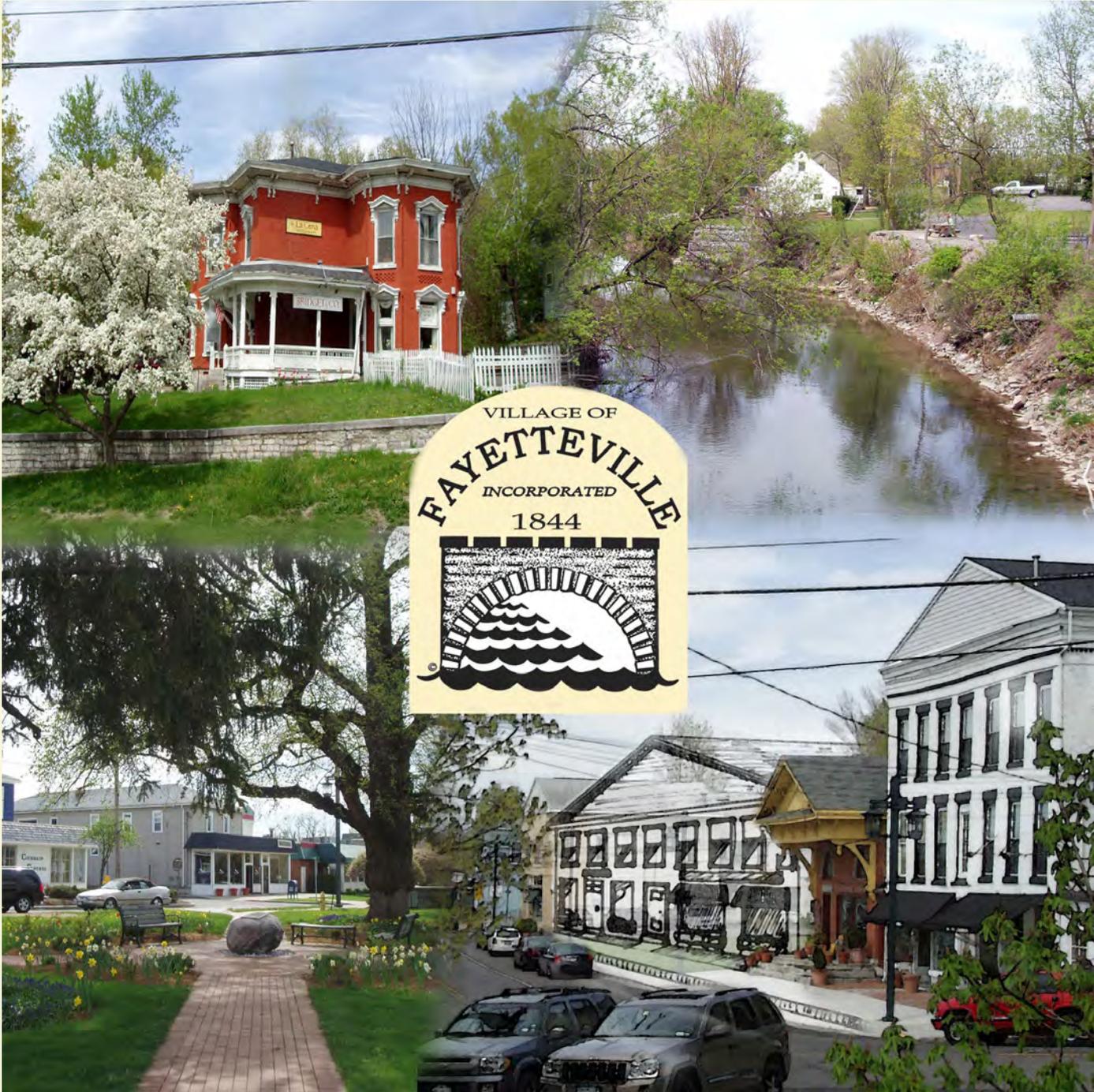


Fayetteville Commercial Design Guidelines

Village Of Fayetteville
New York



August 2006

ACKNOWLEDGMENTS

Appreciation is extended to each member of the Commercial Design Guidelines Committee (Committee) for their time and effort in developing these commercial design guidelines. The Committee's intent is to provide village decision makers with a user-friendly set of guidelines that will assist them in the challenge of managing commercial growth while protecting the unique physical characteristics that define the Village of Fayetteville.

Commercial Design Guidelines Committee

Art Long, Chairperson, Planning Board
Mariana Mangan, Member, Zoning Board
Bruce Coleman, Vice-Chairperson, Historic Preservation Commission
Brad Pietras, Chairperson, Historic Preservation Commission
Dan Kinsella, Trustee
Alice Craw, Member, Parks Commission
Donna Tarbania, Village Resident

A special note of appreciation is given to the Board of Trustees, who supported this effort in the interest of protecting the quality of life so enjoyed by all who live, shop, and work in the Village of Fayetteville.

Fayetteville Board of Trustees

Mark Olson, Honorable Mayor
Mary Coleman, Trustee
Mike Small, Trustee
Chris Randall, Trustee
Dan Kinsella, Trustee

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CHAPTER 1: INTRODUCTION

The Village of Fayetteville has experienced growth in residential development over the past decade; however, the bulk of both commercial and residential development has occurred outside of the village, in the Town of Manlius, causing a profound effect on the village. The village is directly affected by the increase in traffic generated by this growth. It is the overarching goal of the village to protect its unique village character and charm while accommodating this regional growth. Economic growth is always welcome, but if it is not managed with the appropriate regulatory tools, it can forever alter the face and image of the village. One useful tool is commercial design guidelines. The village needs commercial design guidelines that will protect its character by strongly influencing future commercial development. It is important to the village to maintain the physical integrity within its borders so that its identity is distinguishable from (yet compatible with) its neighboring communities.

Other growth management tools available to the village are its zoning regulations and its Master Plan. The 1980 Village Master Plan is based on the philosophy of “retaining and enhancing the character of the village...preserving its historic heritage...and at the same time maintaining a viable business and industrial sector.” (Master Plan for the Village of Fayetteville, NY, 1980). The general plan or goal, stated in the Master Plan, for the village’s business and industrial districts is:

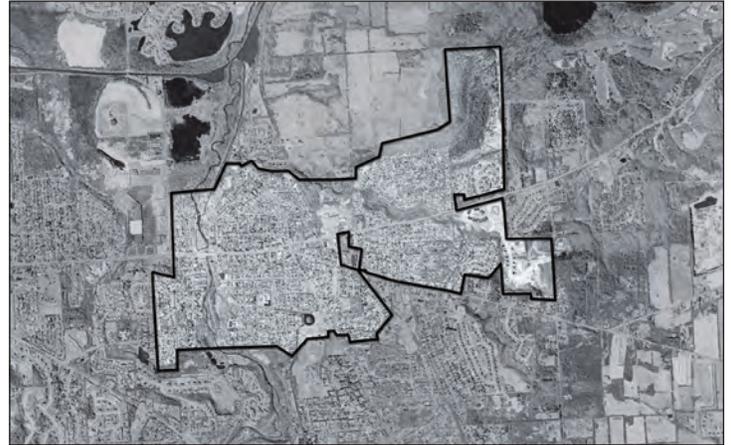
To improve the appearance and efficiency of the Village’s business and industrial districts as well as enhance the character of the Village.

Some specific suggestions listed in the Master Plan for the commercial areas include:

- Encouraging architectural motif in keeping with Fayetteville historic character
- Establishing landscaping requirements in the business district
- Mandatory rear yard parking
- Eliminate opportunities for vehicles to park on and obstruct use of sidewalks
- Encourage adaptive reuse of existing buildings
- Maintain the residential character of properties used as a business by retaining the landscaped front lawn with parking behind the building.
- Encourage exterior lighting that is compatible with the character of the village

The Master Plan’s stated philosophy, goals, and suggested improvements regarding commercial development are relevant today. Although improvements have been made over the decades, the management of future commercial development that is in line with the plan’s stated philosophy requires design guidelines that specifically address the physical attributes of the village’s commercial and industrial areas. The current zoning regulations provide standards that address allowable uses, commercial signage, dimensional requirements for building locations, and number of parking spaces. However, specific design attributes that contribute to the physical character of the village have not been captured and defined, and therefore are vulnerable. A set of commercial design guidelines tailored to the Village of Fayetteville would provide that necessary structure. These design guidelines would be the planning tool to be used, along with the Master Plan and zoning regulations, by the appropriate board or commission when reviewing commercial development proposals.

The community faces many challenges in managing its commercial growth. One critical



Village of Fayetteville Boundary Map



Business on East Genesee Street

challenge is the high volume of vehicular traffic that flows through the village. Safe pedestrian access throughout the village is of paramount importance to all villagers, and the volume of traffic along Genesee Street (West and East) is currently challenging the pedestrian-friendly atmosphere in the village. Crossing Genesee Street has become challenging. One of the goals of these design guidelines is to reduce the impact of vehicular traffic on the local environment and to improve pedestrian movement through the village without intimidation from the motoring traffic. Site amenities and improvement to the public realm would be a means of accomplishing this. Another critical challenge is protecting and improving the village character, which includes its historic architecture as well as pedestrian-scale charm. It is the policy of the village to have all commercial character areas accessible to residents and visitors of all abilities. Application of these design guidelines will assist the village in meeting these challenges while the village experiences economic growth.

The establishment of commercial design guidelines began with forming a Commercial Design Guidelines Committee (Committee) to work with the selected consultant. The Committee members represent the various village boards and community at large. The Committee worked diligently and consistently from January to June of 2006, when this document was presented to the Village Board of Trustees for its review and consideration.

During initial review of the commercial areas, the Committee determined that certain areas had unique physical features and some areas were more auto-oriented than others. The Committee identified commercial character areas that were defined by architectural and site details in the context of the surrounding built environment. The Committee agreed that established goals and objectives would provide a framework for decisions regarding the relevant and preferred physical attributes in each commercial character area. To identify goals, the Committee discussed the aspects of village life that reflect the desired design principles. One readily identified principle is the strong pedestrian linkages and amenities that the village has maintained. Other principles include the pedestrian scale of the commercial center, celebration of village heritage, and protection of historic architecture. The three goals are:

Goal 1

Encourage the continuation and enhancement of each pedestrian-friendly business district in the village.

Objectives

1. Maintain pedestrian connections through sidewalks and other physical indicators to ensure that pedestrian safety and movement is of equal value to the motoring traffic.
2. Encourage all buildings to address and welcome the public realm.
3. Require street-level storefronts to include windows that welcome passersby to stop, look, and enjoy the experience.

Goal 2

Protect village heritage and enhance the quality of village life with viable and visually attractive commercial areas.

Objectives

1. Encourage compatible architecture in each commercial character area without compromising the functionality of the building or the commercial area.
2. Establish commercial exterior lighting that meets safety requirements appropriate for the building site and does not impact neighboring residential properties.
3. Include or retain trees and other plantings to enhance each commercial site whenever possible.
4. Discourage the displacement of existing buildings with inappropriately sized buildings (too large or too small).
5. Protect historic quality and character whenever possible.
6. Highlight and celebrate village heritage by establishing educational/informational plaques or other features.

