



VILLAGE OF WILLIAMSVILLE

R-3M MULTIPLE DWELLING RESIDENTIAL DISTRICT DESIGN STANDARDS

§ 112-15
(ATTACHMENT 1)



ADOPTED MAY 26, 2015

§ 112-15

R-3M MULTIPLE DWELLING RESIDENTIAL DISTRICT

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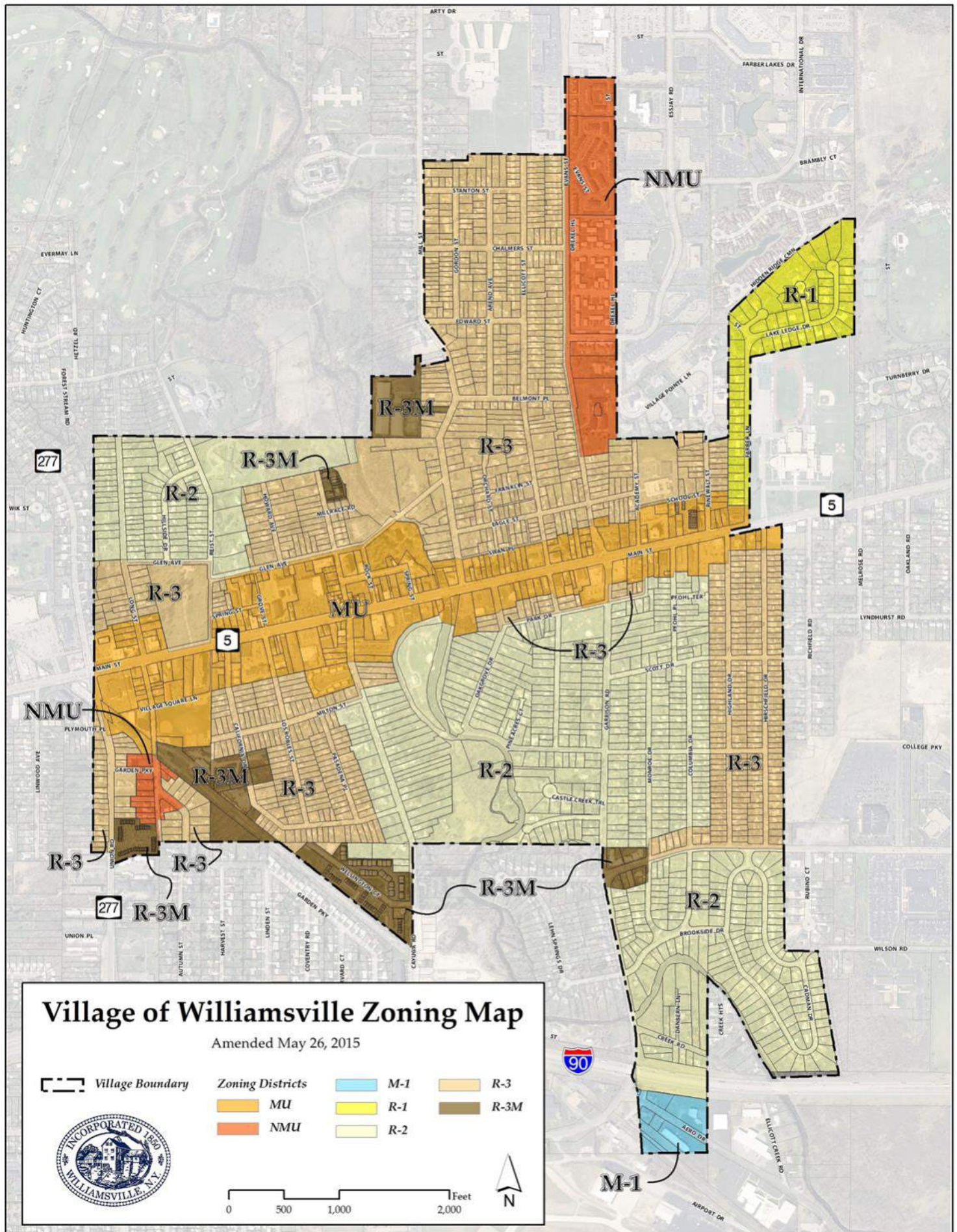
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§ 112-15A

INTRODUCTION

§ 112-15A(1) PURPOSE OF THE MULTIPLE DWELLING RESIDENTIAL DISTRICT

THE VILLAGE OF WILLIAMSVILLE'S 2010 COMMUNITY PLAN recognizes the community's desire to maintain its historic character, provide for enhanced walkability, and support a vibrant economic and neighborhood environment. The traditional community character presented within the Village is of paramount importance to the provision of these elements.

A key component of this land use classification conveys the important role that well-designed, publicly open spaces play in creating and organizing high quality higher density residential neighborhoods. Such spaces, be they a park or simply a well designed Village street that invites the public to stroll its length, can ensure that higher density housing is sensitively knitted to the larger fabric of the Village. R3-M classified lands are scattered in six locations in the Village. The R3-M land use classification has been applied to provide maximum flexibility for these properties given current trends in the "deinstitutionalization" of elder care.

These areas consist of both existing higher density residential areas and areas that have been identified as appropriate for higher density residential development in the future. The South Long Street neighborhood is utilized to convey the principles that should be adhered to with respect to higher density residential development in the Village. Principles established in the South Long Street focus area can also be applied to other areas of the Village where higher density housing is contemplated, or where existing higher density housing is redeveloped. A variety of housing types should be considered. Quality open spaces (both passive and active) and streets that are accessible to the public.

§ 112-15A(2) R-3M DISTRICT ESTABLISHED

THE VILLAGE OF WILLIAMSVILLE MULTIPLE DWELLING RESIDENTIAL (R-3M) ZONING DISTRICT is hereby established as depicted on the Village's zoning map (see attached map on Page iii). The regulations described herein establish the desired development pattern, form, massing, density, site layout and architectural detailing for the R-3M District. Given the varied context of the surrounding neighborhoods, there is a need for clear standards that meet the goals and objectives of the community while allowing for flexibility and creativity. These regulations provide the necessary framework for high-quality development and flexible design alternatives.

§ 112-15A(3) CONFLICTS AND COMPLIANCE WITH OTHER REGULATIONS

ALL DEVELOPMENT MUST CONTINUE TO MAINTAIN compliance with all applicable codes and regulations, including, but not limited to, the Building Code of New York State which shall supersede where conflicts exist with the R-3M District. These regulations shall supersede where conflicts exist with the remaining chapters of the Code of the Village of Williamsville.

§ 112-15A(4) APPLICABILITY, REVIEW, APPROVAL AND PERMIT PROCESS

THE R-3M DISTRICT REGULATIONS SHALL APPLY, IN WHOLE OR IN RELEVANT PART to all applications commenced from the date of adoption by the Village of Williamsville Board of Trustees.

- (a) These regulations shall apply to all proposed actions within the R-3M District which include one or more of the following activities:
- [1] New building construction;
 - [2] Installation of new curb cuts on any public street;
 - [3] An increase of the gross building square footage of the lesser of 30 percent or 500 square feet;
 - [4] A change or addition of façade materials and/or design greater than 200 square feet not including routine maintenance or re-painting existing façade materials (unless architectural review is otherwise triggered hereunder) (only §112-15F and §112-15G shall be applicable);
 - [5] Installation of new signage (only §112-15H shall be applicable);
 - [6] Any expansion, substantial modification or substantial reconstruction of parking lot or driveway footprint (only §112-15D shall be applicable);
 - [7] Changes to parking, loading and service arrangements or access management such as entry/exit, cross access, or circulation (only §112-15B and §112-15D shall be applicable);
 - [8] Installation of landscaping features (only §112-15E shall be applicable);
 - [9] Installation of above-grade utilities (only §112-15C(4) shall be applicable); and
- (b) Existing single-family structures within the R-3M District are not required to adhere to these Design Standards.
- (c) Operation of a home occupation within the R-3M district (see §112-15A(6)) shall conform to § 112-12A(2)(b).
- (d) The review and approval of applications under these Design Standards shall conform to § 112-23.

