# South East GATEWAY Neighborhood Design Plan

Summer 2006

City of Syracuse
*Mayor Matthew J. Driscoll*

City of Syracuse Common Council

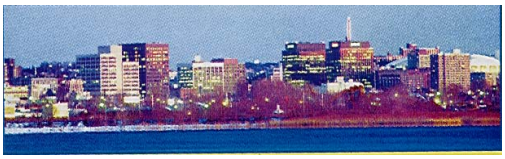
City of Syracuse Department of Economic Development

City of Syracuse Department of Community Development

SE Gateway CDC

*Prepared by*
Urban Design Center of Syracuse, Inc.

December 2006



URBAN DESIGN CENTER, INC.
c/o Architects Resource Center, Store #11
109 Warren St, Syracuse, New York, 13202

Mr. Mike Atkins
SE Gateway Development Corp.
Syracuse, New York, 13202

Re: SE Gateway Project
Design Plan Report

Dear Mr. Atkins:

The UDC is pleased to present this Design Plan Report for the SE Gateway Neighborhood. This vision for a revitalized Gateway Neighborhood proposes a mix-use commercial center, and includes development strategies & design recommendations, based in part, on data from the concurrent MetroEDGE Report of July 2005.

This Urban Design Center team of planning professionals has worked on this Gateway Design Vision Plan, initiated in 2004, at the invitation of you and the Metropolitan Development Association. The many contributors who have assisted in this plan are listed on the Acknowledgements page at the front f the Design Plan report.

This Design Plan contains many drawings, illustrations and development suggestions with proposed commercial types and program uses, with square foot areas and probable construction cost estimates for the build-out phasing options I, II, III and IV, as illustrated here.

We recommend this Design Plan be advanced for inclusion into the Syracuse Comprehensive Plan as soon as is practical. This is a critical initial step in the planning process. An implementation chart is also included listing the tasks and actions needed to advance this vision plan. Many of these steps include action items by various city departments. You will also find in the appendices some examples of what we suggest for "Form Based" design guidelines, a sample RFP to potential developers, so that a coalition of public-private entities can control development, in order to ensure conformance with this Design Plan and the future design guidelines yet to be developed.

The Urban Design Center will be available to assist your group in the next steps as you move into the implementation phase of the planning for the SE Gateway Neighborhood.

We look forward to working with you and the entire Development Committee in the coming months as the city begins the adoption process.

Sincerely,

Dean A. Biancavilla, AIA, LEED AP
Director
Urban Design Center, Inc.

Robert M. Haley, Jr., AIA, LEED AP
Co Director
Urban Design Center, Inc.

**The Urban Design Center, Inc. is a non-profit 501( c) 3 organization created with participation from the American Institute of Architects/Central NY Chapter; the Syracuse University School of Architecture, the SUNY-ESF School of Landscape Architecture, the American Society of Landscape Architects/Upstate Chapter and the Downtown Committee of Syracuse, Inc.**

## Acknowledgments

**SE Gateway Community Development Corporation**
Mike Atkins, Petty McClaine, David Rufus

**Syracuse Department of Community Development**
Fernando Ortiz, Commissioner; Michele Mike, SNI Coordinator
Tom Johnson; Kevin Kosakowski

**Syracuse Department of Economic Development**
David Michel , Commissioner; Marlene Bryant

**Syracuse Common Council**
Councilor Van Robinson, Councilor Seals

**SUNY College of Environmental Science & Forestry**
Professor Emmanuel Carter, Heather Carrington, Paul Salvatore Mercurio

**Metropolitan Development Association**
Irwin Davis, President; Tom Blanchard, Peter Arsenault

**The Community Builders, Inc.**
Project Feasibility Study for Gateway 2000

**South Side Homeowners Association**
Kitty Rice, Charles Pierce

**Southwest Business Resource Center**
Walter Dixie, Fay Greene

**Syracuse Chamber of Commerce**
Carol Hill

**Department of Housing and Urban Development**
Amatullah Yamini, Syracuse Branch Office

**Metro Edge, Inc**. [ Chicago, IL.]
Helen Dunlap, Cynthia Luna

**Urban Design Center of Syracuse, Inc.**
Robert M. Haley, AIA, LEED AP; Dean A. Biancavilla, AIA, LEED AP; Jun Shin, Assoc. AIA, and Pete Auyer, from Appel Osborne, Landscape Architects.

**Local business owners**
**Chuck DeWoff, Tir-Kolor Printing; John Lumia, Coastel Tools; Tony Brown, Custom Alarms; Chey Wel Xlg, New Long Chey; Emannual Henderson, J.H.P. Industrial Supply; Jim Bright, Dunk & Bright Furniture; Florece Cannon, Cannon's Lounge; Ozell Jones, Kal Real Estate; Cheres Torrence, 7 Styles Convenience Store; Leroy Smithwick, 99¢ & More; Brighton Pizzeria Fish & Deli; Warren Frank, Custom Alarms; Kenel Antoine, Architect; Charles Garland, Garland Brothers Funeral Home.**

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vanbrob@aol.com

**CITY OF SYRACUSE COMMON COUNCIL**

**VAN B. ROBINSON**
**Councilor-at-Large**

# INTRODUCTION

**The evolution of Syracuse in two hundred years from a rustic crossroads hamlet to the modern city we know today was not a smooth, easy or uncomplicated journey. From frontier settlement, to Village, to fourth largest city in the state took the talent, vision, steadfastness and sacrifice of countless individuals and groups.**

**Syracuse continues to evolve; the metamorphosis of Syracuse is continual. This document proves it. This document demonstrates there are optimistic visionaries who see the recent loss of population and loss of major employers as an opportunity for the birthing of a new Syracuse. A Syracuse that successfully combines it's historical past with the present and the future.**

**I therefore, congratulate the dedicated, persevering and committed persons whose contributions help make this document illustrating the renaissance of South Salina Street a rousing success.**

**Van B. Robinson**

Office of the Mayor
**Matthew J. Driscoll, Mayor**

# Media Advisory

FOR IMMEDIATE RELEASE
June 27, 2006

CONTACT: Media Center
Sheri Owens (315) 448-8005

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## Southeast Gateway Community Development Corporation Highlights
## New Projects on Southside
*Urban Design Center of Syracuse to unveil Draft Design Plan for Southeast Commercial Center*

Syracuse, NY – Mayor Matthew J. Driscoll will join with Senator Dave Valesky; Petty McClain, Executive Director and Mike Atkins, Chair of the Economic Development Committee, of the Southeast Gateway Community Development Corporation; Darlene Kerr, President of the Greater Syracuse Chamber of Commerce; Robert M. Haley and Dean A. Biancavilla from the American Institute of Architects; Dr. Craig Watters, Managing Director of the Falcone Center for Entrepreneurship to discuss new projects as well as updates on current projects on the Southside on June 28, 2006 at 10:00 AM at the Greater Syracuse Chamber of Commerce located at 572 S. Salina Street in Syracuse, New York.

The Urban Design Center of Syracuse will present its draft Design Plan for the Southeast Gateway neighborhood Commercial Center. This Design Plan will present a vision for future development along the South Salina Street Corridor utilizing information from the MetroEdge Study.

Mayor Driscoll will present highlights of the MetroEdge Study. This market analysis report was commissioned by NeighborWorks America to determine the potential for retail development in the South Salina Trade Area of Syracuse. The study was conducted by the MetroEdge Corporation, formerly a subsidiary of Shorebank Corporation and now a subsidiary of the Local Initiatives Support Corporation (LISC).

Dr. Craig Watters will present updates on the Southside Connect Project and the Southside Innovation Center. He will be followed by Petty McClain and Mike Atkins who will discuss the Southeast Gateway Task Force trip to Harlem this summer.

Offering closing remarks will be Senator Dave Valesky who will comment on the economic initiatives underway.

A meeting will follow the press conference to discuss these projects in detail and is open to the public.

###

Event: New Projects on Southside Highlighted
Place: Greater Syracuse Chamber of Commerce
Time: 10:00 AM
Date: Wednesday, June 28, 2006

203 City Hall – Syracuse, N.Y. 13202-1473 – (315) 448-8005 – Fax: 448-8067

**Southside Initiatives Press Conference**
**AGENDA**

**Wednesday, June 28, 2006 at 10:00 a.m.**

**Chamber of Commerce Conference Room**

*(Audience will include Community Members, Southside Organizations and Southside area Ministers)*

| | | |
|---|---|---|
| I. | Welcome/introduction: | **Darlene Kerr**, President, Greater Syracuse Chamber of Commerce |
| II. | Remarks: | **Mayor Matthew J. Driscoll**<br>MetroEdge Study |
| III. | Remarks: | **Robert M. Haley**, American Institute of Architects<br>**Dean A. Biancavilla**, American Institute of Architects<br>Urban Design Center of Syracuse Draft Design Plan for the SE Gateway Neighborhood Commercial Center |
| IV. | Remarks: | **Dr. Craig Watters**, Managing Director, Falcone Center for Entrepreneurship<br>Southside Connect Project<br>Southside Innovation Center (SSIC) |
| V. | Remarks: | **Petty McClain**, Executive Director, Southeast Gateway Development Corporation Center (SSIC) |
| VI. | Remarks: | **Mike Atkins,** Chair, Economic Development Committee Southeast Gateway Community Development Corporation<br>Southeast Gateway Task Force |
| VII. | Closing Remarks: | **Senator Dave Valesky** |

Office of the Mayor

**Matthew J. Driscoll, Mayor**

Remarks made by Mayor Matthew J. Driscoll

South Side Economic Development Press Conference

Chamber of Commerce

June 28, 2006

Good Morning. I'm happy to join Sen. Valesky and everyone gathered here to discuss the economic development projects being undertaken in the South Salina Trade Area.

I'd like to thank Councilor Van Robinson and Mike Atkins for guiding this project since the first analyses were done in 1999. I'd also like to thank Darlene Kerr of the Chamber of Commerce, Robert Haley and Dean Biancavilla of the American Institute of Architects, Craig Watters of the Falcone Center and Joseph Dickson of the Southside Innovation Center for their continued support of this project.

Last year, NeighborWorks America commissioned a market analysis study to determine the potential for retail development in the South Salina Trade Area. The study, conducted by MetroEdge proved what we already suspected, that the area holds great promise for retail development. As you can see by these boards, a number of factors contribute to this potential, including the area's population density which gives it 10 times more buying power per square mile compared to Onondaga County and the fact that the number of median income households is rising.

However, "retail float" out of the area is perhaps the best indicator of the potential for retail development. Approximately $43 million dollars leaves the South Salina trade area every year because goods and services are not available locally. For example, the area experiences over 8 million dollars in "retail float" associated with food stores alone. Also, the lack of department stores, drug stores and automotive and home supply stores accounts for an addition 10.7 million dollars in retail float annually. "Retail float" affects neighborhoods not only economically but socially as well.

When residents make purchases outside their neighborhood, the resulting economic drain leads to disinvestment, increased unemployment and their accompanying social issues. When businesses are present, the overall economy of the neighborhood is proportionally increased and the neighborhoods also benefit from the creation and expansion of secondary businesses that develop. This increased development helps create new wealth for neighborhood residents, housing stock improves and more housing options are offered eventually the overall well being of the neighborhood is dramatically improved and a sustainable sense of place and economic vitality results.

Now I'd like to turn the program over to Robert Haley and Dean Biancavilla from AIA's Urban Design Center who will unveil the plans for the Southeast Gateway Neighborhood Center.

Introductory comments: New Southside Projects
For the Southeast Gateway Community Development Corporation
Wednesday, June 28th 10am, at the Chamber of Commerce

Re: **Draft Design Plan for the Gateway Commercial Neighborhood Plan**

By: Dean Biancavilla, AIA and Robert Haley AIA
Urban Design Center of Syracuse

1. Bob (or Dean)
The Urban Design Center, advocating for the key role of Planning and Design Professionals in forming a sustainable and enjoyable community, is pleased to be presenting here today a Design Plan and Vision for a rejuvenated Southeast Gateway Neighborhood Commercial Center on South Salina Street.

This Design Plan is based on the recent MetroEdge economic market analysis, and proposes a plan to provide new commercial and retail business space to meet the market needs of the surrounding residential neighborhoods. These economic findings will be a springboard for redevelopment of this underutilized area in the midst of our City.

2. Dean (or Bob)
We have enjoyed working with the Gateway community, City leaders and with the SU and ESF Architecture and Landscape Architecture students and faculty, on different planning projects over the past 6 years. Many of the sound and creative ideas from those studies are included in this Design Plan.

Utilizing tested Urban Design planning principles from successful cities such as Portland Oregon and Chattanooga Tennessee, the UDC Gateway Design Plan envisions a traditional urban neighborhood, like Armory Square and Little Italy on the North side. There will be a variety of shops, stores businesses and restaurants at street level, with mixed-use residential and office space on the 2nd and 3rd floors above. This can become a place to be proud of.

(extra thoughts)
This Design Plan will need the cooperation and involvement of the entire Gateway community to create a workable for this development.

Over that same period the UDC has worked with community and neighborhood groups, in this City and in other communities throughout the state to create design plans to meet their short and long term goals.

# Section One:
## Introduction

# Section One :
## Introduction

**Introduction**

**Gateway Design Plan**

The concept of this study was generated by the SE Gateway Neighborhood CDC and the Urban Design Center of Syracuse was brought onto the team to help with design and to help with the visioning. It was agreed that the study's purpose is to create a design vision for a revitalized Gateway Commercial Neighborhood based on the desires of the business community and the MetroEdge economic analysis and findings of 2005. This Design Plan has evolved from meetings over the past two years with business and community leaders, and in part from a previous Community Charrette of the Gateway Neighborhood from 1999. This Design Plan has been developed by the Urban Design Center of Syracuse, a not for profit planning organization of Architects and Landscape Architects, working at times with the Schools of Architecture and Landscape Architecture of Syracuse University and SUNY Environmental Sciences and Forestry respectively.

This Design Plan presents a vision for a new neighborhood commercial & residential center [mixed use buildings] and corridor, creating a place where people want to live, work and shop, a cultural place where restaurants and music clubs abound with the variety of music and ethnic tastes. The vision for this neighborhood center will visualize rebuilding a missing link between our downtown and the residential neighborhoods of our City's Southside Gateway community. This vision will utilize the planning principles of traditional town and city neighborhood commercial centers like North Salina Street, Eastwood and Harlem. This plan utilizes a mixed-use blend of businesses, stores, restaurants with residential and office space on the upper floors. With residential neighborhoods to the east, south and west, and the Downtown to the north, this Gateway commercial center will not only become a convienient pace to shop, but with a variety of entertainment and dining choices, this area will become a desires place to live.

A farmers market

A active public realm

## Section Two:
Community Design Charrette

## Section Two :
## Community Charrette - Summer 1999

Much of the strength of the not-for-profit Urban Design Center comes from its volunteers. Both the design professionals and the students from Syracuse University who participate in outreach to our community by helping to study pressing urban problems and applying good design.

Members from all five supporting organizations of the Urban Design Center of the participated in and made successful the first pilot project. This was a study of an economically stressed neighborhood on Syracuse's South Side called the Southeast Gateway area by city agencies mobilizing private and public resources to begin a revitalization of this key neighborhood. The project team at the Center met many times with the neighborhood organizations and also toured the Gateway area documenting the concerns of the residents as well as to consider the visionary ideas coming from the locals trying to determine where these might be best located to enhance the urban fabric.

Part of the preliminary analysis of the Gateway neighborhood included looking back to a time in the 1890's when the area was densely populated and many more shops and businesses were located there. This allowed for a look at the originating urban fabric of the neighborhood. Identifying characteristics became very evident like the old street pattern, the general size of the buildings, patterns of building setbacks, sideyards & backyards, patterns of mixed use, categories of mercantile shops versus industrial uses and so on. Several neighborhood meetings conducted during the summer of 1999 gathered a list of sorts of desired new shops, parks, services, cultural functions and recreation needs.

A consensus developed within the project team at the Design Center that the proposals for new projects needed to be grouped together and assigned to very different areas of the neighborhood so that some functions did not tear at the urban fabric but reinforced it. The Design Center decided to take two approaches to grouping the desired uses. One approach would ultimately be assigned the heading of ***Urban Village*** and the second grouping would be assigned the heading of ***Business Center***. There would be commercial uses in both groups as well as residential uses in both but of appropriate type and compatible to the portion of the neighborhood assigned.

Gateway Models on Display- Prof David Gamble discussing the design

The ***Business Center*** was assigned the section of South Salina Street from Burt Street down to Kennedy Street and the ***Urban Village*** was assigned to Oakwood Avenue from the Railroad overpass to the Martin Luther King Elementary School.

The Urban Design Center [UDC] organized the next step for the study to include a day-long Community Charrette to be held at the Syracuse Housing Authority's Central Village Youth Center on Van Buren Street. A Saturday was selected and September 14th, 1999 was advertised with handouts and announcements in local newsletters to get area residents to participate in the Charrette. With assistance from the City of Syracuse Department of Community Development and the Syracuse Housing Authority the Charrette drew some sixty participants.

Information Booklets were prepared for handouts the day of the Charrette to all participants volunteers and citizens alike. Three Charrette Teams were organized with two assigned to work on the Business Center and one to work on the Urban Village. Charrette Team Leaders were Tom Anderson and Matt Broderick, AIA, for the Business Center Teams #1 & #2 respectively and Dean Biancavilla, AIA, for the Urban Village Team #3. UDC Associate Director Robert M. Haley, Jr, AIA circulated as a monitor for both Teams #1 and #2.

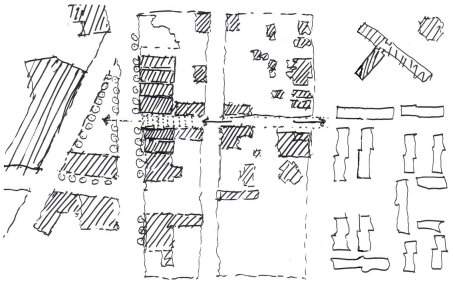
A short introduction and orientation was given that Saturday morning by UDC Director Dean Biancavilla to all Charrette participants. Presentations were made of the information boards, maps, booklets so that all present had an understanding of the agenda for the day as well as the

desired goal for what resultant sketches would come from the study.

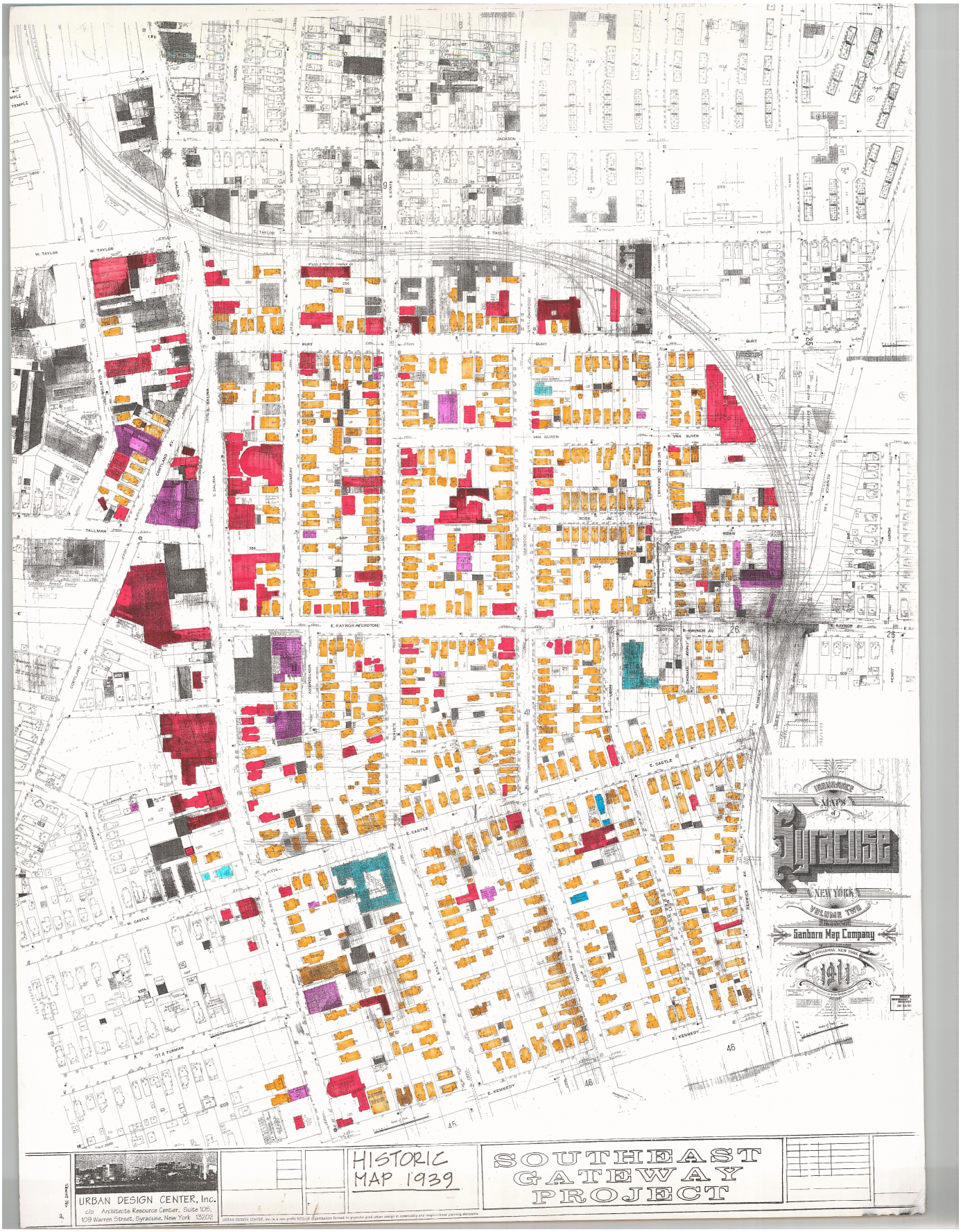
Architects, Landscape Architects, students, neighborhood residents, shop owners, area ministers, and local officials all worked side by side in looking at the graphic layouts of the two areas under study in the Gateway neighborhood. Even two city common councilors participated in the Charrette.

At the end of a very productive day sketch solutions were developed for the three teams and summary pin-up was performed at the end to show everyone the how the proposals would work in context. A large scale model was produced by the Students that showed the existing neighborhood as well as small scale models of the proposals the day fo the Charrette.

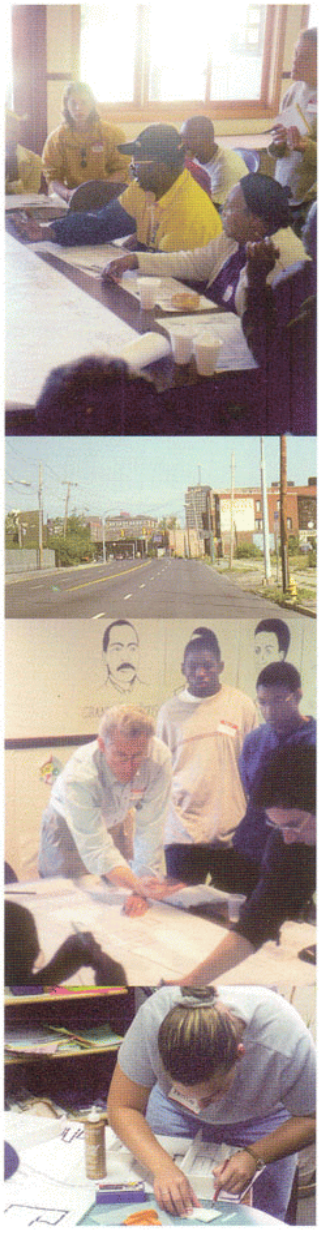
The City of Syracuse has begun to incorporate the design suggestions that came out of this successful community charrette and the process is being used as a model for future efforts. The Urban Design Center is preparing and exhibit of the material of the Charrette in order to share it with all city residents interested in improving the quality of urban life and the quality of urban neighborhoods.



Sketch Plan from Charrette 1999


HISTORIC MAP 1939
SOUTHEAST GATEWAY PROJECT
URBAN DESIGN CENTER, Inc.
c/o Architects Resource Center, Suite 105,
109 Warren Street, Syracuse, New York 13202
Sanborn Map Company
1911

The excerpt below was from a Syracuse University publication in 2000 on the student work at the School of Architecture in conjunction with the Urban Design Center.



**FALL 1999**

Project: SOUTH SIDE: AN URBAN VILLAGE

**Partners:**

Residents of the Southside neighborhood
The Urban Design Center - Central New York Chapter of the AIA

**Participants:**

Faculty: David Gamble, Asst. Professor, Architecture
CNY/AIA: Dean Biancavilla, AIA
Robert Haley Jr., AIA
Matt Broderick, AIA
Thomas Anderson, AIA

This project included representatives from the American Institute of Architects (AIA) and local residents working together with 25 architecture students, a public affairs student, an interior design student and a landscape architect from SUNY ESF.

Students (29):

Sophomores - Katherine Easterly, Christine Hostettler, Jacalyn Price, Nicholas Saponara

Juniors - Melissa Biffer, Charlotte Chan, Patrick Cunningham, Pamela Meyer (Maxwell), Kristin Schumaker, Daniel Sullivan, Jabali Williams

Seniors - Susie Chung, Candace Corbin, Jessica Creedon, Sara Felsen, Malik Goodson, Brian Neely, Thor Nelson, Kristin Rose, Peter Rust, Sara Sachs, Emily Smith, Jon Wharton, Heidi Zielstorff

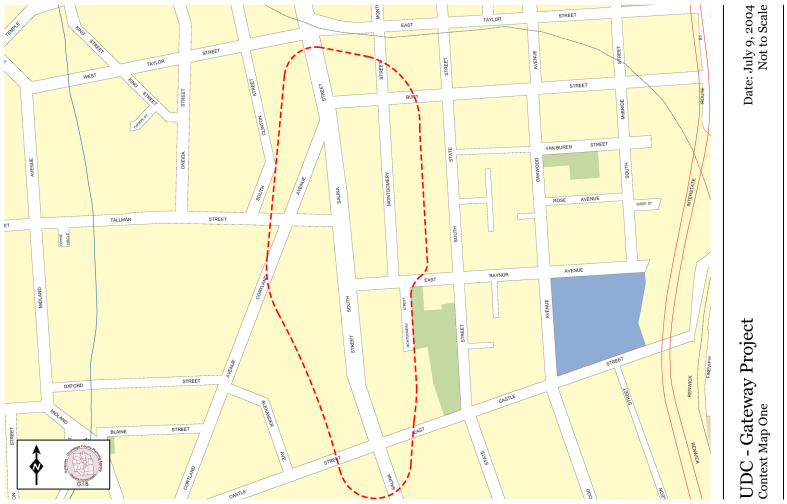
Graduates - Alfonso Becerra, James Creveling (ESF), David Enriquez, Joseph Ho (TA), Kwang (Steven) Koh

# Section Two :
## Community Steering Committee Meetings - Summer 2004

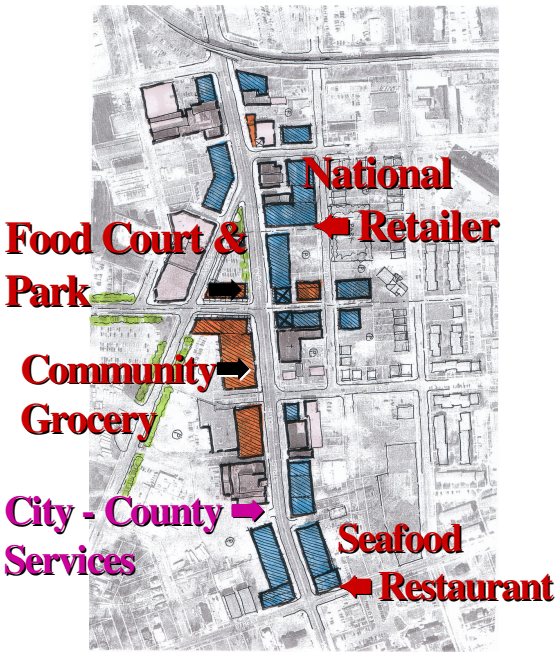
As a follow-up to the planning steps of 1999-2000 the steering committee asked the Urban Design Center to work on a Design Plan for the South Salina Street Corridor. This Plan would be developed after several meetings and workshops with the Steering Committee and include design suggestions for what infill development might look like in physical form if it was to strengthened neighborhood fabric.