Goal 3

Encourage and manage economic growth without compromising the Village character.

Objectives

1. Establish clear goals and objectives for site development in each commercial character area to avoid unnecessary delays in the site plan review process.
2. Inform all potential developers and business owners that the village commercial design guidelines will be used as a tool to guide the design of new construction and alterations or renovations of existing buildings.
3. Clarify village parking requirements and encourage shared parking and the use of municipal lots where appropriate.
4. Encourage mixed-use opportunities where appropriate.

After defining goals and objectives, the Committee proceeded to define commercial character areas. The Committee and the consultant identified seven distinct commercial districts, or “character areas,” in the village. The character areas are:

- Lower Business District
 - Mill Street Extension
 - Limestone Plaza
 - Old Stickley Factory District
 - Historic District
 - Village Center
 - Upper Business District
- (See Appendix B, Character Area Map)



Business in Village Center

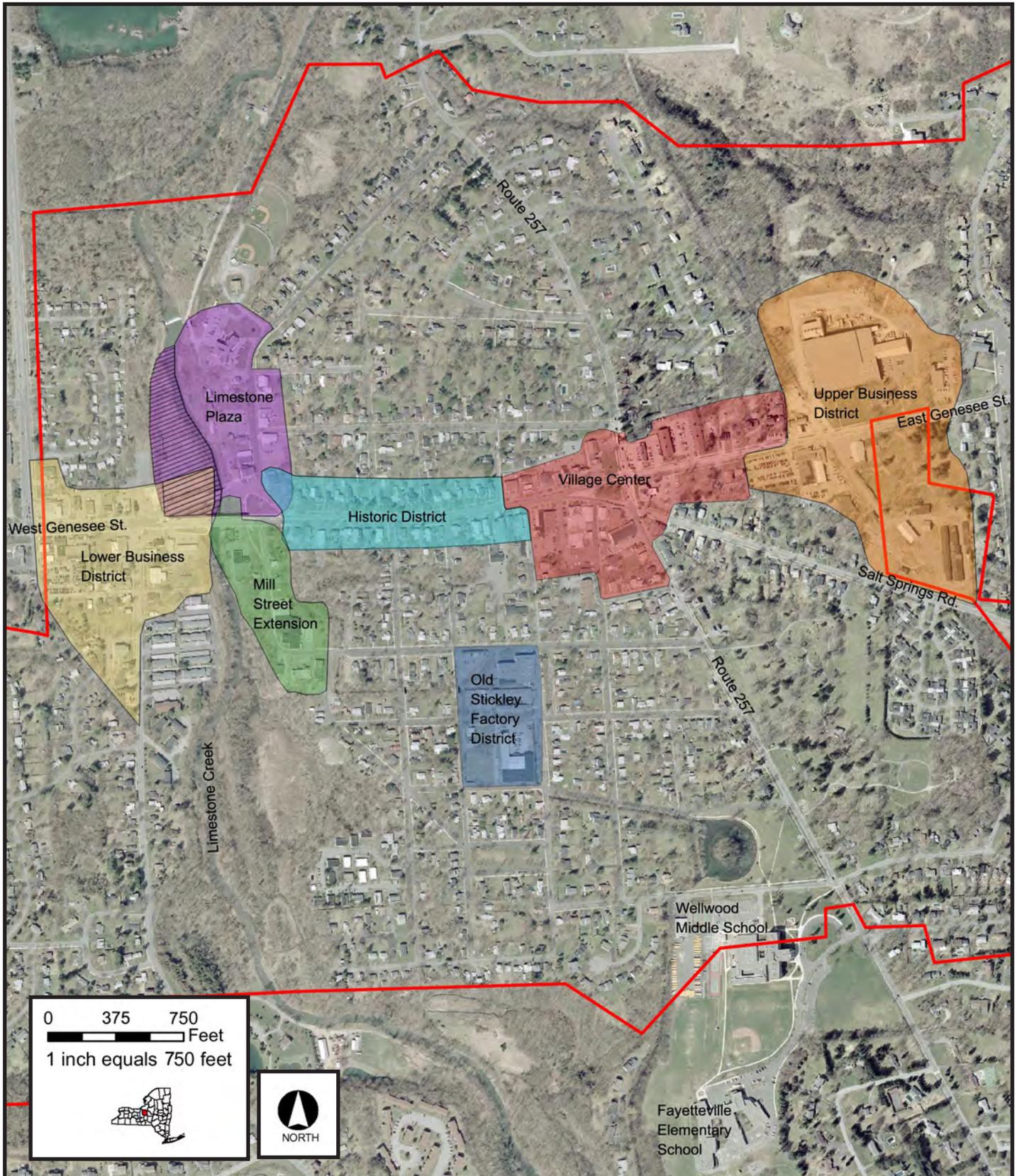
The next task was to identify the physical attributes of each character area. The Committee members toured each character area to critically observe the physical differences and similarities. The Committee then discussed their findings and observations. The final step was to identify how each character area should be encouraged toward future development. To determine the optimum growth pattern (in physical terms) for each character area, certain features were identified as redeemable design features that should be encouraged, and certain undesirable features were identified as elements that should not be repeated. The attributes that give each area its distinctiveness were identified and, of course, will be maintained.

The following chapter includes a discussion with specific guidelines for the village as a whole as well as for each character area. These guidelines, though specific for each character area, are still general enough to allow for independent and creative design decisions for each development project. It is not the intention of the village to micromanage the design of each building or site. Rather, through the application of these guidelines, the Village of Fayetteville intends to identify the critical physical elements that define each character area business district, and to retain and enhance these elements whenever possible. This allows the professional consultants to apply creative resolutions to design and function issues during project development.

These commercial design guidelines are to be used by all applicants (developers, business owners, and residents) and the Village Planning Board during site plan review. A list of issues to be considered during site plan review is set forth in Chapter 139 (L.L. No. 6-1985) of the Village Codes. However, this list is not exhaustive and other relevant details, as determined by the Planning Board, may be considered. The challenge to the Planning Board is how to break down a proposed site plan into the important details in order to assess the design quality of a proposed new development (including redevelopment). To assist the Planning Board in this task, a generic guide that illustrates examples of certain architectural and site plan details is attached as Appendix A. The specific guidelines for each character area can then be referenced. Additionally, it is recommended that the Planning Board seek recommendations from the Tree Commission whenever trees and associated plantings are included; the Parks Commission whenever parks, open space, stream corridors or green-space-related issues need to be addressed; and the Historic Preservation Commission whenever a proposed site plan raises issues regarding the preservation of local village heritage. It is hoped that, other village boards, commissions and employees will find these guidelines useful when addressing issues relative to the physical care and maintenance of the village. The strength and effectiveness of these guidelines will depend on their consistent application by village representatives. Each opportunity for new development or redevelopment, or for municipal infrastructure improvements, is an opportunity for the village to enhance its beauty and character, thus improving the quality of life for all of its residents and visitors.

CHARACTER AREAS

VILLAGE OF FAYETTEVILLE COMMERCIAL DESIGN GUIDELINES



CHAPTER 2: COMMERCIAL DESIGN GUIDELINES

The Village

Although the village commercial settings have been reviewed and grouped into character areas, there are many physical attributes that have an application to the whole village. The following is a discussion of these design elements. Where applicable, each physical attribute will be further detailed in the section addressing each character area along with details unique to each character area.

Architectural Issues

Architectural continuity throughout the village is important to maintain. Reutilization, alteration, or rehabilitation of existing buildings as well as new construction should build upon and complement historic and otherwise valuable architecture in the village in relation to scale, massing, exterior building material, roof type, windows, as well as other architectural details. Equal attention should be given to adjacent buildings as well as the context of the surrounding character area.

Building Scale and Massing

Buildings of differing size and scale, in part, define the character of the village. Maintaining the continuity between buildings with respect to their size, massing, and overall scale or proportion to each other in the context of that character area will contribute to maintaining the character of the whole village. Although building size and massing vary in each character area, the predominant impression in all character areas remains one of a village scale and pattern. The village recently adopted local law No. 2, 2006, which limits the maximum building size (for each story) in each zoning district. Buildings constructed in the Contemporary Business District, are limited to a maximum of 10,000 square feet per story. This new size limitation will effectively restrict oversized “big-box” buildings, but it does not address the issue of size and scale in relation to the business neighborhood context. All new construction and additions or renovations to structures must be scaled to the existing context of each character area. It is critical to avoid undersized or oversized buildings that will break up or undermine the proportional relationship or massing of the buildings in that area.

Building Facade

Exterior material

Commercial buildings in Fayetteville are predominantly wood frame with various styles of siding (shake shingles, clapboard siding, vinyl siding, etc.) and stone or brick (of varying color and size). Any of these materials can be selected for new construction. The renovation or expansion of existing buildings should generally include the same exterior building material as the original section, with the exception of preserving the original historic character (mass and material) of the building. In such cases, a different and complementary exterior material can be selected. There are a few buildings in the village with exposed or painted concrete masonry block as the exterior material. This building material does not fit within the architectural character of the village and should not be allowed. The expansion or renovation of an existing building with exposed or painted concrete masonry block presents an opportunity to cover or otherwise improve the exterior look of the building. This opportunity should be required whenever possible.

Each character area has its own architectural personality, which should influence all new construction as well as the alteration of existing buildings. This opportunity should not be missed. Whenever the issues are confusing or complex, creative solutions to preserving mass and material of an existing building should be encouraged.

Roof type

The roofs of the commercial buildings vary throughout the village. The need for uniformity in roof structure (pitch, gable orientation and overall shape) depends on other factors, such as the height, width, and scale of the buildings as well as architectural styles, to name a few. Although roof types vary in the village, the most aesthetically pleasing roof structures are dynamic and contribute to the full image of the building. New construction should complement the overall village character and be harmonious with its immediate surroundings. Although pitched roofs are preferred, where flat roofs are used other architectural elements should be used to add interest and enable the building to relate better to the architectural landscape. In all cases, all mechanicals located on a roof should be screened from view.

Windows

The front of every building should be welcoming to the public. This is achieved with the appropriate inclusion of architectural openings such as windows and doors in the façade along the street frontage. Windows add interest and variety as well as create an opportunity for connection between the passerby and building interior. All new buildings or the alteration of existing buildings, whenever possible,

should include windows in the front façade if not in all sides of the building. All windows and doors should be constructed with their height equal to or greater than their width. The type, size, and spacing of windows should complement the character of the business district in which that building is located. Once established, the benefit of windows should not be minimized by too many interior advertising signs.

