

OSWEGO CANAL CORRIDOR BOA

APPENDIX B: DESIGN STANDARDS

NOVEMBER 2019

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DOWNTOWN OSWEGO

DESIGN STANDARDS

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TABLE OF CONTENTS



A. OVERVIEW OF THE DESIGN STANDARDS

A.1 Introduction.....	4
A.1.1 Purpose.....	5
A.1.2 Organization of the Standards	7
A.1.3 Applicability	8
A.1.4 Relationship to the Code.....	8
A.1.5 Glossary of Terms .	13
A.2 Downtown Districts	22
A.2.1 Maritime Heritage	24
A.2.2 Traditional Business.....	26
A.2.3 Traditional Downtown	28
A.2.4 Waterfront.....	30
A.3 Development Review Process.....	32
A.3.1 Administration	34
A.3.2 Site Plan Review.....	34
A.3.3 Sign Permits	34

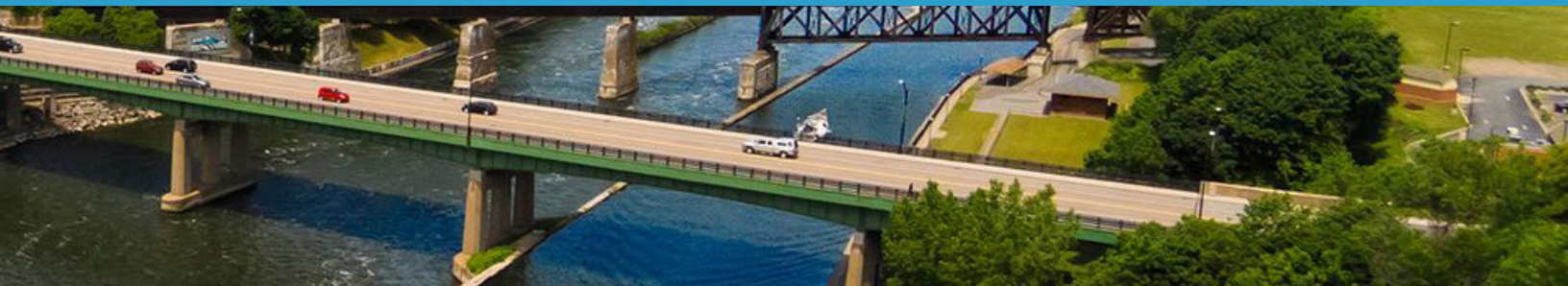
B. STANDARDS APPLICABLE TO ALL COVERED DISTRICTS

B.1 Architectural Consistency	36
B.1.1 Building Form and Scale	38
B.1.2 Commercial and Multi-Use Buildings.....	40
B.1.3 Residential Buildings.....	42

B.2 Architectural Details.....	44
B.2.1 Materials & Detailing	46
B.2.2 Windows & Transparency.....	48
B.2.3 Doors.....	50
B.2.4 Signage	51
B.2.5 Awnings	60
B.2.6 Porches, Decks, & Balconies.....	62
B.2.7 Building-Mounted Lighting.....	64
B.2.8 Colors	66
B.3 Building Siting & Coverage	68
B.3.1 Orientation & Setbacks.....	70
B.3.2 Lot Coverage	71
B.4 Waterfront Development	74
B.4.1 Waterfront Setback	76
B.4.2 Public Access.....	78
B.5 Site Circulation & Parking	80
B.5.1 Pedestrian Facilities, Access, & Circulation.....	82
B.5.2 Bicycle Access, Circulation & Parking	84
B.5.3 Motor Vehicle Access, Circulation, & Parking.....	86
B.5.4 Driveways	92
B.5.5 Drive-Through Facilities	93
B.5.6 Shared Parking	94



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B.6 Infrastructure & Facilities	96
B.6.1 Fencing & Walls	98
B.6.2 Screening of Facilities, Utilities, & Mechanical Equipment	99
B.6.3 Stormwater Management	101
B.7 Landscaping	102
B.7.1 Plant Selection & Installation	104
B.7.2 Site Landscaping ..	106
B.7.3 Parking Lot Landscaping	108
B.7.4 Vegetated Buffers Yards.....	109
B.8 Outdoor Lighting	110
B.8.1 Site Lighting	112
B.8.2 Accent Lighting	114
B.9 Public Thoroughfare Design.....	116
B.9.1 Multimodal Accessibility.....	118
B.9.2 Street Furnishings	121
B.9.3 Intersections.....	122
B.9.4 Sidewalk Dining, Street Cafes, & Parklets.....	124
B.9.5 Street Lighting.....	126
B.9.6 Street Trees	127
B.10 Plazas, Parks, & Open Space	128
B.10.1 Design Requirements	130

C. DISTRICT-SPECIFIC STANDARDS

C.1 Maritime Heritage District	136
C.1.1 Architectural Consistency	137
C.1.2 Architectural Details.....	137
C.1.3 Building Siting & Coverage	140
C.1.4 Infrastructure & Facilities	140
C.2 Traditional Business District	142
C.2.1 Architectural Consistency	143
C.2.2 Architectural Details.....	143
C.2.3 Building Siting & Coverage	146
C.2.4 Infrastructure & Facilities	146
C.3 Traditional Downtown District.....	148
C.3.1 Architectural Consistency	149
C.3.2 Architectural Details.....	149
C.3.3 Building Siting & Coverage	152
C.3.4 Infrastructure & Facilities	152
C.4 Waterfront District ..	154
C.4.1 Architectural Consistency	155
C.4.2 Architectural Details.....	155
C.4.3 Building Siting & Coverage	158
C.4.4 Infrastructure & Facilities	158



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SECTION A.1

INTRODUCTION

A.1.1 PURPOSE

The Downtown Oswego Design Standards (hereafter referred to as Design Standards) complement the Citywide Zoning Code (hereafter referred to as the Code) and establish uniform building and site design criteria for new development, redevelopment, and building alterations, renovations, and rehabilitation within downtown Oswego.

The intent of the Design Standards is to create a vibrant, pedestrian-friendly downtown that reflects Oswego's historic character and embraces the City's maritime heritage and natural resources. The Design Standards define the relationship between buildings, streets, and public space in order to provide a flexible framework that encourages future development while also enhancing Oswego's unique sense of place and addressing contemporary urban issues, such as public waterfront access, brownfield redevelopment, stormwater management, and multimodal transportation.

DESIGN STANDARDS GUIDING PRINCIPLES



Enable property owners and developers to make informed and appropriate design decisions regarding existing and proposed development in order to enhance the quality, livability, and walkability of Downtown Oswego.



Ensure that new buildings, expansions, and alterations to existing buildings are compatible on a City, District, and block level, have an engaging pedestrian orientation, and are designed to reflect the use of the structure.



Provide information regarding acceptable architectural styles, materials, and details; site circulation, infrastructure, landscaping, and lighting; and, public space design.



Advance the overall design compatibility and cohesion of Downtown Oswego.



Image Credit: Bergmann

A.1.2 ORGANIZATION OF THE STANDARDS

The Design Standards are organized into three sections, as described below.

SECTION A:

Overview of the Design Standards

This section describes the purpose, applicability, and relationship of the Design Standards to the Code. This section also includes an overview of the four covered Downtown Districts, provides a glossary of terms, and describes the City-led process for reviewing and approving proposed development actions.

SECTION B:

Standards Applicable to All Covered Districts

This section includes architectural, site design, and public space standards applicable to development and redevelopment in the four Downtown Districts.

SECTION C:

District-Specific Standards

This section provides tailored guidance for each Downtown District. Adherence to these customized design standards will ensure each District is perceived as part of the Downtown Area, while also maintaining its own unique character.



Image Credit: NYS ESD

West 1st Street. Located in the Traditional Downtown District, West 1st Street exemplifies the character of this District with its tree-lined streets, vibrant streetscape, and historic architecture.

A.1.3 APPLICABILITY

These Design Standards reflect the policies and recommendations of the City of Oswego and Oswego County. The City of Oswego will have the opportunity to formalize the enforcement of these standards through the adoption of regulations as part of the Code.

Compliance with the Design Standards is intended to occur over time as new development and redevelopment takes place within the covered Downtown Districts, which include the Traditional Downtown, Traditional Business, Waterfront, and Maritime Heritage Districts. Please refer to Section A.2, Downtown Districts, for descriptions and maps of each covered District.