- Area to be the South Salina Corridor from Burt Street down to Castle Street
- Suggestions developed as templates for further south and other areas
- Build on previous work done from the 1999 community charrette and the 2000 Gateway Report to enable a submission to SNI fund

The Map below highlights the area which was the focus of the meetings and visioning during the summer of 2004




The map below was developed to summarize the information coming out of the meetings and the previous Gateway Report 2000




The sketch above was developed to show the idea of an Urban Park

# Section Three:
Development Needs

## Section Three :
Gateway Report 2000 Development Suggestions

Lexington Food Market in Baltimore

A quick summary of the proposed for development of mixed use infill along the South Salina Street Corridor from Adams Street south to East Castle Street. from the SE Gateway 2000 report has a handful of important components of this Plan includes the following projects :

1) **Neighborhood Grocery Store** [ approx. gross sf 11,000]

2) **A National Retailer** [approx. gross sf 20,000]

3) **A City-county Center for Social Services** [approx. gross sf 5,000] this was proposed for a renovation project in the old Sears Bldg.

4) **A Food Court Development/ & Public Park** that could double as an Events Space [2 small restaurants /2 coffee shops / 2 sandwich shops - approx. 400sf each for a total of 2400sf]

5) **A Seafood Restaurant Franchise** / national chain [approx. gross sf 6,000]

Under item 3) above the idea of renovating the vacant Sears Department Store building on South Salina Street was prime consideration by the residents because of the history of the store in the economic life of the neighborhood. The existing 1930's Sears bldg at 1300-1340 S. Salina Street is both in the Empire Zone and the Empowerment Zone and has 84,540 SF floor area.

A successful redevelopment of this type of building was just in the national news for Minneapolis, MN. An old Sears building downtown was renovated and received an preservation award from the National Trust for Historic Preservation. The city of Minneapolis acquired its vacant Sears building in 2001, then issued a request for proposals in 2003. Ryan Companies US, Inc., won the competition with their plan for seven floors of affordable apartments, eight floors of higher-end loft condominiums, a marketplace comprised of dozens of ethnic vendors featuring local food and crafts, nine floors of office space, a county service center, a branch bank and other retailers and services all accessed from a central "Main Street" featuring the work of local artists.

# Section Three :
## Metro-Edge Development Suggestions 2005

MetroEdge, a market research company specialized in urban markets, was commissioned by NeighborWorks America to conduct a market analysis of the potential for retail development in the South Salina Street Trade Area of Syracuse, New York. Their report was issued in July of 2005 and our Design Team worked to include their recommendations as to the development suggestions and augmented with physical building needs. The full report can be viewed at the City's Economic Development offices or at the SE Gateway Community Development Corp. Offices.

A shortlist of the suggestions for development from the Metro Edge Report on the South Salina Street Trade Area.. A handful of important ideas called Retail Float from this report includes the following projects :

1) **Food Store** [aka Neighborhood Grocery Store] - sales area [4,524 sf]

2) **Hardware** / **Building materials** retailer - sales area [9,598sf]

3) **Eating and Drinking Places** [aka Restaurants & Bars] - sales area [7,396sf]

4) **Drug and Proprietary** [aka Neighborhood Pharmacy] sales area [5,149sf]

5) **Apparel and Accessory Stores** [aka Clothing Retailer]- sales area [3,626sf]

6) **Household Appliances, Radio & TV** [aka Electronics Retailer] -sales area [1,767sf]

## Section Three :
Combined Development Summary
from Gateway Report 2000 and Metro Edge 2005

A combined list from the Gateway Report 2000, meetings with the stakeholders in 2004 and the Metro Edge Report 2005 includes the following projects :

**1)** **Neighborhood Grocery Store** [ approx. gross sf 11,000]
ME - Food Store [aka Neighborhood Grocery Store] - sales area [4,524 sf]

**2)** **A National Retailer** [approx. gross sf 20,000]
ME - Apparel and Accessory Stores [aka Clothing Retailer]- sales area [3,626sf]

**3)** **A Food Court Development/ & Public Park** that could double as a Events Space [2 small restaurants /2 coffee shops / 2 sandwich shops - approx. 400sf each for a total of 2400sf]
ME - Eating and Drinking Places [aka Restaurants & Bars] - sales area [7,396sf]

**4)** **A Seafood Restaurant Franchise** / national chain [approx. gross sf 6,000]

**5)** **ME - Drug and Proprietary** [aka Neighborhood Pharmacy] sales area [5,149sf]

**6)** **ME - Hardware** / **Building materials retailer** - sales area [9,598sf]

**7)** **ME - Household Appliances, Radio & TV** [aka Electronics Retailer] -sales area [1,767sf]

**8)** **A City-County Center for Social Services** [approx. gross sf 5,000]

## Section Three :

Combined Development Summary

Space Program Projections - using MetroEdge “Salina Street Trade Area” data

Gateway Commercial Neighborhood Center

Space Program Projections

Program Areas & Relationships in Generating Commercial Space Plan

| Notes: | Description |
|---|---|
| D | 30'x30' typical Space Planning module = 900 gsf (gross square feet) |
| J | "net/gross" multipliers vary for different commercial sales types |
| B | Source of program use projections |
| | 2000: Community program requests |
| | ME: MetroEdge Market Study Recommendations 2005 |
| gsf | "gross square feet" of floor space |

commercial use

residential or office use

MetroEdge "net sales" source data 2005 commercial use

| | | Single floor typical uses | Floor areas generated (by 900gsf modules) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | B | C | D | E | F | G | H | I | J | K | L |
| Item | program source | Use | 30x30 modules | commercial use 1st floor | proposed # of floors | total gross bldg. area | residential / office use 2nd Floor | residential / office use 3rd Floor | est. net/gross multiplier | net sf sales area/floor | |
| | | | gsf area | gsf area | | | gsf area | gsf area | | | |
| 0 | (sample) | single/mixed | 900 | 1,800 | 3 | 5,400 | 1,800 | 1,800 | 70% | 1,260 | (sample line) |
| 1 | 2000 | Neighborhood Grocery Store | 2.0 | 11,000 | 1 | 11,000 | | | 70% | 7,700 | |
| | ME | Food Store | 10.1 | 9,048 | 1 | 9,048 | | | 50% | 4,524 | MetroEdge finding |
| 2 | 2000 | National Retailer | 22.2 | 20,000 | 1 | 20,000 | | | 50% | 10,000 | |
| | ME | Clothing Retailer | 8.1 | 7,252 | 1 | 7,252 | | | 50% | 3,626 | MetroEdge finding |
| 3 | 2000 | Food Court | 3.8 | 3,429 | 2 | 3,429 | 3,429 | | 70% | 2,400 | |
| | ME | Restaurants & Bars | 11.7 | 10,566 | 2 | 10,566 | 10,566 | | 70% | 7,396 | MetroEdge finding |
| 4 | 2000 | Seafood restaurant | 6.7 | 6,000 | 1 | 6,000 | | | 70% | 4,200 | |
| 5 | ME | Drug & Proprietary | 9.5 | 8,582 | 1 | 8,582 | | | 60% | 5,149 | MetroEdge finding |
| 6 | ME | Hardware / Bldg.Mtls.Rtlr. | 15.2 | 13,711 | 1 | 13,711 | | | 70% | 9,598 | MetroEdge finding |
| 7 | ME | Appliance/TV Retailer | 3.9 | 3,534 | 2 | 3,534 | 3,534 | | 50% | 1,767 | MetroEdge finding |
| 8 | 2000 | City/County Soc.Serv.Ctr. | 5.6 | 5,000 | | 5,000 | | | 70% | 3,500 | |
| | Commercial Space Desired - | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | commercial | 6.3 | 5,714 | 1 | 5,714 | | | 70% | 4,000 | |
| 11 | | commercial | 15.4 | 13,857 | 1 | 13,857 | | | 70% | 9,700 | |
| 12 | | commercial | 11.1 | 10,000 | 1 | 10,000 | | | 80% | 8,000 | |
| 13 | | commercial | 12.3 | 11,111 | 1 | 11,111 | | | 90% | 10,000 | |
| 14 | | commercial | 29.6 | 26,667 | 1 | 26,667 | | | 75% | 20,000 | |
| | Multiple floor typical uses and modular spaces generated | | | | | | | | | | |
| 15 | | Barber shop | 1 | 900 | 3 | 2,700 | 900 | 900 | | | |
| 16 | | Beauty Salon | 2 | 1,800 | 3 | 5,400 | 1,800 | 1,800 | | | |
| 17 | | Music store | 3 | 2,700 | 3 | 8,100 | 2,700 | 2,700 | | | |
| 18 | | speciality food market | 4 | 3,600 | 3 | 10,800 | 3,600 | 3,600 | | | |
| 19 | | Art store | 5 | 4,500 | 3 | 13,500 | 4,500 | 4,500 | | | |
| 20 | | Antique Store | 6 | 5,400 | 3 | 16,200 | 5,400 | 5,400 | | | |
| 21 | | Flee Market | 7 | 6,300 | 3 | 18,900 | 6,300 | 6,300 | | | |
| 22 | | Dry cleaners | 8 | 7,200 | 3 | 21,600 | 7,200 | 7,200 | | | |
| 23 | | Movie Theater | 9 | 8,100 | 3 | 24,300 | 8,100 | 8,100 | | | |
| 24 | | Food court(8-10) restaurants | 10 | 9,000 | 3 | 27,000 | 9,000 | 9,000 | | | |
| 25 | | Car Wash | 12 | 10,800 | 3 | 32,400 | 10,800 | 10,800 | | | |
| 26 | | Furniture store/s | 14 | 12,600 | 3 | 37,800 | 12,600 | 12,600 | | | |
| 27 | | South Salina Institute | 15 | 13,500 | 3 | 40,500 | 13,500 | 13,500 | | | |
| 28 | | Start up Business storefronts | | | | | | | | | |
| | | | | | | 52,693 | MetroEdge gsf total | | | 32,060 | MetroEdge sales gsf total |

## Section Three :

Combined Development Summary
Design Plan Area Projections & Estimate of Probable Costs

### Summary of Proposed Development Areas by Phase Options

| Component / Bldg. | Phase | 1st floor g: | # fls. | 2nd fl.gsf | 3rd fl.gsf | 4th fl.gsf | Bldg.gsf | |
|---|---|---|---|---|---|---|---|---|
| A | 3 | 10,300 | 3 | 10,300 | 10,300 | | 30,900 | A |
| B | 3 | 8,480 | 3 | 8,480 | 8,480 | | 25,440 | B |
| C | 2 | 18,000 | 3 | 18,000 | 18,000 | | 54,000 | C |
| D | 4 | 8,000 | 3 | 8,000 | 8,000 | | 24,000 | D |
| E | 4 | 16,200 | 3 | 16,200 | 16,200 | | 48,600 | E |
| F | 2 | 18,900 | 3 | 18,900 | 18,900 | | 56,700 | F |
| G | 1 | 27,000 | 3 | 27,000 | 27,000 | 900 | 81,000 | G |
| H | 2 | 9,000 | 3 | 9,000 | 9,000 | | 27,000 | H |
| I | 4 | 13,500 | 3 | 13,500 | 13,500 | | 40,500 | I |
| J | 4 | 13,500 | 3 | 13,500 | 13,500 | | 40,500 | J |
| K | 2 | 9,000 | 3 | 9,000 | 9,000 | | 27,000 | K |
| L | 1 | 8,100 | 3 | 8,100 | 8,100 | 900 | 25,200 | L |
| M | 1 | 8,100 | 2 | 8,100 | | | 16,200 | M |
| N | 1 | 22,950 | 1 | | | | 22,950 | N |
| O | 1 | 25,200 | 1 | | | | 25,200 | O |
| P | 2 | 21,600 | 1 | | | | 21,600 | P |
| Q | 4 | 5,400 | 3 | 5,400 | 5,400 | . | 16,200 | Q |
| R | 4 | 7,200 | 3 | 7,200 | 7,200 | | 21,600 | R |
| S | 3 | 44,550 | 3.5 | 44,550 | 44,550 | 22,275 | 155,925 | S |
| T | 4 | 25,650 | 3 | 25,650 | 25,650 | . | 76,950 | T |
| U | 3 | 13,500 | 3 | 13,500 | 13,500 | 900 | 41,400 | U |
| V | 3 | 21,600 | 3 | 21,600 | 21,600 | 900 | 65,700 | V |
| W | 4 | 10,800 | 3 | 10,800 | 10,800 | 3600 | 35,964 | W |
| X | | | | | | | | |
| Y | | | | | | | | |
| Z | | | | | | | | |
| | | 1st floor | | 2nd floor | 3rd floor | 4th floor | total | |
| Area totals by floor in gsf | | 366,530 | | 296,780 | 288,680 | 29,475 | 981,465 | gsf |

### Preliminary Total Program Areas and Esitmate of Probable Costs

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | 2nd fl.gsf | 3rd fl.gsf | 4th fl.gsf | |
| | | Total gsf | res./office | res./office | res./office | |
| | | 980,529 | 296,780 | 288,680 | 29,475 | |
| Commercial | | | Total res/office | | | |
| 366,530 | gsf | | 614,935 | gsf | 981,465 | gsf |
| | | | 1,200 | sf/apt | $110 | /sf for shell constr. |
| 52,693 | ME program | | 512 | apartment | $107,961,150 | construction |
| 14.4% | of total comm. gsf | | 3 | /apart. | $16,194,173 | 15% ohp |
| 83.2% | remaining | | 1,537 | residents | $21,592,230 | 20% soft costs |
| | | | | | $21,592,230 | 20% infrastructure costs |
| | | | | | $20 | /sf Tenant fit-up cost |
| | | | | | $7,330,600 | Tenant fit-up of commercial space |
| | | | | | $25 | /sf office space fit-up for 50% of upper floor space |
| | | | | | $7,686,688 | Office space fit-up |
| | | | | | $50 | /sf residential space fit-up for 50% of upper floor spac |
| | | | | | $15,373,375 | Residential space fit-up |
| | | | | | $145,747,563 | Est. |
| | | | | | $18,947,182 | 13% rehab. allowance |
| | | | | | $30,390,663 | Total interior space fit-up est. allowance |
| | | | | | $195,085,397 | est. Project Cost |

## Section Three :

Combined Development Summary
Design Plan Parcel Areas & Development Options

| | Areas for 2 Story Parcel Development Options | | Areas for 3 Story Parcel Development Options | |
|---|---|---|---|---|
| $A_2$ | 10,300<br>10,300 | 2 story option<br>20,600 gsf | $A_3$ | 10,300<br>10,300<br>10,300<br>3 story option<br>30,900 gsf |
| $B_2$ | 8,480<br>8,480 | 2 story option<br>16,960 gsf | $B_3$ | 8,480<br>8,480<br>8,480<br>3 story option<br>25,440 gsf |
| $C_2$ | 18,000<br>18,000 | 2 story option<br>36,000 gsf | $C_3$ | 18,000<br>18,000<br>18,000<br>3 story option<br>54,000 gsf |
| $D_2$ | 8,000<br>8,000 | 2 story option<br>16,000 gsf | $D_3$ | 8,000<br>8,000<br>8,000<br>3 story option<br>24,000 gsf |
| $E_2$ | 16,200<br>16,200 | 2 story option<br>32,400 gsf | $E_3$ | 16,200<br>16,200<br>16,200<br>3 story option<br>48,600 gsf |
| $F_2$ | 18,900<br>18,900 | 2 story option<br>37,800 gsf | $F_3$ | 18,900<br>18,900<br>18,900<br>3 story option<br>56,700 gsf |
| $G_2$ | 900<br>27,000<br>27,000 | 2+ story option<br>54,900 gsf | $G_3$ | 900<br>27,000<br>27,000<br>27,000<br>3+ story option<br>81,900 gsf |
| $H_2$ | 9,000<br>9,000 | 2 story option<br>18,000 gsf | $H_3$ | 9,000<br>9,000<br>9,000<br>3 story option<br>27,000 gsf |
| $I_2$ | 13,500<br>13,500 | 2 story option<br>27,000 gsf | $I_3$ | 13,500<br>13,500<br>13,500<br>3 story option<br>40,500 gsf |
| $J_2$ | 13,500<br>13,500 | 2 story option<br>27,000 gsf | $J_3$ | 13,500<br>13,500<br>13,500<br>3 story option<br>40,500 gsf |
| $K_2$ | 9,000<br>9,000 | 2 story option<br>18,000 gsf | $K_3$ | 9,000<br>9,000<br>9,000<br>3 story option<br>27,000 gsf |
| $L_2$ | 900<br>8,100<br>8,100 | 2+ story option<br>17,100 gsf | $L_3$ | 900<br>8,100<br>8,100<br>8,100<br>3+ story option<br>24,300 gsf |

Areas by Individual Development Component Blocks
(A,B,C, etc.-1,2,3 or 4 story high)

These diagrams provide the individual development parcel areas in gross square feet of floor space, for each proposed new construction development block illustrated in this neighborhood vision plan.

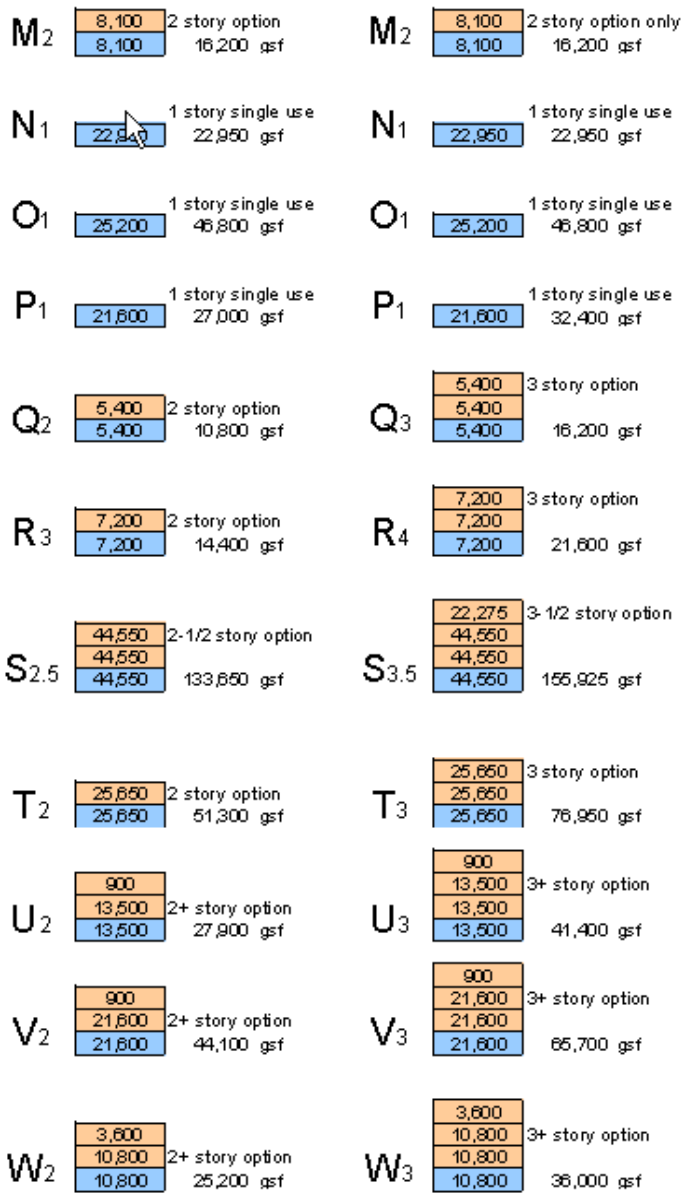
Each proposed development parcel is identified by a letter "A" (etc.) and the number of floors recommended. The area of 1st floor commercial use is indicated in blue, and the area of upper floor space for residential or office use is indicated in tan.

These individual parcels are not meant to represent buildings, but can be combined to create larger building development projects.

## Section Three :

Combined Development Summary

Design Plan Parcel Areas & Development Options -continued



## Section Three :

Combined Development Summary
Design Plan Development Phasing Projections

Development Phasing Projections

Projected development areas in "gross square feet" (gsf) as represented in this vision plan, by building and floor. See plans for individual building identification and location. Phasing sequences are hypothetical projections to initiate and build a neighborhood commercial center.

| Bldg. | 1st Floor Commercial Development | | | | 2nd Floor Residential/ Office Development | | | | 3rd Floor Residential/ Office Development | | | | 4th Floor Residential/ Office Development | | | | Bldg. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Phase 1 | Phase 2 | Phase 3 | Phase 4 | Phase 1 | Phase 2 | Phase 3 | Phase 4 | Phase 1 | Phase 2 | Phase 3 | Phase 4 | Phase 1 | Phase 2 | Phase 3 | Phase 4 | |
| A | | | 10,300 | | | | 10,300 | | | | 10,300 | | | | | | A |
| B | | | 8,480 | | | | 8,480 | | | | 8,480 | | | | | | B |
| C | | 18,000 | | | | 18,000 | | | | 18,000 | | | | | | | C |
| D | | | | 8,000 | | | | 8,000 | | | | 8,000 | | | | | D |
| E | | | | 16,200 | | | | 16,200 | | | | 16,200 | | | | | E |
| F | | 18,900 | | | | 18,900 | | | | 18,900 | | | | | | | F |
| G | 27,000 | | | | 27,000 | | | | 27,000 | | | | 900 | | | | G |
| H | | 9,000 | | | | 9,000 | | | | 9,000 | | | | | | | H |
| I | | | | 13,500 | | | | 13,500 | | | | 13,500 | | | | | I |
| J | | | | 13,500 | | | | 13,500 | | | | 13,500 | | | | | J |
| K | | 9,000 | | | | 9,000 | | | | 9,000 | | | | | | | K |
| L | 8,100 | | | | 8,100 | | | | 8,100 | | | | 900 | | | | L |
| M | 8,100 | | | | 8,100 | | | | | | | | | | | | M |
| N | 22,950 | | | | | | | | | | | | | | | | N |
| O | 25,200 | | | | | | | | | | | | | | | | O |
| P | | 21,600 | | | | | | | | | | | | | | | P |
| Q | | | | 5,400 | | | | 5,400 | | | | 5,400 | | | | | Q |
| R | | | | 7,200 | | | | 7,200 | | | | 7,200 | | | | | R |
| S | | | 44,550 | | | | 44,550 | | | | 44,550 | | | | 22,275 | | S |
| T | | | | 25,650 | | | | 25,650 | | | | 25,650 | | | | | T |
| U | | | 13,500 | | | | 13,500 | | | | 13,500 | | | | 900 | | U |
| V | | | 21,600 | | | | 21,600 | | | | 21,600 | | | | 900 | | V |
| W | | | | 10,800 | | | | 10,800 | | | | 10,800 | | | | 3,600 | W |
| | 91,350 | 76,500 | 98,430 | 100,250 | 43,200 | 54,900 | 98,430 | 100,250 | 35,100 | 54,900 | 98,430 | 100,250 | 1,800 | 0 | 24,075 | 3,600 | |

173% of MetroEdge gsf projected current need for commercial space

366,530 gsf total 1st fl. Commercial space

614,935 gsf total upper fls. Residential and/or Office space

981,465 total new gsf

296,780 gsf total 2nd fl.

288,680 gsf total 3rd fl.

29,475 gsf 4th fl.

This is an estimate of 1st floor commercial & upper floor residential and/or office space generated by the proposed neighborhood commercial center plan illustrated in this vision plan.