§ 112-15A(5)
DESIGN OBJECTIVES

THE DESIGN OBJECTIVES PRESENTED BELOW WERE derived from the Village’s Community Plan, and are included to assist with the interpretation and administration of the regulations described in § 112-17 B through I.

- (a) Culs-de-sac are prohibited where connections between streets can be made, except where such connections cannot be reasonably made or do not serve the overall public good of the Village.
- (b) Housing should be provided in concert with well defined, functional public spaces (and should) clearly address the public realm.
- (c) New high density housing should be sensitively integrated into the fabric of the existing Village, rather than consisting of isolated and self contained pods surrounded by surface parking.
- (d) Parking facilities associated with higher density housing should be hidden behind or under buildings, and adjacent public streets should be available for on-street parking.
- (e) Transitions from existing lower density housing to higher density housing should be gradual.
- (f) Residential structures fronting along public streets should include “public” components that actively address the street and public realm such as porches.
- (g) Traditional parking and circulation techniques, such as alleyways, should be encouraged, to enable parking to be provided in the rear of residential structures.
- (h) New streets laid out in connection with higher density housing should blend with the character and scale of existing Village streets.
- (i) All new overhead utilities should be buried. When opportunities present themselves, existing overhead utilities should also be buried.

§ 112-15A(6)
LIST OF PERMITTED USES

THE FOLLOWING IS A LISTING OF PERMITTED USES FOR THE R-3M DISTRICT IN THE VILLAGE OF WILLIAMSVILLE.

(a) Permitted Uses.

- [1] Dwelling, Single-Family
- [2] Dwelling, Two-Family
- [3] Dwelling Unit, Accessory*
- [4] Dwelling, Multi-Family
- [5] Townhouse or Townhome

(b) Uses Requiring a Special Use Permit.

- [1] Home Occupation*
- [2] Private Parking Lot (as exclusive or primary use)

(c) Uses not listed as permitted in this district are prohibited.

(d) Uses not listed as permitted in this district, but in existence prior to the date of adoption of § 112-15 will be considered non-conforming uses subject to the regulations of § 112-10 of the Village of Williamsville Municipal Code.

**Not the principal use of the property*

§ 112-15A(7)

TABLE 1: SUMMARY OF BUILDING AND AREA REQUIREMENTS

Building or Area Requirement	Regulation	Reference Standard in § 112-15
Front Yard Building Setback	0 to 10 feet or the average of principal buildings within 200 feet.	B(2)(c)
Side Yard Building Setback	0 to 20 feet combined width without driveways; 40 feet maximum with side yard driveway. 0-10 when abutting open space or park land.	B(2)(h), B(2)(i)
Rear Yard Building Setback	20 to 40 feet minimum where lot abuts district boundary; 10 feet minimum where lot abuts open space or parkland.	B(2)(j), F(2)(h)
Parking/Driveway Setback	5 feet minimum side yards; 5 feet minimum rear yards.	D(2)(a)
Off-Street Parking Requirement	1 per unit, plus 10% of the number of total units.	D(2)(f)
Building Height	3 usable stories, with an overall maximum height of 36 feet Or 4 usable stories with a maximum height of 40 feet (measured from the mid point of the roof ridge) if the upper story is built into the attic area/slope of the ridge and dormered.	F(2)(e)
Building Coverage	Maximum 10,000 gross square feet per story.	F(2)(b)

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§ 112-15B

SITE PLANNING AND DESIGN

§ 112-15B(1) OVERVIEW

SITE PLANNING STANDARDS PRIMARILY ADDRESS the organization of a project's components, such as building orientation, setbacks, circulation and the relationship of site elements (Figures 1-4). The location of buildings and site features and the organization of circulation patterns for vehicles and pedestrians are critical to the design and provision of a pedestrian-friendly atmosphere that is visually appealing, safe and convenient for all users. High quality site design along the street places structures appropriately to the street line and parking areas to the rear or interior, with a focus on creating a sense of place and an environment that fosters strong interaction between pedestrians, buildings and the street.



Site planning and design standards provide guidance on several topics related to the placement and orientation of buildings, entrances, parking, pedestrian connectivity and circulation patterns. When appropriately combined, these elements foster a vibrant and pedestrian-friendly environment, as reflected in Figures 1-4.

§ 112-15B(2) BUILDING ORIENTATION AND SETBACK

BUILDINGS SHOULD PRESERVE THE
STREETWALL AND DEFINE BOUNDARIES OF
PUBLIC, SEMI-PUBLIC, AND PRIVATE SPACE.

(a) Buildings located on a primary street shall be oriented such that the façade facing the street be substantially parallel to said streets.

(b) *Not Used*

(c) Buildings on primary street shall have a front setback within a range of 0 feet and 10 feet from the right-of-way line or the average setback of existing principal structures on adjacent parcels within 200 feet, whichever is lesser. The Planning/Architectural Review Board may allow an additional 10-foot setback to permit the construction of dedicated public realm amenities or the construction of building overhangs (Figure 5).

(d) *Not Used*

(e) *Not Used*

(f) Buildings fronting on two or more streets shall be determined to have an equal number of primary façades unless said street is classified as an alleyway.

(g) Buildings on corner lots shall be setback from each street the minimum distance practical to

afford adequate sight distances for motorists and pedestrians as determined by NYS DOT highway standards.

(h) Side yards with parking and driveways shall not be more than 40 feet of total width. See Section D(2)(b).

(i) Lots without driveways shall have a minimum side setback of 20 feet of combined width for both side yards.

(j) No principal building shall be placed less than 20 feet or more than 40 feet of any residential district boundary; except that such setback shall be not less than 10 feet of any open space

or parkland.

(k) Accessory structures shall not be greater than 18 feet in height and shall be set back from any property line abutting a residential district boundary a distance at least equal to the height of the structure.

APPROPRIATE

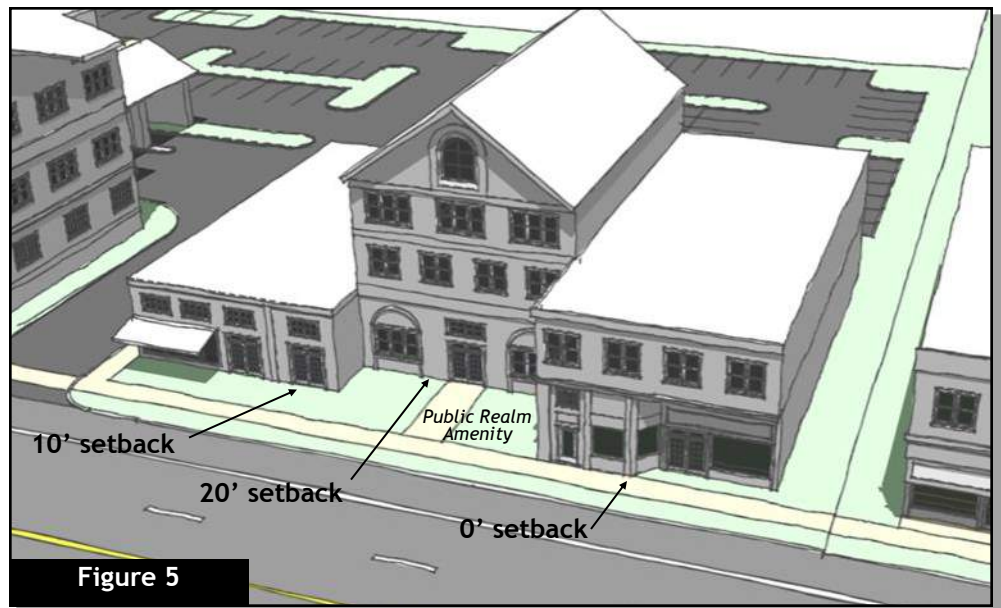


Figure 5

As depicted in Figure 5, front yard setback distances may vary between 0 feet and 10 feet, which may be extended at the discretion of the Planning/Architectural Review Board to a maximum of 20 feet where pedestrian-focused amenities are to be located.