The Design Standards apply differentially based on the scope and scale of proposed development actions. Table A.1.1 specifies

which Design Standards apply to each type of development action. Development actions are defined in Section A.1.5, Glossary of Terms. For a discussion of how the Design Standards apply to nonconforming uses and structures, please refer to the Code.

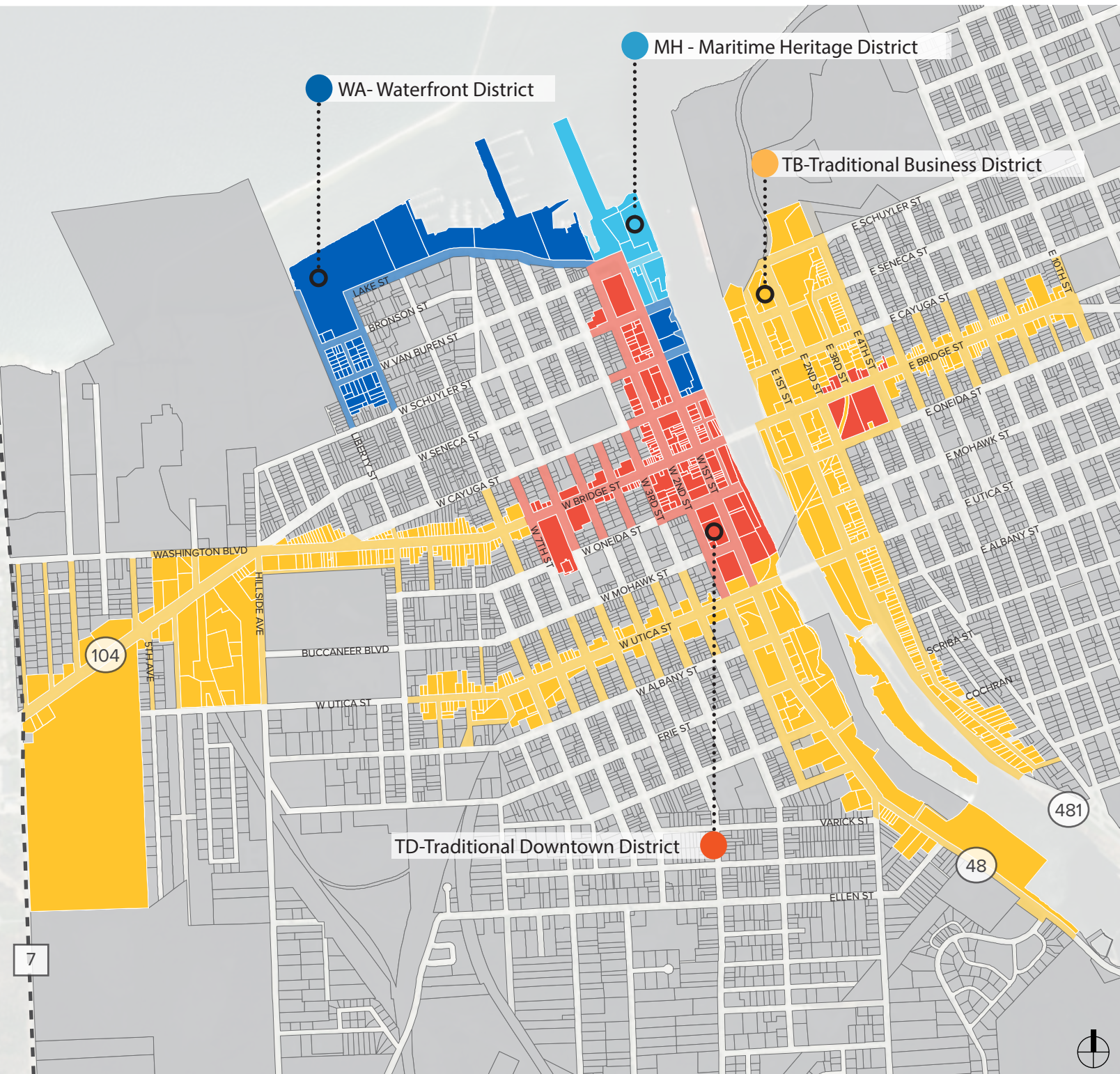
A.1.4 RELATIONSHIP TO THE CODE

The Design Standards were developed in tandem with the Code. The Downtown Oswego Design Standards supplement the Code by providing more prescriptive guidance for development and redevelopment in the covered Downtown Districts in order to achieve a cohesive, walkable, and welcoming downtown. The Code is referenced throughout the Design Standards, particularly with respect to bulk requirements for each zoning district and nonconformities.



Image Credit: Bergmann

Oswego Riverwalk West. The Oswego Riverwalk provides an important opportunity for public access along the Oswego River.



Downtown Districts. The Design Standards only apply in the Downtown Districts, which include the Maritime Heritage, Traditional Business, Traditional Downtown, and Waterfront.

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TABLE A.1.1. Applicable Design Standards Based on the Type of Development Action.

DEVELOPMENT ACTION*	DESIGN STANDARD SECTIONS									
	ARCHITECTURAL STANDARDS		SITE STANDARDS						PUBLIC SPACE STANDARDS	
	B.1	B.2	B.3	B.4	B.5	B.6	B.7	B.8	B.9	B.10
	Architectural Consistency	Architectural Details	Building Siting & Coverage	Waterfront Development	Site Circulation & Parking	Infrastructure and Facilities	Landscaping	Outdoor Lighting	Public Thoroughfare	Plazas, Parks, & Open Space
New Development	●	●	●	●	●	●	●	●	●	●
Building, Expansion, Small	●	●	●	●	○	○	○	○	○	○
Building, Expansion, Large	●	●	●	●	●	●	●	●	●	○
Building, Exterior Renovation, Minor	○	●	○	○	○	○	○	○	○	○
Building, Exterior Renovation, Major	●	●	●	●	○	●	○	○	●	○
Surface Parking Lot, Expansion, Reconfiguration, or Reconstruction	○	○	○	●	●	●	●	●	○	○
Public Thoroughfare, Reconfiguration or Reconstruction	○	○	○	●	○	○	●	○	●	○
Public Space, Renovation or Expansion	○	○	○	●	●	●	●	●	●	●
Site Amenities, Installation or Modification	○	○	○	●	○	○	●	●	●	●
Signs, Installation or Modification	○	●	○	○	○	○	○	○	○	○

*Development actions are defined in Section A.1.5, Glossary of Terms

- Design Standards in this section are applicable to this type of development action
- This type of development action is NOT required to comply with Design Standards in this section.

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A.1.5 GLOSSARY OF TERMS

If the definition of a term differs between the Design Standards and the Code, the definition contained in the Definitions section of the Code (Section 280-11) shall govern.

Alley – A narrow service way providing a secondary means of access to abutting properties.

Alteration – Any change, rearrangement or addition to or relocation of a building, structure, site amenity, or sign.

Applicant – Any person or entity who shall submit an application, permit, plans or related information for approval, pursuant to the Citywide Zoning Code.

Arcade – A succession of arches supported by columns or piers or a covered walkway enclosed by a line of arches on one or both sides.

Architectural Details – Any elements affixed to or integral to a building's façade that are structural or decorative in nature including, but not limited to: construction materials, windows and window treatments (e.g., shutters), doors, fascias, arcades, parapets, signage, awnings, marquees, canopies, porches, decks, balconies, lighting, and paint color.

Awning – A shelter, projecting over a property, supported entirely from the exterior wall of a building and comprising a collapsible frame covered completely with lightweight, non-rigid material.

Balcony – An exterior platform that projects from or into the façade of a building and is surrounded by a railing, handrail, or parapet.

Bioretention Cells – Shallow vegetated depressions designed to collect, retain, and infiltrate stormwater. Bioretention cells are also referred to as rain gardens and bioswales.

Bioswale – See definition for Bioretention Cells.

Buffer Area - An area reserved for plantings, fencing or other similar screening devices for the purpose of creating a transitional area wherein adjoining uses do not detract from one another.

Building – Any structure which is permanently affixed to the land, has one or more floors and a roof and is intended for the shelter, housing or enclosure of persons, animals or chattel.

Building Coverage – The total area of all principal and accessory building footprints divided by the total lot area. Where public rights of way and/or easements that prohibit structures occur within a lot, these areas are deducted from the total lot area.

Building Height - Vertical distance measured from the average elevation of the proposed finished grade at the front of the building to the highest point of the roof for flat and mansard roofs, and to the average height between eaves and ridge for other types of roofs.

Building, Accessory – A structure located on the same lot as a principal building and is clearly incidental or subordinate, but customary, to a principal building.

