TOWN OF WARWICK

Orange County, New York

Design Guidelines

A MANUAL OF

Town Design Guidelines

Prepared for:

Town Board of the Town of Warwick

Michael Sweeton, Supervisor
Leonard DeBuck
James Gerstner
Annie Rabbitt
Mickey Shuback

Prepared by:
GREENPLAN Inc.
302 Pells Road • Rhinebeck, NY 12572
Phone 845.876.5775 • www.greenplan.org

January 30, 2002

Table of Contents

Illustrations and photographs used herein are courtesy of the Hudson River Valley Greenway Communities Council and Dutchess County Department of Planning and Development (*Greenway Connections*), Pennsylvania Natural Lands Trust (*Growing Greener*, by Randall Arendt), Manheim Township, PA (*Zoning Ordinance*), Hunterdon County, NJ Planning Department (*Community Design Handbook)*, City of Austin, TX (*TND Criteria Manual*), University of Wisconsin Extension (*A Model Ordinance for a Traditional Neighborhood Development*), Minnesota Environmental Quality Board (*Model Sustainable Development Ordinances*), J. Theodore Fink and John Lewis Stage.

Chapter 1

Introduction

Why Design Guidelines?

The quality of our lives is intimately connected to how land is developed and used. Our local elected representatives, through a continuing planning process, determine what uses are appropriate as well as the location and density of residential and non-residential development. But how those uses are designed and developed can be even more important and will have a lasting effect on the Town's appearance and function. When done right, development projects can be enjoyed by residents for 100 years or more and can contribute to a quality of life experience for both existing and new residents. But when a development project is done poorly, it can annoy for 100 years and worse yet, can be damaging to the economic fabric of the community. The design of development, therefore, is a matter of public concern.

Although design guidelines have been used for centuries, the concept of using them in Warwick originated in the 1999 *Comprehensive Plan*. These Guidelines have been developed to assist in the implementation of the *Comprehensive Plan* and to help illustrate the Zoning Law of the Town of Warwick. They should be used in conjunction with Article IV, Chapter 164 of the Zoning Law as well as with Chapter 137, the Subdivision Regulations.

These Design Guidelines provide a basis for planning, design, and evaluation of new residential and non-residential developments in the Town of Warwick. They are intended to assist residents, developers, design professionals, and the Planning and Zoning Boards with the review and approval of projects. The Guidelines clarify what is expected, thereby simplifying and speeding the site plan and subdivision approval processes for both applicants and boards. When applicants are provided with clear design guidance at the beginning of the approval process, before expensive engineering and design work is undertaken, they know up front what will be acceptable to the community. Applicants are much more likely to incorporate Warwick's preferences into their proposals the first time, rather than risk expensive delays, public controversy, and project redesign. In fact, under the 2001 Draft Generic Environmental Impact Statement (GEIS) completed for

Warwick's 2002 Zoning Law, projects that comply with the Design Guidelines may require little or no additional design review under the State Environmental Quality Review Act (SEQR).

New development should always make sense in terms of appropriate street patterns, the scale of buildings, and compatibility with existing land uses. But, it should also be placed sensitively into the land, respecting the pattern of woodlands, farms, and fields that define Warwick's special place in the world.

Design review is not meant to restrict creativity and diversity. In fact, the process is intended to avoid every building looking the same; otherwise the Town will look monotonous and artificial. Design Guidelines illustrate the principles desired by the Town so that developers are steered towards quality development.

These Guidelines are divided into four sections. Chapter 2 addresses new development in the rural areas of the Town which largely consist of the Rural (RU), Mountain (MT), Suburban (SL and SM), and Conservation (CO) Zoning districts. Chapter 3 addresses development in the Town's Office and Industrial Park (OI) and Design Shopping (DS) districts as well as non-residential special permit uses in the residential districts. Chapter 4 addresses development in the Town's Local Hamlet Business (LB) districts. Chapter 5 presents State Environmental Quality Review Act (SEQR) conditions and thresholds developed through a Draft Generic Environmental Impact Statement prepared for the 2002 Town of Warwick Zoning Law. When development projects are carried out in conformance with the conditions and thresholds identified herein, no further SEQR compliance is normally required. See Chapter 5 for a further discussion of how SEQR compliance works.

HOW DO DESIGN GUIDELINES WORK

Design guidelines serve to illustrate a community's design objectives by providing suggestive drawings and/or photographs of design solutions that are acceptable in the community, so that developers and consultants know early on what is expected of them. This reduces delays and confusion during the design phase of a project and helps developers to build projects that a community considers desirable. Guidelines are a way to encourage innovation and quality in architectural and landscape design to help minimize land use conflicts, and from a review standpoint, to establish a clear and consistent method for analyzing new development proposals. The Guidelines do not replace the Zoning Law text but are meant to supplement and illustrate it.

Ideally, developers and their consultants will read these Guidelines and incorporate its suggestions into their proposed development projects. In the case of certain projects that require a special use permit, such as shopping centers, or in certain

areas such as the hamlets, use of the Guidelines is mandatory and is a required condition of approval. If the design guidelines are ignored for such projects, then the Planning Board would have the ability to require modifications to development proposals, submission of alternative design and layout proposals, or attach reasonable conditions and safeguards to minimize or eliminate potential impacts as a condition of its approval. In most other cases, the use of Guidelines is voluntary. However, the Draft Generic Environmental Impact Statement prepared for the 2002 Zoning Law established thresholds for their use. If a project is consistent with the Guidelines, then further SEQR review would not normally be necessary, thereby reducing the time needed to obtain development approvals. Of course, SEQR reviews would almost always be necessary if there are adverse impacts on important resources such as wetlands, surface or ground water, traffic, historic/archaeological, endangered species, or other resources. Chapter 5 explains how this process work in greater detail.

LEGAL ASPECTS OF DESIGN GUIDELINES

The New York State Legislature has provided ample authority for use of design standards and guidelines, and the courts have continuously upheld private property regulation for aesthetic and other purposes. Generally, towns can enact aesthetic and other related regulations pursuant to the New York State Municipal Home Rule Law § 10(1)(ii)(a)(11), which states that municipalities may adopt local laws for the "protection and enhancement of its physical and visual environment." This broad grant of power provides towns with the flexibility to establish a variety of measures to control private property appearance. Towns may also enact such measures under section 96-a of the New York State General Municipal Law. This provision authorizes local governments to adopt local laws regulating districts, sites and buildings having any "aesthetic interest or value" which "may include appropriate and reasonable control of the use or appearance of neighboring private property within public view or both."

Aesthetic control is authorized by a number of other state enabling statutes. The site plan review enabling statute, Town Law section 274-a, authorizes town boards to require certain elements in site plans, including "screening, signs, landscaping, architectural features . . . as well as any additional elements . . . ." The State Environmental Quality Review Act sanctions aesthetics as a proper area of concern in its review process by stating that the "maintenance of a quality environment . . . that at all times is healthful and pleasing to the senses" is a matter of State-wide concern. Generally, aesthetics constitutes an aspect of the public welfare under the police power, and aesthetics are proper considerations for subdivision approval, use and area variances, site plans, and special use permits. The use of design guidelines, therefore, is well grounded in the law and caselaw. But design guidelines are not just about more regulations but about encouraging development

that is considered desirable (and streamlining the process for such applicants), and discouraging development that is perceived as unwanted by the community.

WARWICK'S VISION FOR NEW DEVELOPMENT

The *Comprehensive Plan's* overall vision is to protect Warwick's rural quality and natural environment. To move the Town closer to this vision, goals were adopted in the areas of agriculture, residential growth, business development, recreation and open space, transportation, and environmental protection. The Town's planning goals guided the development of these Design Guidelines. Their use will foster the community values inherent in such goals.

Applicable Town goals related to new development from the 1999 *Comprehensive Plan* are as follows:

Agriculture

- Support the economic viability of farming
- Create incentives for landowners to maintain land in agricultural use, keeping it affordable so new farmers can begin farming
- Preserve as many of the operating farms as possible
- Preserve the agricultural heritage of the Town
- Discourage incompatible nearby land uses which have the potential to place burdensome pressures on farming activities

Business Development

- Assure that the Village and hamlet centers remain as the focus for retail and service industry development
- Provide for commercial development next to existing commercial and industrial uses
- Encourage alternatives to typical modern highway oriented commercial development
- Support small locally owned businesses and retail centers which are in character with the Town's largely rural environment
- Create a commercial atmosphere friendly to small business and home occupations
- Include agriculture in local economic development plans
- Cooperate with the villages to share the benefits of economic development and future planning

Environmental Protection

- Protect the natural scenic quality of the Town and environmentally sensitive areas
- Ensure that groundwater quality meets Safe Drinking Water Act quality standards and that an adequate amount of water will be available to provide for future needs
- Protect surface and ground waters from point and non-point source pollution
- Protect habitats for the diversity of existing flora and fauna in Warwick
- Protect wetlands as important environmental resources

Recreation and Open Space

- Maintain and expand public access to Greenwood Lake and develop access to other water bodies

- Support preservation of open space especially in environmentally sensitive areas
- Develop a long range Recreation Plan for providing Town parkland at appropriate locations within the Town
- Prepare an Open Space Plan as an element of the Town's *Comprehensive Plan*
- Include the public in the setting of Town policies governing the full range of active and passive recreation including greenways and trails

Residential Growth

- Protect and enhance the rural character and quality of life in the Town
- Concentrate denser residential development around the villages and the hamlets, and maintain rural densities in the remainder of the Town
- Stimulate a diversity of housing types and increase the stock of affordable homes
- Encourage a mixed-use pattern of development, where appropriate, in and around the hamlets and adjacent to the villages

Transportation

- Reduce traffic congestion
- Promote public transit
- Encourage alternatives to the automobile such as walking, bicycling and commuter car/van pooling
- Improve coordination between various means of transportation

Chapter

2

Rural Guidelines

Preserving Rural Character

The Town's overall vision to Protect Warwick's rural quality and natural environment is the guiding principal behind these Design Guidelines. While it is easy to comprehend what it means to protect the natural environment, like our air and water, what does it mean to protect Warwick's rural quality? To understand what is meant by rural quality, we need to start with a common definition. As pointed out in the *Comprehensive Plan*, "rural" is defined by the State of New York on the basis of the number of inhabitants per square mile (i.e. 150 or fewer persons per square mile). Adhering to an arbitrary standard may help us to understand the geographic implications of how our community has developed, but it says nothing about quality of life, the beauty of Warwick's landscape, and the importance that the natural environment plays in providing for a quality of life experience. For these Guidelines, we have defined rural quality as A landscape where the predominant feature is the natural environment, such as open space, farmland, woodlands, and water bodies, and the intrusion of development is minimal.

For decades, Warwick has been one of the fastest growing Towns in New York State with a rate of growth exceeding that of Orange County, which is one of the fastest growing counties in the State. The Town is doing everything it can to help support agriculture as Warwick's most important industry. However, development of agricultural and other open lands and redevelopment of existing settlements is expected to continue to occur. Design guidelines provide one of the most effective tools available to assist in retaining the Town's rural qualities. A primary objective of these Guidelines is to create the appearance in the Town's rural areas, that the natural environment always remains the predominant feature of the landscape.

FITTING INTO THE LANDSCAPE

Development should fit into its natural surroundings, rather than becoming a dominant element in the countryside.

We should expect to enjoy and appreciate Warwick's rural environment, even after development occurs. This is possible if we identify and maintain the essential open space system of each location. Cluster subdivisions, with smaller average lot sizes, will preserve the important natural characteristics of the site and forever provide residents with a more rural setting than a conventional subdivision. The ability of the Town of Warwick Planning Board to require cluster subdivision (or conservation subdivision as it is sometimes called) is allowed by § 164-41.1 of the Town Zoning Law.

Ideally, most new construction will occur in and around the Town's three villages or five hamlets through the Town's Transfer of Development Rights (TDR) program. While the Town strongly encourages use of the TDR program, low density development is still permissible in rural areas. The Town's Open Space Index can help developers blend new buildings into the landscape by allowing for a review of important open space areas prior to submitting a plan for subdivision. Some sites will be more complicated than others, but identifying whether the site is part of the Town's open space system is the necessary first step in "fitting it in." Once site characteristics are fully understood, then suitable areas for development are delineated. Within these areas, house lots and roads are located. Only as a last step are the lot lines drawn in.

Cluster subdivision design begins with two kinds of maps that applicants must submit at the beginning of the application process. These maps include:

- A *Context Map* of the property and its surrounding neighborhood at a scale of 1"=1000'. Features shown should extend out 2,000 feet from the property in question. This map shows the major resources or features that cross property boundaries or are located on adjacent lands. These include streams, floodplains, ridgelines, wildlife migration routes, abandoned railroad rights-of-way, utility easements, wetlands, active farmland or prime agricultural soils, and aquifers. This information is either available from the Town or through a design professional.