Site Issues

The relationship of a building to the full site and the public realm (public sidewalk and street) in the context of its built and natural environment contributes to the overall character of an area. Every commercial building is influenced by and influences its immediate surroundings. Because Fayetteville is fully developed, all buildings exist within an established context. To preserve and enhance the village character, new and old buildings must be required to “fit in” or complement their environment. The more critical issues that affect the character of a site include:

- Building disposition or location
- Build-to line parallel with frontage line
- Driveway locations, curb cuts, and location and size of parking areas
- Private business signage and necessary lighting
- Streetscape (curbs, sidewalks, lawns, lighting, trees, amenities, and signage)
- Private landscape design
- Open/green space and viewsheds
- Treatment of and relationship with stream corridors

Building Disposition

In Fayetteville the relationship of commercial buildings to the public realm is inviting to the pedestrian. The public realm in the village’s commercial areas consists of the street, green lawn with trees, curbing, lighting, and sidewalks. With a few exceptions, the commercial buildings in the village are located relatively close to the public realm, establishing a pedestrian-oriented environment. This environment exists, in part, because the village has managed to avoid having its main street excessively widened to accommodate traffic. This village characteristic establishes an intimate connection at street level between the building and the public (see Figure 1). The closeness between the building and public realm also promotes a safe and convenient pedestrian corridor. Vehicular movement and parking is primarily accommodated along the side or rear of the building. This type of building disposition, near to and edging the public realm, is characteristic of an urban village setting compared to a suburban large-scale commercial setting.



Figure 1: Commercial Buildings in the Village

Buildings not only relate to the public realm but also to each other. The distance (horizontal and vertical) between buildings contributes to the building fabric along the streetscape. In Fayetteville some commercial buildings are tightly massed while others are slightly set apart from the neighboring building. Fortunately, the development patterns in each character area have been maintained, for the most part. It is important to continue respecting the characteristic pattern within each character area. Because the village is essentially fully developed, new commercial development is limited to filling in vacant parcels situated between existing buildings or redevelopment after demolition of an existing structure. Regardless of the type of new development, the siting of any new building should relate to and be in context with the existing built environment.

In addition to maintaining a consistent building fabric along the street frontage, siting the front entrance of the building to face the street is critical to capturing the village character. An inviting, attractive, and accessible front entrance will continue the pedestrian-friendly attitude that best describes Fayetteville. Additionally, an appropriate build-to line that parallels the street frontage in each commercial character area must be established, facades should be greater than 50% of the length of the frontage line whenever possible, and the same building density that exists in each character area should be followed.

Parking, driveways, and curb cuts

Although parking and vehicular access is an important aspect of any commercial district and a dominant aspect of our culture, the Village of Fayetteville has managed to preserve the message that pedestrian movement and access is of equal value to the motoring traffic. Although important, parking should not dominate the landscape; “front-door parking for convenience” should not overrule “village character.” Fayetteville has wisely planned for parking needs and has established multiple municipal parking lots (see Figure 2). The village has six municipal lots with numerous parking spaces available to the public. There is one lot in Mill Street Extension, two lots in Limestone Plaza, and three lots in Village Center. Additionally, on-street parking is allowed throughout the village with overnight restrictions from November 1 to April 1 to accommodate the need for snow removal.



Figure 2: Municipal Parking at Limestone Plaza

Private commercial parking should be located behind buildings and along the side if necessary. In general, front-yard vehicular parking is discouraged since the placement and movement of cars between the public sidewalk and entrance of buildings creates conflict points between vehicles and pedestrians, causing that space to be focused primarily on vehicular movement. In certain character areas, whenever possible, front-yard parking should be eliminated. Whenever possible, shared parking lots or the use of a nearby municipal lot should be arranged to support multiple businesses. In all cases, parking lots should be appropriately defined to control vehicular movement and establish safe pedestrian movement. All parking lots must include striping that indicates parking spaces.

Similarly, whenever possible, businesses should be required to share driveways. New curb cuts should only be considered if sharing a driveway is not feasible. This will reduce the total amount of asphalt or concrete along the street frontage. The maximum width of driveways should be 20 feet. All parking lots and driveways should be paved. Acceptable paving materials are concrete, concrete pavers, brick pavers, and asphalt.

All parking lots should be adequately lighted. The village municipal lots should include light fixtures that complement the streetlights located in the character area. Exterior lighting fixtures for open parking lots should include a “full-cut-off” luminaire that does not include a “cobra head” style. Whenever possible, light fixtures should be placed at landscaped medians or along landscaped pedestrian facilities. To avoid unnecessary light pollution, light should be directed away from adjoining properties and excessive lumens shall be avoided.

Building Signage and Lighting

The village sign law (L. L. No. 2-1993) dictates the parameters regarding size, height, and location of business signs. All buildings should include street numbers on the front façade as required by law. Fayetteville has consistently discouraged exterior backlit signs of any type, and moving, flashing, and neon lights. This is based on the fact that business signs can be seen from the street due to the proximity of the buildings to the street, and the excessive light spillage from backlit signs is aesthetically distracting and unnecessary. This policy has protected a “village characteristic” that excludes overly bold and distracting signage and lighting. Exterior sign directories are not encouraged due to the established pattern of independent business signage. However, an appropriate use for an exterior sign directory is in business areas where the businesses are clustered together and a central directory is convenient for the customer. Exterior lighting associated with a business sign should be either “downlit” or “uplit” floodlights directed onto the sign to avoid light spillage onto adjacent properties. Exterior lighting not associated with the business sign should be designed with a balance between meeting safety requirements and avoiding excessive light pollution onto neighboring properties.

Streetscape

The village has established a strong streetscape throughout all of the commercial districts. This should be continued in all regards as it provides a uniform visual and physical connection between character areas. The village streetscape consists of granite curbs, a green lawn with street trees, and a sidewalk. It is this combination of elements that creates a uniform “village streetscape” which should be included in every character area. Variation in types of street trees, street lighting, and pedestrian amenities such as benches and planters can occur to define a specific character area.

Sidewalks

The village has a comprehensive pedestrian sidewalk connection. The sidewalks connect all of the commercial character areas to each other as well as to the residential neighborhoods. Whenever there is an opportunity to improve this pedestrian connection, it should be required. Each character area has sidewalk sections that warrant attention and repair. All sidewalks should dominate over and continue through established driveways. This supports the village pedestrian attitude and encourages safe pedestrian movement.

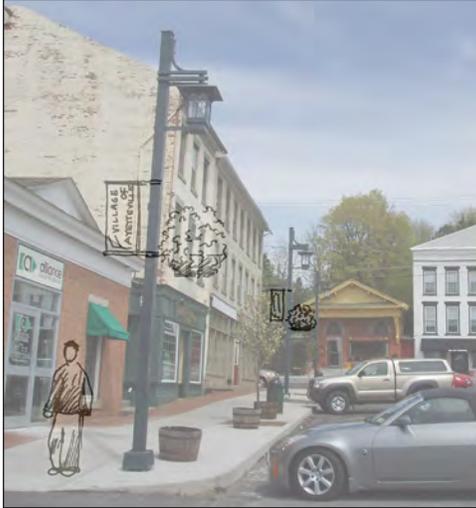


Figure 3: Lighting in Limestone Plaza

Lighting

The character of the village streetscape can be improved with appropriate street lighting. To maintain a pedestrian-scale experience, all street lighting that exceeds 20 feet in height should include banners, hanging baskets, or additional pedestrian-scale light fixtures at a lower point on the light pole. There is unique street lighting in Village Center and Limestone Plaza (see Figure 3). It would be appropriate to include this style of lighting in the Historic District. The street lighting in other character areas should be complement that area. Area lighting visible to surrounding residences should incorporate fixtures with illumination cut-off features to control light spillage. Specific lighting details are discussed per character area.

Street Trees

The Village of Fayetteville has a street tree program, managed by the Tree Commission, which includes maintenance efforts as well as replacement of unhealthy trees. In 1991 the village established a Tree Commission to manage the selection, planting, and maintenance of all village trees. The policy and practice of the Commission is to select a variety of tree species to minimize the potential devastation caused by one disease. The advice of the Tree Commission should be obtained whenever addressing the street trees within any of the character areas.

Signage

Directional signs are helpful until there is an overwhelming cluster of signs with too many to view. Placement of directional signs is critical to their usefulness and their effect on the visual aesthetics of the area. Where appropriate and practical, new directional signs should be grouped with existing signs to reduce the visual impact. The village has distinctive welcome signs at each village entrance, which signifies community pride (see Figure 4).



Figure 4: Village Welcome Sign

Traffic Calming

The challenge of reducing the impact of vehicular traffic is faced by most communities. In Fayetteville, the majority of traffic occurs on Genesee Street (East and West), Highbridge Street, Fayetteville-Manlius Road (County Route 257), and Salt Springs Road. Needless to say, the quality of village life is directly affected by vehicular traffic. Historically, roads were instrumental as a unifying element in villages. Today, however, they can be a divisive element that requires skillful manipulation. The elimination of vehicular traffic is impractical and unwise. However, the “slowing down” of traffic is practical and could be very rewarding for all. Calming traffic can result in greater convenience for the motorist and pedestrian while reducing both noise and pollution. A pedestrian’s accessibility to the “other side” of the street in a safe and pleasant way contributes to his/her quality of life. A commercial business’s accessibility to customers adds to its quality of business life, and the motorist who has opportunities to make stops or run errands without dealing with excessive congestion has a higher quality of experience.

The village is currently employing some conventional traffic-calming devices. The goal is to upgrade pedestrian movements to be of equal priority to vehicular movements. Most of the central intersections in the village have designated crosswalks with a crossing signal. These intersections definitely improve pedestrian access. Also, the village has implemented a “pedestrian zone” on East Genesee Street at the corner of Academy Street, in which the presence of a pedestrian calls

for vehicles to stop and allow the pedestrian to cross. This works sometimes; however, it requires the pedestrian to trust the oncoming drivers to know and obey the law. Ultimately, efforts to calm traffic must include three aspects to be successful: engineering, education, and enforcement. Improvements in the design attributes that strengthen village scale and promote a pedestrian attitude will have a

calming effect on traffic. Additionally, a community outreach and education campaign promoting pedestrian access and safety will strengthen this effort. Finally, enforcement of the laws will further ensure pedestrian safety.

Landscaping

Private businesses should focus on appropriate landscaping that will complement the architectural style, screen parking and outdoor storage areas, and soften the pedestrian corridor by providing shade and visual interest. In each character area, the landscaping for a business should be complementary with neighboring sites as well as the adjacent streetscape. Plantings should be incorporated to help soften and enhance the building and its surroundings. The use of pedestrian amenities such as benches and chairs should be encouraged. All landscaping should compliment village parks and other public spaces to enhance the experience of all.

Open Space and Viewsheds

Open space usually connotes vast acreage of green pastures with magnificent or calming vistas. In a commercial corridor, open spaces mean something else that is smaller in scale yet just as important to the quality of experience. Commercial open space includes well-designated buffer zones between commercial parking lots and residential neighborhoods, stream corridors that traverse through or edge the commercial activity, and other instances where the natural environment has an opportunity to soften the commercial landscape. Open-space opportunities for each character area should be identified and protected. Specific opportunities will be discussed in the subsections that follow. Thought should be given to identifying opportunities to link open spaces and natural features with the goals of providing public access for enjoyment and recreation. Whenever possible, the Village Parks Master Plan should be consulted when reviewing a project that could involve or is located near an established park or potential open space.

