

Clifton Park Town Center Form-Based Development Code



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SPECIAL THANKS TO

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TABLE OF CONTENTS

1	INTRODUCTION.....	6	6	ARCHITECTURAL STANDARDS.....	62	
				Facades.....	62	
				Roofs.....	63	
				Building Massing.....	63	
				Exterior Materials & Details.....	64	
				Equipment.....	65	
2	ADMINISTRATION.....	7		7	SITE STANDARDS.....	66
	Purpose & Applicability.....	7			Parking.....	66
	Administrative vs Design Development Review.....	8			Minimum Parking Requirements Table.....	66
	Review & Approval Process.....	9			Parking Lot Landscaping.....	68
	Review & Approval Process Chart.....	10			Service Areas & Loading Docks.....	71
3	REGULATING PLAN.....	12			Landscaping.....	71
	Regulating Plan Zones.....	12			Outdoor Lighting.....	72
	Regulating Plan Map.....	13			Pedestrian Amenities.....	72
	Allowed Uses Table.....	14				
	TC6 - Boulevard zone.....	16		8	SIGNS [RESERVED]	
	TC5 - Neighborhood zone.....	19				
	TC4 - Transition zone.....	22		9	DEFINITIONS.....	73
	TC3 - General zone.....	25				
	TC2 - Edge zone.....	28		10	APPENDIX.....	77
	TC1 - Highway zone.....	31				
	Regulating Plan Concepts Explained.....	35				
	Preferred Incremental Change.....	37				
4	STREETS.....	40				
	Existing & Future Streets.....	40				
	Future Street Map.....	41				
	Street Types.....	42				
5	FORM STANDARDS.....	49				
	Appurtenances.....	49				
	Building Types.....	50				
	Frontage Types.....	57				

1 INTRODUCTION

The Clifton Park Town Center Plan

In 2011, the Town of Clifton Park sought to develop a consensus vision for the look, feel and function of a future “town center” in their existing Exit 9 commercial area. Funding for this effort was provided by the Capital District Transportation Committee (CDTC).

Town officials, with the assistance of planning consultants, worked to imagine how this neighborhood could evolve over time with redevelopment into a more attractive mixed-use commercial center of activity. The goal was to create a rich atmosphere which was pedestrian and bicycle friendly and the “heart” of the community.

Two public workshops were held to invite local residents, business owners and landowners to discuss what they would like to see. The result of these dialogs were used to shape a guidance document titled The Clifton Park Town Center Plan, which was adopted in April of 2012.

How and why this code was created

It was understood that in order to realize the ideas and visions outlined in the Clifton Park Town Center Plan, the existing zoning for this area of town would need to be reconstructed, and consensus built among local residents and property owners about how it should work. A form-based zoning approach was chosen because it utilizes graphics to explain what the desired form and appearance of development should be—with an eye toward creating beautiful places—and a streamlined development review process which encourages revitalization. With the assistance of additional funding by the CDTC, the follow-up work was commenced in 2013 to develop a new form-based zoning code which would allow and encourage the type of redevelopment outlined in the Town Center Plan.

Two additional public workshops were held to discuss the specific ideas and approaches to this form-based zoning. The input received from the public, town officials, landowners and business owners was used to shape this new zoning code.

It is our hope that this work will, over time, help the Clifton Park Town Center to evolve into a vibrant, attractive mixed-use shopping destination for all to enjoy.



Figure 1.1. Conceptual rendering of Clifton Country Road, as envisioned in the Clifton Park Town Center Plan, includes on-street parking and retail shopfronts in a more pedestrian-oriented environment.



Figure 1.2. Partial conceptual plan rendering of Clifton Park Town Center, depicting new infill development, linear parks and a parking garage around the mall.



Figure 1.3. Conceptual perspective rendering of Clifton Park Town Center, depicting the potential of a vibrant new mixed-use neighborhood of shops and apartments.

2 ADMINISTRATION

2.1 Purpose & Applicability

A. Purpose. The purpose of this form-based zoning code is to enable, guide and implement many of the ideas and visions outlined in the adopted [Clifton Park Town Center Master Plan](#), specifically:

- 1) Enable and encourage property reinvestment through renovations, expansions, redevelopment, and new construction to strengthen the private sector position and tax base;
- 2) Create a more vibrant center of activity throughout the day and night with a reasonable mix of commercial and residential uses supporting one another;
- 3) Provide an attractive mix of green lawns, park space, shade trees, multi-use paths, activity areas and civic uses for the public enjoyment;
- 4) Allow for additional housing types and opportunities;
- 5) Replace the visual prominence of large parking lots with attractive architecture, public spaces and sidewalks to create a more bicycle and pedestrian friendly commercial center with connections to adjacent residential neighborhoods;
- 6) Encourage more efficient use of land area with multi-story buildings which utilize shared parking and structured parking;
- 7) Encourage improved stormwater management with reduced impervious surface, raingardens, shared stormwater retention areas and other latest industry practices; and,
- 8) Provide an easy to understand and predictable code through the use of illustrated building form standards and architectural guidelines which will create the desired types of development and streamline the review and approval process.

B. Applicability. This code applies to all new development, renovations, redevelopment, changes of use and site plan approvals within the Town Center Zoning districts, as identified in the Town of Clifton Park Zoning Map.

- 1) Any building permit or site plan approval issued before the date of adoption, or subsequent amendment, of this chapter (Reference §208-97 Nonconforming Land, Structures and Uses) shall

remain in effect, except as noted below.

- a. Project approvals issued under this code shall expire if a Building Permit is not issued for such project within 2 years, or construction has not commenced within 5 years, of the date of approval.
- b. Applicants who have received project approvals prior to the date of adoption of this chapter may still choose to comply with this code voluntarily.
- c. Approval under this form-based code does not eliminate review requirement for construction plan submittals for a building permit per Town Code Section 208-107 or other required permits or approvals.

2.2 Standards vs. Guidelines. This code includes both standards which are required to be met, as well as guidelines which are encouraged, but not enforced. As such, provisions designated as "shall" or "will" are required, while provisions designated as "should" are encouraged.

2.3 Planning Board Authority to Modify Dimensional Standards. Recognizing that this form-based code is being applied to a highly developed area, it is anticipated that strict compliance with every dimensional standard may not always be practical or necessary to meet the purposes of this chapter. (See Section 3.8 - Preferred Incremental Change) In such cases, the Planning Board is therefore authorized to modify the dimensional standards set forth to the extent necessary and appropriate to accommodate existing limitations with a super majority vote (majority plus one) provided all of the following findings are made by the Planning Board in rendering its decision that such modification:

- A. Is necessary to reasonably accommodate existing site constraints or development limitations, and;
- B. Does not create an undue adverse effect on abutting properties or uses, and;
- C. Does not increase the number of stories of a building, and;
- D. Does not conflict with the intent of the standard being waived or modified, and;
- E. Allows for an improvement that will add to the overall vitality of the town center area and advances the purposes of this chapter of the town code.

2.4 Conflicts & Severability. In the event of a conflict with

this chapter and other sections of the town zoning code, the provision of this chapter shall apply. In the event of a conflict between diagrams or illustrations and the written text of this chapter, the written text shall apply. Should any provision of this chapter be declared illegal or unconstitutional by a court of competent jurisdiction to the extent that the other provisions of this chapter can be implemented without such illegal or unconstitutional provision, such other provisions shall remain in effect.

2.5 Administrative Authority

A. Administrative Review. The Planning Director is hereby authorized to undertake the Administrative Review and approval of the following types of applications and shall coordinate such review with any other town code review requirements with the Zoning Enforcement Officer, emergency responders, highway or other agency officials as/if deemed necessary by the Planning Director:

- 1) Construction or modification of parking lot areas affecting 10 spaces or fewer;
- 2) Fences, landscape walls and berms, awnings;
- 3) Stormwater management improvements of 5,000 square feet or less;
- 4) Lot line adjustments;

In addition, the Planning Director is hereby authorized to undertake the Administrative Review and approval of certain project applications subject to the following thresholds and conditions:

- 5) Additions of no more than 2,500 square feet to existing buildings located 500 feet or more from an abutting residential district;
- 6) Simple renovations such as door and window changes, re-siding, re-roofing, and enclosing entryways;
- 7) Compliance with conditions of approval as specified in a prior written decision of the Planning Board; and
- 8) Minor amendments to development applications previously approved by the Planning Board where the proposed amendment otherwise qualifies for Administrative Review and will not substantively alter any findings of fact or Planning Board decision and related conditions of approval.
- 9) Transit node of no more than two bus pull off spaces

or 10 automobile parking spaces.

B. Further Delegation by the Planning Board. In addition to Administrative Review and approval authorized above, the Planning Board may authorize the Administrative Review and approval of additional applications where such delegation of authority is permitted by law and is specified in writing in the Planning Board's Rules of Procedure with clearly specified thresholds and conditions under which the Planning Board classifies an application as eligible for administrative review. The thresholds and conditions shall be structured such that no new development shall be approved that results in a substantial adverse impact under any of the standards set forth in the bylaws. No amendment issued as an administrative review shall have the effect of substantively altering any of the findings of fact or Planning Board decision.

C. Consent Agenda. The Planning Board may require that Administrative Review applications be placed on a consent agenda at the next planning board meeting. As part of the consent agenda process, the Planning Board may review and modify the Administrative Review of the Planning Director or otherwise approve any items on the consent agenda as a group or individually.

2.6 Administrative vs. Design Development Review

A. Applications reviewed for compliance with this chapter may be either approved through [Administrative Review](#), or shall be approved through [Design Development Review \(DDR\)](#). The purpose of administrative review is to streamline the approval process where possible for smaller or more straightforward applications.

B. The Planning Director is authorized to administratively review and approve all applications which clearly conform to all the applicable principles and standards of this chapter, or to deny approval if it does not conform. Applications which are denied may re-apply after appropriate modification and/or the applicant may request a full [Design Development Review](#) instead.

C. If the Planning Director determines that an application requires interpretation or discretionary judgement with respect to compliance with the standards and guidelines of this chapter, the application shall be referred to a [Technical Advisory Committee \(TAC\)](#), hereby established.

- 1) The [Technical Advisory Committee \(TAC\)](#) shall consist of: chairperson (or vice-chairperson) of

the Planning Board; a Director of Building and Development; the Planning Director and Planning Board Attorney. This review committee may be augmented as deemed necessary by the Planning Director with other town officials and [Town Designated Engineer \(TDE\)](#), [Town Designated Design Professional \(TDP\)](#) consulting firms.

- 2) A checklist of required submission review materials necessary at the different stages of the review process is provided in the Appendix.

2.7 Review and Approval Process.

A. Schematic Conference. At the very early stages of concept design, prior to developing any detailed architectural/engineering drawings or filing a formal application, the applicant shall schedule an informal (pre-application) [Schematic Conference](#) with the Planning Director to discuss the general project intentions and review the code and its procedures. The purpose of this conference is early detection of any potential design or other concerns before the applicant has expended time and funds on design and engineering plans which may require significant changes.

- 1) A request for a schematic conference shall be accompanied by a very basic site schematic/layout plans and a copy of any additional information the applicant wishes to discuss.
- 2) After the conference, the Planning Director will provide to the applicant a preliminary list of recommendations related to the development plans, such as: variances or permits required; initial design feedback; guidance on which types of technical studies may be necessary; and identify any TDE/TDP review that might be necessary before approvals can be granted.
- 3) If it is determined that the application would qualify for administrative review as submitted, or with only minor modifications, the Planning Director shall inform the applicant, within 30 days, of what additional steps, changes, forms and fees would be required to submit a formal application. Once submitted, the formal application may be approved, approved with modifications or denied as part of administrative review. Other applications shall proceed to the Concept Development Meeting.

B. Design Development Review.

- 1) **Concept Development Meeting.** After the

Schematic Conference, the applicant shall prepare additionally revised design plans, including any suggested modifications, required studies and information requested in the previous meeting. Once prepared, the applicant shall submit these materials to schedule an informal Concept Development Meeting with the TAC.

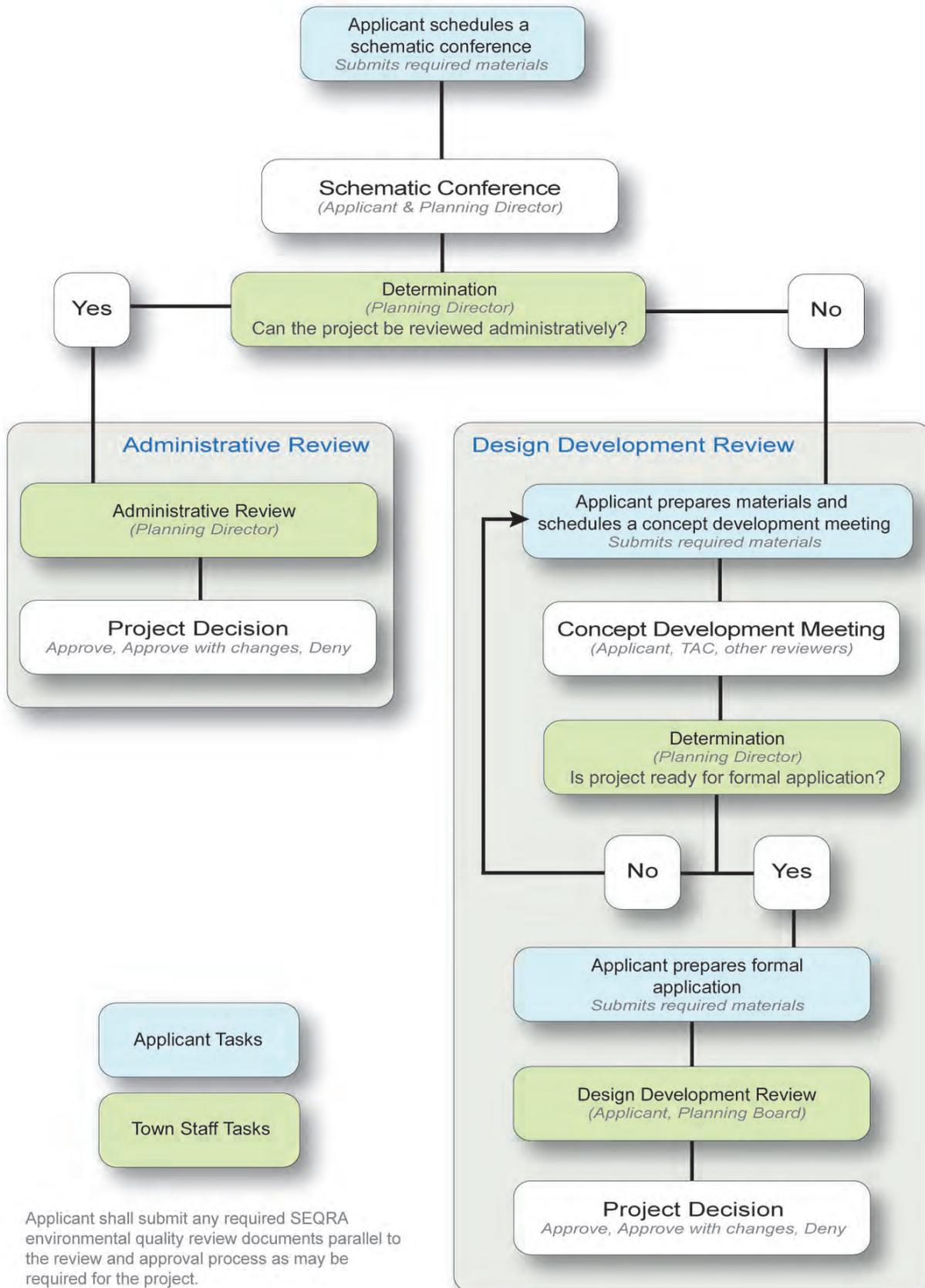
- a. If it was determined that an escrow account should be established to cover the review fees by **private consulting TDE or TDP firms, such account shall be set up and funded by the applicant prior to the meeting.**
- b. The TAC, including any additional review members deemed necessary by the Planning Director, shall review and discuss the proposed project at the meeting with the applicant. The purpose of this meeting is early detection of any potential design concerns before the applicant has **expended significant time and funds on final design and engineering for full Planning Board review.**
- c. After the Concept Development Meeting, the Planning Director will provide to the applicant a non-binding list of recommendations related to the design plans and meeting discussion, follow-up with the TDE/TDP as/is required, as well as identify if the application is ready to proceed to formal Design Development Review and the next steps in the review and approval process.

2) Formal Application and Design Development Meeting.

Formal applications for Design Development Review shall be submitted to the Planning Director along with any required plans, forms, fees and studies.

- a. Any required variances or special use permits shall be obtained prior to/or in parallel with formal application process.
- b. The Planning Director shall refer a copy of the application to the Saratoga County Planning Board for review under N.Y. General Municipal Law § 239-m for projects that cause a physical change in access to a state or county highway.
- c. Applications shall be reviewed for completeness. **The Planning Office will notify the applicant if their application is complete or not, and identify any missing information which must still be submitted. The applicant must submit the requested**

Figure 2.1 - Review & Approval Process Outline



Applicant shall submit any required SEQRA environmental quality review documents parallel to the review and approval process as may be required for the project.

information within 60 days of notification or the application will be deemed withdrawn, forfeiting any application fees.

d. Complete applications will be forwarded to the appropriate town departments or review consultants to verify consistency with this chapter.

e. The Planning Board shall approve, approve with modifications, or deny the application within 60 days from submission/completion of the SEQR process in writing to the applicant, detailing the findings/determinations for its decision.

- C. Public Hearing. A public hearing shall be required for any project that is categorized as a Type 1 Action pursuant to the New York State Environmental Quality Review Act and its implementing regulations prior to final decision by the Planning Board on a Design Development Review. The Planning Board may but is not otherwise obligated to require a project that is not a Type 1 Action to have a public hearing.

3 REGULATING PLAN

3.1 Regulating Plan Interpretation. The Regulating Plan is intended as a general guide to the desired future development patterns within the Town Center. To provide for design creativity and flexibility, some elements of the Plan are intended only as a suggested outcome, and should not be interpreted literally or strictly required. These include:

- A. The location and extents of Public / Open Space.
- B. The location of future new roads, service alleys, multi-use paths, transit stops and recommended tower designs.

3.2 Other elements of the Regulating Plan, however, are intended to be maintained as shown, as follows:

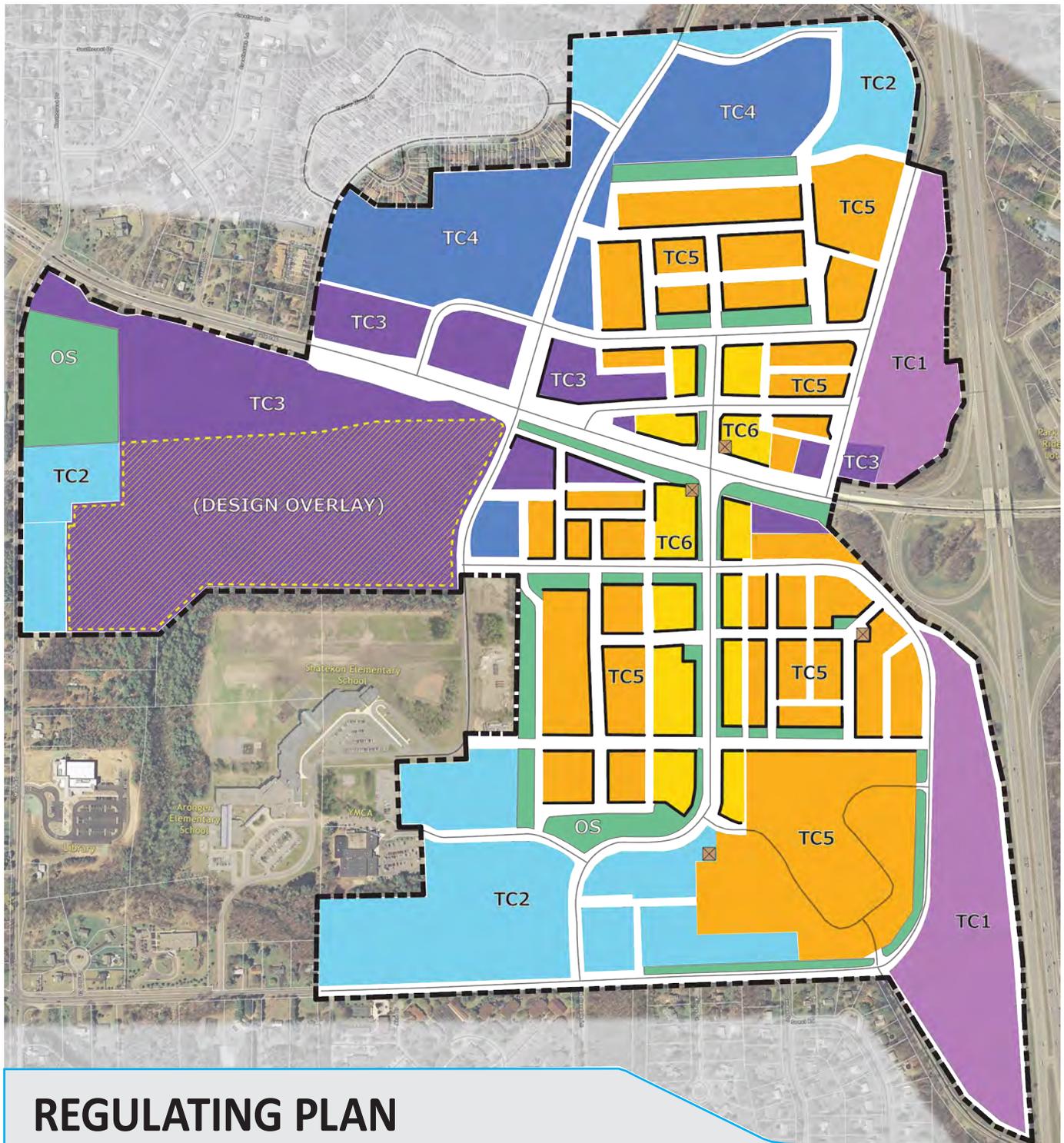
- A. The location and boundaries of each development zone TC1 thru TC6, and the Design Overlay.
- B. The general location or orientation of required storefronts, where they provide direct facade frontage along a public or private street.

3.3 Zones. The Clifton Park Town Center Zoning hereby establishes the following development zones, as shown on the Regulating Plan and the Town of Clifton Park Zoning Map as amended herein.

- A. **TC6 - Boulevard.** The Boulevard zone is intended to define the character of the primary boulevard through the Town Center. This boulevard is designed to showcase the large lawns, shade trees, planted medians and a multi-use path as a "parklike" setting, fronted on either side by continuous shopfronts, sidewalks and outdoor patios. Bisecting Route 146 with gateway median designs and architectural tower elements, it seeks to attract visitors into the Town Center neighborhood. Mixed use buildings up to five stories, with residential dwelling units only permitted above commercial space.
- B. **TC5 - Neighborhood.** The Town Center Neighborhood zone is intended to be the core pedestrian shopping area and mixed-use neighborhood. A network of side streets with wide sidewalks, street trees and commercial shopfronts served by on-street parking, hidden parking lots and garages tucked within the center of the blocks. Three-story mixed-use buildings, with residential dwelling units only permitted above commercial space. Provides incentives to permit up to five-story buildings in

return for providing structured parking.

- C. **TC4 - Transition.** The Transition zone is intended to create a transitional zone to outlying areas of the Town Center and neighboring residential areas. Three-story buildings with primarily commercial office uses, with some limited retail and residential uses.
- D. **TC3 - General.** The General zone is intended to allow for more suburban lot configurations of commercial and office uses along the Route 146 corridor which would not be suitable for the central neighborhood portions. Three-story buildings.
- E. **TC2 - Edge.** The Edge zone is intended to create a transitional zone between the central commercial districts and the outlying residential areas with lower intensity development and shorter building heights. Three-story buildings, primarily residential in nature, but does allow for some limited supporting commercial uses as part of the development.
- F. **TC1 - Highway.** The Highway zone is intended to allow for more suburban lot configurations of commercial and office uses along the Northway corridor which would not be suitable for the central neighborhood portions. Emphasis is placed on providing attractive architecture which will be viewed from both the front and the back, with increased tree buffers, landscaping and architectural standards along the Northway frontage to maintain an attractive presence along the highway.
- G. **OS - Open Space.** The Open Space zone represents the goal of providing attractive landscaped or natural areas with trees, landscaping and buffers where possible which will enhance the overall visual appeal of the Town Center for the benefit of everyone. This zone is intended to suggest and promote areas for small parks, trails, open lawns, watershed management and recreational areas for the future use and enjoyment of shoppers and residents. This zone is not intended to require any specific property to be set aside as open space. Green lawns, shade trees, playgrounds, picnic areas, multi-use paths and attractive landscaping are to be considered as goals and determined on a project basis during development review. Once designated on an approved plan, no commercial or residential uses are permitted. The Open Space zone boundaries are representational of the amount and general location of open space, buffer or amenity area to be set aside from a master plan perspective. The actual location, extent, design, level of improvement and management (public,



REGULATING PLAN

- | | | | |
|------------------------------|----------------------------|-------------------------|-------------------------------|
| TC6 Boulevard Zone | TC4 Transition Zone | TC2 Edge Zone | DO Design Overlay |
| TC5 Neighborhood Zone | TC3 General Zone | TC1 Highway Zone | OS Public / Open Space |
-
- | | | |
|-----------------------------------|---------------------------|-----------------------------------|
| T Recommended Transit Stop | Existing Road | Future New Road or Multi-Use Path |
| Required Storefront | Future New Road (Planned) | Potential Service Alley |
| | Future New Multi-Use Path | Recommended Tower Design |

TABLE 3-1 Allowed Uses

Use Type (See Definitions)	TC6 Boulevard	TC5 Neighborhood	TC4 Transition	TC3 General	TC2 Edge	TC1 Highway
Animal; pet grooming	●	●				●
Animal; veterinary services	●	●		●		●
Assembly or auditorium; indoor	●	●		●		●
Automotive; fuel sales						
Automotive; service or wash						
Automotive; sales						
Bank	●	●	●	●	●	●
Bank; drive thru	○	○	●	●	●	●
Bar or tavern	●	●				
Club; live performance						
Club; indoor	●	●		●		●
Commercial amusement; indoor	●	●		●		●
Dry cleaning	●	●	●			●
Home occupation	○	○	○		○	
Hotel	●	●				●
Laundromat	●	●	●			●
Medical services; outpatient	●	●	●			●
Office	●	●	●	●	●	●
Personal care	●	●		●	○	
Repair and maintenance; light	●	●		●		●
Restaurant	●	●		●		
Restaurant; drive thru	○	○		●		
Restaurant; outdoor seating	●	●		●		
Retail	●	●		●	○	●
Retail; drive thru	○	○		●		●
Retail; outdoor display	○			○		○
Nursing home	●	●			●	
Residence; multifamily					●	
Residence; mixed-use multifamily	●	●	●		●	
Senior housing			●		●	
Cultural center	●	●		●	●	●
Day care home	●	●	●		●	
Municipal office or public safety facility	●	●		●		●
Parking; structured above grade	○	○		●		○
Parking; structured below or at grade	●	●	●	●	●	●
Public open space or park	●	●	●	●	●	●
Religious facility	●	●	●	●	●	●
School; nursery or K-12	●	●	●			
School; vocational		●		●		●
Transit node	●	●	●	●	●	●
Transit hub	○	○				○
Utility; telecommunication tower	○	○	○	○	○	○
Utility; general public service	○	○	○	○	○	○

Notes: ● = Use Permitted; ○ = Special Permit. Uses not listed, or blank cells, indicate use not permitted. Some not permitted uses are still listed in order to avoid ambiguity with similar functions. See Section 3.5 for special permit use considerations.

private, nonprofit) shall be determined as part of the Design Development Review for the parcel(s).