- An *Existing Resources Map* of the proposed project site should identify special elements of the natural and cultural environment including all features of environmental, historic, or scenic value noted above and displayed at the scale required by the Zoning regulations. This map should also include on-site features such as barns and other agricultural buildings, woodlands (especially mature tree stands), stone walls, hedgerows, and views from the road. The intent of producing these maps

is to emphasize the constrained lands on the site, but also to identify the lands without such constraints. Each landowner should be fully involved in the preparation of this map because it forms the basis for later design decisions. Landowners are likely to be very helpful in identifying those special features that give each property its special character or significance. When such elements are incorporated into the design of local conservation areas, the essential elements that help define the Town's quality of life and attract new residents to the community will be carefully protected for today's and all later generations to enjoy.

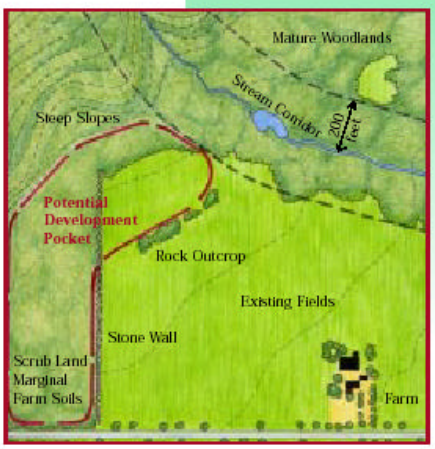
CREATING A CLUSTER SUBDIVISION

Studies show clustered homes appreciate faster than homes in conventional lot developments.

In general, all new subdivisions in the Town that are not near the villages or in the hamlet areas, should be designed as cluster developments. The typical steps in designing a clustered development are as follows:

Step 1

Develop a map of the open space system for the parcel and surrounding area.



Locate Development Pocket

A sketch analysis of the area provides all the basic information to calculate how a development can fit into the landscape - what land should be protected and potential development pockets.

Step 2

Conventional 3-acre sketch layout determines maximum lot count under existing zoning.

Typical Superimposed Subdivision

- → Productive farmland lost forever.
- → Pleasant view from road eradicated.
- → Stream corridor cut off by backyards.
- → Large lots divide up and dominate the landscape.
- → Individual road for each subdivision.
- → Costly road and bridge construction.
- → No chance for residents to enjoy special site features.

Step 3

The same number of houses can fit in to the landscape while preserving as much as 80 percent of the land as open space.

Cluster Subdivision

- → Large farm field protected.
- → Rural view from road retained.
- → Trail system allows access to stream.
- → Smaller, but substantial individual lot sizes with central green.
- → Potential connection to adjacent parcel.
- → Less expensive construction costs.
- → Residents have views of open field and direct access to woods.

Under cluster development in Warwick, 50 percent or more of the unconstrained land is permanently set aside. This contrasts with a conventional subdivision that permanently removes valuable open space and consumes up to 100 percent of the land with dwellings, accessory structures, and manicured lawns. Clustering can protect large blocks and corridors of open space because they add to rather than subtract from the Town's existing open space areas.

Common Uses for Protected Open Space:

- *Agriculture*
- *Community Gardens*
- *Forest Management*
- *Trails*
- *Visual/Sound Barriers*
- *Common Septic Fields*
- *Pastures or Paddocks*
- *Meadows*
- *Recreational Fields*
- *View Protection*

Cluster developments have been reviewed and approved by the Warwick Planning Board for many years. They have been, and continue to be, based upon a "yield plan" to arrive at the number of lots that would be permissible under the regulations for the Zoning District(s) in which the property is situated. Not only is full density achievable in a cluster subdivision, but Warwick's Zoning regulations allow for an incentive that grants a density bonus when clustering is employed. Studies have consistently shown that the value of the lots in well designed cluster developments will be the same as, or better than, in a conventional subdivision. Often, cluster subdivisions have been described as "golf course communities without the golf course". This means that even though the house is on a smaller lot than in a conventional subdivision, because each dwelling has a great view and is surrounded by open space, it is frequently worth as much or more than the same house on a larger lot that is boxed in on all sides by other houses. It is well established that people pay more for park-like settings, which offset their tendency to pay less for smaller lots. Realtors can emphasize the protected open space rather than the size of the lot. For instance, rather than describing a house on a half-acre lot, it can be described as a house with great views or abundant recreation.

PREVENTING STRIP DEVELOPMENT

Build new housing in the countryside off side roads or shared drives, screened from the public view, rather than lining rural roads with house l ots or commercial uses.

Just a few new houses along an existing public road, subdividing less than five percent of the surrounding land, can block the views of 100 percent of the open landscape. Unfortunately, the cheapest way to develop is to take advantage of the public road system to provide direct access to newly cut-off parcels. Small

subdivisions, usually less than ten lots at a time, are lining the roads with individual lots, each with a separate driveway spaced 100 feet or so apart. As a result, vast amounts of fields, forests and open land in Warwick is being hidden behind back yards.

Similar to strip commercial development, strip residential development blocks views from the public roads and their rows of separate driveways create multiple conflict points for the flow of through traffic. This piecemeal pattern of development is all too quickly stealing our rural quality, destroying the scenic character of the road system, and making the roads less safe. Warwick encourages alternative patterns for minor subdivisions that gradually create a connected interior street system, or at the very least promote shared drives with provisions for possible future connections.

Subdivisions should nestle into the countryside:

Conservation development off a side road system (top) preserves open space and provides substantial green setbacks, rather than the same number of house lots facing the frontage (bottom).

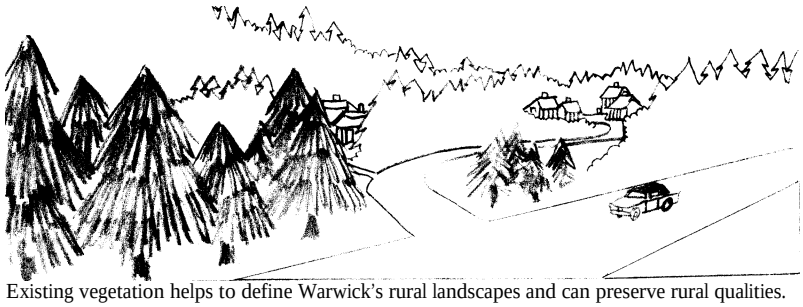
STREETSCAPES AND ROAD CORRIDORS

New development can be fitted into the streetscape by preserving vegetation and respecting the land's topography.

Existing vegetation along road corridors should be preserved to the greatest extent possible. Clearing and grading along the road frontage should be limited to the minimum necessary for safety, access and sight distance. Vegetation is one of the most important features of Warwick's rural landscape. Mature trees, shrubs,

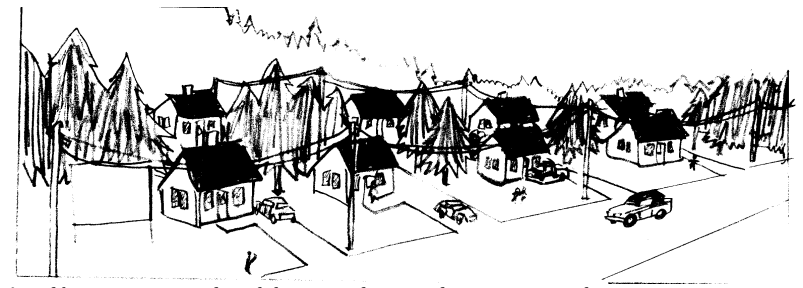
hedgerows and understory all help to define the Town's natural landscape, screen development, and provide environmental benefits such as absorption of stormwater runoff. These benefits are lost when existing vegetation is removed and merely replaced with small trees.

Roadways should follow the existing contours of the landscape to the maximum extent possible. New roads should be sited and constructed to minimize disturbance to the natural environment caused by excessive cuts and fill. This is especially important on hillsides where the road should cross contours at an angle to reduce disturbance and visibility. In general, roadways that wind and curve with the natural terrain help to retain the appearance of an undisturbed, rural landscape.



Existing vegetation helps to define Warwick's rural landscapes and can preserve rural qualities.

Residential developments should be served by through roads that connect to adjacent neighborhoods. New developments often fail to provide connections to neighboring developments. This creates unnecessarily lengthy trips, discourages alternative modes of transportation such as walking and bicycling, and places a heavier burden on major corridors. In situations where physical or environmental constraints prevent through roads, pedestrian and bicycle paths should be created to provide efficient access between neighborhoods.



Avoid lining existing roads with houses and cutting down vegetation that can screen new development.

Curbing on new residential streets should be avoided. Regardless of the type of material used, curbing tends to create a "suburban" look in new developments, giving visual emphasis to the roadway with its defining edge. In rural areas, the edge of the roadway should blend into the adjacent grassed or wooded area, and curbs should only be used when necessary to channel stormwater runoff. Wildlife, especially reptiles and amphibians benefit since curbed roads are often referred to as a "trough of death".

Narrow roads without curbing create a more rural feel.

Use of roundabouts should be considered as an alternative to signalization for higher volume intersections regulated by stop or yield signs (especially where a major and minor road intersects) and where appropriate in new subdivisions. They have been used successfully in Western Europe and Australia for about 50 years and many are in use in Massachusetts, Vermont, Colorado, Maryland, Florida, and California. In 2001, one was constructed by the New York State Department of Transportation in Kingston. Roundabouts are characterized by yield-at-entry, deflection of the vehicle path, and entry flare, which contrasts them with traffic circles. Roundabouts also include splitter islands at all approaches, good sight distance, lighting, and signage. In addition to helping traffic flow more smoothly and reducing stops and starts, roundabouts are considered far safer than conventional intersections, resulting in a significant reduction in accidents and up to a 95 percent reduction in injuries to vehicle occupants. In addition to their safety advantages, roundabouts lower driving speeds, improve pedestrian crossing, eliminate the need for signals, reduce noise and air pollution, allow for enhancements such as landscaping, and reduce maintenance and enforcement costs.

A roundabout in rural Massachusetts is used at a previously congested intersection.

GARAGES

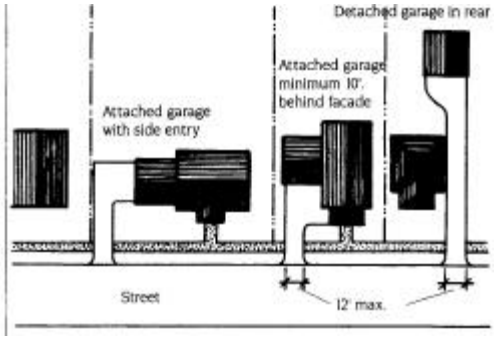
Avoid siting garages so they become the predominate feature.

If garages are not designed properly, they can clutter the landscape and become visually overwhelming. The visual dominance of garages on residential streets should be minimized through setbacks, design features or separating the structure from the house. The scale of the garage should always be smaller than the house and should not dominate the dwelling. If the garage is connected to the house, it should be set back at least ten feet from the front façade to emphasize its ancillary use. If the garage in located in the rear yard, it

Typical garage behind house

Garage doors should not dominate building

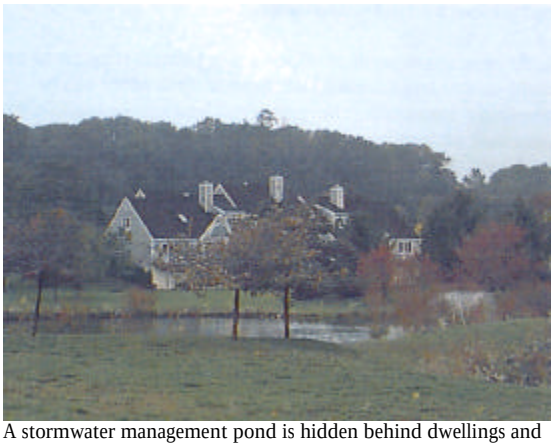
should be accessible either by driveway or rear alleys and designed with windows and dormers to integrate it with the house. Side garages are also an option where adequate lot width exists. Regardless of the location of the garage, individual doors should be provided for each vehicle. Even when garages are used in a home occupation, they should always be subordinate in appearance and location to the principal dwelling as shown in the illustration to the right.



STORMWATER RETENTION

Stormwater management basins can enhance rather than detract from new development.

Stormwater runoff should be minimized and retained on-site. The design of drainage features, such as catch basins, swales, and collection ponds, should be treated as elements of the site's landscape plan and modeled upon the characteristics of naturally occurring ponds and streams found throughout the Town. Only native plant material suited to pond and stream bank environments should be used to control erosion. A list of invasive plants to be avoided can be found at the end of these Guidelines.


A stormwater management pond is hidden behind dwellings and landscaped to appear as if it is part of the natural setting.

SITE DESIGN

Preserve Existing Features

The natural features of a site, including existing topography, natural watercourses, rock formations, hedgerows and mature trees, should be incorporated into the site

design. The first step in any site design should be to assess the existing landscape and identify the site's natural features. Significant cultural features, such as stone walls, should also be preserved as much as possible. Development should work around these features, rather than be imposed on them. Sites that posses significant ecological properties such as aquifers, public water supply watersheds, wetlands, and streams, whose degradation would negatively effect other properties, should be developed in a manner that will effectively prevent the possibility of such degradation.