## Section Three :

Combined Development Summary

Design Plan - Preliminary Estimate of Probable Rehabilitation Costs

This is a sample, preliminary estimate generated to suggest possible rehabilitation loans & funding needs. There are no current rehabilitation funds available through this study

Preliminary Rehabilitation Estimate for (14) Existing Buildings in study area

(Note: building areas are not exact and are an estimated approximation only)

| Existing Buildings | Footprint area in gsf | number of floors | | Est. Rhb. $/ gsf | Est. Rhb.$ | Current Use & General Construction Type |
|---|---|---|---|---|---|---|
| 1 | 18,000 | 3 | 54,000 | $90 | $4,860,000 | Former Superior Electric Co. |
| 2 | 3,250 | 2 | 6,500 | $50 | $325,000 | 929 S. Salina St. "Brothers" |
| 3 | 6780 | 3 | 20,340 | $50 | $1,017,000 | Ordinary 2,3 & 4 story brick w/ wood floor joists, c.1890's |
| 4 | 4,900 | 3 | 14,700 | $50 | $735,000 | Ordinary 3 story brick w/ wood floor joists, c.1890's |
| 5 | 3,360 | 1 | 3,360 | $30 | $100,800 | Church |
| 6 | 5,190 | 1.5 | 7,785 | $30 | $233,550 | |
| 7 | 4,180 | 1 | 4,180 | $30 | $125,400 | |
| 8 | 13,730 | 1 | 13,730 | $30 | $411,900 | Church, former grocery store, steel frame & roof structure w/ masonry & glass ext. |
| 9 | 6,930 | 2 | 13,860 | $50 | $693,000 | Steel frame w/ concrete floors, brick & glass façade, 1930's+/- |
| 10 | 9,200 | 2 | 18,400 | $30 | $552,000 | |
| 11 | 28,740 | 3 | 86,220 | $100 | $8,622,000 | Former Sears Department Store, concrete & steel, brick façade, 1940's+/- |
| 12 | 2,900 | 2 | 5,800 | $50 | $290,000 | Steel and concrete w/ masonry façade, 1930's? "modern" |
| 13 | 7,930 | 1 | 7,930 | $30 | $237,900 | |
| 14 | 7,880 | 1 | 7,880 | $30 | $236,400 | Dollar Store, steel frame, concrete block walls w/ steel roof joists |

| | | | | | |
|---|---|---|---|---|---|
| 122,970 | footprint gsf | 264,685 | existing gsf est. | $18,439,950 | Rehabilitation Allowance Estimate |

This is a sample, preliminary estimate generated to suggest possible rehabilitation loans & funding needs. There are no current rehabilitation funds available through this study

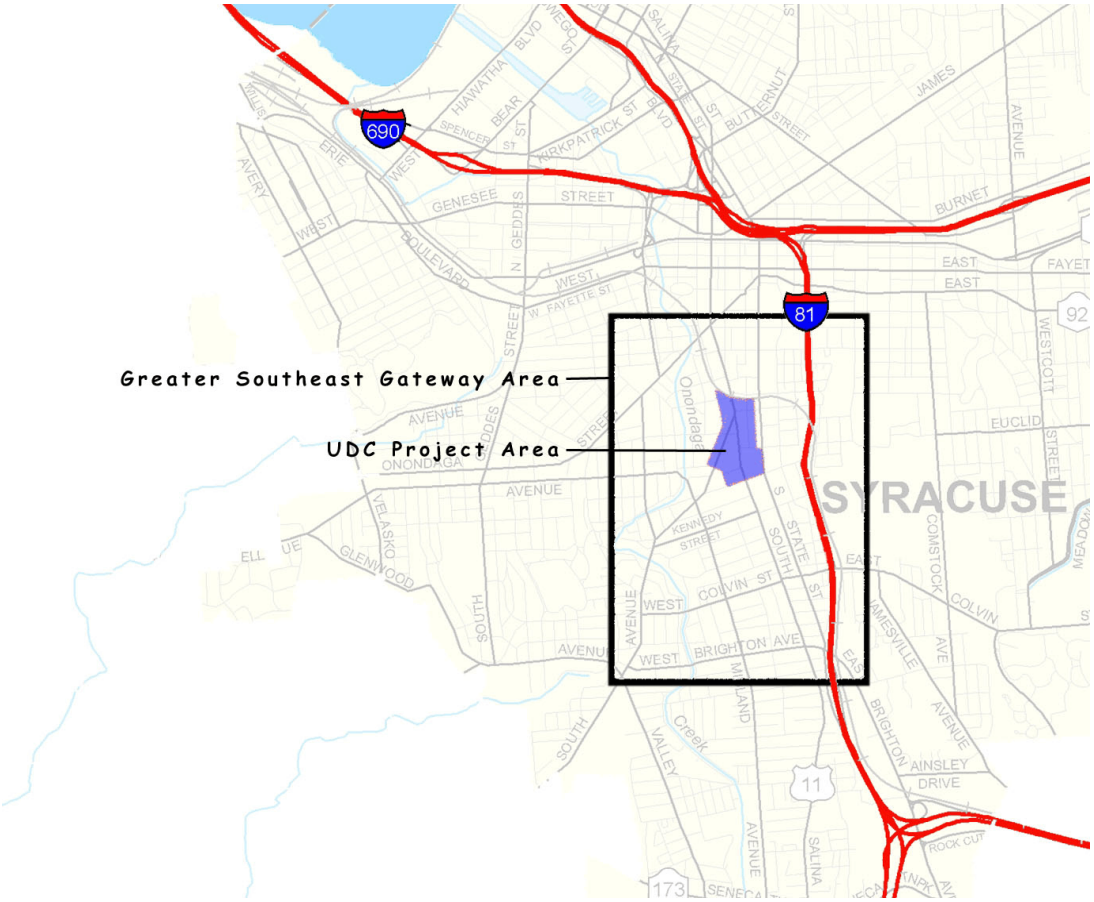
# Section Four:
Physical Context

## Section Four :
Physical Context and Existing Conditions



## CITY CONTEXT

The Gateway Area has been the subject of many physical planning studies over the past 7 years. Urban Landscape Proposals were advanced by the SUNY Syracuse ESF School of Landscape Architecture in 1998 and Neighborhood Planning proposals have been mad by the SU School of Architecture and the Urban Design Center of Syracuse in 1999.




**The Southeast Gateway area just south of Downtown Syracuse and west of I-81**

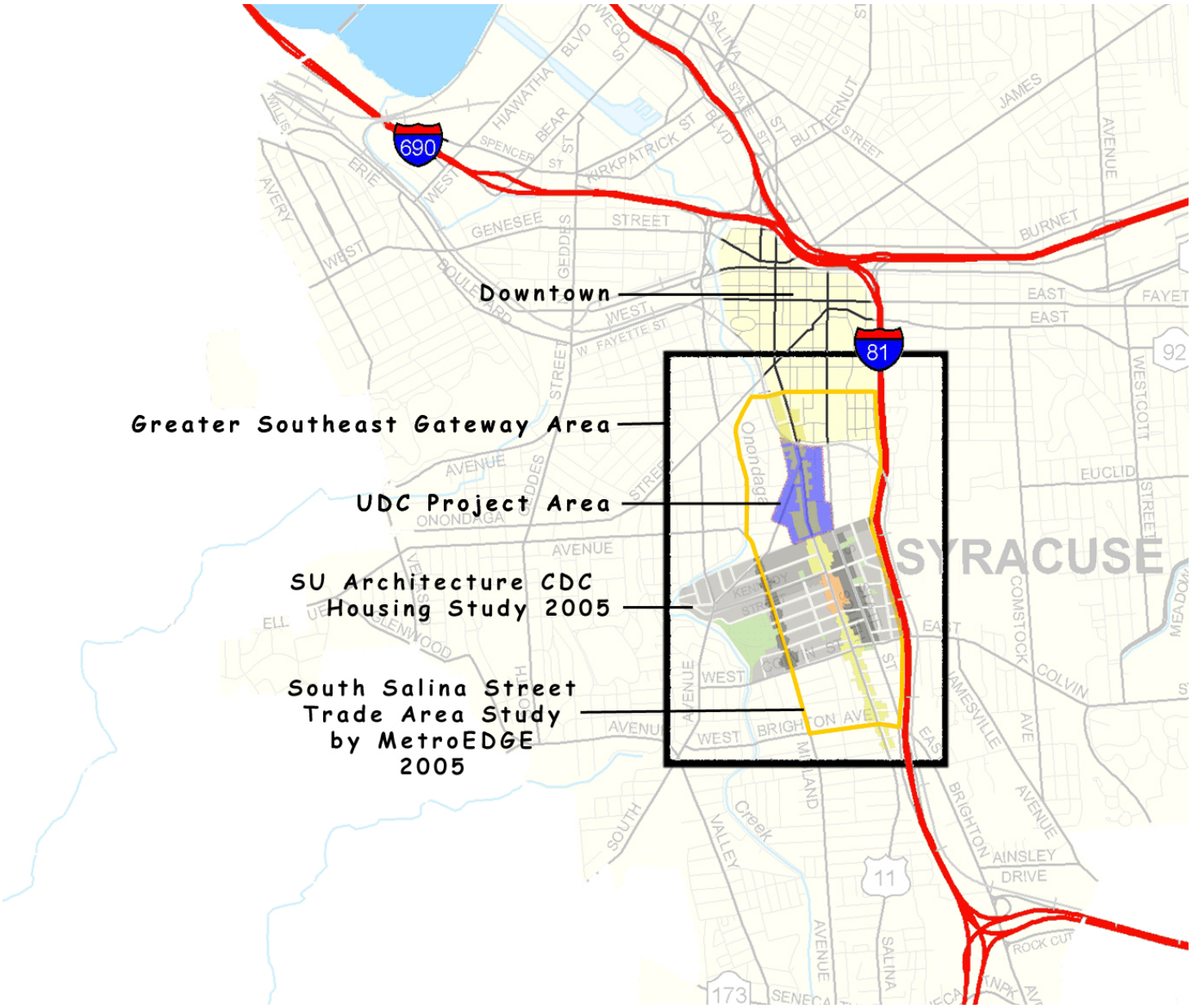
The Southeast Gateway Community Development Corporation has been working to advance development in this area for over five years. Many neighborhood individuals and groups have worked to develop new ideas for housing and commercial development in the greater Gateway area.

This report utilizes the recent findings of the MetroEdge economic analysis and market projections as support for previously gathered information by the Urban Design Center and the SE Gateway CDC for a phased development of first floor commercial space as the generator of a neighborhood center of shops, markets, stores, services and restaurants. These developments would be built in a manor to create an area where people will shop, work and live, and planned to provide an interesting and inviting place to visit.

## Section Four :
Physical Context and Existing Conditions

## RELATED STUDY AREAS

The Southeast Gateway neighborhood has been the subject of many development studies and proposals in recent years. Independent and combined design studios from the Syracuse University School of Architecture



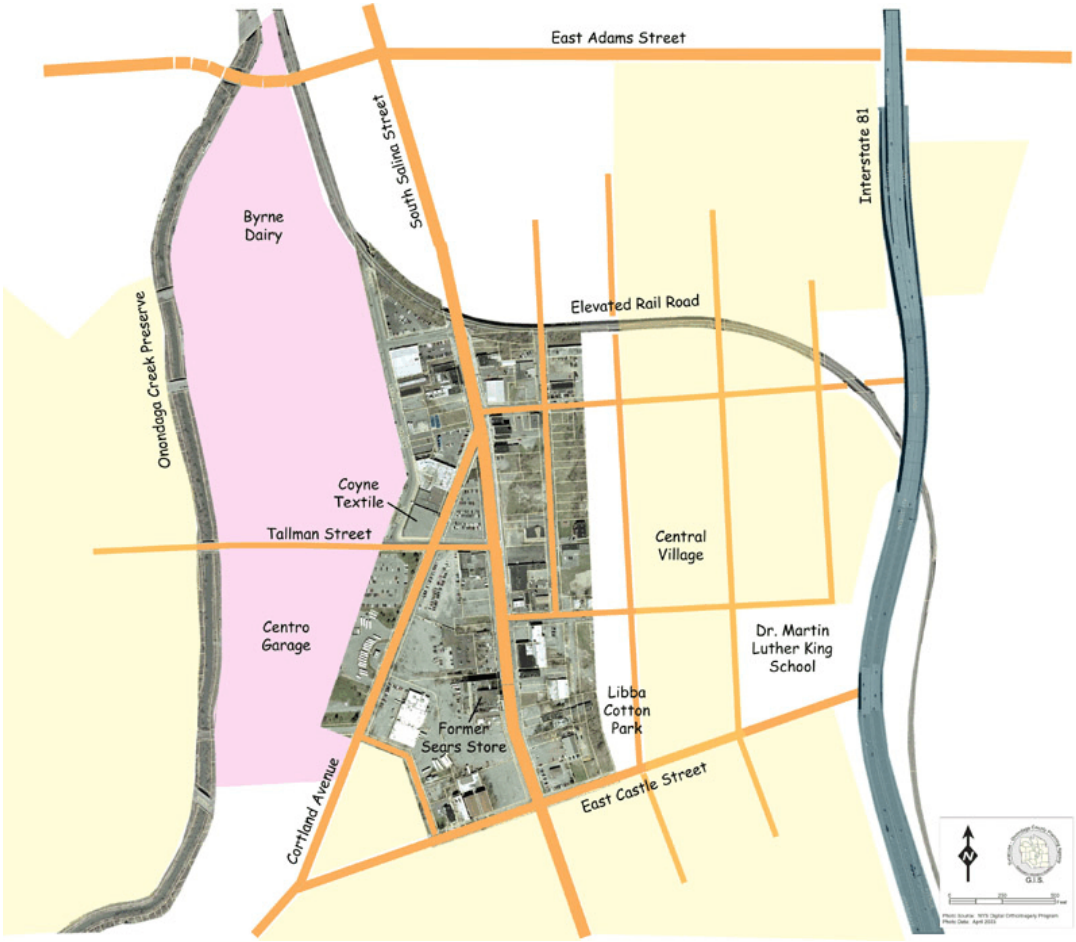

CDC (Community Design Center) and the SUNY ESF School of Landscape Architecture, along with the UDC (Urban Design Center), all working with the neighborhood residents and business owners, have made significant planning proposals to City planning representatives starting in 1999.

The MetroEDGE economic analysis and a recent housing study by the SU Architecture CDC studio have added valuable information to the potential for creating a “Gateway Economic Development Corporation”.

## Section Four :
Physical Context and Existing Conditions

# SITE CONTEXT

The area studied for this Design Plan [ the aerial photograph portion shown below] is just south of the Syracuse Downtown center. This area evolved around the intersection of South Salina Street, Stare Rt. 11, and Cortland Avenue, two of the original commercial routes linking Syracuse and the agricultural communities to the south.




Center of Downtown Syracuse to the north

Syracuse University & Hospital complex immediately to the east

The OnTrack elevated railway runs through the neighborhood, forming a “wall” or visual barrier between this area of the city.

I-81 runs along the east edge of the Southeast Gateway Neighborhood.

Onondaga Creek is a close walk to the west, through what has evolved from low lands and flood plain, to many industrial uses. Over the past 150 years residential neighborhoods have developed to the east and south. South Salina Street was predominantly residential in these early years, and transforming to commercial uses from the 1920's and 1930's. Over the past 30 years, with the growth of shopping malls and larger retail stores, this area has see little economic growth.

The areas in yellow are predominantly residential, including Syracuse Housing Authority apartments and managed properties. Many homeowners in the area are second & third generation families. Business owners and associations have promoted the need for a neighborhood commercial center.

## Section Four :
Physical Context and Existing Conditions

### EMPIRE ZONE

Purple areas indicate the Empire Development Zone from the Onondaga County GIS mapping website which showns the areas available for New York State economic assistance.


Most of the proposed Gateway Neighborhood Commercial Center is in these Empire Zones.

## State Brownfield Site Development Programs

Environmental Restoration Program (ERP)

The ERP is funded by the New York State Department of Environmental Conservation (NYS-DEC) and is available to both municipalities and community-based organizations (501c3 nonprofits). The program has two distinct phases, investigation and remediation, and 90% of the costs incurred are reimbursable. The one primary exception to this is demolition, where only 50% of the costs associated are reimbursable.

Future Project: SIDA properties on the 1000 block of South Salina Street
Summary: O'Brien & Gere Consultants have submitted a proposal for the completion of the ERP application. A pre-application meeting has been scheduled for November 1st with OBG and James Burke from the NYS-DEC. Phase I and II tests that have already been completed will be used to prove that this site is a good candidate for the ERP.

Brownfield Opportunity Area (BOA) Program

Summary: The Brownfield Opportunity Areas Program provides municipalities and community based organizations with assistance (up to 90 percent of the eligible costs) to complete area-wide planning approaches to brownfields redevelopment. The Brownfield Opportunity Areas Program will enable municipalities and community based organizations to:

- Address a range of problems posed by multiple brownfield sites;
- Build consensus on the future uses for the area with an emphasis on strategic brownfield sites; and
- Establish the multi-agency and private-sector partnerships necessary to leverage assistance and investments to revitalize neighborhoods and communities.

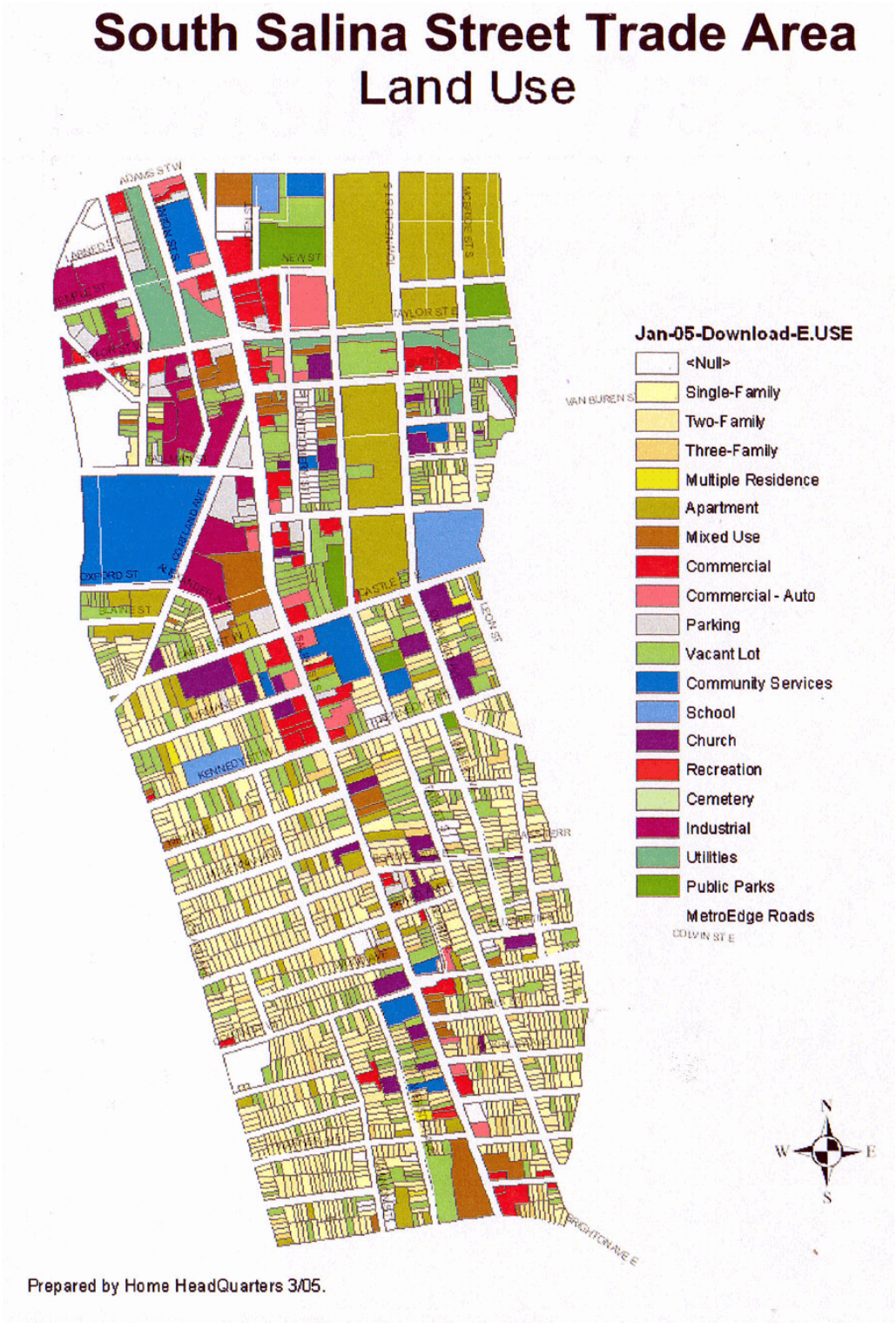
Three phases exist within the BOA program; Pre-Nomination, Nomination, and Site Assessment. Syracuse is currently at the Nomination Phase Level. The Nomination phase provides an in-depth and thorough description and analysis, including an economic and market trends analysis, of existing conditions, opportunities, and reuse potential for properties located in the proposed BOA. The BOA emphasizes the identification and reuse potential of priority brownfield sites that are catalysts for revitalization.

Two areas are targeted in Syracuse for the Nomination Phase of the BOA: The Gateway Area of the South Side of Syracuse, and The Erie Boulevard Area:

The Gateway Area: This neighborhood is located just south of Downtown Syracuse, and is characterized with approximately 4 brownfield sites with multiple parcels per site, in a 59-acre area. The study area is situated between Cortland Avenue and state Street, and is bordered by E. Taylor Street on the North, and West and East Kennedy Streets on the South.

Please contact the Office of Economic Development at Syracuse City Hall for further assistance with these programs.

## MetroEDGE Report Study Area




This map shows the MetroEdge "Trade Area", the Economic Market Analysis area study of 2005-2006.

Land uses are shown either side of South Salina Street, extending from Adams Street at the north to Brighton Avenue at the south.

I-81 runs along the right edge of the map.

The area is predominantly residential with commercial uses along South Salina Street, apartments to the northeast area, and one and multi-family housing to the south. Mixed industrial and commercial used complete the northwest quadrant

## Section Four :
Physical Context and Existing Conditions

### Existing Businesses and Conditions


Many years of business decline and the resulting building decay has left this area with a fragment of it's original business density and character.

Existing buildings will need to be rehabilitated to be compatible with new development construction.

Some buildings presently closed should be renovated for commercial use, rather than being demolished.

Preliminary land planning and control is necessary to be able to develop the intended master plan design.

An index of the existing buildings and commercial space needed to verify existing development areas.

Preliminary rehabilitation estimates are suggested elsewhere in this report.

## Section Five:
Development Model

## Section Five :
Development Model : Mega-Block

One of the dilemmas to encouraging development along the South Salina Street Corridor is the prevalence of small parcels which do not allow enough area for economical & contemporary retail without combining several parcels together. While this approach is typical for the modern developer it does not address the Community's goals of trying to encourage localized entrepreneurship and incubator concepts of allowing local residents to start-up businesses in order to better their economic circumstances.

This Design Plan suggests a different approach to development in the Corridor; an approach which has been successful in new urbanist developments around the country. We will focus on just one as a model. This is the successful retail core at Kentlands in Gaithersburg, Maryland. Kentlands, designed by Andres Duany, is a recently-built mixed-use development which not only has traditional style residential neighborhoods but also an urban fabric for a retail center. The development for this retail is formed by large mega buildings which in turn are subdivided into individual tenant spaces on the first floor to accommodate retail, office or food establishments. What is unique about these buildings is that they look like traditional urban facades with changes in architectural styles to match up with the length of storefront on individual tenant exposure. The developer is able to accomplish this economic feat by building one mega-building for the block and then modifies the veneer of it in bays to match the individual stores.

The examples at right show a main street in Kentlands built in 2002 which has the appearance of a 19th century village. The upper floors are mixed use – some office and or apartments on second floor and the third floor is apartments only. The shared emergency exits, shared Mechanical and Electrical systems for the Mega Building allow for an economy of scale that makes this mixed use approach profitable to the developer.

This is the approach the Design Plan recommends without necessarily endorsing this style of architecture for South Salina Street in Syracuse, NY.

Commercial Development at Kentlands in 2002

Mega-Block Development at Kentlands in 2002

# Section Five :
## Development Model

The development model for a Neighborhood Commercial Center is designed to serve the larger Southeast Gateway community, and beyond. The approach is based on the traditional principles of mixed-use, urban living, working and shopping communities, both existing and being created around the country.

The development model is based on the existing resources of the area, as well as on urban design examples found throughout the city of Syracuse.

Traditional mixed-use commercial districts provide opportunities for interesting and diverse urban character. New buildings can be built to "form based" design guidelines to recreate cohesive neighborhood centers serving nearby residents and visitors alike.

Shown here are photos of typical building types from the Syracuse area which are appropriate models for the proposed Development of the Design Plan.


The basic form and efficiency of the traditional two and three story, mixed-use commercial building can be expanded to larger sixes with current construction methods and economies. This is the basic building block of this development model.

Early design sketches were developed to illustrate how "form-based" design guidelines can be used to create new buildings which fit into a traditional urban design context. Three and four story commercial and residential buildings are illustrated on the right. On the left, a tall single story, neighborhood grocery store.

## Section Five :
Development Model

These ideas were based on many examples of good Architectural design within the City, helped to set the character of the Vision of the Design Plan.

New “infill” two and three story mixed-use buildings, with brick exteriors, large street level windows, and residential scaled windows on the upper floors are compatible with existing buildings built 50-100 years earlier shown to the right.


The large single story commercial buildings can be designed to serve as “in-fill” buildings in city neighborhoods. The building can be from 20-30 feet tall, with large windows and entrances facing the main street. Buildings should be built to the sidewalk to maintain a typical street setback character and scale. Brick materials are recommended for color and permanence. The use of smaller upper windows can be scaled to complement typical two and three story mixed-use buildings nearby.

## Section Five :
Development Model

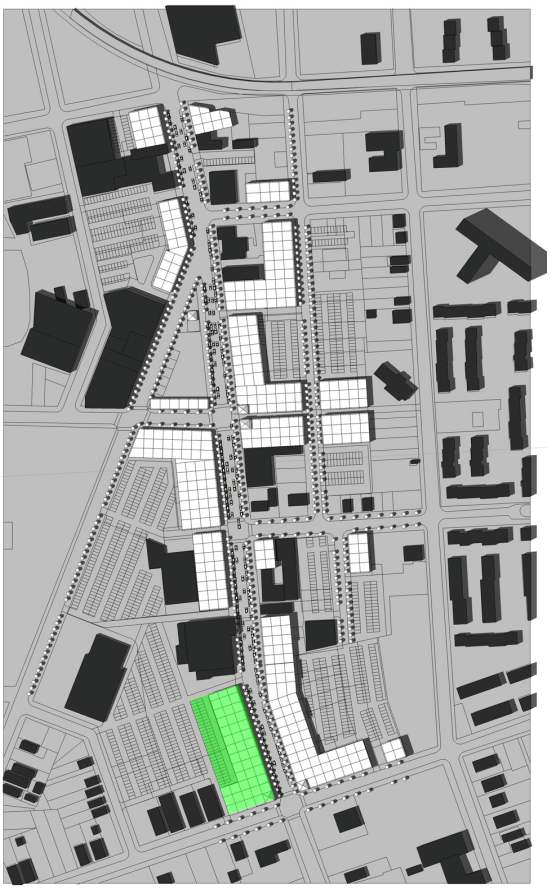
These are street views including 2 & 3 story buildings found typically in and around the City of Syracuse.

