

TOWN OF LLOYD

Ulster County, New York

Design Guidelines

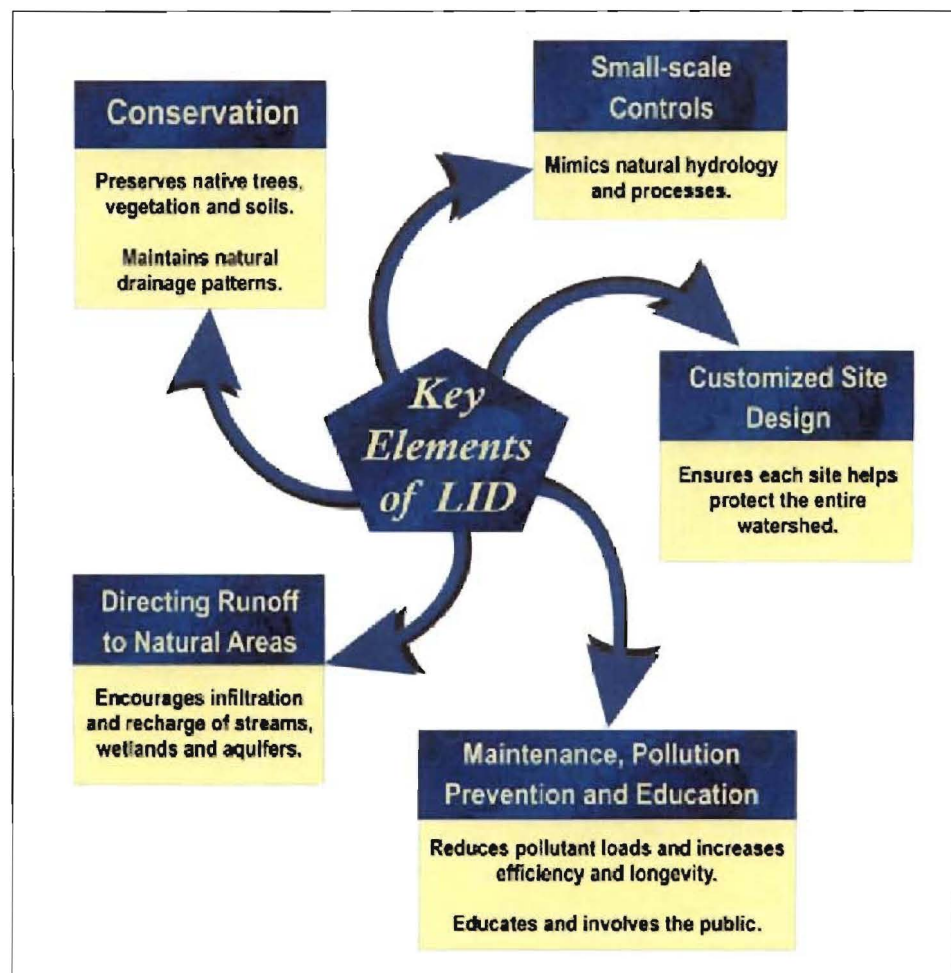
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Introduction **Error! Bookmark not defined.**

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, Hamlet Design Guidelines & Bicycle and Pedestrian Plan*), 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*), The Tug Hill Commission (*Community Design Guidelines Manual*), Oregon Department of Transportation (*Draft Oregon Bike/Ped Plan July 2007*), Town of Islip (*Commercial Design Guidelines*), City of Naperville (*Design Guidelines*), City of Palo Alto (*Design Guidelines*), American Planning Association (*PAS 430 Reinventing the Village*), US Department of Defense (*Unified Facilities Criteria - Low Impact Development*), Prince George's County Maryland Department of Environmental Conservation (*Low-Impact Development Design Strategies*), Center for Sustainable Design at Mississippi State University (*Best Management Practices: Tree Protection and Restoration*), Maryland Cooperative Extension (*Factsheet 724*), John Hopkins Press (*America's Countryside – 2nd Edition*), and J. Theodore Fink.

Site Design & Stormwater Management

Site design and stormwater management are integrated in an approach to development known as Low Impact Development (LID). This approach focuses on natural drainage patterns and encourages design that respects the topography and other natural features of a site. Five elements make up the LID



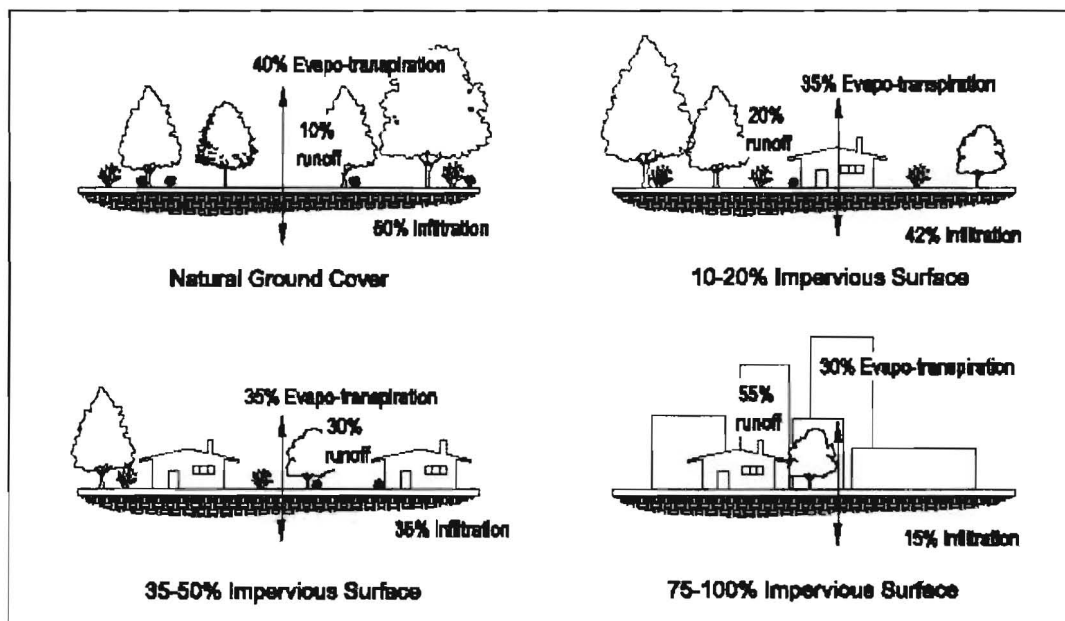
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approach:

Stormwater is a leading source of pollution of rivers, streams and lakes. Increased rates of runoff created by additional paved surfaces causes erosion and flooding. LID relies on a site's natural hydrology to solve stormwater quality and quantity problems caused by pavement.

Strategically placed design features are dispersed throughout a site to minimize the need for piping, reduce overall site

For a comprehensive overview of low impact development practices and examples, readers are encouraged to visit <http://www.nrc.ca/lowimpactdevelopment/>.



disturbances and impacts.

Site Design

Preserve Existing Features

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



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

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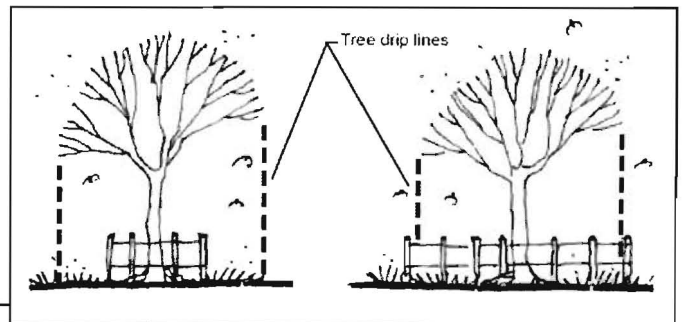
site design. The first step in any site design should be to assess the existing landscape and identify the site's natural features. Significant cultural features, such as stone walls, should also be preserved as much as possible.

Development should work around these features, rather than be imposed on them. Sites that possess 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 Lloyd'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 recuperate 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 and preserves and enhances land value. 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*.

Significant trees should be identified on development plans and preserved. These may include trees whose visual importance to the community is sufficient to justify special efforts to protect and preserve them and whose loss would be of irremediable adverse impact on the environment. Factors to be considered in determining the significance of trees are age, size, rarity and appearance. Any tree that is 100 or more years old or has a diameter at breast height of 24 inches is considered significant. Even trees with a diameter of 8 to 12 inches can be considered significant if they are considered a specimen tree or are of an unusual species for Lloyd. Regardless of their significance, trees are an



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important contribution to the landscape character of a site. Because it takes many years for trees to mature, 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.