Stream Corridors

There are two creeks and one historic canal that run through the village: Bishops Brook, Limestone Creek and Ledyard Canal (historically known as Ledyard Dike). All should be protected from potential adverse impacts caused by commercial (and residential) development. Ledyard Canal runs through the Old Stickley Furniture Factory District and the Mill Street Extension area. It flows into Limestone Creek, which is the stream corridor between the Lower Village Business District and Mill Street Extension (south of East Genesee Street) and Limestone Plaza to the north. Eventually Limestone Creek flows into the feeder canal in the area near Limestone Plaza. In the Lower Business District and Limestone Plaza, the creek provides an opportunity for passive recreation with vistas along the water (see Figure 5). Limestone Creek and the Ledyard Canal are an integral part of the village's heritage and not only should be protected but also promoted through educational exhibits explaining their important connection with the village.



Figure 5: View of Limestone Creek from Bridge on Limestone Plaza Looking North



Lower Business District

The Lower Business District includes the commercial area from North and South Burdick Street east to Limestone Creek, including both sides of West Genesee Street. A village gateway sign signifies the Lower Business District as the village gateway from the west. This presents an opportunity to reveal and communicate the village's character, distinguishing it from the neighboring large-scale, suburban mall.

This area is zoned Contemporary Business (CB) and Residential Business (RB) (see Appendix B). The more intense commercial uses are along West Genesee Street with a car dealership, gas station, car wash, and car service facility. Less intense commercial and professional uses are located along Highbridge, South Burdick and Thompson streets. These uses include professional services, retail, personal service, restaurants, coffee shops, and medical services. The majority of heavy traffic travels along West Genesee and Highbridge streets.

The allowed uses are appropriate for this area and should be continued. The buildings vary in architectural style, size, and exterior materials with no one building dominating the area. The wider buildings are only one-story and the two-story buildings are taller than they are wide. As a result, no structure is significantly dominant. The buildings are somewhat close to each other, creating an urban village density that contributes to the village character. The commercial sites in this area have developed independently of each other; nevertheless, the scale and massing of the majority of buildings falls within the range of building size for this area. However, there are some elements that detract from the aesthetic quality of the entire character area and should be mitigated or in some instances eliminated. For example, some of the buildings have visible "roof clutter" caused by the mechanicals located on a flat roof.

Even though the existing buildings vary in size and height the majority of buildings have maintained a similarity in scale that is reflective of the overall village scale. It is important to avoid oversized, single-use buildings that would dominate a block as well as undersized single-use buildings that would not hold their own place. Pursuant to village zoning code, the maximum square footage for a new building in the Contemporary Business (CB) zoning district is 10,000 square feet for each story and 7,500 square feet in Residential Business districts (see Local Law 2-2006). This size restriction will help maintain the preferred building scale along West Genesee Street. The other areas in the Lower Business District (Thompson Street, Highbridge Street, South Burdick Street) consist of smaller-scaled buildings, the majority of which are two stories in height.

The village streetscape edges both sides of the main streets in this area. Unfortunately, the volume of traffic at times can overwhelm the pedestrian experience.

A large undeveloped parcel, zoned Open Land (O), borders the northeastern edge of this character area and is owned by New York State Canal Corporation. The future use, site design, and architectural style proposed for this area should be influenced by and complement the dominant characteristics in this Lower Business District and Limestone Plaza. Consideration should be given to the visual impact development of this parcel may have on both character areas and on the adjacent residential neighborhood. Opportunities to enhance and build upon recreational connections along the stream corridor to the Erie Canal Towpath, Brooklea Park, and other Fayetteville parks should be included in any development of this site.

Of equal importance is the potential commercial development along North Burdick Street. Currently this area is residential. If the properties that front North Burdick Street transition to commercial businesses, all architectural and site issues should build from and be influenced by the existing residential neighborhood and the Lower Business District. The architectural and site issues that define the suburban shopping mall along the western edge of North Burdick Street are not in keeping with the character of Fayetteville and as such should not directly influence the future character of this area.

Architectural Issues

Building Size and Massing

Even though new construction on West Genesee Street will be limited in building size, attention must be given to the overall massing and scale. Overwhelming dominance of structure due to size and scale should be avoided. Where possible, new buildings should cover a minimum of 50% of the street frontage. Corner lots should be treated as if there are two street frontages. Consideration should be given to the proportional relationship between a building's height, width, and depth. Creative solutions to the architectural style and design are encouraged.

New construction in the area must be complementary to adjacent buildings in size, height, and overall massing and scale. Along South Burdick, Thompson, and Highbridge streets, residential houses are the predominant structures. New construction along these streets should be sensitive to and influenced by the residential context.

Building Façade

Exterior materials

Many buildings have different exteriors, from generic painted concrete masonry block to clapboard siding. The predominant exterior building materials are brick and clapboard. If an existing building is to be expanded or renovated, the current exterior material must be continued, unless it is concrete masonry block, in which case a complementary alternative material should be used. For new construction, the preferred materials are clapboard, brick, or stone.

Roof types

Roofs vary from pitched to flat roof. The preferred roof type is pitched. If, however, an attractive flat roof is selected, all mechanicals should be screened from view. Roof clutter should be avoided at all costs because it detracts from the aesthetics of the particular building and is visually distracting. New construction should select a roof type that best fits the architectural style as well as hides all mechanicals and other devices located on the roof.

Windows

All front façades must include windows regularly spaced on each level. Blank front walls, wide sections of blank walls, or a full wall of window should be avoided. The type of windows selected should complement the surrounding context and neighboring buildings.

Site Issues

Building Disposition

The existing buildings are similarly set back from the street and have inadvertently created a build-to line that should dictate the placement of new buildings. All new buildings should line up with neighboring buildings. Renovations or additions to existing buildings should not significantly vary from this preferred build-to line. The buildings that are at a deeper setback should be relocated when practical to the preferred build-to line. The building should be placed on the parcel to allow enough room for a side driveway with parking in the rear if possible.

Parking, Driveways and curb cuts

There are many driveways and curb cuts along West Genesee Street, which results in extra asphalt, a broken streetscape, and additional turning points, which contribute to traffic congestion. Where possible, driveways should be shared to reduce the number of curb cuts (see Figures 6 and 7). The majority of establishments along East Genesee Street have some front-yard parking, generally limited to one row of vehicles. Some establishments have front and side-yard parking. This combined front and side parking creates a break



Figure 6: Existing Greenspace and Vehicular Access on the Northside of East Genesee Street

in the streetscape with large curb cuts; it increases the relative percentage of “asphalt to building,” which degrades the character of the commercial area. It is recommended that front yard parking lots not exceed the length of the building being serviced. It is also recommended, that the combination of front-yard and side-yard parking for one establishment be discouraged. There are parking opportunities, although privately owned, behind buildings along West Genesee Street. Rather than create front yard or excessive side



Figure 7: Example of Potential Greenspace and Vehicular Access on the Northside of East Genesee Street

yard parking, it is recommended that all new and renovated parking lots be located in the back of existing buildings. Whenever possible, the existing businesses along the north side of West Genesee Street should establish shared driveways that lead to shared parking. The back of any parking lot that adjoins with residential property should be adequately screened with appropriate fencing and plantings.

Business Signage and Lighting

The style of signs and associated lighting are distinct for each business with the majority of them attached to the building. This practice should be continued. Free-standing front-yard signs will generate too much clutter in the streetscape and should be avoided. To avoid light pollution, excessive lumens or foot candles will be avoided and cutoffs will be used to reduce light spillage onto neighboring properties.

Streetscape

The current streetscape should be continued throughout this character area. There are specific sections in the streetscape that need repair.

Sidewalks

The sidewalk should be continued around both corners of West Genesee Street to connect with the sidewalks on Highbridge Street (see Figure 8). To enhance full pedestrian movement options, crosswalks should be painted at the following intersections:

- Across West Genesee at North Burdick Street and at Highbridge Street
- Across Highbridge at West Genesee Street
- Across both Highbridge and Thompson streets at their intersection
- Across South Burdick Street at Highbridge Street



Figure 8: Proposed Continuation of Streetscape on Corner of East Genesee and Highbridge Streets.

Lighting

This character area has the standard New York State “cobra style” street lighting. Whenever practical, the village should establish a unique style of streetlight to be installed throughout this character area.

Street trees

Additional street trees should be planted to improve the streetscape along West Genesee Street and Highbridge Street. The Tree Commission should be consulted when selecting the type and location for each tree.

Landscaping

Fencing, whether for screening or decorative purposes, should be avoided in the front yard of any business that faces West Genesee or Highbridge streets. All front-yard parking should be softened with landscape plants and features. All private landscaping must complement the streetscape. Where possible, ground cover should be grass or other plant material. Woodchips as mulch should be restricted to the base of trees or other plants.



Figure 9: View of Limestone Creek from Limestone Plaza

given to improving the recreational opportunities along this corridor. A sidewalk under the main bridge provides a connection between three commercial areas: the Mill Street Extension, Limestone Plaza, and the Lower Business District. Whenever possible, this sidewalk should be extended along the stream corridor through the commercial area, through the residential neighborhoods, and eventually connecting to the Gramlich bird sanctuary. Serious attention must be given to the fact that Limestone Creek does flood. As required by the Flood Damage Prevention Law (Local Law No. 3-1997), all development must address the potential for flooding in this area.

Open Space and Viewsheds:

The views of Limestone Creek from either the East Genesee bridge or the smaller Limestone bridge add visual interest to the passing motorist as they make a connection with the natural environment in the area. These views should be protected (see Figure 9).

Stream Corridors

Limestone Creek runs along the eastern edge of the Lower Business District. Visitors to the commercial area do not immediately experience it as it is set back from the main area and its banks are covered with thick scrub brush. The protection of the quality of water and plant and wildlife ecosystems associated with this stream corridor should be considered when addressing any development on the parcels adjacent to the creek. Serious consideration should be



Mill Street Extension

This character area includes a mixture of residential and commercial uses and is zoned Industrial (I). There are five commercial uses and five residential uses with one large vacant industrial building. Because the commercial uses in this area generate minimal impact and are of equal dominance with the residential uses, an aesthetic that is sympathetic to the residential neighborhood is encouraged. Due to the residential neighborhood east and south of Mill Street, this area is experienced as a cluster of commercial uses in a residential neighborhood rather than the reverse. As such, all architectural and site plan details should build from and be compatible with the residential side of this district.

Mill Street Extension provides a safe pedestrian connection from the village neighborhoods south and east of East Genesee Street to the Lower Business District and Limestone Plaza. The streetscape is limited to the eastern side of Mill Street. Limestone Creek flows by the western edge for this area.

Architectural Issues

Building Size and Massing

New construction should be of a scale that is compatible with the surrounding village residential neighborhoods. The neighborhood consists of residential houses and garages on 1-acre or smaller parcels. The size of the house in relation to the parcel defines the scale and massing of the residential neighborhood. Although there are a variety of sizes, the proportional relationship is similar throughout. It is this pattern of proportional relationship (building size to lot size) that new development, alterations, or renovations of existing buildings should build from and complement (see Figure 10).