H. DO - Design Overlay. The Design Overlay is an overlay district to address areas outside of the original Town Center Master Plan that are logical extensions of the Town Center area but which have not been master-planned. Development projects in this area are required to go through the full Design Development Review process in order to ensure proper development. A collaborative Design Development Review process under the Design Overlay shall include the property owner(s)/contract vendee, the town Technical Advisory Committee, the Town Designated Engineer, and the Town Designated Design Professional to determine how to best advance the recommendations of the Clifton Park Town Center Master Plan and the project development plan. The permitted uses of the underlying zoning districts may be modified through the Planned Unit Development process pursuant to the objectives of Article XI - Planned Unit Development District. This collaborative process shall include consideration for connecting Moe Road to Maxwell Road Extension, multi-use pathway connections to Moe Road, Collins Park and to the Clifton Park-Halfmoon Library and set aside of approximately thirty percent of the property as public open or civic space which may include multi-purpose paths, connector roads, green infrastructure/Stormwater management areas, and pocket parks and greens. The underlying zone designation per the regulating plan will not become effective until conclusion of the full Design Development Review process.

3.4 Allowable Uses.

A. The allowable uses in each development zone are as set forth in Table 3-1 Allowed Uses.

3.5 Special Permit Uses

A. Bank; drive thru. Bank drive thrus, including drive-up ATMs and freestanding kiosks, shall be located at the rear of the building and screened from view as directed by the Planning Board. Drive thru facilities are encouraged to utilize one curb cut where possible.

B. Home occupation. The home shall be the actual place of residence of the person conducting the home occupation, and;

- 1) The applicant shall provide an affidavit setting forth the scope of operations proposed and demonstrate that there will be no noise, odor, smoke, glare or

vibration beyond the property line. The Planning Board shall make appropriate findings with respect to location, intensity of use, parking and any other factors that may affect neighboring properties, and may require specific performance standards to limit impacts to adjacent properties with regards to air quality, noise, visual impact, emissions, and other reasonable concerns that may be applicable to the use.

- 2) There shall be no more than one home occupation per residential building and no more than two employees may be permitted.
- 3) The use, including related storage, may occupy no more than 25% of the habitable floor area of the existing principal residence or no more than 500 sq. ft. in the principal residence.
- 4) The home occupation shall not involve the outdoor display of any materials or goods.
- 5) The home occupation shall not involve the on-site use or storage of any commercial vehicles or construction equipment or mechanical equipment except for one vehicle not over 6,000 pounds.

C. Personal care. Personal care services are permitted in the TC2 zone by special permit as an accessory use, provided that all such establishments are limited to no more than 1,500 s.f. gross floor area or 10% of the total building footprint area, whichever is greater.

D. Retail. Retail uses are permitted in the TC2 zone by special permit as an accessory use, provided that all such establishments are limited to no more than 2,000 s.f. gross floor area or 10% of the total building footprint area, whichever is greater.

E. Retail; drive thru. Retail establishments with drive thru services shall locate such service at the rear of the building and screened from view as directed by the Planning Board. Drive thru facilities are encouraged to utilize one curb cut where possible.

F. Retail; outdoor display. The outdoor display or storage of retail merchandise shall be limited to business hours. The display of motorized vehicles or equipment such as lawnmowers, snowblowers, ATVs, snowmobiles and similar items is not permitted in the TC6 zone.

G. Restaurant; drive thru. Restaurant establishments with drive thru services shall locate such service at the rear

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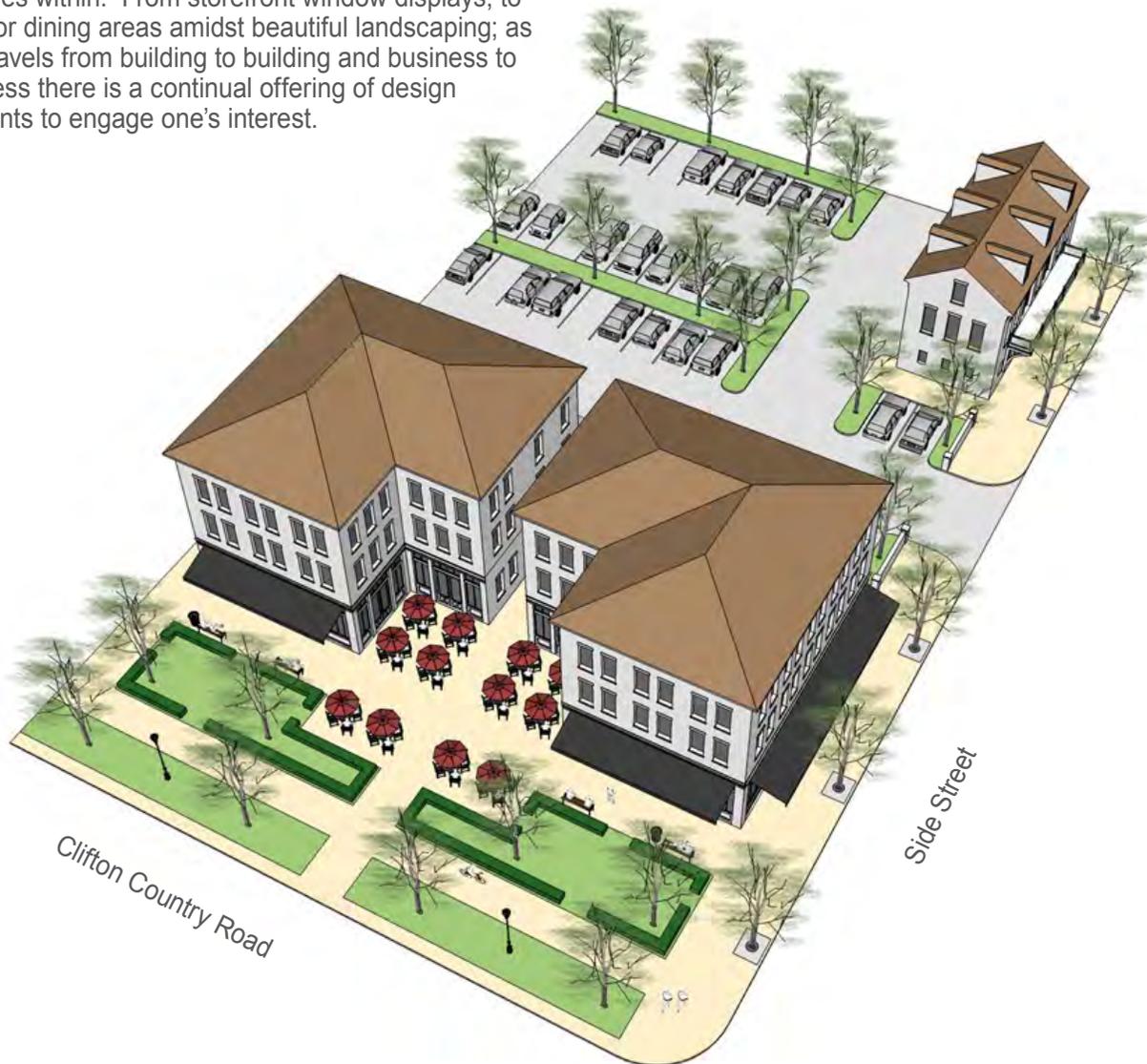
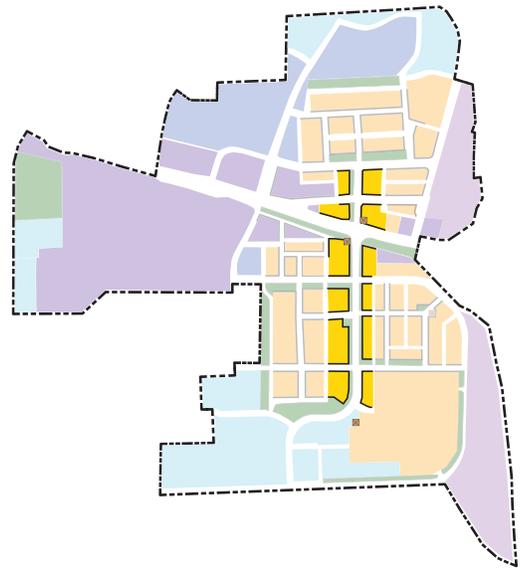
TC6

Boulevard Zone

Overview

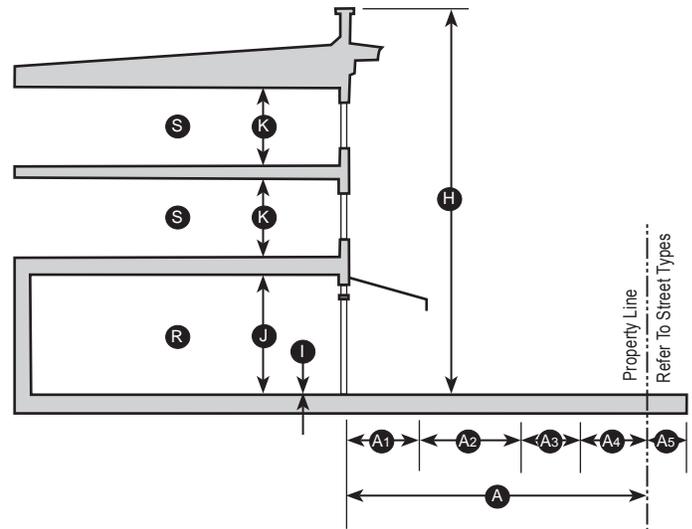
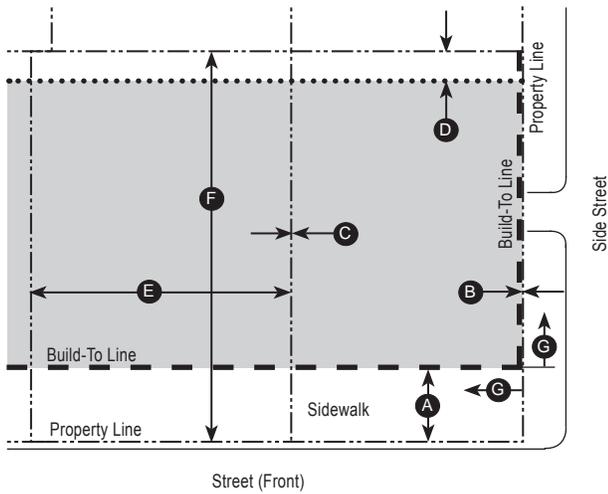
The primary intent of this zone is to create an attractive entrance and boulevard route into and through the Town Center neighborhood, as a transition from the larger Route 146 to the smaller side streets.

Along Clifton Country Road, a revitalized streetscape of trees, decorative lighting, landscaped multi-use path and sidewalks will be framed by inviting and attractive architecture. Existing front parking lots will gradually be transformed into attractive community and economic amenities, from outdoor patios and cafes to well-designed and interesting facades, where each building offers an attractive and inviting view of the ground floor activities within. From storefront window displays, to outdoor dining areas amidst beautiful landscaping; as one travels from building to building and business to business there is a continual offering of design elements to engage one's interest.



Illustrative example of buildings and site arrangement in the TC6 Boulevard Zone.

TC6 Boulevard Zone Form



- Key**
- - - - - Property Line
 - Setback Line
 - - - - - Build-to Line (BTL)
 - Building Area

Building Placement & Front Yard Design

Build-to Line (Distance from Property Line)		
Front	41'	A
Sidewalk width	8' min.	A1
Landscaped Terrace width	15' min.	A2
Multi-Use Path width	8' per NYSDOT Standards	A3
Tree Lawn width	10' min.	A4
Pedestrian Footway width	3' min. 5' max.	A5
Side Street	0'	B

Frontage Width % at BTL	
Front	80% min. preferred
Side Street	30% min. preferred

Corner Properties: Both street facades must be built to the BTL for the first 30' from the corner of the building. G

Setback (Minimum Distance from Property Line)

Side	0'	C
Rear	5'	D

Lot Configuration

Width	150' min.	E
Depth	300' min.	F
Greenspace Goal	10% min.	

Footprint

Depth, ground floor commercial space.	Main Building 40' min. Ancillary Building 20' min.
---------------------------------------	---

Building Form

Height		
Main Building	22' min.	H
	5 Stories max. ¹	H
Ancillary Building	3 Stories max. ¹	
Ground Floor Finish Level	6" max. above sidewalk.	I
Ground Floor Commercial Ceiling	14' min. clear	J
Upper Floor(s) Ceiling	9' min. clear	K

¹See definition of "Story" in Definitions

Allowed Building Types (See Sec. 5.1)

- Commercial Block
- Civic Building
- Duplex/Triplex/Fourplex
- Drive Thru
- Liner Building
- Live-Work Unit
- Townhouse/Rowhouse

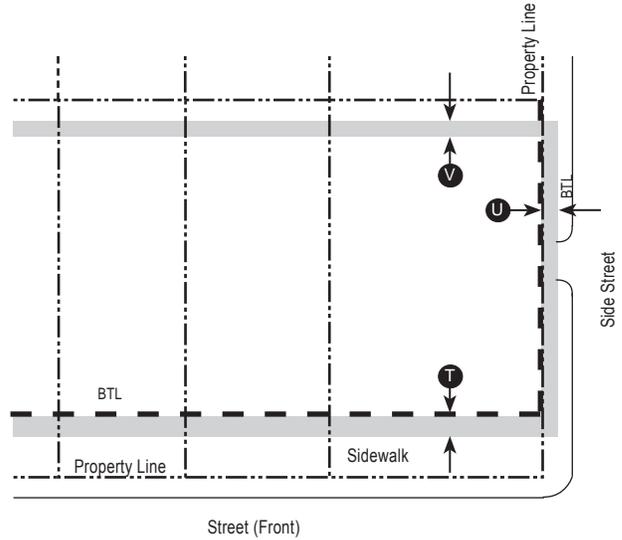
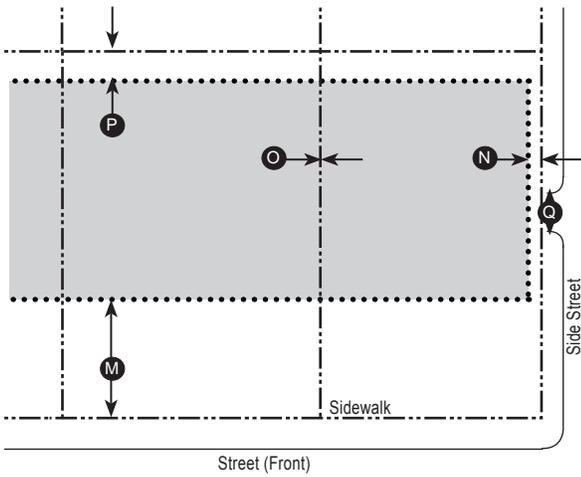
Allowed Frontage Types (See Sec. 5.2)

- Shopfront
- Forecourt
- Porch
- Gallery
- Stoop

Allowed Use Types (See Sec. 3.4)

Ground Floor	Service, Retail, or Recreation, Education and Public Assembly	R
Upper Floor(s)	Residential or Service	S

TC6 Boulevard Zone
Parking & Encroachments



Key

----- Property Line	..... Setback Line
	█ Parking Area

Key

----- Property Line	..... Setback Line
- - - - - Build-to Line (BTL)	█ Encroachment Area

Parking (See Sec. 7.0 for general standards)

Parking Location (Distance from Property Line)

Front Setback	80' min.	M
Side Street Setback	5' min.	N
Side Setback	0' min.	O
Rear Setback	5' min.	P

Allowed Encroachments (See Sec. 5.3)

Balconies, Bay Windows, Awnings, etc.

Front	12' max.	T
Side Street	8' max.	U
Rear	4' max.	V

District Specific Parking Req. (See Sec. 7.0 for general standards)

Parking Drive Width	24' max.(2-way) 15' max.(1-way)	Q
No parking spaces are required for Ancillary Buildings that are < 500 sf		
Parking must be provided on-site, off-site within 1,300', or as part of a district-wide parking management strategy.		

Miscellaneous

Only one Main Building and one Ancillary Building may be built on each lot.

Where a building facade steps back or is absent from the BTL, the BTL line should be maintained and defined by fence, landscape wall or hedge 30"-54" high.

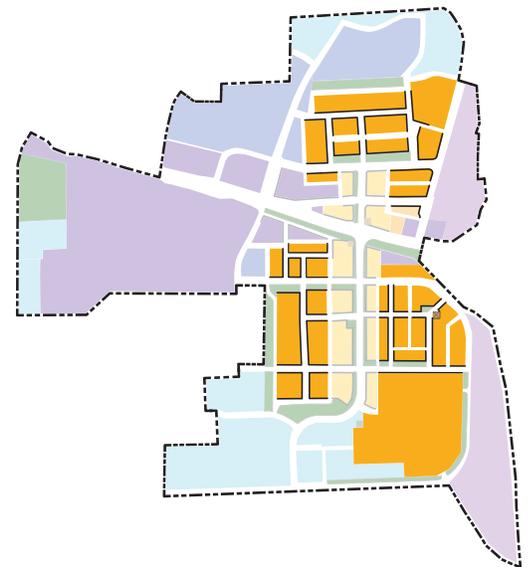
All buildings must have a primary entrance along the front facade.

Loading docks, overhead doors and other service entries shall not be located on street-facing facades.

A clear, designated pedestrian way(s) shall be provided from parking areas. Building entrance from parking areas shall provide attractive, welcoming architectural entry treatments

TC5 Neighborhood Zone Overview

The primary intent of this zone is to become the core pedestrian shopping area and mixed-use neighborhood of the Town Center. Priority is placed here on optimizing the physical characteristics of the built environment for increased walkability. While much of the land encompassed by this district was originally built in an automobile-dominant format, the intent is to facilitate a transition of individual parcels over time, each adding up to a vibrant, walkable town center.



Characterized by a network of side streets and service alleys, providing wide sidewalks, street trees and commercial shopfronts served by on-street parking, with parking lots and garages hidden within the center of the blocks where possible. To maximize vibrancy and walkability, this zone features buildings located close to the sidewalk, plentiful shade for pedestrians, and parking lots screened from view. Three-story mixed use buildings are permitted, with residential dwelling units only allowed above commercial spaces. Retail shopfronts are required along the ground floor level of most areas.

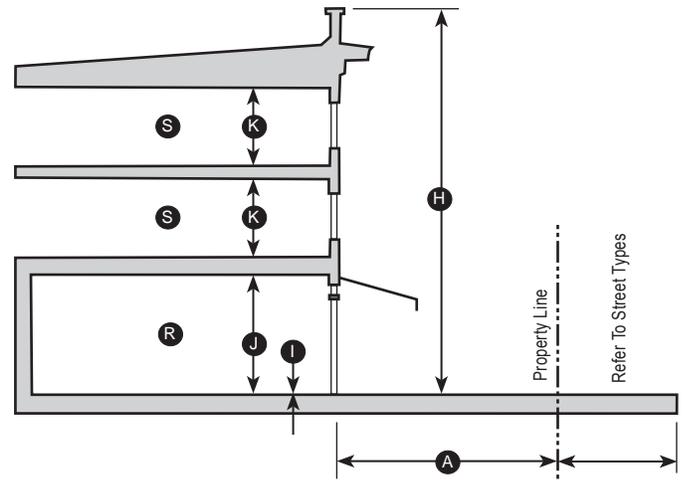
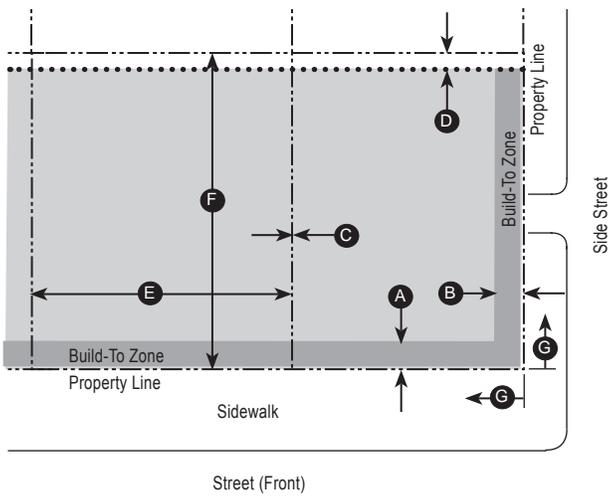
This zone also allows for buildings up to four or five-stories in height in return for providing structured parking which is available to the public.



Illustrative example of buildings and site arrangement in the TC5 Neighborhood Zone.

Neighborhood Zone

TC5 Form



Key
 - - - - - Property Line ··········· Setback Line
 ■ Build-to Zone (BTZ) ■ Building Area

Building Placement & Front Yard Design

Build-to Zone (Distance from Property Line)		
Front	0' min., 8' max.	A
Side Street	0' min., 8' max.	B
Building Facade at BTZ		
Front	80% min. preferred.	
Side Street	30% min. preferred.	
Corner Properties: Both street facades must be built in the Build-To Zone for the first 30' from the corner of the building. G		

Setback (Minimum Distance from Property Line)

Side	0' min.	C
Rear	5' min.	D

Lot Configuration

Width	100' min.	E
Depth	150' min.	F
Greenspace Goal	10% min.	

Footprint

Depth, ground floor commercial space:	Main Building 40' min. Ancillary Building 20' min.
---------------------------------------	---

Building Form

Height		
Main Building	22' min.	H
	3 Stories max. ¹	H
Ancillary Building	3 Stories max.	
Ground Floor Finish Level	6" max. above sidewalk	I
Ground Floor Commercial Ceiling	14' min. clear	J
Upper Floor(s) Ceiling	9' min. clear	K
¹ 4-5 story heights may be permitted with structured parking, see Structured Parking Incentive, Sec. 3.7.		

Allowed Building Types (See Sec. 5.1)

- Commercial Block
- Civic Building
- Duplex/Triplex/Fourplex
- Drive Thru
- Liner Building
- Live-Work Unit
- Townhouse/Rowhouse

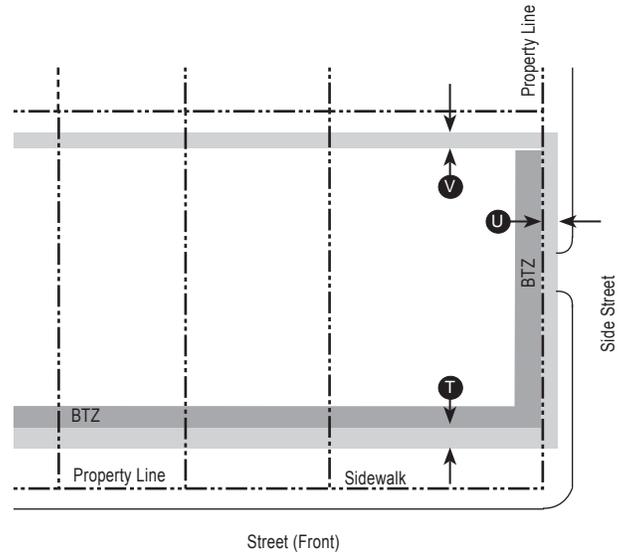
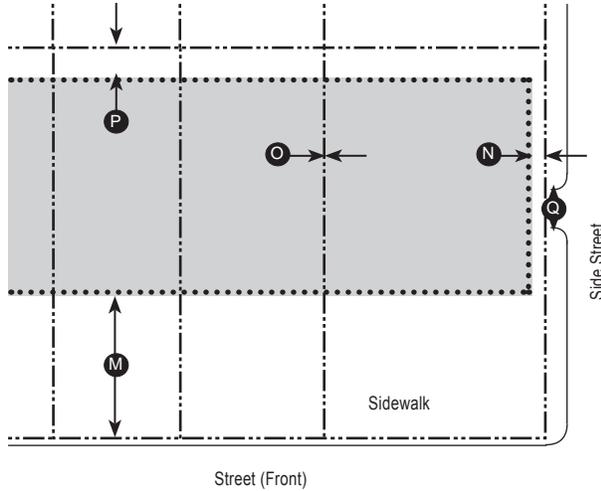
Allowed Frontage Types (See Sec. 5.2)

- Shopfront
- Forecourt
- Porch
- Gallery
- Stoop

Allowed Use Types (See Sec. 3.4)

Ground Floor	Service, Retail, or Recreation, Education and Public Assembly	R
Upper Floor(s)	Residential or Service	S

TC5 Neighborhood Zone Parking & Encroachments



Key

----- Property Line	..... Setback Line
	█ Parking Area

Key

----- Property Line	..... Setback Line
█ Build-to Zone (BTZ)	█ Encroachment Area

Parking (See Sec. 7.0 for general standards)

Parking Location (Distance from Property Line)

Front Setback	30' min.	(M)
Side Street Setback	30' min.	(N)
Side Setback	0' min.	(O)
Rear Setback	5' min.	(P)

Allowed Encroachments (See Sec. 5.3)

Balconies, Bay Windows, Awnings, etc.

