie
- Stillwater U.S. Route 4 Corridor Plan (2006)
Route 7 / Route 2 Corridor – Town of Colonie

Town Comprehensive Plan

Capital District Transportation Committee (CDTC) – Community and Transportation Linkage Planning Program

Revised Land Use Regulations
Route 7 / Route 2 Corridor – Town of Colonie

- 3.7 miles from Vly Road to Latham Circle
- ADT from 21,900 to 44,300
Route 7 / Route 2 Corridor – Town of Colonie

Preserve and Manage the Transportation System, by

• Linking transportation improvements to land use decisions
• Developing a corridor-wide access management plan
• Identifying traffic conflict points and enhancing the safety and function of the roadway
• Pursuing Transportation Demand Management (TDM) programs
Route 7 / Route 2 Corridor – Town of Colonie

Maintain and Improve the Quality of the Natural, Built and Human Environments (i.e. Quality of Life and Community Character), by

- Facilitating traffic flow during most times of the day
- Promoting more compact development
- Creating design standards for the corridor
- Protecting the natural environment as development occurs
Route 7 / Route 2 Corridor – Town of Colonie

Recognize the Economic Development Potential and Fiscal Value of this Corridor to the Town, by

• Developing a shared vision for this corridor; and clear, descriptive implementing regulations to support this vision

• Encouraging and continuing public/private partnerships
Plan for All Travel Modes, by

- Integrating transit with new and existing development
- Requiring street improvements to support various modes of travel including transit, pedestrian, and bicycle
- Improving pedestrian and bicycle safety and accessibility within the corridor with the addition of facilities such as crosswalks, mid-block crossings, sidewalks, landscaped medians, and well-marked bike lanes
Scenario 1: Trend-based Future (build-out)
Scenario 2: Plan-based Future (visioning)

Mixed-Uses
Urban Design
Development / Redevelopment
Open Space
Conservation
Connections
Multi-modal
Scenario 1: Build-out under existing zoning

Scenario 2: Plan-based Future
Route 7 / Route 2 Corridor – Town of Colonie

Scenario 1: Trend-based Future (build-out)
Scenario 2: Plan-based Future

<table>
<thead>
<tr>
<th>Land Use / Travel</th>
<th>Trend-based Build-out under existing zoning</th>
<th>Plan-based Concept Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>230 Units</td>
<td>675 Units</td>
</tr>
<tr>
<td>Office</td>
<td>2,120,000 SF</td>
<td>1,100,000 SF</td>
</tr>
<tr>
<td>Retail</td>
<td>1,060,000 SF</td>
<td>900,000 SF</td>
</tr>
<tr>
<td>Industrial</td>
<td>1,060,000 SF</td>
<td>250,000 SF</td>
</tr>
<tr>
<td>Institutional</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Total</td>
<td>4,240,000 SF</td>
<td>2,250,000 SF</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Trip Generation</th>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>New PM peak hour trips</td>
<td>8,400 vph</td>
<td>5,300 vph</td>
</tr>
</tbody>
</table>

This table shows that there is a potential to generate approximately 8,400 additional PM peak hour trips within the corridor under existing zoning and existing development trends. Alternatively, under the modified future, fewer trips will be generated (5,300 vph) and there will be a greater opportunity to share trips by locating complementary land uses, such as retail, housing and office, in close proximity to each other. This form of development is as important if not more important than the quantity of development. Attractive, well-designed, and well-maintained higher density development attracts good residents and tenants and fits well into existing communities.

5.
4.5 The Preferred Future

Based on the comparative transportation analysis, it is evident the Alternative Future Concept Plan (Scenario 2) would significantly outperform build-out under existing zoning (Scenario 1). More importantly, the Route 7 / Route 2 corridor would perform adequately if Scenario 2 was realized. Scenario 1 would result in a breakdown of the transportation system in segments of this corridor.

It must be clear, however, that this conclusion about the Alternative Future Concept Plan (Scenario 2) does not mean that there would be an absence of congestion throughout the corridor at all hours of the day under this scenario. As noted throughout this study, success in this corridor will be measured comprehensively. Moving traffic through the corridor is only one objective, and it must be balanced against the other objectives. As a result, some congestion at certain points in the day must be expected and tolerated.