Commonly Used LID Practices

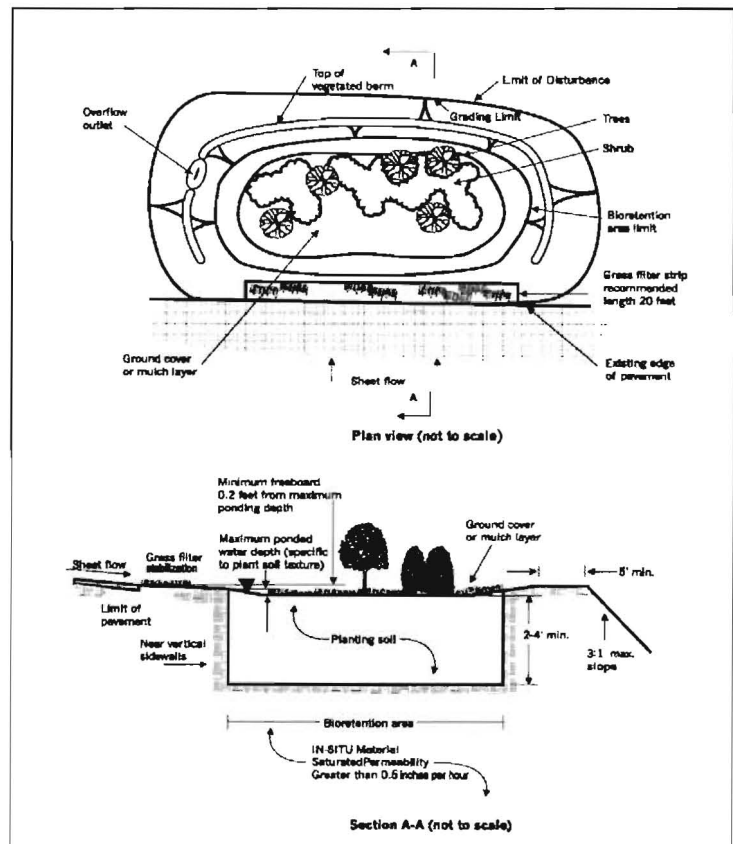
These guidelines introduce design practices that use drainage and hydrology as a design element. They are not intended to substitute for professional design work. A hydrologic analysis of the site needs to be performed by a licensed professional such as a landscape architect or a civil engineer. Applicants are encouraged to work with their design professionals on the best ways to incorporate low impact design.

Bioretention

Bioretention is a practice where landscaped areas are used to hold and infiltrate water into the soil. They treat stormwater that has flowed over paved surfaces such as a parking lot and can be incorporated in median strips, parking lot islands and swales. The illustration provides a conceptual design and detail of this method.

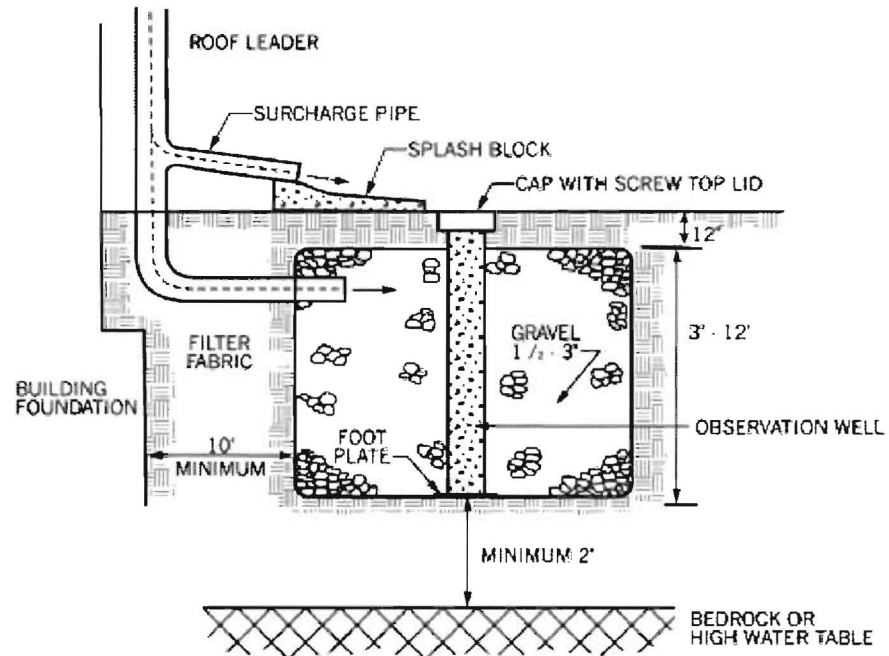
Dry Wells

Dry wells are small



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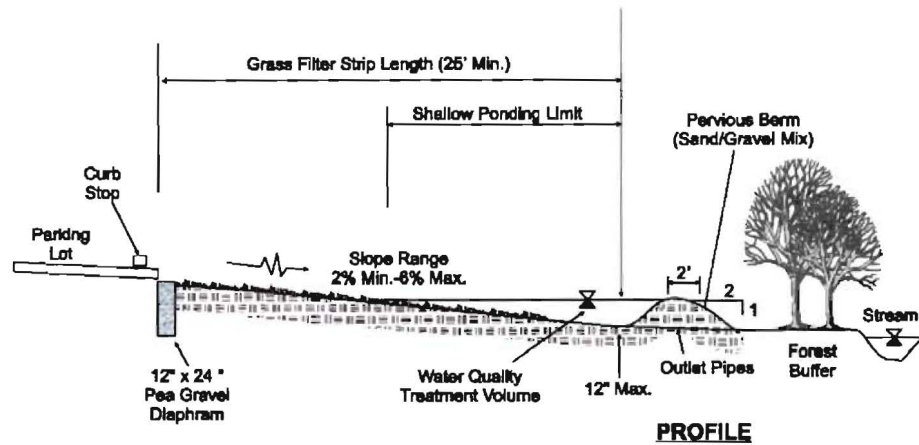
excavated pits backfilled with stone or pea gravel, designed to hold and slowly release runoff from building rooftops or residential driveways. They are suitable for treating small impervious areas or in areas with steeper slopes where trenches cannot be installed.



Filter Strips

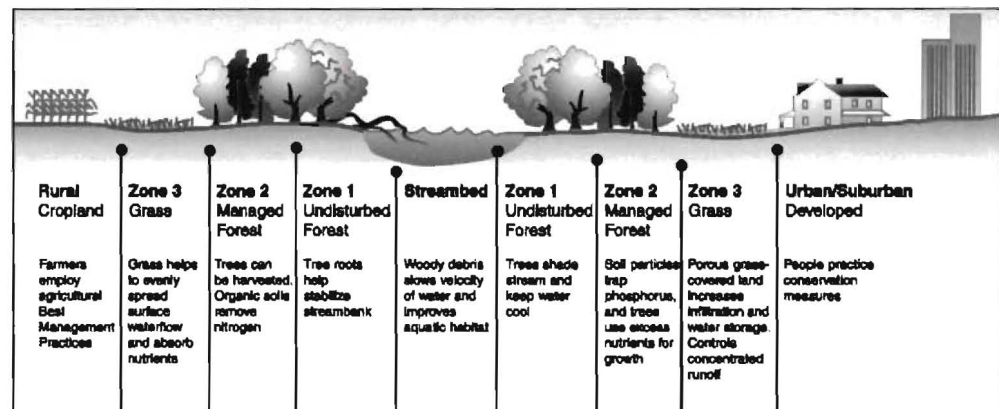
Filter strips are bands of close growing vegetation, usually native grasses, planted between the paved area and downstream surface waters. They are not used as a sole stormwater device, but are usually part of a larger system of facilities. Their use is limited to gently sloping areas where channelized flow is not likely to develop. They can be used as a pretreatment area for a structural device and are appropriately used for treating runoff from roads, roof downspouts, very small parking lots or pervious areas. The figure below shows a plan view for a typical filter strip.

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Vegetated Buffers

Vegetated buffers are critical areas located adjacent to rivers, streams, ponds, wetlands or where there are highly erodible soils. The buffer includes natural and/or planted vegetation, which helps reduce impacts by trapping sediment and pollutants, providing both infiltration and the slowing and dispersion of water flow over a wide area. Minimum buffer width should be 60 feet, but increased when gravelly soils, slopes greater than five percent (5%), sensitive wetlands or wildlife corridors are present. Widths of up to 300 feet provide maximum protection.

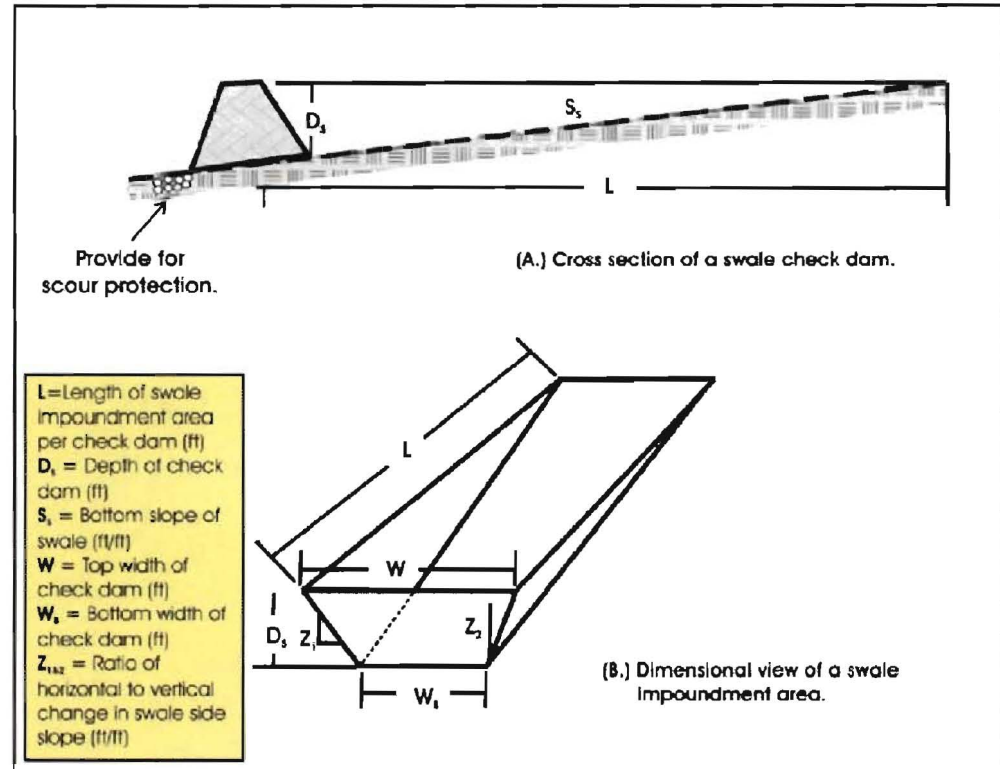


Grassed Swales

Grassed swales are shallow grass-covered and gently sloping areas that slows runoff and facilitates infiltration. Use of the site's natural drainage is encouraged. Grassed swale are appropriate based on land use, soil type, slope, imperviousness of the contributing watershed and the dimensions and slope of

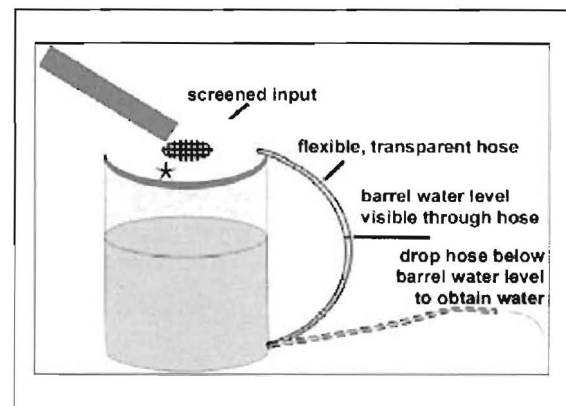
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the swale. Generally, grassed swales can manage runoff for drainage areas which are less than 10 acres and where slopes are no greater than five percent (5%).