Figure 10: Business on Mill Street

Building Façade

Exterior materials

All of the residential structures in this area are clapboard-sided, wood-framed structures. The adjacent neighborhood also consists primarily of clapboard-sided structures. Other materials that add to the character of the village are limestone and brick. Therefore, the exterior building material for all new construction should be stone, brick, or clapboard (or a combination thereof). Some of the existing commercial buildings are exposed or painted concrete masonry block. This material should be avoided and whenever possible covered up with a preferred exterior material.

Roof types

New construction should complement the surrounding residential flavor, which calls for a pitched roof. Renovations or additions to existing buildings that require an additional roof should select a roof type that complements the existing roof. In all cases, mechanicals located on the roof should be screened from view.

Windows

All front facades must include windows regularly spaced on each level. Blank front walls, wide sections of blank walls, or full “window walls” should be avoided. The type of windows selected should complement the surrounding residential neighborhood.

Site Issues

Building Disposition

The existing buildings are not built to the same line, but are within a similar short distance from the street. Preferably, all commercial structures (new or renovated) should be set back a maximum of 35 feet from the street. This distance is equivalent to the front-yard setback allowed in the residential zones that neighbor Mill Street. All new construction should be set back the same distance as the neighboring buildings not to exceed a maximum setback of 35 feet.

Parking, Driveways and Curb Cuts

Driveways and curb cuts should be defined and minimized wherever possible. Although front-yard parking currently exists, it should

be discouraged as much as possible with preference for side- or rear-yard parking. All driveways and parking areas should be defined with granite curbing.

Business Signage and Lighting

Business signage and associated lighting is discreet in this area and does not overwhelm the residential character. This should be continued. To avoid light pollution the number of lumens or foot candles allowed will meet safety standards and cutoffs will be required to avoid light spillage into neighboring properties.



Figure 11: Streetscape on Mill Street

the adjacent streetscape. Plantings should be incorporated to help soften and enhance the building and its surroundings. The use of pedestrian amenities such as benches and chairs should be encouraged. The village may landscape adjacent parks and other public spaces to enhance the experience by all. Fences along Mill Street preferably should be wrought iron, masonry, painted wood or other material that resembles wood or hedges and not more than 42 inches high.

Open Space and Viewsheds

All potential open space should be identified and enhanced. Views of Limestone Creek or Ledyard Canal should be encouraged whenever possible.

Stream Corridors

The Ledyard Canal flows behind the old paper mill, under Mill Street, and eventually into Limestone Creek, which runs along the western edge of this character area. Redevelopment of this site (the abandoned mill) should incorporate the canal into the site design for visual aesthetics and recreational enjoyment. At the same time, sensitivity should be given to protect all plant and wildlife ecosystems associated with the canal.

The undeveloped western edge of Mill Street drops down to Limestone Creek. This area is the natural swale into which the stormwater drains to the creek. Because of the routine flooding experienced along the creek, all potential impacts on stormwater drainage should be identified and mitigated. Whenever possible, site designs for visual or recreational enjoyment should incorporate Limestone Creek.

Streetscape

The sidewalk is frequently used as a safe pedestrian connection between the neighborhoods on either side of East Genesee Street. It is important to maintain a safe, accessible sidewalk. Whenever possible, the portion of the sidewalk in front of the abandoned paper mill needs to be reestablished and reconnected at the intersection with Washington Street. Improvements to the western side of Mill Street Should be made with granite curbs and street trees (see Figure 11).

Landscaping

Private businesses should focus on appropriate landscaping that will complement the architectural style, screen parking and outdoor storage areas, and soften the pedestrian corridor by providing shade and visual interest. In each character area, the landscaping for a business should be complementary with neighboring sites as well as

Character Area



Limestone Plaza

The Limestone Plaza character area has been commonly referred to as “Limestone Plaza” business district for many years. There is a village sign at the corner of Limestone Plaza and the bridge indicating the gateway to Limestone Plaza. This section of the village has a wonderful history that connects the village to the Erie Canal. The predominant commercial section of this area has its own zoning classification of Limestone Plaza (L) with the remaining portion zoned Residential-Business (RB) and Public or Municipal Lands (P). This area is edged by Limestone Creek to the west, residential neighborhoods to the north and east, and Mill Street Extension to the south. Because Limestone Plaza is located off the main street (East Genesee Street) and edged by a residential neighborhood and a commercial area, and because of the existing multiple-storied buildings, it presents a strong setting for mixed uses such as commercial business on the first level with residential and/or professional uses on the upper levels.

The streetscape along Brooklea Drive is distinctive in that the buildings abut the sidewalk on both sides of the street for approximately two blocks with generous sidewalks. Also, the street lighting is the same as that in the Village Center, which reflects the Arts and Crafts style (see Figure 3).

The active commerce in this area, which consists of retail shops, personal service stores, and restaurants, is primarily located along Brooklea Drive and Limestone Plaza with residential buildings on the side streets. There are two municipal parking lots. One large parking lot is at the corner of Brooklea Drive and West Elm Street, and a smaller lot is at the corner of Brooklea Drive and Limestone Plaza (see Figure 12). Private parking is provided behind the buildings that face Brooklea Drive (accessible from Pratt Lane). Along Brooklea Drive, two-hour on-street parking is also available during business hours and there is on-street angled parking along Limestone Plaza. There is no front-yard parking and only a few instances of side-yard parking.

Many of the buildings have architectural details that add distinction and historical character to the Plaza. These redeemable architectural features should influence new development in this area. The municipal building for the Town of Manlius is located at the north end of this district and was included in this district since it is important to the region. However, the building and site layout do not follow any of the design principles that define the Limestone Plaza character area, and thus should not influence any future design decisions for the area.

There is potential for redevelopment or in-fill development along Brooklea Drive, specifically where there are vacant parcels. All new construction, expansions, infill development, or additions to the business district should be influenced by the distinguishing attributes of Limestone Plaza.

Sidewalks are established along Brooklea Drive and Limestone Plaza; they provide direct connections to the adjacent residential neighborhoods, the Historic District, the Lower Business District, and Mill Street Extension. Unfortunately, they are not continued throughout all of Limestone Plaza. They do not exist along West Elm Street, Pratt Street, or Feeder Street. Currently, the Pratt Street section does not attract much activity, as this area is somewhat underdeveloped. The installation of sidewalks and a continuation of the village streetscape throughout all of Limestone Plaza would enhance the potential for redevelopment in this character area.

Parks, open front lawns, and natural stream corridors enhance Limestone Plaza. Limestone Creek, a natural stream corridor, acts as a linear green space along the western side of the entire character area. The southern tip of the Plaza, at the end of Brooklea Drive, is a park with trees, benches, and a few municipal parking spaces. The northern edge of the character area, along Brooklea Drive, is the open-manicured front lawn of the Town of Manlius municipal building.



Figure 12: Example of On Street, Pull-in Parking

Architectural Site issues

Building Size and Massing

Limestone Plaza has its unique style in part because of the size and massing of the buildings that front the plaza. They are multiple-storied buildings (3 and 4 stories high) that are either connected or closely set to each other. New development and renovations of existing buildings along Limestone Plaza and Brooklea Drive must follow the size (height and width) and massing of the existing buildings. New construction that fills in the few vacant parcels along Brooklea Drive should complement adjacent buildings (see Figure 13). New construction along Pratt Street should either be residential in design and scale or similar in scale and design with the existing commercial buildings in this character area.



Figure 13: Potential In-fill Development Along Brooklea Drive

Building Façade

Exterior Material

The exterior building materials vary but the dominant material is brick and wood clapboard. New construction in this character area should include exterior building material that is complementary to the adjacent buildings, with the exception of exposed concrete masonry block, which should be avoided. All renovations, additions, or improvements to existing buildings should include an exterior material that is complementary to the existing building as well as the architectural features of neighboring buildings.

Roof Type

Even though roof styles vary throughout Limestone Plaza, they are dynamic because of each building's architectural style and placement within the building fabric of the block. New construction and the alteration of existing buildings must reflect and complement these dominant physical characteristics. All mechanicals located on a roof should be screened from view.

Window Treatment

The storefronts on Brooklea Drive and Limestone Plaza all have large picture windows at street level, which allow for displays to be viewed and are very welcoming to all pedestrians. All front facades must include windows regularly spaced on each level. There should be no blank front walls or wide sections of blank walls. The type of windows selected should complement the surrounding context and neighboring buildings.

Site Issues

Building Disposition

New construction located along Brooklea Drive and Limestone Plaza should be built at the same build-to line as neighboring buildings that meet the sidewalk edge (see Figure 11). New construction along Pratt Street, West Elm Street, and Feeder Street should be built to the edge of the existing or proposed sidewalk.

Parking, driveways, and curb cuts

If a driveway is necessary with new development along Brooklea Drive or Limestone Plaza, the curb cut should be no wider than necessary to accommodate traffic. In all cases, the location of new driveways should be determined in context of the entire block and surrounding neighborhood. Front-yard and side-yard parking for businesses along Brooklea Drive and Limestone Plaza should be avoided. In all other areas, front-yard parking should be avoided and sideyard parking allowed only if necessary. Access to municipal parking spaces should be considered when calculating parking requirements for new businesses in this character area. The municipal lot at West Elm Street and Brooklea Drive should have a specific driveway entrance from West Elm Street and it should be defined and edged with granite curbs. The village streetscape, with curbs, lawn, and sidewalks, should be added along West Elm Street. This municipal lot should be softened with appropriate plantings and street trees.

Business Signage and Lighting

Private business signs and associated lighting should be attached to the building. Design details should continue to be an independent selection in accordance with the village sign regulations. Lighting for signs is not necessary; however, if lighting is selected, neon backlit signs should not be allowed. To avoid light pollution the number of lumens or foot candles allowed will meet safety standards and cutoffs will be required to avoid light spillage into neighboring properties.

Streetscape

The same signature street lighting found along Brooklea Drive should be installed throughout Limestone Plaza. Flower baskets or banners should be included on the light poles to enhance the streetscape. Sidewalks with the village streetscape should be installed on all side streets and along both sides of Pratt Street. The village streetscape should be continued along the western side of Brooklea Drive to connect with Feeder Street at the entrance to the Town of Manlius municipal building. A sidewalk lined with trees should be installed across the front lawn of the municipal building to complete the pedestrian connection along Brooklea Drive. All village informational and directional signs should carry the village signature logo.

Landscaping

Efforts to soften a site and/or screen certain aspects of the site with appropriate landscaping should be encouraged. All parking lots and outside storage areas should be screened. All private landscaping should complement the streetscape, and all ground cover should consist of grass or other plant material. Woodchips or mulch should not be used as general ground cover and should be restricted to the base of trees or other plants. Landscaping along Limestone Plaza and Brooklea Drive should include planting containers and pedestrian amenities such as benches or tables. Fences along street fronts preferably should be wrought iron, masonry, painted wood or other material that resembles wood, or hedges and not more than 42 inches high.

Open Space

The open green space at the southern end of Brooklea Drive should be maintained. Any development along Pratt Lane should consider potential impacts on Limestone Creek and its associated viewshed.