Based on community input, the study goals and objectives, and the detailed transportation analysis, it has been determined that the preferred future for the NY 7 / NY 2 Corridor is expressed by the Alternative Future Concept Plan (Scenario 2).
Route 7 / Route 2 Corridor – Town of Colonie

Implementation

• Zoning Amendments
• Aesthetic Improvements and Illustrated Design Standards and Guidelines
• Proactive Approach to Critical Sites
• Transportation Actions
  – Capacity / Traffic Control Improvements – Exit 6, signal coordination, intersections (roundabouts)
  – Access Management – raised medians, internal streets
  – Transit – shelters, pedestrian connections
  – Traffic calming / neighborhood improvements
  – Pedestrian and Bicycle Improvements
Stillwater U.S. Route 4 Corridor Plan

Town and Village Comprehensive Plan

Capital District Transportation Committee (CDTC) – Community and Transportation Linkage Planning Program
Stillwater U.S. Route 4 Corridor Plan

Purpose of this Study

Look at Route 4 Corridor as a:

- Transportation Route
- Main Street for Stillwater
Stillwater U.S. Route 4 Corridor Plan

Purpose of this Study

Transportation Route

- Maintain capacity and safety
Stillwater U.S. Route 4 Corridor Plan

Purpose of this Study

Main Street

- Relationship to revitalization and redevelopment of Village Center
- Relationship to community’s overall quality of life
Purpose of this Study

Improve connections between:

- The Village Center
- Neighborhoods
- Other commercial/activity nodes
- The Hudson River
- Saratoga National Historical Park
Stillwater U.S. Route 4 Corridor Plan

Design Guidelines

- Illustrate how new development can enhance the community’s character
- Clear expectations (fairness and predictability)
- Attract investment - confidence
Village Center – Mixed-Use Development

1. Use landscaping to buffer adjoining residential property.

2. Use landscaping – such as hedges, shrubs, or a low wall of stone, wood, wrought iron, or an acceptable substitute - to screen parking and to maintain an edge along the sidewalk.

3. Buildings located close to the sidewalk (or with shallow setback) to create “sense of enclosure” for pedestrians.

4. Off-street parking located at the side or rear of buildings – not in front of buildings.

5. Use Interior parking area landscaping to breakup continuous areas of pavement.

6. Bulb-out can be used to define on-street parking areas, slow traffic, and shorten crossing distance for pedestrians.

7. Consolidated points of access from street. Use cross- easements* to provide shared access through side and rear parking areas.

8. Main building façade and main entrance facing the street. On a corner lot, main facades along both streets. A secondary entrance facing the rear parking is strongly encouraged.

9. Street trees on interior side of sidewalk to preserve sight distances when necessary; or in sidewalk near the curb with porous hard surfaced grate.

10. Well defined pedestrian crosswalks. ADA compliance.

* Cross access easement: An easement allowing access to and from adjacent properties. Cross access can be in the form of a driveway or a service drive providing vehicular access between two or more contiguous sites so a driver need not enter the public street system.
Village Center – Streetscape

**Streetscape** – The built and planted elements of a street, from building facade to the opposite building facade, that define its character. Streetscape is the visual and functional aspect of a street. Streetscape elements often include sidewalks, curbs, street trees, planting strips, benches, lighting, trash receptacles, and other elements that together define the character and function of the community environment. Streetscape elements contribute to the overall experience of place and serve to improve the quality of the public realm.

**Right: Mixed Use Development – “Formal” Streetscape** – To the extent possible, sidewalk should be wide and should extend to the curb. Street trees, located with tree grates, and pedestrian scaled streetlights should be spaced at regular intervals near the curb. Street furniture such as benches and trash receptacles should be located as appropriate. Ideally, above ground power lines could be undergrounded or moved to the rear of parcels in these areas.

Left: Residential and Residential Transit - “Less Formal” Streetscape – Buildings set back slightly with small front yards. Narrower sidewalks (at least 4 feet – 5 feet preferable will possible) are appropriate in these areas, with a grass planting strip between the sidewalk and curbs. Street trees should be located at regular intervals, in the planting strip or on the interior side of the sidewalk. Street furniture such as benches would usually not be located in these areas.