Vegetation is one of the most important features in Warwick's rural landscape. Mature trees, shrubs, hedgerows and understory all help to define the Town's natural landscape and provide environmental benefits such as absorption of stormwater runoff. These benefits are lost when existing vegetation is removed and merely replaced by small trees.

Existing vegetation should be preserved to the greatest extent possible by minimizing clearing and grading in new developments. Removal of existing vegetation alters the appearance of the landscape, which takes years to recreate through replacement plantings. Existing mature vegetation provides numerous environmental benefits such as breaking winds, providing shade, reducing soil erosion, and protecting wildlife habitats. Preserving existing vegetation also helps to screen new development. To adequately protect vegetation and ensure its long term survival, proper construction and erosion control techniques should be employed, as recommended in publications such as the NY State Department of Environmental Conservation's (DEC) *Reducing the Impacts of Stormwater Runoff from New Development*.

Preserving existing vegetation offers environmental and economic benefits and helps to screen new development.

New development should incorporate setbacks large enough to ensure preservation of existing woodlands that effectively screen the project from adjacent highways. Existing meadows and fields along the roadside should also be preserved to maintain Warwick's rural character. Development should occur behind these fields and be screened from view through the use of evergreen and hardwood trees set close to the structures.

Existing trees with a minimum 12 inch caliper should be identified on development plans and preserved. Mature trees are an important contribution to the landscaping and character of a site. Because it takes many years for trees to mature, the existing mature and healthy trees should be preserved. Studies have shown that a parcel of land with trees is automatically worth about 13 percent more to buyers than a similar lot that has no trees. Special caution should be taken by flagging trees to be protected prior to construction, and in defining a tree's drip line to avoid any disturbance near the tree's root system.

Site Landscaping

New developments should be landscaped to provide visual interest in all four seasons by including deciduous trees, conifers, perennials and bulbs. Landscape plans that are limited to deciduous trees and shrubs leaves a barren winter landscape that fails to screen the development from the roadway and from neighboring properties. Appropriate plants should be included in the landscaping plan to provide an attractive visual landscape throughout the year.

Good landscaping:

- ➔ *softens the edges of buildings*
- ➔ *screens undesirable places*
- ➔ *breaks northern winds and provides shade*
- ➔ *makes large buildings appear smaller and more human scale*
- ➔ *creates places for social gathering*
- ➔ *buffers against noise pollution*
- ➔ *helps reduce soil erosion by stabilizing soil and reducing storm water runoff*
- ➔ *provides wildlife habitats*
- ➔ *maintains and often increases property values*

The use of native plant materials is strongly recommended as a means to reduce maintenance and create plantings that will blend with the rural character of the Town's open spaces. Site conditions should be carefully considered when selecting species. Trees and vegetation that are not sited properly will inevitably be short lived. Although native plants should be used in all natural areas, including stream corridors, forests and hedgerow renovations, non-native plants may be used in moderation in other areas provided they are disease resistant and are not aggressively invasive. Lists of invasive plants to be avoided can be found in publications such as Appendix E of *Preserving Community Character in Hunterdon County* (NJ), which is duplicated at the end of these Guidelines.

Trees and shrubs planted at regular intervals and in random clusters help define the road corridor.

New landscaping should be planted in natural clusters using varied plant material to create a natural appearance. While landscaping can

serve a variety of functions, it can create new problems by introducing a formal or monotonous appearance that is unnatural to the rural environment. In rural areas like Warwick, landscaping plans should include a variety of species planted randomly on the advice of a landscape professional.

Landscaping should be designed to maximize energy conservation. Deciduous trees should be planted to shade southern and southwestern exposures during the summer. Evergreens should be planted on northerly and northwesterly exposures to help break cold, northerly winds in the winter.

The landscaping of a site should blend in with the prevailing scale, appearance and neighboring uses, or should effectively screen the development from its neighbors, as appropriate. Landscaping should complement and enhance the buildings, rather than just screen unappealing site elements.

Where buffers are designed with earthen berms, the berms should emulate natural land forms of local terrain, and should be as wide as the mature branch spread of the tree species planted on them.

Buffering

One of the principal benefits of living in Warwick and one of the main attractions to visitors and new residents is the rural environment that open farm fields provide. However, newcomers are frequently unaware of the intensity of agricultural activities, including the odors and dust that are generated. When new homes are situated adjacent to farms, vegetative buffers should be provided along the periphery of the development to separate residences from adjacent agricultural uses and mitigate possible conflicts.

Riparian buffers along streams should be provided to protect water quality and species habitat. Riparian buffers are vegetated areas adjacent to the stream banks. These buffers are an effective means of trapping sediments and pollutants that would otherwise run off the land and into the water. Additionally, these buffers contribute to wildlife habitat diversity, and provide needed shade to moderate stream temperatures necessary to support fisheries. Warwick has identified its most important streams as Designated Protection Areas and enacted minimum setbacks. However, all streams in the Town have important water quality and other functions and should be respected.

Street Trees

Street trees:

- ➔ *provide shade to lower summer temperatures*
- ➔ *give a sense of protection from traffic for walkers along the sidewalk or road*
- ➔ *visually unify varied architecture, parking lots and setbacks along streets*
- ➔ *help slow down traffic by narrowing the field of vision from highway proportions*
- ➔ *increase adjacent residential property values by an average of 5 to 10 percent*

Trees have traditionally been used in Warwick to define the edges of both rural roads and village streets, providing windbreaks for farmland and shade for sidewalks. Too often, the tangle of utility wires takes priority over trees, or roadside trees are cut down for the sake of wider roads and higher speed traffic. , In general, all streets and roads in Warwick should be lined with trees unless important scenic views would be obstructed. Trees enhance the value of property, moderate temperatures, provide wildlife habitat, cleanse the air, and reduce noise.

Trees should be placed close to the road and to each other to create a park-like canopy. Trees placed close to the road have the additional benefit of helping to slow traffic by narrowing the field of vision.

Residential streets with large setbacks and no street trees look so wide that they induce higher speeds.

Narrower residential streets lined with trees provide a pedestrian scale and sense of enclosure to help slow traffic.

Street trees should be hardy varieties, salt and drought resistant, free of droppings that mar sidewalks and cars, and tall enough to frame the street and not block the view of storefronts. Appropriate trees include, but are not limited to:

Pin Oak
Red Oak
Chinese Elm
Ginko Biloba
London Plane Tree

Maintenance

Maintenance of landscaping plantings should be ongoing throughout the life of the development. The selection of native plantings and the consideration of siting conditions will greatly reduce maintenance requirements.

ARCHITECTURE

Architecture is the most visible expression of local history, and a new building can make a striking contribution to its community. The following guidelines will assist builders to design new buildings that are compatible with Warwick's vernacular architecture.

Building Form

New development in residential areas should reflect the character of surrounding architecture in scale, mass and building form. New buildings should be designed using a human scale. The human scale means that the size of the building relates to the approximate dimensions of the human body. Windows and architectural features are designed so that they are not much larger than a person. By using the human scale, a building appears more modest in size, does not dwarf or intimidate its residents, and is more compatible with Warwick's vernacular architecture.

Building Height

The height of new buildings should be consistent with that of neighboring buildings unless special circumstances exist, such as scenic or ridgeline areas, where one and two story structures are encouraged. However, in hamlets, one-story structures are discouraged. Through the use of variations in building height, roof line and grade definition, the perceived height of the building can be effectively reduced.

Roof Design

The style of roof lines is important because roofs are a predominant visual element of a building. As such, the roofs should be designed similar to the vernacular architecture, typically front and side gables. Gable roofs may vary in pitch from 7:12 to 14:12. Roof pitches below 8:12 on main roofs are discouraged. Mansard roofs should be avoided. Shed roofs are acceptable as secondary roofs but discouraged as main roofs. The minimum pitch of shed roofs should be 3:12. Flat roofs are also discouraged; for very large buildings a system of complex roofs should be used instead.

Simple roofs consist of a single roof type. More complex roofs consist of a main roof type that is dominant, with attached secondary roof types that are similar and lower than the main roof ridge line. Although simple roof types are encouraged on small buildings, roofs of larger buildings should be more complex and should combine a main roof with lower, intersecting secondary roof types. This will create the additive assemblage of building elements that is characteristic of larger buildings in rural communities. It will also help to reduce the appearance of the building's mass.

Roof features such as cupolas, belfries, towers or similar structures should occupy a maximum of 10 percent of the roof area, where such features are historically accurate architectural elements. Dormers may take gable, hip or shed form, should consist primarily of windows, and should cumulatively not exceed 1/3 of the overall roof length. Cornices, brackets, and overhanging eaves are encouraged if appropriate to the style of the proposed design.

Where visible, roofs should be covered in shingle (slate, asphalt, or wood), or standing seam metal, as appropriate to the design and character of the building.

Rhythm of Openings

Long uninterrupted walls are monotonous and should be modulated or broken up with architectural features such as windows, doors and columns. Windows and doors should be placed at regular intervals across the building façade. Though literal symmetry is not necessary, a general balance between façade elements is harmonious to the eye.

Windows should be vertical, in proportions ranging from a 1:2 to a 3:5 ratio of width to height. Multiple panes divided by muntins are encouraged, in accordance with the style of the building (small panes for colonial, large panes for Victorian, etc.). Single cased windows are encouraged; multiple ganged windows are acceptable. Windows wider than 3 feet are strongly discouraged.

Three window styles are encouraged: double hung, casement and bay. The window style should be consistent across the entire exterior of a building. Clear glass is preferred; smoked or reflective glass is discouraged.

Doors should have raised or recessed panels, be of vertical tongue and groove board style, or be glazed. The size, proportion and detail should be appropriate to the character of the building.

Façades

Façades of large buildings should be interrupted with other elements, such as projecting porches, recessed wings, or columns, to reduce the appearance of mass.

Porches are strongly encouraged, with posts appropriately proportioned to the span and visual weight they carry; the taller the porch or the wider the span, the thicker the post or column should be.

Building Materials


Traditional residential architecture in the Village of Warwick is illustrated in this photograph.

Traditional building materials should be used whenever possible for new construction. These include wood (clapboard, shiplap, board and batten, and shingle), brick, fieldstone, or stucco. Vinyl, aluminum and other synthetic siding materials are discouraged. The predominance of these synthetic building materials did not occur until the mid-twentieth century. Although there are certain synthetic products that closely resemble traditional materials, most synthetics are difficult to integrate into the natural landscape or into older communities where traditional materials predominate. Furthermore, they are not as durable as traditional materials and some synthetics have undesirable environmental characteristics.

While materials such as concrete block may be more economic, they give a cold, warehouse appearance. Similarly, glass dominated buildings give a high-tech appearance. These building materials are generally not suitable for a rural area such as Warwick.

Windows and doors should be framed with wood or any other building material used in the façade with a minimum width of four inches. Window and door openings are an important element of a building, providing sunlight, fresh air, and the entry and exit to a building. Framing these openings emphasizes their importance and avoids a “hole in the wall” look.

Mechanical Equipment

Mechanical equipment can be unsightly and should be concealed from public view. Utility boxes should be fully screened by using fencing, walls or vegetation, by locating them in the rear of a building lot, or by housing them in structures resembling outbuildings. Heating, ventilation, and air conditioning equipment typically mounted on the roof should be situated behind sloped roofs or at the rear of buildings so that it is beyond the sight lines as viewed from the ground and is adequately screened from all public spaces.

Chapter 3

Non-residential Guidelines

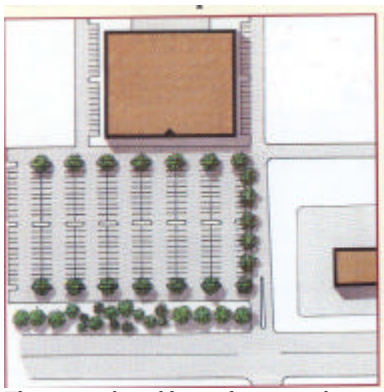
Addressing Retail, Service, Light Industrial, and Office Development

The non-residential Design Guidelines apply to new non-residential development and redevelopment in the Town's Designed Shopping (DS) and Office Industrial Park (OI) Zoning districts and for special permit uses in other Zoning districts.

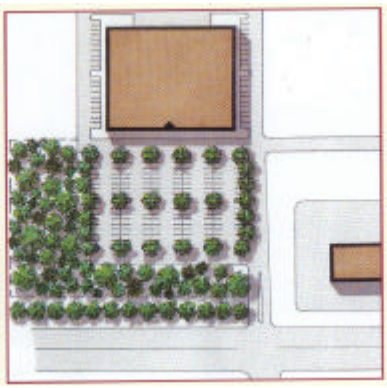
ACCESS AND PARKING

Off-Street Parking

Parking lots, with their expanse of asphalt and clutter of cars, can be an eyesore. Locating parking lots behind buildings is strongly encouraged. If parking lots cannot be located behind buildings, they may be located to the side of buildings, but only if they are buffered from roadway corridors with berms, stone walls, hedges, shade trees and other landscaping. With appropriate buffering, the view of parking lots as seen from the road can be softened. Large parking areas can be divided into smaller, separate lots dispersed throughout the site to reduce the impact of a "sea of asphalt" and provide more room for landscaping.