§ 112-15B(3) LOTS WITH MULTIPLE BUILDINGS

LARGE DEVELOPMENT PROJECTS COMPRISED
OF MULTIPLE STRUCTURES SHALL CREATE A
UNIQUE SENSE OF PLACE

- (a) Lots with multiple buildings shall include pedestrian connections between adjacent uses, structures and parking areas (Figure 6).
- (b) Multiple buildings shall create a well organized, accessible and functional site. The site layouts should create a unique sense of place without large parking lots devoid of landscaping or pedestrian accommodations (Figure 7).
- (c) Common or shared parking facilities and access for projects with multiple buildings shall be required to the extent practical or feasible, as determined by the Planning/ Architectural Review Board, to decrease the amount of impervious surface, increase open space and reduce curb cuts onto Main Street.

APPROPRIATE

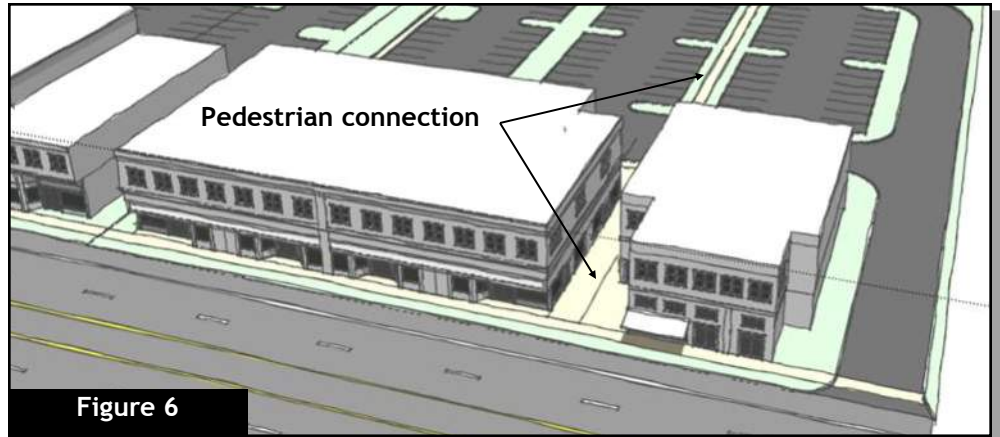


Figure 6 depicts a single, large property on which two structures are built, each sharing a parking area in the rear. This concept also provides a common pedestrian network and plaza space that connects each building entry with the common parking lot and the street.

APPROPRIATE

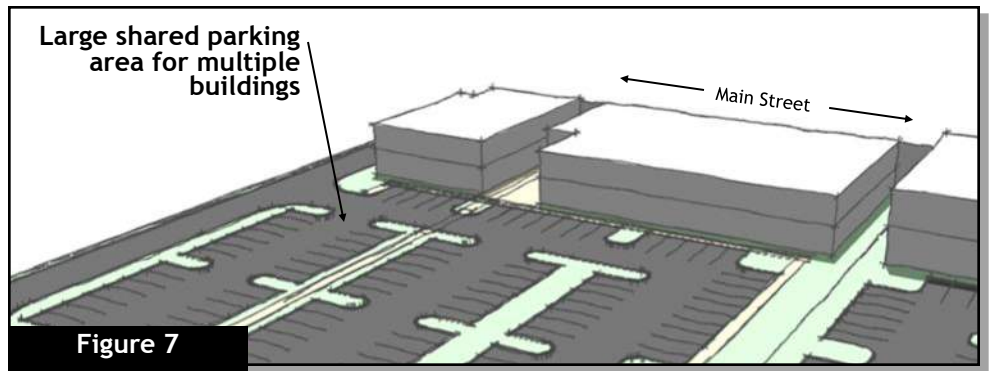


Figure 7 details a rear view of the shared parking complex as part of a larger development project with multiple buildings. The arrangement of the parking area and landscaping elements are covered in Sections D and E, respectively.

§ 112-15B(4) BUILDING ENTRY

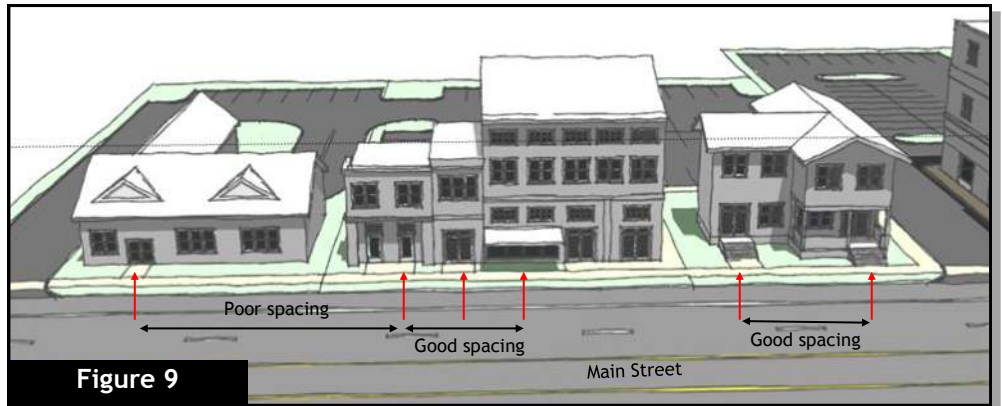
BUILDINGS SHALL BE ACCESSIBLE FROM MAIN STREET.

- (a) A primary entrance shall face the primary street (see Figures 8 & 9). A side or rear entry shall also be permitted depending on the site layout.
- (b) The placement of building entrances shall be of a similar rhythm and spacing to existing structures on the same street (see Figure 9).
- (c) *Not Used*
- (d) Buildings fronting on 2 streets shall have a primary entry on either the primary street or at the corner facing the intersecting streets.
- (e) Primary entries shall receive design considerations, details, and treatments consistent with primary facades.
- (f) Primary entrances shall be prominently designed and constructed to provide visual cues to pedestrians independent of site or building signage (see Figure 8).

APPROPRIATE



Figure 8 depicts a primary entrance along the primary street that is well-defined and provides a clear visual cue to pedestrians on where to enter the structure.



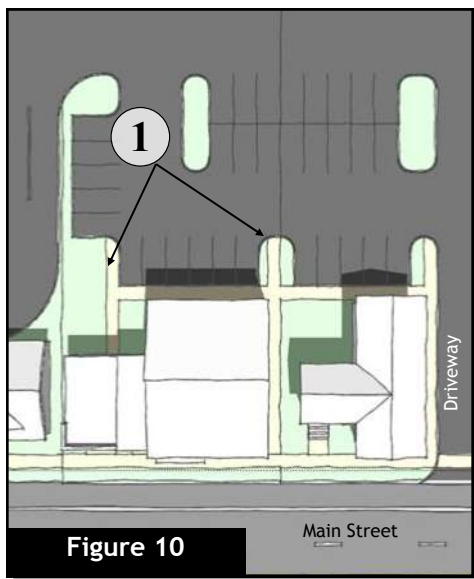
The placement of entrances along the primary street (red arrows) are important to the development of streetscape rhythm, and provide a sense of scale and comfort to pedestrians as they traverse the corridor.

§ 112-15B(5) SIDEWALKS

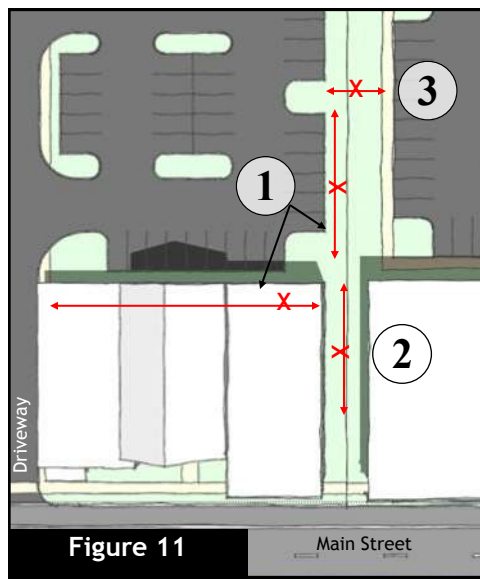
SIDEWALKS SHALL PROVIDE SAFE PEDESTRIAN MOVEMENT ALONG BUILDINGS AND WITHIN PARKING AREAS.