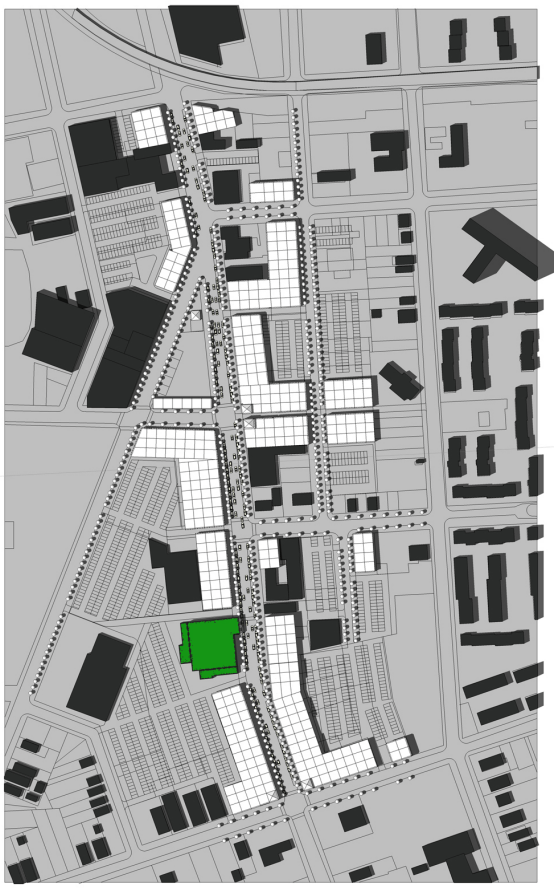
The quality of the pedestrian streetscape is very important to a commercial shopping area. Tables and chairs can transform a common sidewalk into an enjoyable dining experience.



Buildings and materials can be simple. First floor storefronts should have large windows to provide views to the shopping, service and dining businesses within.

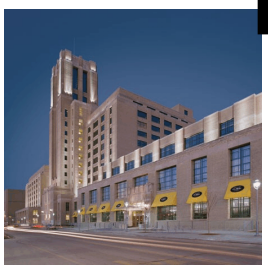
## Section Five :
Development Model :
Planning for the “Big Box” Stores





Two possible sites for “big box” store locations are illustrated here. These stores act as anchor stores in a mall development.

The former Sears Department store building is large enough and appropriate for reuse as a “big box” store location. See the Appendix for additional information on a similar renovation of a former Sears Store in Minneapolis.





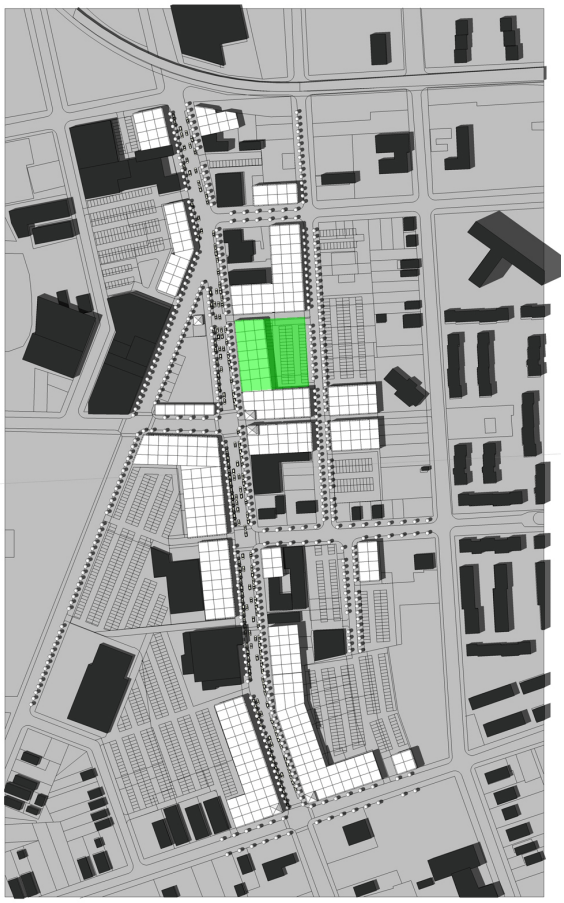
The primary goal of this “pedestrian friendly” neighborhood design plan is to create an enjoyable place to shop and live, where business opportunities are supported by the visual environment. Here small business development is encouraged along with larger business market needs.

In contemporary neighborhood planning like this, often called “New Urbanist” planning, the “big box” stores are provided for within the design plan. National trends see the larger retailers reducing their store sizes as they move back into reviving city markets. These illustrations show three locations for the big box store locations. These sites all need to reinforce the streetscape by building to the sidewalk, provide a major store entrance on the main street , and be adjacent to large parking areas which lead to a major store entrance.

Key Elements

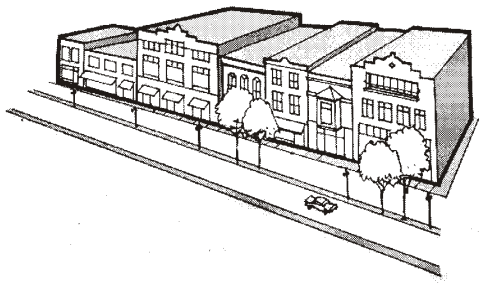
- Build to the street property line and fill in “vacant lots”
- Provide a primary street entrance and large storefront windows
- Have access to large parking areas leading to a open store entry.
- Encourage smaller site footprint areas, and multilevel shopping
- Drive-thru’s should be on side streets, not on main streets, in order to maintain pedestrian character
- Building size should respect adjacent buildings and neighborhood character

## Section Five :
Development Model :
Planning for the “Big Box” Stores

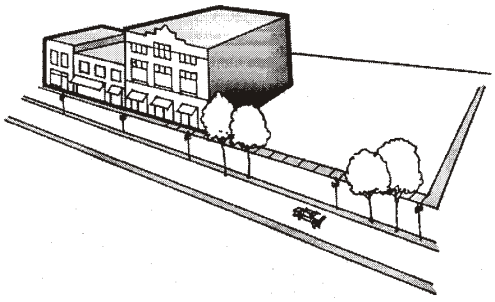


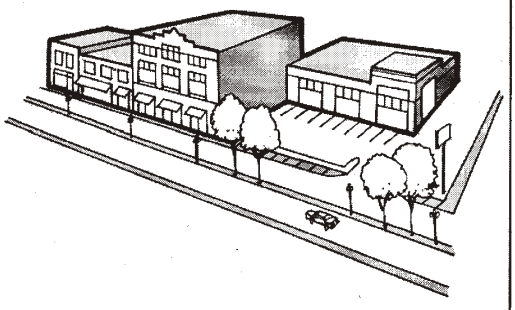
A “big box” store would be appropriate on the first floor of a two or three story mid-block, mixed-use development. This would be a good location for a grocery store or a major retail department store. Additional parking would be provided by a parking garage located on a parking lot location of the parking master plan.

Design guidelines for big box stores are illustrated here. Additional information is included in the Appendix of this report.

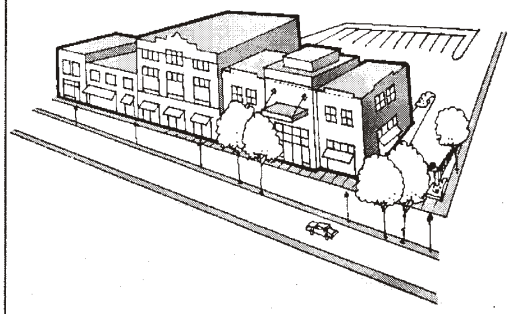


*Historic downtown streetscape (ABOVE), and same streetscape, following loss of half the block (BELOW).*





*Conventional new drugstore approach to design and site planning (ABOVE), and new drugstore design that maintains “street wall,” scale, with massing and parking in rear (BELOW).*



*Drawings: Adrian Scott Fine*

## Section Six:
Design Plan Illustrations

## Section Six :
SE Gateway Neighborhood Commercial Center
Design Plan Illustrations : The Vision

Looking north, at South Salina & Castle Streets



This vision for a South East Gateway Neighborhood Commercial Center creates a place for increasing local shopping and downtown residential density. The “Gateway” concept has long expressed a sense of this areas importance and strategic location as the south entrance and transition to the Downtown Syracuse center. As such this vision creates a “Gateway” to this commercial center and to the greater Downtown area as well.

These buildings create a “Gateway” to the commercial neighborhood. Two small “towers” are located on either side of South Salina Street , at the intersection of Castle Street, providing the “Gateway” to this area. Planning and design guidelines for this district will create a typical shopping streetscape of large 1-story, and 2 -3+ story, “Mixed-Use” buildings, all with commercial space at street level, and “market rate” residential or office space on the upper levels.

Key Elements

- Create a “Gateway” to the neighborhood commercial center
- Build to street lot lines to establish the “the public realm”
- Provide shared parking lots behind the buildings

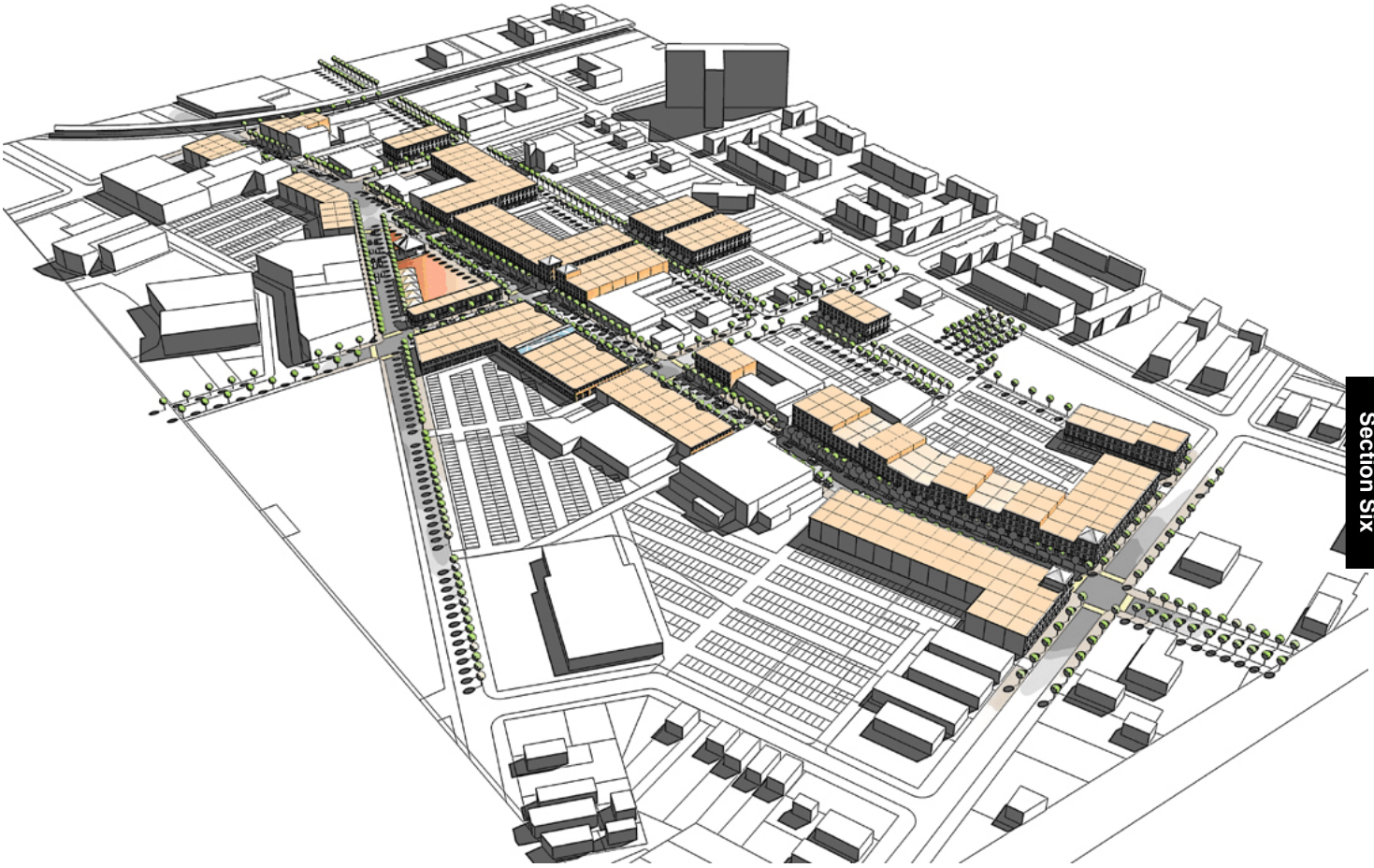
This preliminary concept drawing illustrates the proposed character this business center, with prime elements and urban features for new “infill” development. This approach will create the “Main Street” character of a Neighborhood Center.

## Section Six :
SE Gateway Neighborhood Commercial Center
Design Plan Illustrations : The Vision

“Birds-eye” view looking south.

This “birds-eye” view of the proposed Vision Plan is looking south down Salina Street. Cortland Avenue branches south and to the right. The proposed “infill, mixed-use” development is shown in tan.

## Section Six :
SE Gateway Neighborhood Commercial Center
Design Plan Illustrations : The Vision





Looking northeast and up Cortland Ave.

A ‘birds-eye” view of the Gateway Commercial Center Development Vision Plan looking northeast up Cortland Avenue, with the proposed new mixed-use development shown in tan. Buildings are located on Salina Street. Large parking lots are provided on the interior of he blocks with entrances directly into the commercial stores.

## Section Six :

# Design Plan Illustrations : The Vision

### “Birds eye” view of Development Vision Looking Northeast at Salina & Tallman Streets

The Neighborhood Commercial Center provides a full first floor of commercial space. This would include restaurants, barber shops, newspaper & magazine shops, hardware stores, both sit-in and take out food preparation stores, beauty salons, clothing and speciality

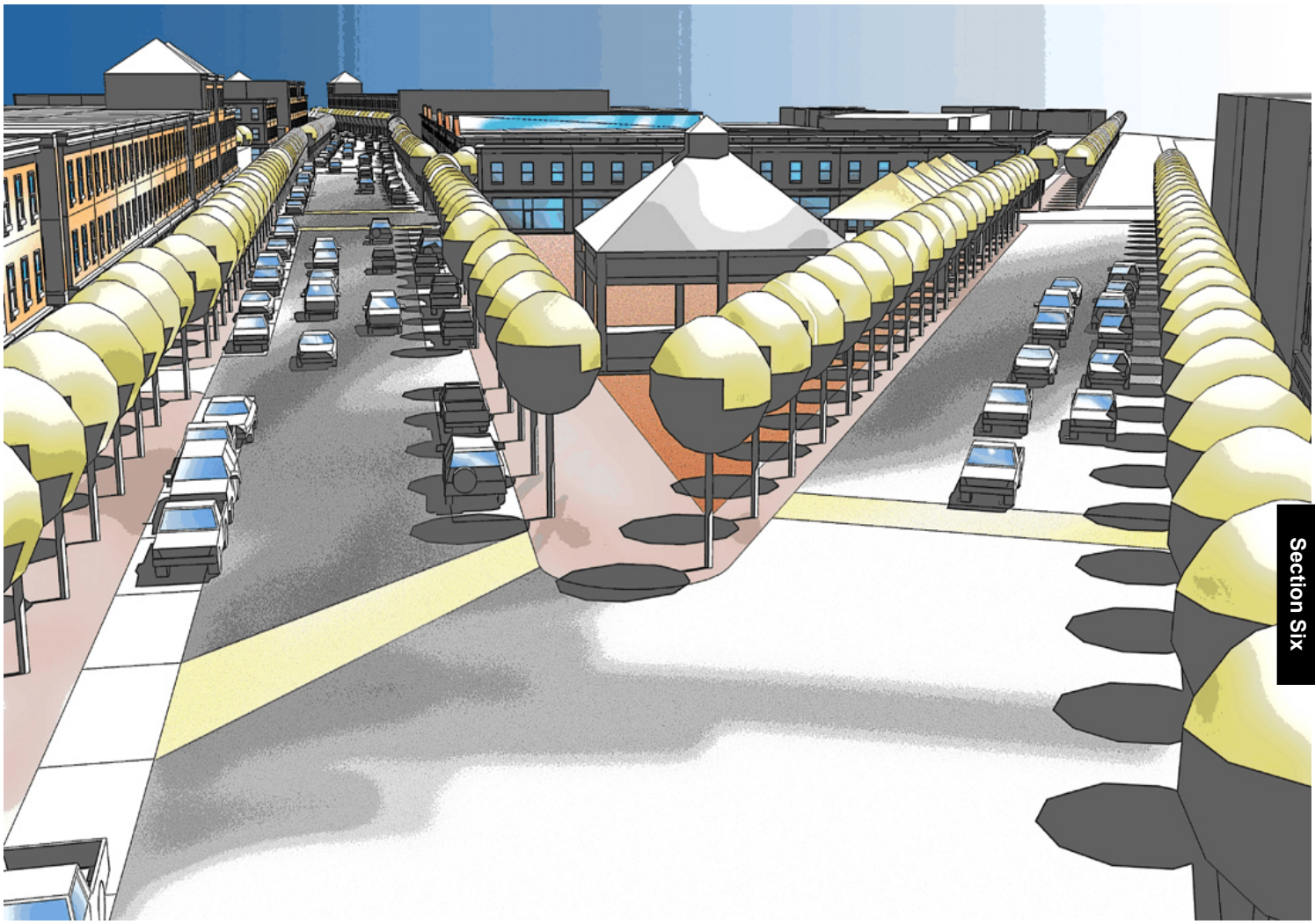
shops, and many other storefront shops, for the full length of the main streets in this center shopping area.

A variety of “flexible” street level commercial space is to be provided. Both 1-story and multi-story buildings provide “open” and “flexible” commercial leasing arrangements. A modular system of open floor space is provided inside these building block forms. The lager 1-story buildings are almost 2-stories in height, thus providing the 24-28 foot high space of the typical “big box” store interior. The buildings in the lower foreground of this view are the lager, 1-story type ,including a Neighborhood Grocery Store and a large Home Improvement & Hardware Store. The 2, 3 and in a few key locations, the 4 story buildings will all provide full commercial space at the street level of each building.

The triangular lot framed by Cortland Ave., Tallman Street and South Salina Street , just left of center in this view, becomes a central, community “multi-use “plaza” for festivals, music, street markets and other special events. The South Side Jazz and music traditions will have a central public place to gather and share talents and traditions. Trees are an essential part of this neighborhood street scape. The small Coyne Company owned park at the north end of this open neighborhood plaza provides a significant landscape feature to this area.

Building facades and street trees create a “public realm” of a pedestrian friendly shopping and living village center. Large parking lots are provided on the interior of he blocks with entrances directly into the commercial stores. Large street level windows provide daylight and views of the possible shopping and dining within.

## Section Six :
SE Gateway Neighborhood Commercial Center
Design Plan Illustrations : The Vision





Creating a “village Center”

A view looking south down South Salina Street and Cortland Avenue, shows the current triangular parking lot being developed as a public “village commons” with a pavilion shelter and tent shelters for weekly and seasonal markets and flee markets. The existing Coyne Company owned landscaped mini-park would remain at the intersection of these two streets, between the corner and the proposed large pavilion shelter illustrated here.

## Section Six :
SE Gateway Neighborhood Commercial Center
Design Plan Illustrations : The Vision



The Neighborhood Commercial Center is built on the principles of current “Main Street” urban design concepts. The streetscape creates the public realm of familiarity within an medium density urban neighborhood. The planning and design guidelines create a street scape of 2-3 story , “Mixed-Use” commercial space at street level, with residential and office space on the upper levels. The triangular lot framed by Cortland Ave., Tallman Street and South Salina Street becomes a central “multi-use “plaza” for festivals, music, street markets and other special events.

Key Elements

- Create visual focus leading to the neighborhood commercial center
- Plant trees to establish a comfortable neighborhood landscape
- Build to street lot lines to establish the “place” and “the public realm”
- Maximize commercial windows at street level
- Maximize parking along the street, with shared parking lots behind buildings

## Section Six :
SE Gateway Neighborhood Commercial Center
Design Plan Illustrations : The Vision



View on Tallman Street from Cortland Avenue, looking east to South Salina Street. The building on the right is a high bay neighborhood grocery store, to the left are ethnic food restaurants at street level with apartments and office space above. The two tall buildings on Salina Street frame a pedestrian shopping walkway to the residential neighborhoods two blocks east. Restaurants and street level shops have residential and office space on the upper floors.

## Section Six :
SE Gateway Neighborhood Commercial Center
Design Plan Illustrations : The Vision



This  view is looking south on Salina Street, at the corner of Tallman Street to the right. Across the street is the neighborhood grocery store, a single use, story-and-a-half or high bay store of contemporary and economical strrl frame with brick and glass facade. The street windows are large, as is traditional in pedestrian friendly shopping neighborhoods. On the left, two and three story mixed-use buildings with commercial shops, stores, services and restaurants at street level, and residential and/or residential space above.

## Section Seven:
Implementation Protocols

## Section Seven :
Implementation Protocols


New Town example - Mashpee Commons, Mass.

Several next steps" should be considered by the city and the SE Gateway CDC for the implementation of this Design Plan. We will make suggestions under this Section for various entities be they city leaders, local institutions, neighborhood CDC or the local neighborhood residents, merchants or businesses.

STEP ONE

| | Task | Action | By |
|---|---|---|---|
| ■ | Create Design Guidelines | hire consultant | the city |
| ■ | Adopt zoning overlay district | create legal text for overlay | the city |
| ■ | Pass Zoning legislation | Vote on district | the city common council |
| ■ | Obtain State funding support | Work with Senator Valesky | city / SE Gateway CDC |
| ■ | Create Gateway Business Resource Ctr | obtain Federal grant support | SE Gateway CDC |

STEP TWO

| | Task | Action | By |
|---|---|---|---|
| ■ | Create RFP for developers | create text for the process | the SE Gateway CDC |
| ■ | Gain Control of key parcels | purchase or place easements on | the city/ SE Gate. CDC |
| ■ | Create program for new business | work with banks & city economic | the city |

STEP THREE

| | Task | Action | By |
|---|---|---|---|
| ■ | Residential market campaign | hire PR consultant | the SE Gateway CDC |
| ■ | National retail chain campaign | hire PR consultant | the SE Gateway CDC |
| ■ | Create Local Merchant Assoc | form a group to incorporate | local merchants |
| ■ | Obtain grant from Restore NY | complete application | The SE Gateway CDC |

# Section Seven:
## Implementation Protocols

### Step One Descriptions

Step One involves a series of tasks conceived to create the legal framework to enforce the Design Plan vision on future development. Without this framework the neighborhood would be subject to the whims of whatever a developer wished to pursue.

The key first task involves creating a set of Design Guidelines which would be adopted as a zoning overlay district by the City of Syracuse. The creation of the Guidelines needs to be done by a design professional familiar with form-based codes which would show graphically the potential outcomes of the development options. The City is the best entity to undertake the hiring of the consultant in order to make to the most of the consultant services and allow for the basic work to be applicable to other neighborhoods in the City.

The next key task is the zoning language itself which is the legislation for amending the zoning which in turn for the adoption of the Design Guidelines that the City Planning Commission would need. These could be drafted by the Zoning Department of the City under the direction of Chuck Ladd.

The actual passage of the legislation must be done by the City Common Council after the public hearings by the City Planning Commission and the Council itself. This last step will complete the necessary tasks for the legal enforcability of the Design Plan along with the Design Guidelines.

Market in Chattanooga, TN

The creation of a Minority Business Resource Center (MBRC) using as a model the well-renowned Jamaica, Queens Business Resource Center is critical for the success overall Gateway Design Plan. Such a Center can help in the formulation of new small business enterprises from within the Community. This activity will help fill many of the new retail & office spaces which will become available from te implementation and construction of the Gateway Design Plan. Funding for the creation of this Center is available from State and Federal sources, the same ones which Jamaica leaders utilized. The funding programs mentioned by Rev. Reed & Tim Marshall at the JBRC are grants from the U.S. Small Business Administration & U.S. Chamber of Commerce. The mission of such a Center would be to provide technical and financial assistance to new &established


Mashpee Commons, MA

businesses. Additional information is available on the Center's website www.jbrc.org .

### Step Two Descriptions

This series of tasks has to do with an approach to get interest in the district from potential developers, retail stores and residential tenants for the proposed infill development.

The key task for this series involves the SE Gateway CDC and the city gaining control of additional parcels in the neighborhood in order to help advance the vision of the Design Plan. The advantages of the CDC being able to promote the vision plan by writing these into easements or other deed restrictions on the property they acquire is an obvious one.

The next task after gaining control over as many parcels as possible would be creating a "Request for Proposals" for developers to come into the neighborhood and build infill projects on those parcels.

Another important task is for the city to create an economic development program for start-up businesses by local residents of the neighborhood.

### Step Three Descriptions

This series of tasks involves creating a marketing campaign for national retailers and a residential market. Hiring a Public Relations consultant experienced in creating such campaigns would be undertaken by the SE Gateway CDC.

Another important task for Step Three would be the formation of a local merchants association which would in turn assist the merchants in various ways from continuing education programs to joint advertising campaigns to compete with local shopping malls.

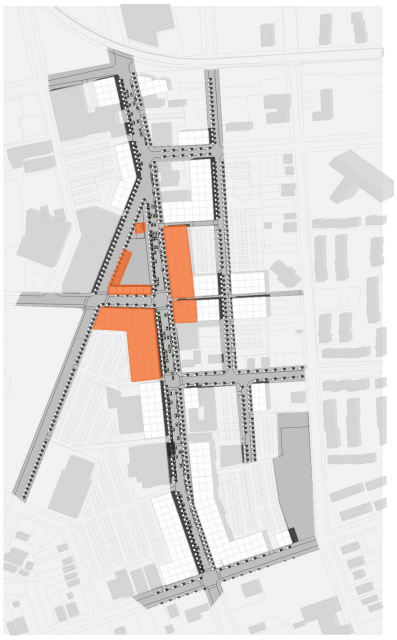
A new grant program announced by Governor Pataki on August 11th, 2006 called "Restore NY Initiative" is an excellent opportunity for the SE Gateway Community Development Corp to apply for additional funds for development and construction for implementing the Gateway Design Plan. The program is to be administered by the Empire State Development Corp (ESDC). More information is available on the state webpage of

www.empire.state.ny.us/restoreNY

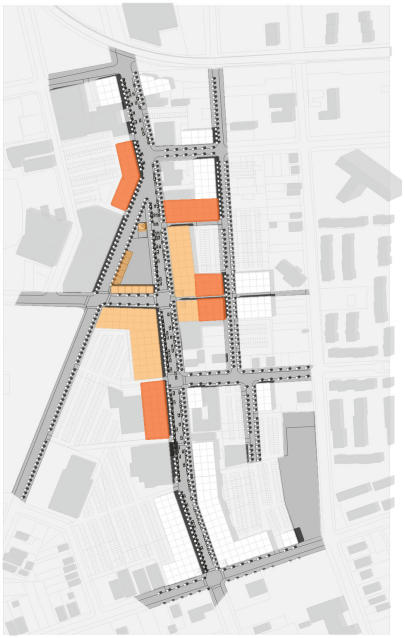
Mashpee Commons, MA - a new town

## Section Eight:
Incremental Development

## Section Eight :
Incremental Development : Planning for a Neighborhood Center



**Phase 1-** The first step is to provide shops and services that are most desired and needed according to the shopping public. Single and mixed-use buildings would establish the center of the "public gathering place" and design character of the Gateway Neighborhood Center.