This proposal would provide more parking spaces than is necessary, based on outmoded standards.



The "sea of asphalt" can be cut in half by adhering to Warwick's updated standards, which are based on National Parking Association recommendations.

Breaking up the parking into two areas further conceals parking while allowing room for smaller uses along the frontage to screen the parking.

Parking lots should be generously landscaped with shade trees. In the interior of lots, parking aisles should be divided with planting strips and tree islands, averaging a tree every 4 to 10 spaces. Grass block should be used for overflow parking areas to reduce stormwater runoff. Brick, pavers or textured surfaces should be used to break up the monotonous effect of the blacktop and emphasize walkways for pedestrians from the parking lot to stores.

Diamond shaped tree islands, such as those used at Woodbury Commons, provide additional shade trees without losing a single parking space.

Curb Cuts and Cross Access

Unrestricted access with multiple driveways along major roadways leads to traffic tie-ups, accidents caused by constant turning movements, and the demand for expensive highway improvements to correct safety and congestion problems. Access drives should be limited to one per parcel unless a traffic impact analysis or unique circumstances fully justifies additional curb cuts. One-way driveways should be avoided. "Do not enter" and "one-way" signs often confuse the motoring public and add to the clutter of the streetscape. More often than not, one-way driveways are the result of poorly designed or over-developed sites.

Minimizing curb cuts to a site:

- ➔ *keeps the flow of traffic moving slowly*
- ➔ *increases safety*
- ➔ *improves the visual appearance from the roadway*
- ➔ *avoids unnecessary and costly road widening projects*

Adjacent parcels should share a single driveway whenever feasible. New access drives should be placed at the edges of the property so that entrances can be conveniently shared with future adjacent uses. Commercial uses should be clustered and developed in depth around a shared access point, rather than strung along the road with multiple drives.

Excess entrances should be closed and overly wide curb openings should be narrowed, especially during any subsequent site plan review process.

Break up, conceal, and buffer parking areas

Parking should be placed at the rear or side of buildings rather than in the front. In hamlets and community centers, buildings should be placed near the road to further conceal the parking and to link the site to the streetfront and sidewalk systems.

The perimeter and interior of the parking lot should be generously landscaped. Include the area within the parking fields in the landscape plan as well, with the planting distributed among islands of shrubs and shade-giving trees.

For large developments, postpone full construction of parking lots until demand is evident. A performance bond may be necessary to ensure proper compliance should it be needed. Parking generation rates should be the latest from the National Parking Association or the Institute of Transportation Engineers. Parking should fit the normal need, not the worst case scenario. Alternative parking areas, paved with paving blocks or just grassed fields, can be used for peak holiday volumes.

Joint Parking

Joint parking between uses reduces impervious surface area and is more economical to install and maintain. Particularly in cases where adjacent uses have different hours of operations (such as a retail business and a movie theatre, or an office building and a church), joint parking makes ecological and economic sense.

When joint parking is not feasible, parking lots between adjacent parcels should be connected through service or marginal access roads (preferable to the rear). Rear service roads that permit internal circulation between adjacent uses reduces the amount of traffic on the main road and alleviates safety and congestion problems. Temporary stub roads can be provided to connect commercial projects to adjacent parcels when developed.

Creating cross access:

- ➔ *allows convenient connections between adjacent uses*
- ➔ *increases safety*
- ➔ *reduces traffic volumes on the main road*

Create mass plantings, retain natural vegetation, and provide road buffers along the frontage of non-residential properties

A road buffer is critical for softening the impact of large buildings along highways. The loss of vegetation and other features of the natural landscape significantly

undermines the character of an area and, if permitted, will change a rural environment to a suburban environment. The width of the buffer should vary according to the setback of buildings. For example, in a hamlet setting where buildings are close to the street, businesses enjoy the visibility from the street and a buffer is not appropriate. Along a highway corridor, a buffer should be planted. Parking and stormwater management should not be placed in the buffers.

Emergency Access

New developments often fail to provide connections to neighboring developments. This creates unnecessarily lengthy trips, places a heavier burden on local intersections, and can lead to delays in emergency services. Where physical or environmental constraints prevent through roads, pedestrian and bicycle paths should be created to provide efficient access between neighborhoods. Otherwise, permanent cul-de-sacs are discouraged.

Public Spaces

Public spaces bring social and leisurely activities back into our daily lives. Community gathering places, such as village greens or small "pocket" parks, should be incorporated into developments wherever possible. Whether people are shopping, working, or conducting business, it is important to be able to socialize with others. Providing for this type of activity humanizes the site and often increases surrounding property values.

In commercial areas, the first floor of buildings should be oriented to pedestrians by providing visible entrances, awnings for shade and weather protection, and colorful, attractive window displays. A commercial streetscape can often be considered a room or space in its own right. Successful commercial areas are better suited to draw patrons and tourists when this outdoor room is inviting and stimulating. This becomes critically important as main streets struggle to compete with highway shopping malls.

Shopping and business areas should include amenities that allow for social activities.

ARCHITECTURE

Architecture should fit with local styles

Architecture is the most visible expression of local history, and a new building can make a striking contribution to its community. Yet new structures often clash with their older neighbors, sometimes because designers want to make a personal statement or because tight budgets produce bland, boxy buildings.

The Town of Warwick's earliest settlements occurred centuries ago. Many of the buildings constructed during this period still remain. As new development occurs in the Town, every effort should be made to blend with the old, rather than stand in bold opposition to it. It is not the intention of these Guidelines to inhibit new and innovative architecture, but it is important that new and old designs be compatible.

This building in Rhinebeck, NY is on the National Register of Historic Places.

An auto dealer constructed a new showroom, a few buildings away, with compatible architecture.

New buildings should include architectural elements of the vernacular, such as gabled roof lines, multi-paned windows and natural building materials. The size and "massing" of new buildings should be similar to surrounding buildings. Buildings should also include a variety of detailed features and patterns that provide visual interest from the perspective of both the pedestrian and the motoring public. If designed correctly, the built landscape can be pleasing to the eye and provide a positive community image. The following guidelines spell out some of the basic characteristics of the local architectural vernacular and preferred building designs.

Building Form

New development should reflect the character of surrounding architecture in scale, mass and building form. New buildings should be designed using a human scale. The human scale means that the size of the building relates to the approximate dimensions of the human body. Windows and architectural features are designed

so that they are not much larger than a person. By using the human scale, a building appears more modest in size, does not dwarf or intimidate its residents, and is more compatible with Warwick's vernacular architecture.


Buildings along Main Street in Warwick maintain a compatible mass and scale.

Commercial and office buildings with multiple uses or tenants should be designed with a complex massing that includes varying roof lines, projections or recesses, smaller additions to the main building, and/or separate, smaller structures. Large box like structures are not indigenous to Warwick and should not be used. New buildings for either single use or multiple tenants should be designed to break up the "box" through the use of various design tools. A complex massing makes the building more visually appealing and emphasizes the distinction between different uses or tenants.

Site amenities in new commercial development should be provided, such as benches, planters, and attractive human-scale lighting. Whether a site is conducive to outdoor lunch breaks or merely for resting between errands, outdoor areas should be designed with people in mind. By providing landscaped sitting areas, the utility of these areas is maximized.

Building Height

The height of new buildings should be consistent with that of neighboring buildings. In commercial areas, one-story structures are discouraged. Through the use of variations in building height, roof line and grade definition, the perceived height of the building can be effectively reduced.

Roof Design

The style of roof lines is important because roofs are a predominant visual element of a building. As such, the roofs should be designed similar to the vernacular architecture, typically front and side gables. Gable roofs may vary in pitch from 7:12 to 14:12. Roof pitches below 8:12 on main roofs are discouraged. Mansard roofs should be avoided. Shed roofs are acceptable as secondary roofs but discouraged as main roofs. The minimum pitch of shed roofs should be 3:12. For very large buildings a system of complex roofs should be used.

Simple roofs consist of a single roof type. More complex roofs consist of a main roof type that is dominant, with attached secondary roof types that are similar and lower than the main roof ridge line. Although simple roof types are encouraged on small buildings, roofs of larger buildings should be more complex and should combine a main roof with lower, intersecting secondary roof types. This will create the additive assemblage of building elements that is characteristic of larger buildings in rural communities. It may also help to reduce the appearance of the building's mass.

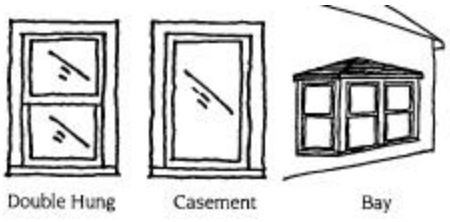
Roof features such as cupolas, belfries, towers or similar structures can occupy a maximum of 10 percent of the roof area, where such features are historically accurate architectural elements. Dormers may take gable, hip or shed form, should consist primarily of windows, and should cumulatively not exceed 1/3 of the overall roof length. Cornices, brackets, and overhanging eaves are encouraged if appropriate to the style of the proposed design.

Where visible, roofs should be covered in shingle (slate, asphalt, or wood), or standing seam metal, as appropriate to the design and character of the building.

Rhythm of Openings

Long uninterrupted walls are monotonous and should be modulated or broken up with architectural features such as windows, doors and columns. Windows and doors should be placed at regular intervals across the building façade. Though literal symmetry is not necessary, a general balance between façade elements is harmonious to the eye.

Windows should be vertical, in proportions ranging from a 1:2 to a 3:5 ratio of width to height. Multiple panes divided by muntins are encouraged, in accordance with the style of the building (small panes for colonial, large panes for Victorian, etc.). Single cased windows are encouraged; multiple ganged windows are acceptable. Windows wider than 3 feet are strongly discouraged except on the entry levels of commercial uses, where a maximum width of 6 feet is acceptable. Three window styles are encouraged: double hung, casement and bay. The window style should be consistent across the entire exterior of a building. Clear glass is preferred; smoked or reflective glass is discouraged.



Doors should have raised or recessed panels, be of vertical tongue and groove board style, or be glazed. The size, proportion and detail should be appropriate to the character of the building.

Building Materials

Traditional building materials should be used whenever possible for new construction. These include wood (clapboard, shiplap, board and batten, and shingle), brick, fieldstone, or stucco. Vinyl, aluminum and other synthetic siding materials are discouraged. The predominance of these synthetic building materials did not occur until the mid-twentieth century. Although there are certain synthetic products that closely resemble traditional materials, most synthetics are difficult to integrate into the natural landscape or into older communities where traditional materials predominate. Furthermore, they are not as durable as traditional materials.

This large building is visually mitigated by the use of setbacks, projections, varying roof lines. Traditional building materials and architectural features like dormers and overhangs makes it visually interesting.

While materials such as concrete block may be more economic, they give a cold, warehouse appearance. Similarly, glass office buildings give a high-tech appearance. These building materials are also not suitable for a rural area such as Warwick.

Windows and doors should be framed with wood or any other building material used in the façade with a minimum width of four inches. Window and door openings are an important element of a building, providing sunlight, fresh air, and the entry and exit to a building. Framing these openings emphasizes their importance and avoids a “hole in the wall” look.

Building Alignment

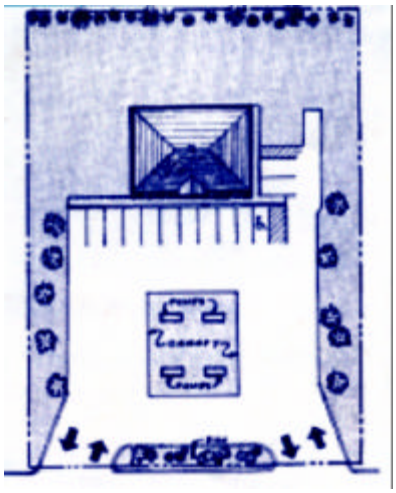
Consistent setbacks from the street are strongly encouraged. New buildings on a street should conform to the dominant setback. Build-to lines should be designated on new streets.

Two new buildings of the same size: one breaks up the facade into complementary roof lines and window shapes; the incompatible example has a bulky mass, conflicting roof and window forms, and front yard parking.

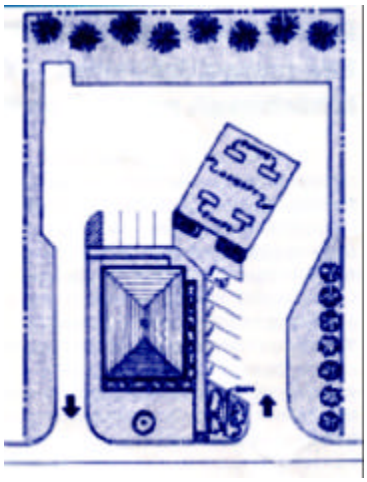
When buildings line up along a street they create a defined edge to the public space, which contributes to the area's traditional character. The building alignment with the street edge can combine with sidewalks and rows of trees to create a canopied corridor. Infill buildings should fill space defined by adjacent buildings, harmonize with surrounding character, and maintain façade rhythms and street lines.