- (a) Sidewalks shall have a minimum width of 5 feet, 6 feet for communicating sidewalks, or wider at the discretion of the Planning Board.
- (b) Sidewalks shall be constructed to provide access from all principal building entrances to the sidewalk system and parking areas (Figures 10 & 11).
- (c) All sidewalks adjacent to streets, driveways and parking lots shall be curbed to separate pedestrians and vehicles.
- (d) As necessary, sidewalks shall traverse parking lot medians, end islands and between buildings to permit safe and efficient pedestrian travel (Figures 10 & 11).
- (e) Sidewalks abutting a public street shall be constructed of poured concrete. Other sidewalks may be constructed of poured concrete, brick, or concrete pavers. Asphalt sidewalks are not permitted.
- (f) An application subject to review under these Design Standards and approved hereunder need not obtain a separate sidewalk construction permit pursuant to § 89-4(D)(1).

APPROPRIATE



INAPPROPRIATE



Sidewalks are critical infrastructure required to establish a sense of place and a pedestrian-friendly environment. Sidewalk connections between and alongside buildings (1) are required to make rear-loaded parking feasible.

This example depicts: (1) a lack of sidewalks from parking stalls to a primary entry; (2) a missed opportunity for a pedestrian connection to the street; and (3) a lack of connectivity between adjacent parking lots.

§ 112-15B(6) PEDESTRIAN AND VEHICULAR CIRCULATION

PEDESTRIANS AND MOTORISTS SHALL BE AFFORDED SAFE, CONVENIENT AND EFFICIENT CIRCULATION.

- (a) Pedestrian and vehicular circulation patterns shall be designed to minimize potential conflicts between vehicles and pedestrians and to provide enhanced separation.
- (b) Safe, convenient and efficient pedestrian circulation patterns shall be provided between structures in a multiple structure development (see § 112-15B(3) and Figure 12).
- (c) Parking and vehicle circulation patterns shall be designed to reduce speeds and increase pedestrian safety, efficiency and convenience.

APPROPRIATE



Pedestrian zones and vehicular circulation patterns should be distinctly separated for safety.

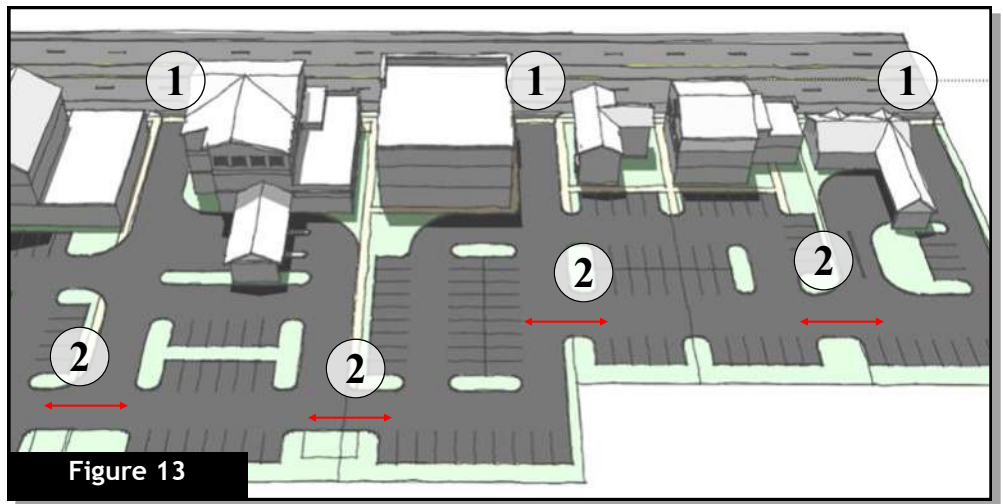
§ 112-15B(8) DRIVEWAYS AND ACCESS

THE USE OF SHARED DRIVES AND CROSS ACCESS IMPROVES CORRIDOR VITALITY, MOBILITY, AND SAFETY.

- (a) Shared entrances and exits shall be provided where determined appropriate and feasible by the Planning/Architectural Review Board.
- (b) Absent a showing by the applicant of impracticality, the provision for cross access among adjacent properties shall be required to internalize traffic and reduce turning movements directly onto street (Figures 13 & 14).
- (c) New construction or improvements shall plan for, accommodate, and/or reserve land for future connections with adjacent properties to facilitate cross access.
- (d) Driveways outside the public right-of-way shall be no more than 24 feet in width.
- (e) A designated 5-foot wide curbed sidewalk shall be provided between the edge of entry drives and the principal building.

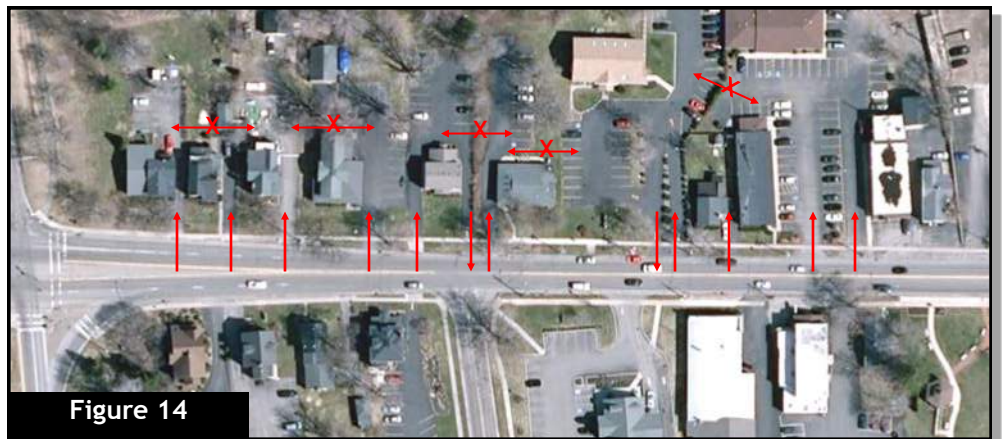
- (f) Driveways shall be set back from the side lot line a distance of 5 feet, and from principal buildings a distance of no less than 5 feet, or as required for safe sight distances. Shared drives are not required to provide the 5-foot side yard setback.

APPROPRIATE



The provision of shared entrances (1) rather than individual drives reduces the number of turning movements onto busy corridors, and can enhance internal circulation, especially when used in tandem with cross access between adjacent rear parking lots (2).

INAPPROPRIATE



The arrows highlight the issues associated with individual access points and a lack of cross access between properties along primary roadways. The numerous turning movements reduces transportation safety, while the constant break in the street line hinders the rhythm of the streetscape and degrades the pedestrian experience.

§ 112-15C

SITE INFRASTRUCTURE AND FACILITIES

§ 112-15C(1) OVERVIEW

THE DESIGN AND LOCATION OF SITE INFRASTRUCTURE AND FACILITIES should be complementary to and appropriate for the principal structure. Where feasible, utilities should be located in side or rear yards, buried underground, and/or screened from view. Those infrastructure elements which cannot be obscured from view should be designed as an integral and aesthetically pleasing feature of the landscape or building (Figures 15 & 16). The intent of these standards is to minimize visual, noise, and other associated negative impacts of site infrastructure and facilities.

For the purpose of §112-15, site infrastructure and facilities shall include, but is not necessarily limited to the following:

- Loading and staging areas;
- Service and maintenance areas;
- Refuse and material storage;
- Vehicle and equipment storage (except parking);
- Storm water facilities and appurtenances; and
- Above-ground utilities.

APPROPRIATE



Figure 15

Efforts should be made to integrate storm water management into the numerous small greenspaces within the urban environment adjacent to driveways and parking lots, consistent with the most current New York State Stormwater Management Design Manual.

INAPPROPRIATE



Figure 16

The use of open water detention ponds are not appropriate stormwater management techniques for the urban environment.

§ 112-15C(2)
LOADING, SERVICE,
MAINTENANCE AND
REFUSE FACILITIES

VIEWS OF UTILITY, LOADING AND REFUSE
AREAS SHALL BE OBSCURED FROM
ADJACENT AREAS.