Stream Corridors

The entire western edge of Limestone Plaza is defined by Limestone Creek. The creek has historical significance specifically in the Limestone area and any effort to reincorporate it into the Plaza through water features or the establishment of a linear park alongside the creek's edge should be encouraged and supported. Limestone Creek has recreational value as well as interesting views along the stream corridor. Opportunities to establish a pedestrian bridge over the creek connecting the Plaza area with the Lower Business District should be considered. Plant and wildlife ecosystems dependent on the stream corridor should be preserved and protected, and all development in the Limestone Plaza area should be sensitive to the stream corridor. The Village Parks Commission should review any development in Limestone Creek that involves or could involve Limestone Creek.



Old Stickley Factory District

This character area is located in the middle of the established village residential neighborhood south of East Genesee Street. It includes a municipal library/museum, two residential houses, an apartment complex, and a vacant industrial building. The entire site is zoned Industrial (I). The old Stickley furniture factory, which houses the Fayetteville Free Library, is the dominant structure between Orchard Street, Chapel Street, Lincoln Avenue, and Walnut Street. An apartment complex and a vacant factory building occupy the entire next block.

This character area is surrounded by a residential neighborhood and all improvements must be sensitive to this fact. Although the front entrance of the old Stickley building opens onto the interior parking lot with the back of the building facing the street, it is nevertheless inclusive because there are windows along the entire back and side facades of the building. Consequently, the neighborhood does not feel as if the building has its back to it. This attribute is critical to maintain as it contributes to the harmonious existence of a factory building in the middle of a residential neighborhood (see Figure 14).

Conversely, the vacant industrial building on Clinton Street does not interface well with the neighborhood. It isn't responsive to the neighborhood and actually looks set apart or out of context with its surroundings.



Figure 14: Old Stickley Building (now the Library)

There is tremendous potential for improvement and/or redevelopment in this character area. The Arts and Crafts style is historically significant to this area since many of the homes bordering this character area were built during the Arts and Crafts era and include architectural features in that style. The design elements that enhance the old Stickley building are in the Arts and Crafts genre. Thus the Arts and Crafts style should continue influencing future development in this character area.

Architectural Issues

Building Size and Massing

All of the existing structures are large compared to the average building size in the village. When determining the height of any additions to building in this character area, a similar or complementary height should be considered. The height of new construction should be at least two stories high and not taller than the Stickley building. This two-block character area should be developed to an “urban village density” with minimal setbacks between buildings of similar massing.

Building Façade

Exterior Materials

The most appropriate exterior building material for new construction should be reflective of the surrounding neighborhood with preference toward wood shingle or clapboard; stone and brick are also appropriate. Any improvements, additions, or renovations to buildings should consist of the existing material for that building unless it is exposed concrete masonry block, which should be avoided.

Roof Type

New construction and the alteration of existing buildings should reflect or complement the dominant physical characteristics in the area. All mechanicals located on a roof should be screened from view.

Window treatment

Out of respect to the adjacent residential neighborhoods, the inclusion of windows is an important design feature for any building in this commercial district. The “inclusiveness” that windows present to the public realm is critical to the success of larger commercial structures coexisting in a neighborhood with smaller residential structures. Windows should be regularly spaced and included on all levels and facades of any new building. The arrangement of windows in any new building should be complementary to the existing fenestrations on adjacent buildings.

Site Issues

Building Disposition

New construction along a street frontage should line up with the existing building along the same street. All additions or renovations of existing buildings should line up with the existing building edge. If a new building addition includes a recessed section, it should not recess more than a few feet from the build-to line. If there is no building edge to follow, then the maximum front-yard setback for new construction should be similar to the residential setbacks in the surrounding neighborhoods and no greater than 35 feet. New buildings should establish a front entrance facing the primary street frontage.

Parking, driveways, and curb cuts

Shared driveways to multiple parcels or sites should be encouraged in order to reduce the number of necessary curb cuts. Unnecessarily large and undefined entrances (larger than 20 feet) should be reduced to a single driveway defined with granite curbs. The location of all entrances to this character area should take into consideration their compatibility with the adjacent residential neighborhood. Parking should be located preferably in the rear of each business or along the side if necessary. Front-yard parking should be avoided. All parking lots should be adequately screened and softened by appropriate landscaping.

Business Signage and Lighting

Signature signage should be designed for this character area reflecting the historic value of the industry that once resided at this site. All businesses should be encouraged to use the same or similar signage. The existing businesses will be required to apply the new signature signage when they need to replace their existing signs. Neon and backlit signs are prohibited. All lighting associated with signs should include the appropriate cut-offs to avoid light pollution into the residential neighborhood. All lighting associated with parking areas should avoid excessive lumens or foot candles and unnecessary spillage onto the residential neighborhood.

Streetscape

Sidewalks

New construction should take into consideration pedestrian access and incorporate pedestrian linkage(s) to the existing adjacent sidewalks. Pedestrian facilities should be provided to ensure safe access internally between sites as well as externally from the site. Of equal importance is internal pedestrian circulation from one commercial structure to another and through parking areas. Pedestrian amenities such as benches, tables, or fountains should enhance the experience for users while contributing to the overall visual aesthetics of the site.

Landscaping

With respect to private commercial landscaping, efforts to soften the entire site and/or screen certain aspects of the site, such as parking lots, with appropriate plantings, fencing, and other amenities should be encouraged. All outside storage areas should be screened.

Landscape features should not only block views of the site from the neighboring residential houses, but should also add visual interest while softening the site. All landscaping along Chapel Street across from Grover Cleveland Park should complement the design elements of the park. Efforts should be made to maintain the healthy trees in this character area. Fences along street fronts preferably should be wrought iron, masonry, painted wood or other material that resembles wood, or hedges and not more than 42 inches high.

Open Space and Viewsheds

Views of the Ledyard Canal should be protected and enhanced, whenever possible.

Stream Corridors

The Ledyard Canal runs beside the west side of Chapel Street and under the Orchard Street bridge, then takes a hard turn west to flow between the vacant industrial building and the apartment complex. There is



Figure 15: Ledyard Canal Along Apartment Complex

significant village history that flows with the Ledyard Canal. This canal was originally constructed for the primary purpose of providing hydroelectricity to the many mills in the lower village near the Mill Street Extension character area. Future redevelopment in this area should consider the potential use of this waterway as a water feature for passive recreational use (see Figure 15). A linear recreational park can be established to include the section of Ledyard Canal that flows beside and through this character area. The Planning Board should consult the Village Parks Master Plan and seek a recommendation from the Parks Commission regarding any proposed development for this area.



Historic District

The Genesee Street Hill/Limestone Plaza Historic Preservation District listed on the National Register of Historic Places encompasses this character area (see Figure 16). This area is included in these design guidelines even though it is primarily residential in scale and use with only a few commercial uses. In addition to its many historic assets, this district provides a vital pedestrian connection between the character areas in the lower village and those at the top of the hill. Additionally, the village streetscape that continues through this historic section of the village adds an important physical and visual connection between the commercial areas.

It is important that the residential character of this area be maintained regardless of the use of the existing structures. This historic character area receives extra regulatory protection, as it is included in the Historic District Overlay Zone. The Village Historic Preservation Commission is responsible for reviewing applications for Certificate of Appropriateness regarding new construction or alteration of the exterior of existing buildings in this character area. There are specific criteria that must be considered when reviewing such applications (Local Law No. 5-1993). As a result, the historic quality and associated design elements that define this character area receive adequate protection. It is recommended that these standards be referenced when addressing any design-related issues in this character area (see Figure 17).



Figure 16: Historic District



Figure 17: Business in Historic District



Village Center

This character area is centrally located in the village and includes the Fayetteville Village Hall and Fayetteville Fire Department. This business district is referenced as the “Top of The Hill Business District.” There is a mixture of commercial, municipal, and residential uses, and the character area is zoned Traditional Business (TB) and Residential-Business (RB). The distinguishing elements in this character area are the density or clustering of buildings along East Genesee Street, the municipal building and fire barn, and the two parks in the center of the village. In the middle of this area, East Genesee Street essentially splits into two streets - East Genesee Street and Salt Springs Road. New York State Route 257 is the north-south connector and intersects with Salt Springs Road and East Genesee Street at this point. The confluence of these roadways frames Veterans Park, which acts as the center of the crossroads through the village (see Figure 18).

This complex intersection experiences a heavy volume of daily vehicular, pedestrian, and bicycle traffic. It is important that all forms of traffic be adequately and safely accommodated.

Although sidewalks are provided on both sides of every street, the streetscape is not symmetrical along East Genesee Street. On the south side of the street, the characteristic village streetscape exists with granite curbs and a lawn with street trees bordered by a sidewalk. The addition of the tree-lined lawn visually connects the commercial area with the historic residential district immediately west of the Village Center. The north side of the street has its unique character, which creates an interruption in the streetscape. This area has a different treatment that includes a municipal parking area with pull-in parking up to the sidewalk with no green lawn or street trees. The clustered buildings edge the sidewalks.



Figure 18: Veteran’s Park

Veterans Park provides a picturesque place at the confluence of multiple transportation routes. It provides a safe island for all pedestrians and bicyclists to use while negotiating the multiple roadways to cross from one side of the village to other. It also frames multiple viewsheds for the many motorists who travel through the center of the village. During the growing seasons, the trees, plants, and flowers enhance this busy complex of intersections by softening the hard edges with visually interesting, natural elements. During the winter months, the large evergreen tree in Veterans Park is decorated in multicolored lights that brighten the winter evenings.

There are other sites where sidewalks have been eroded due to either front yard parking or excessive undefined parking lots. Crosswalks with signals are established at designated intersections.

There are a lot of parking options (municipal and private) established in this area with the majority of it within three blocks of most businesses in the area. With the strong pedestrian linkages, access is not an issue. The character of this area would be improved with the removal of all front-yard parking in the few places that it exists.

Architectural Issues

Building Size and Massing

The building sizes and heights vary dramatically. In this character area, due to the density or proximity of existing structures, new construction or the alteration of an existing building should complement the massing and scale of the buildings in the area.

Building Façade

Exterior Materials

Similar to the rest of the village, the existing buildings consist of varied exterior materials. The exterior materials for new construction should complement adjacent or neighboring commercial buildings. Any improvements, additions, or renovations to existing buildings should repeat the current material for that building unless it is exposed concrete masonry block, which should be avoided.

Roof Types

Although there are a variety of roof types in this area, the most dominant is the pitched gabled roof, which is preferred for new construction. Renovations or additions to existing buildings should complement the existing roof. In all cases, mechanicals located on rooftops should be screened from view.

Windows

The inclusion of windows is an important architectural feature for every building in this character area. The window type should be compatible with the adjacent buildings. Windows should be included on all levels of the front façades and side facades for corner buildings. The arrangement of windows in any new building should be complementary to the existing fenestrations on adjacent buildings. The renovation of any existing buildings should complement the existing fenestrations on all sides of the building.

Site Issues

Building disposition

Due to the uniformity in the actual setback of the existing buildings, there is an established build-to line for the each street within this district. This uniform setback or build-to line should be respected. To accomplish this, all new construction should be built at the same set back distance as the adjacent buildings. If there is variation in this location, then the new building should follow the dominant pattern along the street. New construction on corner property that faces East Genesee Street should treat East Genesee Street as the primary street.