Building, Expansion, Large – Building expansions that exceed 25% of the existing gross building square footage. When a large building expansion is undertaken, the newly expanded portion of the building must comply with applicable Design Standards (see Table A.1.1), and the existing building and site must also be brought into compliance with applicable Design Standards.

Building, Expansion, Small – Building expansions up to 25% of the existing gross building square footage. When a small building expansion is undertaken, the newly expanded portion of the building must comply with applicable Design Standards (see Table A.1.1); however, retrofitting the existing building and site to comply with the Design Standards is not required. Application of the Design Standards shall be done in a manner that complements the existing portion of the building to the maximum extent practicable to avoid architecturally disparate styles.

Building, Exterior Renovation, Major – Alterations that exceed the threshold of routine maintenance and include any changes to more than three architectural details on an existing building's exterior façade. When a major exterior building renovation is undertaken, the proposed actions must comply with applicable Design Standards (see Table A.1.1), and the existing building and site must also be brought into compliance with applicable Design Standards.

Building, Exterior Renovation, Minor – Alterations that exceed the threshold of routine maintenance and include any alterations to three architectural details or less on an existing building's exterior façade. When a minor exterior building renovation is undertaken, only the architectural details that are being altered must comply with applicable Design Standards (see Table A.1.1). For example, if a building owner chooses to paint his/her building a new color, that new color must comply with Design Standards in Section B.2.8, Colors. However, in this example, the building owner is not required to bring other existing, unaltered building or site elements into compliance with the Design Standards.

Building, Exterior Renovation, Routine Maintenance – In-kind replacements and actions that are required to maintain the existing character of a building's exterior façade (e.g., painting), to ensure structural integrity of the building, and/or to ensure public health, welfare, and safety is not adversely impacted. Routine maintenance actions are exempt from Design Standard conformance.

Building, Principal – A building that contains one or more principal uses.

Canopy – Any permanent awning or rigid shelter that projects from a building or structure façade and extends for all or a portion of the building or structure's frontage.

Canopy Tree – A large tree that reaches a height of at least 35-feet at maturity.

Commercial Use – A type of use that includes the sale, rental, service, and distribution of goods and/or the provision of services other than those classified as industrial or civic uses.

Complete Street – A public thoroughfare planned, designed, operated, and maintained to provide safe, convenient access and mobility to users of all ages, modes, and abilities.

Cornice - A crowning projection that protects and/or ornaments a wall face or an architectural feature, such as a door or window.

Coverage - The lot area or percentage of lot area covered by the building or structure, including accessory buildings and structures as well as paved areas.

Covered Districts – The four downtown zoning districts, which include the Maritime Heritage, Traditional Business, Traditional Downtown, and Waterfront Districts. The districts are defined in the Code and delineated in the map in Section A.2, Downtown Districts.

Dark Sky Compliant – Outdoor lighting fixtures that minimize glare and reduce light trespass and sky glow.

Deck - A structure, typically made of wood, built to extend the finished floor surface of a building into outdoor areas.

Development, New – The construction of new buildings (principal and accessory), fences, walls, parking lots, public thoroughfares (including all associated facilities for cars, public transit, pedestrians, and cyclists), or public space. Redevelopment that results in a change of land use and requires a use variance to be permitted under the Code is also considered new development. New development must comply with all applicable Design Standards (see Table A.1.1).

District - Any part of the City for which the regulations governing the use and occupation of property are the same.

Drive-Through Facility - Any portion of a building from which business is transacted, or is capable of being transacted, directly with customers located in a motor vehicle during such business transactions.

Driveway - A passage leading from the public street rights-of-way used by motor vehicles to access workable parking spaces.

Fascia – A continuous flat band or molding parallel to the building surface that is ornaments and either projecting from or receding into that surface.

Green Infrastructure - Stormwater management practices that treat rainwater as a resource to be harvested and used on site, or filtered and allowed to soak back into the ground to recharge aquifers, rivers, and streams. Green infrastructure also includes preserving or restoring natural areas and reducing the size of paved surfaces.

Kiosk – An open-fronted, mobile booth or a small, open-fronted structure located in a public area that dispenses refreshments, information, recreational amenities (e.g., ping pong paddles), or other services that benefit the public.

Light Pollution – The presence of excessive illumination in locations where it is not desired; excess or obtrusive light.

Lot - Land occupied or which may be occupied by a building and its accessory uses, together with such open spaces as are required, having not less than the minimum area, width and depth required for a lot in the District in which such land is situated and having frontage on a street or other means of access as may be determined by the Planning Board to be adequate as a condition of issuance of a building permit for a building.

Lot Frontage - The dimension measured from side lot line to side lot line along the lot line shared with the street line.

Marquee - A permanent roof-like structure attached to and supported by a building and projected therefrom.

Midblock Crossing - Pedestrian crossing facility located in between established intersections.

Natural Shoreline - The undeveloped areas along the edge of a waterbody, which connect the shallow aquatic portion of the waterbody with adjacent upland areas.

Open Space - An unimproved area of land devoted to an open space use, such as public recreation, enjoyment of scenic beauty, conservation of natural resources, preservation of historical or cultural sites, or any similar use.

Outdoor Recreation - Any recreational use particularly oriented to and utilizing the outdoor character of an area, including a snowmobile trail bike, jeep or all-terrain vehicle trail; cross-country ski trail; hiking and backpacking trail; bicycle trail; horse trail; playground; picnic area; public beach; or similar use.

Owner - The person or persons holding title to the property.

Parapet - The extension of a building façade above the line of the structural roof.

Parking Lot - An open area which is used for temporary parking of more than four (4) motor vehicles. A driveway shall not be considered a parking lot.

Parking Space / Stall - An off-street space located in a parking lot used for the temporary storage of one licensed motor vehicle. Such space shall have access to a street or alley.

Parking, Public - A parking lot or garage operated by a public entity that is used for temporary parking of motor vehicles and for which service a fee may or may not be charged.

Parklet - Seasonal or permanent expansions of the public sidewalk into the adjacent on-street parking lane that are open and accessible to the public.

Party Wall - A partition erected on a property boundary, partly on the land of one owner and partly on the land of another owner, to provide common support to the structures located on each side of the property boundary.

Paved Area - That part of a lot which is covered by an impervious surface other than buildings and structures, such as a driveway, parking area and walkway.

Pedestrian Facilities - Infrastructure and equipment that makes walking comfortable, safe, accessible, and convenient, including: sidewalks and walkways, shared-use paths, trails, curb ramps, crosswalks, traffic control devices, site amenities, and transit stops.

Permeable Paving Systems - Pavements that infiltrate, treat, and/or store rainwater where it falls. These systems can be constructed of pervious concrete, porous asphalt, or permeable interlocking pavers.

Planter Ledges - The edge of an outdoor structure containing plant materials that provides a surface for people to sit and is at least 22-inches deep and between 16- and 20-inches above the ground surface.

Porch – A covered platform having a separate roof at an entrance to a dwelling or an open or enclosed room attached to the outside of a dwelling.

Private – Not publicly owned, operated or controlled.

Public Space, Renovation – Any modifications or reconfigurations to existing public parks, open spaces, or plazas, with the exception of routine maintenance. Routine maintenance includes: activities necessary to ensure public health, welfare, and safety and in-kind replacements. When a public space is renovated, only the features being altered must comply with applicable Design Standards (see Table A.1.1).

Public Space, Expansion – The addition of land or water area to an existing public park, open space, or plaza. When a public space is expanded, the newly added portion must comply with applicable Design Standards (see Table A.1.1).

Public Right-of-Way – All areas legally open to public use, such as public streets, sidewalks, roadways, highways, parkways, alleys, and parks.

Public Thoroughfare – A corridor for motorized and/or non-motorized travel within the public right-of-way, such as a street, sidewalk, path, trail, or other paved surface.

Public Thoroughfare, Reconfiguration – The expansion of travel lanes, parking lanes, medians, trail corridors, or sidewalks and the addition or removal of travel lanes, parking lanes, medians, trail corridors, or sidewalks. When a public thoroughfare is reconfigured, the entire thoroughfare must comply with applicable Design Standards (see Table A.1.1).

Public Thoroughfare, Reconstruction – Resurfacing of paved surfaces or full-depth reconstruction of paved surfaces. Pavement patching and restriping existing pavement markings are exempt actions. When a public thoroughfare is reconstructed, the entire thoroughfare must comply with applicable Design Standards (see Table A.1.1)

Projection – A feature that is attached to or integral to a building's exterior that extends outward from the face of the building.