APPROPRIATE

- (a) The storage and/or staging of refuse shall take place in the rear yard and shall be buffered or screened from view from parking facilities, adjacent properties and all streets.
- (b) All refuse appurtenances, equipment and containers shall be located within a four-sided enclosure constructed of the same or complementary materials found in the principal structure. Such enclosure shall be constructed to a height not less than one foot above the height of all elements within the enclosure (Figure 17). See also § 39, § 73-3 and § 74 for further regulations regarding refuse.
- (c) Gate access to the enclosure shall be located out of direct view from principal building entrances and adjacent residences. Gates shall remain in a closed position at all times other than during refuse pick-up or delivery.



Figure 17

The above detached refuse enclosure is placed at the rear of the building and is composed of like materials as found in the principal structure.

§ 112-15C(3) STORM WATER AND GREEN INFRASTRUCTURE FACILITIES

STORMWATER MANAGEMENT AND GREEN
INFRASTRUCTURE FACILITIES SHALL ENHANCE
THE AESTHETIC APPEAL OF THE MULTIPLE
DWELLING RESIDENTIAL DISTRICT (R3-M).

In addition to all applicable requirements provided in § 112-27, the installation of any storm water management facility in the R3-M District shall be subject to the following:

- (a) Storm water detention or retention ponds are not permitted in front yards.
- (b) No storm water detention facility shall have a permanent pool, and the use of rip-rap and stone fill is not permitted.
- (c) Storm water management facilities shall be integrated into the overall site design.
- (d) The use of subterranean storage for storm water runoff is encouraged where practicable.
- (e) The provision of fencing around storm water facilities is prohibited, unless the Planning Board determines that such fencing provides a positive design element.

- (f) Where practicable, the use of green infrastructure design elements, such as, but not limited to, bioswales, rain gardens, bioretention areas, porous pavements, green roofs, and other measures which promote the infiltration, transpiration, and evaporation of storm water runoff shall be encouraged (Figures 18 & 19).

- (g) All storm water management facilities and green infrastructure facilities shall provide a pleasing aesthetic complementary to the character of the Village.
- (h) All green infrastructure design elements, including plantings and pavements, shall be regularly maintained to promote their proper and intended function.

APPROPRIATE



Figure 18
Porous pavements are encouraged to further facilitate infiltration and slow storm water runoff. These materials are especially useful along the periphery of parking areas and/or adjacent to bioretention areas (below).

APPROPRIATE



Figure 19
Where appropriate, bioretention areas and bioswales similar to the above may be used to promote the infiltration of storm water. These installations would be appropriate in parking lot medians or in linear strips along drive aisles or behind parking lots in lieu of large, unsightly retention facilities.

§ 112-15C(4) UTILITIES

ABOVE GROUND UTILITIES SHOULD BE A POSITIVE ELEMENT WITHIN THE OVERALL DESIGN AESTHETIC.

- (a) Where feasible, utility service connections from rights-of-way or easements shall provide subterranean connections to site structures and appurtenances, including, but not limited to, principal structures, garages, storage buildings, and site lighting.
- (b) Above ground utility service connections, appurtenances and fuel pumps shall be located in side yards or rear yards and screened from view from the street as necessary (Figures 20 & 21). This includes, but is not limited to, generators, transformers, vaults, 'hot-boxes,' switch-gear, meters, valves, compressors, pumps, control or service panels, or any heating, ventilation and cooling equipment. See also § 112-15(E)(5).

APPROPRIATE



Figure 20

When required to be placed within view of the public, ground-mounted utility boxes should be screened or designed as an integral element within the site.

INAPPROPRIATE



Figure 21

Ground-mounted utility boxes such as that depicted in Figure 21 shall be placed in rear or side yards with appropriate screening.

§ 112-15D

PARKING

§ 112-15D(1) OVERVIEW & APPLICABILITY

PARKING AREAS SHOULD BE INTEGRATED DESIGN COMPONENTS that do not detract from the character of the Village. Parking areas shall be located to the rear of structures and away from the street, except where the placement in side yards may be determined acceptable by the Planning Board due to site constraints. These Design Standards are intended to minimize visual, environmental, noise, safety and other associated impacts of parking facilities by regulating their placement, design, and buffering (see Figures 22, 23 & 24). These standards apply to any parking lot and associated driveways that are (i) newly constructed; (ii) expanded; (iii) substantially modified; or (iv) or substantially reconstructed. For purposes of this section, substantial modification shall mean any change in the number or configuration of parking spaces, traffic flow patterns, or manner of ingress or egress. Substantial reconstruction shall mean the removal and replacement of more than 25 percent of the existing paved surface.

APPROPRIATE



Figure 22

Parking lots located in the rear of buildings connected to the primary street via dedicated walkways improve the vitality of the streetscape and preserve the appearance of the corridor.

INAPPROPRIATE



Figure 23

Vehicular parking in front yards detracts from the overall character of the streetscape and the pedestrian experience.

INAPPROPRIATE



Figure 24

Large, front-loaded parking lots and buildings with deep setbacks foster a development pattern out of scale with the Village.

§ 112-15D(2) PARKING

PARKING AREAS SHALL BE LOCATED OUTSIDE
OF FRONT YARDS.

(a) Vehicular parking, standing, loading and drop-off facilities shall be located in rear yards whenever possible and not less than 5 feet from the rear property boundary or 5 feet from a side property boundary (Figure 25). Existing parking lots located in the front of a building may not be expanded.

(b) For corner lots, side yard parking shall be allowed subject to all other applicable regulations governing side yard parking.

(c) Parking lot screens shall be composed of a structural screen and vegetation. Screen materials shall be similar or complementary to those found on the primary building (Figures 26 & 27, § 112-15E(5)).

(d) For sites proposed with multiple structures, parking shall be centralized and shared in parking rooms of no more than 50 cars. Parking areas, pedestrian walks, landscaped islands and medians, and building foundations shall be bounded by concrete or stone curbing to delineate vehicular

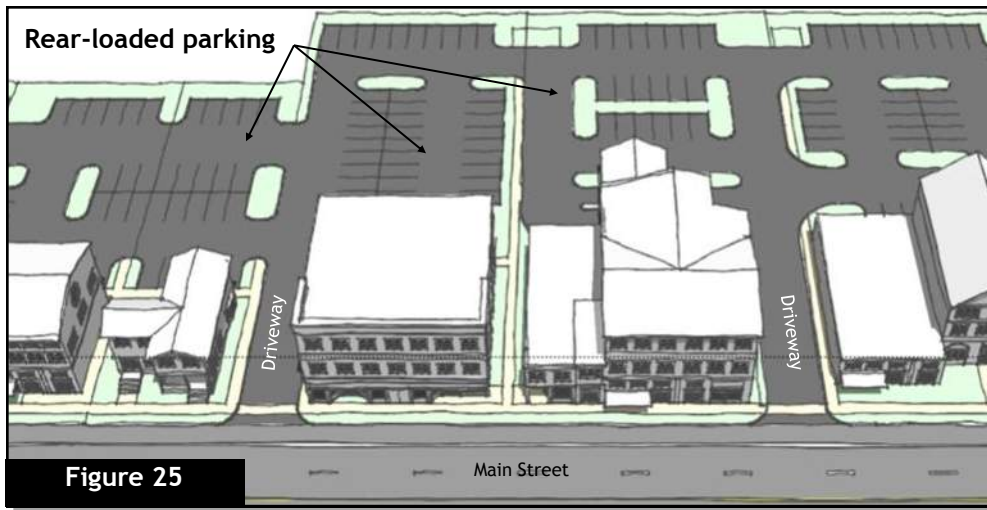


Figure 25
Vehicular parking lots shall be placed in the rear of the structure. In limited instances, side yard parking will also be permitted subject to conditions and approval as determined by the Planning Board [D(2)(b)].

§ 112-15D(2) PARKING, CONTINUED

and pedestrian zones and to control drainage, as needed.

- (e) Asphalt curbing is not permitted.
- (f) Off-street parking spaces shall be provided at a minimum of 1 per unit, plus 10 percent of the total number of units.