Front	12' max.	(T)
Side Street	8' max.	(U)
Rear	4' max.	(V)

District Specific Parking Req. (See Sec. 7.0 for general standards)

Parking Drive Lane Width	24' max.(2-way) 15' max. (1-way)	(G)
--------------------------	----------------------------------	-----

No parking spaces are required for Ancillary Buildings that are < 500 sf

Parking must be provided on-site, off-site within 1,300', or as part of a district-wide parking management strategy.

Miscellaneous

Only one Main Building and one Ancillary Building may be built on each lot.

Where a building facade steps back or is absent from the BTZ, the BTZ line should be maintained and defined by fence, landscape wall or hedge 30"-54" high.

All buildings must have a primary entrance along the front facade.

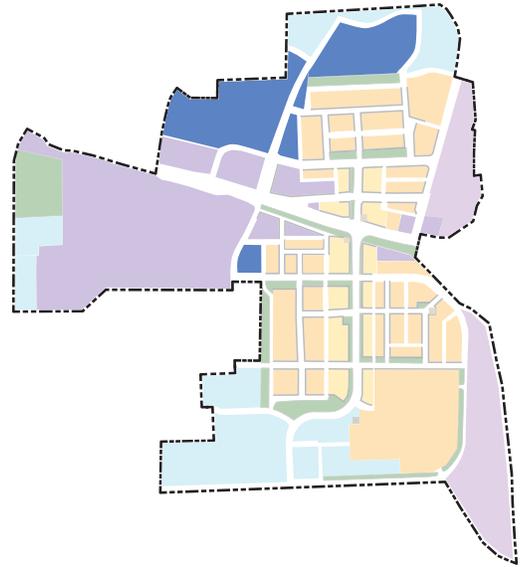
Loading docks, overhead doors and other service entries shall not be located on street-facing facades.

TC4**Transition Zone**

Overview

The primary intent of this zone is to provide a commercial area which acts as a transition to the surrounding residential neighborhoods around the Town Center.

Characterized by three-story buildings, this zone primarily allows office uses, with some mixed-use residential and limited retail uses in order to limit the potential impact on the nearby residences. Among other adjusted details, buildings here are set slightly further back and heights are somewhat lower than those in the TC5 Neighborhood District.

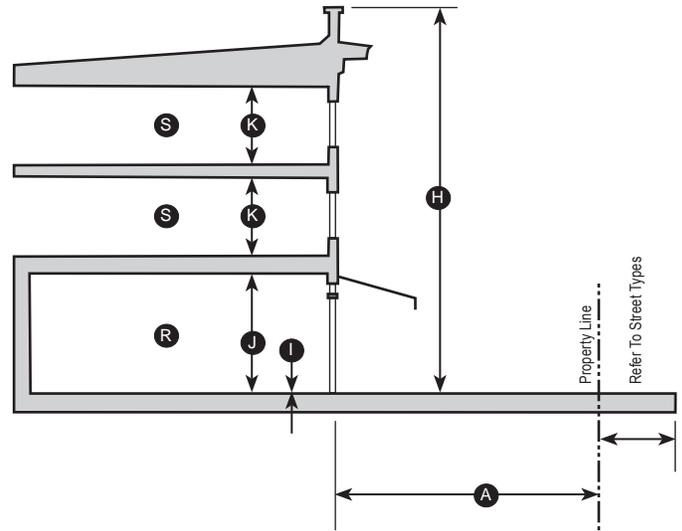
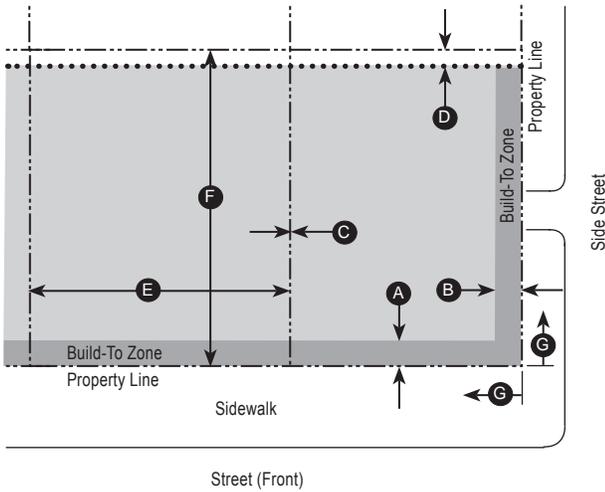


Illustrative example of buildings and site arrangement in the TC4 Transition Zone.

Transition Zone

Form

TC4



Key

- - - - - Property Line
- Setback Line
- Build-to Zone (BTZ)
- Building Area

Building Placement & Front Yard Design

Build-to Zone (Distance from Property Line)		
Front	0' min., 15' max.	A
Side Street	0' min., 15' max.	B
Corner Properties: Both street facades must be built in the Build-To Zone for the first 30' from the corner of the building. G		

Setback (Minimum Distance from Property Line)

Side	0' min.	C
Rear	5' min.	D

Lot Configuration

Width	100' min.	E
Depth	150' min.	F
Greenspace Goal	10% min.	

Footprint

Depth, ground floor commercial space:	Main Building 40' min. Ancillary Building 20' min.
---------------------------------------	---

Building Form

Height		
Main Building	22' min.	H
	3 Stories max.	H
Ancillary Building	3 Stories max.	
Ground Floor Elev. Above Sidewalk	Comm. 6" max., Res. 24" min.	I
Ground Floor Commercial Ceiling	14' min. clear	J
Upper Floor Ceiling	9' min. clear	K

Allowed Building Types (See Sec. 5.1)

- Commercial Block
- Civic Building
- Duplex/Triplex/Fourplex
- Drive Thru
- Liner Building
- Live-Work Unit
- Townhouse/Rowhouse

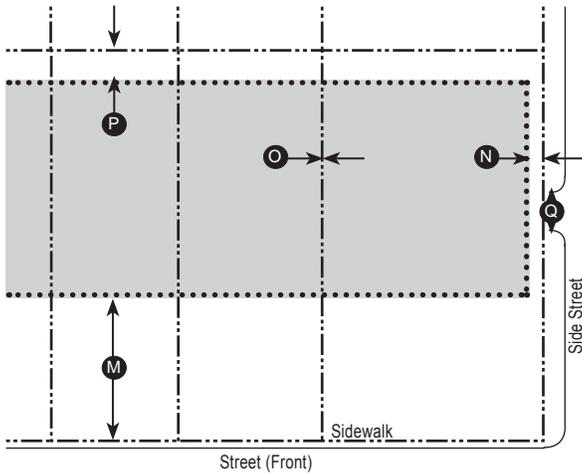
Allowed Frontage Types (See Sec. 5.2)

- Shopfront
- Forecourt
- Porch
- Gallery
- Stoop

Allowed Use Types (See Sec. 3.4)

Ground Floor	Service, Retail, or Recreation, Education and Public Assembly	R
Upper Floor(s)	Residential or Service	S

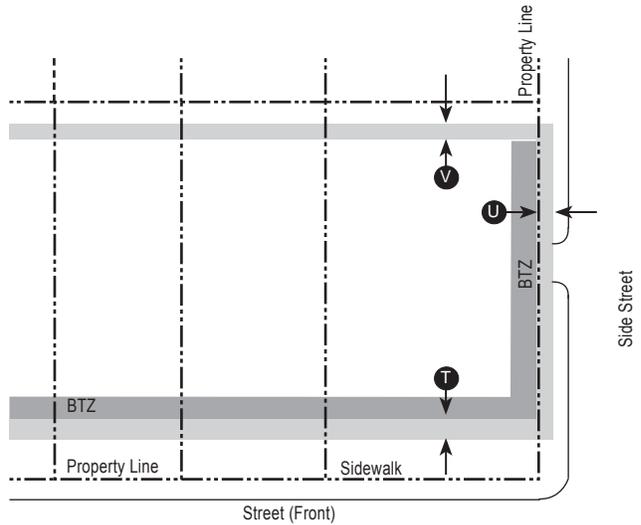
TC4 Transition Zone Parking & Encroachments



Key
 - - - - - Property Line ·········· Setback Line
 [Shaded Area] Parking Area

Parking (See Sec. 7.0 for general standards)		
Parking Location (Distance from Property Line)		
Front Setback	30' min.	M
Side Street Setback	30' min.	N
Side Setback	0' min.	O
Rear Setback	5' min.	P

District Specific Parking Req. (See Sec. 7.0 for general standards)		
Parking Drive Lane Width	24' max.(2-way) 15' max. (1-way)	Q
No parking spaces are required for Ancillary Buildings that are < 500 sf		
Parking must be provided on-site, off-site within 1,300', or as part of a district-wide parking management strategy.		



Key
 - - - - - Property Line ·········· Setback Line
 [Shaded Area] Build-to Zone (BTZ) [Shaded Area] Encroachment Area

Allowed Encroachments (See Sec. 5.3)		
Balconies, Bay Windows, Awnings, etc.		
Front	12' max.	T
Side Street	8' max.	U
Rear	4' max.	V

Miscellaneous

Only one Main Building and one Ancillary Building may be built on each lot.

Where a building facade steps back or is absent from the BTZ, the BTZ line should be maintained and defined by fence, landscape wall or hedge 30"-54" high.

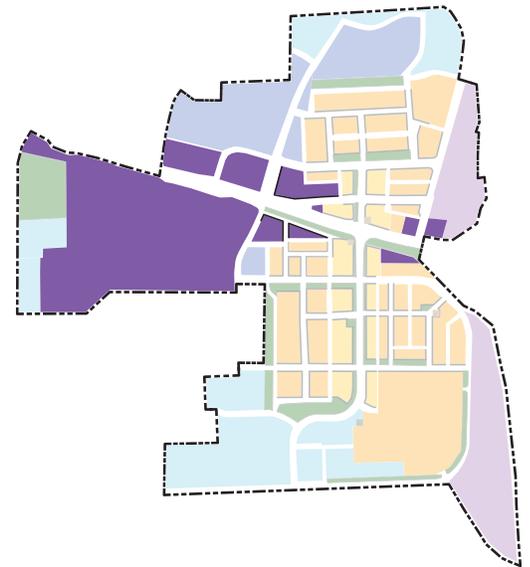
All buildings must have a primary entrance along the front facade.

Loading docks, overhead doors and other service entries shall not be located on street-facing facades.

TC3

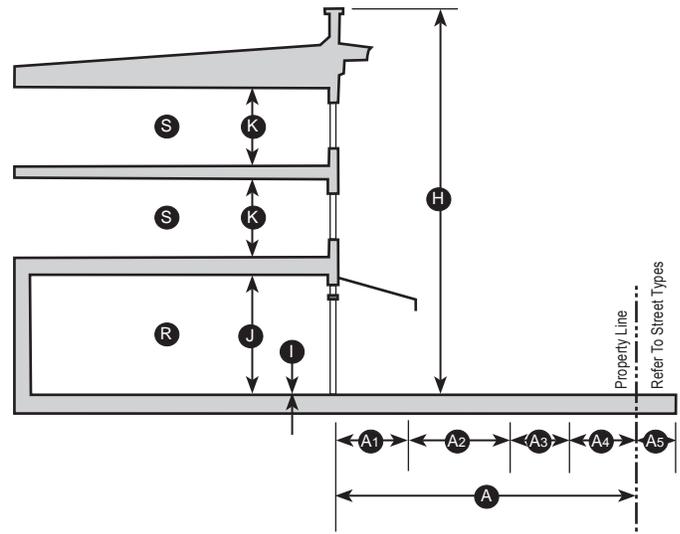
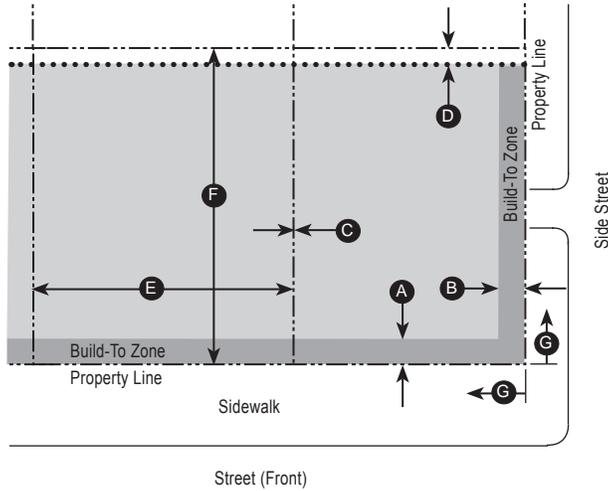
General Zone
Overview

The primary intent of this zone is to provide a general commercial area along the Route 146 corridor which primarily serves vehicular traffic and heavy vehicular uses. This zone allows for more suburban-oriented lot configurations and uses which would not be suitable for the central neighborhood portions of the Town Center. Building heights are capped at three-stories. Residential uses are not permitted.



Illustrative example of buildings and site arrangement in the TC3 General Zone.

TC3 General Zone
Form



- Key**
- - - - - Property Line
 - Setback Line
 - Build-to Zone (BTZ)
 - Building Area

Building Placement & Front Yard Design

Build-to Zone (Distance from Property Line)		
Front	38' min. 80' max.	A
Sidewalk width	10' min.	A1
Access Lane Parking width	8' for parallel, 16' for diagonal	A2
Access Lane Drive width	12'	A3
Access Lane Parking width	8' for parallel, 16' for diagonal	A4
Multi-Use Path width	8' per NYSDOT Standards	A5
Side Street	0'	B
Street Facades must be built to the BTL for the first 30' from the corner of the property line. G		

Setback (Minimum Distance from Property Line)		
Side	0' min.	C
Rear	5' min.	D

Lot Configuration		
Width	200' min.	E
Depth	300' min.	F
Greenspace Goal	15% min.	

Footprint		
Depth, ground floor commercial space:	Main Building 40' min. Ancillary Building 20' min.	

Building Form

Height		
Main Building	22' min.	H
	3 Stories max.	H
Ancillary Building	2 Stories max.	
Ground Floor Finish Level	6" max. above sidewalk	I
Ground Floor Commercial Ceiling	14' min. clear	J
Upper Floor(s) Ceiling	9' min. clear	K

Allowed Building Types (See Sec. 5.1)

- Commercial Block
- Civic Building
- Duplex/Triplex/Fourplex
- Drive Thru
- Liner Building
- Live-Work Unit
- Townhouse/Rowhouse

Allowed Frontage Types (See Sec. 5.2)

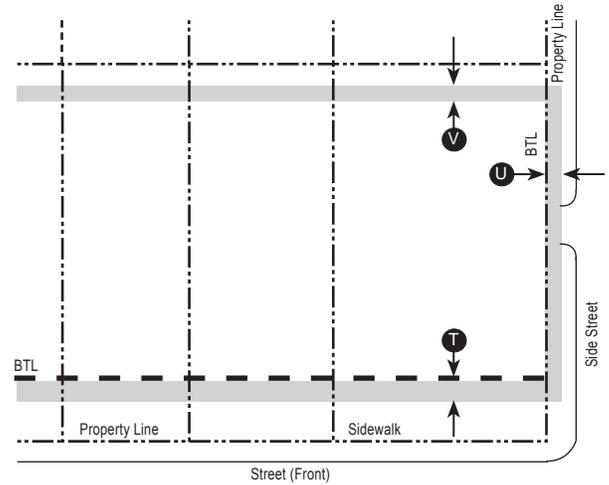
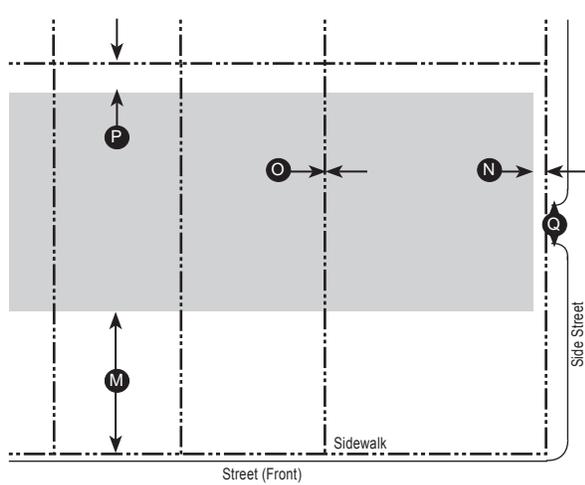
- Shopfront
- Forecourt
- Porch
- Gallery
- Stoop

Allowed Use Types (See Sec. 3.4)

Ground Floor	Service, Retail, or Recreation, Education and Public Assembly	R
Upper Floor(s)	Service	S

TC3

General Zone
Parking & Encroachments



Key

----- Property Line	..... Setback Line
	█ Parking Area

Key

----- Property Line	..... Setback Line
- - - - - Build-to Line (BTL)	█ Encroachment Area

Parking (See Sec. 7.0 for general standards)		
Parking Location (Distance from Property Line)		
Front Setback	60' min.	M
Side Street Setback	5' min.	N
Side Setback	0' min.	O
Rear Setback	5' min.	P

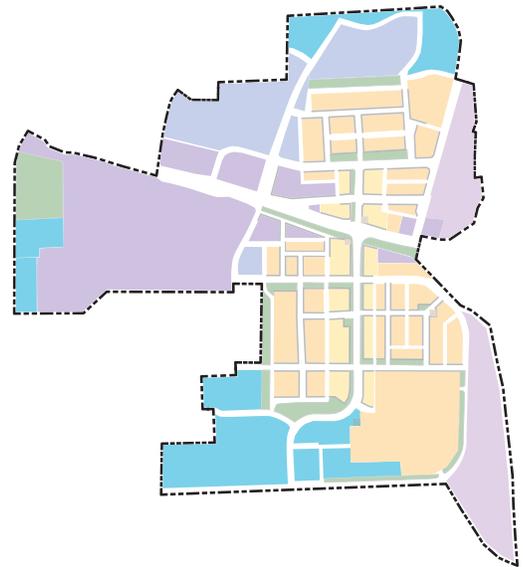
Allowed Encroachments (See Sec. 5.3)		
Balconies, Bay Windows, Awnings, etc.		
Front	12' max.	T
Side Street	8' max.	U
Rear	4' max.	V

District Specific Parking Req. (See Sec. 7.0 for general standards)		
Parking Drive Lane Width	24' max.(2-way) 15' max.(1-way)	Q
No parking spaces are required for Ancillary Buildings that are < 500 sf		
Parking must be provided on-site, off-site within 1,300', or as part of a district-wide parking management strategy.		

Miscellaneous	
Only one Main Building and one Ancillary Building may be built on each lot.	
Where a building facade steps back or is absent from the BTZ, the BTZ line should be maintained and defined by fence, landscape wall or hedge 30"-54" high.	
All buildings must have a primary entrance along the front facade.	
Loading docks, overhead doors and other service entries shall not be located on street-facing facades.	

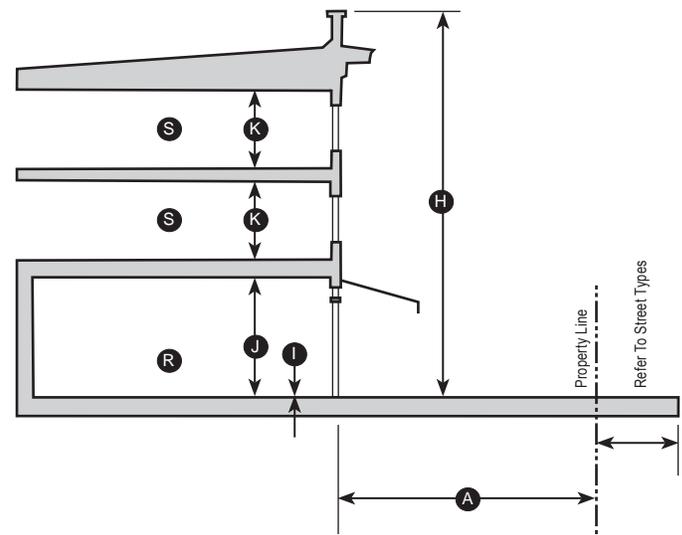
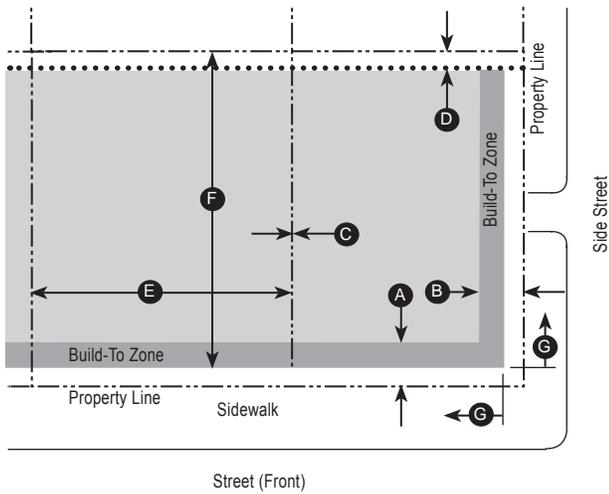
TC2 Edge Zone Overview

The primary intent of this zone is to provide a buffer to the residential neighborhoods on the outskirts of the Town Center. This zone allows 3-story buildings, primarily residential in nature, but does permit some limited supporting commercial uses as part of the development.



Illustrative example of buildings and site arrangement in the TC2 Edge Zone.

TC2 Edge Zone Form



Key

----- Property Line	..... Setback Line
■ Build-to Zone (BTZ)	■ Building Area

Building Placement & Front Yard Design

Build-to Zone (Distance from Property Line)		
Front	10' min., 15' max.	A
Side Street	10' min., 15' max.	B
Building Facade at BTZ		
Front	50% min. preferred	
Side Street	30% min. preferred	
Street Facades must be built to the BTL for the first 30' from the corner of the property line. G		

Setback (Minimum Distance from Property Line)

Side	8' min.	C
Rear	5' min.	D

Lot Configuration

Width	150' min.	E
Depth	300' min.	F
Greenspace Goal	15% min.	

Footprint

Depth, ground floor commercial space:	Main Building 40' min. Ancillary Building 20' min.
---------------------------------------	---

Building Form

Height		
Main Building	22' min.	H
	3 Stories max.	H
Ancillary Building	3 Stories max.	
Ground Floor Elev. Above Sidewalk	Comm. 6" max., Res. 24" min.	I
Ceiling Height	9' min. clear	J
Ground Floor Commercial Ceiling	14' min. clear	K

Allowed Building Types (See Sec. 5.1)

- | | |
|---|--|
| <input type="checkbox"/> Commercial Block | <input checked="" type="checkbox"/> Liner Building |
| <input type="checkbox"/> Civic Building | <input checked="" type="checkbox"/> Live-Work Unit |
| <input checked="" type="checkbox"/> Duplex/Triplex/Fourplex | <input checked="" type="checkbox"/> Townhouse/Rowhouse |
| <input checked="" type="checkbox"/> Drive Thru | |

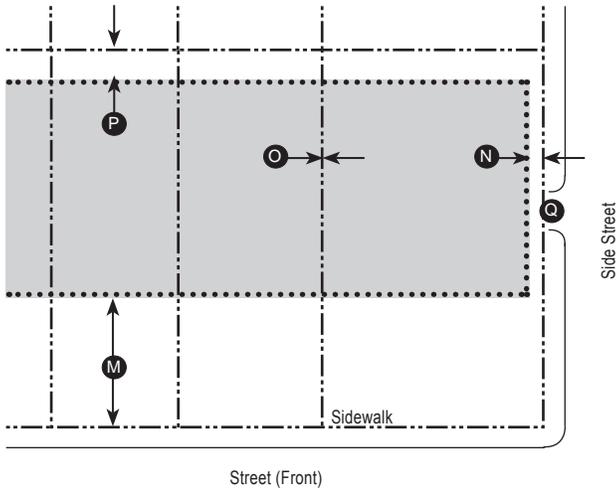
Allowed Frontage Types (See Sec. 5.2)

- | | |
|---|---|
| <input checked="" type="checkbox"/> Shopfront | <input checked="" type="checkbox"/> Gallery |
| <input checked="" type="checkbox"/> Forecourt | <input checked="" type="checkbox"/> Stoop |
| <input checked="" type="checkbox"/> Porch | |

Allowed Use Types (See Sec. 3.4)

Ground Floor	Service, Retail, or Recreation, Education and Public Assembly	R
Upper Floor(s)	Residential	S

TC2 Edge Zone
Parking & Encroachments

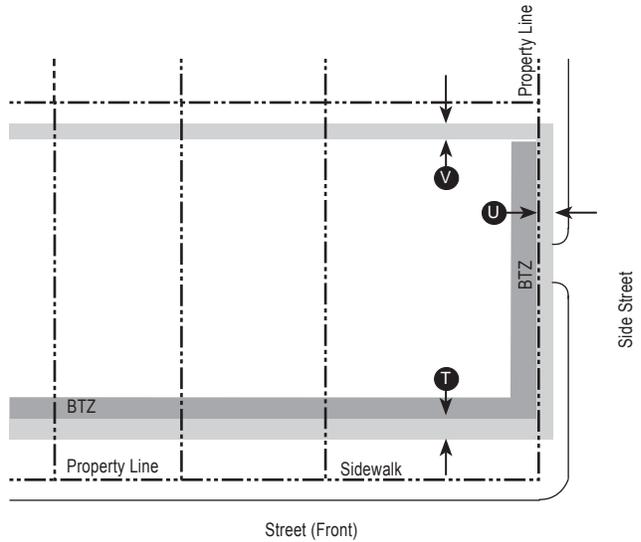


Key

----- Property Line	..... Setback Line
	█ Parking Area

Parking (See Sec. 7.0 for general standards)		
Parking Location (Distance from Property Line)		
Front Setback	35' min.	M
Side Street Setback	35' min.	N
Side Setback	0' min.	O
Rear Setback	5' min.	P

District Specific Parking Req. (See Sec. 7.0 for general standards)	
Parking Drive Lane Width	24' max.(2-way) 15' max. (1-way) Q
No parking spaces are required for Ancillary Buildings that are < 500 sf	
Parking must be provided on-site, off-site within 1,300', or as part of a district-wide parking management strategy.	