Residential - A building, or any part of a building, which contains living and sleeping accommodations for permanent occupancy.

Recess - A feature that is attached to or integral to a building's exterior that is set back into the building wall.

Seat Wall – An outdoor vertical structure that encloses an area and also provides a surface for people to sit. It shall be a minimum of 18-inches deep and between 16- and 20-inches above the ground surface.

Seating Steps – A component of an outdoor staircase that also provides a surface for people to sit. It shall be a minimum of 18-inches deep and between 6- and 20-inches in height.

Setback – The required horizontal distance between a structure and a property or street line.

Shared Parking – When adjacent property owners share their parking lots to reduce the total number of parking spaces each property owner needs to provide. Participating property owners must develop and sign a legally-binding agreement to establish shared parking.

Sidewalk Dining – A designated area of public sidewalk where patrons may sit at tables while consuming food and/or beverages purchased from the associated eating establishment.

Sign – Any structure, device or part thereof attached to, painted on or represented on a structure which displays or includes any lettering, wording, model, drawing, picture, banner, flag, insignia, device, marking or representation used as or which is in the nature of an announcement, direction or advertisement.

Sign Area - The area within the shortest lines that can be drawn around the outside perimeter of a sign, including all decorations and lights, but excluding the supports if they are not used for advertising purposes. One face of the sign shall be counted in computing the area. Any neon tube, string of lights or similar device shall be deemed to have a minimum dimension of one foot.

Sign, Installation – The installation of a new sign, including in-kind replacements. All new signs must comply with the applicable Design Standards (see Table A.1.1).

Sign, Modification – Alterations to an existing sign, with the exception of routine maintenance to ensure public health, welfare, and safety is not adversely impacted. All sign modifications must comply with applicable Design Standards (see Table A.1.1).

Site Amenity – Outdoor facilities provided for the convenience, safety and comfort of pedestrians including lighting fixtures, furnishings, bike parking, kiosks, and plants.

Site Amenity, Installation – The addition of new amenities to a site. Site amenities include: lighting fixtures, furnishings, bike parking, kiosks, and plants. In-kind replacements of existing amenities are exempt. When new amenities are added to a site, they must comply with applicable Design Standards (see Table A.1.1).

Site Amenity, Modification – Alterations to the style, model, or species of an existing site amenity. Site amenities include: lighting fixtures, furnishings, bike parking, kiosks, and plants. When site amenities are modified, the changes must comply with applicable Design Standards (see Table A.1.1).

Solid to Void Ratio - The total area of the building façade covered by openings (windows, doors, arched entryways, etc.) divided by the total area of solid wall surfaces.

Stacking Area – A designated area for vehicle queuing at a drive-through facility. It is measured from the service window to the entry point of the drive-through lane.

Story – That portion of a building included between the surface of any floor and the surface of the floor next above it, or if there is no floor above it, then the space between any floor and the ceiling next above it. A basement shall not be deemed a story unless it meets the criteria set forth in the definition of basement in the Code. An attic shall not be deemed a story unless it meets the criteria set forth in the definition of attic in the Code.

Street – A public way which affords principal means of access to abutting properties and is suitably improved; or a proposed way shown on a plat approved by all appropriate official City agencies.

Street Café – Seasonal extensions of an adjacent restaurant into the on-street parking lane that may be reserved for customer use only.

Street, Primary – Where only one street abuts a lot, that street is designated as the Primary Street. Where a lot has multiple frontages, the Primary street is designated by the Code Enforcement Department based on the following criteria:

- Street classification, as defined by the New York State Department of Transportation
- Established orientation of the block
- The street abutting the longest face of the block
- The street parallel to an alley within a block
- The street from which a lot takes its address

Street, Secondary – All streets fronting a lot that are not designated as the Primary Street are considered to be Secondary Streets.

Structurally Modified Shoreline – The stabilization of a waterbodies' edge using a physical barrier, such as vertical concrete, metal, or wood breakwalls, rip rap, or gabions, that disconnects the shallow aquatic portion of the waterbody with adjacent upland areas.

Structure – Anything constructed or erected, the use of which demands a temporary or permanent location on the soil, or attached to something having a temporary or permanent location on the soil. A structure includes a building, as that term is defined herein.

Surface Parking Lot, Expansion – The addition of 10 or more parking stalls. When a parking lot expansion is undertaken, the newly expanded and existing portions of the parking lot must comply with applicable Design Standards (see Table A.1.1).

Surface Parking Lot, Reconfiguration – The rearrangement of parking stalls, parking islands, parking medians, or driveway access locations. When a parking lot is reconfigured, the entire parking lot must comply with applicable Design Standards (see Table A.1.1).

Surface Parking Lot, Reconstruction – Parking lot reconstruction includes resurfacing or full-depth reconstruction of a parking lot surface. Pavement patching and restriping existing pavement markings are exempt actions. When a parking lot is reconstructed, the entire parking lot must comply with applicable Design Standards (see Table A.1.1).

Through Block Public Plaza – A public right-of-way located midblock that provides a connection between two public rights-of-way. Motor vehicles are prohibited in Through Block Public Plazas, with the exception of emergency vehicles and City-operated maintenance vehicles.

Transparency – The minimum percent of a building's façade that must be comprised of transparent windows.

Transparent – A material that allows light to pass through so that objects on the opposite side can be distinctly and clearly seen.

Travel Lane – A designated space on a street for the movement of vehicles (motorized and non-motorized) traveling from one destination to another.

Understory Tree - A small to medium tree that reaches a maximum height of 35-feet at maturity.

Use, Accessory - A use, building or other structure clearly incidental or subordinate, but customary, to a principal use. Accessory uses shall not alter the character of the premises on which they are located or impair the neighborhood and must be conducted on the same zoning lot as the principal use to which it is related, unless the Code otherwise permits another location for an accessory use.

Use, Nonconforming - The use of land or a structure which does not comply with all regulations for the District in which it is located where such use conforms to all applicable laws, ordinances and regulations prior to the enactment or amendment of the Citywide Zoning Code.

Use, Principal - An activity that may be carried on independently of any other activity and which generally characterizes the primary purpose for which land and/or the principal structures thereon are intended and designed.

Variance, Use - The authorization by the Zoning Board of Appeals for the use of land for a purpose that is otherwise not allowed or is prohibited by the applicable zoning regulations.

Wall-pack lighting – Outdoor lighting fixtures mounted on the exterior walls of buildings.

Yard, Front - A yard extending along the full length of the front lot line between the side lot lines.

Yard, Rear - A yard extending along the full length of the rear lot line between the side lot lines.

Yard, Side - A yard situated between the building and the side line of the lot and extending from the front yard (or from the front lot line, if there is no required front yard) to the rear yard (or rear lot line).

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OVERVIEW

The Oswego Downtown Design Standards are intended to encourage new development and redevelopment that reflects the unique character of each Downtown District, while also promoting cohesion and unity throughout Oswego's downtown area. The Design Standards only apply to the four Downtown Districts, which include the Maritime Heritage District, the Traditional Business District, the Traditional Downtown District, and the Waterfront District.

This section provides a description of each Downtown District, including maps delineating the District boundaries and representative images.