APPROPRIATE

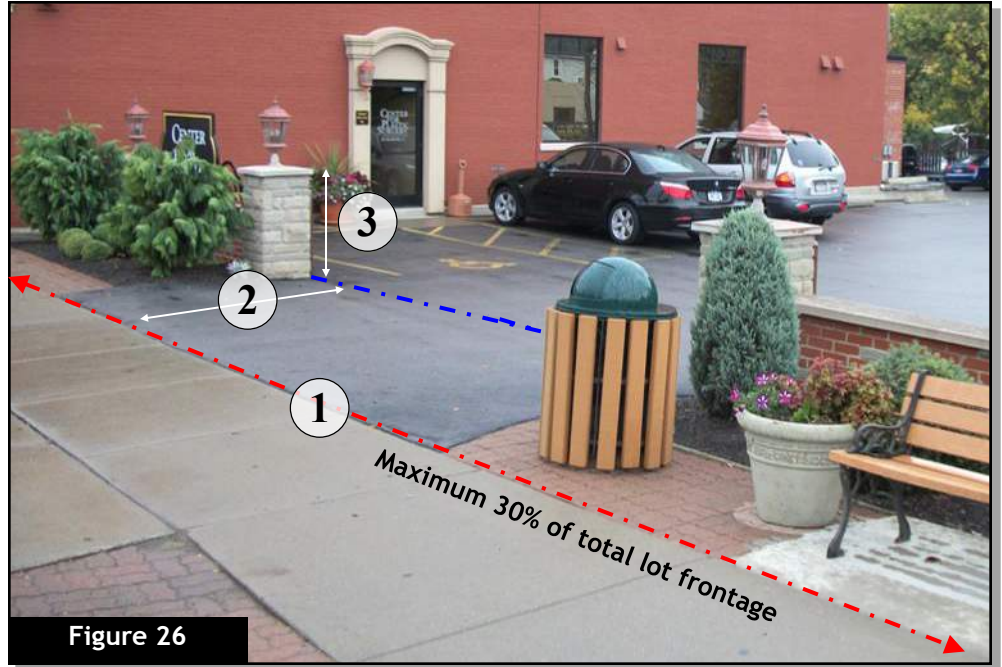


Figure 26

When sideyard parking is permitted, parking shall not constitute more than 30 percent of the total lot frontage (1). The minimum front yard setback distance for sideyard parking is 10 feet, and the parking shall be setback further than the leading edge of the building (2). A screen composed of fencing/wall and vegetation must also be installed between the parking lot and public right-of-way (3).

APPROPRIATE



Figure 27

Side yard parking screens shall include a formalized structure that matches the character and materials of the primary building, along with vegetation to buffer the negative visual impacts of parked cars.

§ 112-15E

LANDSCAPING

§ 112-15E(1) OVERVIEW

URBAN APPROPRIATE LANDSCAPING AND HARDSCAPING should enhance and screen views along the street. The intent of § 112-15E is to maximize the visual, aesthetic, and pedestrian experience of street corridor users through the use of appropriately scaled and designed landscaping (Figure 28). This section shall also cover the mitigation of visual impacts through the buffering or screening of utilitarian site and building design elements. In addition to § 112-15E of the Design Standards, Chapter 57 and Chapter 101 of the Williamsville Code shall also apply unless indicated otherwise. Standards E(1)(a) through (e) determine the overall amount of planting material to be provided for the landscaping, buffering and screening of individual sites, buildings, and parking areas in the R3-M District.

- (a) One planting unit equals 1 mature shade tree, 2 minor deciduous trees, 2 evergreen trees, 5 shrubs, 10 perennials, 250 square feet of groundcover or 15 linear feet of decorative planters.
- (b) A minimum of 1 planting unit shall be required for each (i) 30 linear feet, or fraction thereof, of lot frontage along a street; and (ii) for each 500 square feet, or fraction thereof, of building coverage.
- (c) At the discretion of the Planning/Architectural Review Board, the retention of existing vegetation on site may be utilized to satisfy up to 50 percent of required planting units.
- (d) Each existing mature shade tree with a trunk diameter of 6 inches or greater when measured at breast height (dbh) may satisfy the requirement for up to 2 planting units. Other existing trees on site with a trunk diameter between 2 and 6 inches dbh may satisfy requirements for up to 1 planting unit each.
- (e) Existing vegetation must be adequately protected during and after construction, and must survive a minimum of 2 years beyond the completion of construction activities to qualify as required planting units.

APPROPRIATE

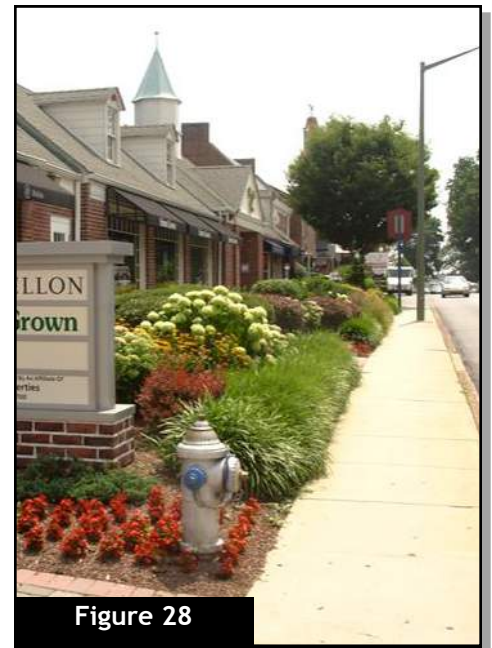


Figure 28

The effective use of plant material helps define a sense of enclosure and volume in outdoor spaces. Plant material should not overpower the surrounding landscape or buildings, and should be of a similar scale and height to structures within the corridor at maturity.

§ 112-15E(2) SITE LANDSCAPING

URBAN APPROPRIATE LANDSCAPING AND
HARDSCAPING SHALL ENHANCE AND SCREEN
VIEWS ALONG THE STREET.

- (a) Site landscaping shall be required along all property boundaries, except: (i) where side yards are less than 3 feet; (ii) where front yards are less than 6 feet; or (iii), where approved shared-parking lots adjoin abutting properties (See § 112-16E(4)(a) and (b)).
- (b) Plantings shall be limited to species native, hardy, salt-tolerant, known to be non-invasive to the area, and deer-resistant. Significant deviations from this criteria must be supported by ample evidence by the applicant.
- (c) Where a tree lawn is provided, major shade trees shall be planted along the lot frontage, parallel to the street with a spacing not to exceed 50 feet or consistent with existing tree spacing.
- (d) Consideration shall be given during species selection to the mature form, habit, and size of vegetation to ensure plantings do not create safety hazards within the corridor (Figure 30).
- (e) Properties with 80 percent or greater building coverage shall be excluded from providing site landscaping.

APPROPRIATE



Figure 29 depicts appropriate frontage landscaping with appropriately scaled plantings, signage and lighting.

INAPPROPRIATE



Plantings that overwhelm the location due to size or habit look unkempt, contribute to a decrease in pedestrian safety and an increase in property maintenance costs. The plantings in Figure 30 are much too large for front yards in the corridor.

§ 112-15E(5) BUFFERS AND SCREENS

HIGH QUALITY AND SENSITIVE VIEWSHEDS
SHALL BE PRESERVED THROUGH APPROPRIATE
BUFFERING AND SCREENING.

- (a) Buffer plantings of coniferous/deciduous trees and shrubs, with fencing where appropriate, shall be provided along property boundaries adjacent to properties zoned or exclusively use for residential purposes to a density and height deemed appropriate by the Planning Board (Figures 31 & 32).
- (b) Parking in rear yards (see § 112-15E(2)) shall be screened from streets or adjacent residential properties with attractive landscaping and fencing (see D(2)(d), D(2)(e)).
- (c) Fencing shall be consistent with primary building materials and no more than 4 feet in height (see Chapter 25).
- (d) The use of individual coniferous trees without associated shrub plantings is not an approved buffer strategy.
- (e) All shrub plantings shall be contained within a defined and edged planting bed with mulch no less than 3 inches in depth.

APPROPRIATE



The above structural screen utilizes masonry columns and fencing to provide a visual and physical buffer between a sidewalk and parking area.

APPROPRIATE



Landscape screen vegetation should not be taller than the structure screen, and should provide added interest and visual buffering.