Key

----- Property Line	..... Setback Line
█ Build-to Zone (BTZ)	█ Encroachment Area

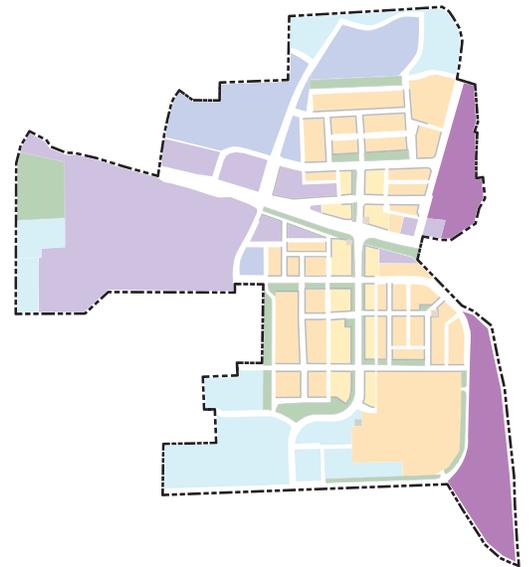
Allowed Encroachments (See Sec. 5.3)			
Balconies, Bay Windows, Awnings, etc.			
Front	12' max.		T
Side Street	8' max.		U
Rear	4' max.		V

Miscellaneous	
Only one Main Building and one Ancillary Building may be built on each lot.	
Where a building facade steps back or is absent from the BTZ, the BTZ line should be maintained and defined by fence, landscape wall or hedge 30"-54" high.	
All buildings must have a primary entrance along the front facade.	
Loading docks, overhead doors and other service entries shall not be located on street-facing facades.	

TC1 Highway Zone Overview

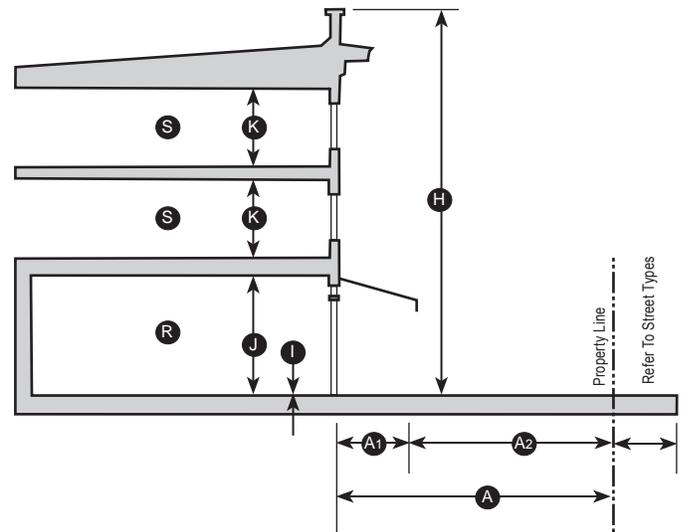
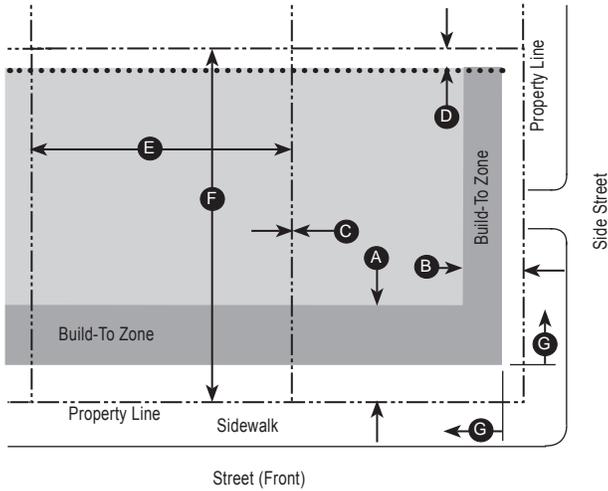
The primary intent of this zone is to facilitate auto-oriented highway commercial development along the Northway corridor which would be suitably viewed from both the front and rear, providing an attractive first impression of Clifton Park for those travelling along I-87.

This zone allows for more suburban lot configurations and uses which would not be suitable in the central neighborhood zones, however emphasis is placed on increased landscaping and tree buffers and additional architectural standards along the Northway frontage to maintain an attractive presence along the Northway. Service areas of buildings are screened from view from the highway architecturally and/or with landscaping.



Illustrative example of buildings and site arrangement in the TC1 Highway Zone.

TC1 Highway Zone Form



Key
 - - - - - Property Line ·········· Setback Line
 ■ Build-to Zone (BTZ) ■ Building Area

Building Placement & Front Yard Design		
Build-to Zone (Distance from Property Line)		
Front	30' min., 80' max.	A
Sidewalk width	8' min.	A1
Front parking lot	65' max.	A2
Side Street	10' min., 30' max.	B
Street Facades must be built in the BTZ for the first 30' from the corner of the property line. G		

Setback (Minimum Distance from Property Line)		
Side	0' min.	C
Rear	40' min. including buffer of trees	D

Lot Configuration		
Width	no max.	E
Depth	no max.	F
Greenspace Goal	20% min.	

Footprint	
Depth, ground floor commercial space:	Main Building 40' min. Ancillary Building 20' min.

Building Form		
Height		
Main Building	22' min.	H
	3 Stories max.	H
Ancillary Building	2 Stories max.	
Ground Floor Finish Level	6" max. above sidewalk	I
Ground Floor Commercial Ceiling	14' min. clear	J
Upper Floor Ceiling	9' min. clear	K

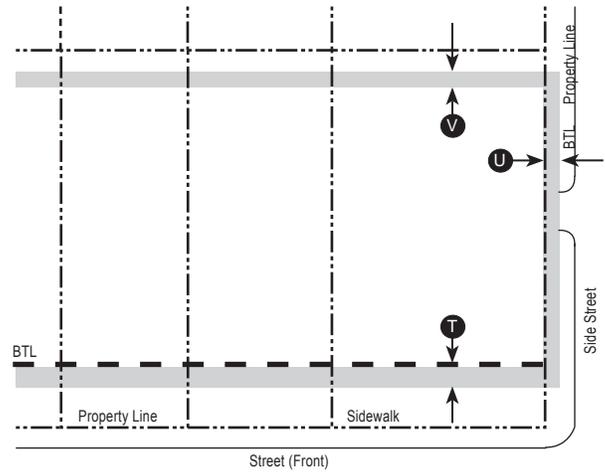
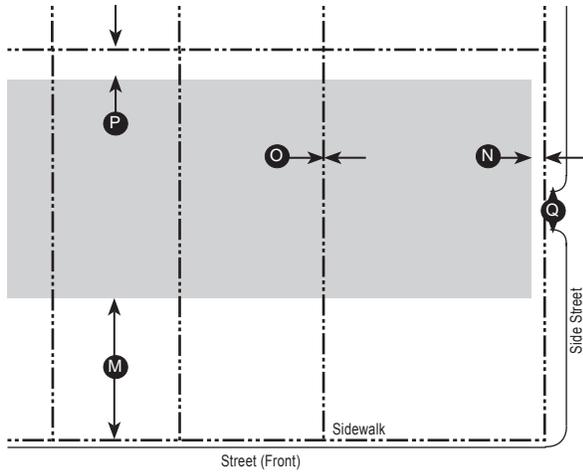
Allowed Building Types (See Sec. 5.1)	
<input checked="" type="checkbox"/> Commercial Block	<input checked="" type="checkbox"/> Liner Building
<input checked="" type="checkbox"/> Civic Building	<input type="checkbox"/> Live-Work Unit
<input type="checkbox"/> Duplex/Triplex/Fourplex	<input type="checkbox"/> Townhouse/Rowhouse
<input checked="" type="checkbox"/> Drive Thru	

Allowed Frontage Types (See Sec. 5.2)	
<input checked="" type="checkbox"/> Shopfront	<input checked="" type="checkbox"/> Gallery
<input checked="" type="checkbox"/> Forecourt	<input type="checkbox"/> Stoop
<input type="checkbox"/> Porch	

Allowed Use Types (See Sec. 3.4)	
Ground Floor	Service, Retail, or Recreation, Education and Public Assembly R
Upper Floor(s)	Service S

TC1

**Highway Zone
Parking & Encroachments**



Key

----- Property Line	..... Setback Line
- - - - - Build-to Line (BTL)	█ Parking Area

Key

----- Property Line	..... Setback Line
- - - - - Build-to Line (BTL)	█ Encroachment Area

Parking (See Sec. 7.0 for general requirements)		
Parking Location (Distance from Property Line)		
Front Setback	0' min. (1 bay permitted in front)	M
Side Street Setback	5' min.	N
Side Setback	0' min.	O
Rear Setback	40' min. including buffer of trees	P

Allowed Encroachments (See Sec. 5.3)		
Balconies, Bay Windows, Awnings, etc.		
Front	12' max.	T
Side Street	12' max.	U
Rear	12' max.	V

District Specific Parking Req. (See Sec. 7.0 for general standards)	
Parking Drive Lane Width	24' max.(2-way) 15' max.(1-way) Q
No parking spaces are required for Ancillary Buildings that are < 500 sf	
Parking must be provided on-site, off-site within 1,300', or as part of a district-wide parking management strategy.	

Miscellaneous

Only one Main Building and one Ancillary Building may be built on each lot.

Where a building facade steps back or is absent from the BTL, the BTL line should be maintained and defined by fence, landscape wall or hedge 30"-54" high.

All buildings must have a primary entrance along the front facade.

Loading docks, overhead doors and other service entries shall not be located on street-facing facades.

Loading docks, overhead doors, outdoor storage and other service areas shall be screened from view from I-87 architecturally and/or with a thickly planted buffer of trees.

of the building and screened from view as directed by the Planning Board. Drive thru facilities are encouraged to utilize one curb cut where possible.

- H.** Parking; structured above grade. Above grade parking structures shall be screened from view behind primary buildings, false facades or otherwise concealed in appearance through design measures as follows:
- 1) A minimum of 40% of the exterior surface area of the garage facades facing a public way or sidewalk shall be clad in materials such as brick, stone, green-wall (e.g. ivy) decorative metalwork, wood trim or other materials as approved by the Planning Board in lieu of bare structural concrete or masonry to present an attractive appearance.
 - 2) In addition to any other perimeter landscaping used or required, trees shall be planted at regular intervals to align with openings in the structure along facades facing a public street or highway.
 - 3) All parking and security lighting shall be provided from fully shielded, downward-facing lamps which direct the light only into the immediate parking areas as required for use.

3.6 Residential Density.

- A.** The allowable base residential density within the Town Center shall not exceed 10 dwelling units per acre, exclusive of undevelopable lands, up to a maximum of 50 dwelling units per project.
- B.** Additional residential density above the allowable base levels may be permitted, with Town Board approval, provided the applicant provides for the design and/or construction of additional amenities within the Town Center for the use and enjoyment of the general public. The amenities shall include provisions for on-site and/or off-site improvements beyond those required to service the needs of the subject project.
- C.** These amenities may include the following, or a combination of, but are not limited to:
- 1) A parking garage or deck, where not less than 50% of the parking spaces provided are available to the public (minimum 100 spaces).
 - 2) Recreational areas such as a public park or playground, maintained by the applicant, which is designed as an integral part of the development, readily visible and accessible from the public way, not less than one-quarter acre in size.

- 3) Residential housing facilities for persons of low to moderate income.
- 4) A stormwater retention or detention pond which captures or mitigates local storm waters within or from the Town Center boundaries.
- 5) A reduction in overall impervious surface area on the site, resulting in a substantive decrease in stormwater runoff.
- 6) Payment of funds provided to the town—in lieu of or in combination with proposed amenities—of a sum to be determined by the Town Board which shall be deposited in a fund exclusively for community benefits or improvements within the Town Center.

- D.** The public amenities proposed must be commensurate, in the judgement of the Town Board, with the requested density increase before it may be approved. Consideration may be based on each additional residential unit above the base density per 3,000 s.f. of improvements, or other criteria the Town Board may establish in a separate amenity schedule which outlines equivalent reimbursements.

3.7 Structured Parking Incentive.

- A.** In order to encourage the creation of [structured parking](#) within the Town Center, development proposals which include a structured parking garage or deck may qualify for additional building heights within the TC5 zone, as follows:
- 1) The structured parking provided must accommodate 100% of the required on-site parking needs for the uses on the additional floors, and;
 - 2) 20% of all on-site parking provided must be open and readily accessible to the public, above and beyond the parking required to service the needs of the subject project, and;
 - 3) Any structured parking provided within the footprint of the building but less than 6 feet above grade shall not be counted against the limits for overall building height or number of stories.

3.8 Regulating Plan Concepts Explained

- A. **Build-To Line.** The specific location on the property where the facade of the building must be placed, measured as a distance from the property line / public right-of-way (ROW). The amount of facade which must be placed along this line is explained as the Frontage Width %.
- B. **Build-To Zone.** Similar to the Build-To Line, this is a flexible area where the facade of a building must be located, measured as both a minimum and maximum setback distance from the property line / public right-of-way. The amount of facade which must be placed inside this zone is explained by the Frontage Width %.
- C. **Frontage Width %.** The recommended minimum percentage of the lot width which should be occupied by building facade along the Build-To Line or within the Build-To Zone. For example, a property which is 100 feet

wide with a frontage width percentage of 60% should try to provide at least 60 feet of facade length in the build-to zone, where possible. Any additional length of front facade would be allowed to step back further from the street, if desired. The intent of this guideline is to encourage development to maximize their front facade exposure along the street where possible.

- D. **Corner Lots.** Buildings on corner lots defined by a Build-To Line or Zone must locate both facades within the line or zone, extending a minimum of 30 feet in each direction from that corner of the building.
- E. **Setbacks.** The minimum distance a building facade or parking area must be located from a property line or public right-of-way. Similar to a Build-To Line or Build-To Zone, except the building or parking can be located anywhere behind that line.

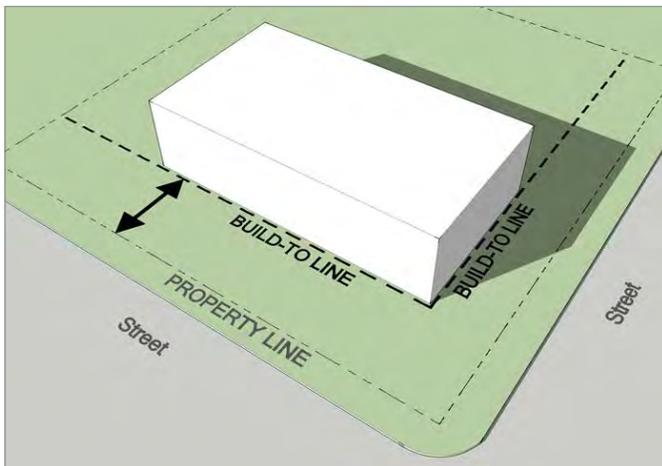


Figure 3-1. Build-To Line. Both road frontage facades shall be placed at the required Build-To Line

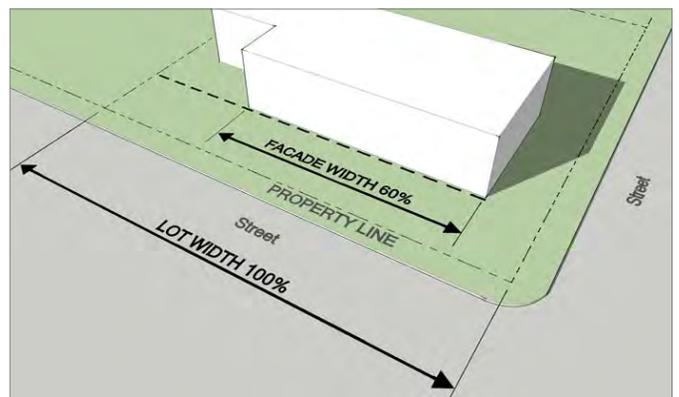


Figure 3.3. Frontage Width %. The facade at the required Build-To location is encouraged to meet the a minimum width where possible, expressed as a percentage of the total lot width.

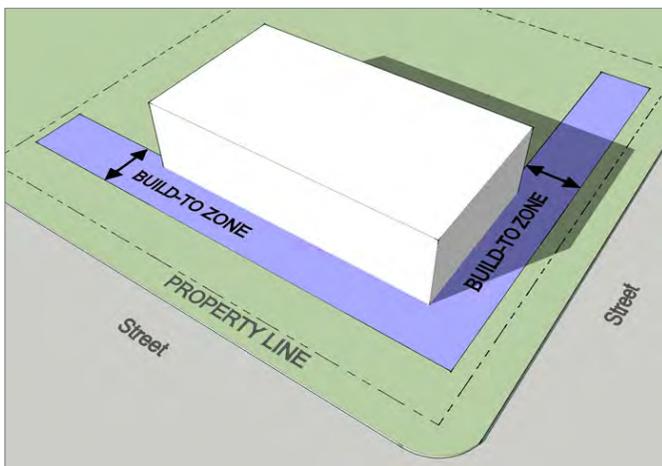


Figure 3-2. Build-to Zone. Both road frontage facades shall be placed within the Build-To Zone, which has a minimum and maximum distance from the property line.

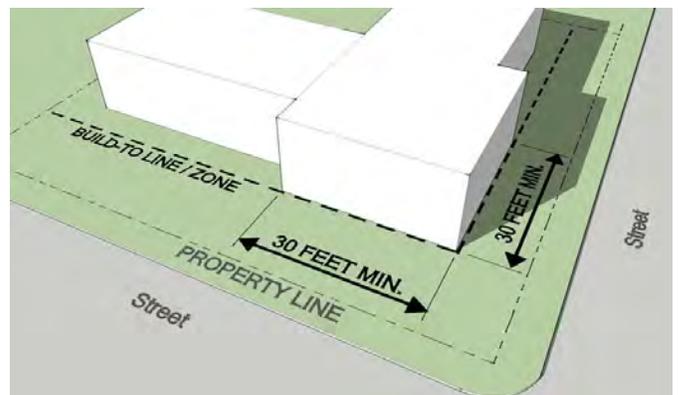


Figure 3.4. Corner Lots. Buildings located at corner intersections must locate at least the first 30 feet of each facade frontage at the Build-To Line or Zone. The purpose of this provision is to anchor the corners of the blocks with strong building elements.

- F. **Building Height.** Building height is measured from the average front facade grade level to the mean height between the eaves and the roof peak (for sloped roof structures) and to the top of the parapet (for flat roof structures.)
- G. **Facade Transparency.** The amount of window glass or other openings in the facade of a building, relative to the overall surface area of the facade. Ground level pedestrian areas - particularly required shopfront areas - are required to have the highest levels of facade transparency, typically around 70% or more.
 - 1) Facade transparency is measured separately for the ground floor levels and upper floor levels. The ground floor area is measured between 2 feet above the ground to 12 feet above the ground. Upper floor areas are measured between 12 feet above the ground and the roof.
- H. **Required Storefront.** Areas indicated on the Regulating Plan for required storefront must meet minimum facade transparency requirements, as well as include ground floor shopfront windows to create an active and inviting pedestrian environment.

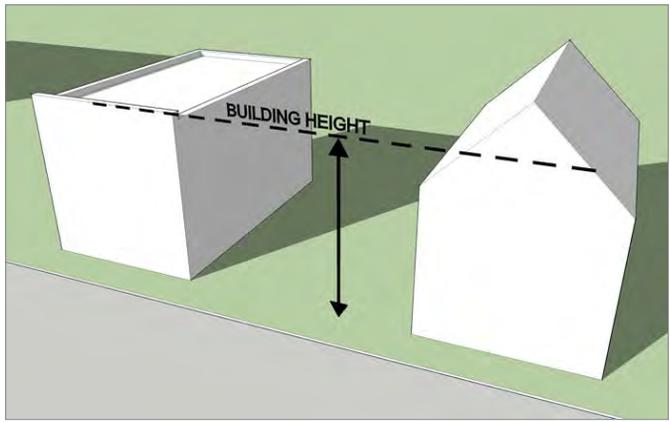


Figure 3.6. Building Height. Building height is calculated differently for flat roof structures than for pitched roof structures. The calculated height of pitched roof structures is measured to a point half way up the slope of the roof.

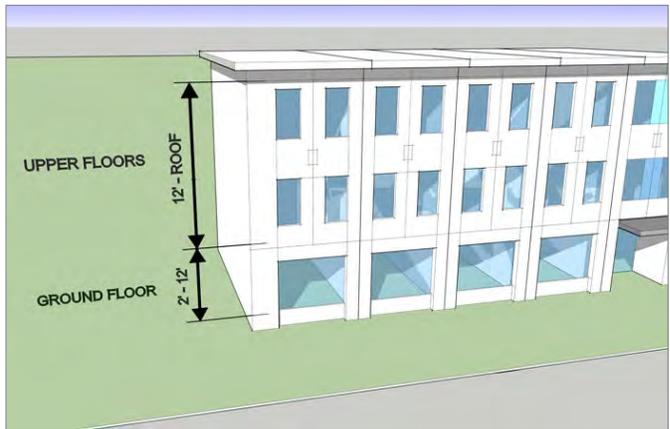


Figure 3.7. Facade Transparency. Facade transparency is a measure of the relative percentage of transparent window area compared to the amount of overall opaque facade area.

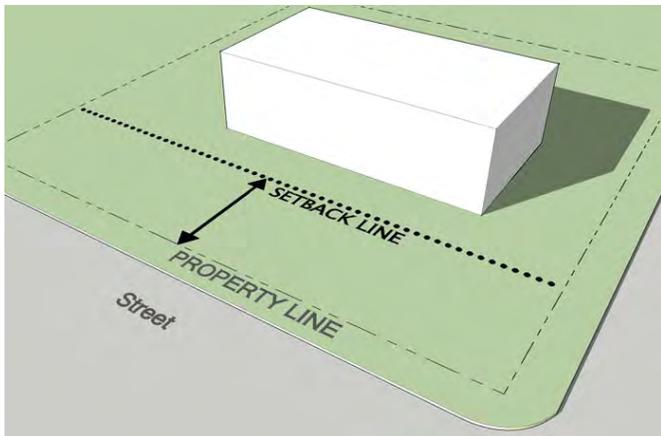


Figure 3.5. Setbacks. The building facade can be placed anywhere behind a noted setback line. Similar setback lines may apply specifically to parking areas.



Figure 3.8. Required Storefront. Areas on the Regulating Plan which are shown with a heavy black line are required to have ground floor storefront windows and meet certain facade transparency requirements.

3.9 Preferred Incremental Change.

- A. Understanding that much of the Clifton Park Town Center has already been developed, much of the future change will be occurring on properties which already have non-conforming structures on them. As they expand or renovate, it may not always be economically feasible or practical for them to fully meet the specific build-to requirements of this code. In such cases where small additions or expansion plans would otherwise fall short of full compliance of the minimum setback requirements, the Planning Board is authorized to limit or waive the dimensional requirements, provided that it is in keeping with the overall goals and intent of this code. (See description in Section 2.3) To illustrate how this is intended to work, the following examples are provided as a guide toward the intent and desire of this code to deal with such incremental change as the Town Center evolves over time
- B. Example. An existing building is located near the rear of the property, far away from the Build-To-Zone (or Build-To-Line) required for the property. The building owner seeks to build a small addition to this building, however the addition they seek to build would not be large enough to reach all the way up to the required Build-To-Zone near the front of the lot.

- C. Option One. The new addition is built off the side of the existing building (Figure 3.9). Even though the addition does not comply with the zoning by placing its front facade within the required Build-To-Zone, this solution is an acceptable compromise because it does not increase the non-conformity of the original structure.
- D. Option Two. The new addition is built off the front of the existing building, extending the front facade closer to the required Build-To-Zone to the extent possible and practical. (Figure 3.10) Even though the addition does not comply with the zoning by placing its front facade within the required Build-To-Zone, this solution is acceptable because it decreases the non-conformity of the original structure. This solution is preferable to the previous one.
- E. Option Three. The new addition is built off the front of the existing building, extending all the way up to the required Build-To-Zone. (Figure 3.11) This solution is preferable to the previous two because it reduces the non-conformity of the original structure and provides storefront facade up near the street and public sidewalk.
- F. Option Four. A new building is constructed on the lot with the front facade within the Build-To-Zone. (Figure 3.12) This alternative is also preferred over the previous two options because the new building conforms to the zoning and it provides even more new storefront up close to the street and sidewalk.

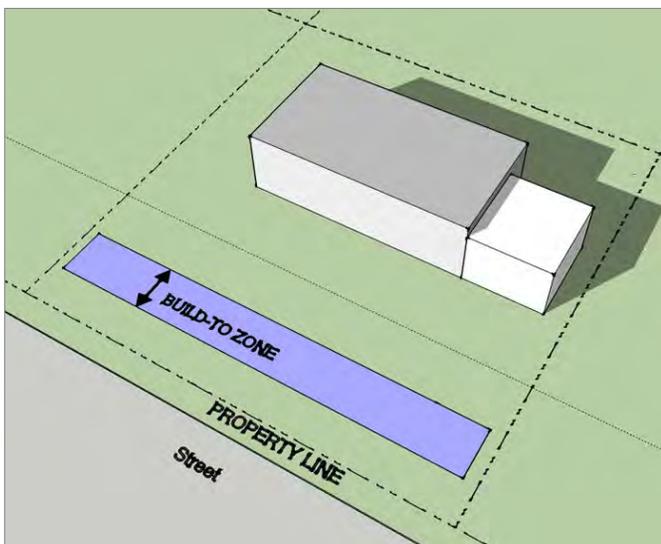


Figure 3.9. OPTION ONE - ACCEPTABLE. An existing building, set far back from the required Build-To Zone (BTZ) places a small addition on the side of the building. Although the addition does not comply with the zoning by providing front facade within the Build-To Zone, this solution may be acceptable because it has not increased the non-conformity of the existing building.