Village Center - General Architectural Characteristics

**Top and Middle: Mixed Use Buildings:**
- Multiple story (2-3) buildings are encouraged
- First story height should be at least 12 feet (measured floor to floor)
- Pitched, flat (parapet with decorative cornice), gambrel or mansard roofs suggested
- Overall facade composition should break the building down into smaller distinct portions
- Building transparency is very important at the street level. Generous quantities of vertically oriented windows strongly encouraged on the first floor. Second floor windows should relate to the first in shape, form, and pattern
- Storefront design should provide for recessed entryway to allow the door to swing open without obstructing the sidewalk
- Major features of the architectural treatment of the front building facade should be continued along all visible sides from the primary street
- Awning and canopies (especially canvas) are encouraged on front facade
- Rooftop mechanical equipment and street level equipment (chimneys and loading docks) should be hidden from view
- Traditional village building materials (or visually indistinguishable substitute) and color pallets are encouraged

**Bottom (left and right): Residential Transition:**
- Maintain residential character of buildings
- Subtle alterations, such as awning or decorative freestanding sign, may be appropriate
Stillwater U.S. Route 4 Corridor Plan

Transportation  -  No significant traffic or documented safety issues

But there are concerns about:

- Pedestrian and bicycle safety
- Specific intersections
- Village character and quality of life
Stillwater U.S. Route 4 Corridor Plan

Access Management – preserve capacity and enhance safety

Left: Uncontrolled access to a commercial property in the Village of Stillwater. Right: Numerous driveways for residences along Route 4.
Stillwater U.S. Route 4 Corridor Plan

Access Management

1. Location for primary drive is shifted north, away from the minor road.

2. Landscaping under P. Major Dickinson Avenue.

3. Building reoriented to face Route 4, with parking at side and rear, and gas pumps at rear. The primary entrance to the building would be located on the Route 4 side, and a second entrance would be located at the rear.

4. Awkward access points (existing) would be closed. Decorative landscaping would terminate the view from the bridge and create a welcoming gateway to Stillwater from Rensselaer County.
Traffic Calming – roadway design and engineering techniques that provide visual cues to motorists to slow down and be alert for other motorists and for pedestrians.

Passive – speed trailer

Psychological – narrow roadway with pavement markings

Physical – raised medians, speed humps, curb extensions
Traffic Calming

Route 4 through Village is narrow

Physical features must be selectively used:

- entranceways to the Village Center
- combined with crosswalk locations

Raised medians installed on Route 9 at the southern gateway to downtown Saratoga Springs. The medians narrow the travelway, signaling to drivers the need to slow down from highway speed to local speed. They also provide a location for decorative lighting and landscaping to create a “sense of arrival” into downtown. Though these medians are much larger than those that might be possible on Route 4, the intent in Stillwater would be the same.
Stillwater U.S. Route 4 Corridor Plan

Crosswalks with Traffic Calming

Stillwater U.S. Route 4 Corridor Plan

Crosswalks with Traffic Calming

Left: Example of a speed table with crosswalk. Right: Example of a warning sign for motorists.
Stillwater U.S. Route 4 Corridor Plan

Additional Transportation Recommendations:

- Pavement Condition
- Key Intersections
- Crosswalks and Sidewalks
- Parking
- Public Transportation
- NYS Bike Route 9
- Trail Connections
Stillwater U.S. Route 4 Corridor Plan

Related Corridor Issues:

- Waterfront Access
- Farmland and Open Space Conservation
- Visitor’s center
- Village Center Businesses

Implementation – priorities, organization, funding
Stillwater U.S. Route 4 Corridor Plan

Land Use / Transportation Concepts

- Gateway treatment and shared roadway sign (with bicycle symbol)
- Priority sidewalk extension to school campus and residential neighborhoods at north end of village
- Safety improvements at school campus intersection - lower speed - crosswalks
- Possible river access and beach
- Possible park with marina and river access
- Village center - see village center land use/transportation concepts
- Blockhouse park
- Wayfinding signage to direct trail users through village or to locations within the village

Bicycle and pedestrian connections:
- Proposed multi-use trail (under development)
- Possible future multi-use trail connection
- Possible future on-street trail connection
- Existing sidewalks on Route 4
- Proposed sidewalk extension or improvement
- NYS Bike Route 9
Stillwater U.S. Route 4 Corridor Plan

Village Center Concepts

CONCEPTUAL REDEVELOPMENT OF SITE
- BUILDING REORIENTED TO FRONT ON MAIN STREET
- AWKWARD ACCESS ACROSS FROM BRIDGE CLOSED IN FAVOR OF ACCESS TO NORTH
- CONSOLIDATE ACCESS POINTS FROM MAJOR DICKINSON AVE.