§ 112-15F

ARCHITECTURAL CONSISTENCY

§ 112-15F(1) OVERVIEW

THESE DESIGN STANDARDS SEEK TO PRESERVE AND ENHANCE the architectural character of the Village and ensure that development is consistent with the surrounding landscape of the Village. New construction, building additions, rehabilitations, renovations, and/or changes in use must complement the Village traditional architecture and improve the experience for pedestrians and motorists. The Village does not seek strict uniformity amongst structures, nor the precise re-creation of historic styles. However, sufficient care and attention must be provided to building design concerning proportion, massing, style consistency, solid to void ratios, rhythm, pedestrian scale and detailing such that overall building composition is in harmony with itself, the site and its surroundings (see Figure 33).

APPROPRIATE

§ 112-15F provides standards for the following:

- building form and massing;
- residential character.

Adherence to these standards will provide a comfortable, enjoyable, and aesthetically pleasing environment within the corridor. The use of familiar building forms, massing, architectural styles, and details is required to complement the Village's valued historic character.



Figure 33

The creation of a consistent streetwall is an important design element for pedestrian-friendly and comfortable environments. In addition, enhanced transparency on store frontages, and the repetitive rhythm of the entryways creates a vibrant and active streetscape.

§ 112-15F(2) BUILDING FORM AND MASSING

BUILDINGS MUST BE CONSISTENT IN FORM
AND MASSING WITH VILLAGE CHARACTER

- (a) These standard do not require the precise re-creation of historic styles. Contemporary interpretations in correct proportion, character and style can be utilized to strengthen the identity of new buildings.
- (b) The maximum gross building area for each story of a single building shall be 10,000 square feet.
- (c) In instances where the front façade is greater than 50 feet in width, delineations and treatments, such as a recess or projection that varies the depth of the building wall, shall be used to break up its appearance (Figure 35).
- (d) Structures shall incorporate fascias, canopies, arcades, setbacks, recesses, projections or other design features to compose wall surfaces of 600 square feet or less to avoid large, undifferentiated walls (Figure 35).
- (e) New construction shall be a maximum of 3 usable stories, with an overall maximum height of 36 feet (Figures 36 & 37). Or 4 usable stories with a

APPROPRIATE



Figure 34

This recently constructed building relates to historical style, form, massing and materials, yet is not a precise re-creation of historic design. Its design is focused on providing an appropriate scale that reinforces the surrounding pedestrian realm.

APPROPRIATE



Figure 35

Larger building footprints along the street shall break up the façade treatment to provide visual distinction, variety, and the appearance of multiple structures, as seen above in the above image.

§ 112-15F(2) BUILDING FORM AND MASSING, CONTINUED

maximum height of 40 feet (measured from the mid point of the roof ridge) if the upper story is built into the attic area/slope of the ridge and dormered.

- (f) On deep parcels with multiple structures, attention should be paid to place taller structures to the rear of the lot facing the primary right-of-way.
- (g) *Not Used*
- (h) The maximum building height at the minimum building rear yard setback abutting different residential zones is 20 feet (See § 112-15B(2)(j)) or 10 feet from a park or open space.

APPROPRIATE



Figure 36

The added height of the first floors for structures in Figure 36 provides continuity and adds a sense of prominence to the lower levels of the buildings.



Figure 37

The added height of the first floors for structures in Figure 37 provides continuity and adds a sense of prominence to the lower levels of the buildings.

§ 112-15F(4) BUILDING CHARACTER

BUILDINGS SHALL HAVE A DISTINCT CHARACTER COMPARED TO THEIR COMMERCIAL COUNTERPARTS.

- (a) Fire escapes shall be located on side and rear yards only.
- (b) The enclosure of existing front porches, other than through the use of transparent glazing, is not permitted. Window and door openings shall not be filled in such that the resulting façade lacks a consistent solid to void ratio.
- (c) New construction and additions shall not create large, undifferentiated walls with few to no windows or door openings facing a street, drive or parking area.
- (d) Principal and shared pedestrian entrances for ground floor residential units shall face the primary street and have a direct connection to the sidewalk system (Figure 38).
- (e) Individual residential units with principal entrances at ground level shall have front porches or entryways that are covered, elevated above grade, or otherwise distinguished to provide visual separation from the street (see Figure 38).

APPROPRIATE



Figure 38

Residential development, such as the example above, shall provide a visually distinct style from that found in adjacent commercial buildings. The placement of building entrances, fenestration and the use of materials shall complement surrounding development and the character of the corridor. Residential building entrances shall face the primary street and have a direct connection to the sidewalk system [§ 112-15F(4)(e)].

INAPPROPRIATE



Figure 39

The structure in Figure 39 does a poor job of addressing the street, and building entrances are not pronounced. This building does not evoke a residential appearance, and provides a stark building wall against the streetline [§ 112-15F(4)(d)]. The architectural style of this building is also not appropriate for Williamsville.

§ 112-15G

ARCHITECTURAL DETAILS

§ 112-15G(1) OVERVIEW

ARCHITECTURAL DETAILS SHALL COMPLEMENT AND ENHANCE overall building composition, and shall be appropriate to the style and character of the building, the site, and the surroundings (Figure 40). A lack of architectural detail and ornamentation leaves the building devoid of interest (Figure 41); an over abundance of which creates a confusing and jumbled appearance. The use of details shall be kept consistent with buildings of a similar architectural style, yet should also be utilized to supply a unique identity for the structure. For example, window and door trim should call attention to and accentuate openings without dominating or confounding the building façade.

§ 112-15G provides standards for the following:

- Building base and foundations;
- Building glazing;
- Roofs;
- Doors and entryways; and
- Building materials.

Applicants shall utilize the treatment of windows, entrances, awnings, storefronts and building bases to ensure the structure makes a prominent statement without overpowering the corridor.

APPROPRIATE



Figure 40

Architectural details such as cornice lines, pilasters, and recessed windows finish a building façade and are extremely important in developing a sense of place and strengthening the identity of the Main Street corridor as a vibrant and active community center.

INAPPROPRIATE

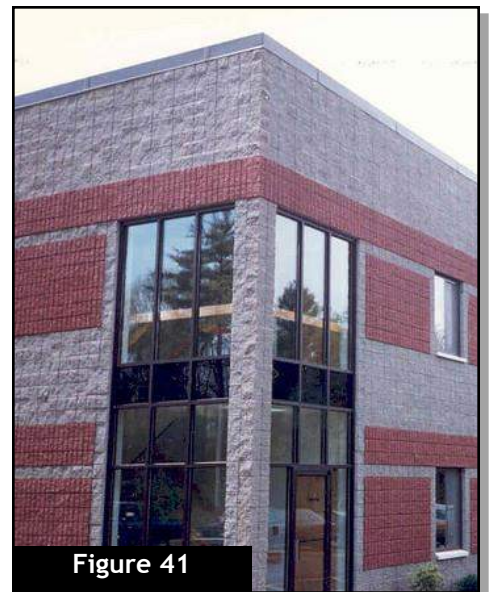


Figure 41

A lack of architectural detail coupled with the improper utilization of building materials and design proportions can reduce the visual appeal and economic value of structures within the Main Street corridor.

§ 112-15G(2) BUILDING BASE AND FOUNDATIONS

THE BUILDING BASE SHALL VISUALLY
HIGHLIGHT THE CONNECTION BETWEEN THE
STRUCTURE AND THE SITE.

- (a) A formal building base shall be distinguished from the upper portions of the structure through a change of materials, color, texture and/or projection (Figures 42, 43 & 44).
- (b) The base treatment shall be continuous along facades facing streets and parking areas (Figure 42).
- (c) The building base shall be included on all primary facades, and shall complement the architectural style and window and door fenestrations.
- (d) Foundations of masonry block or poured concrete shall not be left exposed, and shall be adorned with appropriate finishing materials in character with the structure base and vernacular to the region.

APPROPRIATE



Although subtle (1), the highlighting of the building base anchors the structure to the site, and provides visual distinction between the ground plane and the structure [G(2)(a)]. Material selection shall complement the architectural style of the building and those materials commonly found within the region [§ 112-15G(2)(d)].

INAPPROPRIATE



The building façade shall not abruptly end at the sidewalk (1). The building shall have a base of material that anchors the structure to the site [§ 112-15G(2)(a) and Figure 73].