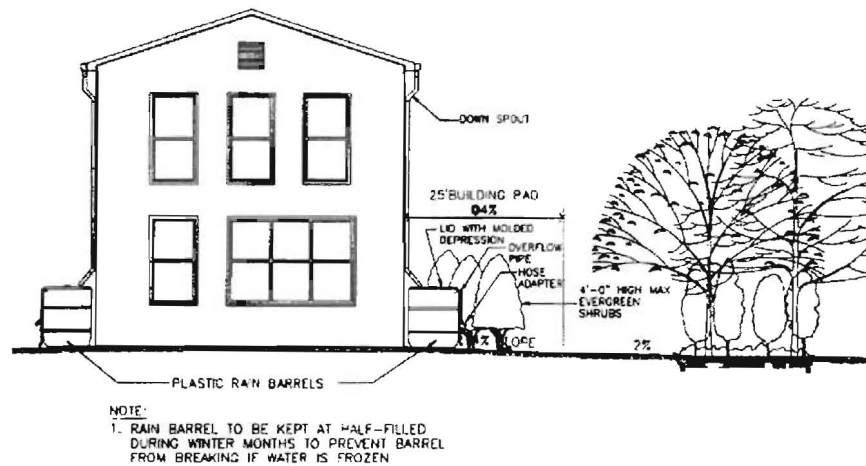


Rain Barrels and Cisterns

Rain barrels are retention devices designed to collect rooftop runoff. These are low cost, effective and easily maintained devices which allow for reuse of the water for landscaping or other non-potable uses. Rain barrels should always have child resistant covers and mosquito screening.



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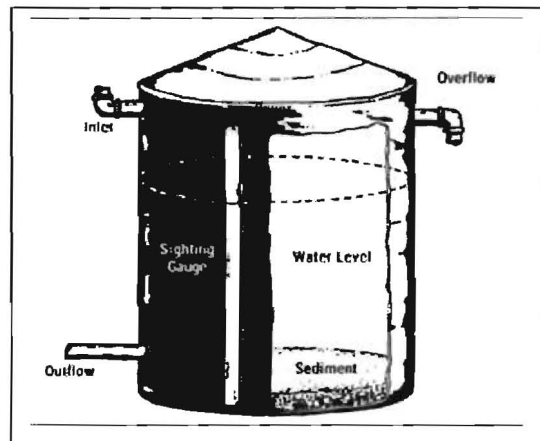


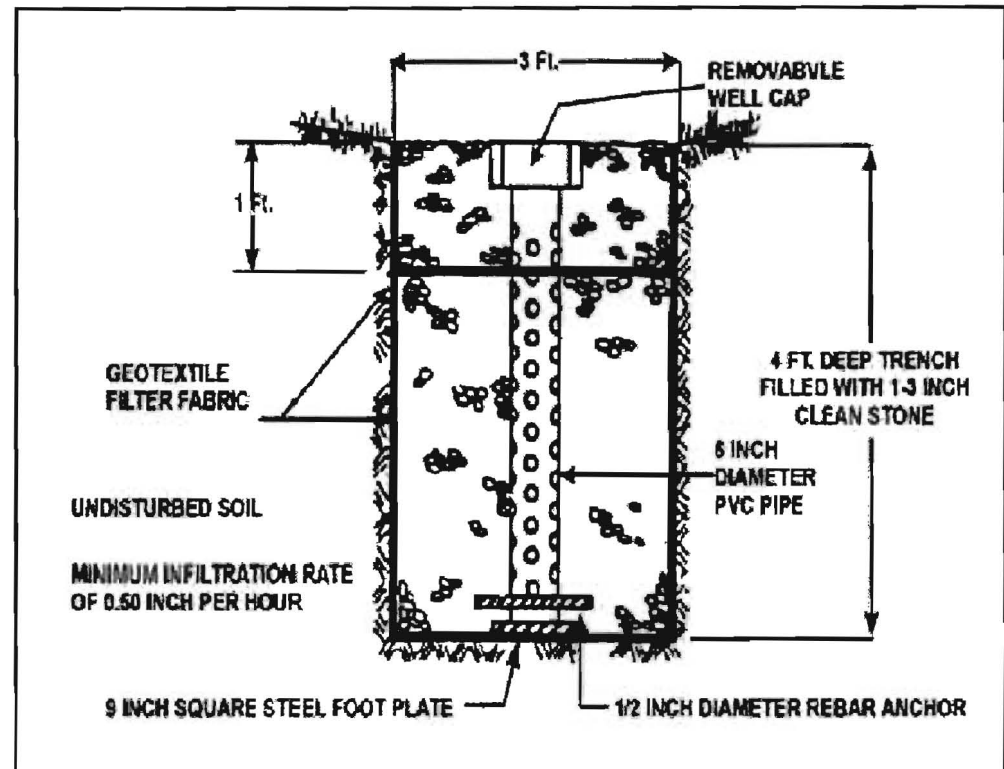
A 42 gallon barrel provides 0.5 inch storage for approximately 133 square feet of rooftop.

Cisterns are similar devices to rain barrels, but on a larger scale such as for a commercial or industrial facility.

Infiltration Trenches

Infiltration trenches are excavated trenches filled with stone to form a subsurface basin. Runoff is diverted into the trench where it is stored until it can penetrate into the soil. They are most effective and maintain a longer life cycle where pretreatment, such as a vegetated filter strip or a grassed swale, is also part of the design.

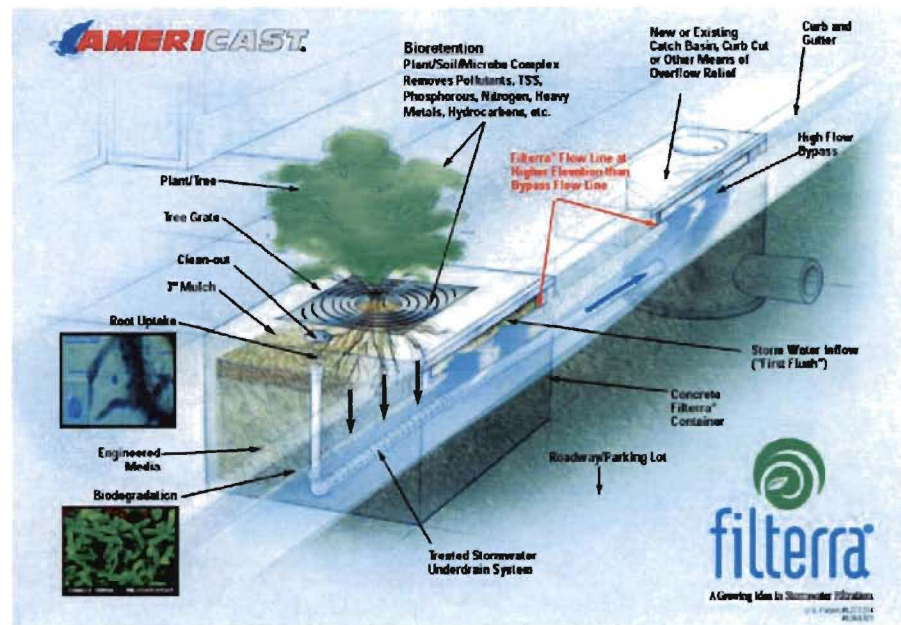




Tree Box Filters

Tree box filters are in-ground containers that serve as a planting device for street trees in more developed areas. These bioretention devices are placed along the edge of a curb where storm drain inlets are located. They receive the "first flush" of stormwater controlling runoff quality by filtering with vegetation and soil before entering a catch basin. They are most effective when numerous units are distributed throughout a site. They can be used to retrofit existing developed areas and are easily tailored to the site's stormwater needs.