**Phase 2-** After the Neighborhood "center" buildings are established, the next growth phase should extend outward from the center of the community plaza and continue to build the street scape and surrounding mixed-use buildings.

.

**Phase 3-** Continuing outward from the center, single and mixed-use buildings of 2-3 story scale, would be added to form the north and south "entrances" to the Gateway Neighborhood Center. These end buildings would be designed to form prominent and memorable "gateway buildings".

**Illustration of Phased- Flexible Development Options (- each Phase shown in dark orange)**

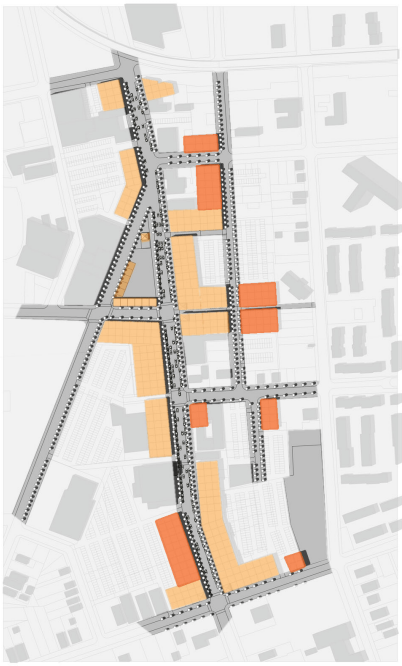
The proposed commercial development vision of this Design Plan can be advanced or sequenced in many ways. The space planning provides a variety of commercial sizes and store types to accommodate a diverse business environment. Building construction types and materials are permanent, yet economical in nature.

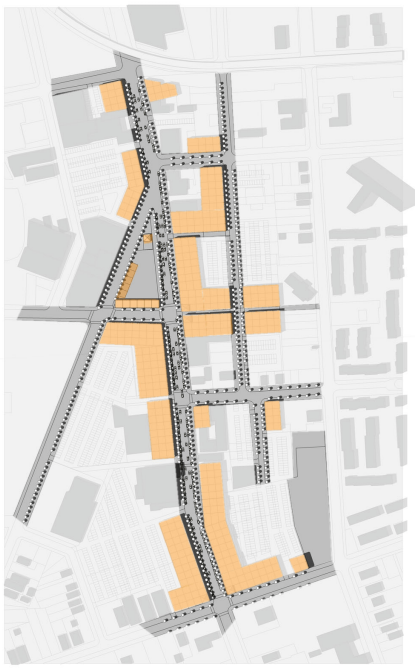
The building of this plan can respond to changing development need and methods.

Key Elements

- Establishment of development controls needed
- Build to the Design Plan
- Establish phasing priorities to achieve initial "Neighborhood Center" character to support final outcome
- Develop local ownership
- Support diversity in commercial businesses

## Section Eight :
Incremental Development : Planning for a Neighborhood Center





**Phase 4-** After the development on South Salina Street is established, then additional building development would complete the “in-fill” of this “Main Street”. Additional development would begin to increase the density of Montgomery Street, thus creating a secondary mixed-use street extending from Salina Street eastward to the existing neighborhood.

**Completed Vision of the Design Plan**

Design Vision - looking north along South Salina Street

## Section Eight:
Incremental Development

### Proposed uses of Design Plan

Proposed development ideas were gathered from the Gateway business owners and stakeholders. New business and services were suggested on the basis of need and a vision for a pedestrian friendly neighborhood commercial district.

**Kings Park Landing Neighborhood Commercial Center**

Food Court Area with ethnic foods
Mexican Restaurant
Fish Fry Shop
BBQ Reataurant
Jamacian Restaurant
Chinese take-out Restaurant
Sea Food Restaurant
Middle Eastern Restaurant

Community Grocery Store
Hardware Store
Home Repair Store
Drug Store Chain

Appliance Store

City & County Community Service Center

Library Mini Branch

Post Office
UPS Store

Copy Center

Sports shop
Art Supply Store

**Vision Design Plan for Mixed Use building**

-A combination of lower level comercial space with residential units and office space above.

-Predominantly 2 and 3 story buildings with a limited number of 4 story units.

Restaurants
BarberShop
Beauty Salon
Movie Theater
Book Store

Bakery Shop

Churches and Banquet Halls
Ministers Residences
Ministry Center

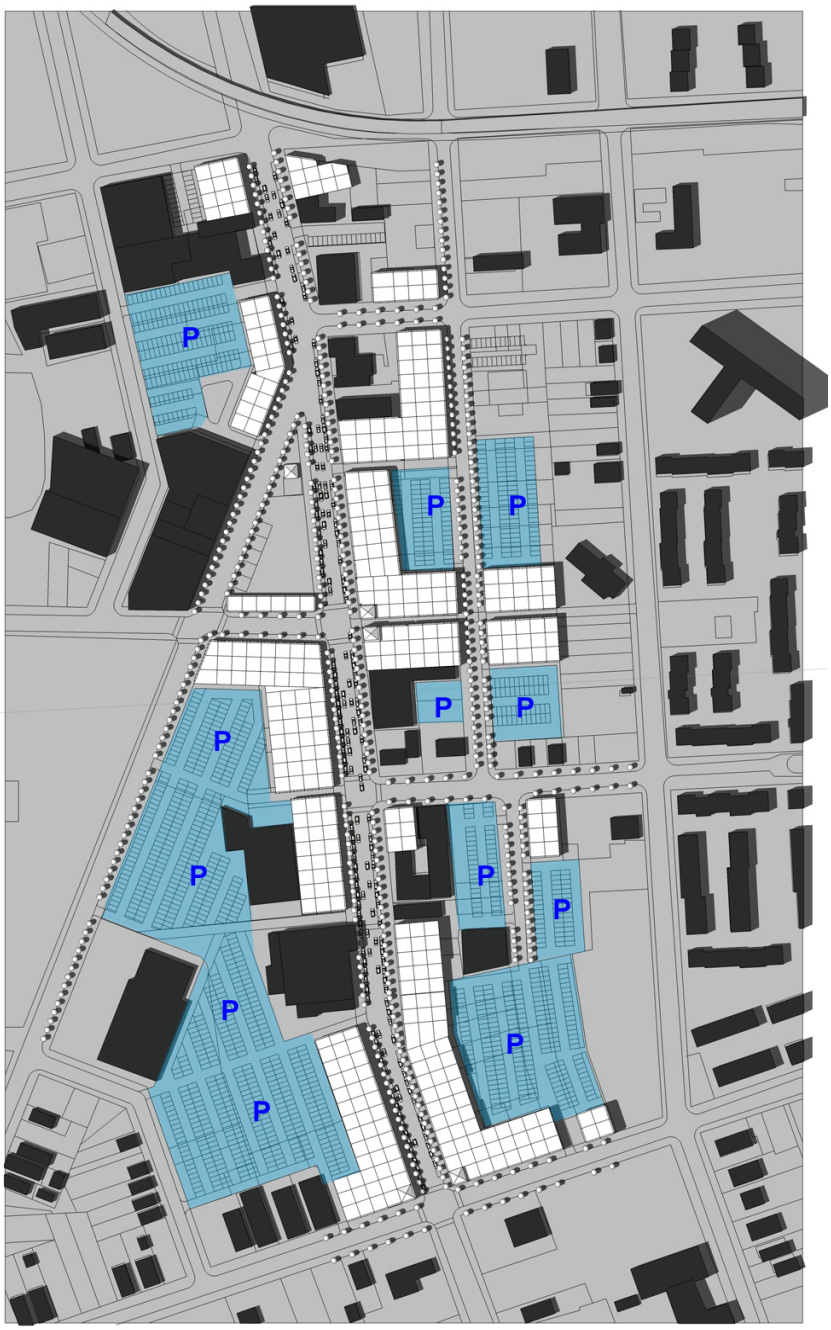
Jewlery Store
Audio / Electronic Store
Music Shop
Shoe Store
Hat Shop
Dry Cleaners
Taylor Shop
Clothing Stores

Child Care Center
Adult Care Center

Gas Station
Car Wash

## Section Eight:
Incremental Development

### Design Plan



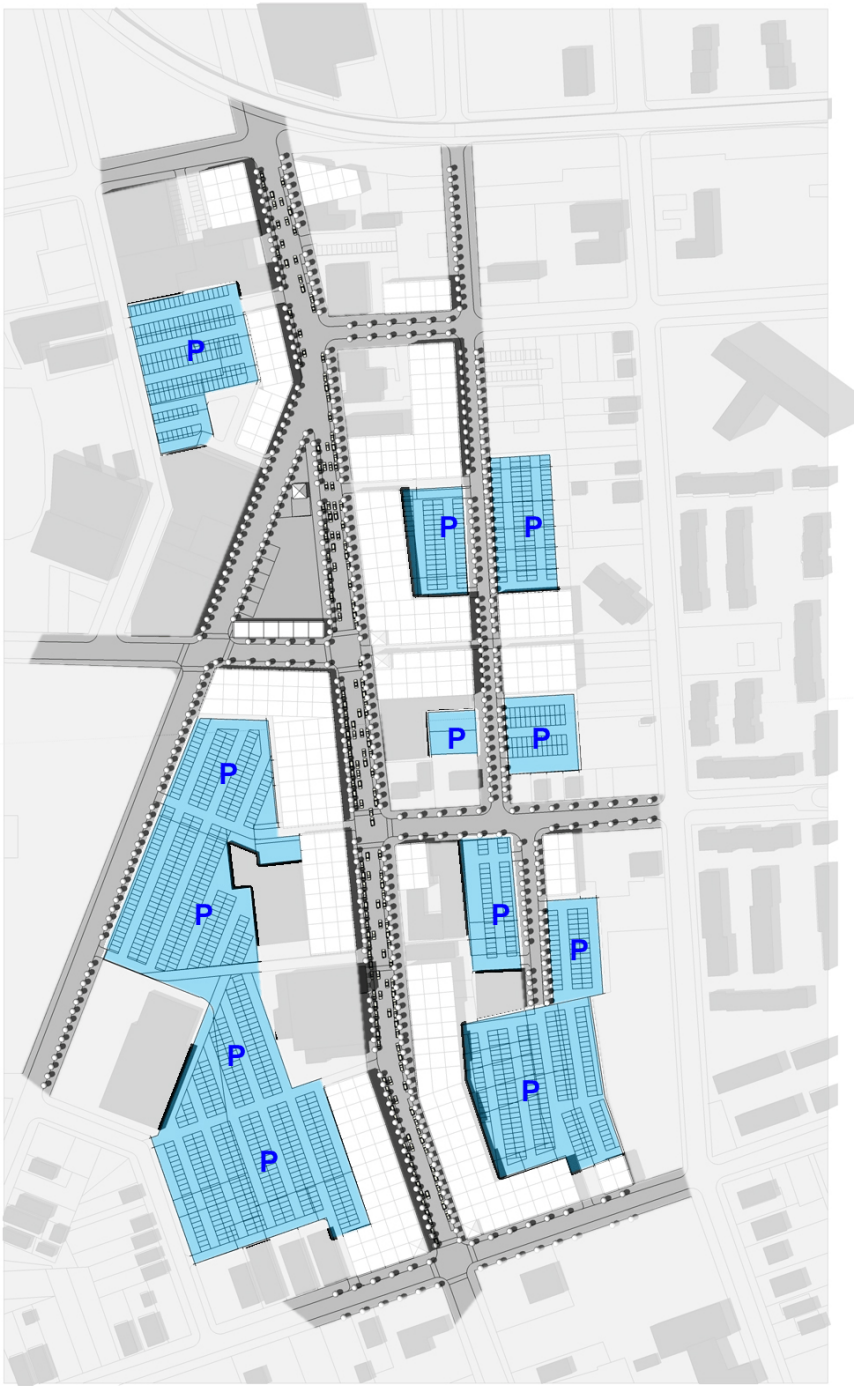

The new development of mixed-use commercial and residential space will reestablish the street as a pedestrian friendly shopping and living neighborhood center.

Parking lots should be easy to find and adjacent to the new commercial stores, shops and restaurants.

New buildings should be located on the street property line, and fill the full width of the site. This will recreate the South Salina streetscape, and provide for a safe neighborhood shopping center.

## Section Eight:
Incremental Development

### Planning for Parking




The parking master plan is based on providing adequate parking in a variety of locations and sizes to meet the variety of shopping and retail needs. A maximum number of metered parking spaces should be provides on both sides of Salina Street. Large parking lots would be located behind the commercial establishments, with entrances directly from these lots as well as from the Salina Street storefront. Good sidewalks should be provided at the edge of these lots, and lead to the main pedestrian streetscape including shade trees, light poles, benches and other street furniture.

Parking lots should be consolidated and shared, similar to suburban mall parking lots, to provide easy parking access for all the businesses in the Gateway Commercial Neighborhood.

As parking demands increases, certain lots would expand their capacity by building parking garages in these same locations.

## Section Eight:
Incremental Development

Streetscape & Green Space

The character of a rejuvenated South Salina Street will feel like a typical “Main Street”, with tree lined streets, light poles, brick and concrete sidewalks, and benches, with tables and chairs for outside dining in warm weather.

The streets will provide a pedestrian friendly environment, with bright storefronts and signs. Sidewalks will link the shopping district to the residential neighborhoods which surround this central area.

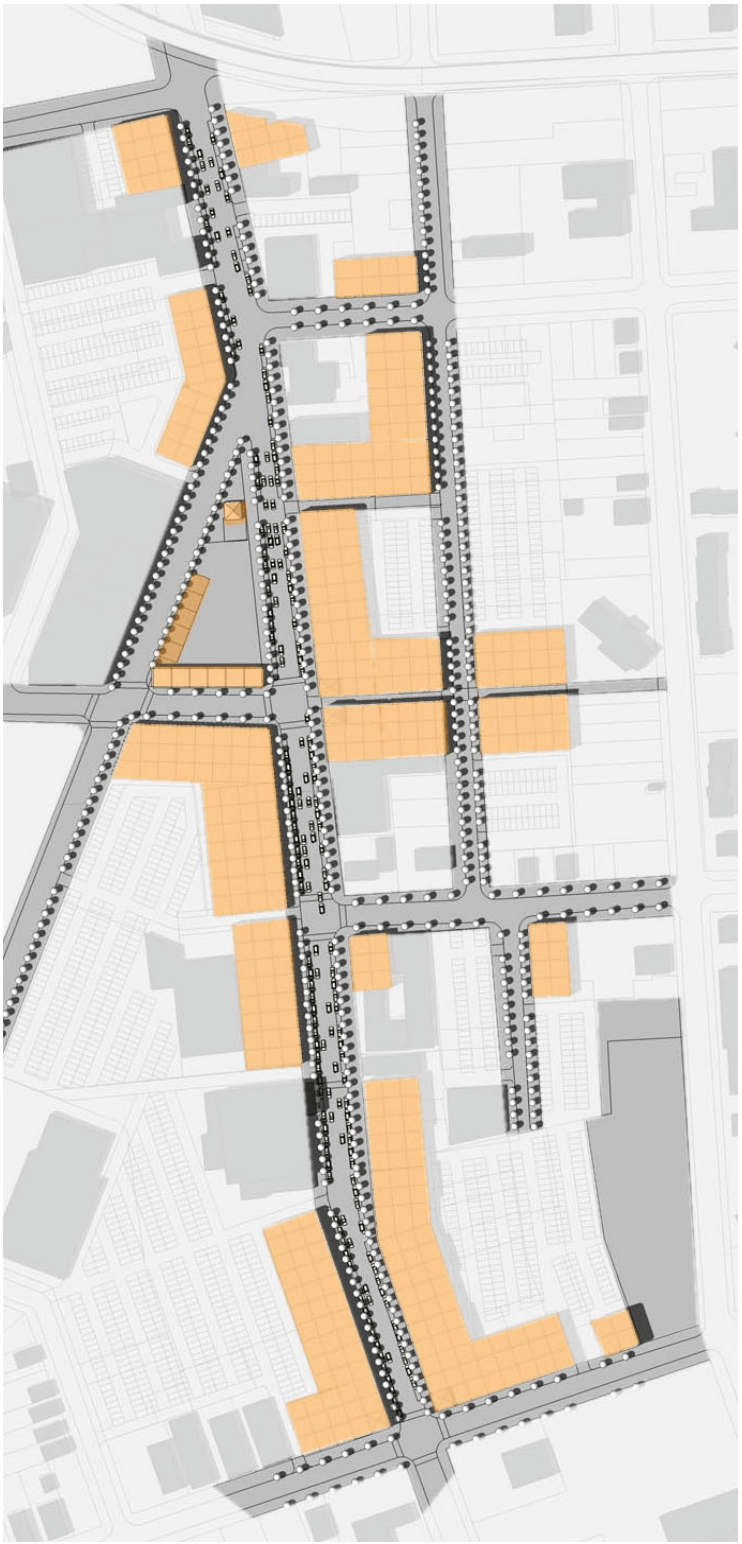
A multi-use central “plaza” is provided at the center of this commercial district. Daily markets and flee markets can set up temporary sales booths on this brick plaza. Music & Jazz Festivals can set up at the central pavilion. The food court cafe’s along Tallman Street can open the back of their restaurants to the plaza for summer dining and listening.

Streets and sidewalks are sized to carry the primary and secondary traffic needed through the area.

Emphasis should be given to the sidewalks as many residents will be walking to this area, rather than driving.
Some pedestrian-only walks provide access between adjacent streets.

## Section Nine:
Estimate Projections

## Section Nine :
Estimate Projections



### Proposed Design Plan - the Vision
### Estimate Projection Charts

Existing buildings ( shown to the left in gray) and proposed development buildings (shown in tan) of this Design Plan, vary in height from 1-4 stories.

Each “component” represents a part of the overall development, and is listed in the chart on the following pages. The individual components have been assigned an approximate square foot area, and building height.

The first floor space (blue in the chart on the next page) has been totaled as commercial space use. Upper floor areas (tan in the chart) have been totaled as residential use and/or commercial / office space uses. These development components would represent individual development projects, but are represented here as a possible model for the overall development and build-out of the Design Plan.

An estimate of probable costs are totaled for each development component and shown in the estimate projections of the charts on the following pages. The entire component areas are further totaled as an estimate of the entire Design Plan, if built as shown here.

## Section Nine :
Estimate Projections

Estimate of Probable Costs for Proposed Design Plan - Vision Area Buildings

**Summary of Proposed Development Areas by Phase Options**

| Component / Bldg. | Phase | 1st floor g: | # fls. | 2nd fl.gsf | 3rd fl.gsf | 4th fl.gsf | Bldg.gsf | |
|---|---|---|---|---|---|---|---|---|
| A | 3 | 10,300 | 3 | 10,300 | 10,300 | | 30,900 | A |
| B | 3 | 8,480 | 3 | 8,480 | 8,480 | | 25,440 | B |
| C | 2 | 18,000 | 3 | 18,000 | 18,000 | | 54,000 | C |
| D | 4 | 8,000 | 3 | 8,000 | 8,000 | | 24,000 | D |
| E | 4 | 16,200 | 3 | 16,200 | 16,200 | | 48,600 | E |
| F | 2 | 18,900 | 3 | 18,900 | 18,900 | | 56,700 | F |
| G | 1 | 27,000 | 3 | 27,000 | 27,000 | 900 | 81,000 | G |
| H | 2 | 9,000 | 3 | 9,000 | 9,000 | | 27,000 | H |
| I | 4 | 13,500 | 3 | 13,500 | 13,500 | | 40,500 | I |
| J | 4 | 13,500 | 3 | 13,500 | 13,500 | | 40,500 | J |
| K | 2 | 9,000 | 3 | 9,000 | 9,000 | | 27,000 | K |
| L | 1 | 8,100 | 3 | 8,100 | 8,100 | 900 | 25,200 | L |
| M | 1 | 8,100 | 2 | 8,100 | | | 16,200 | M |
| N | 1 | 22,950 | 1 | | | | 22,950 | N |
| O | 1 | 25,200 | 1 | | | | 25,200 | O |
| P | 2 | 21,600 | 1 | | | | 21,600 | P |
| Q | 4 | 5,400 | 3 | 5,400 | 5,400 | . | 16,200 | Q |
| R | 4 | 7,200 | 3 | 7,200 | 7,200 | | 21,600 | R |
| S | 3 | 44,550 | 3.5 | 44,550 | 44,550 | 22,275 | 155,925 | S |
| T | 4 | 25,650 | 3 | 25,650 | 25,650 | . | 76,950 | T |
| U | 3 | 13,500 | 3 | 13,500 | 13,500 | 900 | 41,400 | U |
| V | 3 | 21,600 | 3 | 21,600 | 21,600 | 900 | 65,700 | V |
| W | 4 | 10,800 | 3 | 10,800 | 10,800 | 3600 | 35,964 | W |
| X | | | | | | | | |
| Y | | | | | | | | |
| Z | | | | | | | | |
| | | 1st floor | | 2nd floor | 3rd floor | 4th floor | total | |
| Area totals by floor in gsf | | 366,530 | | 296,780 | 288,680 | 29,475 | 981,465 | gsf |

**Preliminary Total Program Areas and Esitmate of Probable Costs**

| | | | | | |
|---|---|---|---|---|---|
| | | 2nd fl.gsf | 3rd fl.gsf | 4th fl.gsf | |
| | Total gsf | res./office | res./office | res./office | |
| | 980,529 | 296,780 | 288,680 | 29,475 | |
| Commercial | | Total res/office | | | |
| 366,530 | gsf | 614,935 | gsf | 981,465 | gsf |
| | | 1,200 | sf/apt | $110 | /sf for shell constr. |
| 52,693 | ME program | 512 | apartment | $107,961,150 | construction |
| 14.4% | of total comm. gsf | 3 | /apart. | $16,194,173 | 15% ohp |
| 83.2% | remaining | 1,537 | residents | $21,592,230 | 20% soft costs |
| | | | | $21,592,230 | 20% infrastructure costs |
| | | | | $20 | /sf Tenant fit-up cost |
| | | | | $7,330,600 | Tenant fit-up of commercial space |
| | | | | $25 | /sf office space fit-up for 50% of upper floor space |
| | | | | $7,686,688 | Office space fit-up |
| | | | | $50 | /sf residential space fit-up for 50% of upper floor spac |
| | | | | $15,373,375 | Residential space fit-up |
| | | | | $145,747,553 | Est. |
| | | | | $18,947,182 | 13% rehab. allowance |
| | | | | $30,390,663 | Total interior space fit-up est. allowance |
| | | | | $195,085,397 | est. Project Cost |

## Section Nine :
Estimate Projections

### Estimate of Probable Costs for Rehabilitation of Existing Buildings

For the purpose of this study, each of the existing buildings in the Design Plan Vision area has been given a preliminary estimate for rehabilitation costs. The area approximation of each building has been estimated and listed in the chart below. These areas are not an accurate record of each building area. Real estate records need to be reviewed for this purpose. Next a probable “square foot cost” for “modest “ rehabilitation has been given for each building listed below. These individual estimates are then totaled to provide a “Rehabilitation Allowance Estimate” for this area.

This is a sample, preliminary estimate generated to suggest possible rehabilitation loans & funding needs. There are no current rehabilitation funds available through this study

Preliminary Rehabilitation Estimate for (14) Existing Buildings in study area

(Note: building areas are not exact and are an estimated approximation only)

| Existing Buildings | Footprint area in gsf | number of floors | | Est. Rhb. $/ gsf | Est. Rhb $ | Current Use & General Construction Type |
|---|---|---|---|---|---|---|
| 1 | 18,000 | 3 | 54,000 | $90 | $4,860,000 | Former Superior Electric Co. |
| 2 | 3,250 | 2 | 6,500 | $50 | $325,000 | 929 S. Salina St. "Brothers" |
| 3 | 6780 | 3 | 20,340 | $50 | $1,017,000 | Ordinary 2,3 & 4 story brick w/ wood floor joists,c.1890's |
| 4 | 4,900 | 3 | 14,700 | $50 | $735,000 | Ordinary 3 story brick w/ wood floor joists,c.1890's |
| 5 | 3,360 | 1 | 3,360 | $30 | $100,800 | Church |
| 6 | 5,190 | 1.5 | 7,785 | $30 | $233,550 | |
| 7 | 4,180 | 1 | 4,180 | $30 | $125,400 | |
| 8 | 13,730 | 1 | 13,730 | $30 | $411,900 | Church, former grocery store, steel frame & roof structure w/ masonry & glass ext. |
| 9 | 6,930 | 2 | 13,860 | $50 | $693,000 | Steel frame w/ concrete floors, brick & glass façade, 1930's+/- |
| 10 | 9,200 | 2 | 18,400 | $30 | $552,000 | |
| 11 | 28,740 | 3 | 86,220 | $100 | $8,622,000 | Former Sears Department Store, concrete & steel, brick façade, 1940's+/- |
| 12 | 2,900 | 2 | 5,800 | $50 | $290,000 | Steel and concrete w/ masonry façade, 1930's? "modern" |
| 13 | 7,930 | 1 | 7,930 | $30 | $237,900 | |
| 14 | 7,880 | 1 | 7,880 | $30 | $236,400 | Dollar Store, steel frame, concrete block walls w/ steel roof joists |

| | | | | | |
|---|---|---|---|---|---|
| 122,970 | footprint gsf | 264,685 | existing gsf est. | $18,439,950 | Rehabilitation Allowance Estimate |

This is a sample, preliminary estimate generated to suggest possible rehabilitation loans & funding needs. There are no current rehabilitation funds available through this study

## Appendix A:
## Main Street Guidelines and Drugstore Guidelines from National Trust for Historic Preservation

These guidelines are being included in the Gateway Neighborhood Design Plan because they illustrate several of the concepts that need to be followed for implementation of the Design Plan goals. Any work for Gateway Design Guidelines should incorporate these with minimal modification to the graphics as presented by the National Trust for Historic Preservation.

# Keeping Up Appearances

What makes a Main Street business successful? There is no single formula. Product, price, display, service, location and market all play a part. So does the outward appearance of the business.

Many store owners regard appearance as secondary to the more immediate concerns of price, product and service. Too often, the building itself is neglected or mishandled.

Yet experience shows, time and again, that appearance is important to a healthy commercial district. With merchants working together to create an attractive image, the downtown as a whole can benefit.

Through the National Main Street Center, the National Trust for Historic Preservation has demonstrated the value of keeping up appearances. Without gimmicks or themes, it has shown how to build on resources and strengths that already exist in traditional commercial centers across the country. The time-tested methods for keeping up appearances are presented in this publication.

## Recognizing the Problem

Most downtowns had their beginnings more than 150 years ago as the hearts of their communities. They grew in times very different than today, when merchants directed their attention to the walking trade and the fastest moving vehicle was the horse-drawn carriage.