A.2.1 MARITIME HERITAGE (MH) DISTRICT

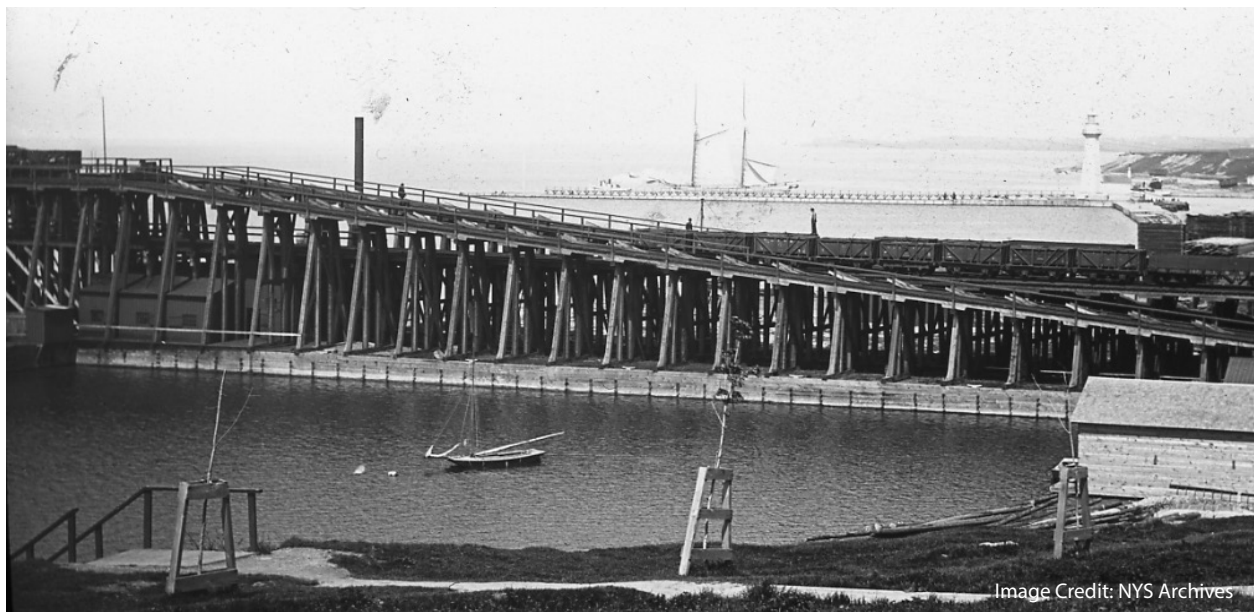
The Port of Oswego plays an important role in the City's economy and identity. The port, located where the Oswego River flows into Lake Ontario, was the first freshwater port in the United States and was originally settled by the Iroquois. Throughout its history, the Port of Oswego, with its advantageous connection to St. Lawrence River and the Atlantic Ocean, has played a prominent role in the fur, salt, lumber, and coal trade.¹

Today, the Port of Oswego links the City to national and international trade markets, provides an important source of employment, connects the City directly to the waterfront, and represents the City's deep maritime

heritage. The intent of the Maritime Heritage (MH) District is to foster uses that preserve and are consistent with the City's maritime industries, history, and culture. The MH District also serves as a transition between maritime uses and the Waterfront District, ensuring the integration of the MH District into Oswego's urban fabric.

Where applicable, development of the MH District shall be consistent with the City of Oswego's Waterfront Master Plan and the City of Oswego's Local Waterfront Revitalization Program and Harbor Management Plan.

1 O'Connor, J.W. 1942. A History of the First Fresh Water Port in the United States. Edited by Ann Callaghan Allen in 2010. Accessed online <<http://oswegohistorian.org/wp-content/uploads/2010/08/A-History-of-the-First-Fresh-Water-Port-in-the-United-States.pdf>>



Oswego's Historic Harbor. This photograph, taken between 1890 and 1910, shows a railroad trestle that was used for transporting coal extending into Lake Ontario.



MH District Map. All parcels and streets located within the MH District are highlighted in blue.



Oswego's Harbor Today. An aerial view of the Oswego Harbor and Port.

A.2.2 TRADITIONAL BUSINESS (TB) DISTRICT

The Traditional Business (TB) District serves as a transition between the Traditional Downtown District and the Commercial Business District. This District specifically emphasizes multimodal access and preservation of the City's cultural, historical, and architectural heritage.

Washington Square Historic District overlaps with the TB District. Future development and redevelopment in the TB District should complement and enhance the architectural heritage preserved by this Historic District.



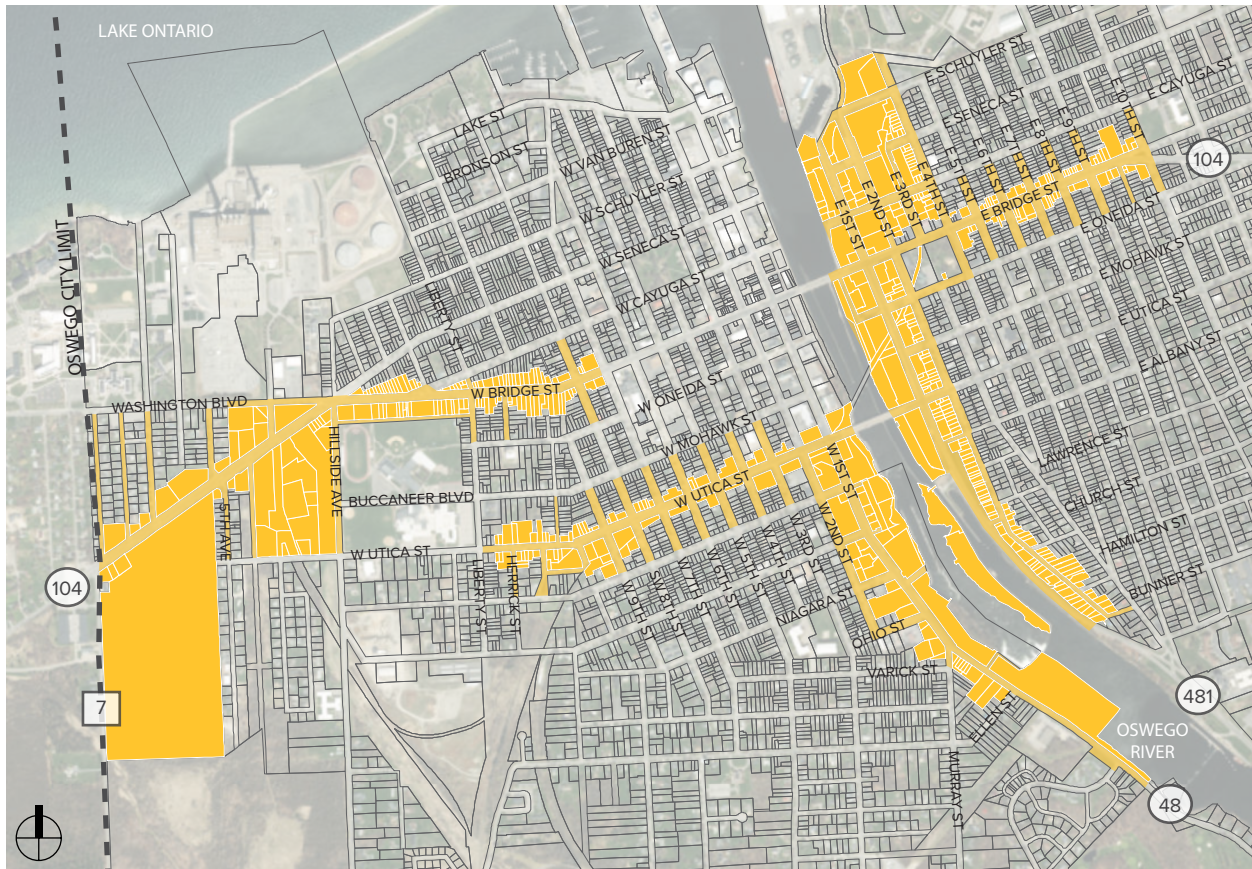
Image Credit: NYS OPRHP

Washington Square Historic District. The Washington Square Historic District, which includes the Oswego Public Library, overlaps with the TB District.



Image Credit: Emma Tannenbaum

East Bridge Street. Bridge Street (Route 104) serves as the central spine of the TB District. This image illustrates the existing car-oriented character of this corridor and the mix of new and historic architecture found within this District.



TB District Map. All parcels and streets located within the TB District are highlighted in yellow.



Destinations in the TB District. Several destinations of local and regional significance are located in the TB District, including the Oswego City Library (left) and the Oswego Hospital (right).

A.2.3 TRADITIONAL DOWNTOWN (TD) DISTRICT

The intent of the Traditional Downtown (TD) District is to establish a visually attractive, pedestrian-friendly, and economically vibrant city core that stimulates and supports a diverse economic base for those who live in, work, and visit the district. Re-use and renovation of existing structures is encouraged, and future new development shall reinforce the quaint character of the TD District. All development shall promote a safe, pleasant, livable, pedestrian-oriented district that preserves and enhances the City's unique cultural, historical, and architectural heritage.