Parking, driveways, and curb cuts

Curb cuts should be kept to a minimum and shared driveways encouraged whenever possible. The three municipal parking lots should be promoted, and shared private parking should be encouraged. All parking lots should be adequately striped to control interior circulation and softened with plant materials. On-street parking should be continued in accordance with the village parking regulations. With respect to new construction, front-yard parking should be prohibited. Existing parking lots in the front of buildings should be replaced over time with additional streetscape or front lawn and only when the same number of parking spaces can be provided in a neighboring lot.

Business Signage and Lighting

For businesses along East Genesee Street, due to the proximity of the buildings to the street, private business signs and associated lighting should be attached to the building and free-standing signs should be discouraged. The businesses that are east of New York State Route 257 and that are set back deep enough to have a front yard should be allowed to establish a free-standing sign in accordance with village regulations. Lighting for signs is not necessary; however, if lighting is selected, neon and backlit signs should not be allowed.

Streetscape

The village streetscape should be properly maintained, and all disconnected sections (because of eroded curbing, broken sidewalks, or receding lawn from encroaching street asphalt) should be repaired as soon as possible. The sidewalk along New York State Route 257 should be reestablished on both sides from John Street to the corner with Salt Springs Road. This is a very busy area for pedestrian and vehicular traffic. It is important for safety as well as aesthetic reasons to improve the pedestrian access through this intersection.

Veterans Park and the municipal complex (municipal offices and firehouse) have signature streetlights in the Arts and Crafts style. This type of streetlight should be included in the streetscape for the entire Village Center character area. Pedestrian connections are strong with the continuation of sidewalks throughout this character area. Sidewalks should dominate over and continue through all driveways. All village informational and directional signs should carry the village signature logo.

Landscaping

With respect to private commercial landscaping, efforts to soften the entire site and/or screen certain aspects of the site, such as parking lots, with appropriate landscaping should be encouraged. All outside storage and refuse areas should be screened. Ground cover for areas along the street frontage and in the front yard should consist of grass, or other plant material. Wood chips as mulch should not be used as ground cover but can be used at the base of trees or other plant beds.

Open Space

The green space in this character area is very valuable as it enhances the visual aesthetics of this area. Veterans Park and Firemens Park contribute significantly to the visual and functional character in the Village Center. Also significant to this area are the well-maintained front lawns with trees along the south side of East Genesee Street as they provide green space that is visually attractive and experienced by all who travel through this part of the village. All of these areas should be maintained, and the reduction or elimination of any of this green space should be discouraged.



Upper Business District

This character area is different from all others in that it is less dense, the buildings are set farther apart, and it features some significantly larger parcels. The zoning classifications are Contemporary Business (CB) and Industrial (I). Currently, the uses are compatible; however, the site amenities, building dispositions, and architectural styles are discordant. Unless improvements are made and suggested design guidelines are followed, this section of East Genesee Street could look and function like a suburban corridor. The one element that unites this character area is the streetscape. The village streetscape does continue into this character area, establishing a strong unifying thread of “village character” (see Figure 19). Unfortunately, there are some areas in this district where even this simple characteristic streetscape has been eroded, thus causing a break in the unifying thread (see Figure 20). This occurs on the south side of East Genesee Street and in its place is unmarked, undefined asphalt. Again, this critical unifying element should be fiercely maintained.

Although the more intense commercial uses are appropriate along this corridor, the physical attributes, such as architectural style, building size, massing, and disposition, do not as a whole contribute to the overall “village character.” There is little if any similarity in building typology, disposition, or site amenities. The building sizes vary dramatically, from a small gas station to a very large industrial building. One distinguishing and redeeming element is the presence of generous front lawns that provide open space and visual relief along this busy corridor.



Figure 19: Characteristic Streetscape in Upper Business District

Architectural Site issues

Building Size and Massing

The maximum size of a new structure in the Contemporary Business and Industrial Zones is limited to 10,000 square feet for each story (see L.L. NO. 2-2006). Even with the building size restriction, the size, mass, and overall scale of new construction should fit within the context of its surroundings. Renovations or expansions of existing buildings should complement the mass of that building and be sensitive to the surrounding context. Creative architectural solutions that will address the mass and size of an existing building should be encouraged.

Building Façade

Exterior Materials

The exterior building materials in this character area are varied. The most appropriate exterior material for new construction is wood shingle, clapboard, stone, or brick. Any improvements, additions, or renovations to existing buildings should mirror the current material for that building unless it is exposed or painted concrete masonry block, which should be avoided.

Roof Types

This commercial character area is influenced on both sides by residential structures with pitched gabled roofs. As such, new construction should include pitched roofs. Renovations or additions to existing buildings should build from the pattern of the existing roof. In all cases, mechanicals located on rooftops should be screened from view.



Figure 20: The Characteristic Village Streetscape has eroded from this part of the Upper Business District

Window

New construction should include regularly spaced windows on all levels on the front and side façades. The arrangement of windows in any new building should be complementary to the existing fenestrations on adjacent buildings. The renovation of any existing buildings should complement the existing fenestrations on all sides of that building. In all cases, blank walls or long sections of blank walls as well as “window walls” should be avoided.

Site Issues

Building Disposition

The buildings on the south side of East Genesee Street are placed a similar distance from the street. All new buildings or additions to existing buildings on this side of the street should respect this general build-to line and should be placed a similar distance from the street. The buildings on the north side of East Genesee Street are not uniform in their disposition with significantly varying setback distances. As such, the disposition of new buildings on the north side of the street should consider the new building’s effect on the existing open space, established viewsheds, physical relationship to neighboring properties, and overall fit into the context of this character area. In all cases, front entrances should face East Genesee Street.

Parking, driveway locations, and curb cuts

Well-defined driveways that lead to defined parking areas with designated internal circulation are more visually appealing and also provide a better service to the customer. Granite curbing should be continued throughout this character area with specific driveways defined for each commercial entity. There should be one driveway for each parcel and where possible a shared driveway should be used. Parking should be on the side or in the back of the building, and front-yard parking should be avoided. All parking lots should be screened and softened to mitigate their visual impact. All lighting for parking areas should avoid affecting neighboring properties with unnecessary light pollution.

Business Signage and Lighting

Some of the businesses have signage attached to their building, and some have free-standing signs located perpendicular to the road. Regardless of location, the signage and its associated lighting should be complementary to the existing structure, readable from the street, and visually appealing. In all cases backlit and neon signs are to be avoided. To avoid light pollution the number of lumens or foot candles allowed will meet safety standards and cut-offs will be required to avoid light spillage into neighboring properties.

Streetscape

There is one property in this commercial district that falls outside of the village’s jurisdiction. Unfortunately, it is at this property that the village’s streetscape is abruptly disrupted with a “sea of asphalt.” This condition should be corrected, and the streetscape should be continued along the street frontage of this property. The current street lighting is standard New York State Department of Transportation (NYSDOT) cobra lighting. When practical, unique streetlights should replace the cobra lighting to add another unifying design element in the streetscape. The commercial businesses in this area are primarily geared for vehicular traffic, more so than pedestrian traffic. Nevertheless, safe pedestrian access via sidewalks is a signature aspect of the village and should be provided in this area to accommodate the pedestrian. All effort should be made to improve and maintain the sidewalk connections on both sides of East Genesee Street.

Landscaping

With respect to private landscaping, efforts to soften the entire site and/or screen certain aspects of the site, such as parking lots, with appropriate landscaping should be encouraged. All outside storage areas (including the storage of broken or used vehicles) should be screened. Fences along street fronts preferably should be wrought iron, masonry, painted wood, or other material that resembles wood, or hedges and not more than 42 inches high.

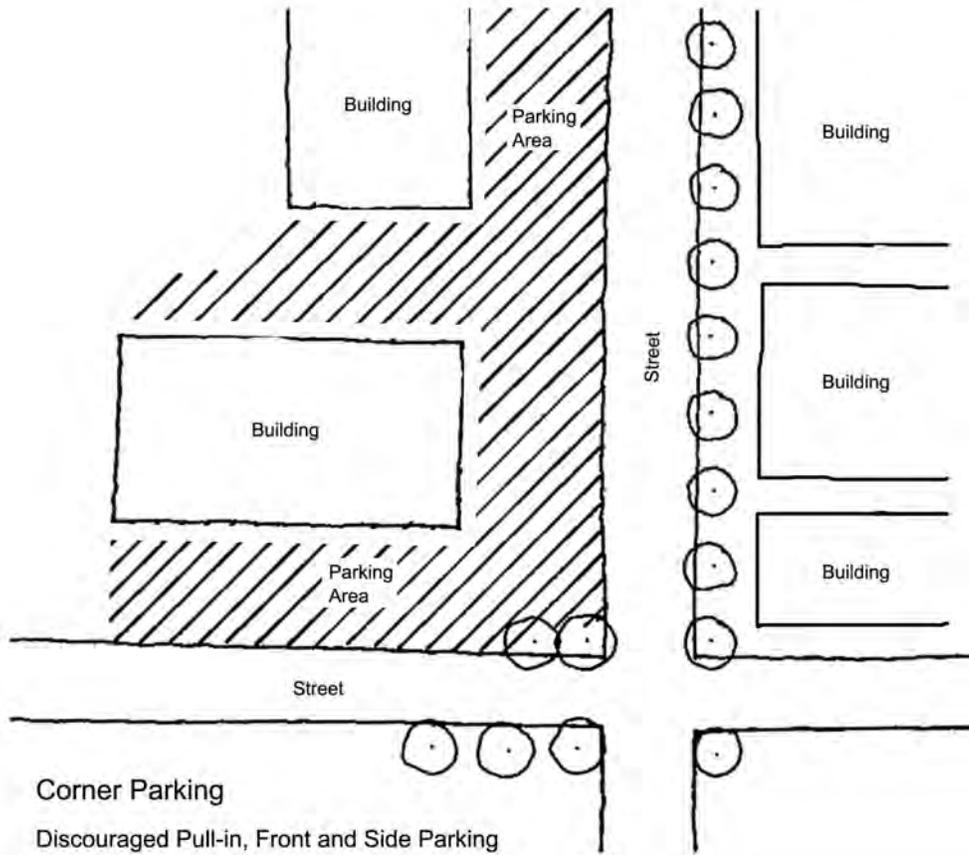
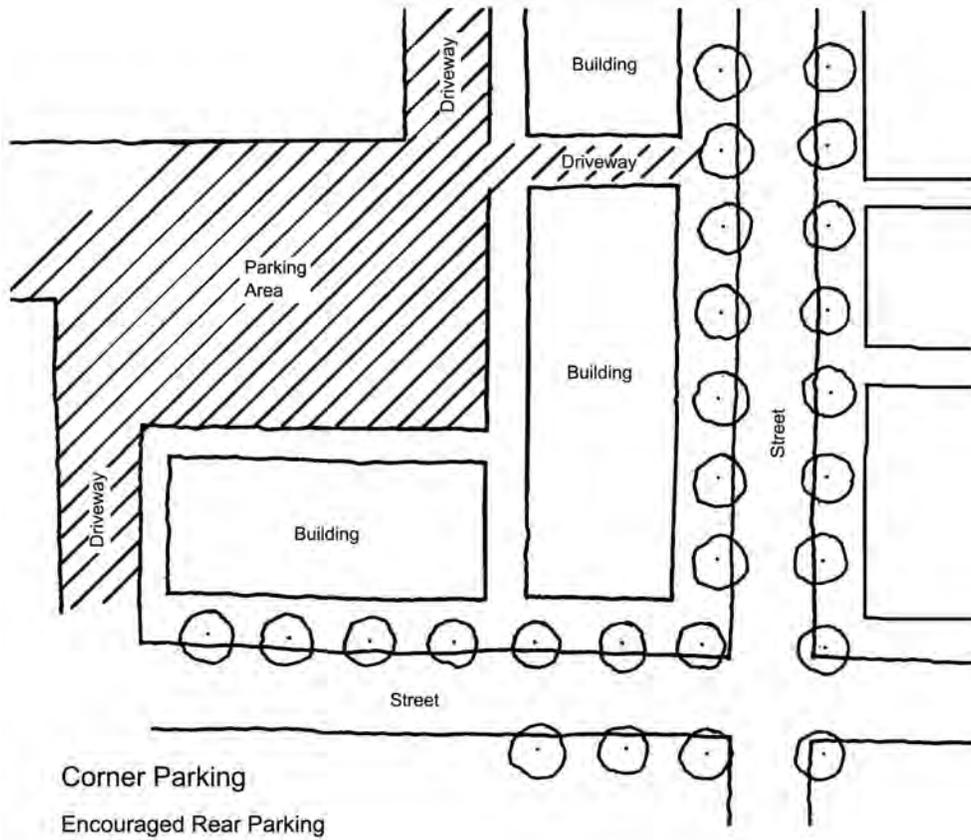
Open Space