The 20th century brought changes to Main Street. With the automobile grew competition from commercial strips and shopping centers. Downtown retailers turned their attention to passing cars, erecting shiny storefronts and eye-catching signs. Main Street stores tried to imitate their competitors.

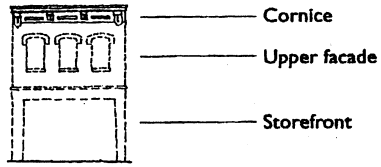
In many ways, the result has been a sorry one. In too many communities, downtown now appears as a curious cross between neglected old buildings and a commercial strip. It presents a confused image to the shopping public, satisfying neither the pedestrian nor the driving customer.

The key to improving appearances lies in recognizing a simple fact: The traditional business district is neither a shopping mall nor a commercial strip and should not pretend to be either.

With its buildings, history, setting and place within the community, downtown is unique and special. It makes sense to acknowledge these resources and take full advantage of them, to develop the qualities that are already present downtown—qualities a mall or strip will never have.

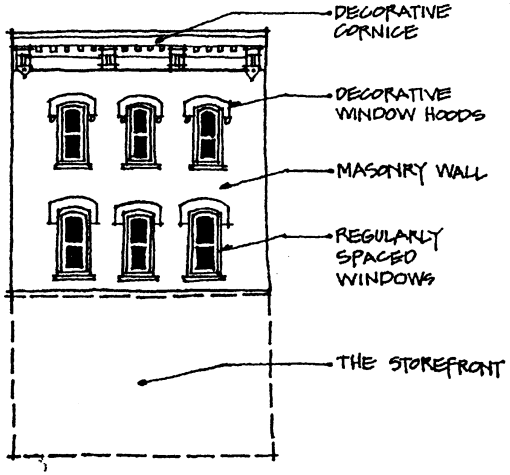
# The Traditional Facade

We have looked at the facade as the building block of Main Street. Now let us consider the individual building facade itself. Aside from consistency, what were the typical characteristics of the traditional facade? Essentially, it had three parts.



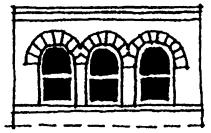

1. **Building cornice.** The traditional building cornice, made of brick, wood, metal or other materials, served to visually cap the building, completing its appearance.

2. **Upper facade.** The upper facade, constructed of brick, stone, wood, stucco or pressed metal, almost always contained regularly spaced window openings surrounded by decorative details.




## Typical Building Cornices and Upper Facades

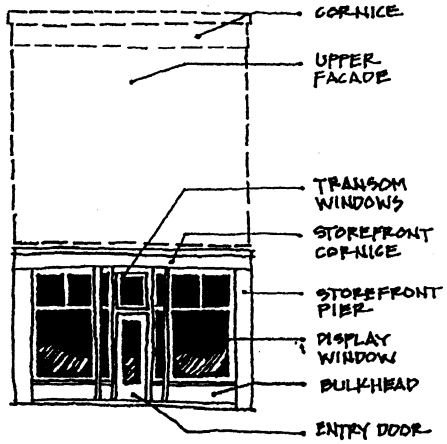
Typical building cornices and upper facades in the mid to late 1800s were characterized by boldly decorated cornice and window hoods and narrow window openings.



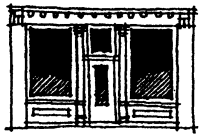
In the late 1800s to early 1900s, these areas of the facade were mostly highlighted by corbeled brick cornices and large, arched window openings.

By the early to mid 1900s, typical upper facades were marked by corbeled brick cornices and large window openings with multiple window units.

3. **Storefront.** The traditional chracteristics of the storefront contrast markedly with the more substantial upper facade and building cornice. The storefront was rather delicate in appearance and was composed primarily of large display windows surrounded by enframing piers and a storefront cornice.




## Typical Storefronts



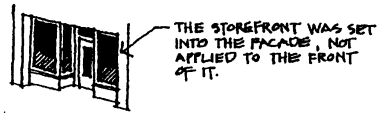
In the mid 1880s to early 1900s typical storefronts were characterized by boldly decorated cornices, cast-iron columns and large display windows.

From the early to mid 1900s typical storefronts had simplified cornices, transom windows over display windows and metal window frames.

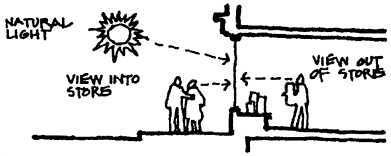
### Another Note of Emphasis

Sensitive storefront change is essential to improving the appearance of Main Street. The following qualities should be remembered as important to the traditional storefront:

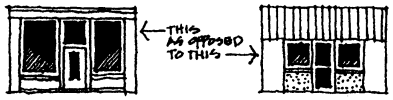
- The storefront was usually slightly recessed behind the enframing storefront cornice and piers.




- The storefront was almost all glass.




- The storefront emphasized the display windows.



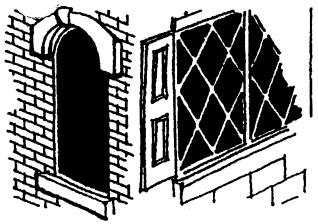
# New Infill Construction

The construction of new buildings on vacant lots downtown should be encouraged. Because this type of building fills a "hole" in the built environment, it is called *infill construction.*

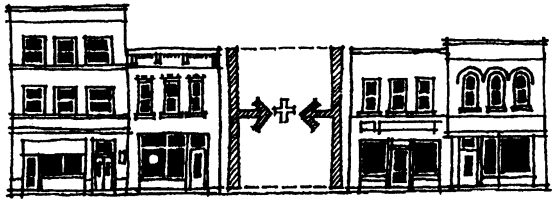
The design of a new infill building, particularly its front facade is a special challenge. It should be designed to look appropriate and compatible with surrounding buildings. Otherwise, the new building will look awkward and out of place.

What is good infill design? There is no pat answer; a good design will vary according to its setting. Professionals generally agree that because an infill building is new, it should look new. However, its appearance must be sensitive to the character of its neighbors.

The infill facade should not pretend to be historic by too closely mimicking older facades. Often, pseudo-Colonial or Victorian details are added to a new building in an attempt to make it blend in with older surroundings. This approach seldom succeeds; instead, it detracts from an area's character by compromising what is authentic and historic.



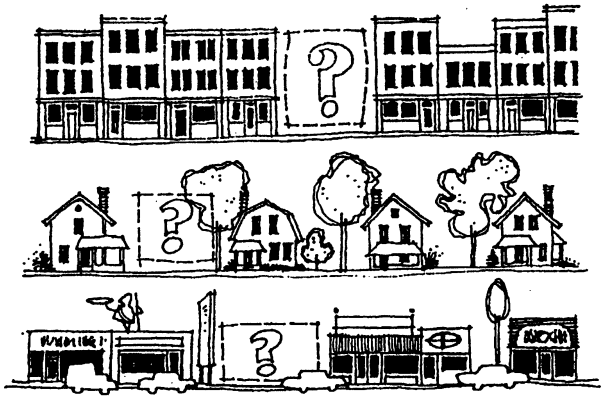
The central idea behind good infill construction is a simple one. To a large degree, the design of an infill facade should be an outgrowth of those around it. If the design of the new facade is based on those of its neighbors, it is sure to be compatible.



This approach strikes a proper balance between the existing architecture and good contemporary design. The modern designer is allowed the freedom of individual talent—within limits.

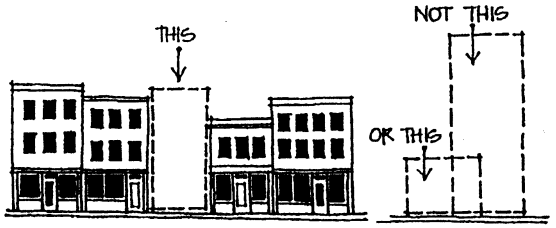
Since a good infill design responds to its surroundings, it is not possible to develop specific guidelines that will apply to all cases. Every si[illegible]as its own design problems and opportunities.

There are, however, several general concepts that should govern the visual relationship between an infill building and its neighbors.



### 1. Height

Buildings in traditional commercial districts share a similar height. Infill construction should respect this. A new facade that is too high or low can interrupt this consistent quality.

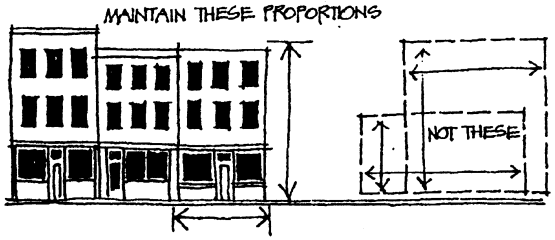



### 2. Width

The infill building should reflect the characteristic rhythm of the facades along the street. If the site is large, the mass of the facade can be divided into a number of small bays.

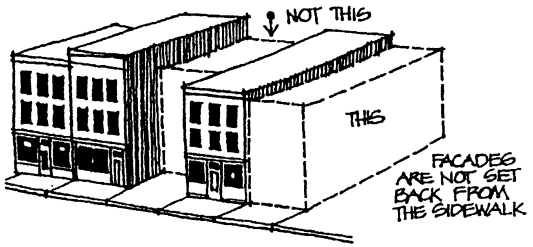
### 3. Proportion

The characteristic proportion (the relationship between height and width) of existing facades should be respected.



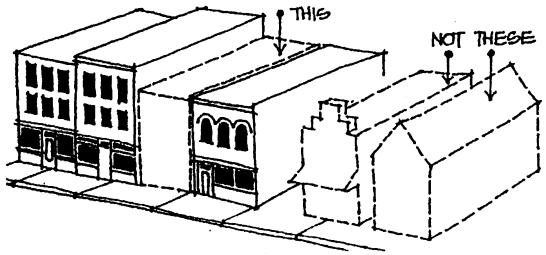

### 4. Relationship to Street

The new facade's relationship to the street (called the "setback") should be consistent with that of its neighboring buildings.




### 5. Roof and Cornice Forms

The form of the roof and building cornice should be similar to those on adjacent structures. On Main Street, this usually means a flat roof hidden behind a cornice.

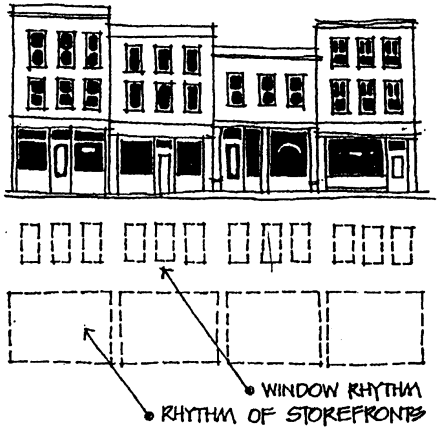



### 6. Composition

The composition of the infill facade (that is, the organization of its parts) should be similar to that of surrounding facades.

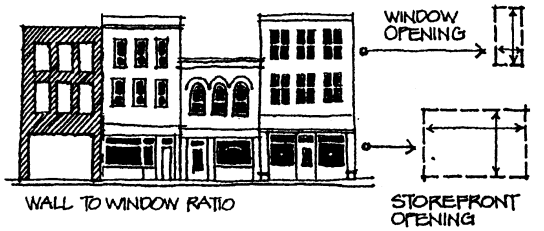

### 7. Rhythm

Rhythms that carry throughout the block (such as window spacing) should be incorporated into the new facade.



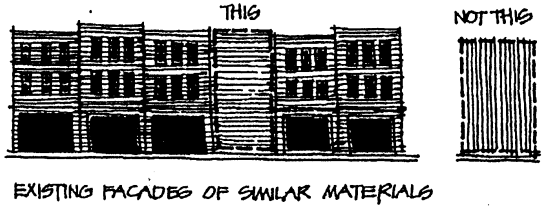

### 8. Proportions of Openings

The size and proportion of window and door openings should be similar to those on surrounding facades. The same applies to the ratio of window area to solid wall for the facade as a whole.



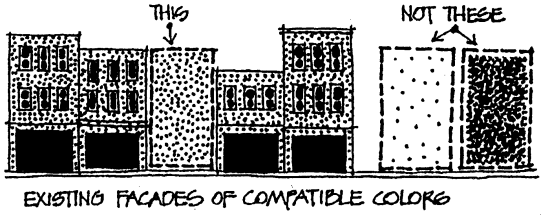

### 9. Materials

An infill facade should be composed of materials that complement adjacent facades. The new building should not stand out against others.




### 10. Color

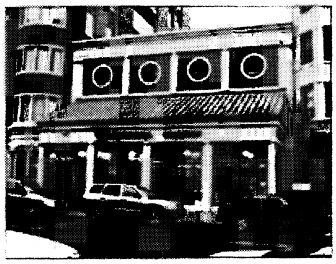
The colors chosen for an infill facade should tie it to its neighbors.



NATIONAL TRUST
for HISTORIC PRESERVATION

*The National Trust develops approaches and resources to help communities respond to chain drugstores. This tipsheet identifies design issues to create a drugstore that is most compatible with a community's character.*

Walgreens, Boston, MA



Jessica Zullinger

Rite Aid, Camden, ME

Jeffrey Harris

**National Trust Regional Office Contact Information:**

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**Western Office: (415) 956-0837**
*AK, AZ, CA, HI, ID, NV, OR, WA*

# COMPATIBLE NEW DRUGSTORE CONSTRUCTION

The successful revitalization of older Main Streets utilizes the historic character of the downtown or commercial district to its comparative advantage. Preserving what is special and unique about a downtown sets it apart from the multitude of look-alike new developments. Additionally important is the preservation of the pedestrian quality of a street. In a walkable Main Street shoppers visit a number of stores. This synergy is destroyed as car-oriented drive-throughs and massive parking lots make walking infeasible.

The good design of new buildings starts with placing them on the site so that the pedestrian nature of the downtown is maintained. In an historic area one then looks at the context, history, and building rhythm of the streetscape. By respecting the streetscape it is possible to construct new buildings that add to rather than diminish the downtown's character. Ultimately, the goal is to create a building that appears to be part of the larger streetscape -- a new building that exhibits unifying elements of the surrounding buildings. Good design for new drugstores can make a new store appear to be an integral part of the community it serves, rather than a suburban or highway prototype plopped in the middle of an historic area.

By respecting such things as height, scale, and building materials, it is possible to construct new buildings in a way that meets the needs of modern companies while at the same time respecting the historic character of a community. This does not mean new drugstores must be constructed to look old, but rather they should be constructed to be compatible with surrounding buildings. Infill architecture should not be designed to copy historic buildings, but it should remain consistent in size, scale, and character to adjacent buildings. By keeping the predominant design features of the downtown in mind, a new building can be a welcome addition and an overall enhancement to the streetscape as well as to the community.

Some cities such as Chicago have secured design agreements with major national drugstore chains regarding new construction in the city's older neighborhoods. While a formal agreement may not be feasible in every community, there are basic design principles that should be followed to promote good new drugstore construction. These principles can help your community welcome the services of a new drugstore, while retaining the character of the community that makes it so special.

## DESIGN CONSIDERATIONS

### SIZE, SHAPE, AND SCALE

- **Site Plan.** The primary façade of the newly constructed building should front at least one principal street whenever possible. Additionally, drive-throughs should not be placed on main streets, but rather someplace less obtrusive.
- **Lot Size.** The predominant lot size of surrounding buildings should be respected; building anything significantly larger is inappropriate.
- **Setback.** The setback of a new building, meaning how far back from the street it is constructed, should be consistent with adjacent buildings. Commercial buildings are traditionally built to the sidewalk.

- **Height.** Height should be similar to that of adjacent buildings. New construction should respect the floor to floor heights of surrounding buildings as well as the height-to-width ratio seen on the block, thereby creating a uniform streetscape without visually jarring gaps.
- **Roofline.** Rooflines should follow the predominant styles of area buildings. Similarly, the surrounding cornice line should be reflected in a compatible manner.

## MATERIALS

- Materials should be compatible in color and texture to those used in the surrounding area.
- It is best to use the same materials used on adjacent buildings whenever possible.
- Avoid using materials that were unavailable when surrounding buildings were originally constructed. For example, it is inappropriate to use synthetic stucco when all surrounding buildings are composed of brick or wood.

## WINDOWS AND DOORS

- New drugstores on Main Street should have storefront windows. Often times drugstore companies are resistant to windows because they utilize prime display space. At the very least, shadow-box windows should be considered when a corporate design does not call for actual windows.
- Windows and doors should be similar in height, size, and orientation to those in adjacent buildings.
- Any pattern created by window and door placement should likewise be respected.

## PARKING

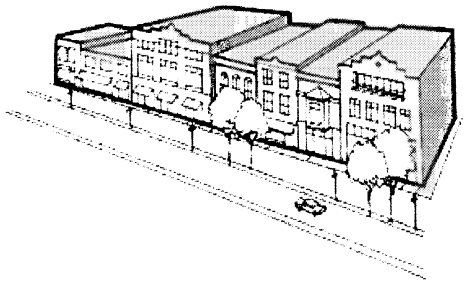
- Locating a sizable parking lot in front of a building is inappropriate.
- Encourage on-street parking when feasible.
- Whenever possible, parking lots should be located to the rear or side of the new drugstore, in a location that is unobtrusive to the main streetscape.

## LANDSCAPING

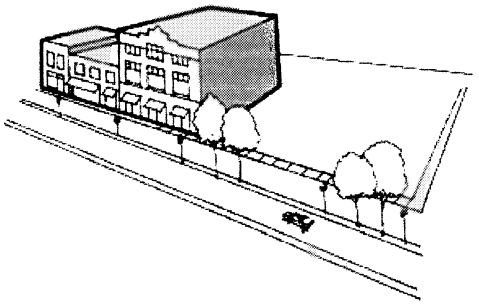
- Landscaping can be used to create a buffer between the parking lot and drugstore.
- Landscaping may also be used to soften the design of a new building by including benches and fences, built of materials compatible to the building, as well as vegetation.

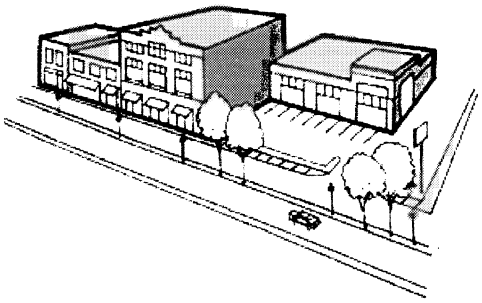
## SIGNAGE

- Signage should compliment the scale, design and materials of the new drugstore.
- Communities may consider placing a height cap on signage under their local zoning requirements, or establish rules regarding maximum size dimensions and placement of signs.

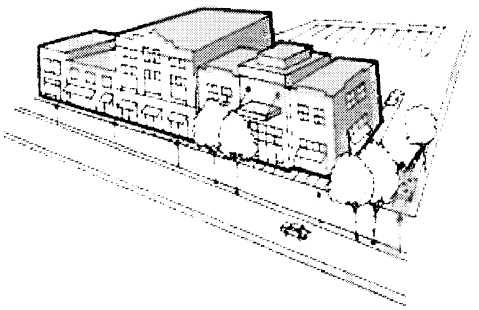


*Historic downtown streetscape (ABOVE), and same streetscape, following loss of half the block (BELOW).*





*Conventional new drugstore approach to design and site planning (ABOVE), and new drugstore design that maintains "street wall," scale, with massing and parking in rear (BELOW).*



4.10.02

*Drawings: Adrian Scott Fine*

URBAN DESIGN CENTER, INC.
c/o Architecte Resource Center, Suite 105,
109 Warren Street, Syracuse, New York 13202

SATURDAY, 24 March 2001

# CHARRETTE* - FRANKLIN STREET

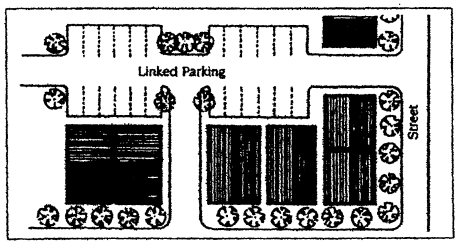
## ALLEYS

***Guideline***

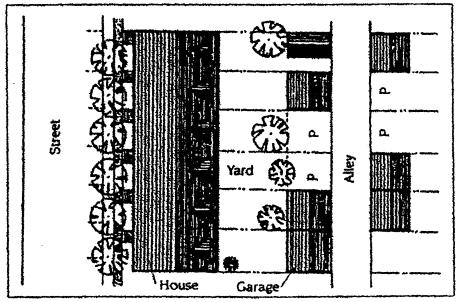
Alleys should be used for access to parking lots behind buildings with a mix of uses and for access to garages behind narrow lots and attached residences.

***Discussion***

Alleys facilitate access to garages behind houses and allow narrow lots and attached houses to have garage access. They also allow more on-street parking by eliminating driveway curb cuts.




*Parking lots linked by alley behind buildings*




*Alley with garages behind townhouses*

## PARKING LOTS/DRIVE-THROUGHS

***Guideline***

Small parking lots within a hamlet should be located to the rear of buildings or, if that is not possible, to the side with the lot screened from the street. Parking lots should contain no more than necessary to satisfy 85% of the anticipated peak demand. Wherever possible rear lots should be linked by alleys. Parking lots should have permeable surfaces wherever possible. Curb cuts and interruptions of the pedestrian space should be kept to a minimum.

***Discussion***

Wide curb-cuts and large parking lots destroy the scale and pedestrian continuity of the hamlets. Permeable surfaces for lots reduce runoff and environmental damage.

***Guideline***

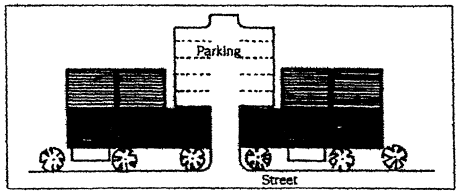
Connect parking lots with alleys wherever possible.

Gas stations and drive-throughs should conform to parking lot and curb cut requirements.

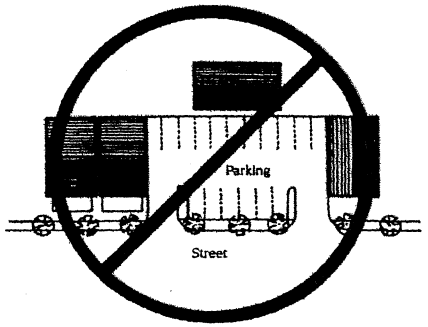
***Discussion***

Connected lots are convenient and reduce congestion on mixed use streets.

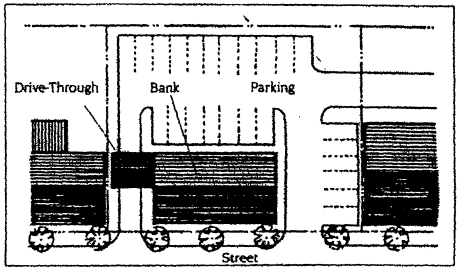
Drive-throughs and gas stations can be convenient for cars without ruining the pedestrian space.




*Small lot between buildings screened from street*




*Parking lots in front should be prohibited*




*Example of drive-through bank layout with rear and side-lot parking*

October 1994

Adapted from guidelines prepared by
**Anne Tate**, Architect
**Joel S. Russell**, Woodlea Associates
**Jennifer Shakespeare**, Architect

Published By:
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**Prepared by: The Dutchess County Department of Planning and Development**

The Urban Design Center, Inc. is a non-profit 501(c)3 organization created with participation from the American Institute of Architects/Central NY Chapter; the Syracuse University School of Architecture, the SUNY-ESF School of Landscape Architecture, the American Society of Landscape Architects/Upstate Chapter and the Downtown Committee of Syracuse, Inc.