Gas Stations

It is commonly believed that gas stations must have their pumps at the front of the site. But why should unappealing pumps and the canopy over them be highlighted instead of the building? Parking and pumps can easily be placed unobtrusively to the rear of the main building at gas stations as shown in the following example:



Typical highway business layout emphasizes wide entrance and exits, standard pole sign, the canopy and gas pumps out front. The view from the road is of asphalt and utilitarian equipment with the building set back.



In this alternative example, the building is set closer to the road highlighting the architecture and providing a direct walkable connection to adjoining sites. The canopy is in the back but still provides a view of the pumps from the road.

This Mobil station was constructed on US Route 9 in Rhinebeck, NY with the pumps at the rear of the building.

Mechanical Equipment

Mechanical equipment can be unsightly and should be concealed from public view. Utility boxes should be fully screened by using fencing, walls or vegetation, by locating them in the rear of a building lot, or by housing them in structures resembling outbuildings. Heating, ventilation, and air conditioning equipment typically mounted on the roof should be situated behind sloped roofs so that it is beyond the sight lines as viewed from the ground and is adequately screened from all public spaces.

LANDCSAPING

Design and protect the open space system

If appropriate, link the natural open space system to the on-site landscaping plan by using native species and low maintenance plants as much as possible. Arrange on-site open space so that it works as part of the system

rather than only as a percentage of lot size. Open space can provide a social and leisurely setting for shopping activities, which can help to bring in more customers.

Street Trees

Street trees along a main commercial street are perhaps the single most effective physical addition to make sidewalks seem more welcoming and more walkable. Trees should be placed between the sidewalk and curb to form a protective row that makes walkers feel safely separated from traffic. Trees should be spaced close together: 20 – 30 feet in areas with slow speed limits and farther apart (30 – 40 feet) and slightly back from the road in higher speed situations.

Street trees should be hardy varieties, salt and drought resistant, free of droppings that mar sidewalks and cars, and tall enough to frame the street and not block the view of storefronts. Good choices, that are known to be suitable for use in Southeastern New York State, include but are not limited to:

Pin Oak
Red Oak
Chinese Elm
Ginko Biloba
London Plane Tree

Drainage and Erosion Control

The design of drainage features, such as catch basins, swales, and collection ponds, should be treated as elements of the site's landscape plan and modeled upon the characteristics of naturally occurring ponds and streams found throughout the Town. Too often, the size and shape of drainage basins create the look of a large hole that bears no resemblance to the environment around them and effectively scars the landscape. If stormwater basins must be located along road frontage or in view of public places, they should be designed to resemble the look of farm ponds, with extensive landscaping and/or fencing placed around them. Native plant materials suited to pond and stream bank environments should be used to control erosion and create a natural appearance.

SIGNAGE

An integral component of attractive site design is the manner in which a business is identified. The sign itself, the relationship to the business it represents and its compatibility with adjacent businesses or sites are key factors in establishing an identity for a business. Good signs enhance the success of businesses. They also

create business districts that are more appealing to shoppers. Communities with good signs are more distinctive and attractive places to live, shop, and work, and are therefore more economically viable.

A good sign:

- ➔ *conveys its message clearly and quickly*
- ➔ *is compatible with the structure and its surroundings*
- ➔ *promotes the visual image of the entire community*

Clarity and compatibility are the key elements of an effective sign. A sign should be easy to read and appealing to shoppers. It should be compatible with its surroundings, complement the architecture of the building, and contribute to the character of the shopping district as a whole.

Types of Signs

The first step in designing a sign is to choose the type of sign that is most appropriate to the building and the business district. In the Town of Warwick, the rural character of the commercial districts provides the opportunity to create attractive settings for signs and set the scene for the historic nature of the villages and hamlets.

Commercial business districts and non-residential businesses in residential areas require special small-scale signage. Since most historic commercial facades were designed to include a sign board, wall-mounted signs are often the most ideal sign type. Wall signs are generally one of the least intrusive forms of signs. This is particularly the case when they are designed in a style that is compatible with building architecture. Wall signs should be placed without obscuring the building's architectural design or details. The best location for a wall sign is between the first and second story windows. Wall signs should compliment the architecture of the building on which they are mounted.

Projecting signs can be used if the building does not have a flat continuous surface conducive to a wall sign. Small projecting signs hung from narrow metal bars are characteristic of historic villages. The position of projecting signs should be staggered so they do not block the signs of neighboring businesses. Variety in shape and color helps to distinguish each sign.

Location and Size

Building signs, including wall and window signs, projecting signs, and awning signs, should be subordinate to the structure. Too often, signs overwhelm the structure and obscure architectural details. When architecture and signs work in a complementary arrangement, the entire building becomes a sign of quality.

Freestanding signs are only needed when a building is set back too far from the road for it to be seen. Otherwise, building signs are sufficient and separate freestanding signs should be avoided. If freestanding signs are used, they should be designed as low four to seven foot high monument signs and integrated into the landscaping. At this height, monument signs can also be seen directly from the eye level of drivers and are less likely to obstruct views of neighboring properties or the sky.

Color

Color affects a sign's visual appeal as well as its legibility. Signs with dark backgrounds and light lettering are much easier to read. Because dark colors recede while light colors stand out, our eyes perceive light on dark better than the other way around. Traditional dark background colors include black, navy blue, forest or emerald green, chocolate brown, burgundy red, and charcoal. Traditional colors for lettering include white, ivory, and gold.

The most legible signs are those with a dark background and light lettering.

Too many colors can be visually confusing. The ideal is a maximum of three colors, one for the background, one for the lettering, and one for accents and highlights. Subdued, rather than garish or florescent colors are most appropriate for a rural community like Warwick. Sign color should complement the building and storefront colors and be compatible with neighboring signs and buildings.

Lettering

Lettering style and size are vital ingredients of a sign's legibility. If lettering is not used effectively, it will defeat a sign's purpose to communicate its message quickly and easily. The following guidelines will contribute to a legible and attractive sign:

Shorter messages offer better recognition.

- → Signs should be limited to a maximum of 5 words, combined with a symbol or logo for quick recognition.
- → Copy written in upper and lower case letters is easier to read than copy using all upper case letters.
- → Simple lettering is easier to read than more ornate or unusual styles.
- → Signs are more legible when they use only one or two different letter styles.

→ Lettering style can create an image for a business. Classic serif styles have a traditional, timeless appeal, while sans serif letters look more modern.

Materials

Natural looking materials are most appropriate to Warwick's historic character. Wood and metal were the standard materials of traditional sign makers, and these materials, along with stone, masonry, or landscaped bases, are preferred.

Directional Signs

Information and direction signs, containing no advertising, can be used to direct traffic flow, indicate parking space, points of interest, or provide other essential information to guide vehicular or pedestrian traffic flow. Such signs should be no larger than one (1) square foot in size and uniform in color.

Lighting Signs

Sign illumination can significantly impact traffic safety as well as community character. In Warwick, internally illuminated signs are prohibited. If lighting is necessary, low, external lights in which the source of illumination is shielded from the eyes of pedestrians and motorists is recommended. Lighting should be top-mounted on the sign, and should focus on the sign only and not spill over onto the building or the site. Incandescent bulbs provide warm, bright light that enhances a sign's colors. More intense light sources, such as sodium vapor and mercury vapor, are not well suited to illuminating signs.

LIGHTING

Much outdoor lighting wastes energy because it is not well designed. Poorly designed lighting can cause glare that hampers the vision of pedestrians, cyclists and drivers, creating a hazard rather than increasing safety. Poor outdoor lighting can also shine directly onto neighboring properties and into bedroom windows, reducing privacy, interfering with sleep and creating an unattractive appearance for the area. Moreover, a large amount of poor lighting shines upwards, creating the skyglow that washes out our view of the starry night sky, damaging an important natural resource in a rural environment.

Street and commercial lighting should be distinctive and human-scale while preventing excessive glare or wasted light into the night sky. Good lighting will extend the viability of shopping areas, make public areas feel more secure and promote entertainment activities after the primary workday.

Lighting Guidelines

- → Do not over-light. People begin to feel comfortable at 0.1 to 1 foot-candle. 2-5 foot-candles are only needed in high security areas. More than 5 foot-candles are usually a waste of energy and a source of glare.

- → Provide full shielding that eliminates glare, especially off-site. Fully shielded means that all light is projected downward. The use of fully shielded lighting fixtures controls the light output in order to keep the light in the intended area.

- → Lighting fixtures should be installed to maximize their effectiveness on the targeted property, and minimize their adverse impact beyond the property borders.

- → Main street and pedestrian area lighting should be human-scale (10-15 feet high). Parking lot lights need not exceed 15 to 20 feet.

- → Fixtures should be spaced approximately four times the height.

- → Outdoor signs should be lit from the top.

- → High pressure sodium is most efficient for highway lighting. Metal halide is preferred for commercial and pedestrian areas to give better color quality. Incandescent bulbs can be used for low wattage (under 150) accent or specialty lights.

PEDESTRIAN AND BICYCLE CIRCULATION

Almost every shopper must be a pedestrian first, even if it is just walking from the parking lot to the store. Unless a community provides an adequate sidewalk and bicycle system, every trip, even short ones, requires a car. Over dependence on automobiles leads to traffic congestion, air quality problems, and an all-too-expensive spiral of road building projects. A balanced approach to transportation, featuring a compact development pattern connected by convenient pedestrian and bicycle routes, provides alternatives to those who choose to walk or bike for exercise, as well as the 25 – 30 percent of the population who cannot drive because of age, income, or disability.

Give pedestrians priority

We are all pedestrians and should receive priority over vehicles. All Planning Board actions that may affect traffic and circulation should be guided by this basic

principle. Every application reviewed by the Planning Board should include an examination of alternatives to the automobile with an emphasis on pedestrians. Include walkways in all non-residential site plans; use them to link parking lots, transit stops (if applicable), and buildings on-site and with adjacent properties. Provide connections to nearby residential, recreational, and institutional uses as well. Provide benches, shade and human scale lighting to make pedestrians feel more welcome.

Pedestrian Walkways and Bicycle Circulation

Every public project, site plan and subdivision should be reviewed for its pedestrian or bicycle potential, including the need for sidewalks or bike racks. Compact residential and commercial development, instead of scattered or strip forms, creates more walkable and bikable distances. Adjacent commercial uses should always be connected by sidewalks along the frontage.

Sidewalks should be wide enough to comfortably accommodate walkers, joggers and bicyclists. In commercial areas, the ideal width is six feet or more to allow for more pedestrian activity, stopping to look in storefront windows and even outdoor displays or street cafes. Sidewalks should comply with the Americans with Disabilities Act.

To increase pedestrian safety, a planting strip of approximately 4 – 6 feet should be located between the sidewalk and the street. This area can be planted with street trees to provide shade and further enhance the sense of protection. The planting strip also provides space for snow storage off the sidewalk in the winter and prevents driveway ramps from tilting the sidewalk.

Bicycle Parking

Bicycle parking should be considered in both new development and redevelopment activities. All new development should include designated bicycle parking areas and racks in high use areas.

Chapter 4

Hamlet Guidelines

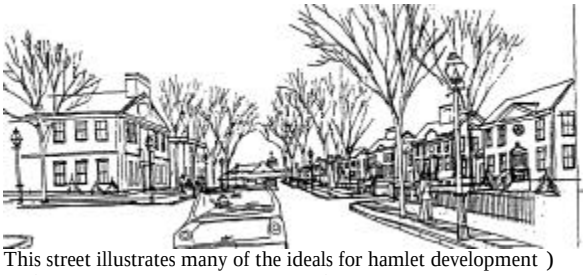
Local Business District Development and Redevelopment

The Design Guidelines for Warwick's hamlets are meant to promote quality development that is attractive, convenient and compatible with surrounding uses and historic buildings in the Town. These Guidelines are intended to be general in nature and not to restrict creativity, variety or innovation. They apply to new development and redevelopment in the Town's Local Business (LB) Districts. Separate design standards apply for projects in the Town's Traditional Neighborhood-Overlay (TN-O) District, when combined with the Town's TDR program.

EXISTING AND NEW BUILDINGS

Existing buildings, if determined to be historic or architecturally significant, should be protected from demolition or encroachment by incompatible structures or landscape development. In fact, if an historic building is to be used for commercial, office, industrial, or rental residential uses, a Federal tax credit may be available. The U.S. Secretary of the Interior's *Standards for Rehabilitation of Historic Properties* should be used as the criteria for renovating historic/architecturally significant buildings.

All new buildings and remodeling or expansions of existing buildings, exclusive of buildings determined to be historic/architecturally significant, should conform with the following minimum structural and architectural design guidelines as much as possible.