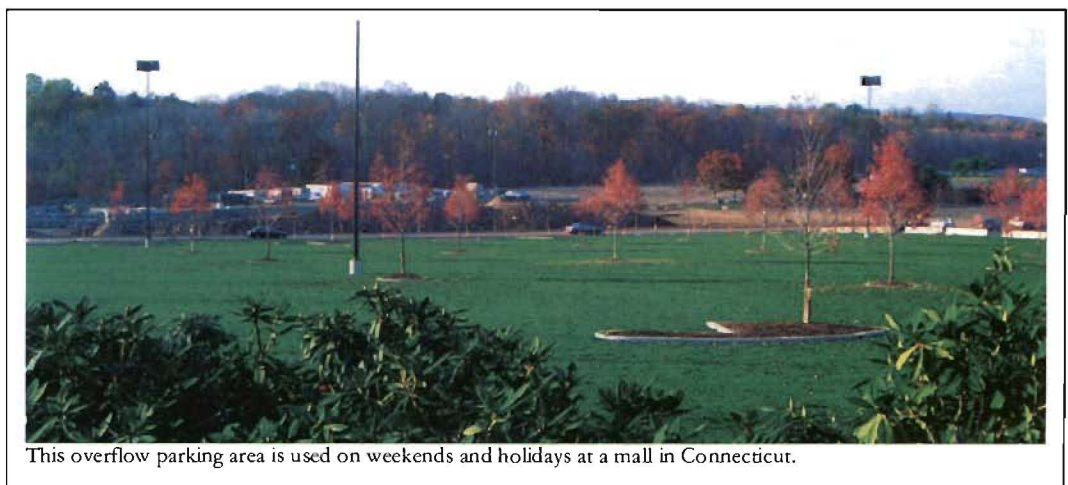
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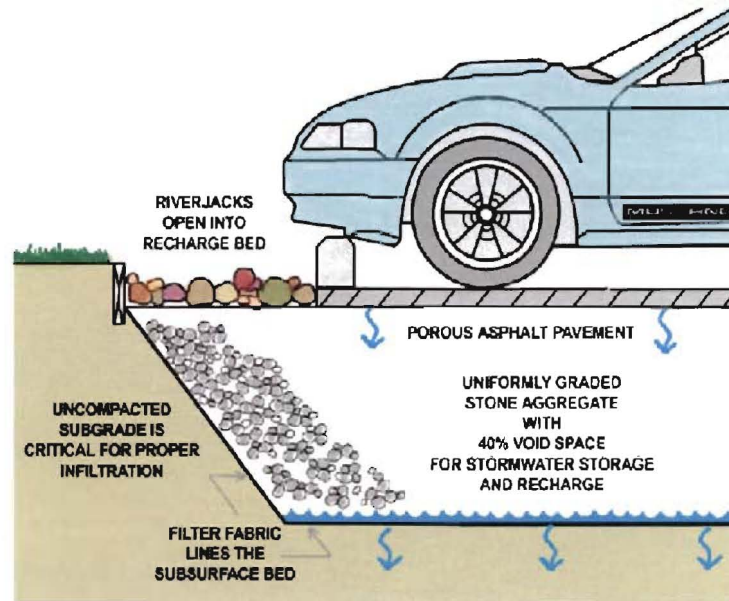
Source: AmeriCast. *Filtterra by AmeriCast – An Advanced Sustainable Stormwater Treatment System*. The use of the above graphic is not intended to endorse a specific product. It for illustration purposes only.

Permeable Pavers

Permeable pavers allow water to seep into the ground through interdispersed openings to reduce runoff and pollutants. They consist of concrete blocks, where the interstices are filled with sod, or rigid lattice-like structures made of recycled plastic which is then filled with sod or gravel. Grass-pave[®] or Gravelpave[®] are examples of permeable pavers than come in a roll, as shown in the graphic. Runoff is detained in a gravel bed, infiltrated into the underlying soil or both. They can be used in parking lots, emergency access, fire lanes, and walkways.

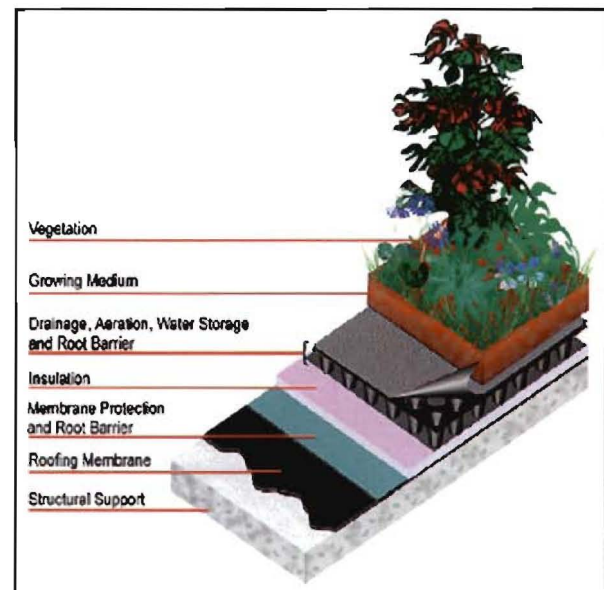


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Green Roofs

Green roofs incorporate vegetation on the rooftop to filter, absorb and detain rainfall. These roofs reduce pollutants such as nitrogen and dust, store 30-100% of annual rainfall to relieve pressure on storm drains and streams, and provide cooler air temperatures and higher humidity through natural evaporation. Green roof technology is well established in Europe and Canada and has been more recently embraced by municipalities and corporate organizations alike, such as the cities of Boston, Atlanta, Portland and Chicago, as well as by the Ford Motor Company, Target, McDonald's and Wal-Mart to name a few.



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The roof consists of a waterproof roofing membrane, an insulation barrier, root barrier, moisture retention layer, drainage material, a geotextile filter, a light soil substitute and plants as shown in the illustration.



Designed Business District Guidelines

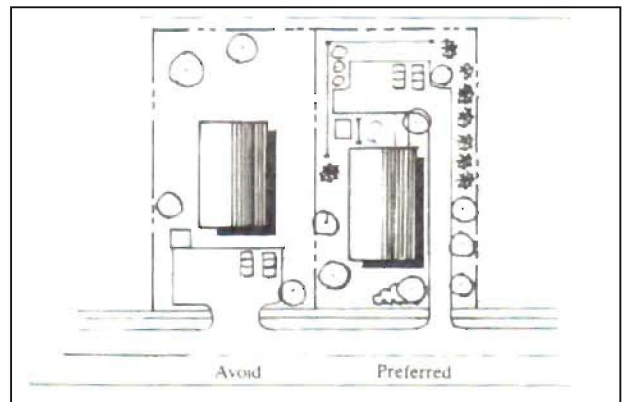
The Designed Business District Guidelines apply to new non-residential development and redevelopment in the Town's Designed Business Zoning district. They are intended to promote quality development along one of the Town's major roadways.

Specific Site Design Details

Please see the following chapters for additional specific design guidelines in these topical areas: Chapter 4 for *Architecture*, Chapter 5 for *Access and Circulation*, Chapter 6 for *Landscaping*, Chapter 7 for *Signage* and Chapter 8 for *Lighting*.

Off-Street Parking & Access

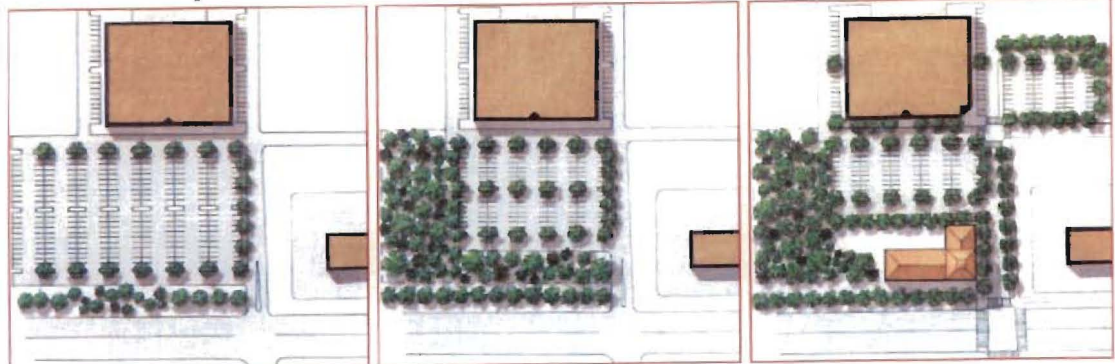
Parking lots, with their expanse of asphalt and clutter of cars, can be an eyesore. Locating parking lots behind buildings is strongly encouraged. If parking lots cannot be located behind buildings, they may be located to the side of buildings, but only if they are buffered from roadway



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

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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 Lloyd’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 8 spaces. Permeable pavers 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 provide additional shade trees without losing a single parking space.

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Break up, conceal, and buffer parking areas

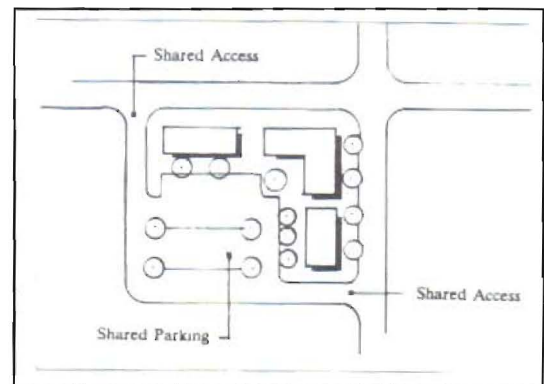
Parking should be placed at the rear or side of buildings rather than in the front. Small-scale buildings should be placed near the road to further conceal the parking and to link the site to the street front and sidewalk systems.

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 larger developments, postpone full construction of parking lots until demand is evident. A performance bond may be necessary to ensure proper compliance if 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 lower demand spaces should be paved with porous pavers or just grassed fields 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 restaurant), 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.

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

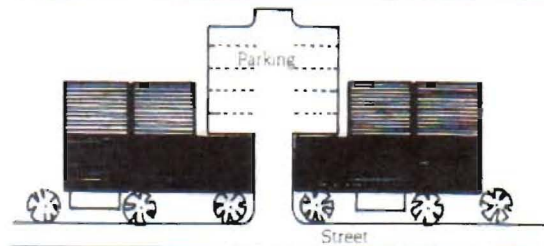
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significantly undermines the character of an area and, if permitted, will change a rural environment to a suburban environment. The width of the buffer should vary according to the setback of buildings. For example, where small-scale buildings are close to the street, businesses enjoy the visibility from the street and a buffer is not appropriate. In other cases, a buffer should be planted. Parking and stormwater management (unless landscaped to resemble a natural water feature) should not be placed in the buffers.