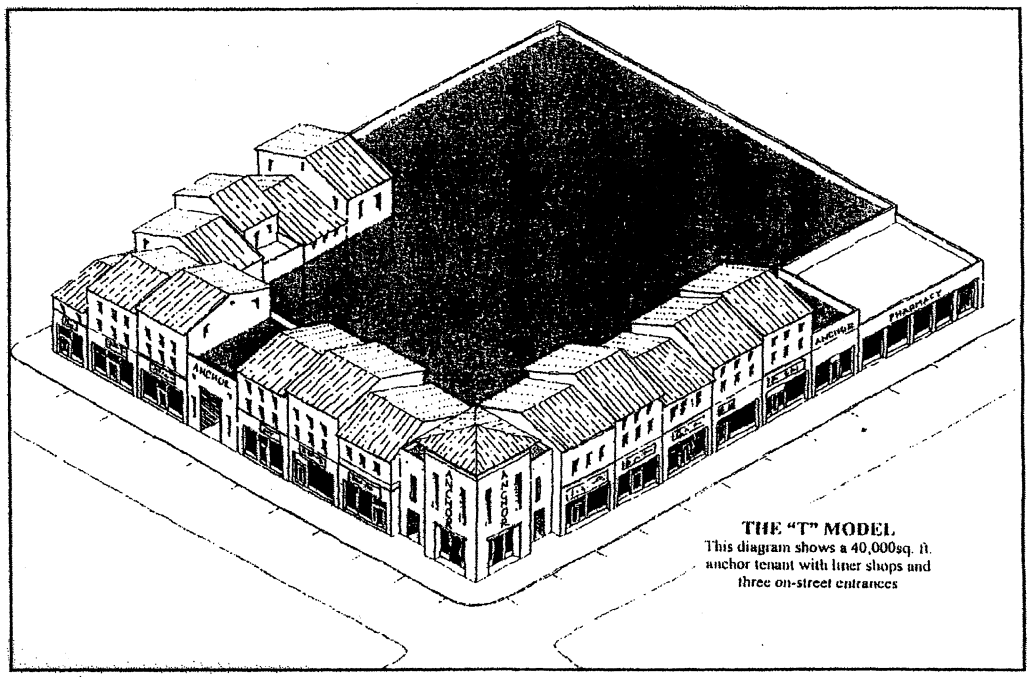
URBAN DESIGN CENTER, INC.
c/o Architects Resource Center, Suite 105,
109 Warren Street, Syracuse, New York 13202

SATURDAY, 24 March 2001

**The key to improving appearances lies in recognizing a simple fact: The traditional business district is neither a shopping mall nor a commercial strip and should not pretend to be either.**

# CHARRETTE* - FRANKLIN STREET CORRIDOR STUDY

**How can a big box store fit on a traditional main street? This drawing shows one way to do it. For more details, see page 4.**




**THE "T" MODEL**
This diagram shows a 40,000sq. ft. anchor tenant with liner shops and three on-street entrances

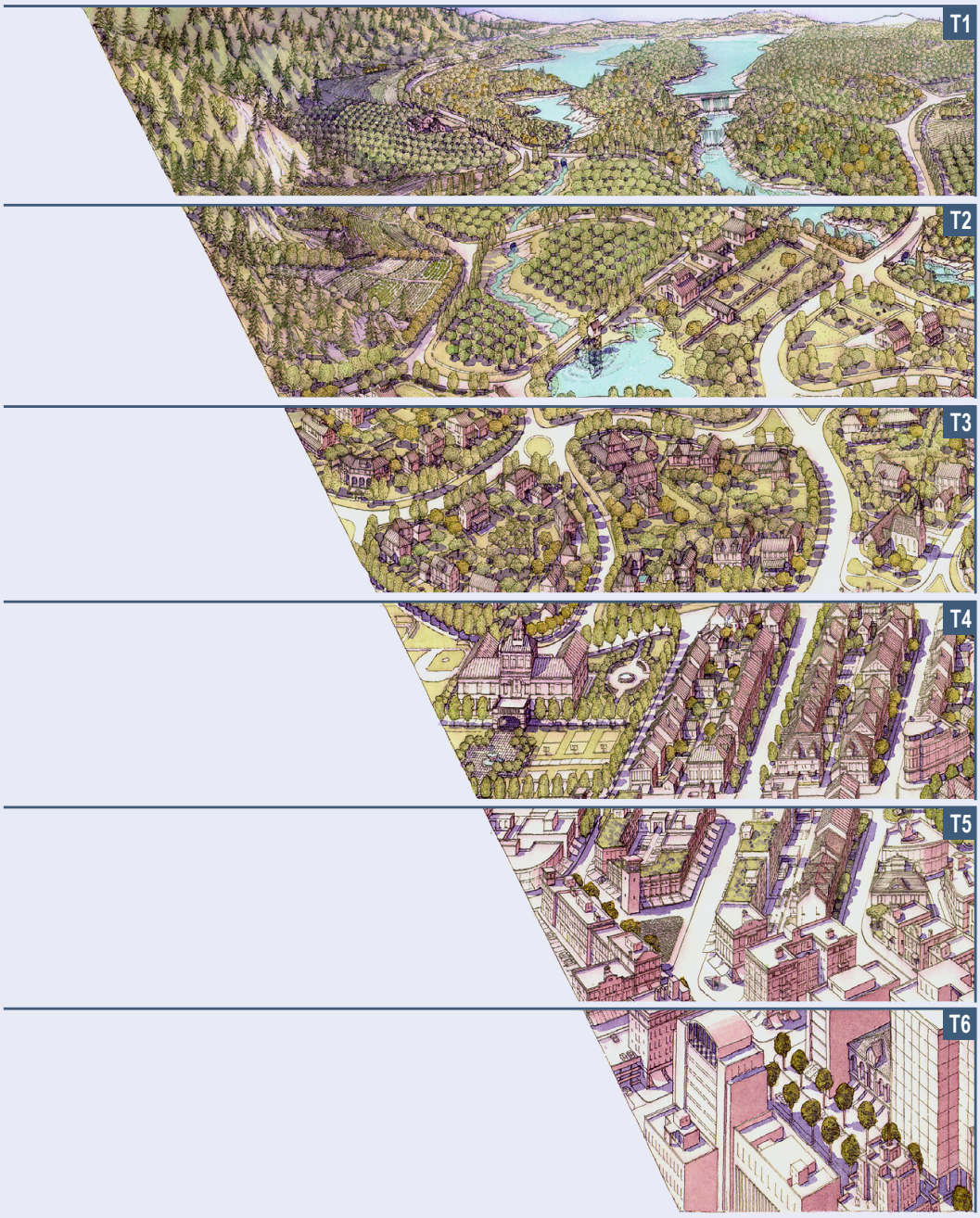
DRAWING BY GIBBS PLANNING GROUP

The Urban Design Center, Inc. is a non-profit 501(c)3 organization created with participation from the American Institute of Architects/Central NY Chapter; the Syracuse University School of Architecture, the SUNY-ESF School of Landscape Architecture, the American Society of Landscape Architects/Upstate Chapter and the Downtown Committee of Syracuse, Inc.

## Appendix B:
## Smart Code V8.0 - excerpts from the Architectural Firm of Duany Plater-Zyberk

The following excerpts from the Smart Code developed by Andreas Duany is included here as an example of one of the next steps to be done for the SE Gateway / Kings Park Neighborhood as described in Section 7 - Implementation.

# SmartCode & Manual




*Includes the complete SmartCode v8.0*

## CONDITIONS OF USE

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- This Manual is available online at PlaceMakers.com
- The complete SmartCode in electronic, editable format is available from PlaceMakers.com
- Information on implementation seminars and consultants is available from PlaceMakers.com

### 1.1 AUTHORITY

*This section establishes the authority for the SmartCode, as well as its relationship with any Master or Comprehensive Plan and the relevant state zoning and subdivision enabling statutes. The Code must be synchronized with the existing governance by adjusting the paragraphs or terms in blue print.*

*It is important to recite the basis of the state statutory authority, and analyze the enabling statutes and case law regarding zoning and subdivision matters. In the absence of state zoning and subdivision enabling statutes, local governments do not have authority to regulate those matters. It may be necessary to write local legislation enabling this SmartCode. In addition, in some jurisdictions, the zoning ordinance must be enacted pursuant to, and in accordance with, the applicable Comprehensive Plan of the jurisdiction. If a Comprehensive Plan is in existence, it may need to be adjusted in reference to the provisions of this Code.*

*The SmartCode is actually multiple Codes. It requires more than just authority for a zoning Code. It is a "unified Code," a combination of subdivision and zoning Code, for which specific authority may be necessary. For example, TDRs must be specifically authorized in many states. In some states, compliance with comprehensive plans can be mandatory, but not in others. The constraints of enabling language need to be clearly understood. Localities in Dillon's Rule states have only the authority granted by the state. In other states, the locality can do anything not prohibited by law. In some states, public referendum can trump the process, while in others only court challenge can change the outcome. At the same time, it is important not to be overly conservative in melding authorities, because there have rarely been risk-free Codes; an overly conservative attorney for a jurisdiction can completely gut the effectiveness of the SmartCode in trying to completely eliminate risk.*

### 1.2 INTENT

*This section establishes the intent of the SmartCode. The policies listed in this section are derived from the Charter of the New Urbanism, with modifications. They should be replaced with the provisions of a local vision plan if one exists. It may also be possible to use this section with only minor modifications, as the provisions of recent vision plans have usually coincided with these policies.*

*This section may also provide an agenda for topics to be discussed in the public process of implementing the SmartCode. Once these intentions have been determined, the particulars of the Code will flow from them, and they may not need to be discussed in detail. A clearly written Intent section is important, as it may be used to resolve controversial issues that may not be fully spelled out in other sections of the Code.*

*Not all "intents" are appropriate for all jurisdictions. Intent is also used by courts in interpreting ordinances. This section may be adopted as policy when a jurisdiction is beginning the process of considering a SmartCode along with removing impediments to it. Some of these intents, such as holding Infill and redevelopment in parity with new communities, integrating with the existing urban pattern, distributing affordable housing, and preserving transportation corridors, among others, need stakeholder buy-in and a clear political commitment.*

*This section also serves as a reference for amendments, Variances and other decisions. It is useful in determining whether a deviation from the Code requires a Warrant or a Variance (see Section 1.5 ).*

### 5.5 SPECIFIC TO URBAN CENTER ZONES (T5)

5.5.1f *Note that Setbacks (Table 14G) are provided as ranges. They thus act as build-to lines, but with a degree of flexibility. In general, they decrease in dimension as the Transect Zones become more urban. A zero lot line streetwall is often desirable in the most urban conditions, because it strongly defines the street space. However, this Code specifies a 6' minimum front Setback in T4 so that private frontage can accommodate stoops, porches, private planters and gardens, sidewalk signs, outdoor seating, cafe tables, and other encroachments. (See 5.5.1h) We also recommend (but do not require) at least a 4' setback in T5 and T6 for the same reason. The effect of a build-to streetwall can still exist if the setback is disguised as part of the sidewalk (though it does effectively widen the total street space). This allows encroachments otherwise requiring a Warrant or Variance.*

*Alternatively, include text allowing encroachments for the aforementioned accessories on sidewalks, provided a minimum 5 ft clear path is maintained for pedestrians. This is generally preferable to the Setback as it does not increase overall Frontage width, and it addresses the desirable cafe tables and everything else in one line. Also, the common sidewalk is installed, maintained, and cleaned by the same hand.*

*The side Setbacks in T4, T5, and T6 are zero minimum to allow rowhouses and townhouses.*

5.5.2b *Deep awnings, covering a large proportion of sidewalk, are generally recommended.*

5.5.2d *Building height should always be expressed in stories, not feet. If the height limit is in feet a developer may try to squeeze in extra stories by making the ceilings lower. This maneuver would affect both Density and design. Floor Area Ratio (FAR) is not used in this Code for a similar reason.*

5.5.3 *The localized Density is determined as follows:*

1. *The required parking for each category of Function appears on Table 11. These requirements also apply to the subcategories of Table 10. For those Functions that are not covered, the parking is calculated by Warrant.*
2. *Table 12 (Required Parking) summarizes the parking requirements of Table 11 which determines the amount of parking required for each site or, conversely, the amount of buildings allowed on each site given the parking available.*
3. *In the event of mixed use (defined as two dissimilar Functions occurring within any two adjacent blocks) the actual parking required is calculated by adding the total number of spaces required by each separate Function and dividing the total by appropriate factor from Table 12 (Sharing Factor).*

*An example of this calculation: The Residential Function requires 10 spaces while the office portion requires 12 spaces.*

*(continued)*

## 5.5 SPECIFIC TO URBAN CENTER TRANSECT ZONES (T5)

### 5.5.1 Building Disposition (T5)

a. Newly platted lots shall be dimensioned according to Section 5.5.11
b. Buildings shall be disposed in relation to the boundaries of their lots according to Section 5.5.11
c. One principal building at the Frontage, and one outbuilding to the rear of the prinicipal building, may be built on each lot as shown in Table 16C.
d. Lot coverage by building shall not exceed that shown in Section 5.5.11.
e. Facades shall be built parallel to the Principal Frontage Line along a minimum of 70% of its length on the Setback shown in Section 5.5.11. In the absence of a building along the remainder of the Frontage Line, a Streetscreen shall be built co-planar with the Facade.
f. Setbacks for Principal Buildings shall be as shown in Table 14G. In the case of an Infill lot, Setbacks shall match one or the other of the existing adjacent Setbacks. Setbacks may otherwise be adjusted by Warrant.
g. Rear Setbacks for Outbuildings shall be a minimum of 12 feet measured from the centerline of the Alley or Rear Lane easement. In the absence of Rear Alley or Lane, the rear Setback shall be as shown in Section 5.5.11.
h. Building Types shall be as shown in Table 9.
i. [RESERVED]
j. Buildings shall have their principal pedestrian entrances on a Frontage Line.

### 5.5.2 Building Configuration (T5)

a. Private Frontage types shall conform to and be allocated in accordance with Table 7 and Section 5.5.11.
b. Awnings may encroach the public sidewalk without limit. Stoops may encroach 100% of the depth of a Setback. Open porches and awnings may encroach up to 50% of the depth of the Setback. Balconies and bay windows may encroach up to 25% of the depth of the Setback.
c. Loading docks and service areas shall be permitted on Frontages only by Warrant.
d. Building Heights shall conform to Table 8 and be as shown in Section 5.5.11.
e. A first level Residential or Lodging Function shall be raised a minimum of 2 feet from average sidewalk grade.
f. All specified Building Heights may be increased by the base elevations required by applicable FEMA standards.

### 5.5.3 Building Function & Density (T5)

a. Buildings in each Transect Zone shall conform to the Functions described in Tables 10 or 11 and Section 5.5.11. Functions that do not conform to the requirements of Tables 10 or 11 shall require approval by Warrant.
b. The Actual Parking available to meet the Required Parking shown on Table 12 shall constitute the Base Density. Functions shall be limited by the Base Density, subject to upward adjustment in accordance with paragraphs 5.5.3 c and 5.5.3 d.
c. The Base Density may be adjusted upward by adding the Actual Parking available for each of two Functions within any pair of adjacent Blocks, and the resulting sum then multiplied by the corresponding Sharing Factor (Table 12). The result shall be the Effective Parking available for calculating an Adjusted Density. Conversely: The Effective Parking required is the sum of the Required Parking divided by the Sharing Factor.
d. Within the Long Pedestrian Shed of a TOD, the Effective Parking available for calculating the intensity on each lot may be increased by a multiplier of thirty

*(cont. 5.5 SPECIFIC TO URBAN CENTER ZONES (T5))*

*Independently they would require 22 spaces, but when divided by the sharing factor of 1.4, they would require only 16 spaces. A second way to calculate: If there are 22 spaces available for Residential and Office, multiplying this by the factor 1.4 gives the equivalent of 30 spaces. Buildings are allowed corresponding to 30 parking spaces.*

*When three functions share parking, use the lowest factor so that enough parking is assured. Some central business districts eliminate all parking requirements and let the market dictate parking provisions. The Code should specify maximum parking requirements, however, to preclude more onerous parking provisions from being instituted. Because the SmartCode allows (but does not require) users to determine Density based on Table 12 Parking Requirements (as described above), elimination of this calculation may necessitate further adjustments.*

*5.5.5 This section contains Architectural Standards for Building Plans for the T-5 Urban Center Zone. They may be discarded if a pattern book is used. Some municipalities may elect not to regulate architectural matters. In any jurisdiction where it is not permitted or desired to provide architectural regulation to the extent that it is deemed merely aesthetic, consider adopting the Code without this provision. However, many of these standards also have health and public safety purposes (such as crime prevention by increasing "eyes on the street") that may be cited as support for their implementation.*

*5.5.5.c This assures a minimum of visual harmony. Vertical may be replaced by "horizontal" where modernist architecture is desired.*

*5.5.5.g, h & i This should be removed where modernist architecture is desired.*

*5.5.6 This statement of priorities is essentially similar to the environmental provisions of the Article 3 and Article 4 Community Plan requirements of the Code.*

*5.5.9 As with other requirements of the Code, these standards vary according to the applicable Transect Zone. The Public Lighting Illustration in Table 5 is incorporated into these standards, as are the Streetscreen construction requirements of Paragraph 5.5.5.b. Sound ordinances are important more to allow more urban sound levels than to preclude noise. Fully enforceable sound ordinances must typically address where the measurement occurs, how background sound is treated and the part of the spectrum being measured.*

*5.5.10 This is a slight and easy-to accommodate upgrade of Accessibility Standards.*

percent (30%).

e. Accessory uses of Limited Lodging or Limited Office shall be permitted within an outbuilding.

f. First story Commercial shall be permitted throughout and shall be required at Mandatory Shopfront Frontages.

g. Manufacturing within the first Story may be permitted by Variance.

5.5.4 **Parking Standards (T5)**

a. Vehicular parking shall be required as shown in Tables 11 and 12.

b. On-street parking available along the Frontage Lines that correspond to each lot shall be counted toward the parking requirement of the building on the lot.

c. Maximum Parking ratios may be established by the CRC.

d. Parking shall be accessed by the Alley or Rear Lane when such is available in the Community Plan.

e. Parking lots shall be masked from the Frontage by a Liner Building or Streetscreen as specified in Section 5.5.5b.

f. All parking areas shall be located at the Third Lot Layer .

g. The required parking may be provided within one-quarter mile of the site that it serves, subject to approval by Variance.

h. The vehicular entrance of a parking lot or garage on a Frontage shall be no wider than 30 feet.

i. Pedestrian entrances to all parking lots and parking structures shall be directly from a Frontage Line. Only underground parking structures may be entered by pedestrians directly from a Principal Building.

j. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every ten vehicular parking spaces.

k. For buildings on Secondary Grids (S-Grids), parking lots may be alllowed on the Frontage by Warrant (see Section 5.8.1a).

5.5.5 **Architectural Standards (T5)**

a. Building wall materials may be combined on each Facade only horizontally, with the heavier below the lighter.

b. Streetscreens should be between 3.5 and 8 feet in height and constructed of a material matching the adjacent building Facade. The Streetscreen may be replaced by a hedge or fence by Warrant. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access.

c. All openings, including porches, galleries, arcades and windows, with the exception of storefronts, shall be square or vertical in proportion.

d. Openings above the first Story shall not exceed 50% of the total building wall area, with each Facade being calculated independently.

e. The Facades on Retail Frontages shall be detailed as storefronts and glazed with clear glass no less than 70% of the sidewalk-level story.

f. Doors and windows that operate as sliders are prohibited along Frontages.

g. Buildings may have flat roofs enclosed by parapets or sloped roofs. Pitched roofs shall be symmetrically sloped no less than 5:12, except that porches and attached sheds may be no less than 2:12.

h. Flat roofs shall be enclosed by parapets a minimum of 42 inches high, or as required to conceal mechanical equipment to the satisfaction of the CRC.

i. The exterior finish materials on all Facades shall be limited to stone, brick and/or stucco.

j. Balconies, galleries and arcades shall be made of concrete, painted wood or metal.

k. Streetscreens shall be located coplanar with the building Facade line as shown in Table 16D.

5.5.6 **Environmental Standards (T5)**

a. Transect Zones manifest a range of responses to natural and urban conditions. In case of conflict, to the extent not inconsistent with applicable state orfederal law, the natural infrastructure shall have priority in the more rural zones (T1-T3) and the urban infrastructure shall have priority in the more urban zones (T4-T6) as detailed in Sections 5.2 through 5.6.

b. The landscape installed shall consist primarily of durable species tolerant of soil compaction.

c. Impermeable surface by building shall be confined to the ratio of lot coverage as shown in Table 14F.

d. To the extent not inconsistent with applicable state or federal law, management of storm water shall be primarily off-site through underground storm drainage, and there shall be no retention or detention required on the individual lot.

5.5.7 **Landscape Standards (T5)**

a. A minimum of one tree to match the species of street trees on the Public Frontage shall be planted within the First Layer for each 30 feet of Frontage Line as illustrated in Table 16D.

b. [RESERVED].

c. The First Layer as shown in Table 16D shall be landscaped or paved to match the enfronting Public Frontage as shown in Table 4.

d. Trees shall be a species with shade canopies that, at maturity, begin higher than the top of the second Story of buildings.

5.5.8 **Signage Standards (T5)**

a. One address number no more than 6 inches measured vertically shall be attached to the building in proximity to the principal entrance or at a mailbox.

b. Blade signs, not to exceed 6 square ft. for each separate business entrance, may be attached perpendicular to the Facade.

c. [RESERVED].

d. A single external sign band may be applied to the Facade of each building, providing that such sign not exceed 3 feet in height by any length.

e. Signage shall be externally lit, except that signage within the shopfront glazing may be neon lit.

5.5.9 **Ambient Standards (T5)**

a. Sound levels measured at the building Frontage shall not exceed 70 decibels from sunrise to midnight and 60 decibels from midnight to sunrise.

b. Average lighting levels measured at the building Frontage shall not exceed 5.0 fc (foot-candles).

c. Streetlights shall be of a general type illustrated in Table 5.

d. Outdoor storage shall be screened from view from any Frontage by a Streetscreen in conformance with Section 5.5.5b.

5.5.10 **Visitability Standards (T5)**

a. There shall be provided one zero-step entrance to each building from an accessible path at the front, side, or rear of each building.

b. All first floor interior doors (including bathrooms) shall provide 32 inches of clear passage.

c. There shall be a half or full bath provided on the first Story of each building.

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**SECTION 5.5.11**

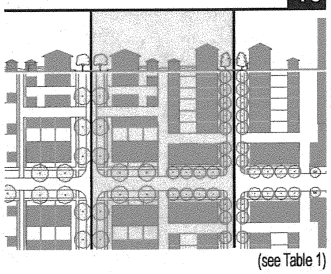
*The following plate is a diagram creating a sample architectural code for architects, builders, and developers. Like the rest of the SmartCode, it is form-based code. A form-based code is one that envisions and encourages a certain physical outcome -- the form of the region, community, block, and/or building. Such a code may or may not include illustrations as part of its technical format. Form-based codes are a different type from conventional codes that are based primarily on use, process, performance or statistics -- none of which envision or require any particular physical outcome.*

*This architectural code makes visually explicit the metrics of Summary Table 14. Note that these metrics are broken out into separate Transect Zones so that a developer who is only working in one T-Zone may use a simple one-page table relevant only to that Zone.*

*The repetition represents building types that recur in different Transect Zones but with a different response to setback and frontage. These building types are summarized with a greater degree of precision, including the parking provision, in the adjacent illustrations.*

SC62

**SECTION 5.5.11** **T5**



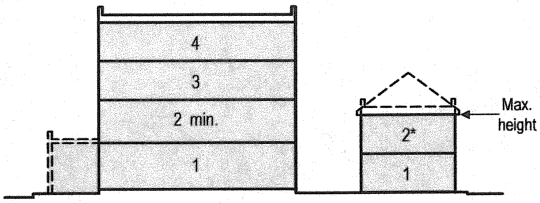
(see Table 1)

| BUILDING FUNCTION (see Tables 10 & 11) | |
|---|---|
| a. Residential | open use |
| b. Lodging | open use |
| c. Office | open use |
| d. Retail | open use |
| **BUILDING HEIGHT (see Table 8)** | |
| a. Principal Building | 6 stories max. 2 min. |
| b. Outbuilding | 2 stories max. |
| **LOT OCCUPATION** | |
| a. Lot Width | 18 ft min 180 ft max |
| b. Lot Coverage | 80% max |
| **BUILDING TYPE (see Table 9)** | |
| a. Edgeyard | prohibited |
| b. Sideyard | permitted |
| c. Rearyard | permitted |
| d. Courtyard | permitted |
| **BUILDING DISPOSITION** | |
| a. Front Setback | 0 ft. min. 12 ft. max. |
| b. Side Setback | 0 ft. min. 24 ft. max. |
| c. Rear Setback | 3 ft. min.* |
| d. Frontage Buildout | 70% min at setback |
| **OUTBUILDING DISPOSITION** | |
| a. Front Setback | 40 ft. max. from rear prop. |
| b. Side Setback | 0 ft. min.* |
| c. Rear Setback | 3 ft. max. |
| **PRIVATE FRONTAGES (see Table 7)** | |
| a. Common Lawn | prohibited |
| b. Porch & Fence | prohibited |
| c.Terrace or L.C. | permitted |
| d. Forecourt | permitted |
| e. Stoop | permitted |
| f. Shopfront & Awning | permitted |
| g. Gallery | permitted |
| h. Arcade | permitted |
| Refer to Summary Table 14 | |
| **PARKING PROVISIONS** | |
| See Tables 11 & 12 | |

* or 15 ft. from center line of alley

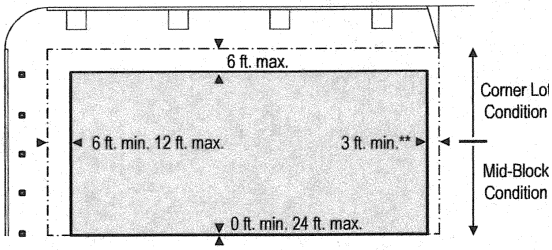
### BUILDING HEIGHT

1. Building height shall be measured in number of stories, excluding a raised basement, or inhabited attic.
2. Each story shall not exceed 14 ft. clear, floor to ceiling.
3. Maximum height shall be measured to the eave or roof deck.



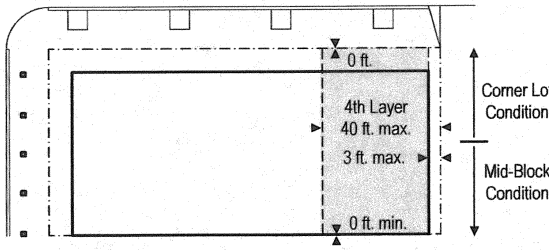

### BUILDING DISPOSITION

1. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown.
2. Buildings shall have facades along the principal frontage lines and elevations along lot lines (see Table 16E).



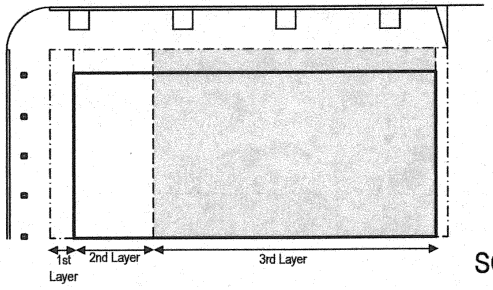

### OUTBUILDING DISPOSITION

1. The elevations of the out buildings shall be distances from the lot lines as shown.




### PARKING PROVISIONS

1. Uncovered parking spaces may be provided within the 3rd Layer as shown in the diagram (see Table 16D).
2. Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table 16D).
3. Trash containers shall be stored within the 3rd Layer as shown in the diagram (see Table 16D).