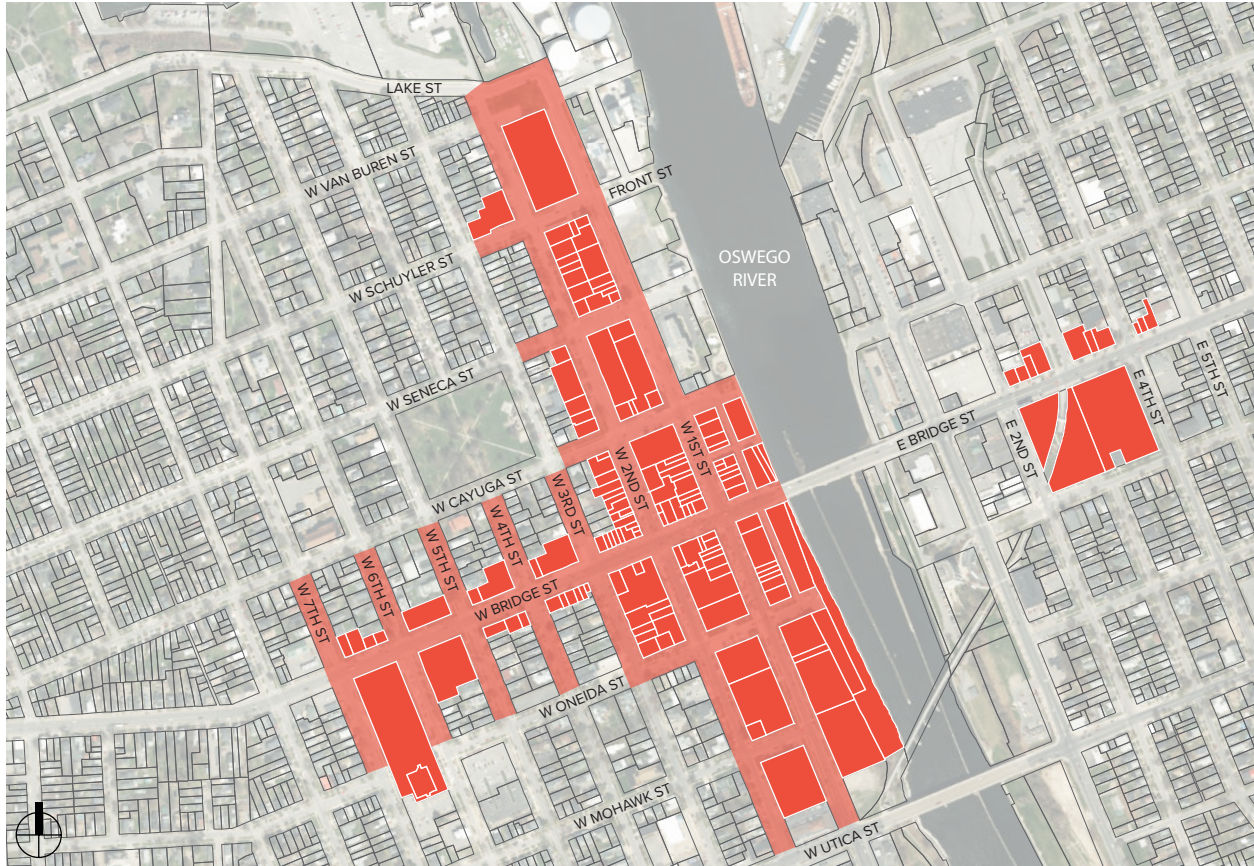
The Franklin Square and Kingsford Historic Districts overlap the TD District. Future development and redevelopment in the TD District should complement and enhance the City's cultural, historical, and architectural heritage.



American Legion Building (69 W. Bridge St.) in the Franklin Square Historic District. Both the Franklin Square and Kingsford Historic Districts overlap the TD District.



West 1st Street. West 1st Street is characterized by a vibrant streetscape with several amenities that encourage people to park their cars and walk to the many shops and destinations that this street and the TD District offer.



TD District Map. All parcels and streets located within the TD District are highlighted in red.



Destinations in the TD District. Two major destinations in the TD District include the historic Oswego Theatre (left) and the weekly farmer's market on W. 1st Street (right).

A.2.4 WATERFRONT (WA) DISTRICT

The Waterfront District (WA) is largely comprised of publicly-owned lands, and therefore, emphasizes civic uses that are open to the public, such as public green spaces, plazas, and other uses that attract visitors and promote waterfront recreation, entertainment, and living. Future development and uses must complement permitted uses within the adjacent TD and TB Districts and shall be compatible with the City of Oswego's Waterfront Master Plan and the City's Local Waterfront Revitalization Program and Harbor Management Plan.



Image Credit: Sandy Roe

Public Festivals. The abundant public space in the WA District provides several opportunities for large festivals and celebrations, such as Harborfest.

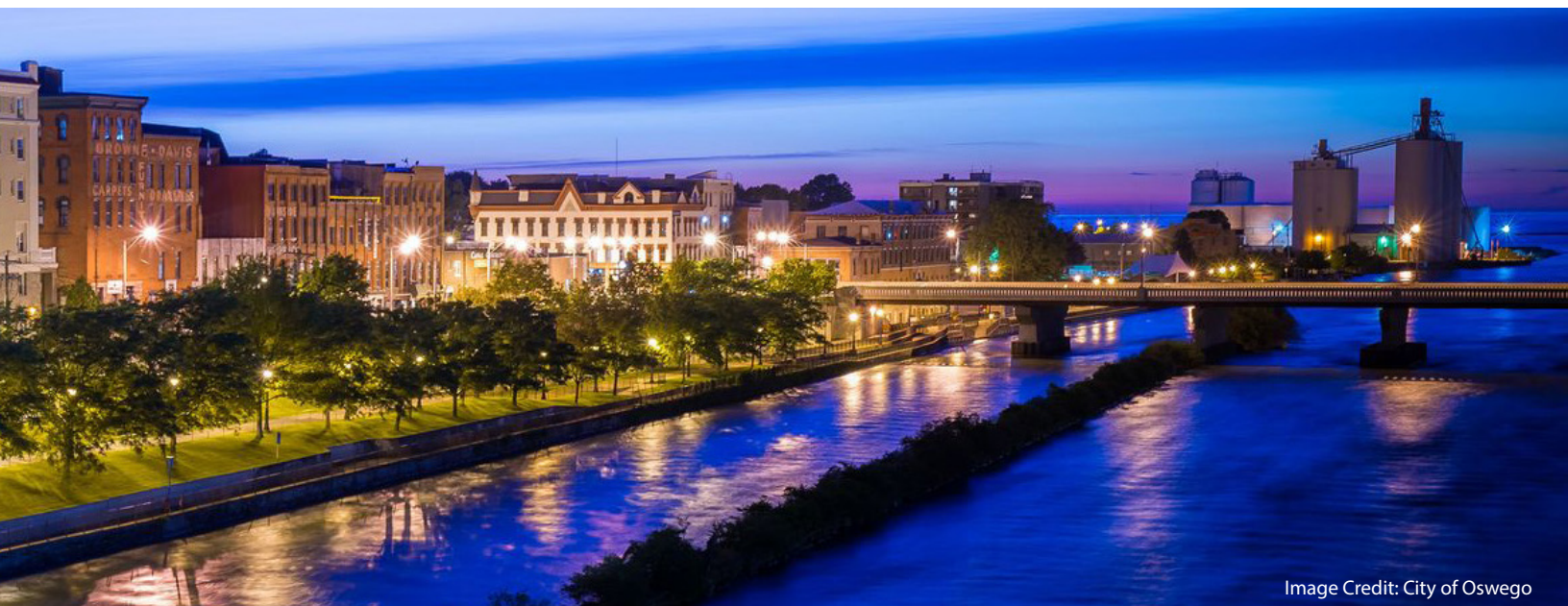
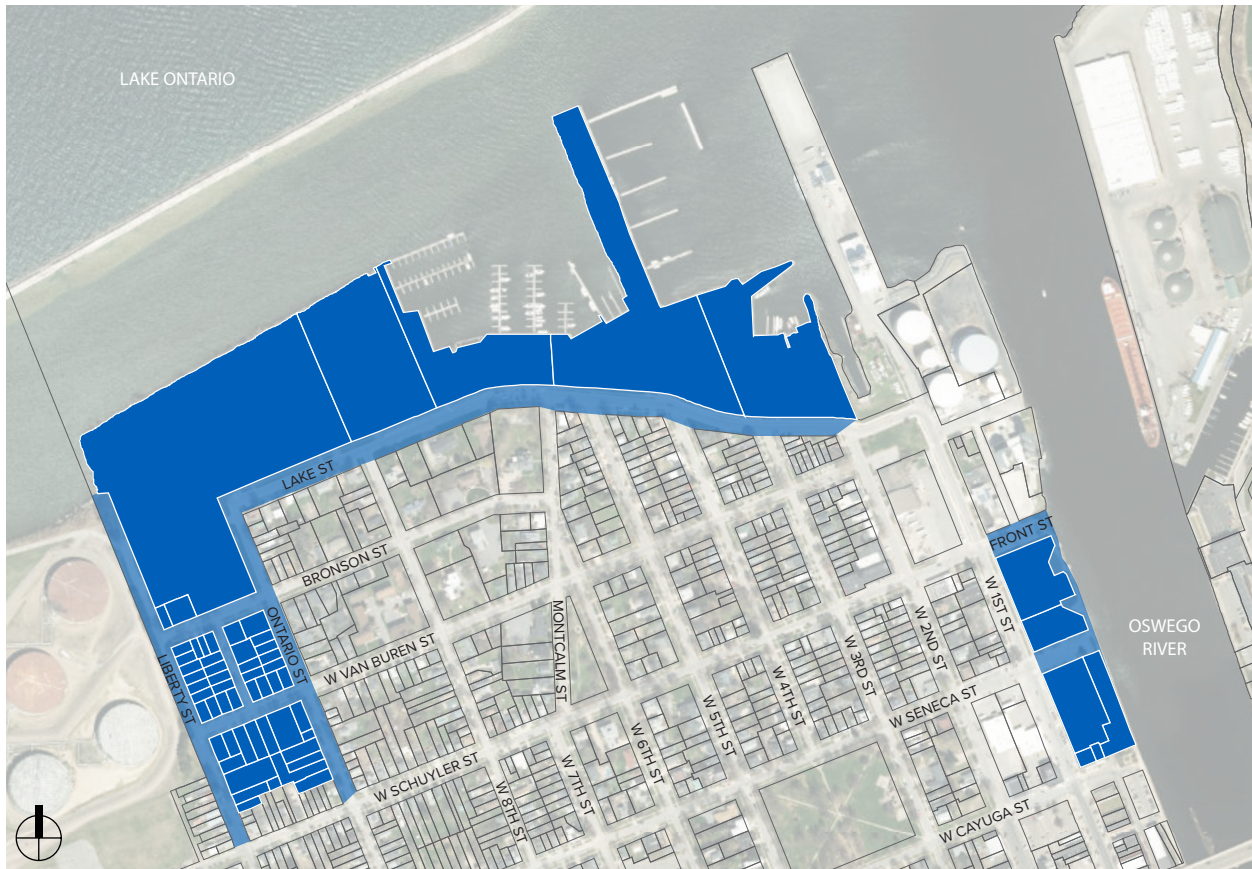