SLOW TRAFFIC AT ENTRANCE TO VILLAGE CENTER

ADD CROSSWALKS

POSSIBLE FUTURE MID-BLOCK PEDESTRIAN CROSSING WITH TRAFFIC CALMING

POSSIBLE WATERFRONT PROMENADE

CONCEPTUAL DESIGN SHOWING HOW RESIDENTIAL PROPERTIES IN VILLAGE CENTER COULD BE REUSED FOR SMALL COMMERCIAL

IMPROVED CROSSWALK WITH TRAFFIC CALMING

POSSIBLE TRAFFIC SIGNAL WITH CROSSWALKS AND TRAFFIC CALMING, "ON" STREET PARKING SETBACK FROM INTERSECTION,
City of Saratoga Springs – Transect Zoning

“Just throw your existing zoning in the garbage.”
- Andres Duany
As quoted by Peter Katz in
Form First: The New Urbanist alternative to conventional zoning
(Planning Magazine, November 2004)

“Cities have to move to a new system. They should look at the streets they like and the public spaces they like and then write the rules to get more of what they like and less of what they don’t. Conventional zoning doesn’t do that. It just gives a use and a density and then you hope for the best.”

-Peter Katz
What is Transect Zoning?

Problems with Conventional Zoning

“Zoning codes, frequently drafted by lawyers rather than designers, tend to be too free and flexible where more guidance is needed and too limiting where flexibility is appropriate. Typically, the most constraining inflexibility concerns zone boundaries and use limitations, especially prohibitions against mixed-use development. The most problematic over-flexibility is the lack of clear criteria to guide site planning, streetscape design, building massing and architectural form.”

What is Transect Zoning?

Form Based Codes:

- More flexibility in terms of land uses
- More direction regarding design

Design Guideline examples

1.14 Maintain The Original Historic Line of The Building Setback

Preserve storefront display windows at the sidewalk edge. Maintain historic entrances and doorways where they exist. Occasionally, the line of the sidewalk is retained by the use of other elements such as planters, columns, or railings, and the storefront is restored.

A typical non-setback entryway

Reversed storefront with columns at sidewalk line

Where buildings are built to the alley edge, consider alley display windows and secondary customer action of original materials and frames are not damaged. For projections into the side-walk such as outdoor dining areas, follow the guidelines for extensions into the right-of-way, Section 6.5.
What is Transect Zoning?

PlaceMakers
www.placemakers.com
Go to Smartcode Files

Includes the complete SmartCode v8.0
What is Transect Zoning?

T1

Land Uses: Natural preserve, recreation and camping.
Private Frontages: Common landscapes.
Public Frontages: Swales and naturalistic planting, bike trails.
Thoroughfares: Highways and roads.
Open Spaces: Parkland.

THE NATURAL ZONE consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.
What is Transect Zoning?

<table>
<thead>
<tr>
<th>T2</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Land Uses:</strong></td>
<td>Natural reserve, agriculture, recreation and camping.</td>
</tr>
<tr>
<td><strong>Buildings:</strong></td>
<td>Utility infrastructure, agricultural buildings and farmhouses, migrant workers housing and campgrounds.</td>
</tr>
<tr>
<td><strong>Private Frontages:</strong></td>
<td>Common landscapes.</td>
</tr>
<tr>
<td><strong>Public Frontages:</strong></td>
<td>Swales and naturalistic planting, bike trails.</td>
</tr>
<tr>
<td><strong>Thoroughfares:</strong></td>
<td>Highways and roads.</td>
</tr>
<tr>
<td><strong>Open Spaces:</strong></td>
<td>Farming, forests, orchards and parkland.</td>
</tr>
</tbody>
</table>

**The Rural Zone** consists of lands in open or cultivated state or sparsely settled. These may include woodlands, agricultural lands, grasslands and irrigable deserts.
What is Transect Zoning?

**T3**

**Land Uses:** Low density residential and home occupations.

**Buildings:** Houses and outbuildings.

**Private Frontages:** Common lawns, porches, fences, naturalistic tree planting.

**Public Frontages:** Open swales, some flat curbs, bike lanes and naturalistic tree planting.

**Thoroughfares:** Roads and a few streets; rear lanes, some unpaved.

**Open Spaces:** Orchards, parks and greens.

**THE SUB-URBAN ZONE:** Though similar in density to conventional suburban residential areas, differs by its superior connectivity and by allowing home occupations. It is typically adjacent to other urban T-zones. This zone is naturalistic in its planting. Blocks may be large and the roads irregular to accommodate site conditions.
**What is Transect Zoning?**