This street illustrates many of the ideals for hamlet development) uniform setbacks, sidewalks separated from the street with planting strips, street trees, and historically compatible architecture with a variety of architectural features to create visual interest.

Building Setbacks

Buildings should define the streetscape through the use of uniform setbacks along the build-to line for each block. The build-

to line should be generally continued across side yard set-back areas between buildings by using landscaping. The streetscape should also be reinforced by lines of closely planted shade trees, and may be further reinforced by walls, hedges or fences which define front yards.

Architectural Character

Buildings should be either traditional in their architectural character, or be a contemporary expression of traditional styles and forms respecting the scale, proportion, character and materials of historic village and hamlet structures.

Architectural Variety

A variety of architectural features and building materials is encouraged to give each building or group of buildings a distinct character.

Scale

The scale of new construction, including the arrangement of windows, doors and other openings within the building façade, should be compatible with historic buildings in the Town.

Building Mass

Buildings of 40 feet or more in width should be visually divided into smaller increments to reduce their apparent size and contribute to a human-scale development. The mass of these buildings should be de-emphasized in a variety of ways through architectural details such as divisions or breaks in materials, window bays, separate entrances and entry treatments, variation in roof lines, awnings, or the use of sections that may project or be recessed up to 10 feet.

Articulation of Stories

Buildings should clearly delineate the boundary between each floor of the structure through belt courses, cornice lines, canopies, balconies, or similar architectural detailing.

Consistent Cornice Lines

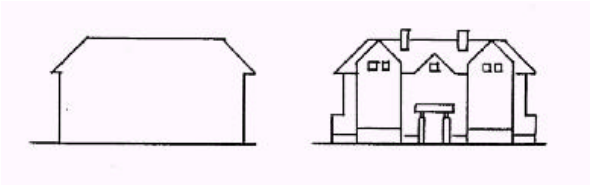
Attached buildings within the same block should maintain consistent cornice lines in buildings of the same height within two-family attached, non-residential, or mixed use structures.

Fenestration

Windows and other openings should have proportions and a rhythm of solids to voids similar to historic buildings in the Town,

Front Façade

The front façade of the principal building on any lot should face onto a public street. The front façade should not be oriented to face directly toward a parking lot.



Elevations of two multi-storied buildings with equal heights and widths. Architectural details such as porches, window, and roof dormers "articulate" a building's façade (right), which enhances the visual quality and contributes to human-scaled development

Roofs Materials

Desired roof materials include slate (either natural or manmade), shingle (either wood or asphalt composition) and metal formed to resemble “standing seams.” Roof color should be traditional, meaning that it should be within the range of colors found on historic buildings in the Town. Specifically discouraged are white, tan or blue shingles, red clay tiles, and corrugated metal. The use of fascias, dormers and gables is encouraged to provide visual interest. All gables should be functional.

Exterior Wall Materials

Recommended exterior wall materials include stucco, wood clapboard, wood shingle, native stone, or brick of a shape, color and texture similar to that found in the historic buildings in the Town. Concrete block and metal structures should be avoided. No buildings should be sided with sheet aluminum, asbestos, corrugated metal, plastic or fiberglass siding.

Colors

Colors used for exterior surfaces should be harmonious with surrounding development and should visually reflect the traditional colors of historic structures in the Town. Examples of incompatible colors include metallic, neon, and primary colors, which should be limited to accents. When accent colors are proposed, the number of colors should be limited to prevent a gaudy appearance. Specifically discouraged is brick that is white, tan or painted; color should be integral to the masonry materials.

Fire Escapes

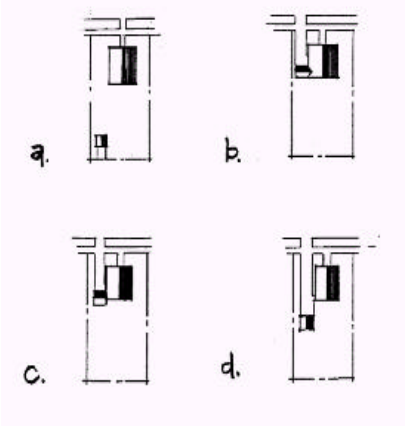
Fire escapes should be located to the rear of buildings.

Accessory Structures

All accessory structures, screen walls, and exposed areas of retaining walls should be of a similar type, quality, and appearance as the principal structure.

GUIDELINES FOR HAMLET RESIDENTIAL AREAS

To be consistent with the scale of buildings in traditional villages and hamlets, no single building in the hamlet residential areas should contain more than 3,500 sq. ft. of gross floor area. Buildings should have traditional sloping roofs with a minimum pitch of 9:12, and with overhanging eaves. Horizontal eaves should face the street, with the exception of civic and institutional buildings and places of worship, which may have the gable-end facing the street. Porches, pent roofs, roof overhangs, hooded front doors or other similar architectural elements should define the front entrance to all residences. Porches should be at least 4 feet wide. Garages, carports and secondary units should be located a minimum of 20 feet behind the front façade of the principal building.



Four alternative garage locations on a single-family housing lot: a) detached garage is accessed from an alley; b and c) attached garage, setback at least 20 feet from the front facade, is accessed from the local street; d) detached garage, behind the house, is accessed from the local street.

GUIDELINES FOR HAMLET MAIN STREETS

Multiple Uses

Buildings should be designed for multiple uses, with offices and/or residential units on upper stories.

Building Placement

Buildings should generally be located close together with minimal side yard areas in order to form a fairly continuous row of shop fronts. Buildings should be located as close to the front lot line as allowed by the Zoning to reinforce the street wall and facilitate pedestrian access and circulation.

Exterior Public and Semi-public Spaces

Exterior public and semi-public spaces, such as courtyards or central squares, should be designed to enhance surrounding buildings and provide amenities for users, in the form of textured paving, landscaping, lighting, street trees, benches, trash receptacles and other items of street furniture, as appropriate. Courtyards should have recognizable edges defined on at least three sides by buildings, walls, landscaping, and street furniture, in order to create an "outdoor room" with a strong sense of enclosure.

Building Footprint

In order to be consistent with the scale of buildings in Warwick's traditional villages and hamlets, no single building should have a building footprint exceeding 5,000 square feet. If a footprint greater than 5,000 square feet is required, then the façades of such larger buildings should be articulated to appear as multiple buildings, each with a maximum building footprint of 5,000 square feet.

Building Roof

Flat roofs with articulated parapets and cornices are consistent with traditional village buildings. Sloping roofs should have a minimum pitch of 9:12, and with overhanging eaves.

Building Façades

Building façades should provide architectural detail, and such detail, including eaves, columns, pilasters, cornices, windows and window surrounds, canopies, fascia, and roofs, should be proportionate with the building and compatible with historic buildings in the Town. The

Warwick's Main Street illustrates historic building facades with a variety of architectural detail.

architectural features, materials, and the articulation of a façade of a building should be continued on all sides visible from a public street. Concrete block is discouraged except on rear walls.

Shopfront Design

Shopfront design should be based upon historic examples in the area. A minimum of fifty (50) percent of the front façade on the ground level should be transparent, consisting of display windows or door openings allowing views into and out of the

This illustration of a commercial block shows how varied architecture can be appropriately integrated with historic shopfronts.

interior to create visual interest at the street level. Windows should be distributed in a more or less even manner consistent with the rhythm of voids and solids of historic buildings, and should have low sills and high lintels consistent with the window proportions of historic buildings. Doorways, windows and other openings in the façade should be proportioned to reflect pedestrian scale and movement. Traditional canvas awnings without interior illumination are encouraged.

Entries

Primary entries to shopfronts should be emphasized through the use of architectural features such as roofs, recessions into the façade, pilasters or other details that express the importance of the entrance.

Mechanical Equipment

All mechanical equipment such as furnaces, air conditioners, elevators, transformers, and utility equipment, whether roof- or ground-mounted, should be completely screened from contiguous properties and adjacent streets in a manner that is compatible with the architectural treatment of the principal structure.

Loading and Service Areas

Loading and service areas should be completely screened with a 100 percent visually impervious buffer, except at access points, from the ground level view from contiguous property and adjacent streets.

Outdoor Storage

There should be no outdoor storage of either materials or products.

Trash Storage

Trash storage and recycling areas should be completely enclosed and screened from public view and adjoining buildings in a manner compatible with the architectural treatment of the principal structure.

CIRCULATION SYSTEM

The hamlet circulation system should allow for different modes of transportation and should include streets, sidewalks, bicycle paths and routes, and pedestrian ways. It should provide adequate traffic capacity, connected pedestrian and bicycle routes (especially off street bicycle or multi-use paths or bicycle lanes on the streets), control through-traffic, limit lot access to streets of lower traffic volumes, and promote safe and efficient mobility through the neighborhood. The street system should provide functional and visual links within the residential neighborhoods and adjoining mixed-use, civic, commercial, and open space uses, and should be connected to existing and proposed external development. The following circulation guidelines should be followed, except as they may be changed from time to time by nationwide organizations such as the Institute of Traffic Engineers.

Pedestrian Circulation

Convenient and pleasant pedestrian circulation systems should be provided continuously throughout the hamlet. Where feasible, any existing pedestrian routes through the site should be preserved and enhanced. All streets, except for alleys, should be provided with continuous sidewalks. The following features should also be integrated into Site Plans:

(a) Sidewalks should be made of modular masonry materials, such as brick, slate, and concrete pavers, or concrete with brick borders or cast-in-place materials such as exposed aggregate concrete slabs. In

order to ensure consistency, the final decision on sidewalk material should rest with the Planning Board. Asphalt sidewalks are strongly discouraged.

(b) In the hamlet main street area, clear and well-lighted walkways should connect building entrances to the adjacent public sidewalk and to any parking areas. Such walkways should be a minimum of 6 feet in width and should be landscaped with trees, shrubs and other plant materials.

(c) Intersections of sidewalks with streets should be designed with clearly defined edges. In the hamlet main street area, crosswalks should be provided at all street intersections and should be well lit and clearly marked with contrasting paving materials at the edges or with striping.

(d) Sidewalks should comply with the applicable requirements of the Americans with Disabilities Act.

Bicycle Circulation

Bicycle circulation should be accommodated on streets and/or on dedicated bicycle paths. Where feasible, any existing bicycle routes through the site should be preserved and enhanced. Facilities for bicycle travel may include off-street bicycle paths (generally shared with pedestrians and other non-motorized users) and separate, striped, 4-foot bicycle lanes on streets. In the hamlet main street area, if a bicycle lane is combined with a lane for parking, the combined width should be 14 feet.

Public Transit Access

Where public transit service is available or planned, convenient access to transit stops should be provided. Where transit shelters are provided, they should be placed in highly visible locations that promote security through surveillance and should be well-lighted.

Motor Vehicle Circulation

Motor vehicle circulation should be designed to minimize conflicts with pedestrians and bicycles. Traffic calming features such as “queuing lanes,” curb extensions, roundabouts, and medians may be used to encourage slow traffic speeds. The street system should act as a functional and visual link between neighborhoods, civic and commercial areas, and open space.

Hamlet Street Hierarchy

Each street should be classified according to the following criteria. Arterial streets are considered inter-regional roads that convey traffic between hamlets and villages. Arterials should not bisect residential areas.

(a) Hamlet Main Street. This street acts as a collector and provides access to commercial or mixed-use buildings, but it is also part of the Town's major street network. Parallel on-street parking helps to slow traffic. Additional parking is provided in lots to the rear or side of buildings.

(b) Medium Volume Residential Street. This street provides primary access to individual residential properties and connects streets of lower and higher function.

(c) Low Volume Residential Street. This street provides primary access to individual residential properties. Traffic volumes are relatively low.

(d) Alley. These streets provide secondary access to residential properties where street frontages are narrow, where the street is designed with a narrow width to provide limited on-street parking, or where alley access development is desired to increase residential densities. Alleys may also provide delivery access or alternate parking access to commercial or mixed-use properties. Utilities should run along alleys wherever practical.

Cross-section of a typical Main Street with the recommended dimensions of each component: A) building setback from street right-of-way; B) sidewalk; C) planting strip; D) parking lane; E) bicycle lane; F) travel lane.