Image Credit: City of Oswego

Oswego Riverwalk West. Oswego's waterfront is illuminated at night, highlighting the diverse, but complementary, uses bordering the Oswego River. This image shows waterfront areas in both the TD and WA Districts.



WA District Map. All parcels and streets located within the WA District are highlighted in dark blue.



Image Credit: City of Oswego



Image Credit: Smithsonian Magazine

Destinations in the WA District. Breitbeck Park (left) and the H. Lee White Maritime Museum (right) provide public access to the waterfront and attract visitors from across the region.



Image Credit: City of Oswego

SECTION A.3 DEVELOPMENT REVIEW PROCESS

OVERVIEW

This section describes how the Design Standards will be enforced and provides important resources regarding necessary permits for new development and redevelopment.

A.3.1 ADMINISTRATION

Compliance with these Design Standards will be enforced by the City of Oswego's Code Enforcement Officer. All questions regarding applicability of and compliance with these Design Standards may be directed to the City of Oswego Department of Code Enforcement.

A.3.2 SITE PLAN REVIEW

When the Code requires the submittal of site plans for proposed development or redevelopment actions, Applicants must complete and submit an application to the City Planning Board. The Application for Site Plan Review can be accessed on the City's website: www.oswegony.org/government/planning-zoning

For additional information, please refer to the Code.

A.3.3 SIGN PERMITS

The installation of new signs must be approved by the City's Code Enforcement Officer. Applicants may obtain an Application for Sign Permit on the City's website: www.oswegony.org/government/planning-zoning

For additional information, please refer to the Code.





Image Credit: Bergmann

Oswego Riverwalk. Oswego's waterfront is a defining feature of the Downtown Districts. It provides the City with several benefits, including recreational opportunities, scenic viewsheds, industrial access for shipping and trade, and wildlife habitat.



Image Credit: Bergmann

SECTION B.1

ARCHITECTURAL CONSISTENCY

The Design Standards seek to preserve and enhance the architectural and historic character of Downtown Oswego and ensure that development is consistent and compatible with the surrounding landscape and urban fabric of the City. New construction, building additions, rehabilitations, renovations, and/or changes in use must complement the City's traditional architecture and improve the experience for all modes of transportation, particularly pedestrians. The City 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 building form, 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, the streetscape, and the surrounding urban fabric. Adherence to these standards will provide an inviting, livable, and pedestrian-scale environment in Downtown Oswego.

TABLE B.1.1. Development Actions Required to Comply with Design Standards contained in Section B.1, Architectural Consistency.

DEVELOPMENT ACTION*	ARCHITECTURAL CONSISTENCY		
	B.1.1	B.1.2	B.1.3
	Building Form & Scale	Commercial & Mixed-Use Buildings	Residential Buildings
New Development	●	●	●
Building, Expansion, Small	●	●	●
Building, Expansion, Large	●	●	●
Building, Exterior Renovation, Minor	○	○	○
Building, Exterior Renovation, Major	● ¹	●	●
Surface Parking Lot, Expansion, Reconfiguration, or Reconstruction	○	○	○
Public Thoroughfare, Reconfiguration or Reconstruction	○	○	○
Public Space, Renovation or Expansion	○	○	○
Site Amenities, Installation or Modification	○	○	○
Signs, Installation or Modification	○	○	○

*Development actions are defined in Section A.1.5, Glossary of Terms

¹Building height requirements do not apply to this development action

● Design Standards in this section are applicable to this type of development action

○ This type of development action is NOT required to comply with Design Standards in this section.

B.1.1 BUILDING FORM AND SCALE

Achieve architectural compatibility at the City, District, and street level and support a vibrant, attractive, and comfortable public realm

A. GENERAL

1. Contemporary and historic interpretations in correct proportion, character and style shall be utilized to strengthen the identity of new or renovated buildings.
2. The scale, rhythm, and massing of new construction shall be compatible with surrounding buildings.

B. FORM

1. Franchise commercial buildings, which identify the owner or occupant by a trademarked architectural style, are prohibited. Local and National chain companies shall comply with these Design Standards to ensure their buildings reinforce the character and vision of Oswego's Downtown Districts.
2. The materials and detailing used for new construction shall be compatible with the character and vision of a given District.
3. For buildings with multiple storefronts, there shall be a direct correlation between the delineations of interior tenant spaces and exterior façade treatments.

C. HEIGHT

1. Refer to the Table of Bulk Requirements in the Code for minimum and maximum building height requirements for each Downtown District.
2. The height of a new building's ground floor shall not be less than 12 feet.

D. SCALE

1. Structures shall incorporate fascias, canopies, arcades, setbacks, recesses, projections or other design features to avoid large, undifferentiated walls and create a pedestrian-scale environment adjacent to the building's exterior.
2. Buildings with a party wall shall be related in height and shall incorporate storefront windows, doors at the street level, and simple historically appropriate rooflines.
3. In instances where the front façade of a building is greater than 50 feet in width, delineations and treatments shall be used to break up the building's appearance and add visual interest to the streetscape.



Image Credit: Wikimedia Commons

Buildings Frame and Define a Pedestrian's Experience. This image illustrates how a walkable, pedestrian-friendly block is created by the form, scale, and massing of buildings. The building's ground floors incorporate large windows, recesses, and a variety of awnings and signage to activate the streetscape and make even tall buildings feel pedestrian-scale. The color, material, and architectural detailing of building façades consistently changes along the length of the block, establishing a rhythm that encourages pedestrians to walk from one building to the next.

B.1.2 COMMERCIAL AND MIXED-USE BUILDINGS

Promote ground floor façades that engage the streetscape and adjacent public spaces, are visually differentiated from upper floors, and promote transparency between building interiors and the public realm

A. ARCHITECTURAL STYLE

1. Commercial and mixed-use development shall complement the character of the Downtown District in which it is located.

B. VISUAL DIFFERENTIATION

1. Commercial and mixed-use buildings shall provide a visual distinction between the ground floor and upper floors through the use of appropriate architectural elements, details, material and/or colors in order to reinforce a pedestrian-scale environment on the adjacent streetscape.

4. The placement of building entrances shall be of a similar rhythm and spacing to existing structures on the same street.
5. Primary entrances shall receive design considerations, details, and treatments consistent with primary façades.
6. Primary entrances shall be prominently designed and constructed to provide visual cues to pedestrians independent of site or building signage.