<table>
<thead>
<tr>
<th>T4</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Land Uses:</strong></td>
<td>Medium density residential and home occupations; limited commercial and lodging.</td>
</tr>
<tr>
<td><strong>Buildings:</strong></td>
<td>Houses and outbuildings, sideyard houses, townhouses, live/work units, corner stores, inns.</td>
</tr>
<tr>
<td><strong>Private Frontages:</strong></td>
<td>Porches &amp; fences.</td>
</tr>
<tr>
<td><strong>Public Frontages:</strong></td>
<td>Raised curbs, narrow sidewalks, bike lanes, continuous planters, street trees in allee.</td>
</tr>
<tr>
<td><strong>Thoroughfares:</strong></td>
<td>Streets and rear lanes.</td>
</tr>
<tr>
<td><strong>Open Spaces:</strong></td>
<td>Squares and playgrounds.</td>
</tr>
</tbody>
</table>

THE GENERAL URBAN ZONE has a denser and primarily residential urban fabric. Mixed-use is usually confined to certain corner locations. This zone has a wide range of building types: singles, sideyard and rowhouses. Setbacks and street tree settings are variable. Streets typically define medium-sized blocks.
What is Transect Zoning?

**T5**

**Land Uses:** Medium intensity residential and commercial; retail, offices, lodging, civic buildings.

**Buildings:** Townhouses, apartment houses, live-work units, shopfront buildings and office buildings, hotels, churches, schools.

**Private Frontages:** Stoops, doorways, forecourts, shopfronts and galleries.

**Public Frontages:** Raised curbs, wide sidewalks, bike routes, continuous or discontinuous planters, street trees in allees.

**Thoroughfares:** Boulevards, avenues, couplets, main streets, streets and rear alleys.

**Open Spaces:** Squares, plazas and playgrounds.

THE URBAN CENTER ZONE is the equivalent of the main street area. This zone includes mixed-use building types that accommodate retail, offices and dwellings, including rowhouses and apartments. This zone is a tight network of streets and blocks with wide sidewalks, steady street tree planting and buildings set close to the frontages.
What is Transect Zoning?

T6

Land Uses: High intensity residential and commercial retail and offices, lodging, civic buildings.
Buildings: High- and medium-rise apartment and office buildings, hotels, townhouses, live-works, shopfronts, churches, civic buildings.
Private Frontages: Stoops, dooryards, forecourts, shopfronts, galleries.
Public Frontages: Raised curbs, wide sidewalks, bike routes, discontinuous planters, street trees in allees.
Thoroughfares: Boulevards, avenues, couplets, main streets, streets and rear alleys.
Open Spaces: Squares, plazas and playgrounds.

THE URBAN CORE ZONE is the equivalent of a downtown. It contains the densest urbanism – the tallest buildings and the greatest variety of uses, particularly unique ones such as financial districts and important civic buildings. This zone is the least naturalistic of all the zones; street trees are formally arranged or non-existent.
What is Transect Zoning?

**SPECIALIZED DISTRICTS** are those areas with buildings that by their intrinsic function, disposition, or configuration, cannot conform to one of the six normative Transect Zones. Typical Districts may include institutional campuses, refinery sites, airports, etc.
# What is Transect Zoning?

<table>
<thead>
<tr>
<th>Transect Zones</th>
<th>Public</th>
<th>Private</th>
<th>Civic</th>
</tr>
</thead>
<tbody>
<tr>
<td>RURAL</td>
<td>ROAD  &amp; LANE</td>
<td>LESS DENSITY</td>
<td>LOCAL GATHERING PLACES</td>
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<tr>
<td>T1 NATURAL</td>
<td>STREETS &amp; ALLEYS</td>
<td>MORE DENSITY</td>
<td>REGIONAL INSTITUTIONS</td>
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<tr>
<td>T2 RURAL</td>
<td>WIDE SIDEWALKS</td>
<td>LARGER BLOCKS</td>
<td>PARKS &amp; GREENS</td>
</tr>
<tr>
<td>T3 SUB-URBAN</td>
<td>LOW L.O.S. STANDARDS</td>
<td>SMALLER BLOCKS</td>
<td>PLAZAS &amp; SQUARES</td>
</tr>
<tr>
<td>T4 GENERAL URBAN</td>
<td>OPPORTUNISTIC PARKING</td>
<td>PRIMARILY RESIDENTIAL</td>
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<tr>
<td>T5 URBAN CENTER</td>
<td>DEDICATED PARKING</td>
<td>PRIMARILY MIXED-USE</td>
<td></td>
</tr>
<tr>
<td>T6 URBAN CORE</td>
<td>SMALLER CURB radii</td>
<td>MORE HARDSCAPE</td>
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<tr>
<td></td>
<td>OPEN SWALES</td>
<td>DETACHED BUILDINGS</td>
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<tr>
<td></td>
<td>RAISED CURBS</td>
<td>ATTACHED BUILDINGS</td>
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<tr>
<td></td>
<td>NIGHT SKY</td>
<td>ROTATED FRONTAGES</td>
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<td></td>
<td>BRIGHT LIGHTING</td>
<td>ALIGNED FRONTAGES</td>
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<td></td>
<td>MIXED TREE CLUSTERS</td>
<td>YARDS &amp; PORCHES</td>
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<td></td>
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<td>STOOPS &amp; SHOPFRONTS</td>
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<td>ARTICULATED MASSING</td>
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<td></td>
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<td>WOODEN BUILDINGS</td>
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<td>GENERALLY PITCHED ROOFS</td>
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</table>