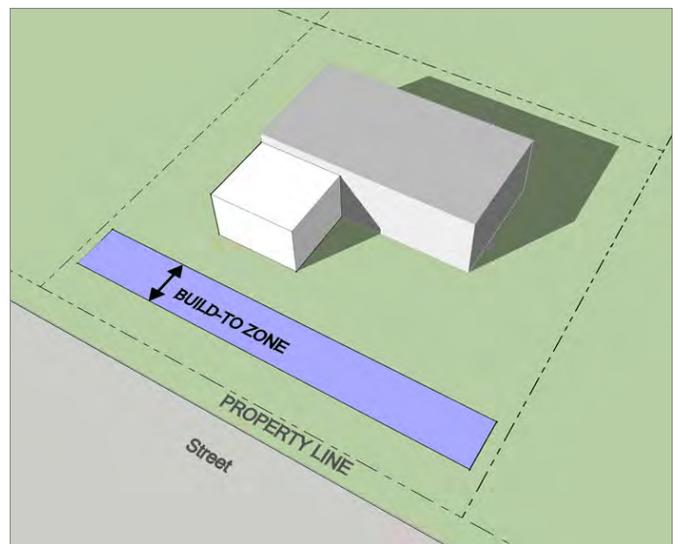


Figure 3.10. OPTION TWO, ACCEPTABLE (BETTER). Instead of placing the addition on the side of the existing building, the new addition is placed on the front, extending closer to the Build-To-Zone. Although this addition does not fully comply with the zoning by providing front facade within the Build-To Zone, it is acceptable because it has reduced the non-conformity of the existing building.

- G. Option Five. The new addition is constructed in the rear of the existing building. (Figure 3.13) This solution is not acceptable because it increases the non-conformity of the original building, and does not attempt to advance the concepts of the code.
- H. Option Two - Future Expansion. Over time, as the Town Center slowly evolves with incremental changes, the small addition could be further expanded to provide more commercial space with additional facade frontage within the Build-To-Zone. (Figure 3.14) The new building would be in keeping with the original design intent and would be consistent with new development on the neighboring properties, creating the desired effect of the Town Center design.
- I. Option Two - Future Build-Out. Eventually, the original building on the property could be removed, and replaced with new facilities which provide even more commercial space. (Figure 3.15) All structures on the property would then be in conformance with the code.

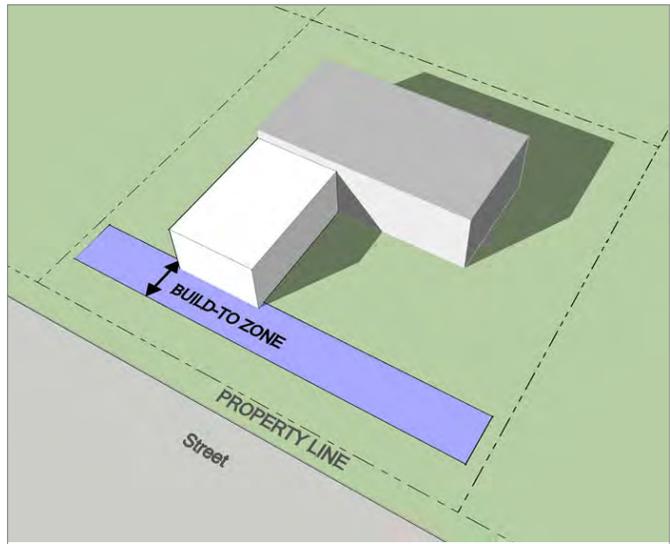


Figure 3.11. OPTION THREE (PREFERRED). The front addition extends all the way up to the required Built-To Zone (BTZ), which is preferred because it has reduced the non-conformity of the building and placed storefront facade up at the desired setback distance.

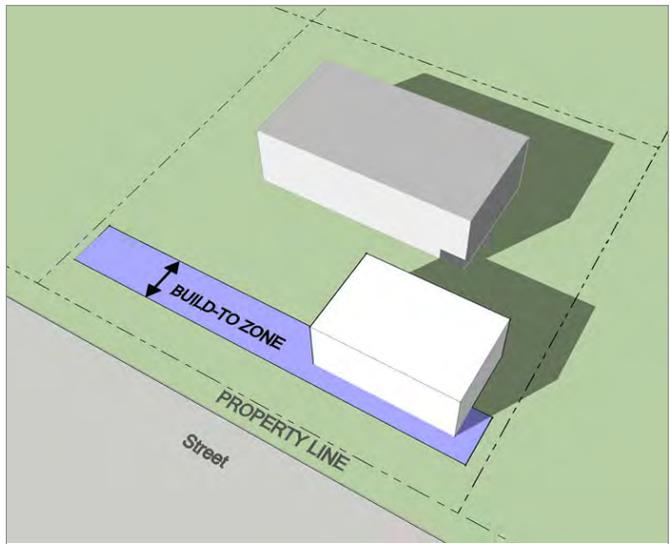


Figure 3.12 - OPTION FOUR, PREFERRED. A new building is placed at the front of the lot within required Built-To Zone (BTZ), which is also preferred because it has reduced the non-conformity of the building and provided more facade along the streetscape.

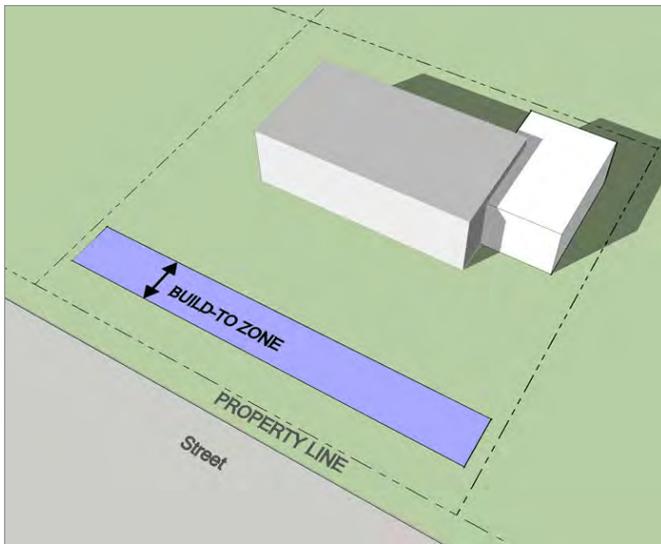


Figure 3.13. **OPTION FIVE (NOT ACCEPTABLE)**. The new building addition is placed at the rear or side of the existing building. This is not preferred because it increases the non-conformity of the building.

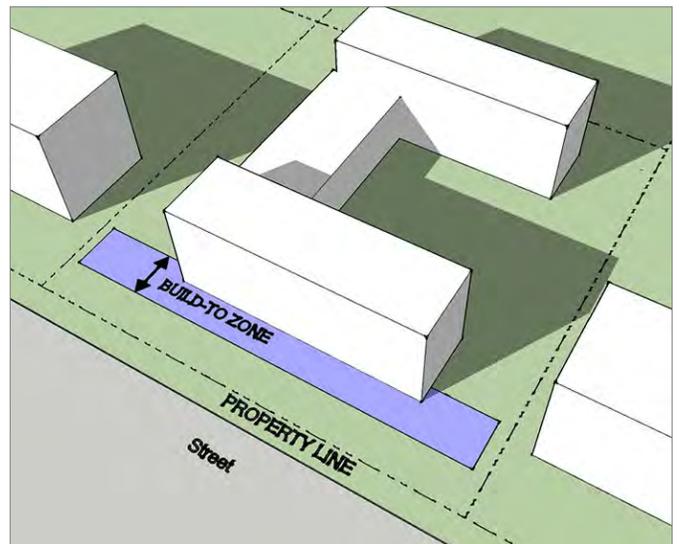


Figure 3.15. **OPTION TWO (FUTURE BUILD OUT)**. Eventually, the property could be redeveloped, where the original non-conforming structure is removed and replaced with a larger, new building which fully conforms to the code.

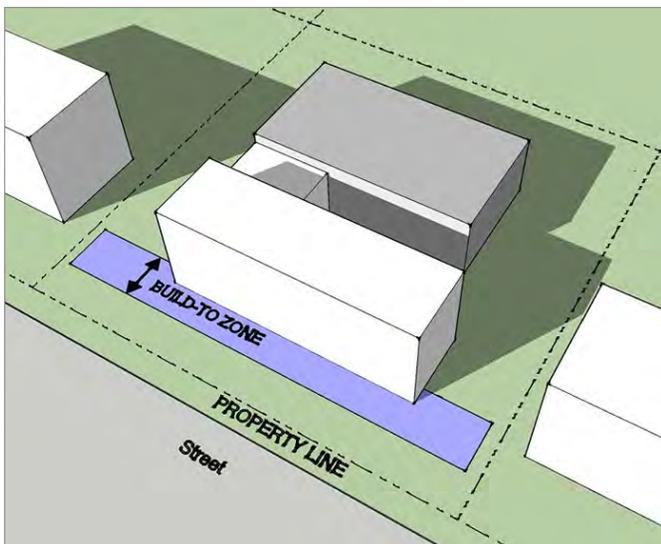


Figure 3.14. **OPTION TWO (FUTURE EXPANSION)**. Over time, the small addition shown in Option Two can be further expanded to create a much larger facade presence along the Build-To-Zone, which begins to set up a consistent pattern with the new development on either side of the property.

4 STREETS

4.1 General. All streets within the Town Center shall be constructed with the sidewalks, street trees, medians, amenities, on-street parking and other elements as illustrated for their corresponding street type on the Future Streets Map.

- A. Dimensional flexibility is permitted for street types to account for varying ROW widths, however they should be designed to have all the basic functional characteristics including roadway width, on street parking, sidewalks, multi-use paths, street trees and landscaped areas shown for their type.

4.2 Future Streets Map Interpretation. The existing and future roads indicated on the Future Streets Map are intended as a general guide to the desired future street connections within the Town Center. To provide for maximum design creativity and flexibility, the elements shown are intended as a suggested design outcome only, and should not be interpreted literally or strictly required. Actual configuration of any new public or private streets shall be subject to an agreement to dedicate roads consistent with a formal planning process.

4.3 New Streets. New future street connections shown are intended to illustrate vehicular and pedestrian connections which are desired by the town to increase connectivity, provide more retail storefront and provide multiple travel options which will reduce traffic congestion on collector roads.

- A. New streets shown are not required to be included in future development plans, however are recommended where they can be accommodated.
- B. The placement of new streets do not have to conform with their exact locations shown on the map, however they should provide the general linkage shown from one area or road to another, with alternative alignments or connections as may be approved by the Planning Board.
- C. New future streets, where indicated on private land, may be held in private ownership or transferred to public ownership as agreed to by the developer and the town.

4.4 Existing Streets. An existing street may not be substantially rebuilt, as determined by the Planning Board, without being brought into conformity with the standards of its associated street type shown on the Future Streets Map.

- A. Where an existing street is not planned to be substantially redeveloped, the sidewalk and street trees shall be installed according to the standards of its associated street types.

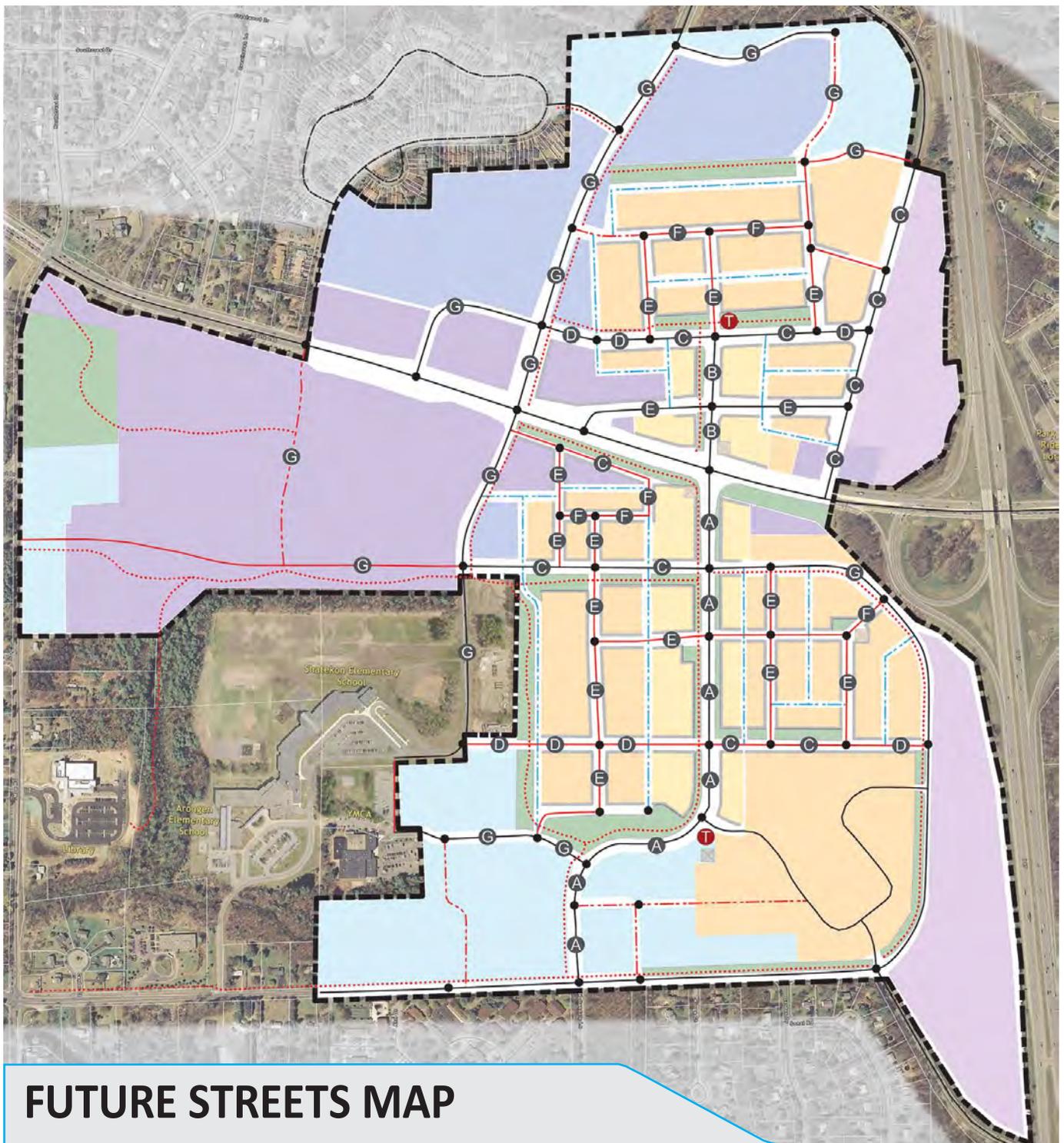
4.5 Limits of Required Streetscape Improvements.

Property owners are required to provide the associated streetscape improvements along the road frontage of all new building development, or building additions in excess of 3,000 s.f. in size.

- A. The linear extents of streetscape improvements should be along the entire width of the property frontage so as to provide a continuous pedestrian sidewalk link from one side of the property to another, except as noted below.
- B. In cases where the width of the property frontage may be substantially larger than the width of the building frontage, the Planning Board may limit the extents of the required streetscape improvements to the immediate area of actual building frontage, as reasonably determined by the Planning Board in consideration of the relative development costs to the size of the overall project.
 - 1) In making this determination, the Planning Board may require the full scope of streetscape improvements to be provided only along the immediate building frontage, while only requiring that a basic sidewalk or multi-use path connection be made to the adjacent property lines to help complete long-term pedestrian connections.
- C. As part of the required streetscape improvements, applicants may be required to provide funds into the Town Center Improvement District to fund associated crosswalks and other public roadway elements that would serve the property.

4.6 Street Types

- A. Street Types defined in this section include: Boulevard South; Boulevard North; Park Street; Neighborhood Street 1; Neighborhood Street 2; Local Street and Perimeter Street. Individual descriptions and form requirements of each street type is detailed on the following pages.
- B. Specific Design Considerations. Notwithstanding the illustrated layout of the Street Types in this section, the final approved design for all new or reconstructed streets shall consider location-specific design considerations including but not limited to crosswalk locations, signalization needs, accommodation of delivery trucks, loading zones, bicycles, pedestrians and the Americans with Disabilities Act (ADA) as directed by the Planning Board.

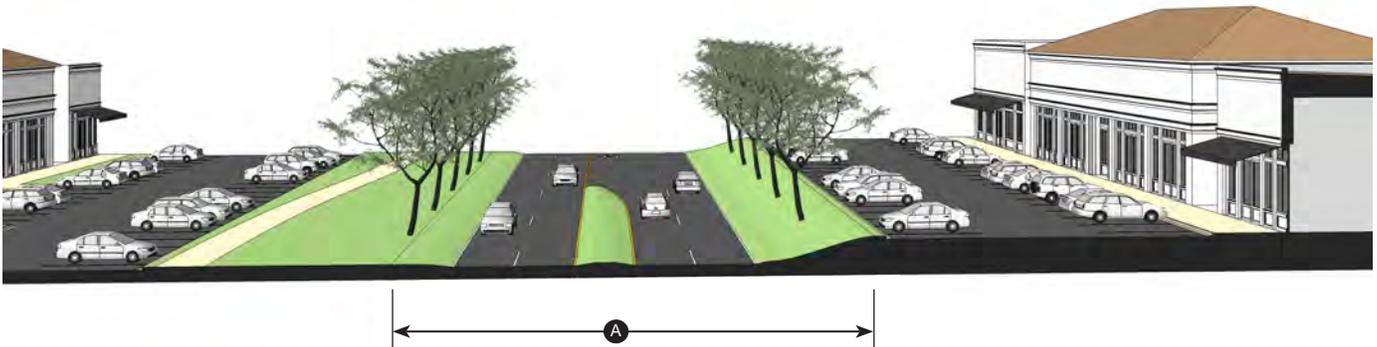


FUTURE STREETS MAP

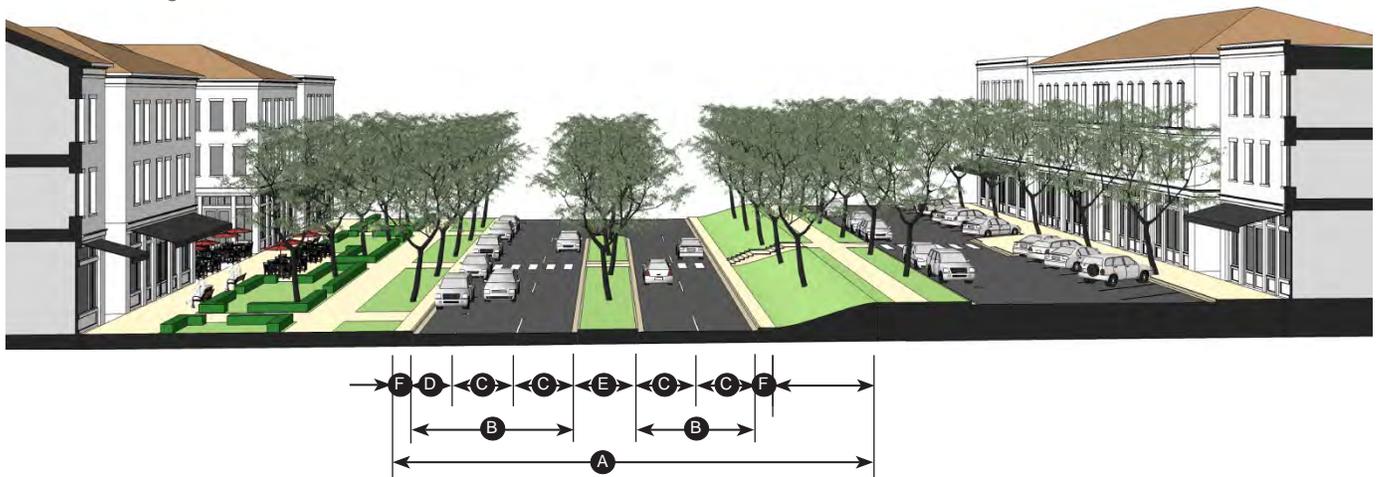
- | | | |
|----------------------|---------------------------|-----------------------------------|
| Town Center Boundary | Existing Road | Future New Road or Multi-Use Path |
| Road Segment | Future New Road (Planned) | Potential Service Alley |
| Boulevard South | Park Street | Neighborhood Street 2 |
| Boulevard North | Neighborhood Street 1 | Local Street |
| | | Perimeter Road |

A Boulevard South

Existing Configuration:



Desired Configuration:



Application	
Movement Type	Slow
Design Speed	30 mph
Pedestrian Crossing Time	8.6 seconds, 7.2 seconds
Character Zones	TC6 - Boulevard District

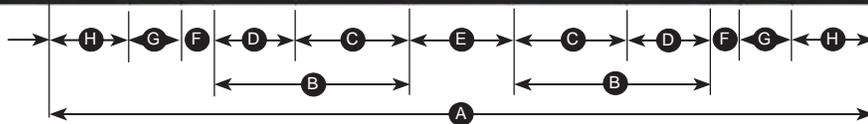
Overall Widths	
Right-of-Way (ROW) Width	80' - 90' A
Curb Face to Curb Face Width	30', 22' B

Lanes	
Traffic Lanes	11' C
Multipurpose Path/Bike Lane	within adjacent private frontages
Parking Lanes	8' D
Medians	10' E
Pedestrian Footway	3' F

Edges	
Curb Type	6" Raised
Planter Type	within adjacent private frontages
Landscape Type	Medium Trees, evenly spaced @ 40' o.c. avg.
Walkway Type	within adjacent private frontages
Lighting	within adjacent private frontages

Intersection	
Curb Radius	15' min.
Distance Between Intersections	350' min. See Regulating Plan

B Boulevard North



Application

Movement Type	Slow
Design Speed	30 mph
Pedestrian Crossing Time	5.4 seconds, 5.4 seconds
Character Zones	TC6 - Boulevard District

Overall Widths

Right-of-Way (ROW) Width	80' - 90'	A
Curb Face to Curb Face Width	19'	B

Lanes

Traffic Lanes	11'	C
Bicycle Lanes	within adjacent private frontages	
Parking Lanes	8'	D
Medians	10'	E
Pedestrian Footway	3'	F

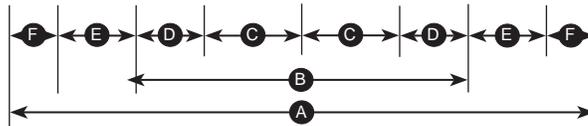
Edges

Curb Type	6" Raised
Planter Type	5' continuous planter G
Landscape Type	Medium Trees, evenly spaced @ 40' o.c. avg.
Walkway Type	8' sidewalk H
Lighting	within 5' continuous planter area

Intersection

Curb Radius	15'
Distance Between Intersections	350' min. See Regulating Plan

C Park Street



Application	
Movement Type	Slow
Design Speed	30 mph
Pedestrian Crossing Time	10.2 seconds
Character Zones	TC5 - Neighborhood District

Overall Widths	
Right-of-Way (ROW) Width	60' - 70' A
Curb Face to Curb Face Width	36' B

Lanes	
Traffic Lanes	10' C
Parking or Bicycle Lanes*	8' D
Medians	n/a
Pedestrian Footway	3' if required*

Edges	
Curb Type	6" Raised
Planter Type	6'-8' E
Landscape Type	Medium Trees, evenly spaced @ 40' o.c. avg.
Walkway Type	6-8' sidewalk F
Lighting	within adjacent private frontages

Intersection	
Curb Radius	15' min.
Distance Between Intersections	200' min. See Regulating Plan

* These areas may alternately be composed of 8' wide on-street parking or 8' wide buffered bike lanes. If used as on-street parking, would require 3' Pedestrian Footway along curb.

D Neighborhood Street 1



Application	
Movement Type	Slow
Design Speed	20 mph
Pedestrian Crossing Time	9.7 seconds
Character Zones	TC5 - Neighborhood District

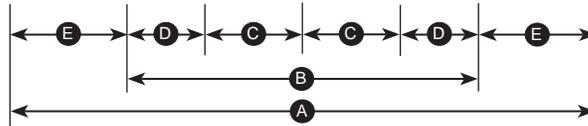
Overall Widths	
Right-of-Way (ROW) Width	72' - 82' A
Curb Face to Curb Face Width	36' B

Lanes	
Traffic Lanes	10' C
Bicycle Lanes	6' cycle track D
Parking Lanes	8' E
Medians	n/a
Pedestrian Footway	n/a

Edges	
Curb Type	6" Raised
Planter Type	4'x4' tree well
Landscape Type	Medium Trees, evenly spaced @ 30' o.c. avg.
Walkway Type	12' - 17' sidewalk F
Lighting	aligned with 4'x4' tree wells

Intersection	
Curb Radius	10'
Distance Between Intersections	100' min. See Regulating Plan

E Neighborhood Street 2



Application	
Movement Type	Slow
Design Speed	20 mph
Pedestrian Crossing Time	10.2 seconds
Character Zones	TC5 - Neighborhood District

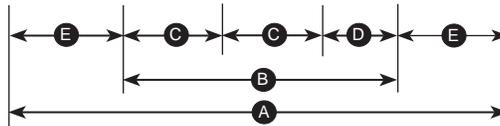
Overall Widths	
Right-of-Way (ROW) Width	60' - 70' A
Curb Face to Curb Face Width	36' B

Lanes	
Traffic Lanes	10' C
Bicycle Lanes	sharrows
Parking Lanes	8' D
Medians	n/a
Pedestrian Footway	n/a

Edges	
Curb Type	6" Raised
Planter Type	4x4 tree well
Landscape Type	Medium Trees, evenly spaced @ 30' o.c. avg.
Walkway Type	12' - 17' sidewalk E
Lighting	within adjacent private frontages

Intersection	
Curb Radius	10' min.
Distance Between Intersections	100' min. See Regulating Plan

F Local Street



Application	
Movement Type	Slow
Design Speed	20 mph
Pedestrian Crossing Time	8 seconds
Character Zones	TC5 - Neighborhood District

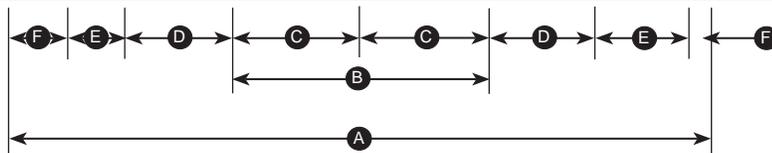
Overall Widths	
Right-of-Way (ROW) Width	50' - 60' A
Curb Face to Curb Face Width	28' B

Lanes	
Traffic Lanes	10' C
Bicycle Lanes	sharrows
Parking Lanes	8' D
Medians	n/a
Pedestrian Footway	n/a

Edges	
Curb Type	6" Raised
Planter Type	4x4 tree well
Landscape Type	Medium Trees, evenly spaced @ 30' o.c. avg.
Walkway Type	11' - 16' sidewalk E
Lighting	aligned with 4'x4' tree wells

Intersection	
Curb Radius	10'
Distance Between Intersections	100' min. See Regulating Plan

G Perimeter Street



Application	
Movement Type	Slow
Design Speed	30 mph
Pedestrian Crossing Time	8 seconds
Character Zones	TC1-TC4
Overall Widths	
Right-of-Way (ROW) Width	60' A
Curb Face to Curb Face Width	22' B
Lanes	
Traffic Lanes	11' C
Bicycle Lanes	sharrows
Parking Lanes	n/a
Medians	n/a

Edges	
Curb Type	6" Raised
Planter Type	9' swale D
Landscape Type	Medium Trees, evenly spaced @ 40' o.c. avg.
Walkway Type	5' sidewalk / 8' multi-use path E
Edges	Varies 2'-5' F
Lighting	within planter areas
Intersection	
Curb Radius	15' min.
Distance Between Intersections	200' min. See Regulating Plan

5 FORM STANDARDS

5.1 Building Types.

- A.** Buildings in new construction shall generally conform with the basic Building Types set forth in this section, and illustrated on the following pages.
- 1) The building types defined in this section should be used as a general guide to the desired form and function of new buildings within the Clifton Park Town Center. The illustrations and photographs provided are for illustrative purposes only, and should not be interpreted literally, especially with regard to architectural styles.
- B.** Building types set forth in this section include: Commercial Block; Liner Building; Civic Building; Townhouse/Rowhouse; Duplex/Triplex/Fourplex; Live Work Units and Ancillary Buildings.