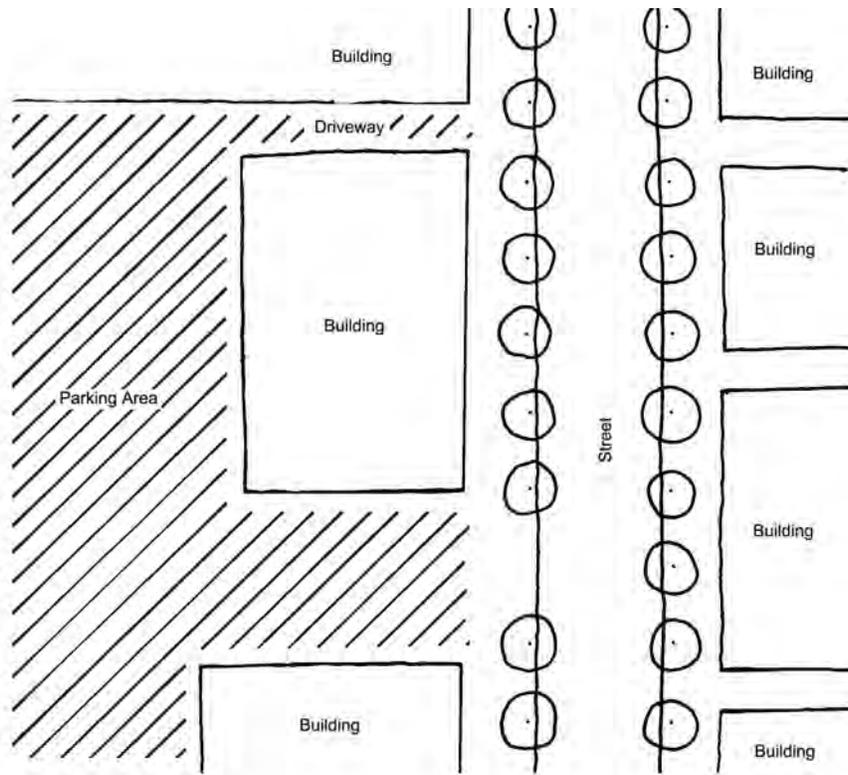
At this point along the corridor, the green space softens the commercial feel and visually connects with and complements the neighboring residential properties. The village should continue to maintain the open space in this character area created from deep front lawns and the historic cemetery.

CHAPTER 3: RECOMMENDED ACTION STEPS

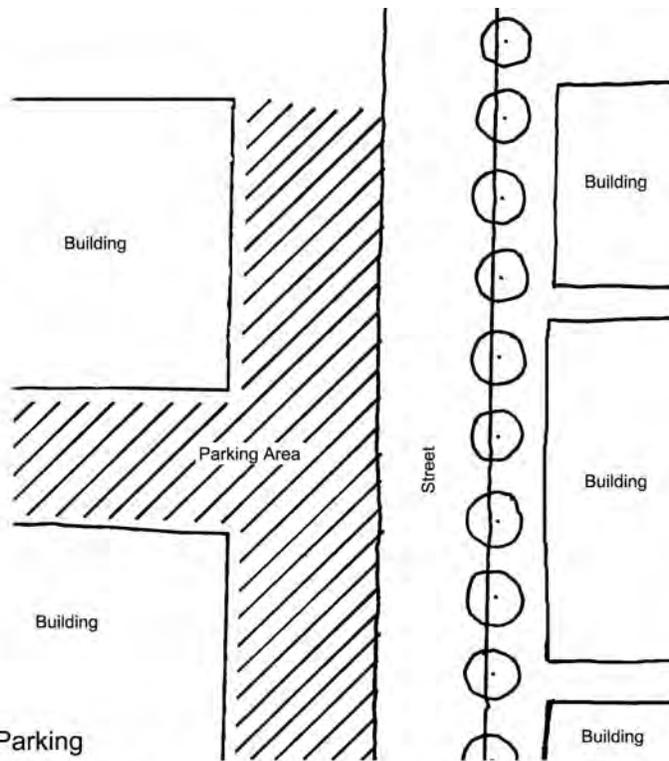
The following are suggested action steps that will support the implementation and continued application of the design guidelines for each character area.

1. The village should establish a streetscape improvement program.
 - a. Develop an improvement plan that schedules the necessary sidewalk repairs in each character area and the more complex reestablishment of portions of the streetscape in the identified locations in the village.
 - b. Identify where the streetscape in each character area can be improved with unique street lighting, pedestrian amenities, or additional plantings.
 - c. Engage in a cooperative effort with the Town of Manlius to install new sidewalks in front of the town's municipal building along Brooklea Drive and that portion of Route 5 that borders with the Town of Manlius.
 - d. Search for grant programs that provide financial assistance for pedestrian facility improvements in "walkable communities."
2. The village should establish a committee to review traffic related issues such as traffic calming issues, vehicular access and parking alternatives.
 - a. Identify and review the economic advantages for businesses in the Lower Business District and Limestone Plaza to improve access through shared driveways as well as parking spaces.
 - b. Assess the economic impact and physical constraints on local businesses with the elimination of front-yard parking for businesses in the Village Center character area.
 - c. Design a local program to address all three aspects of calming vehicular traffic: engineering elements, educational program, and enforcement efforts.
 - d. Review reasonable engineering alternatives that would inform and encourage motorists to reduce their speed.
 - e. Establish an educational program for the community at large regarding the importance of calming local vehicular traffic.
 - f. The village should request the local Town of Manlius Police to step up their enforcement efforts with the intent of informing all motorists of the village's long-term goal of ensuring pedestrian safety and access.
3. The Planning Board should review the zoning regulations to identify conflicts between zoning requirements and these commercial design guidelines with specific attention given to the following issues:
 - a. Minimum front-yard setback for each zoning district as compared to proposed build-to line or maximum setback in each character area.
 - b. Required number of parking spaces for specific uses and the availability of municipal parking spaces.
 - c. Maximum building height for Limestone Plaza and Old Stickley Factory District.
4. The village should consider revising the zoning regulations to include these specific design guidelines and any additional design standards specific to a character area.
 - a. The Planning Board should make comprehensive recommendations to the Village Board of Trustees identifying the design elements that should be codified into design standards. In making the comprehensive recommendations, the Planning Board should seek comments from the Zoning Board, Parks Commission, Historic Preservation Commission, and Tree Commission.
5. The village should establish a facade revitalization program.
 - a. Apply for grant funds to assist businesses in improving their building facades in the Limestone Plaza character area and establish a facade improvement program.
 - b. Apply to the New York Department of State for a grant to complete a Local Waterfront Revitalization Program (LWRP) that focuses on redevelopment of lands along Limestone Creek.
6. The Planning Board should retain a design consultant to provide professional advice on an as-needed basis regarding the architectural and site design issues relative to any of the character areas.
7. The Village Board of Trustees should review and update these commercial Design Guidelines every three years.

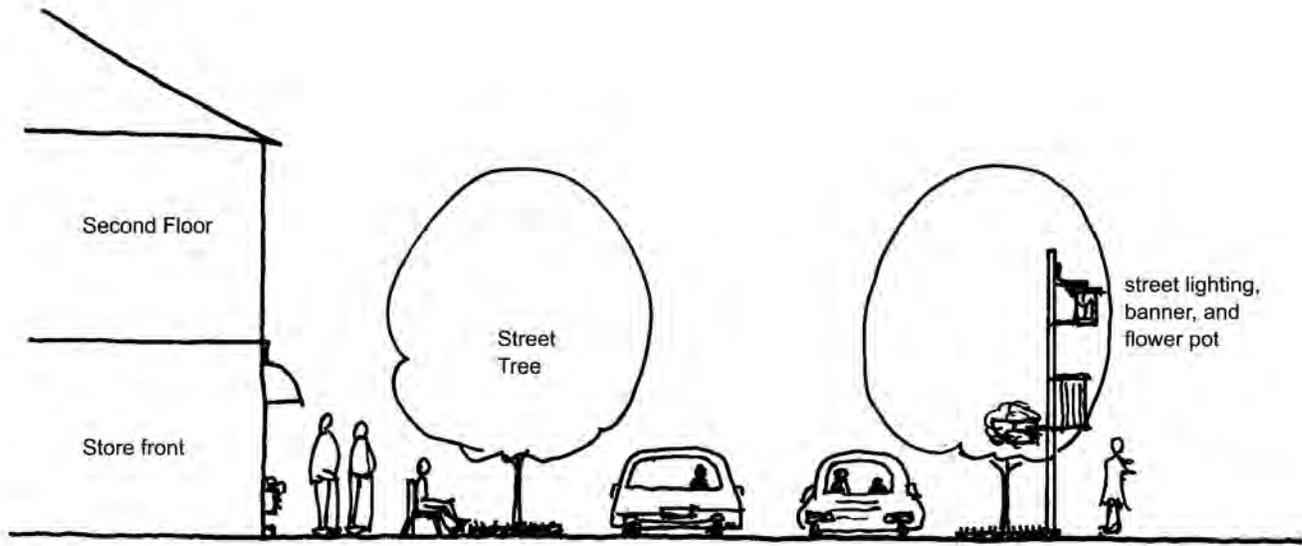




Mid-Block Parking
Encouraged Side and Rear Parking



Mid-Block Parking
Discouraged Pull-In or Front-Yard Parking



Building is close to the street,
smaller space welcomes
pedestrians

Streetscape