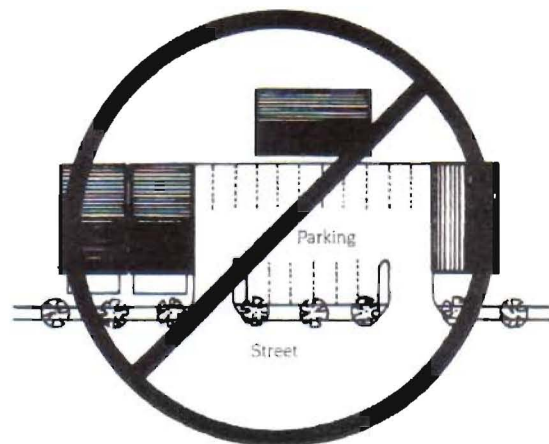
Curb cuts and cross access

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.

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.

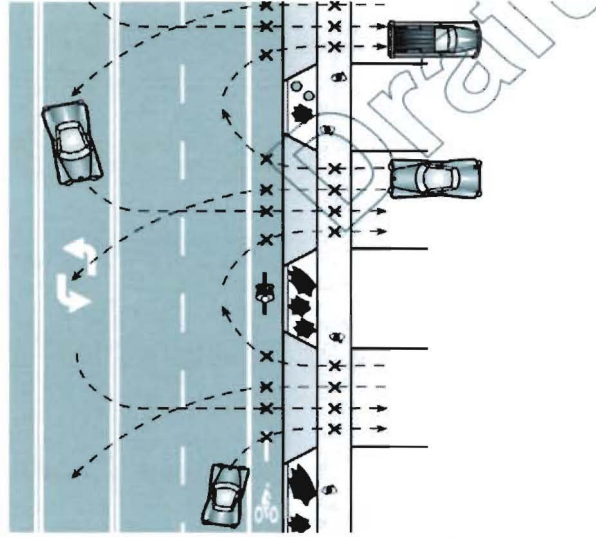


Small lot between buildings screened from street

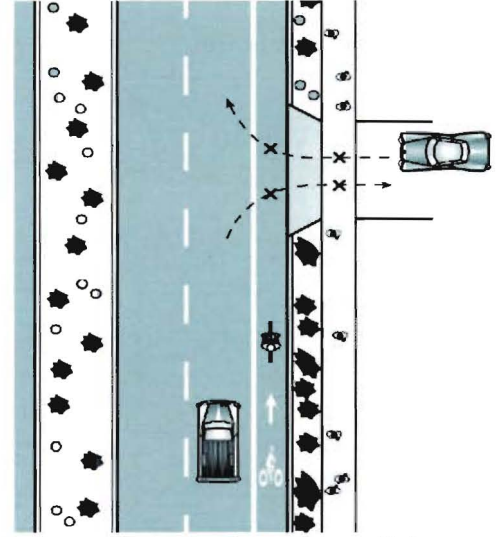


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Excess entrances should be closed and overly wide curb openings should be narrowed, especially during any subsequent site plan review process.



Uncontrolled accesses create 8 potential conflict points at every driveway.

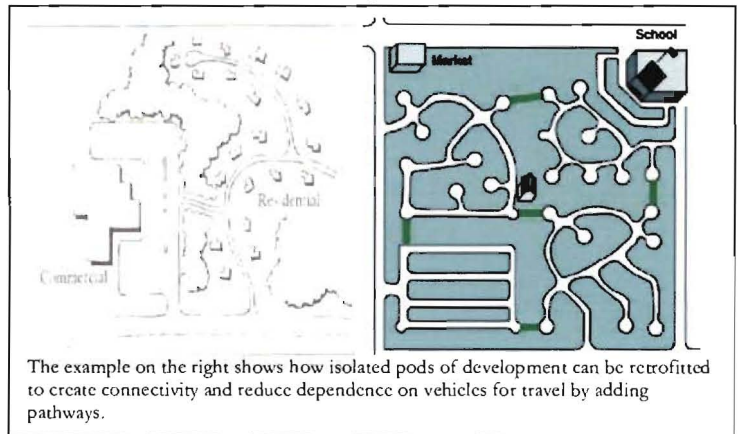


A raised median and consolidating driveways reduce conflict points.

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.



The example on the right shows how isolated pods of development can be retrofitted to create connectivity and reduce dependence on vehicles for travel by adding pathways.

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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.

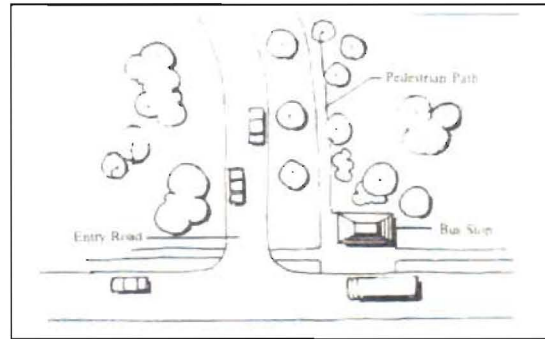
Pedestrian and Bicycle Circulation

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 mobility, as well as the 25 – 30 percent of the population who cannot drive because of age or income.

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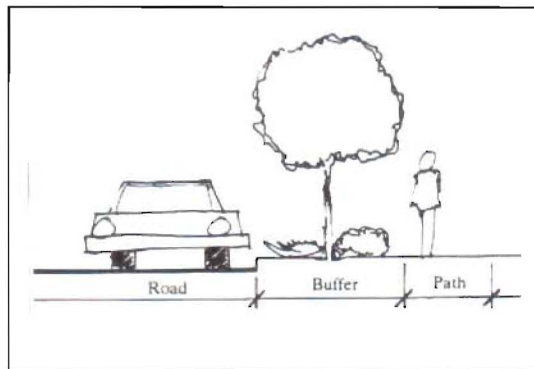
Give pedestrians priority

All Planning Board actions that may affect traffic and circulation should be guided by a basic principle: we are all pedestrians (including the disabled in wheelchairs or walkers) and should receive priority over vehicles. Every application reviewed by the Planning Board should include an examination of alternatives to the automobile with an emphasis on pedestrians. Include handicapped accessible 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.



Sidewalks

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, wheelchairs 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 always comply

with the Americans with Disabilities Act.

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

Redevelop Strip Commercial

Redevelopment of strip commercial sites along Lloyd's major roadways present excellent opportunities for the Planning Board to use the Design Guidelines to retrofit these areas. As buildings reach the end of their useful lives, landowners and developers will seek to redevelop sites with modern day needs and uses. The following are recommendations to retrofit the existing strip into attractive areas for the Town:

- ❑ Typically, a strip commercial site will have parking in front of the building. On a redevelopment project, the ideal would be to move the building forward toward the road. If that is not possible, then street trees and generous landscaping should buffer the road from the parking.
- ❑ There may also be multiple access points to the location. Consolidation of the access points would be preferred, especially if there is an opportunity to share access and/or parking with an adjoining parcel.
- ❑ Potential connection through service roads should be explored.
- ❑ Pedestrian connections with neighboring parcels should be encouraged particularly to residential areas.
- ❑ If it is a large redevelopment project, a mix of uses including residential should be considered.

Hamlet Guidelines

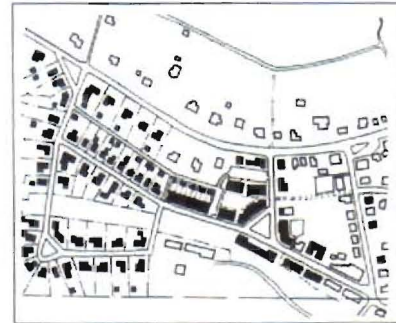
The Design Guidelines for Highland are meant to promote quality development that is attractive, convenient and compatible with surrounding uses and historic buildings in the hamlet. These Guidelines are intended to be general in nature and not to restrict creativity, variety or innovation. They apply to new development and redevelopment in the Town's Central Business (CB) District.

Pattern of New Development

The compact, walkable features of the existing hamlet should be extended when new development is proposed. By replicating existing patterns, new development will enhance and blend in with existing development rather than detract from and stand out in stark contrast as "different." Large suburban lots in or adjacent to a hamlet will disrupt the character of the neighborhood.

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



Plan of possible hamlet extension with 100 units of residential and mixed use



Suburban style extension with 25 residential units should be discouraged

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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 and/or architecturally significant buildings.

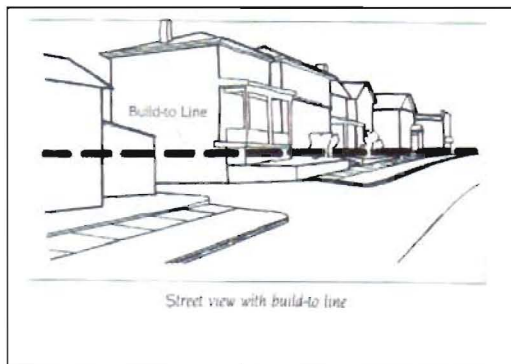
All new buildings and remodeling or expansions of existing buildings, exclusive of buildings determined to be historic and/or architecturally significant, should conform to the following minimum structural and architectural design guidelines as much as possible.



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.



Lot Size and Dimension

Existing hamlet lot sizes vary in size and dimension. These variations should be encouraged in new development to allow for a range of house sizes and affordability. Lot frontage should be between 40 and

80 feet and wider frontage houses should be situated to allow future subdivision. Rear lots can be accessed with 15 feet of street frontage.

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 in the hamlet areas.



Picture shows a complete circulation system accommodating the needs of pedestrians, bicyclists and drivers.