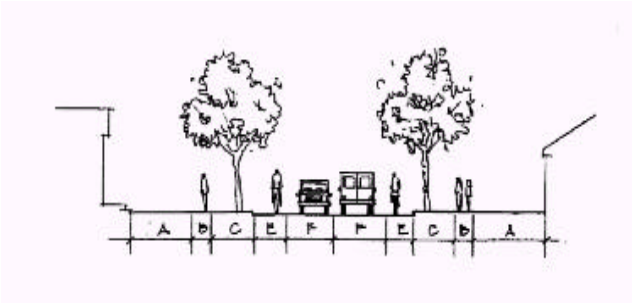
Attributes of Streets in Hamlets

	Medium Volume Residential Street	Main Street	Low Volume Residential Street	Residential Access Lane	Alley
Average Daily Trips	750-1500	750 or more	250-750	> 250	Not applicable
Right-of-Way	48-72 feet	70-88 feet	35-55 feet	40-55 feet	12-16 feet
Design Speed	25 mph	30 mph	20 mph	20 mph	10 mph
Auto travel lanes	Two 10 foot lanes	Two or three 12 foot lanes	Two 10 foot lanes, or one 14 foot (queuing) lane	One 14 foot travel (queuing) lane	Two 8 foot lanes for two-way traffic, or one 12 foot lane for one-way traffic
Bicycle lanes	4 foot lanes with no parking, or 6 foot lanes combined with parking lanes	Two 6 foot lanes combined with parking lanes	None	None	None
Parking	None, one or both sides, 8 feet	Both sides, 8 feet	None or one side, 8 feet	One side or both sides	None (access to individual drives & garages outside right-of-way)
Curb and gutter	Required; granite block curbing recommended, asphalt curbing prohibited	Required; granite block curbing recommended, asphalt curbing prohibited	Not required; inverted curb permitted under certain conditions	Not required; inverted curb permitted under certain conditions	At corners of intersections with other street types only
Planting strips	Minimum 6 feet	Minimum 6 feet	Minimum 6 feet	Minimum 6 feet	None
Sidewalks	Both sides, 3-5 feet	Both sides, 6-10 feet	Both sides, 3-5 feet	One or both sides	None

Hamlet Street Layout

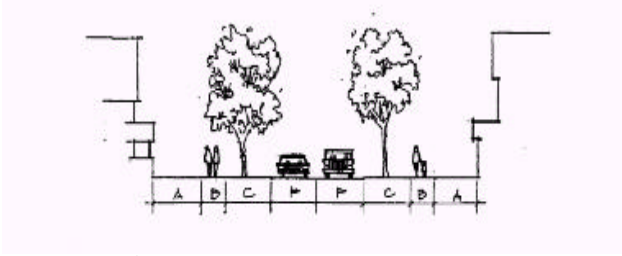
The street layout should form an interconnected system of streets primarily in a rectilinear grid pattern. New development should maintain the existing street grid, where present, and restore any disrupted street grid where feasible. The

orientation of streets should enhance the visual impact of common open spaces and prominent buildings, create lots that facilitate passive solar design, and minimize street gradients.



Cross-section of a typical medium volume residential street with the recommended dimensions of each component: A) building setback from street right-of-way; B) sidewalk; C) planting strip; E) bicycle lane; F) travel lane

All streets should terminate at other streets or at public land. Low volume residential streets should terminate in stub streets only when such streets act as connections to future phases of development. Low volume residential streets should also terminate other than at other streets or public land only when there is a connection to the pedestrian and bicycle path network at the terminus. To the greatest extent possible, streets should either continue through an intersection, or terminate with a "T" intersection directly opposite the center of a building, or a view into an open space area.



Cross-section of a typical low volume residential street with the recommended dimensions of each component: A) building setback from street right-of-way; B) sidewalk; C) planting strip; F) travel lane

The use of cul-de-sacs and other roadways with a single point of access should be used only where no other alternatives exist. Where cul-de-sacs are deemed to be unavoidable, continuous pedestrian circulation should be provided for by connecting sidewalks that link the end of the cul-de-sac with the next street or open space. A minimum of two (2) interconnections with the existing public street system should be provided where practical. Linkages to adjacent developments and neighborhoods with pedestrian and bicycle paths are recommended where practical.

Intersections should be at right angles whenever practical, but in no case less than 75 degrees. Low volume streets may form three-way intersections creating an inherent right-of-way assignment (the through street receives precedence) that significantly reduces accidents without the use of traffic controls. To slow turning vehicle traffic and shorten pedestrian crosswalks, the roadway edge at street intersections should be rounded by a tangential arc with a maximum radius of 15

feet for local streets and 20 feet for intersections involving collector or arterial streets. The intersection of a local street and an access lane or alley should be rounded by a tangential arc with a maximum radius of 10 feet.

Curb cuts for driveways to individual residential lots are discouraged along arterial streets. Curb cuts in the hamlet residential areas should be limited to intersections with other streets or access drives to parking areas located to the rear or side of buildings. Clear sight triangles should be maintained at intersections unless controlled by traffic signal devices.

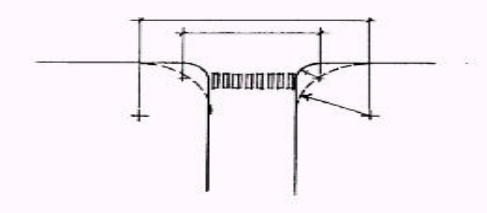


Diagram of a street intersection. Reducing the radius of street corners slows turning vehicle traffic and shortens pedestrian crosswalks

Alleys should be permitted to bisect blocks and to provide secondary access to adjoining properties. The following provisions should also be considered:

(a) Alleys should be treated as private streets and should not be dedicated to the Town. Alleys should be dedicated to a property owners' association or dedicated as common easements across the rear portions of lots.

(b) Any lot having access from an alley should additionally front upon a public street.

(c) Curbing should not be required except at corners of intersections with other street types. At such corner locations, curbing should be provided for the entire corner radius and five (5) feet preceding. Such curbing should not extend more than six (6) inches above the finished pavement.

(d) Alley lighting should be provided on all garages or on utility poles or lighting poles adjacent to parking areas. Lighting fixtures and lighting poles should be of a consistent architectural style and should complement the predominant architectural theme.

(e) Design speed should not exceed 10 mph.

STREETSCAPE GUIDELINES

Streets should be designed to serve as a public space that encourages social interaction and that balances the needs of all users, including pedestrians, bicyclists

and automotive traffic. To create the appropriate character of the street as a public space, the following streetscape guidelines should be considered.

Planting Strips

Sidewalks should be separated from street curbs by a planting strip not less than 4 feet wide, planted with shade trees. In the main street area, the planting strip may be paved from the curb to the sidewalk, with street trees planted in tree wells of a sufficient size to allow for mature tree growth.

Shade Trees

Shade trees should be provided along each side of all streets, public or private, existing or proposed, but not including alleys. In locations where healthy and mature shade trees currently exist, new trees may not be necessary, unless replacement or supplementation is desirable. Shade trees should be located in the planting strip between the street curb and the sidewalk. Shade trees should have a minimum caliper of 2 inches measured at chest height at time of planting, and should be spaced a maximum of thirty (30) feet on center, with exact spacing to be evaluated on a site-specific basis.

No more than 40 percent of new street trees should be of one species. Species should be selected to cast moderate to dense shade in summer, survive more than 60 years, have a mature height of at least 50 feet, be tolerant of pollution, heat, and salt, require little maintenance by being mechanically strong (not brittle), and be insect and disease resistant. Care should be taken to avoid species that suffer from limb drop and splitting, heavy fruit or nut crops, invasive root systems, or allergen production. In the main street area, the street treescape should consist of deciduous species that branch above eight feet to facilitate viewing of storefronts and signage. The following urban tolerant street trees are recommended:

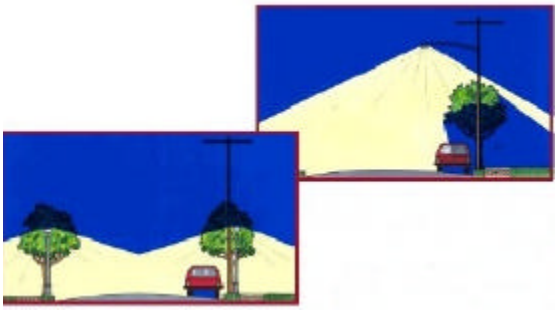
Narrower streets lined with trees provide a pedestrian scale and sense of enclosure to help slow traffic

Ginkgo (male trees only)
Green Ash
Hackberry
Little-leaf Linden
London Plane Tree
Red Oak
Regent Scholartree

Thornless Honey Locust
Village Green Zelkova

STREET LIGHTING GUIDELINES

Street lighting should be provided on both sides of all streets at intervals of no greater than seventy-five (75) feet on center and at intersections. Street lighting should utilize cast-iron posts not exceeding twelve (12) feet in height. Lighting posts and fixtures should be of consistent architectural style throughout the hamlet and should complement the predominant architectural theme. Street lighting should be located between the street curb or pavement and the sidewalk.



Pedestrian scale fixtures focus light on streets, sidewalks, and storefronts, not on upper floors of buildings.

Street furniture

Street furniture is encouraged and should be located so as not to obstruct site lines of vehicles or pedestrian ways. Benches, when provided, should be placed to face sidewalks and other pedestrian ways.

PARKING GUIDELINES

Parking must meet the standards specified in § 164-43.2 of the Zoning Law. In addition, the following guidelines apply. In the event the hamlet parking guidelines conflict with § 164-43.2, the Zoning Law applies.

On-street parking should be provided in parking lanes parallel to street curbs along all public streets. In the hamlet main street area, on-street parking along the front property line should count toward fulfilling the minimum parking requirement for the use on that lot.

On-street parking should be supplemented, wherever necessary by off-

Break up parking into smaller areas to allow for smaller stores and to screen parking spaces.

street parking areas located to the rear or, if no alternative exists, the side of buildings. Ideally, off-street parking should be provided in the rear yard perpendicular to the building, between the building and an alley that abuts the rear property line and provides access to the parking area. Buffering of parking lots in the hamlet commercial area from adjacent residences should be accomplished through generous landscaping.

Parking lots should be accessed either through an alley or through internal connections to parking lots on adjacent properties. Cross-access easements for adjacent properties with interconnected parking lots should be considered. Off-street parking should not be located in the front yards of buildings, nor should off-street parking be located on corner lots except when screened.

Any off-street parking space or parking lot in the hamlet main street area that abuts a sidewalk should be buffered from the sidewalk by a landscaped area no less than four feet wide in which a continuous row of shrubs, a wall, or a fence is provided, in addition to any shade trees provided. Reduction of impervious surfaces through the use of interlocking pavers is strongly encouraged for areas that serve low-impact parking needs, such as remote parking lots, parking areas for periodic use, and parking in natural amenity areas.

Chapter 5

SEQR Guidelines

Compliance with the Conditions and Thresholds Reduce or Eliminate SEQR Reviews

One of the principal functions of a Generic Environmental Impact Statement (GEIS) is to establish conditions and thresholds for review of development projects that are considered consistent with the Town's planning goals. When consistent with those goals, State Environmental Quality Review Act (SEQR) review procedures can be streamlined to reduce the need for rigorous and time consuming impact assessments. The Town of Warwick's 2002 Zoning Law Amendments Draft GEIS evaluated impacts and mitigation for many aspects of the natural and human environment. The GEIS evaluated how well development projects would "fit" with the Town's planning goals and set guidelines for when more detailed SEQR reviews would be warranted. For projects that can be expected to have a minimal impact on the environment, thresholds were set. When a site specific project, like a new subdivision, falls within the thresholds identified during the GEIS process and repeated herein, then it is reasonable to assume that adverse impacts to the environment will be minimized or avoided. The SEQR Regulations at 6 NYCRR 617.10(d) provide guidance on how to assess site specific impacts in this case and the need for a SEQR review, using the GEIS's conditions and thresholds as guidelines:

- No further SEQR compliance is required if a proposed action will be carried out in conformance with the conditions and thresholds established for such actions in the generic EIS;
- A negative declaration must be prepared if a subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action will not result in any significant environmental impacts;
- An EIS must be prepared if a proposed action was not addressed or was not adequately addressed in the generic EIS and the action may have one or more significant adverse environmental impacts.

The project level review thresholds found on the following pages were established during the Town of Warwick's 2002 Zoning Law GEIS process. Compliance with the thresholds, numbered "a" through "aa", will be determined by reviewing an applicant's Environmental Assessment Form (EAF) together with the proposed applicant for development approval. Each application will be judged against the methodology enumerated above. When a threshold is met or exceeded, it must be reviewed in accordance with 6 NYCRR 617. Any other threshold for development approval, as established by local, County or State law, must also be complied with.

GENERAL DEVELOPMENT THRESHOLDS

a. *Zoning*

All development proposals in the Town shall comply with the requirements of the 2002 Zoning Law.

b. *Town of Warwick Design Guidelines*

All proposed applications for development uses identified in the 2002 Zoning Law as requiring adherence to the *Design Guidelines,* shall comply with the *Guidelines,* as specified in Chapters 2 through 4 herein. The *Design Guidelines* provide basic information about what elements need to be included as part of a land use application. However, they do not attempt to address all the design issues relevant to a proposed plan. The *Guidelines* present a clear understanding of what critical issues need to be addressed so that both the developer and the reviewing board share a common understanding. When circumstances require, the Town's Architectural Review Board may provide advise and recommendations to the Planning Board on the application of the *Design Guidelines* to determine the extent to which the proposed development may conform or conflict with the *Guidelines* and to discuss the possible diminution or elimination of any conflicts. Interpretation of the *Design Guidelines* remains the sole responsibility of the Warwick Planning Board.