**Notes:**
- Generally flat roofs.
- Building-mounted signage.
- Domestic animals.
- Livestock.
City of Saratoga Springs

- Adoption of Transect based zoning in May 2004 for specific portions of the City.
- First upstate community to adopt and implement Transect based zoning
- After two years – generally positive experience with this new code:
  - Development has been attracted to these zones
  - In 1½ years under Transect, the City has approved 12 major projects - $182 million - 850,000 sq. ft.
    - More projects are still in the pipeline
    - Development approvals are quicker
Why Transect Zoning?

- Wanted true mixed use neighborhoods (residential and commercial)
- Wanted new development to look and function like traditional neighborhoods that already exist in Saratoga
- Wanted to be clear about development expectations – lots of graphics
Made Transect Zoning fit our community

Zoning Ordinance Review Committee
Michael Welti, AICP - Chairman
Lori Heithoff, AICP
Lisa Nagle, AICP
Jacinta Conway
Richard Ostrov

Geoff Bornemann, AICP - Staff

Consultant Team:
Environmental Design & Research
Woodlea Associates
Special Development Areas

Replaced seven zoning districts with three new districts:

T- 4 Urban Neighborhood
T- 5 Neighborhood Center
T- 6 Urban Core (downtown)

Modified use schedule - maintains Planning Board flexibility and oversight

New site development standards - written and graphic - brings clarity to development process
Transect Approach
# Table 3: Configuration and Dimensional Standards for Transect Zones

<table>
<thead>
<tr>
<th>Added 5/20/03</th>
<th>T-4 Urban Neighborhood</th>
<th>T-5 Neighborhood Center</th>
<th>T-6 Urban Core</th>
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<tbody>
<tr>
<td><strong>Mandatory Standards</strong></td>
<td></td>
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<tr>
<td>Frontage Build-Out</td>
<td>50% min.</td>
<td>70% min.</td>
<td>80% min.</td>
</tr>
<tr>
<td>Build To-Line</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>All Buildings from Frontage Line</td>
<td>12 ft. to 18 ft.</td>
<td>0 ft. to 12 ft.</td>
<td>0 ft. to 12 ft.</td>
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<tr>
<td>Side Setback</td>
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<tr>
<td>Principal Building</td>
<td>12 ft. average</td>
<td>0 ft. minimum</td>
<td>0 ft. minimum</td>
</tr>
<tr>
<td>Back Building</td>
<td>6 ft. min. each side</td>
<td>0 ft. min. each side</td>
<td>0 ft. min. each side</td>
</tr>
<tr>
<td>Outbuilding</td>
<td>6 ft. min. each side</td>
<td>0 ft. min. each side</td>
<td>0 ft. min. each side</td>
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<tr>
<td>Width</td>
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<td>18 ft. to 144 ft.</td>
<td>18 ft. min.</td>
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Note 1: Any new construction or addition of less than 3,000 square feet is exempt from this requirement.
## Non-Mandatory Standards

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</tr>
</tbody>
</table>

### Parking Location
- 2nd & 3rd layer

### Block Perimeter
- 1400 ft. max

**Note 1:** Any new construction or addition of less than 3,000 square feet is exempt from this requirement.
Thank You

Michael Welti, AICP
Senior Planner, The Chazen Companies
518-273-0055
mwelti@chazencompanies.com