Pedestrian Circulation

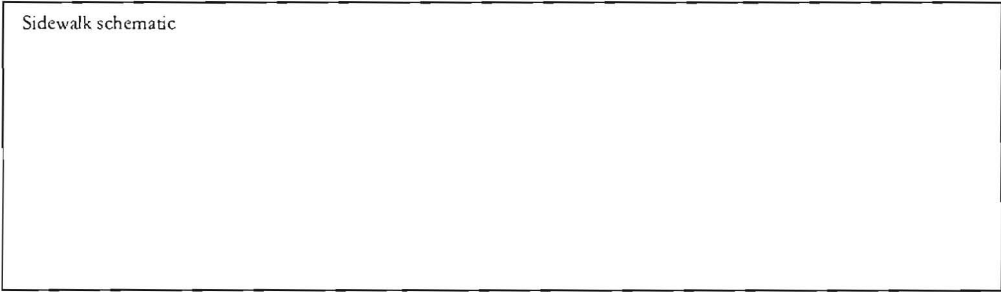
Convenient and pleasant pedestrian circulation systems should be provided continuously throughout the hamlet. Where feasible, any existing pedestrian routes through the site should be preserved and enhanced. All streets, except for alleys/lanes, should be provided with continuous sidewalks. The following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

- 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 not appropriate.

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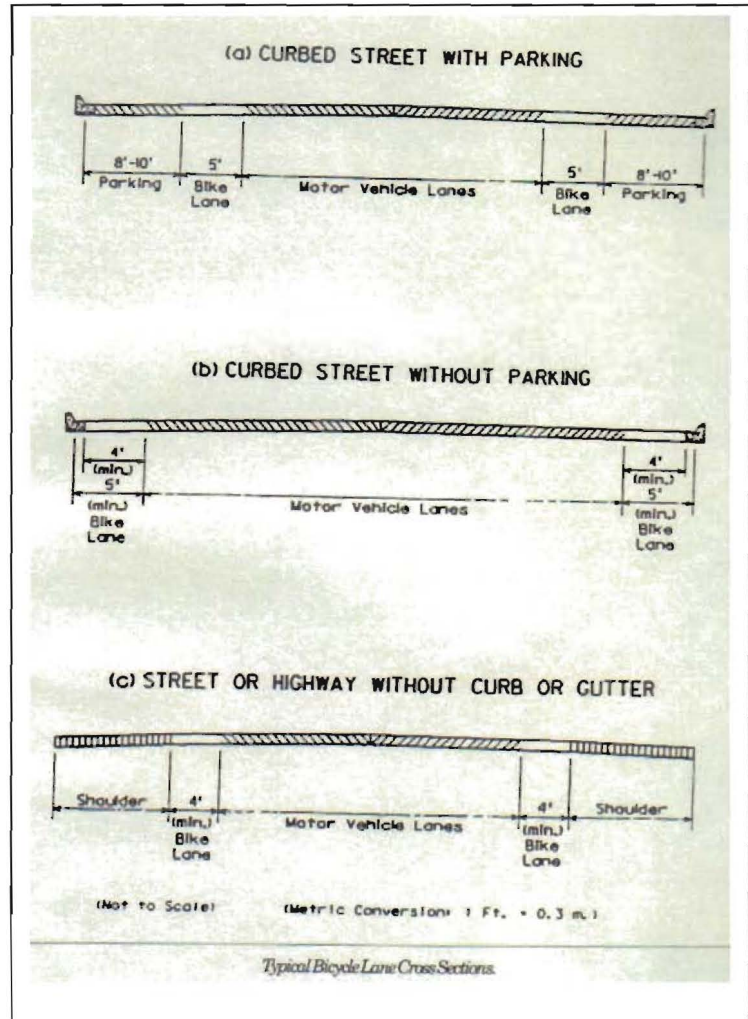
- ❑ In the hamlet main street area, clear and well-lighted walkways should connect building entrances to the adjacent public sidewalk and to any parking areas. Such walkways should be a minimum of 6 feet in width and should be landscaped with trees, shrubs and other plant materials.
- ❑ Intersections 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.
- ❑ Sidewalks should comply with the applicable requirements of the Americans with Disabilities Act.

Sidewalk schematic



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 15 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 well-lighted and placed in highly visible locations that promote security through surveillance.

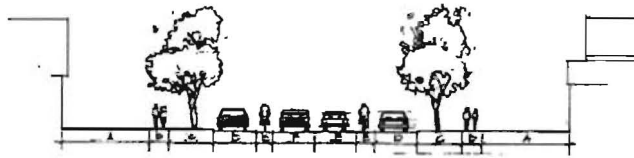
Motor Vehicle Circulation

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.

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Hamlet Main Street

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.



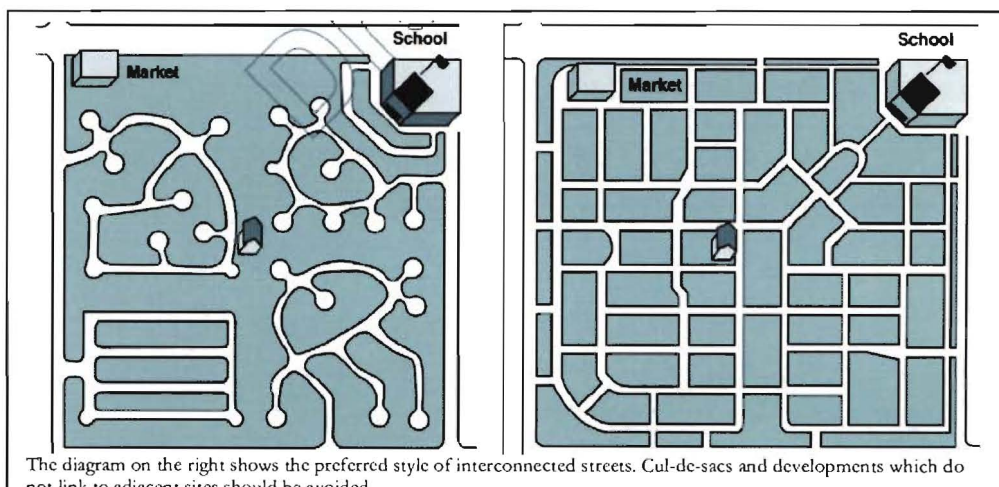
Cross-section of a typical Main Street with the recommended dimensions of each component: A) building setback from street right-of-way; B) sidewalk; C) planting strip; D) parking lane; E) bicycle lane; F) travel lane.

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.

All streets should terminate at other streets or at public land. 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.

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



The diagram on the right shows the preferred style of interconnected streets. Cul-de-sacs and developments which do not link to adjacent sites should be avoided.

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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.

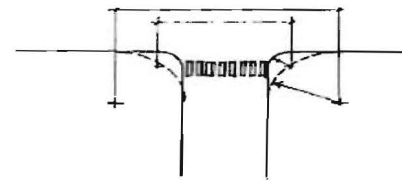


Diagram of a street intersection. Reducing the radius of street corners slows turning vehicle traffic and shortens pedestrian crosswalks

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.

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

- 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.
- Any lot having access from an alley should additionally front upon a public street.
- 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.

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- 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.
- Design speed should not exceed 10 mph.

Hamlet Streetscape

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,



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

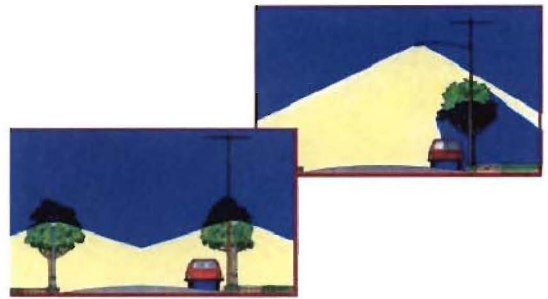
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invasive root systems, or allergen production. In the main street area, the street treescape should consist of deciduous species that branch above eight feet to facilitate viewing of storefronts and signage. The following street trees are tolerant and are recommended:

- 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

Human scale 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 use 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.

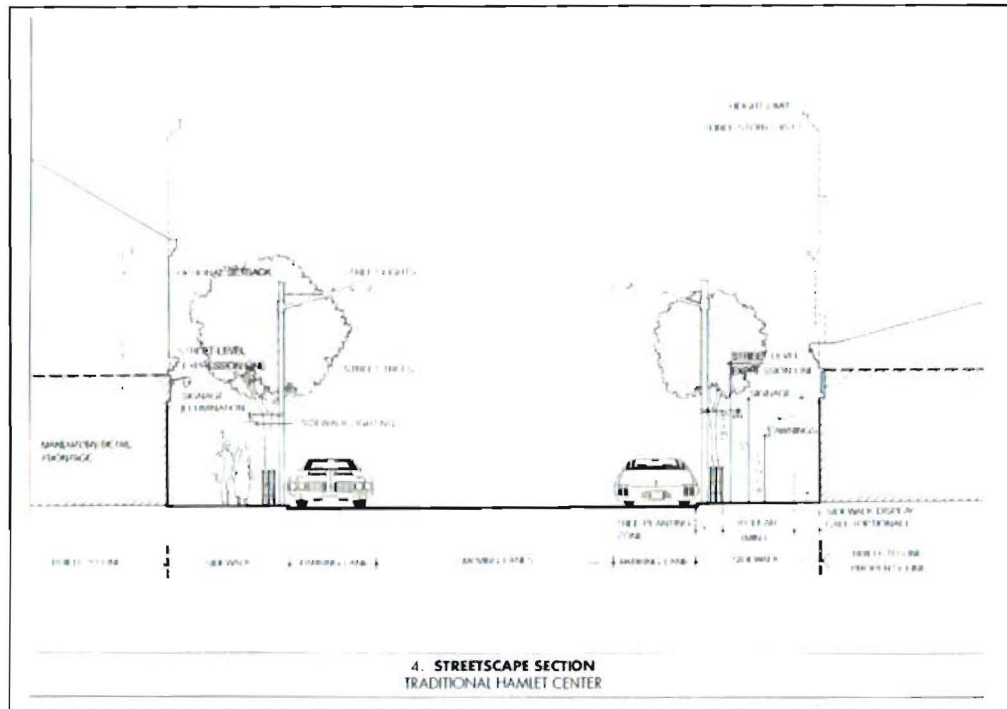


Pedestrian scale fixtures focus light on streets, sidewalks, and storefronts, not on upper floors of buildings.