SPECIFIC DEVELOPMENT THRESHOLDS

c. *Cluster Subdivisions*

Cluster subdivisions that are designed to protect primary and secondary conservation lands within a parcel(s) and that comply with the *Town of Warwick Design Guidelines* shall not require additional SEQR review.

d. *Conservation Density Subdivisions*

Conservation Density Subdivisions that maintain or enhance the rural quality of the area and that comply with the *Town of Warwick Design Guidelines* shall not require additional SEQR review.

e. *Special Uses in Historic Structures*

The application for a special use permit in any building listed on the National Register of Historic Places, that is eligible for the National Register, that is designated an historic structure by the Town Board upon recommendation of the Architectural Review Board within any zoning district, or that has been surveyed as an historic resource by the New York State Office of Parks Recreation and Historic Preservation and that complies with § 164-43.3 of the Zoning Law to preserve the cultural heritage of the Town shall not require additional SEQR review, provided the renovation, rehabilitation, and/or conversion of such structure conforms with the United States Secretary of the Interior's national standards for the restoration of historic structures.

f. *Traditional Neighborhood Development*

Development proposals that meet the Zoning requirements of the Traditional Neighborhood Overlay (TN-O) District and that comply with the *Town of Warwick Design Guidelines* shall not require additional SEQR review.

g. *Ridgeline Development*

Development proposals that meet the Zoning requirements of the Ridgeline Overlay District and that comply with the *Town of Warwick Design Guidelines* shall not require any additional SEQR review.

h. *Agricultural Protection Overlay District*

Development proposals made by any landowner who meets the requirements of § 164-47.3 of the Zoning Law and who voluntarily chooses to participate in the Agricultural Protection Overlay (AP-O) District shall not require additional SEQR review if all of the following thresholds are met:

(i) Residential subdivisions are cluster or conservation density subdivisions.

(ii) All surficial soils classified as prime farmland soils (class 1 and 2) or soils of statewide significance (class 3 and 4) or Black Dirt soils are avoided by the cluster subdivision development to the greatest extent practical.

(iii) Other existing features whose preservation would benefit the Town and the subdivision are avoided through sensitive design of the cluster subdivision. Such features include but are not limited to the features listed in § 164-47.3(D)(a) of the Zoning Law.

(iv) Residential structures are located according to the guidelines of § 164-47.3(D)(b) of the Zoning Law.

i. *Transfer of Development Rights*

Development proposals to transfer development rights made by any landowner who meets the requirements of § 164-47.3 of the Zoning Law and who voluntarily chooses to participate in the Agricultural Protection Overlay (AP-O) District shall not require additional SEQR review if all of the following thresholds are met:

(i) The development rights from the sending parcel(s) are approved by the Planning Board and are transferred to receiving parcel(s) proposed by the applicant and identified by the Town tax map and approved by the Planning Board.

(ii) The applicant establishes the development rights available for transfer by determining density based on the formula of § 164-47.3(E)(2) of the Zoning Law or by preparing a conventional subdivision plan that meets the requirements of the Town of Warwick Zoning Law and Subdivision Regulations.

SITE-SPECIFIC IMPACT THRESHOLDS

j. Normal foundation, road, and other excavation activities. If blasting is necessary, it must be addressed under SEQR.

k. Development involving a potential threat to public health, such as subdivision of a former orchard or vineyard. Pesticide residue toxicity must be within federal and state standards. Any application that exceeds this threshold must be addressed under SEQR.

l. Wastewater disposal must be projected to be less than 1,000 gpd for septic systems. Soils must be appropriate for septic systems. No potential for contamination of wells. Any application that exceeds this threshold must be addressed under SEQR.

m. No impact on the quality or quantity of water in existing wells is anticipated. Any application that exceeds this threshold must be addressed under SEQR.

n. No disturbance of state regulated streams or Town Designated Protection Areas. Any application requiring a New York State Protection of Waters Permit, or a variance for development in a Designated Protection Areas from the Zoning Board of Appeals must be addressed under SEQR.

o. Storm water management plan based on New York State Department of Environmental Conservation (DEC) guidelines and Town requirements. Any divergence from this threshold must be addressed under SEQR.

p. No emissions of noxious or toxic fumes, smoke, or excessive dust. Any application that exceeds this threshold must be addressed under SEQR.

q. If applicable, a wetland delineation report accepted by U. S. Army Corps of Engineers. Any application that exceeds this threshold must be addressed under SEQR.

r. No impact to state regulated wetlands, except for stormwater discharge. Any application that exceeds this threshold must be addressed under SEQR.

s. Impact to federal isolated wetlands or wetlands above headwaters less than one-half (½) acre cumulative for project. No impact to wetlands below headwaters, except for storm water discharge. Any application that exceeds this threshold must be addressed under SEQR.

t. No impact to any federal or state listed threatened or endangered species. Any application that exceeds this threshold must be addressed under SEQR.

u. Traffic generated by new development causing any intersection to reach a LOS of "E" or "F" as defined in the most current edition of the Transportation Research Board of the National Research Council's *Highway Capacity Manual*. Any application that exceeds this threshold must be addressed under SEQR.

v. When located adjacent to existing residential development, residentially zoned lands, or schools, office or light industrial uses will have no less than 100 feet of dense, natural and, if necessary, planted buffer so as to prevent significant visual and noise impacts. Any application that exceeds this threshold must be addressed under SEQR.

w. Sufficient water supply is available. If wells are utilized, no significant impact to water quantity or quality from existing wells. Any application that exceeds this threshold must be addressed under SEQR.

x. Noise levels not to exceed 75 decibels at property line. Any application that exceeds this threshold must be addressed under SEQR.

y. If adjacent to residential or school properties, noise impact from project not to exceed 3 decibels over daytime and night time ambient noise levels. Any application that exceeds this threshold must be addressed under SEQR.

z. If adjacent to residential properties, project will not result in significant nighttime truck traffic. Any application that exceeds this threshold must be addressed under SEQR.

aa. No construction activity before 7 AM and after 7 PM. Any application that exceeds this threshold must be addressed under SEQR.

Appendix E❖
Invasive Exotics of the Eastern Forest

Trees
Acer ginnala - Amur maple
Acer japonicum -Japanese red maple
Acer platanoides - Sycamore maple
Acer pseudoplatanus - Norway maple
Ailanthus altissima - Tree-of-Heaven
Alnus glutinosa - black alder
Broussonetia papyrifera - paper mulberry
Kolreuteria paniculata - golden rain tree
Melia azedarach - chinaberry
Morus alba - white mulberry
Paulownia tomentosa - princess paulownia
Phellodendron amurense - Amur cork tree
Quercus acutissima - sawtooth oak
Populus alba - white poplar
Ulmus purnila - Siberian elm
Sapium sebiferum - Chinese tallow tree

Shrubs or smaller trees
Albizia julibrissin - mimosa
Berberis japonica - Japanese barberry
Berberis thunbergii - Japanese barberry
Berberis vulgaris - common barberry
Cytisus scoparius - Scotch broom
Eleagnus angustifolia - Russian olive
Eleagnus pungens - thorny eleagnus
Eleagnus umbellata - autumn olive
Euonynus alatus - winged wahoo
Hibiscus syriacus - shrub althea
Ligustrurm obtusifolium - blunt leaved privet
Ligustrum sinense - Chinese privet
Lonicera maackii - Amur honeysuckle
Lonicera morrowi - Morrow honeysuckle
Lonicera morrowi x tatarica - Bell's honeysuckle
Lonicera tatarica - Tartarian honeysuckle
Rhamnus frangula - glossy buckthorn
Rhamnus cathartica - buckthorn
Rosa multiflora - multiflora rose
Rubus laciniata - cut leaved blackberry
Rubus phoenicolasius - wineberry
Spiraea japonica - Japanese spirea

Vines and ground covers
Akebia quinata - fiveleaf akebia
Ampelopsis brevipedunculata - porcelain berry
Celastrus orbiculatus - oriental bittersweet
Hedera helix - English ivy
Humulus japonica - hops
Euonymus fortunei - winter creeper
Lonicera japonica - Japanese honeysuckle
Polygonum aubertii - silver fleece vine
Pueraria lobata - kudzu
Solarium dulcamara - bittersweet nightshade
Vinca minor - periwinkle
Wisteria floribunda - wisteria
Wisteria sinensis - Chinese wisteria

Annuals
Amaranthus hybridus - pigweed
Arthraxon hispidus -jointed grass
Bidens polylepis - beggar tick
Cardiospermum halicababum - balloon vine
Carduus acanthoides - curled thistle
Chenopodium album - lamb's quarters
Commelina communis - common day flower
Digitaria sanguinalis - crab grass
Fagopyrum sagittaturn - buckwheat
lpomoea coccinea - red morning glory
lporrioea hederacea - ivy leaved morning glory
lpornoea purpurea - common morning glory
Lactuca serriola - prickly lettuce
Lapsana communis - nipplewort
Lepidium campestre - field cress
Lepidium virginicum - pepper grass
Microstegium vinineum - stilt grass
Perilla frutescens - beefsteak plant
Polygonum caespitosum - smartweed
Polyfonum perfoliaturn - mile a minute
Polygonurn persicaria - lady's thumb
Raphanus raphanistrum - jointed charlock
Senna obtusifolia - sicklepod
Setaria faberi - giant nodding foxtail
Setaria pumila - yellow foxtail
Stellaria media - chickweed
Sonchus arvensis - sow thistle
Xanthium strumarium - **cocklebur**

Biennials
Alliaria petiolata - garlic mustard
Arctium minus - burdock
Arctium nemorosum -woodland burdock
Carduus nutans - nodding thistle
Centaurea maculosa - spotted knapweed
Cirsium vulgare - bull thistle
Conium maculatum - water hemlock
Daucus carota - Queen Anne's Lace
Dipsacus laciniatus - cut-leaf teasel
Dipsacus sylvestris - common teasel
Melilotus alba - white sweet clover
Melilotus officinalis - yellow sweet clover
Pastinaca sativa - wild Parsnip
Verbascum thapsus - flannel leaved mullein

Herbaceous Perennials
Achillea millefolium - yarrow
Aegopodium poclagraria - goutweed
Agrostis capillaris - Rhode Island bent grass
Agrostis gigantea - red top
Ajuga reptans - bugleweed
Allium vineale -wild onion
Arrhenatherum elatius - oatgrass
Artemisia vulgaris - mugwort
Arundclonax - giant reed
Bromus inermis - smooth brome
Carex kobomugi - asiatic sand sedge
Centaurea jucea - brown knap weed
Centaurea nigrescens - knapweed
Cichorium intybus - chicory
Cirsium arvense - Canada thistle
Convolvulus arvensis - field bindweed
Coreopsis lanceolata - tickseed
Coronilla varia - Crown vetch
Cynodon dactylon - Bermuda grass
Dactylis glomerata - orchard grass
Dioscorea batatas - Chinese yam
Elytrigia repens - quackgrass
Epilobium hirsutum - hairy willow herb
Eragrostis curvula - weeping lovegrass
Euphorbia cyparissias - Cypress spurge
Euphorbia esula - leafy spurge
Festuca arundinacea - tall fescue
Festuca elatior - fescue
Festuca ovina - sheep fescue
Foeniculum vulgare - fennel
Galium mollugo - field madder
Glechoma hederacea - ground ivy
Holcus lanatus - velvet grass
Humulus japonica - hops
Hypericum perforatum - St. John's wort
Imperata cylindrica - cogan grass
Iris pseudacorus - yellow iris
Lespedeza cuneata - Chinese Lespedeza
Linaria vulgaris - butter and eggs
Lotus corniculatus - birdsfoot trefoil
Lysimachia nummularia - moneywort
Lythrum salicaria - purple loosestrife
Lythrum virgaturn - purple loosestrife
Miscanthus sinensis - miscanthus
Phalaris arundinacea - reed canary grass
Phleum pratense - timothy
Plantago lanceolata - narrow leave plantain
Plantago major - broad-leaved plantain
Poa compressa - Canada bluegrass
Poa trivialis - rough bluegrass
Ranunculus ficaria - lesser celandine
Reynoutria japonica - Japanese knotweed
Rumex acetosella - sheep sorrel
Rumex crispus - curly dock
Rumex obtusifolia - broad leaved dock
Sorghum halepense - Johnson grass
Urtica dioica - stinging nettle
Vinca minor – Periwinkle

Aquatics
Alternanthera philoxeroides - alligator weed
Butomus umbellatus - flowering rush
Cabomba caroliniana - fanwort
Eichhornia crassipes - water hyacinth
Egeria densa - Brazilian water weed
Hydrilla verticillata - hydrilla
Hydrocharis morus-ranae - european frogbit
Myriophyllum aquaticum - parrot's feather
Myriophyllum spicatum - european water milfoil
Nasturtium officinale - watercress
Trapa natans - water chestnut

❖ The list of "Invasive Exotics of the Eastern Forest" is taken from Appendix E of the Hunterdon County [NJ] Planning Board's publication entitled *Preserving Community Character in Hunterdon County: A Community Design Handbook*". The list was compiled by Leslie Jones Sauer in *The Once and Future Forest* and was reprinted in Hunterdon County's *Design Handbook.*