5.2 Frontage Types.

- A.** Building frontages in new construction shall generally conform with the basic Frontage Types set forth in this section, and illustrated on the following pages.
- 1) The frontage types defined in this section should be used as a general guide to the desired public spaces within the Clifton Park Town Center. The illustrations and photographs provided are for illustrative purposes only, and should not be interpreted literally, especially with regard to architectural styles.
- B.** Frontage Types set forth in this section include: Shopfront; Gallery; Forecourt; Stoop and Porch.

5.3 Appurtenances. Building Appurtenances, such as porches, awnings or balconies, may encroach into setback areas follows, except as may be limited by district-specific maximums for front, side or rear facing facades:

- A.** Awnings. Awnings may extend into a required setback. Awnings may extend into a public right-of-way provided they extend no closer than three feet from the edge of the street or road.
- 1) All awnings shall provide a minimum clearance underneath of at least eight feet, and shall be a minimum depth of four feet.
- B.** Balconies. Balconies may extend into a required setback provided they extend no closer than four feet from a lot line. Balconies may extend into a public right-of-way provided they extend no closer than three feet from the

edge of the street or road.

- 1) All balconies shall provide a minimum clearance above the sidewalk of at least 10 feet, and shall be a minimum depth of four feet.
- C. Galleries.** Galleries may extend into a required setback. Galleries may extend into a public right-of-way provided they extend no closer than three feet from the edge of the street or road.
- 1) Galleries should extend contiguously along at least 50% of the building facade frontage.
 - 2) All galleries shall provide a minimum clearance above the sidewalk of at least 10 feet, and shall be a minimum depth of eight feet.
- D. Porches.** Porches on a front facade shall be a minimum of six feet in depth clear from the face of the facade to the railing, and shall extend no less than 50% of the width of the facade.
- 1) Porches may extend up to nine feet into a required setback.
 - 2) Porches shall not extend any closer than three feet from any lot line or public right-of-way.
- E. Stoops.** Stoops may extend into a required setback provided they extend no closer than four feet from a lot line. Stoops may not extend into a public right-of-way.
- 1) Stoops shall be no more than six feet deep, not including steps.
 - 2) Stoops may include an overhead awning above, but shall not be enclosed on the sides.
- F.** Building eaves, cornices, roof overhangs and light shelves may encroach up to 2 feet into setback areas provided they are no closer than 5 feet from any property line.
- G.** Bay windows, chimneys and entry vestibules or columns may encroach up to 3 feet into setback areas provided the area is no wider than 8 feet and no closer than 5 feet from any property line.
- H.** Outdoor dining and patio areas may encroach into setback areas provided they are at-grade or within 2 feet of grade level.

Building Types: Commercial Block

Description

The Commercial Block Building Type is a small to large-sized structure, typically attached, that provides a vertical mix of uses with ground floor commercial, service, or retail uses and upper floor commercial, service, or residential uses. Smaller versions of this Type make up the primary component of a neighborhood main street while larger versions make up the primary component of downtown, therefore being a key component to providing walkability.



Examples



Large shopfront windows and seating areas in front of the building help to provide for an active streetscape.



A street of commercial buildings of varying heights and widths.



Typical large commercial block building with simple massing, regular spacing of doors and windows, and a tall ground floor.

Allowed Frontage Types

- | | |
|-------------|-----------|
| ■ Shopfront | ■ Gallery |
| ■ Forecourt | ■ Stoop |
| ■ Porch | |

Allowed Appurtenances

- | | |
|-------------|--------------|
| ■ Awnings | ■ Porches |
| ■ Balconies | ■ Stoops |
| ■ Galleries | ■ Courtyards |

Building Types: Liner Building

*General Note:
The drawings and photos on this page are illustrative, not regulatory.*

Description

The liner building provides a relatively shallow depth of retail and office storefronts around the perimeter of a block while screening a central interior courtyard for use as a public space, parking lot, parking garage or "large-box" retail structure. The purpose of the liner building is to provide a smaller-scale pedestrian atmosphere along the sidewalk while screening less visually attractive or utilitarian uses behind it.



Examples



The liner buildings along the primary street frontage screen a parking garage podium and create a street edge that engages the pedestrian realm.



Liner buildings screen views of the large format retail and parking garage behind.



A liner building provides doors and windows along the street frontage.

Allowed Frontage Types

- | | |
|-------------|-----------|
| ■ Shopfront | ■ Gallery |
| ■ Forecourt | ■ Stoop |
| ■ Porch | |

Allowed Appurtenances

- | | |
|-------------|--------------|
| ■ Awnings | ■ Porches |
| ■ Balconies | ■ Stoops |
| ■ Galleries | ■ Courtyards |

Building Types: Civic Building

*General Note:
The drawings and photos on this page are illustrative, not regulatory.*

Description

Civic Buildings are typically placed in focal locations. They should be designed with their function as landmarks in mind:

- The scale of Civic Buildings should typically be larger than surrounding buildings in order to be more prominent and visible across greater distances.
- Floor-to-floor heights and architectural details should be proportionately larger than those of private buildings that exist or are anticipated to exist within adjacent parcels.
- Prominent roof forms and additive elements such as cupolas can visually extend the height of the building.



Examples



The prominent tower of this civic building is a focal landmark.



This civic building, while modest in size, has grand proportions.

Allowed Frontage Types

- | | |
|-------------|-----------|
| ■ Shopfront | ■ Gallery |
| ■ Forecourt | ■ Stoop |
| ■ Porch | |

Allowed Appurtenances

- | | |
|-------------|--------------|
| ■ Awnings | ■ Porches |
| ■ Balconies | ■ Stoops |
| ■ Galleries | ■ Courtyards |

Building Types: Townhouse / Rowhouse

*General Note:
The drawings and photos on this page are illustrative, not regulatory.*

Description

The Townhouse, alternately known as the Rowhouse, is a single family type that is attached to its neighbors on either side.



Examples



Townhouses are attached to neighboring units, forming a well-defined street edge.



Townhouses are often accessed by using a front stoop.



Townhouses define the street edge.

Allowed Frontage Types

- | | |
|-------------|-----------|
| ■ Shopfront | ■ Gallery |
| ■ Forecourt | ■ Stoop |
| ■ Porch | |

Allowed Appurtenances

- | | |
|-------------|--------------|
| ■ Awnings | ■ Porches |
| ■ Balconies | ■ Stoops |
| ■ Galleries | ■ Courtyards |

Building Types:

Duplex / Triplex / Fourplex

Description

This is a small multifamily residential type. Units may have individual entrances from the sidewalk, or may be accessed through a common building entry.



Allowed Frontage Types

- | | |
|-------------|-----------|
| ■ Shopfront | ■ Gallery |
| ■ Forecourt | ■ Stoop |
| ■ Porch | |

Allowed Appurtenances

- | | |
|-------------|--------------|
| ■ Awnings | ■ Porches |
| ■ Balconies | ■ Stoops |
| ■ Galleries | ■ Courtyards |

General Note:

The drawings and photos on this page are illustrative, not regulatory.

Examples



This fourplex building type has individual unit entrances, marked by stoops, that are accessible from the sidewalk.



A duplex contains two separate housing units.



A duplex with a divided central porch.

Building Types:

Live-Work Unit

Description

The Live-Work Unit is an attached or detached single-family type that includes a commercial component, usually in the form of a ground floor shopfront space. The live-work unit provides an opportunity to integrate commercial uses in very small increments.



Allowed Frontage Types

- | | |
|-------------|-----------|
| ■ Shopfront | ■ Gallery |
| ■ Forecourt | ■ Stoop |
| ■ Porch | |

Allowed Appurtenances

- | | |
|-------------|--------------|
| ■ Awnings | ■ Porches |
| ■ Balconies | ■ Stoops |
| ■ Galleries | ■ Courtyards |

General Note:

The drawings and photos on this page are illustrative, not regulatory.

Examples



Attached live-work units are a unique building type that can introduce a mix of commercial and residential uses in small increments.



Live-work units establish a commercial presence in an otherwise residential area.



Live-work units forming a curved facade.

Building Types:

Drive Thru

General Note:

The drawings and photos on this page are illustrative, not regulatory.

Description

Drive Thru buildings such as banks or gas stations within the Town Center are to be configured with the building portion of the program located toward the street, and the vehicular circulation for the drive thru or gasoline pumps to the rear, screened from view. In this way, drive thrus can be accommodated while maintaining well-shaped and activated street frontages. Where possible, curb-cuts should be limited to one vehicular entrance/exit so as to minimize interference with pedestrian sidewalks.



Examples



The convenience store of this gas station fronts the street, while the gas pumps and parking lot are screened from view in a mid-block location.



This bank drive-thru is tucked unobtrusively away from the street corner.

Allowed Frontage Types

- | | |
|-------------|-----------|
| ■ Shopfront | ■ Gallery |
| ■ Forecourt | ■ Stoop |
| ■ Porch | |

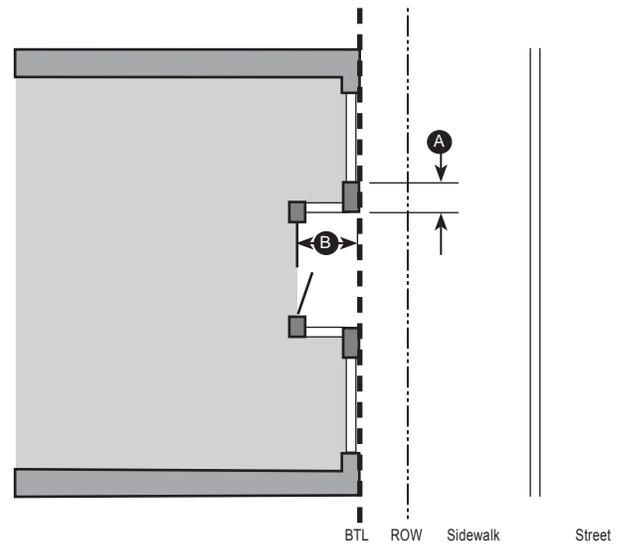
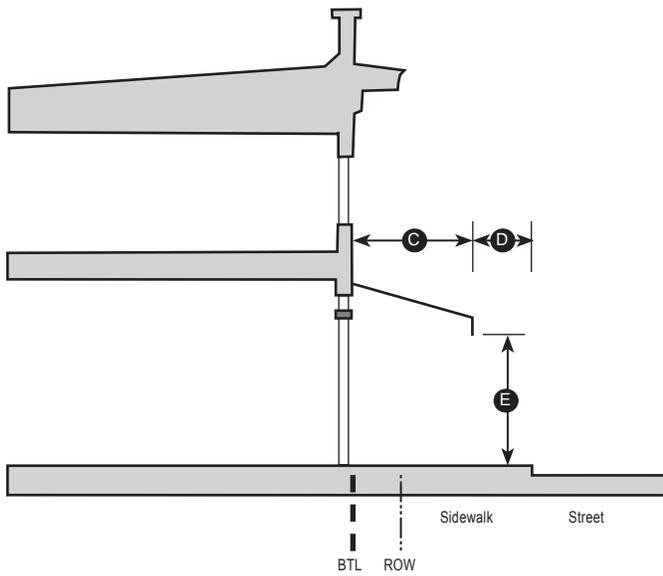
Allowed Appurtenances

- | | |
|-------------|--------------|
| ■ Awnings | ■ Porches |
| ■ Balconies | ■ Stoops |
| ■ Galleries | ■ Courtyards |



This gas stations pumps are located behind the convenience store.

Frontage Types: Shopfront



Key

- Build-to-Line (BTL)
- ROW/Property Line

A. Description

The main facade of the building is at or near the frontage line and shall include a canopy or awning element that overlaps the sidewalk along the majority of the frontage. The canopy is a structural cantilevered shed roof and the awning is canvas or similar material and is often retractable.

B. Size

Distance between Glazing	2' max.	A
Ground Floor Transparency	50% min.	
Door Recess	5' max.	B

C. Canopy or Awning

Depth	4' min.	C
Width, Cumulative	70% of facade width min.	
Setback from Curb	2' min.	D
Height, Clear	8' min.	E

D. Miscellaneous

- Doors may be recessed as long as main facade is at BTL.
- Open ended awnings are encouraged.
- Rounded and hooped awnings are discouraged

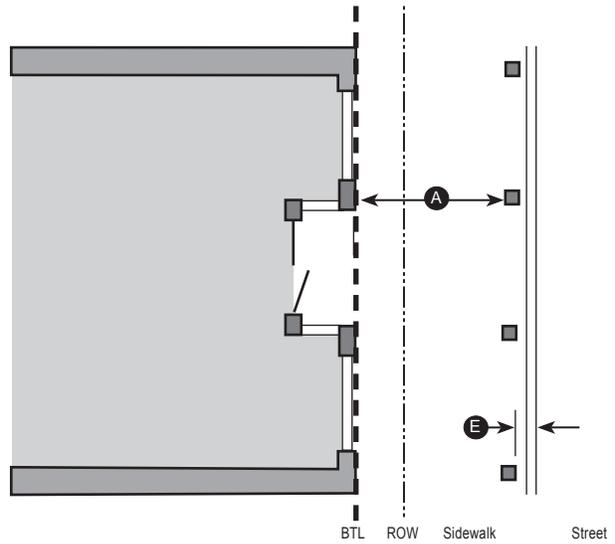
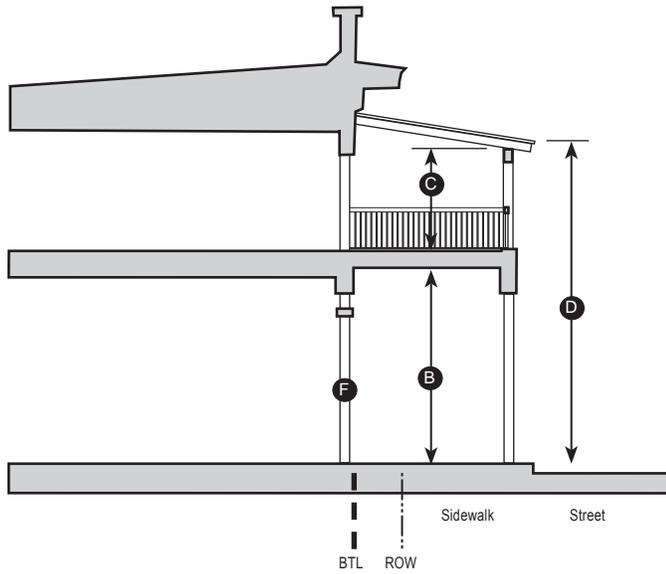


An example of a shopfront with a recessed doorway.



An example of a shopfront with a chamfered corner entry.

Frontage Types:
Gallery



- Key**
- Build-to-Line (BTL)
 - - - - - ROW/Property Line

A. Description

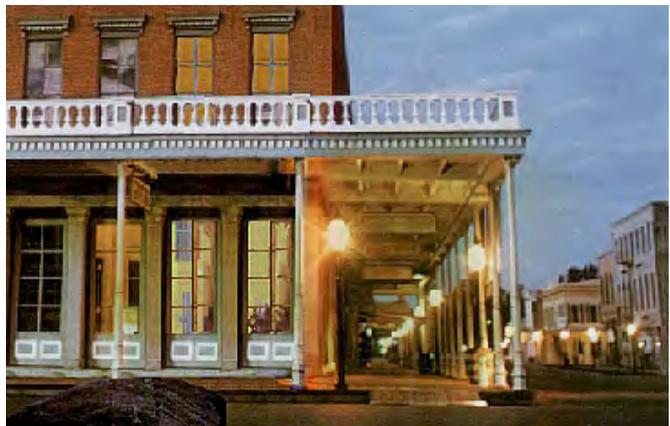
The main façade of the building is at the Build-to-Line and the Gallery element overlaps the sidewalk, eliminating the need for an awning. This Frontage Type is intended for buildings with ground-floor commercial or retail uses and may be one or two stories in height.

B. Size

Depth, Clear	8' min.	(A)
Ground Floor Height, Clear	11' min.	(B)
Upper Floor Height, Clear	9' min.	(C)
Height	2 stories max	(D)
Setback from Curb	2' min.; 3' max.	(E)

D. Miscellaneous

Galleries must also follow all the rules of the Shopfront Frontage Type.



A gallery with slender metal columns.



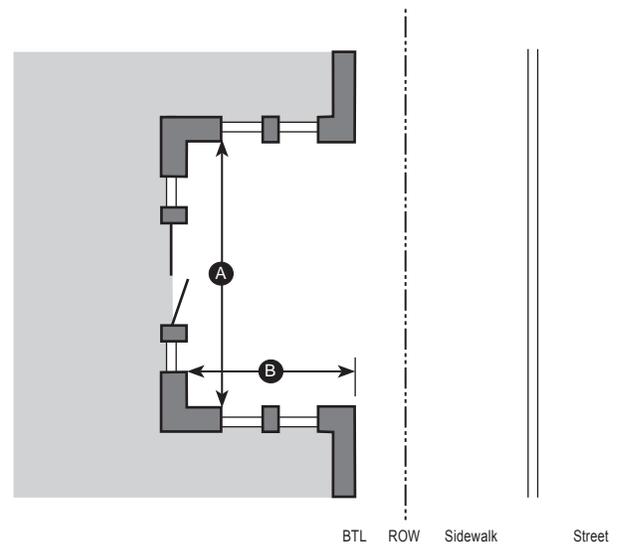
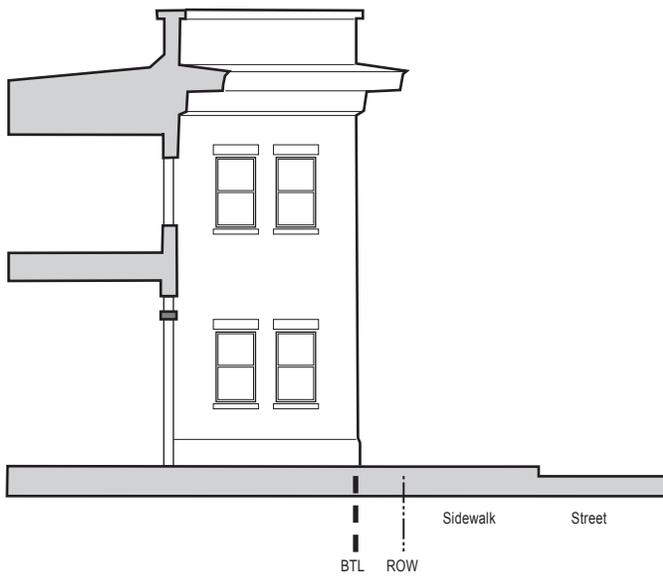
A wood framed gallery.



A masonry gallery with habitable space on the second floor.

Frontage Types:

Forecourt



Key

- Build-to-Line (BTL)
- ROW/Property Line

A. Description

The primary portion of the building’s main facade is at the Build-to-Line while a small percentage is set back, creating a court space. This space can be used as an apartment entry court, garden space, or for restaurant outdoor dining.

B. Size

Width, Clear	12' min.	(A)
Depth, Clear	12' min.	(B)

C. Miscellaneous

Forecourts are especially useful along larger, more auto-dominant thoroughfares in order to provide well-shaped, intimately sized public outdoor spaces.



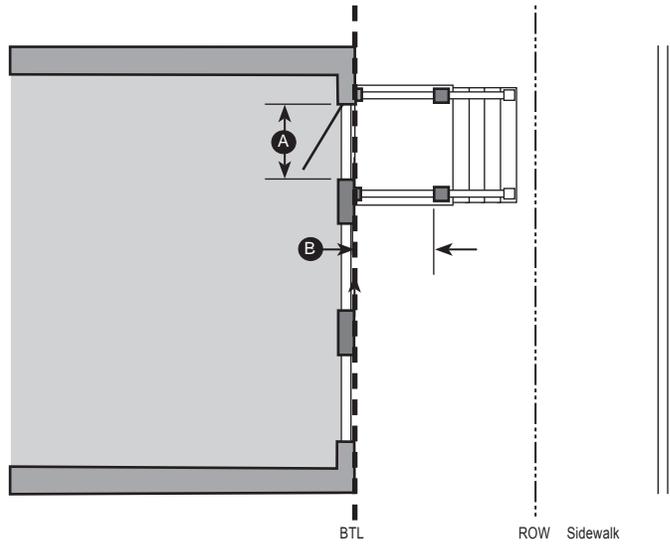
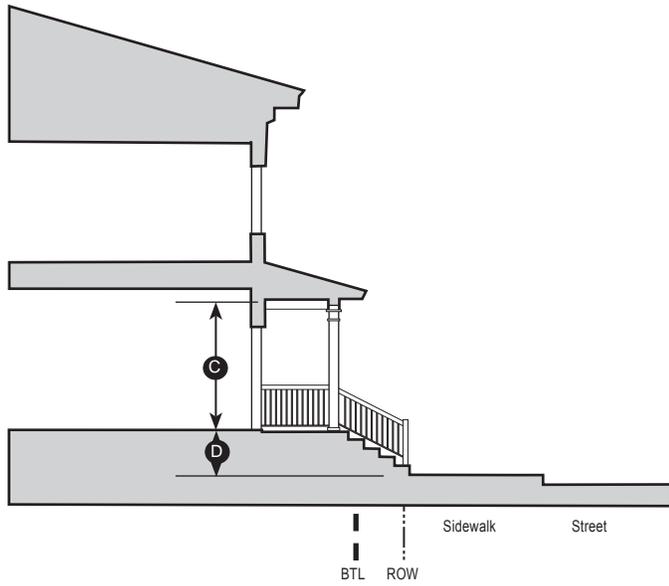
An elevated forecourt.



An elevated forecourt forming a dining terrace.

Frontage Types:

Stoop



Key

- Build-to-Line (BTL)
- ROW/Property Line

A. Description

The main façade of the building is at the Build-to-Line and the elevated stoop projects forward. The stoop is used to access a first floor that is elevated above the sidewalk to ensure privacy within the building. Stairs from the stoop may descend forward or to the side.

B. Size

Width, Clear	5' min., 8' max.	(A)
Depth, Clear	5' min., 8' max.	(B)
Height, Clear	8' min.	(C)
Height	1 story max.	
Finish Level Above Sidewalk	18" min.	(D)

D. Miscellaneous

Stairs may be perpendicular or parallel to the building facade.



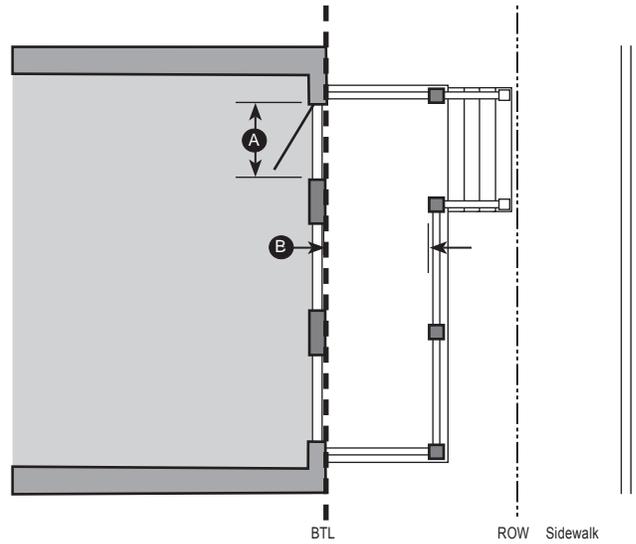
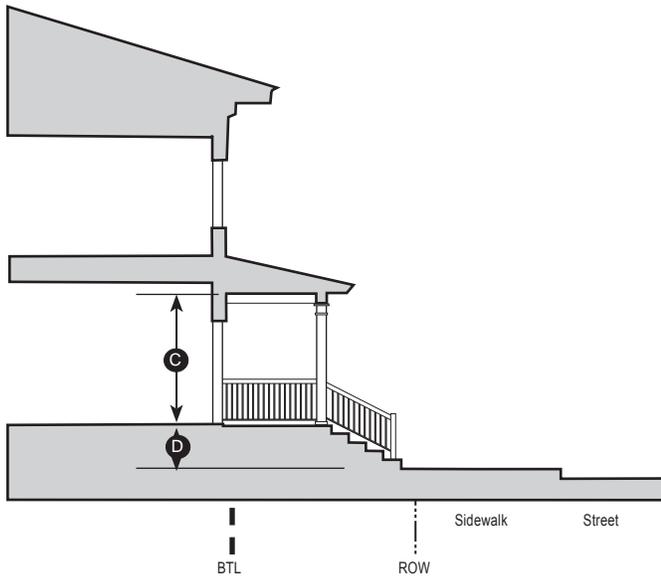
Unroofed stoops



Covered stoops.