Street furniture

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

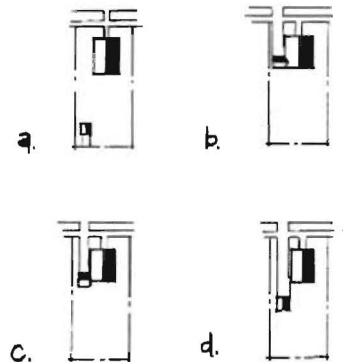
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Hamlet Parking

Parking must meet the standards specified in Section 100-XX of the Zoning Law. In addition, the following guidelines apply. In the event of a conflict, the Zoning Law applies.

On-street parking should be provided in



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.



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

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

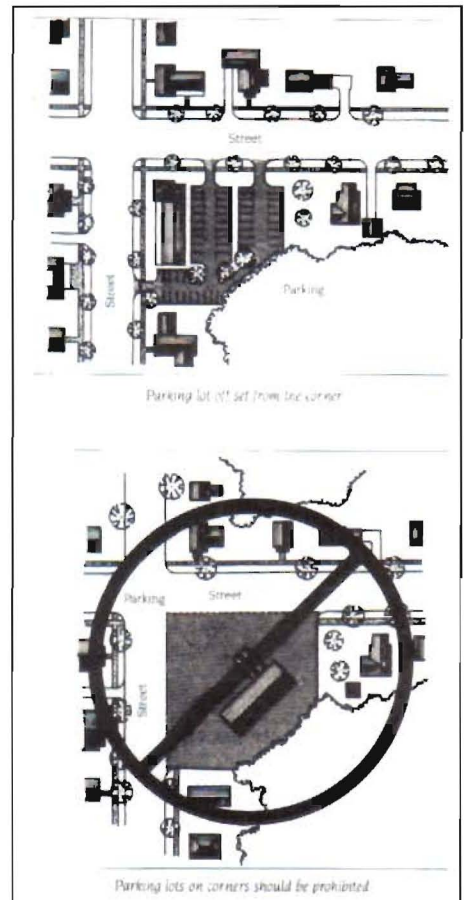
parking requirement for the use on that lot.

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

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 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.

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 Canada Europe and Australia for about 50 years and many are in use in Massachusetts, Vermont, Colorado, Maryland, Florida, and



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California. Several have been constructed by the New York State Department of Transportation (DOT) in Poughkeepsie and according to DOT, thousands of roundabouts are planned statewide.

Roundabouts are characterized by yield-at-entry, deflection of the vehicle path, tight turning radii, and entry flare, which contrasts them with traffic circles. Roundabouts can also include splitter islands at all approaches, good sight distance, lighting, pedestrian crossings, 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.

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 help builders design new buildings that are compatible with Lloyd's vernacular architecture.

Local Architectural Styles

Lloyd's earliest settlements occurred in the 17th and 18th centuries. 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. 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. 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.

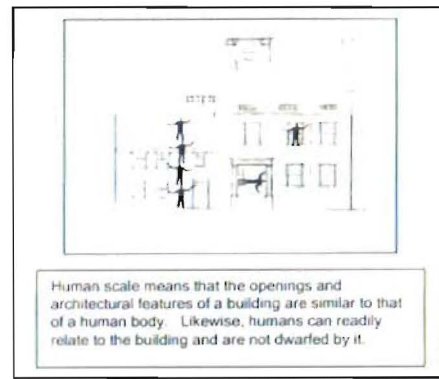
New buildings should include architectural elements of the vernacular, such as gabled roof lines, multi-paned windows and natural building materials. The size

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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 Lloyd’s vernacular architecture.



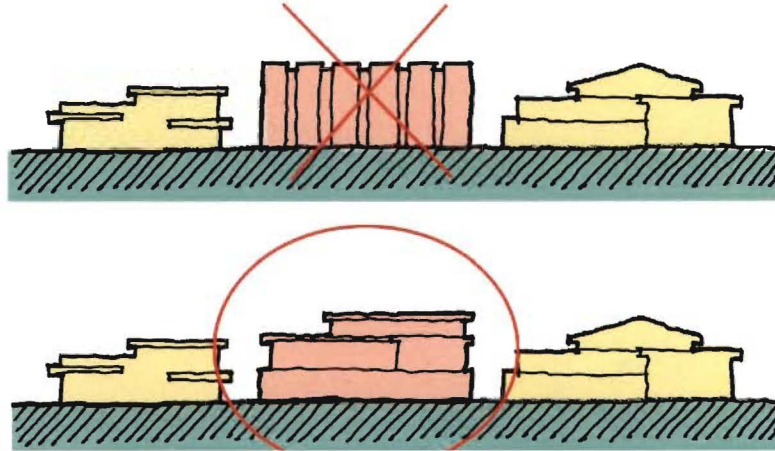
Human scale means that the openings and architectural features of a building are similar to that of a human body. Likewise, humans can readily relate to the building and are not dwarfed by it.

Buildings in Highland maintain a compatible mass and 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 and Hamlet.

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.



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, 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.



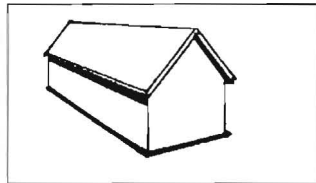
APPROPRIATE



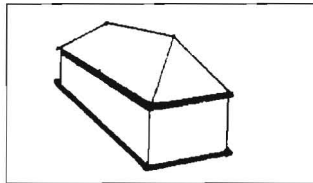
INAPPROPRIATE

Roof Design

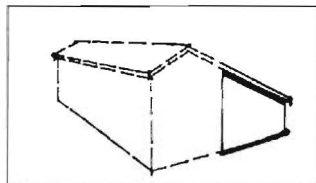
The style of roof lines is important because roofs are a predominant visual element of a building. As such, the roofs should be designed similar to the vernacular architecture, typically front and side gables. Gable roofs may vary in pitch from 7:12 to 14:12. Roof pitches below 8:12 on main roofs are 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. All gables should be functional.



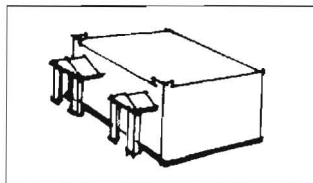
Gabled roof



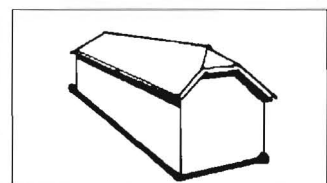
Hipped roof



Shed roof



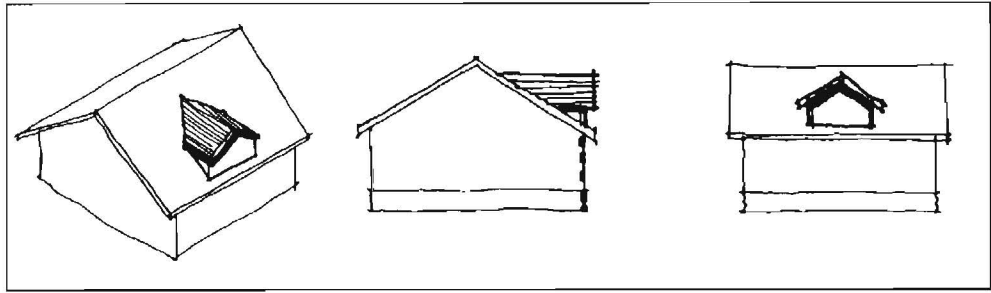
Flat roof



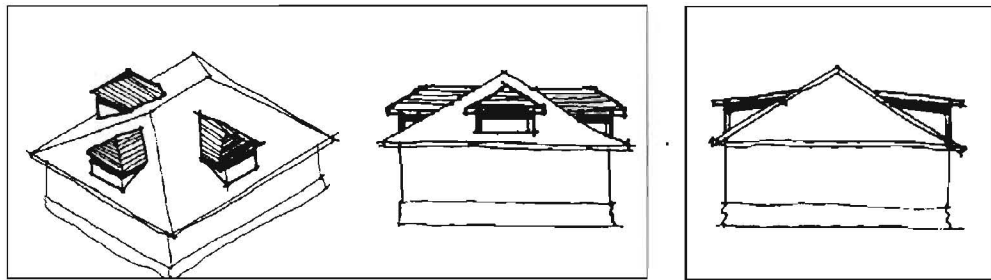
Clipped Gable

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.



Gabled dormer



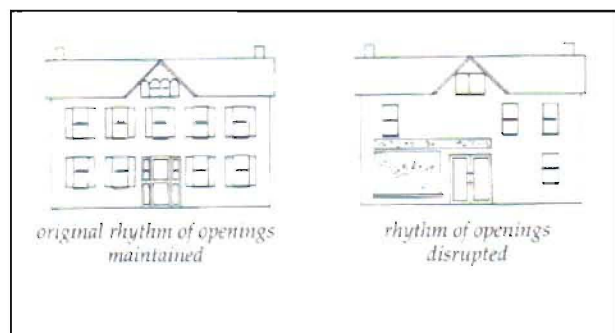
Hip dormer

Shed dormer

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 and Hamlet. 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.