SC63

## Sample Community Plan


**TRANSECT ZONES**

- T1 - NATURAL ZONE
- T2 - RURAL ZONE
- T3 - SUB-URBAN ZONE
- T4 - GENERAL URBAN ZONE
- T5 - URBAN CENTER ZONE
- T6 - URBAN CORE ZONE

**OTHER ZONES**

- SD - **SD** - SPECIAL DISTRICT
- W - **W** - WARRANT
- V - **V-** VARIANCE

**CIVIC RESERVATIONS**

- CP - CIVIC PARKING RESERVE
- CB - CIVIC BUILDING RESERVE
- **CS** - CIVIC SPACE RESERVE

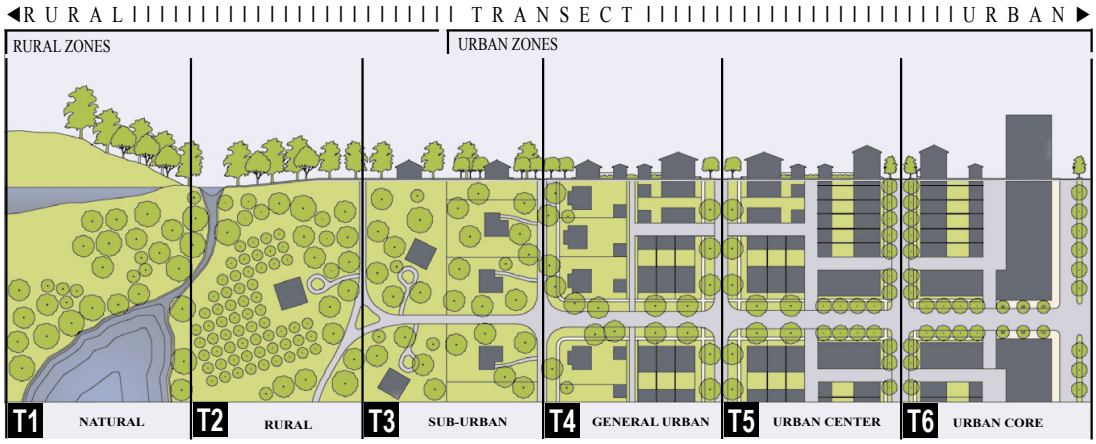
**REQUIREMENTS**

- LONG PEDSHED (10 MIN. WALK)
- STANDARD PEDSHED (5 MIN. WALK)
- RD-47-27 THOROUGHFARE TYPE
- MANDATORY SHOPFRONT FRONTAGE
- RECOMMENDED SHOPFRONT FRONTAGE
- RECOMMENDED ARCADE FRONTAGE
- RECOMMENDED TERMINATED VISTA

A30

SmartCode Version 8.0

**Transect System Illustrated**: Elements that determine urbanism exist in a range that can correspond to the gradient of the Transect. Most of the elements listed here are addressed in the SmartCode prescriptions.




| | T1 | T2 | T3 | T4 | T5 | T6 |
|---|---|---|---|---|---|---|
| PRIVATE | LESS DENSITY | | | | | MORE DENSITY |
| | LARGER BLOCKS | | | | | SMALLER BLOCKS |
| | PRIMARILY RESIDENTIAL | | | | | PRIMARILY MIXED-USE |
| | SMALLER BUILDINGS | | | | | LARGER BUILDINGS |
| | MORE GREENSCAPE | | | | | MORE HARDSCAPE |
| | DETACHED BUILDINGS | | | | | ATTACHED BUILDINGS |
| | ROTATED FRONTAGES | | | | | ALIGNED FRONTAGES |
| | YARDS & PORCHES | | | | | STOOPS & SHOPFRONTS |
| | DEEP SETBACKS | | | | | SHALLOW SETBACKS |
| | ARTICULATED MASSING | | | | | SIMPLE MASSING |
| | WOODEN BUILDINGS | | | | | MASONRY BUILDINGS |
| | GENERALLY PITCHED ROOFS | | | | | GENERALLY FLAT ROOFS |
| | SMALL YARD SIGNS | | | | | BUILDING-MOUNTED SIGNAGE |
| | LIVESTOCK | | | | | DOMESTIC ANIMALS |
| PUBLIC | ROADS & LANES | | | | | STREETS & ALLEYS |
| | NARROW PATHS | | | | | WIDE SIDEWALKS |
| | HIGH L.O.S. STANDARDS | | | | | LOW L.O.S. STANDARDS |
| | OPPORTUNISTIC PARKING | | | | | DEDICATED PARKING |
| | LARGER CURB RADII | | | | | SMALLER CURB RADII |
| | OPEN SWALES | | | | | RAISED CURBS |
| | NIGHT SKY | | | | | BRIGHT LIGHTING |
| | MIXED TREE CLUSTERS | | | | | ALIGNED STREET TREES |
| | MORE SILENCE REQUIRED | | | | | MORE NOISE ALLOWED |
| CIVIC | LOCAL GATHERING PLACES | | | | | REGIONAL INSTITUTIONS |
| | PARKS & GREENS | | | | | PLAZAS & SQUARES |

A3

SmartCode Version 8.0

## SMARTCODE

*municipality*

## TABLE 14 SMARTCODE SUMMARY

Note: All requirements in this Table are subject to calibration for local context.


| | T1 NATURAL ZONE | T2 RURAL ZONE | T3 SUB-URBAN ZONE | T4 GENERAL URBAN ZONE | T5 URBAN CENTER ZONE | T6 URBAN CORE ZONE | SD SPECIAL DISTRICTS |
|---|---|---|---|---|---|---|---|
| **A. ALLOCATION OF ZONES** (see Section 3.1 and Table 2) | | | | | | | (see Table 15) |
| CLD | no minimum | 50% MIN | 10 - 30% | 20 - 40% | prohibited | | |
| TND | no minimum | | 10 - 30% | 30 - 60 % | 10 - 30% | prohibited | |
| RCD | no minimum | | prohibited | 10 - 30% | 10 - 30% | 40 - 80% | |
| TOD | no minimum | | prohibited | 0 - 30% | 0 - 30% | 40 - 100% | |
| **B. BASE RESIDENTIAL DENSITY** (see Section 3.4) | | | | | | | |
| By Right | 1 unit / 100 ac. avg. | 1 unit / 20 ac avg. | 2 units / ac. gross | 4 units / ac. gross | 6 units / ac. gross | 12 units / ac. gross | |
| By TDR | by Variance | | 6 units / ac. gross | 12 units / ac. gross | 24 units / ac. gross | 96 units / ac. gross | |
| Other Functions | by Variance | | 10 - 20% min | 20 - 30% min | 30 - 50% min | 50 - 70% min | |
| **C. BLOCK SIZE** | | | | | | | |
| Block Perimeter | no maximum | | 3000 ft. max | 2400 ft. max | 2000 ft. max | 2000 ft. max * | |
| | | | | | | * 3000 ft. max with parking structures | |
| **D. PUBLIC FRONTAGES** (see Tables 3 and 4) | | | | | | | |
| HW & RR | permitted | | | prohibited | | | |
| BV | prohibited | | permitted | | | | |
| SR | prohibited | | permitted | | prohibited | | |
| RS | prohibited | | permitted | | prohibited | | |
| SS & AV | prohibited | | | | permitted | | |
| CS & AV | prohibited | | | | permitted | | |
| Rear Lane | permitted | | | | prohibited | | |
| Rear Alley | prohibited | | permitted | required | | | |
| Path | permitted | | | | prohibited | | |
| Passage | prohibited | | permitted | | | | |
| Bicycle Trail | permitted | | | prohibited * | | | |
| Bicycle Lane | permitted | | | | prohibited | | |
| Bicycle Route | permitted | | | | | | |
| | | | | | | * permitted within Open Spaces | |
| **E. CIVIC SPACES** (see Table 13) | | | | | | | |
| Park | permitted | | | | | | |
| Green | prohibited | | permitted | | | prohibited | |
| Square | prohibited | | | permitted | | | |
| Plaza | prohibited | | | | permitted | | |
| Playground | permitted | | | | | | |
| **F. LOT OCCUPATION** | | | | | | | |
| Lot Width | by Variance | by Warrant | 72 ft. min 120 ft. max | 18 ft. min 96 ft. max | 18 ft. min 180 ft. max | 18 ft. min 700 ft. max | |
| Lot Coverage | by Variance | by Warrant | 60% max | 70% max | 80% max | 90% max | |
| **G. BUILDING DISPOSITION** | | | | | | | |
| Front Setback | by Variance | 48 ft. min | 24 ft. min | 6 ft. min 18 ft. max | 0 ft. min 12 ft. max | 0 ft. min 12 ft. max | |
| Side Setback | by Variance | 96 ft. min | 12 ft. min | 0 ft. total min | 0 ft. min 24 ft. max | 0 ft. min 24 ft. max | |
| Rear Setback | by Variance | 96 ft. min | 12 ft. min | 3 ft. min * | 3 ft. min * | 0 ft. min | |
| | | | | | | * or 15 ft. from center line of alley | |
| **H. BUILDING TYPE** (see Table 9) | | | | | | | |
| Edgeyard | permitted | | | | prohibited | | |
| Sideyard | prohibited | | | permitted | | prohibited | |
| Rearyard | prohibited | | | permitted | permitted | | |
| **I. PRIVATE FRONTAGES** (see Table 7) | | | | | | | |
| Common Yard | not applicable | permitted | | prohibited | | | |
| Porch & Fence | not applicable | prohibited | permitted | | prohibited | | |
| Terrance or L.C. | not applicable | prohibited | | permitted | | prohibited | |
| Forecourt | not applicable | prohibited | | permitted | | | |
| Stoop | not applicable | prohibited | | permitted | | | |
| Shopfront & Awning | not applicable | prohibited | | permitted | | | |
| Gallery | not applicable | prohibited | | permitted | | | |
| Arcade | not applicable | prohibited | | | permitted | | |
| **J. BUILDING HEIGHT** (see Table 8) | | | | | | | |
| Principal Building | not applicable | 3 stories max | | 4 stories max, 2 min | 6 stories max, 2 min | 12 stories max, 2 min | |
| Outbuilding | not applicable | 2 stories max | | 2 stories max | 2 stories max | not applicable | |
| **K. BUILDING FUNCTION** (see Table 10 &11) | | | | | | | |
| Residential | prohibited | restricted use | | limited use | open use | | |
| Lodging | prohibited | restricted use | | limited use | open use | | |
| Office | prohibited | | restricted use | limited use | open use | | |
| Retail | prohibited | | restricted use | limited use | open use | | |

DISPOSITION

CONFIGURATION

FUNCTION

ARTICLE 5

ARTICLE 2, 3, 4

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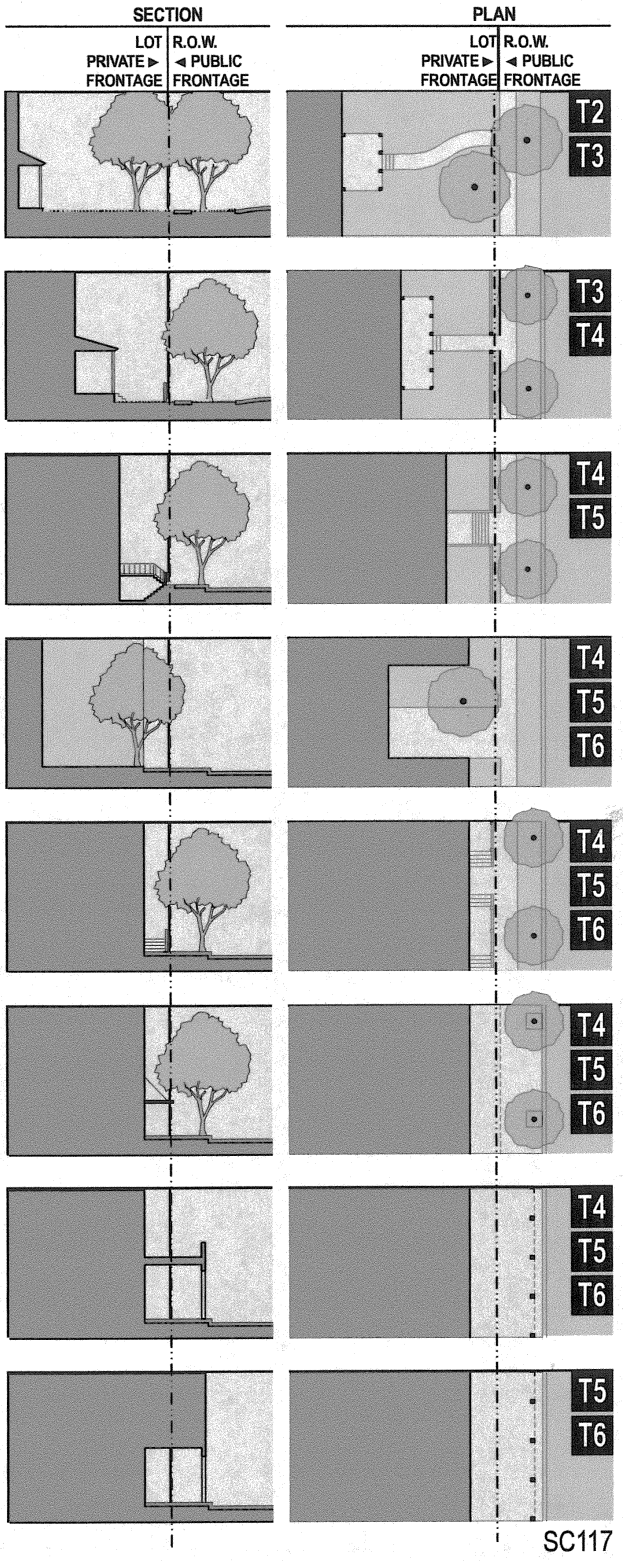
## TABLE 5 PUBLIC LIGHTING

| | T1 | T2 | T3 | T4 | T5 | T6 | SD | Specifications |
|---|---|---|---|---|---|---|---|---|
| Cobra Head  | ■ | | | | | | ■ | |
| Pipe  | ■ | ■ | ■ | | | | | |
| Post  | | ■ | ■ | ■ | | | | |
| Column  | | | ■ | ■ | ■ | | | |
| Double Column  | | | | | ■ | ■ | | |

SC113

## TABLE 7 PRIVATE FRONTAGES




**a. Common Yard:** a frontage wherein the facade is set back substantially from the frontage line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep setback provides a buffer from the higher speed thoroughfares.

**b. Porch & Fence:** a frontage wherein the facade is set back from the frontage line with an attached porch permitted to encroaching. A fence at the frontage line maintains the demarcation of the yard. The porches shall be no less than 8 feet deep.

**c. Terrace or Light Court:** a frontage wherein the facade is set back from the frontage line by an elevated terrace or a sunken light court. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. The terrace is suitable for conversion to outdoor cafes.

**d. Forecourt:** a frontage wherein a portion of the facade is close to the frontage line and the central portion is set back. The forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other frontage types. Large trees within the forecourts may overhang the sidewalks.

**e. Stoop:** a frontage wherein the facade is aligned close to the frontage line with the first story elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor residential use.

**f. Shopfront and Awning:** a frontage wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade. This type is conventional for retail use. It has a substantial glazing on the sidewalk level and an awning that may overlap the sidewalk to the maximum extent possible.

**g. Gallery:** a frontage wherein the facade is aligned close to the frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk. This type is conventional for retail use. The gallery shall be no less than 10 feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb.

**h. Arcade:** a frontage wherein the facade is a colonnade that overlaps the sidewalk, while the facade at sidewalk level remains at the frontage line. This type is conventional for retail use. The arcade shall be no less than 12 feet wide and may overlap the whole width of the sidewalk to within 2 feet of the curb.

## SAMPLE ENABLING LEGISLATION

The following is a draft sample of model enabling legislation. It specifically enables form-based and Transect-based codes and defines their relationship to Smart Growth development patterns. The sections reading "amend to replace" are specific to a particular state's legislation and are included here to indicate the kinds of clauses that usually need to be replaced. The sections proposing changes and additions may be used in any state essentially as written. Some state enabling legislation incorporates more explanatory language about Smart Growth, for purposes of education as well as legislation.

**Proposed Statutory Amendments for Form-Based and Transect-Based Regulation Enabling**

DRAFT 9.23.05

**[Existing] [State] Code Section ____. Definitions**
**Add following definition of Form-based Regulation:**
A form-based regulation is one that envisions and encourages a certain physical outcome -- the form of the region, community, block, and/or building. Such a regulation may or may not include illustrations as part of its technical format. Form-based regulations are a different type from conventional regulations that are based primarily on use, process, performance or statistics.
**Add following definition of Transect-based Regulation:**
A Transect-based regulation is a form-based regulation that utilizes an ordering system of single and mixed-use zoning categories that range from rural lands to the urban core. Design and function standards for Transect Zones are based on the appropriateness of context as prescribed by individual codes. They enable Smart Growth and Traditional Neighborhood Development patterns, to encourage compact, walkable, mixed-use communities, access to transit, and conservation of open space and natural resources.

**[Existing] [State] Code Section _____. Manner of exercise of powers conferred.**
**Amend to replace** *"Sections _____ through _____, inclusive"* **with** *"Sections _____ through _____ inclusive"*

**[Existing] [State] Code Section _____. Zones.**
**Amend to replace** *"Sections _____ through _____, inclusive" with "Sections _____ through _____, inclusive"*

**[Existing] [State] Code Section _____. When local regulations Amend to replace** *"made under the authority of Sections _____ through _____, inclusive, the provisions of such other statute, or local ordinance or regulation shall govern; otherwise the provisions of the regulations made under the authority of Sections _____ through _____, inclusive, shall be controlling"* **with** *"made under the authority of Sections _____ through _____, inclusive, the provisions of such other statute, or local ordinance or regulation shall govern; otherwise the provisions of the regulations made under the authority of Sections _____ through _____, inclusive, shall be controlling"*

**[existing] [State] Code Section _____. Subdivision regulation. Amend to replace**
Amend to replace *"Sections _____ through _____, inclusive,"* with *"Sections _____1 through _____, inclusive,"*

**[Proposed New] § [State] Code Section _____. Form-based and Transect-based zoning regulations authorized**
(a) Any municipality or county shall be authorized and empowered to establish form-based and Transect-based zoning regulations in order to accomplish the following purposes:

(1) to enable and qualify Smart Growth community patterns that includes hamlets, villages and towns;
(2) to integrate a range of zoning categories that form a continuum from the rural to the urban core;
(3) to integrate any scale of planning concern whether regional, local, or the individual lot and its architectural elements;
(4) to integrate methods of sustainable development and open space conservation;
(5) to integrate zoning, subdivision, planning, development, public works, and transfer of development rights standards;
(6) to provide a set of zoning categories common to new communities and to the infill of existing urbanized areas;
(7) to establish parity of process for existing and new urban areas;
(8) to integrate architectural, landscape, signage, ambient, and visitability standards;
(9) to integrate protocols for the preparation and processing of plans;
(10) to encourage administrative approvals;
(11) to encourage form-based and Transect-based development through incentives, prescriptions, and prohibitions;
(12) to specify standards parametrically (by range) to minimize the need for variances;
(13) to increase the range of the options over those allowed by conventional land use regulations.

(b) Any municipality or county may enact, amend and repeal provisions of an existing ordinance or regulation in order to fix standards and conditions for a form-based or Transect-based zoning regulation. The provisions for standards and conditions for such development shall be included within the ordinance.

(c) Transfer of development rights.
Municipalities and counties electing to enact form-based or Transect-based zoning regulations may also incorporate within such regulations provisions for transfer of development rights, on a voluntary basis, in accordance with express standards and criteria set forth in the ordinance.

(d) Forms and types of Transect-based zoning regulations.
A form-based or Transect-based development may be developed and applied in any of the following forms.

(1) as a new development.
(2) as an outgrowth or extension of existing development.
(3) as a form of urban infill where existing uses and structures may be incorporated into the development.
(4) in any combination or variation of the above.

A municipality or county may permit form-based or Transect-based developments by any of the following types of zoning regulations:

(1) as a comprehensive and exclusive zoning regulation.
(2) as a comprehensive, parallel supplement to an existing zoning regulation.
(3) as a floating or overlay zoning regulation.

(e) Manual of written and graphic design guidelines.

Where it has adopted provisions for a form-based or Transect-based zoning regulation, the governing body of a municipality or county may also adopt by ordinance a manual of written and graphic design guidelines to assist applicants in the preparation of proposals for a form-based or Transect-based development project.

## SAMPLE ORDINANCE

ADOPTING THE SMARTCODE AS A COMPONENT OF THE MASTER PLAN OF THE *MUNICIPALITY* IN AN AREA GENERALLY BOUND BY *[ - ]* ON THE NORTH, *[ - ]* ON THE EAST, BY *[ - ]* ON THE SOUTH AND BY *[ - ]* ON THE WEST.

WHEREAS, the Master Plan of the *MUNICIPALITY* was adopted on *[Date]*; and

WHEREAS, the *STATE CODE* allows amendment of the *MASTER PLAN* following a public hearing and review by the *PLANNING COMMISSION*; and

WHEREAS, a public hearing was held on *[Date]* by the *PLANNING COMMISSION* allowing all interested citizens to be heard; and

WHEREAS, the *PLANNING COMMISSION* has recommended that the *GOVERNING BODY* amend the Master Plan by adopting the SmartCode; and

WHEREAS, the *GOVERNING BODY* has considered the effect of this amendment to the Master Plan and has determined that it conforms to the Master Plan Policies:

NOW THEREFORE, BE IT ORDAINED BY THE *GOVERNING BODY* OF THE *MUNICIPALITY*:

SECTION 1. The Master Plan of the City of *[ - ]* is hereby amended by adopting the SmartCode as a component of the Master Plan for an area bound by *[ - ]* on the north, *[ - ]* on the east, by *[ - ]* on the south and by *[ - ]* on the west.

SECTION 2. The SmartCode is attached as Exhibit "A" hereto and incorporated herein for all purposes.

SECTION 3. This ordinance shall be immediately effective upon the affirmative vote of a majority of members of the *GOVERNING BODY* otherwise it shall be effective *[Date]*.

PASSED AND APPROVED this *[Date]*.

ATTEST: _____
*MUNICIPALITY* Clerk

APPROVED AS TO FORM: _____
*MUNICIPALITY* Attorney

CASE STUDIES

SMARTCODES - ADOPTED
Coconut Grove, portion of Miami, Florida
FEC, portion of Miami, Florida
Flowood, Mississippi - October 2005 - optional
- http://www.riverregionsmartgrowth.com
Leander, Texas - September 2005 - mandatory for jurisdiction
- http://www.gatewayplanning.com/Leander%20TOD/2005/leander%20cap%20metro%20bd%208.30.05.pdf
Petaluma, California - July 2003 - mandatory for 400 acres in Central Petaluma
Case Study
- http://www.lgc.org/freepub/land_use/presentations/hall_sgzc_oak04/
Presentation
- http://www.healthytransportation.net/view_resource.php?res_id=19&cat_type=revital
Petaluma SmartCode Online
- http://cityofpetaluma.net/cdd/cpsp.html
Pike Road, Alabama - August 2005 - mandatory for Sectors O-1, G-3, G-4
- http://www.riverregionsmartgrowth.com
Sarasota, Florida - June 2004 - mandatory for downtown
- http://www.sarasotagov.com/Planning/DowntownCode/DowntownCodeHP.html

SMARTCODES - IN PROCESS
Airdrie, Alberta
Azusa, California
Bay St. Louis, Mississippi
Broward County, Florida
Carmel, Indiana
Caroline County, Virginia
Central, Louisiana
Chaffee County, Colorado
Choctaw Indian Reservation, Mississippi
Columbia, South Carolina
Dade County, Florida
Dallas, Texas
Davie, Florida
Early County, Georgia
Fayetteville, Arkansas
Fort Myers, Florida - mandatory for downtown, passed Planning Commission, pending before City Council
- http://www.cityftmyers.com/departments/dra/duanyplan.htm
Gautier, Mississippi
Grand Rapids, Michigan
Gulfport, Mississippi
Harrison County, Mississippi
Hillsborough County, Florida
Hollywood, Florida
Iowa City, Iowa
Lancaster, Texas
Lauderdale Lakes, Florida
Lauderhill, Florida
Long Beach, Mississippi
Margate, Florida
Missoula, Montana
Miami, Florida
- http://www.miami21.org/
Miami Gardens, Florida
Miramar, Florida
Monroe, Georgia
Montgomery, Alabama - optional, passed Planning Commission October 2005, pending before City Council
- http://www.faulkner.edu/o/admin/websites/cemerson/RiverRegionSmartGrowth.htm
Montpelier, Vermont
Moss Point, Mississippi
North Lauderdale, Florida
Ocean Springs, Mississippi
Parkland, Florida
Pascagoula, Mississippi
Pass Christian, Mississippi
Plantation, Florida
Post Falls, Idaho
San Antonio, Texas
Sebastopol Northeast Area SmartCode, California - mandatory, 50 acres
Spotsylvania County, Virginia
Tamarac, Florida
Tarpon Springs, Florida - Optional overlay
Ventura, California
Waveland, Mississippi
West Park, Florida

OTHER TRANSECT-BASED CODES - ADOPTED & IN PROCESS
Baton Rouge, Louisiana - Adopted
D'Iberville, Mississippi
Farmer's Branch, Texas
- http://www.farmersbranch.info/Planning/codes7FAQs.html
Jupiter, Florida - Adopted
- http://www.jupiter.fl.us/PlanningAndZoning/upload/MXD.pdf
Miami, Florida - Adopted 1993
- http:www.co.miami-dade.fl.us/planzone/
Onondaga County, New York - September 2000
Syracuse, New York - September 2000
West Palm Beach, Florida - Adopted 1995
- http://www.cityofwpb.com/plan/dmp.htm

NOT ADOPTED
Orlando, Florida
Vicksburg, Mississippi

ECONOMIC IMPACTS
Flowood, Mississippi
+ Richard Ridgeway's Flowood Town Center project will have a DPZ charrette in January 2006, enabled by the Flowood SmartCode.
Leander, Texas
+ The TOD / SmartCode Initiative is estimated to generate at least $1.8 billion in additional tax base value.
Petaluma, California
+ $100 million of new development entitled and approved since July 2003 (half of this is built; remaining is under construction with a December 2006 completion date).
Pike Road, Alabama
+ Pike Road was able to annex The Waters, a $1 billion Traditional Neighborhood Development of seven hamlets, after passing the Pike Road SmartCode.
Sarasota, Florida
+ Economics Research Associates, Washington, DC http://sarasotagov.com/Planning/DowntownCode/ERA_analysis%5CFinal_Draft_Report.pdf
State Route 7 Initiative, Florida
+ ULI Study http://www.sfrpc.org/data/sr7/BrowardCo%20FL%2004%20v7.pdf

## RESOURCES

**On the New Urbanism:**
***The Charter of the New Urbanism,*** by the Congress for the New Urbanism
***Suburban Nation,*** by Andrés Duany, Elizabeth Plater-Zyberk, and Jeff Speck
***New Urbanism: Toward an Architecture of Community,*** by Peter Katz
***The Next American Metropolis: Ecology, Community and the American Dream,*** by Peter Calthorpe
***New Urbanism: Comprehensive Report & Best Practices Guide,*** by New Urban News
***The Geography of Nowhere,*** by James Howard Kunstler
***The Wealth of Cities,*** by John Norquist
***The New Transit Town,*** by Hank Dittmar
***The New American Urbanism,*** by John Dutton

**Selected books and articles:**
http://dpz.com/company_bibliography.htm

**On the Transect and SmartCode:**
List of publications and resources at:
http://www.placemakers.com/info/infoClear.html

Short piece about the launch of the SmartCode (2003):
http://www.tndtownpaper.com/Volume5/smartcode.htm

CNU Council Report IV - information on the SmartCode and progressive codes in general; transcripts from Santa Fe 2002 Council on Codes:
http://www.nucouncil.net/nucouncil.asp?a=spf&pfk=3

*Making the Good Easy: The Smart Code.* Andrés Duany and Emily Talen Fordham Urban Law Review Journal 29, 4: 1445-1468. (2002)

*Forthcoming (February 2006)* - "Making Traditional Town Planning Legal Again: Legally Calibrating the SmartCode for Local Jurisdictions" by Chad Emerson. cemerson@FAULKNER.EDU

*TransectMap: A Transect Calibration & Delineation Method,* by Eliot Allen and Criterion Planners, http://www.crit.com/

**On Charrettes:**
http://www.charretteinstitute.org/

To order a hard copy of the *SmartCode & Manual* including the complete Annotated v8.0 SmartCode, contact New Urban Publications, Inc. at 607-275-3087 or rob@newurbannews.com