Frontage Types:

Porch



Key

- Build-to-Line (BTL)
- ROW/Property Line

A. Description

The main facade of the building is at or near the frontage line and shall include a canopy or awning element that overlaps the sidewalk along the majority of the frontage. The canopy is a structural cantilevered shed roof and the awning is canvas or similar material and is often retractable.

B. Size

Width, Clear	10' min.	(A)
Depth, Clear	8' min.	(B)
Height, Clear	8' min.	(C)
Height	3 stories max.	(C)
Finish Level Above Sidewalk	18" min.	(D)



A 2-story porch on an apartment building.



A wraparound porch located close to the sidewalk.

6 ARCHITECTURAL STANDARDS

6.1 Guidelines vs. Standards. Portions of this code which are intended as non-mandatory recommendations (guidelines) are defined using the words “should”. Provisions which are considered mandatory requirements (standards) are defined using the word “shall”.

6.2 General Principles. It is the intent of these standards and guidelines to provide substantive design direction while allowing for reasonable flexibility in the cases of renovations or redevelopment of existing properties.

- A. Design With The Pedestrian In Mind. Create attractive and safe routes for people to walk and relax which link to other areas. Limit the visibility of parking areas.
- B. Create a Local Identity. The architecture of the Town Center should be custom designed. Avoid or minimize corporate chain architectural styles.
- C. Keep the ‘Park’ in Clifton Park. Emphasize green lawns, shade trees and robust landscaping.

6.3 Facades. New or substantially renovated building facades shall comply with the following:

- A. **Ground Floor Areas.** The ground floor areas of a facade, especially in pedestrian areas, should exhibit the highest levels of articulation, with larger openings and changes in depth, especially around entry points.
- B. **Blank Wall Areas.** Blank wall areas, except as noted

below for required shopfront facades, shall not exceed the size of a rectangle measuring 30 feet in width and eight feet in height. (Blank wall area limitations do not apply to facades facing an alley, service drive or non-public street.)

C. Required Shopfront Facades. Ground floor shopfront store windows, where required by the regulating plan, shall provide a minimum of 50% facade transparency (i.e., square footage of glazed window and door openings (including trim) over square footage of entire facade area on that floor) at the ground floor facade area, allowing a view at least eight feet into the interior space within.

- 1) Blank wall areas in required shopfront facade areas shall not exceed the size of a rectangle measuring ten feet wide by 5 feet high.
- 2) Upper floor areas of the facade above required shopfronts shall be designed to provide a minimum of 20% facade transparency.
- 3) Blank wall areas in floors above required shopfronts shall not exceed the size of a rectangle measuring 15 feet wide by eight feet high.

D. Entry / Exit Doors. Public entry and exit doors which swing outward shall be recessed into the facade a minimum of three feet where the sidewalk abuts the building.

E. Window and Door Openings. Window and door openings in masonry facades should express a



Figure 6.1 - Facade Transparency. Along street frontages where shopfronts are required, the ground floor area must provide a minimum of 50% transparency. The upper floor areas of the facades above shopfronts must provide a minimum of 20% transparency.

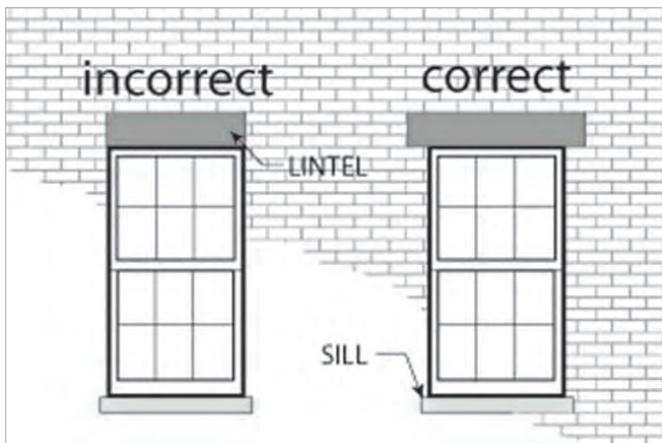


Figure 6.2 - Openings in masonry facades should visually show a structural lintel above the opening to express how it is holding the weight above it.



Figure 6.3 - Flat roof parapet design.



Figure 6.4 - Correct material transitions. Changes from one material to the next should occur at logical terminations, such as inside corners.

structural lintel above to express how it is carrying the weight. A similar method using wood trim can be used on wood-clad facades.

- F. **Columns / Posts.** The proportion of structural elements such as columns or posts should be appropriate to the weight they appear to be carrying.

6.4 Roofs

- A. **Flat Roofs.** Flat roof structures shall be capped by an articulated parapet design which provides a noticeable “cap” to the building.
 - 1) The parapet on a single-story facade should express at least six inches in overhang depth, and be at least 18 inches tall. Parapet overhang depth and height for taller facades should be increasingly larger.
- B. **Sloped Roofs.** Sloped roof structures are encouraged to maintain a pitch between 6:12 minimum and 12:12 maximum for all primary roof areas (not including dormers, entry canopies or similar accessory elements.)
 - 1) Roof overhangs are encouraged to be at least 6 inches deep.
 - 2) Dormers and gables are encouraged along front facades to help maintain a prominent facade, reduce the scale of long runs of roof and divert rainwater and snow from entry areas.

6.5 Building Massing

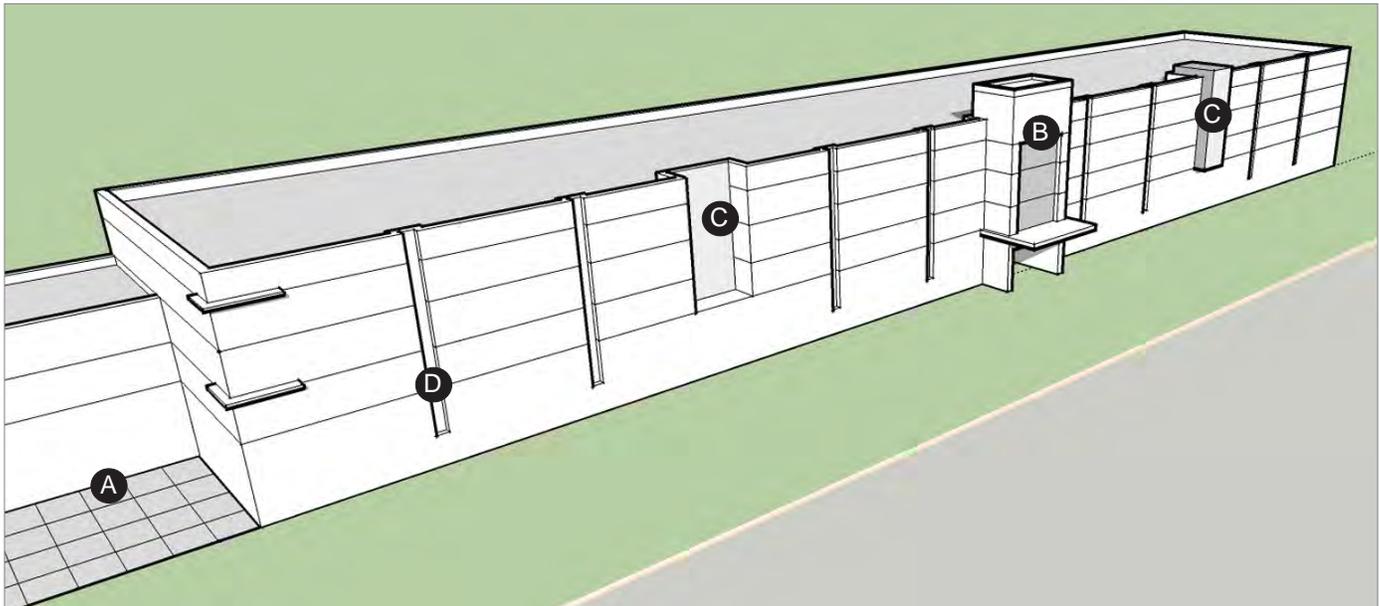
- A. **Shapes Help Break Up The Scale.** The overall massing of buildings should have areas of noticeable 3-D relief or be broken down into smaller shapes to reduce the scale and avoid the appearance of a “large box”.
 - 1) Avoid trying to break up the scale and massing of a large facade by making it look like many different building facades stuck together. This often results in a fake “DisneyLand” appearance.
- B. **Larger Building Massing.** Very large or long buildings should attempt to break up their massing along public frontages by providing articulations along the facade generally as follows:
 - 1) “Courtyard Breaks” (courtyard areas) should be provided no less than every 300 feet of facade length. These should create a change in facade depth at least 20 feet deep by 40 feet wide, and a change in facade height of at least eight feet. The courtyard space provided shall be designed to be accessible to pedestrians with attractive amenities

such as seating, landscaping, storefront displays and/or entranceways.

- 2) **“Major Articulations”** should be provided no less than every 150 feet of facade length. These should create a change in facade depth at least four feet deep by eight feet wide and a change in facade height of at least four feet.
- 3) **“Medium Articulations”** should be provided no less than every 75 feet of facade length. These should create a change in facade depth at least two feet deep by four feet wide.
- 4) **“Minor Articulations”** should be provided approximately every 20 - 30 feet along a facade. These should create a change in facade depth at least eight inches deep by 12 inches wide.
- 5) Note that the recommended articulation placements listed above are not additive — you would not need a major, medium and minor articulation all at the same location. The largest articulation required would override all lesser ones.

6.6 Exterior Materials & Details

- A. Primary Facade Materials.** As listed in Table 6.1, are recommended for not less than 70% of the exterior wall surface on all facades facing a public street.
 - 1) Smaller scale, natural materials should be used whenever possible, especially on front facades and near pedestrian areas.
 - 2) Exterior colors should be typically be a natural, muted shade. Brighter, more vibrant colors such as red or yellow should be reserved for minor accents and highlights only.
- B. Secondary Facade Materials.** As listed in Table 6.1, should be used as accent materials on not more than 30% of the exterior wall surface on all facades facing a public street.
- C. Other Materials.** Other materials listed in Table 6.1 as “Not Recommended” should avoid being used, or should be used only in service areas which are not intended to be accessed by pedestrians or readily visible from a public way.
- D. Material Changes.** Changes from one material or color to another along the horizontal direction should occur at “inside corner” transitions. Changes in materials or color along the vertical direction should occur at a hard-edge “bump-out” transition which gives the



A Courtyard Break - No less than every 300 feet of facade length.

B Major Articulation - No less than every 150 feet of facade length.

C Medium Articulation - No less than every 75 feet of facade length.

D Minor Articulation - Approximately every 20 - 30 feet of facade length.

Figure 6.5 - Large Building Massing. The public frontage of long buildings should be designed with a variety of minor, medium and major articulations and courtyard breaks to avoid the appearance of one long, uninterrupted facade.

TABLE 6.1 - EXTERIOR MATERIALS		
	Recommended Materials	Discouraged Materials (Not Recommended)
Primary Facade Materials	Brick - common red, brown, beige	T1-11 Siding
	Wood - clapboard, shingle, wood trim, painted	Plain (untextured) C.M.U.
	Stone - natural or artificial	Unfinished or Unpainted Wood
	Cement Fiber Siding - colored or painted	
	Glass Curtain Wall	
Secondary Facade Materials	E.I.F.S or Stucco (4 feet above grade minimum)	
	Textured or Split-Faced C.M.U. - colored	
	Vertical Board & Batten - painted	
	Glass Block	
	Pre-Cast Concrete Panels - colored	
	Metal or Composite Panels	
Doors & Windows	Wood, Aluminum, Vinyl Clad Windows & Doors	Mirrored Glass
		Colored / Bronzed Glass
		Tinted Glass (darker than 70% V.L.T.)
Roofing	Architectural Shingles	
	Standing Seam Metal	
	Slate or Tile - natural or synthetic	
	Copper	
	**insert flat roof material choices	
	Wood, PVC or Vinyl Parapet or Trim	
	Copper or Colored Metal Roof Flashing	Galvanized or Bare Metal Flashing
Awnings	Canvas, Acrylic or Vinyl Awnings - one, two or three color	Plastic or Gloss Finish Awnings
		Translucent, Backlit or Illuminated Awnings
Landscape Walls & Fencing	Brick or Brick Veneer Walls	Bare Concrete Walls
	Stone or Stone Veneer Walls	C.M.U. Walls
	Metal, Extruded Aluminum Fences - colored metal	Bare or Coated Chain Link Fence
	Cast Iron or Wrought Iron Fences	
	Wood Fences - painted	

Note: All material and paint colors should be of a natural, muted shade, except as used for specific design accents or highlights. Alternate materials to those listed above may be approved by the Town provided they are considered to be equivalent or better quality and appearance. V.L.T. is "Visible Light Transmission".

material or a surface to terminate into. Facades with an overabundance of different materials or colors are generally discouraged.

- 1) When using more than one primary facade material, one should be used as the dominant theme, with the others used more sparingly to accentuate the design.

of ways, properties and pedestrian walkways (does not include service alleys).

- 1) Screening shall be achieved with non-deciduous landscape plantings, architectural building elements which match the exterior building materials, or parapet walls.

6.7 Equipment

- A. Mechanical Equipment. Mechanical equipment, including roof-mounted, facade mounted or ground level mounted, shall be screened from view from adjacent public right

7 SITE STANDARDS

7.1 Parking

- A. **Applicability.** The parking requirements of this section applies to all commercial and residential properties applying for a permit for the construction, renovation, addition, site plan alteration or change of use. This section does not apply to on-street parking provided in the public right-of-way.
- B. **Changes in Use and Additions.** The minimum parking requirements for a property shall be reviewed for compliance with this code which result in increased customer space or which create a more intensive parking use.
- C. **Minimum Parking Requirements.** The minimum on-site parking requirements for each use shall be as listed in Table 7.1, unless parking reductions through the use of Staggered Hours or Shared parking arrangements are approved as detailed below. Fractional results shall be rounded up. Values shown are for net usable s.f. (not including mechanical, storage, etc) unless otherwise noted
- D. **Insufficient parking.** Where there is insufficient parking available on-site for a proposed use, change in use or expansion, the following options may be considered by the Town as meeting the parking requirements:
 - 1) Reduction in the minimum amount of required parking through an approved Staggered Hours or Shared Parking arrangement, as described below.
 - 2) Reduction in the in the size of the proposed expansion.
 - 3) Reduction in the intensity of the proposed use change, including but not limited to a denial of the change of use.
- E. **Maximum Parking.** The Town is authorized to limit or reconfigure the number of parking spaces provided on-site if they are in excess of 200% of the minimum amount required. The following options may be considered by the Town for excesses of 10 or more spaces:
 - 1) Pre-existing asphalt paved areas no longer needed by a new proposed use shall be removed and reclaimed as landscaped areas, islands, rain gardens or other pervious treatment.

TABLE 7.1 - Minimum Parking Requirements

Use Type	Required Spaces	
Animal; pet grooming	3 per 1,000 s.f.	
Animal; veterinary services	3 per 1,000 s.f.	
Assembly or auditorium; indoor	1 per every 4 seats	
Automotive; fuel sales	1 per fuel pump + Emp.	
Automotive; service or wash	2 per service bay + Emp.	
Automotive; sales	n/a	
Bank	4 per 1,000 s.f.	
Bank; drive thru	3 per 1,000 s.f.	
Bar or tavern	10 per 1,000 s.f.	
Club; indoor	2 per 1,000 s.f.	
Commercial	Commercial amusement; indoor	1 per each table / lane + Emp.
	Dry cleaning	3 per 1,000 s.f.
	Home occupation	As Determined
	Hotel	1 per room + Emp.
	Laundromat	3 per 1,000 s.f.
	Medical services; outpatient	4 per 1,000 s.f.
	Office	4 per 1,000 s.f.
	Personal care	3.5 per 1,000 s.f.
	Repair and maintenance; light	2.5 per 1,000 s.f.
	Restaurant ¹	8 per 1,000 s.f.
	Restaurant; drive thru ¹	6 per 1,000 s.f.
	Retail	3.5 per 1,000 s.f.
	Retail; drive thru	3 per 1,000 s.f.
Retail; outdoor display	3.5 per 1,000 s.f.	
Residential	Nursing home	1 per every 3 beds
	Residence; multifamily (1-2 bedroom)	1.5 per dwelling unit
	Residence; multifamily (3+ bedroom)	2 per dwelling unit
	Senior housing	1.1 per dwelling unit
Civic / Public	Cultural center	2.5 per 1,000 s.f.
	Municipal office or public safety	3 per 1,000 s.f.
	Religious facility	1 per every 4 seats
	School; child day care	1 per 10 students
	School; nursery or K-12	1 per 10 students
	Utility; telecommunication tower	n/a
	Utility; general public service	n/a

Notes: "+ Emp." indicates to also include one parking space for each employee on duty during typical shift.

¹*Restaurants with outdoor seating shall only calculate 50% of the outdoor seating area toward the parking requirements.*

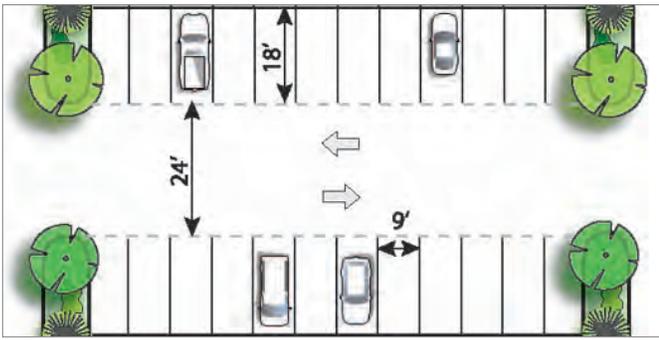


Figure 7.1 - 90 Degree parking.

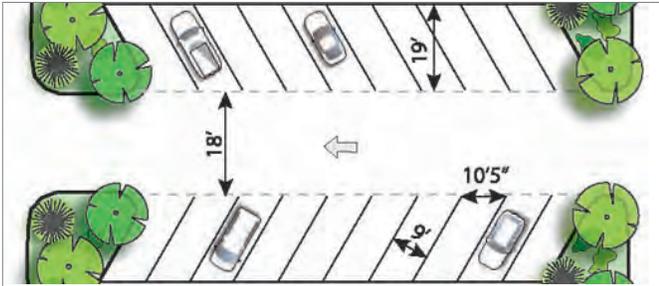


Figure 7.2 - 60 Degree parking.

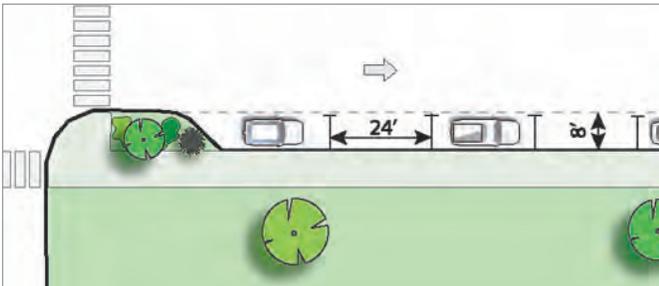


Figure 7.3 - Parallel parking.

- 2) That excess parking be held in future reserve.
- 3) That excess parking be configured as public parking which is specifically located and designated with signage as available for public use, with sidewalk connections to adjacent areas.
- 4) That excess parking areas and associated travel lanes be constructed of pervious paving surfaces in lieu of traditional asphalt.

F. General Provisions.

- 1) All properties are required to provide cross-access connections to adjacent parking lots and are encouraged to provide unreserved or shared parking arrangements with neighboring properties.
- 2) All off-street parking areas should be consolidated within the center of street blocks where possible, behind buildings.
- 3) A clear, designated pedestrian way(s) shall be provided from parking areas to the building entrances. Building entrances from parking areas including rear (opposite front/side facades) entries shall provide attractive welcoming architectural entry treatment.
- 4) One required off-street parking space may be substituted by each on-street parking space existing directly in front of the business within the public right-of-way or public street. Each on-street space may only count toward one property.
- 5) Required off-street parking, including employee parking, may be provided on a different lot than the subject property provided they are counted as part of an approved Shared Parking Agreement.
- 6) Seasonal outdoor dining or bar areas shall be calculated at the reduced rate of 50% of the normal parking requirements.

G. Staggered Hours Parking. A reduction in the minimum number of required parking spaces may be approved for combinations of uses which have staggered demand schedules over time, such as daytime office with residential.

- 1) Staggered hours parking may be utilized by single properties with multiple uses, and by multiple adjacent property owners who physically merge or connect their parking lots into a common shared lot, as approved by the Town Engineer.

- 2) An example guide for calculating staggered demands between multiple uses is provided in the appendix for reference.
- H. Shared Parking Agreements.** A reduction in the minimum number of required parking spaces may be approved for two or more adjacent property owners or businesses who share or physically connect their lots and agree to a shared parking arrangement.
- 1) The total number of parking spaces which may be deducted from the shared lot shall be as shown in Table 7.2 - Allowable Shared Parking Reduction.
 - 2) The majority of the parking provided in the shared lot must remain unreserved.
 - 3) Shared parking reductions may be combined with Staggered Hours Parking reductions.
- 7.2 Transit.** Provision for transit facilities including bus/bus rapid transit stops/pull offs shall be coordinated with regional and local transit agencies and such facilities shall be incorporated into site plans as directed by the Planning Board.
- 7.3 Parking Lot Landscaping.** New or reconfigured parking lot areas shall provide the following landscaped elements.
- A. Front Yard Buffer (A).** All parking areas abutting a public right-of-way or future street shall provide a Front Yard Buffer at least 10 feet deep from the sidewalk consisting of shrubbery, hedges, trees, decorative walls or fences which creates a visual screen at least 3 feet high. Does not apply to internal driveways, alleys or access roads not designated on the Future Street Plan. [Figure 7.4]
- B. Front Yard Perimeter Bulb-Out (B).** All parking areas abutting a public right-of-way or future street shall provide bulb-outs so that there are not more than 15 continuous parking spaces in a row uninterrupted along that frontage. The bulb-out should be equal in depth to the parking spaces, a minimum of 9 feet wide which include flowers, shrubs, grass and/or trees where not more than 50% of the groundcover is mulch or gravel. [Figure 7.4]
- C. End of Row Bulb-Out (C).** A landscaped bulb-out should be located at the end of any perimeter parking row abutting a travelled lane. The bulb-out should be equal in depth to the parking space, a minimum of 9 feet wide which include flowers, shrubs, grass and/or trees where not more than 50% of the groundcover is mulch or gravel. [Figure 7.4]
- D. Internal Landscaped Island (D).** Internal parking rows should provide landscaped islands at either end of the rows. The islands shall be equal in length to the rows and at least 9 feet wide, or of equivalent size if an irregular shape is necessary. Islands shall include at least 2 trees with shrubs, flowers, grass or other plantings so that not more than 50% of the groundcover is mulch or gravel. [Figure 7.4]
- E. Intermediate Landscaped Island (E).** Internal parking rows should provide intermediate landscaped islands so that there are not more than 12 continuous parking spaces in a row uninterrupted. Islands shall be landscaped the same as internal landscaped islands. [Figure 7.4]
- F. Enhanced Parking Median (F).** Larger parking lots which contain multiple rows of parking should provide an enhanced parking median so that there are not more than 6 rows of parking uninterrupted. Enhanced landscaped medians may be of 2 different types - Landscaped or Pedestrian: [Figures 7.5 and 7.6]
- 1) Landscaped medians shall separate the rows of parking on either side with a continuous 6 foot wide landscaped band which includes additional landscaping and trees no less than every 30 feet.
 - 2) Pedestrian medians shall separate the rows of parking on either side with a continuous 6 foot wide pedestrian sidewalk - flush to grade - which leads toward building entry areas and connects to perimeter sidewalks with crosswalks.



Figure 7.4 - General Parking Concepts. Parking lots should strive to create shared parking areas within the center of blocks which can be utilized by all surrounding properties to maximize efficiency and put the visual focus on the buildings. This concept can be further adapted to provide a multi-story parking structure within the center of the block, greatly increasing parking capacity and freeing up more land area for development.

- A** FRONT YARD BUFFER
- B** FRONT YARD PERIMETER BULB-OUT
- C** END OF ROW BULB-OUT
- D** INTERNAL LANDSCAPED ISLAND
- E** INTERMEDIATE LANDSCAPED ISLAND
- F** ENHANCED PARKING MEDIAN
- G** CROSS ACCESS PARKING CONNECTION
- H** SIDEWALK EXTENDS THRU DRIVEWAY

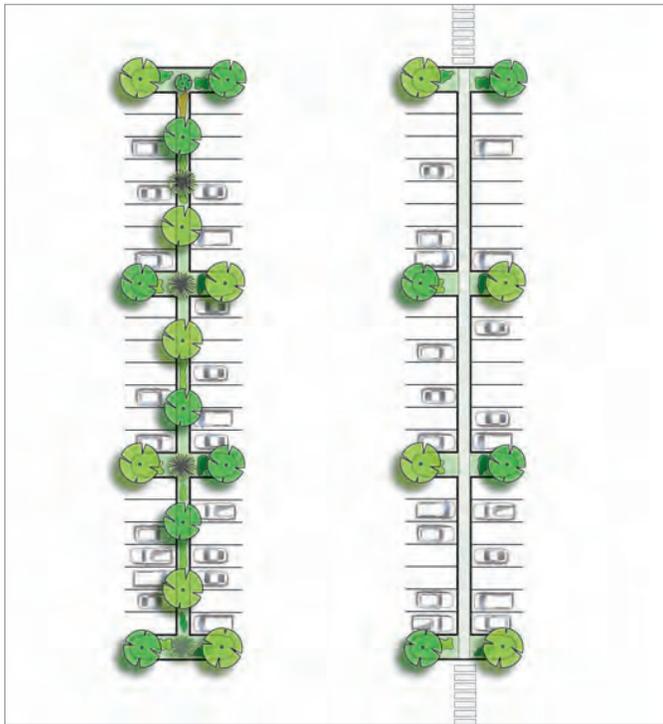


Figure 7.5 - Enhanced Parking Medians. Enhanced parking medians, where required to break up larger parking lots, can be provided as one of two types: Landscaped (left) or Pedestrian (right).