Rhythm of Openings

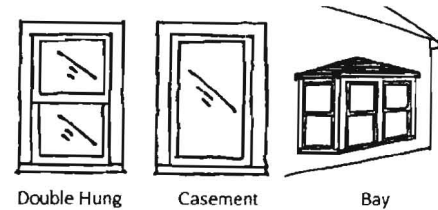
Long uninterrupted walls are monotonous and should be modulated or broken up with architectural features such as windows, doors and columns. Windows and doors should be placed at regular intervals across the building façade. Though literal symmetry is not necessary, a general balance between façade elements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



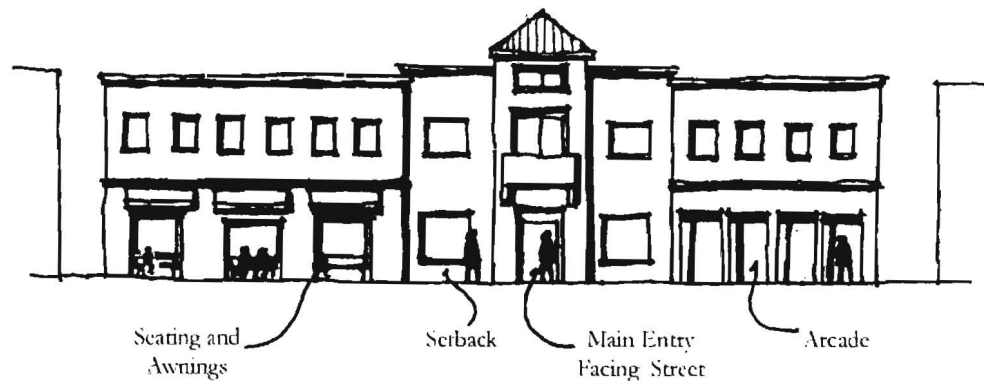
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Windows should be vertical, in proportions ranging from a 1:2 to a 3:5 ratio of width to height. Multiple panes divided by muntins are encouraged, in accordance with the style of the building (small panes for colonial, large panes for Victorian, etc.). Single casement 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.



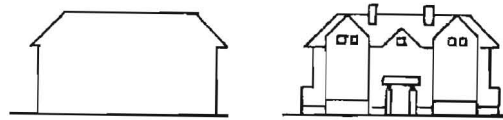
Doors should have raised or recessed panels, be of vertical tongue and groove board style, or be glazed. The size, proportion and detail should be appropriate to the character of the building.



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.



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

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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.

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

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

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.

Building Materials

Traditional building materials should be used whenever possible for new construction. These include wood siding (clapboard, shiplap, board and batten, and shingle), native stone (fieldstone), stucco or brick of a shape, color and texture similar to that found in the historic buildings in the Town and Hamlet. Natural materials, including HardiPlank or other cementitious siding, are preferred over the use of aluminum, corrugated metal, vinyl, plastic or fiberglass siding. 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 (like HardiPlank), 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

Traditional residential architecture in the Hamlet of Highland is illustrated in this photograph.



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 make it visually interesting.

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characteristics and can be toxic if burned.

While materials such as concrete block or metal 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 an historically rich rural area such as Lloyd.

Windows and doors should be trimmed with wood or any other building material used in the façade. 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.

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 and Hamlet.

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.

Fire Escapes

Fire escapes should always be located at the rear of buildings.

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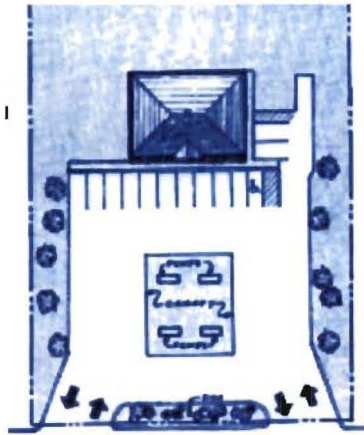
Accessory Structures

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

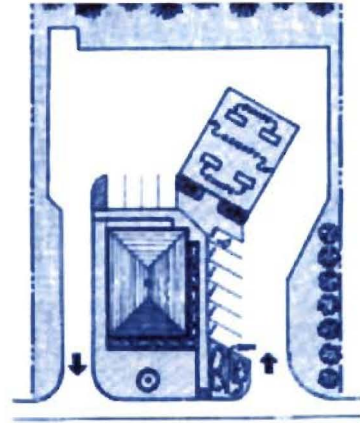
Gas Stations

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.

C H A I



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 gas station was constructed on US Route 9 in Dutchess County 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 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.

Landscaping

Site Landscaping

New developments should be landscaped to provide visual interest in all four seasons by including deciduous trees, conifers, shrubs, perennials and bulbs. Landscape plans that are limited to deciduous trees and shrubs leave 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

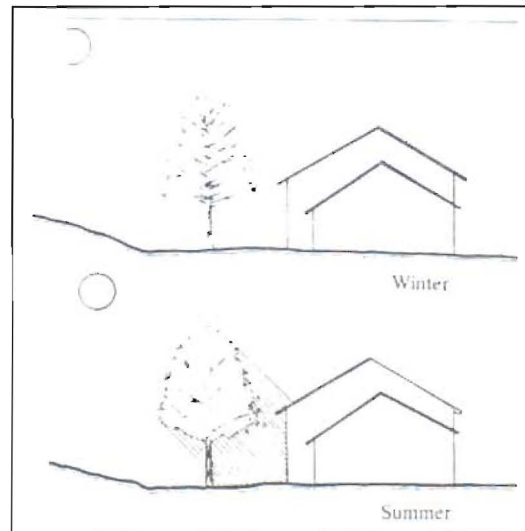
The use of native plant materials is strongly recommended as a means to reduce maintenance and create plantings that will blend with the rural character of the Town's open spaces. Site conditions should be carefully considered when selecting species. Trees and vegetation that are not sited properly will 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.

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 Lloyd, 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.

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.

Buffering

One of the principal benefits of living in Lloyd 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 development is situated adjacent to farms, vegetative buffers should be provided along the periphery of the development to separate the new development from adjacent agricultural uses and mitigate possible conflicts.

Riparian buffers along streams should be provided to protect water quality and wildlife 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.

Street Trees

Trees have traditionally been used in Lloyd to define the edges of both rural roads and hamlet 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 Lloyd 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.

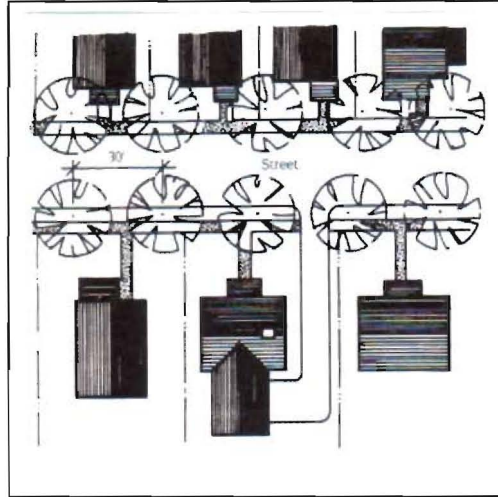
Trees should be placed close to the road and to each other to create a park-like canopy. Trees placed close to the road have the additional benefit of helping to slow traffic by narrowing the field of vision.

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



Street Trees- Commercial Areas



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 pedestrians 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 for commercial projects, 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

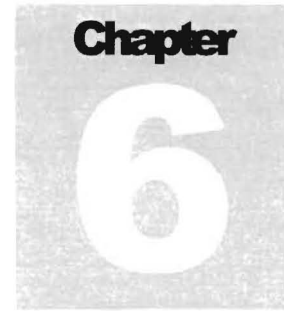
The design of drainage features, such as catch basins, swales, and collection ponds, should be treated as elements of the site's landscape plan and modeled upon the characteristics of naturally occurring ponds and streams found throughout the Town. Too often, the size and shape of drainage basins create 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

CHAPTER 5 LANDSCAPING

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.

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.



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.

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.

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

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 Lloyd, the 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 in Hamlet of Highland require special small-scale signage. Since most historic commercial facades were designed to include a sign board, wall-mounted signs are often the 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 hamlets and 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.

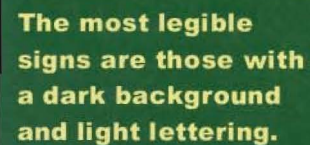
Location and Size

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.**

CHAPTER 6 SIGNAGE

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 Lloyd. 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:



- ❑ 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 Lloyd'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 spaces, points of interest, or provide other essential information to guide vehicular, bicycle 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 Lloyd, internally illuminated signs are discouraged. 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

Most outdoor lighting wastes energy because it is poorly planned and designed. This 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. When a site is overlit, particularly in dark surroundings, elderly persons or those with vision impairments can be temporarily blinded when returning to the dark area. Moreover, poorly designed lighting shines upwards (not where it is needed most), creating 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 in a rural environment is 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 its intended area.
- Lighting fixtures should be installed to maximize their effectiveness on the targeted property, and minimize their adverse impact beyond the property borders.

CHAPTER 7 LIGHTING

- ❑ Main street and pedestrian area lighting should be human-scale (10-12 feet high). Parking lot lights need not exceed 15 feet.
- ❑ Fixtures should be spaced approximately four times the height.
- ❑ Lighting for gas station canopies should average 5 footcandles in pump island areas.
- ❑ Outdoor signs should be lit from the top downward only.
- ❑ High and low pressure sodium are most efficient for highway lighting. Metal halide is preferred for commercial and pedestrian areas where color quality is important. Fluorescent, LED, or incandescent lights can be used for low wattage situations.