§ 112-15G(3) WINDOWS

APPROPRIATE

WINDOWS SHALL BE USED TO ADD
TRANSPARENCY, INTEREST, AND RHYTHM TO
THE BUILDING FAÇADE.

- (a) Windows shall be of a scale, proportion and extent appropriate to the overall architectural style of the building (Figure 44).
- (b) Window openings shall be trimmed with an appropriate material (brick, stone, wood, wood-like, cementitious board) to provide added definition to the overall façade.
- (c) The rhythm and ratio of solids to voids for building additions and expansions shall be similar to those of the region's valued historic forms.



Figure 44

This structure provides a high quality example of building-appropriate window proportions, trim details, building base and solid-to-void ratios [§ 112-15G(3)(a), G(3)(b) & G(3)(c)].



Figure 45

This structure provides a high quality example of building-appropriate window proportions, trim details, building base and solid-to-void ratios [§ 112-15G(3)(a), G(3)(b) & G(3)(c)].

§ 112-15G(4) BUILDING MATERIALS

BUILDING MATERIALS SHALL EVOKE THE
CHARACTER, STYLE AND PURPOSE OF THE
STRUCTURE.

- (a) Along street frontages, all exterior building walls and structures shall be constructed with durable materials such as masonry, stone, metal, brick, finishing wood, or cementitious siding.
- (b) Changes in materials shall occur at inside corners. Material or color changes at the outside corners or within a plane is not permitted.
- (c) Primary façade materials shall be wrapped onto secondary facades for a distance of no less than 10 feet or that which is architecturally consistent with building fenestration.
- (d) Standard masonry block walls are prohibited on any primary façade.
- (e) Exterior finishing materials for renovations, additions, and rehabilitations shall be consistent with those being retained on existing and adjacent traditional structures (Figure 46).
- (f) The following materials or systems shall not be utilized on finished building or signage exteriors:
 - Direct-Applied Finish Systems (DAFS);
 - Vertical aluminum or metal siding;
 - Vinyl siding;
 - T111 siding;
 - Glass block;
 - Spandrel glass or glass curtain walls.
- (h) Exterior Insulation Finish Systems (EIFS) shall not be utilized as a primary building material, but may be utilized, at the discretion of the Planning/Architectural Review Board, as a decorative or complementary material on upper stories only.

INAPPROPRIATE



Figure 46

The use of inappropriate materials and finishes (1) diminishes the visual quality of the structure and adjacent buildings. In this example, although the structure has a high quality storefront, the use of vinyl siding over what was likely masonry construction reduces the overall appeal of the building.

§ 112-15I

LIGHTING

§ 112-15I(1) OVERVIEW

LIGHTING IS A CRITICAL DESIGN ELEMENT that provides safety, visual cues, and aesthetic appeal to the building and its surroundings. Within the R-3M District, lighting shall be utilized to illuminate building entrances, signage, and parking areas, while also providing for subtle accents of building architecture and site landscaping. The scale and height of lighting fixtures have a significant impact upon their function and effectiveness. Within the District, street lighting should be pedestrian in scale and height, and appropriately spaced to provide sufficient illumination for the street and sidewalk (Figures 47 & 48). New development should follow this standard by keeping fixtures and poles in scale and character with the site and adjacent uses, while also providing the illumination to only those areas intended. The prevention of light pollution spilling beyond property boundaries is of paramount concern.

§ 112-15I includes the following standards:

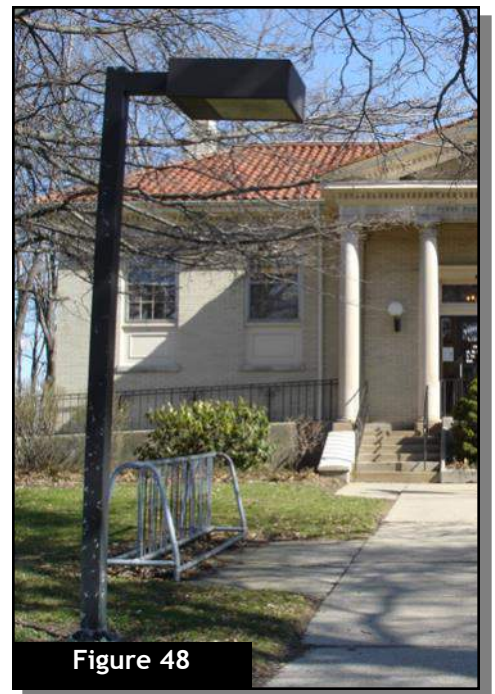
- site lighting;
- building lighting;
- accent lighting; and
- a gallery of fixtures.

APPROPRIATE



The use of period lighting fixtures with enhancements such as banners and flower hangers is appropriate.

INAPPROPRIATE



The above light fixture is inappropriate in scale and height for this pedestrian application.

**§ 112-15I(2)
SITE LIGHTING**

SITE LIGHTING SHALL IMPROVE THE SAFETY
AND VISIBILITY OF PARKING LOTS AND
PEDESTRIAN ZONES.

- (a) Lighting shall be designed such that poles, fixtures, ornamentation and materials are of a pedestrian scale and height, and provide for a safe pedestrian experience.
- (b) Fixture heights shall be between 8 and 20 feet in height, with shorter poles along sidewalks and pedestrian zones, and taller poles within parking areas.
- (c) Fixtures shall be “Dark Sky” compliant. Light trespass into adjacent non-commercial areas shall not exceed 0.1 foot candles in intensity.
- (d) Amber hue lighting, such as high pressure sodium fixtures and others of equivalent performance, is not permitted.
- (e) Lighting fixtures shall be directed away from adjacent structures and property boundaries.
- (f) Fixture mounting height, direction and intensity shall be determined based on the minimum requirements necessary to efficiently and safely illuminate the area.

**§ 112-15I(3)
BUILDING LIGHTING**

ENHANCED BUILDING LIGHTING SHALL BE
PLACED AT BUILDING ENTRANCES AND OTHER
PEDESTRIAN AREAS.

- (a) Building-mounted lighting shall be of a style complementary to the architectural character of the building and surroundings.
- (b) Building-mounted lighting shall not be utilized as area lighting in place of pole-mounted lighting along private rights-of-way, sidewalk and pedestrian zones, and parking areas.
- (c) Building-mounted lighting shall be utilized primarily for safety and security lighting at entryways, utility and loading areas, and other areas approved by the Planning Board.
- (d) Standards I(1)(c), (d) and (e) shall also apply for building-mounted lighting.
- (e) Building-mounted lighting shall not be mounted higher than 15 feet above grade.
- (f) Wall-pack style lighting fixtures shall not be placed upon primary facades facing Main Street.

**§ 112-15I(4)
ACCENT LIGHTING**

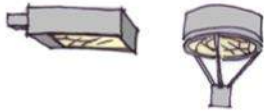
ACCENT LIGHTING SHOULD BE USED TO
COMPLEMENT AND HIGHLIGHT UNIQUE
ARCHITECTURAL FEATURES.

- (a) Standards I(2)(d) and (e) shall also apply for accent lighting, including both ground- and building-mounted fixtures.
- (b) The use of neon accent lighting is not permitted.
- (c) Building accent lighting shall be discrete in nature and of the same color and a lesser intensity than other building mounted lighting.
- (d) Accent lighting shall focus on highlighting architectural details or elements rather than the illumination of entire facades or walls.

§ 112-15I(5) LIGHTING GALLERY

APPROPRIATE

Full cutoff fixtures



Fully shielded wallpacks and wall-mounted fixtures



Fully shielded 'Period' style or contemporary fixtures



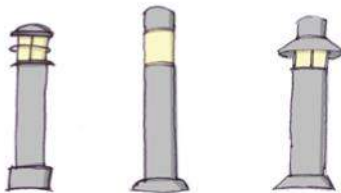
Full cutoff streetlights



Shielded/properly-aimed PAR floodlights



Lit bollards



Goose-necks, soffit, and lantern-style



INAPPROPRIATE

Drop lens and sag lens fixtures with exposed bulb



Unshielded wallpacks and wall-mounted fixtures



Unshielded 'Period' style or contemporary fixtures



Unshielded streetlights



Unshielded or poorly shielded floodlights



Single tube fluorescent fixtures