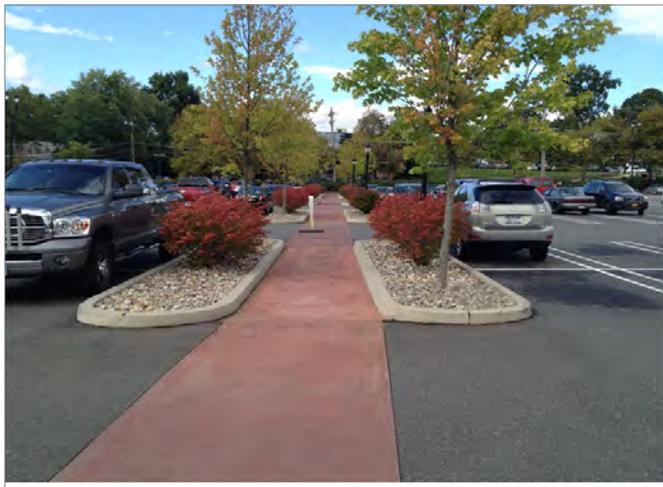


Figure 7.6 - Example of an enhanced parking median design which provides a clear path of travel through the parking lot for pedestrians.

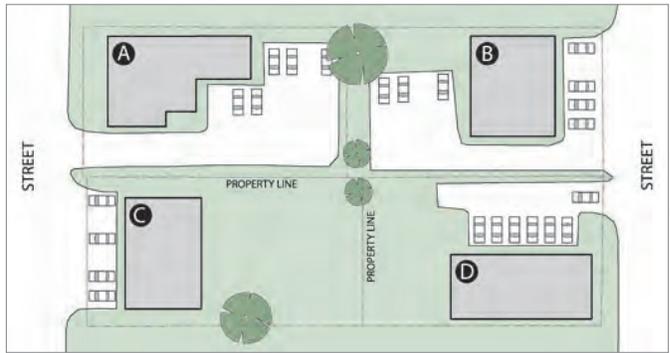


Figure 7.7 - Shared Parking Concept (Existing / Before). Each property (A, B, C and D) each have their own separate parking lot and driveway access. During the peak business hours for property D, a new customer arrives but finds there are no parking spaces.



Figure 7.8 - Shared Parking Concept (After). Properties A, B, C and D agree to connect their parking lots and have a shared parking agreement. During peak hours, a new customer comes to property D and finds there are plenty of available parking spaces because not all businesses are experiencing their peak demand at the same time. This parking redesign also eliminates a curb cut and the parking in the front and side yards, allowing these areas to be reclaimed as attractive front-yard landscaping or patios instead.

TABLE 7.2 - Allowable Shared Parking Reduction

Total Number of Shared Parking Spaces	Number of Businesses Sharing					
	2	3	4	5	6	7+
<20	0	0	0	0	0	0
20-29	1	2	3	4	4	4
30-39	2	3	4	5	6	6
40-49	3	4	5	6	7	8
50-59	4	5	6	7	8	9
60-69	5	6	7	8	9	10
70 or more	6	7	8	9	10	11

Notes: Numbers shown are the total spaces which may be deducted below the minimum parking requirements for all combined businesses using the shared lot. Shared parking configurations of 70 or more spaces may be pro-rated with 1 additional space for each 10 additional spaces shared, but may not be additionally pro-rated by the number of businesses beyond 7..

7.4 Service Areas & Loading Docks

A. Trash and recycling dumpsters or similar collection areas shall be located in the rear or to the side of buildings and screened from view from adjacent public right of ways, properties and pedestrian walkways (not including service alleys).

- 1) Screening shall be achieved with building enclosures on 3 sides which match or complement the exterior building materials.

7.5 Landscaping

A. Applicability and Approvals. The following minimum landscaping requirements apply to all new or redeveloped commercial and residential projects within the Town Center which require site plan review and approval, as follows:

- 1) Applications for building improvements or renovations which do not increase the gross floor area of the property shall not be required to meet the landscaping requirements of this section.
- 2) Applications for a change of use shall not be required to meet the landscaping requirements, except where additional screening or buffers may be required.
- 3) Applications for site improvements such as parking lot or driveway reconfigurations shall only be required to meet the landscaping requirements for the areas affected.
- 4) Applications for building expansions which increase the gross floor area by less than 50% or 5,000 s.f. shall only be required to meet the landscaping requirements for the portions of the site affected, as determined by the Planning Director.
- 5) Applications for building expansions which increase the gross floor area by more than 50% or 5,000 s.f. shall be required to meet the landscaping requirements.

B. See section 7.3 for specific landscaping requirements pertaining to parking lots.

C. General Requirements.

- 1) These requirements pertain to the minimum area of greenspace and the types of landscaping required for the site. All greenspace areas shall be covered by the following:
 - a. native vegetation; or

- b. trees, shrubbery, nursery plants with appropriate mulch; or
- c. any combination of the above.
- d. sod, lawn, or other variety of ground cover in combination with any of the above.

2) All landscaping shall be installed in accordance with the landscaping plan as approved by the Planning Board prior to issuance of a certificate of occupancy and shall be installed in accordance with accepted landscape practices within the region. In instances where conditions do not permit immediate planting, the applicant may be required to post a performance bond, or in lieu thereof, sufficient monies to ensure later compliance.

3) All landscaping shown on an approved site plan or landscaping plan shall be maintained in a vigorous growing condition throughout the duration of the use, and plants not so maintained shall be replaced with new plants at the beginning of the next growing season.

4) Landscaping and buffer requirements in this section may be met by utilizing existing vegetation where possible, with approval from the Planning Board.

5) The use of invasive plant species, as defined by the most recent DEC Advisory Invasive Plant List, is not permitted.

6) Species diversity is encouraged in order to prevent extensive vegetation loss should certain species become vulnerable to diseases. In cases where there are more than eight required new trees to be planted, no more than 40 percent of them can be of one species. Where more than 24 new trees are required to be planted, no more than 24 percent of them can be of one species.

D. Front Yard Landscaping Requirements. Front yard landscaping should be provided and arranged as illustrated in the Building Placement & Front Yard Design requirements for each TC zone and in the corresponding Street Type.

- 1) Required landscaped terrace areas shall provide a mix of lawn areas in combination with deciduous trees, shrubs or perennial/annual beds.
- 2) Required tree lawns shall be provided with sod or lawn, except for mulch areas directly around each tree.

- 3) Street trees within required tree lawns or planters shall be shade trees (not ornamental) with a minimum caliper of three inches and a minimum height of eight feet.
- 4) Required tree planters shall be covered with cast iron tree grates flush with adjacent sidewalk surfaces meeting ADA requirements for minimum opening sizes.

7.6 Outdoor Lighting

- A. Applicability.** The lighting requirements of this section applies to all commercial and residential properties applying for a permit for the construction, renovation, addition or site plan alteration. This section does not apply to public street lighting installed by the Town of Clifton Park in the public right-of-way.
- 1) Pre-existing site lighting fixtures which are removed or replaced shall be brought into conformity with this section.
 - 2) Pre-existing buildings which undergo a renovation exceeding 50% of the value of the structure, or addition increasing the floor area by more than 50%, shall bring the existing site lighting of their property into conformity with this section.
- B. Parking Lot Lighting**
- 1) All fixtures shall be full cutoff, downward facing.
 - 2) Light fixtures located within the interior asphalt area of a parking lot shall not exceed 30 feet in height. Light fixtures located along the perimeter edge of a parking area within 50 feet of a property line shall not exceed 15 feet.
 - 3) Average 0.2 footcandles at grade level, Max. 2.0 fc.
- C. Pedestrian Walkway Lighting**
- 1) Light fixtures located along pedestrian walkways adjacent to parking lots shall not exceed 15 feet in height.
 - 2) Light fixtures located along internal pedestrian walkways or paths not adjacent to a parking area shall not exceed 10 feet in height.
 - 3) Average 0.2 footcandles at grade level, Max 5.0 fc.
- D. Vehicular Canopy Lighting**
- 1) Light fixtures under vehicular canopies shall be fully recessed or flush with the underside surface to

conceal the illumination source; or,

- 2) Provided via uplighting to reflect off of the underside surface of the canopy with a shielded fixture that directly light onto the canopy bottom only.
- 3) Average 3.0 footcandles at grade level, Max. 7 fc.

E. Building and Security Lighting

- 1) All exterior building or security lighting must be full cutoff, shielded and/or angled downward to focus the light only on the intended doorway or walkway as necessary.
- 2) Security lighting is encouraged to be provided with regular pedestrian light fixtures where visible from the street or public way to match others used on site.
- 3) Building mounted architectural "accent lights" are permitted as downward facing only.
- 4) Average 2.0 footcandles, Max. 4 fc.

F. Light Quality and Color. L.E.D. (light emitting diode) fixtures are recommended for energy savings and longevity, provided the light is within the temperature range between 2500 and 3800 kelvin.

G. Prohibited Light Types

- 1) Cobra-head style fixtures with dropped lenses.
- 2) Mercury vapor, low pressure sodium lamps.
- 3) Building or ground-mounted architectural accent uplights, or fixtures which provide no "top cap" to prevent light spill upward into the night sky.
- 4) Laser lights, searchlights or similar high-intensity beam fixtures.

7.7 Pedestrian Amenities

- A.** All new development or redevelopment projects shall provide common pedestrian amenities such as benches and bicycle racks, commensurate in quantity to the size of the project, as directed by the Planning Department.

8 SIGNS [RESERVED]

- 8.1** All signs within the Town Center shall be governed by Chapter 171 of the Town of Clifton Park code.

9 DEFINITIONS

Animal; pet grooming. An establishment engaged in providing services for common household pets, including bathing, clipping, grooming, feeding and day care. May include retail sales. Does not include overnight pet boarding.

Animal; veterinary services. An establishment for the medical care of dogs, cats and other domestic small-animal pets by practitioners of the sciences of veterinary medicine. May include on-site boarding services. Does not include outdoor pens, exercise runs or overnight boarding.

Appurtenances. Porches, balconies, patios, seating areas, canopies, awnings, etc., which extend outward from the facade of a building which do not typically count as an extension of the facade itself for the purposes of measuring setbacks.

Assembly or auditorium; indoor. Commercial or non-profit movie theaters, stage theatre, music performance, social halls, meeting rooms, convention or catering halls and similar places. Does not include religious facilities or outdoor performance space. Separate and distinct from Club, live performance.

Automotive; fuel sales. A building or land area intended to be used for the retail sale of automotive fuels. Separate and distinct from automotive service or wash.

Automotive; service or wash. General automotive vehicle services including oil, brake, muffler or tire replacement, engine or body work, inspections, automated and self service car washing, detailing or similar services. Does not include automotive salvage or junk yard operations.

Automotive; sales. An establishment for the retail sale or leasing of new or used motorized vehicles including cars, trucks, boats, motorcycles, snowmobiles, campers, RV's, tractors, lawn tractors, construction equipment and similar vehicles.

Awning. A wall mounted, cantilevered structure providing shade and cover from the elements for pedestrians. Similar to canopy.

Balcony. A projection of an upper level floor slab which extends out from a facade, designed for people to stand on with railings and an access door into the interior.

Bank. A financial institution licensed for receiving, lending, or safeguarding money including public commercial, retail banks and credit unions.

Bank; with drive thru. A bank which includes a drive-up teller, ATM machine or freestanding ATM kiosks.

Bar or tavern. A business primarily engaged in the retail sale of alcoholic beverages for consumption on the premises. May include food service as secondary to the amount of floor area and sales generated by the drink sales. Separate and distinct from restaurants.

Blank Wall Area. An area on the exterior facade of a building which does not include any windows or door openings; substantial change in materials; columns, pilasters, archways or other form of articulation or relief greater than 8 inches in depth.

Building Height. The height of a structure measured in feet or in stories. Building height is measured from the average grade level at the front facade to the mean height between the eaves and the roof peak (for sloped roof structures) and to the top of the parapet (for flat roof structures.)

Building Facade. See Facade.

Canopy. A wall and/or post mounted structure providing shade and cover from the elements for pedestrians. Similar to awning, except that cantilevered portions are supported by posts instead.

Club; indoor. An organization catering exclusively to members and their guests to promote nonprofit social, educational, athletic, service or recreational objectives, with no vending, merchandising or commercial activities conducted except as required generally for the membership and purposes of the club. Includes private veteran, fraternal, social or health clubs. Does not include outdoor recreational fields or courts.

Club; live performance. An nightclub establishment which is designed to provide live music performances to a general audience of more than 50 people and includes the retail sale or consumption of alcoholic beverages on the premises. Separate and distinct from Assembly or auditorium.

Commercial amusement; indoor. An indoor facility primarily designed to provide recreational sports activities including but not limited to billiard tables, bowling alleys, paint ball courses,

video arcades, batting cages or similar gaming activities and amusements. Does not include outdoor games.

Cultural center. Building and land used for the purposes of public education or entertainment including museums, libraries, art galleries, community centers, institutional philanthropic use and similar facilities. Does not include theatrical performances, performing arts, dance and music programs, concerts or similar large public gathering events.

Day care home. A family home, which is a personal residence and occupied as a family residence, which provides child day care on a regular basis for compensation or otherwise. Includes both Group family day-care homes and Family day-care homes as defined in Parts 416 and 417 of Title 18 of the New York Code of Rules and Regulations respectively.

Dry cleaning. An establishment which provides professional dry cleaning services for consumers who drop clothing and textiles off to be processed off-site and returned. Does not include on-site dry cleaning processing.

Facade. The exterior vertical wall of a building.

Facade Transparency. The percentage of the facade wall area which includes openings for transparent glass windows and doors. Facade transparency at the first floor/ ground floor level is measured between two feet above grade to 12 feet above grade. Facade transparency for upper floors is measured from second finished floor level to the ceiling of the topmost floor. Glass is considered transparent when it has a Visible Light Transmission (VLT) rating of 70% or higher.

Gallery. An exterior covered passage which runs along the ground-floor facade of a building and is open at one side.

Greenspace. Exterior land areas covered by vegetation meeting the landscape requirements of this code which are free from impervious surfaces such as built structures, driveways, parking lots, paved areas or walkways.

Home occupation. Any occupation, business or professional activity which results in a product or service and which is conducted in whole or in part in a residential dwelling or on a residentially zoned property, is clearly subordinate in space utilization and intensity to the residential use.

Hotel. An establishment where overnight lodging is provided in guest units rented to the public on a daily or weekly basis and in which ingress and egress to and from all guest units are made through an enclosed corridor. Does not include boardinghouses.

Laundromat. Business premises equipped with individual clothes-washing and clothes-drying machines for the use of retail customers, exclusive of laundry facilities provided as an accessory use in a multiple dwelling. May include pick up and drop off of dry cleaning which is conducted off-site in separate facility.

Lot. A piece, parcel or plot of land occupied or to be occupied by a principal building and its accessory building or buildings, including the yards and other open spaces required by this chapter.

Lot Area. The total horizontal surface area included within the property lines of a parcel.

Lot Width. The distance between the side lot lines measured across the required front yard minimum setback line parallel with the street.

Lot Depth. The horizontal distance between the midpoints of the front and rear lot lines measured in the general direction of the side lot lines.

Lot Frontage. The property line along the front of a parcel which directly abuts a public or private street, accessed by that street.

Repair and maintenance; light. On site repair or maintenance of personal property such as household electronics, computers, appliances, watches, jewelry or shoe repair, tailoring, upholsterers and similar light work stored and conducted within an enclosed building. Does not include repair of heavy machinery.

Medical services; outpatient. A facility or clinic for the treatment and medical care of minor human ailments without any overnight inpatient bed facilities. Includes eye doctors, dentists, medical clinics, emergent care facilities, lasik eye surgery, physical therapy and similar treatments.

Municipal office or public safety facility. Building or lands used for common civic institutions such as state, county and municipal government offices, post offices, police stations, fire stations and emergency ambulance service providers under contract to serve the municipality.

Nursing home. A licensed facility, other than a hospital, where elderly or infirm persons who are unable to care for themselves are provided with twenty-four-hour care consisting of lodging, meals, personal grooming and cleaning, supervision for medication and other therapeutic needs, recreation and companionship by trained and licensed staff.

Office. Offices for the practice of licensed professionals and general business such as lawyer, accountant, banking, travel agencies, insurance or real estate sales, engineer, architect, doctor, marketing, consulting, not-for-profit organizations and similar professions.

Parking; structured above grade. A parking facility or deck that includes one or more levels above grade. Separate and distinct from parking structures at or below grade, or surface parking.

Parking; structured below or at grade. A parking facility located entirely below grade, or at grade within the footprint area of a building overhead. Separate and distinct from an above ground parking structure or surface parking.

Personal care. Personal services for the improvement of mind and body including nail or hair salons, musical and dance instruction, yoga, karate, licensed massage therapy, physical therapy, fitness center and similar activities.

Porch. An covered but unenclosed exterior entryway to a structure which is raised above ground level and accessed by stairs or ramp.

Primary Facade Material. The exterior building facade material which comprises or covers the majority of the facade. See also: Primary Facade Material.

Primary Street. A street, public or private, which has frontage along the front yard of a corner property. See also: Secondary street.

Public open space or park. A natural or landscaped outdoor area provided for the purpose of active or passive public recreation or enjoyment. May include publicly accessible outdoor amenities such as a playground, seating area, picnic area, multi-use path and temporary or permanent small outdoor performance space or similar outdoor recreational functions.

Religious facility. Churches, synagogues and similar places of

worship, Sunday school buildings, parish houses and rectories.

Residence; mixed use multifamily. A structure containing both allowable commercial uses on the ground floor level as well as residential dwelling units on upper floors for two or more families.

Residence; multifamily. A structure containing residential dwelling units for two or more families, including apartments, condominiums, townhouses, rowhouses or other combinations.

Restaurant. A business primarily engaged in the retail sale of food sold for on-premises consumption to patrons seated at tables or counters and where table service is provided. Separate and distinct from Drive thru restaurant, or Bar and Tavern.

Restaurant; drive thru. A food service establishment which includes a drive through window.

Restaurant; outdoor seating. Any restaurant, bar or tavern where some, or all, of the customer seating is provided outside of the building on a porch, patio, deck or balcony.

Retail. Retail sales of goods to private consumers, including food and groceries, clothing, dry goods and miscellaneous retail services such as reproduction, printing and faxing services. Separate and distinct from retail with drive-thru.

Retail; outdoor display. Retail sales of items stored or displayed outdoors, including but not limited to trees, plants, flowers, landscaping structures, fences, gazebos, cemetery headstones, playground equipment, lumber or similar items. Does not include motorized equipment or vehicles.

Retail; drive thru. Retail sales of goods or services to private consumers with a vehicle drive-thru area, including pharmacies, banks, dry-cleaning, photo processing, coffee or similar businesses.

Secondary Facade Material. Exterior building facade materials which are used as a relatively small percentage of the overall materials, such as decorative trim, accents and design features. See also: Primary Facade Material.

Secondary Street. A street, public or private, which has frontage along the side yard of a corner property. See also: Primary street.

School; nursery or K-12. A facility licensed by New York State and designed to provide daytime care or instruction for five or more children from two to eighteen years of age, inclusive, and operated on a regular basis.

School; vocational. A secondary school designed to teach or train students a specific trade or job.

Senior Housing. A building or a group of buildings primarily and specifically designed for providing residential dwellings for persons age 55 or older.

Shopfront. The ground floor portion of a commercial building which is constructed primarily from glass so as to showcase merchandise or services being offered within.

Stoop. A small exterior staircase which leads from a public sidewalk up to a landing outside the entrance of a private dwelling, office or other space, typically not higher than five or eight feet above the ground.

Transit hub. A public transportation or intermodal facility designed to accommodate large numbers of people transferring from one mode of transport to another, with parking facilities for private vehicles.

Transit node. A public transportation waypoint designed to accommodate small numbers of people transferring from one mode of transport to another, used as a satellite branch of a larger Transit hub. May include an enclosed building or outdoor shelter with a limited drop-off area for private vehicles and buses. Does not include parking.

Utility; telecommunication towers. Stand-alone structures in excess of 20 feet tall for the broadcast of radio, television, cellular or similar communication systems. Does not include transmission elements with an approved design to be mounted onto the façade of a building, such as local wifi or cellular service.

Utility; general public service. Structures or uses required as part of providing basic local public services including but not limited to electrical substations, telephone exchanges, water pumping stations, power and communication lines and their necessary rights of way. Does not include telecommunication towers.

10 APPENDIX

Table A.1 - Sample Adjustments for Staggered Hours Parking

Use Type	Weekdays			Weekends		
	8am - 6pm	6pm - 12am	12am - 8am	8am - 6pm	6pm - 12 am	12am - 8am
Residential	50%	100%	100%	80%	100%	100%
Office	100%	20%	5%	5%	5%	5%
Retail / Commercial	90%	80%	5%	100%	70%	5%
Restaurant	70%	100%	10%	70%	100%	20%
Civic Institution	100%	20%	5%	10%	10%	5%
Religious Institution	10%	5%	5%	100%	50%	5%
Bar / Entertainment	40%	100%	10%	80%	100%	50%
Movie Theater	40%	80%	10%	80%	100%	10%
Hotel	70%	100%	100%	70%	100%	100%

EXAMPLE: Two adjacent property owners (or a single property owner with multiple uses) wish to share a parking lot which takes advantage of staggered hours parking demands. One use is an office building which normally requires 30 parking spaces. The other use is residential apartments which also normally would require 30 spaces. Normally, these two uses would require a total of 60 spaces. However, since the parking demand for these two uses isn't always experiencing peak demand at the same time of day, a reduction can be applied.

During weekday business hours (8am-6pm) the office use needs 100% of its parking, so they would need all 30 of their parking spaces. During that same period however, the residential use only needs 50% of their total parking, so they would only need 15 of their 30 spaces. The remainder of the time slots for each use are also filled out as follows:

Use Type	Weekdays			Weekends		
	8am - 6pm	6pm - 12am	12am - 8am	8am - 6pm	6pm - 12 am	12am - 8am
Residential	15 (50%)	30 (100%)	30 (100%)	24 (80%)	30 (100%)	30 (100%)
Office	30 (100%)	6 (20%)	2 (5%)	2 (5%)	2 (5%)	2 (5%)
Total Spaces Needed:	45	36	32	26	32	32

Adjusting for the fluctuations, this shared parking area would experience its highest combined peak demand during the 8am-6pm weekday time slot when 45 parking spaces would be needed. The remaining time slots are each less than that, so this parking lot would only be required to provide 45 spaces instead of the original 60.

Clifton Park Town Center Plan - Design Concepts

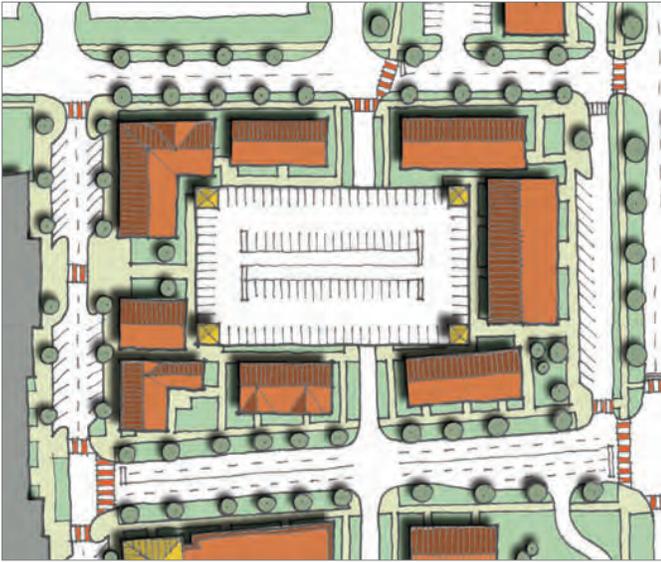


Figure A.1 - Town Center Plan Concept. A ring or liner of buildings around a central parking structure to serve all of the surrounding businesses.



Figure A.2 - Town Center Plan Concept. Infill development focuses on defining and fronting new pedestrian streets and open spaces.



Figure A.3 - Town Center Plan Concept. Smaller scale infill development begins to line the public and private streets, creating shared parking areas inside the blocks.

Environmental Justice

Increased attention has been given to the National Environmental Policy Act (NEPA) related to its ability to balance overall mobility benefits of transportation projects against protecting quality of life of low-income and minority residents of a community. President Clinton issued Executive Order 12898 to bring attention to environmental and human health impacts of low-income and minority communities – referred to as environmental justice – when federal funding is involved. The goal of environmental justice review is to ensure that any adverse human health or environmental effects of a government action, such as federally-supported roadway or transit project, does not disproportionately affect minority or low-income residents of a community or neighborhood. Environmental justice is a public policy objective that can help improve the quality of life for those whose interests have traditionally been overlooked. EJ Population Areas are defined as any census tract with significant populations of minority or low-income persons.

The CDTC staff has completed a review of civil rights/ environmental justice impacts of transportation actions proposed under this study. Based on a review of the latest socioeconomic data available, the CDTC staff has determined that there are no Census Tracts within the study area that contain significant Environmental Justice Populations.

Environmental Mitigation

CDTC mapped Environmental Features within a Quarter Mile of the Study Area Boundary (see Environmental Mitigation Features map)
Environmental mitigation features within the study area and within a quarter mile of the project site include several water features, wetlands and an aquifer.