C. PEDESTRIAN ACCESS & ENTRANCES

1. Accessible building entrances shall be provided along the primary street and have a direct connection to the sidewalk network.
2. Corner buildings may have two separate accessible entrances (one on each primary street) and/or a single accessible entrance at the corner.
3. If located adjacent to a trail or multimodal corridor, accessible building entrances with direct connections to the trail or multimodal corridor must be provided.



Visual Differentiation Between Ground and Upper Floors. Large windows, changes in materials and colors, awnings, street furnishings, and window signs make the ground floors of these mixed-use buildings visually distinct from the upper floors and reinforce a pedestrian-scale environment on the adjacent streetscape.

B.1.3 RESIDENTIAL BUILDINGS

Establish a distinct character unique to residential uses that creates visual interest and engages the streetscape

A. ARCHITECTURAL STYLE & DETAILS

1. Residential buildings shall complement the style established by other buildings along the street, while also maintaining their own distinct character.

B. PEDESTRIAN ACCESS & ENTRANCES

1. Principal and shared pedestrian entrances for ground floor residential units shall face the primary street and have a direct connection to the sidewalk system and, if present, other multimodal networks (e.g., trail system, shared-use path).
2. 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.
3. Fire escapes shall be located on side or rear yards only, with a preference for rear yards.



Image Credit: silverton34c.blogspot.com

Not Permitted. Fire escapes are not permitted on the front of a building.



Image Credit: R.J.C.Construction & Fire Escape Services

Side Yard Fire Escapes are Permitted. Fire escapes shall be located on side or rear yards only, with a preference for rear yards.



Image Credit: Bergmann

Pedestrian Access and Entrances. These residential buildings are oriented to the primary street and provide accessible connections to the adjacent sidewalk. Covered, elevated front porches also help to provide visual separation from the streetscape.



Image Credit: Bergmann

SECTION B.2

ARCHITECTURAL DETAILS

Architectural details should complement and enhance overall building composition and should be appropriate to the style and character of the building, the site, and the surrounding District. A lack of architectural detail and ornamentation leaves a building devoid of interest. Street level visual interest is particularly important for supporting walkability, cultivating a unique identity, and transforming the Downtown Districts into attractive destinations for residents, visitors, and businesses. Too much detail, however, can create a confusing and jumbled appearance. Detailing should be carefully used to ensure consistency between buildings of a similar architectural style while also crafting a unique identity for each structure. For example, window and door trim should call attention to and accentuate openings without dominating or confounding the building façade.

TABLE B.2.1. Development Actions Required to Comply with Design Standards contained in Section B.2, Architectural Details.

DEVELOPMENT ACTION*	ARCHITECTURAL DETAILS							
	B.2.1	B.2.2	B.2.3	B.2.4	B.2.5	B.2.6	B.2.7	B.2.8
	Materials & Detailing	Windows	Doors	Signage	Awnings	Porches, Decks, & Balconies	Exterior Lighting	Colors
New Development	●	●	●	●	●	●	●	●
Building, Expansion, Small	●	●	●	●	●	●	●	●
Building, Expansion, Large	●	●	●	●	●	●	●	●
Building, Exterior Renovation, Minor	●	●	●	●	●	●	●	●
Building, Exterior Renovation, Major	●	●	●	●	●	●	●	●
Surface Parking Lot, Expansion, Reconfiguration, or Reconstruction	○	○	○	○	○	○	○	○
Public Thoroughfare, Reconfiguration or Reconstruction	○	○	○	○	○	○	○	○
Public Space, Renovation or Expansion	○	○	○	○	○	○	○	○
Site Amenities, Installation or Modification	○	○	○	○	○	○	○	○
Signs, Installation or Modification	○	○	○	●	○	○	○	○

*Development actions are defined in Section A.1.5, Glossary of Terms

● Design Standards in this section are applicable to this type of development action

○ This type of development action is NOT required to comply with Design Standards in this section.

B.2.1 MATERIALS AND DETAILING

Reinforce the character of the Downtown Districts through building materials and detailing



REFER TO SECTION C, DISTRICT-SPECIFIC STANDARDS, FOR PERMITTED BUILDING MATERIALS AND COLORS FOR EACH COVERED DISTRICT

A. GENERAL

1. Building façades shall complement the character of existing buildings within a given Downtown District.
2. For existing buildings, as much of the original detail and material shall be retained and preserved wherever possible. The distinguishing original qualities or historic character of a building shall be maintained and treated with sensitivity.
3. All sides of the building shall be architecturally consistent. Building materials, architectural style, and exterior detailing shall reflect the main façade of the building.

B. MATERIALS

1. Development shall utilize durable materials reflective of the Downtown District's character.
2. All exterior wood shall be finished using paint or stain. Cladding or covering traditional details is not encouraged.
3. Changes in materials and/or color shall occur at corners.



Image Credit: Google Street View

Diverse, Yet Complementary, Building Materials and Colors Create a Vibrant Streetscape. The use of different building materials and colors along a street enhances the pedestrian experience and encourages people to walk from one destination to the next.



Image Credit: Bergmann

Not Permitted. A lack of architectural detail reduces visual appeal, detracts from the character of a place, and discourages people from walking.

C. DETAILING

1. The choice of architectural details and their scale, height, proportion and mass shall draw from design cues provided by the character of surrounding buildings and vision for the Downtown District.
2. Parapets, cornices, and roof overhangs are encouraged in order to reinforce the line of the building wall and maintain the character of the Downtown Districts.
3. The use of awnings, canopies, marquees, recessed entries and other design elements is encouraged to define the ground level and provide shelter to entryways.
4. Overhangs and canopies shall be architecturally consistent with or complementary to the remainder of the building.
5. To the extent practicable, building stories, cornice lines and other horizontal trimlines for infill development shall have continuity with adjacent buildings.
6. Elements that define the roof and the upper quartile of the façade shall incorporate design details that provide an added level of detail and articulation to the architectural expression of the building.
7. Parapets and false roofs shall be utilized to obscure the view of rooftop mechanical equipment when viewed at ground level from the opposite side of the corridor or adjacent districts.
8. The use of fencing, lattice and similar materials to screen rooftop mechanical equipment is not permitted.

ARCHITECTURAL DETAIL EXAMPLES

Image Credits: Wikimedia Commons (left); Doug Taylor (middle); Bergmann (right)



Cornice

A crowning projection that protects and/or ornaments a wall face or an architectural feature, such as a door or window.



Parapet

An extension of the building façade above the line of the structural roof.



Marquee

A permanent roof-like structure attached to, supported by, and projected from a building.

B.2.2 WINDOWS AND TRANSPARENCY

Relate windows to the building's proportion, mass, and rhythm and create a visual connection between the streetscape and the building's interior



REFER TO SECTION C, DISTRICT-SPECIFIC STANDARDS, FOR WINDOW SIZE, WINDOW MATERIAL, AND TRANSPARENCY REQUIREMENTS FOR EACH COVERED DISTRICT.

A. GENERAL

1. Development shall have a solid to void ratio created by window openings and wall surfaces that is consistent with the character of each Downtown District. A similar or complementary ratio shall be provided or maintained on existing structures upon renovations or changes in building use.
2. Windows shall be of a scale and proportion to the overall architectural style of the building.
3. Windows shall be balanced in their placement on building façades and consistent in style across the entire exterior of the building.
4. All exterior walls shall have windows facing public areas, streets, and parking lots.
5. New construction or renovations to existing buildings shall not create large, undifferentiated walls with few to no windows or door openings facing a street, driveway, or parking area.
6. Existing windows shall not be covered unless the proposed change is part of an effort to restore the original appearance of the building.

B. TRANSPARENCY

1. Transparency requirements apply to all building façades fronting on public right-of-ways.
2. Opaque elements of a window (e.g., panes, frosted or tinted areas, opaque portions of window signs) cannot be used to meet the transparency requirements.
3. Refer to Section C for transparency requirements based on use, floor, and District.
 - a. Ground floor transparency is calculated based on the total façade area located between 2 and 12 feet above the sidewalk.
 - b. Upper floor transparency is calculated based on the total façade between the surface of a given floor and the surface of the floor above it.
 - c. Top floor transparency is calculated based on the total façade between the surface of the top floor and the top of the wall plate.

C. SIZE

1. Refer to Section C for District-Specific Standards for window sizes.

D. MATERIALS

1. Refer to Section C for District-Specific Standards for window materials.

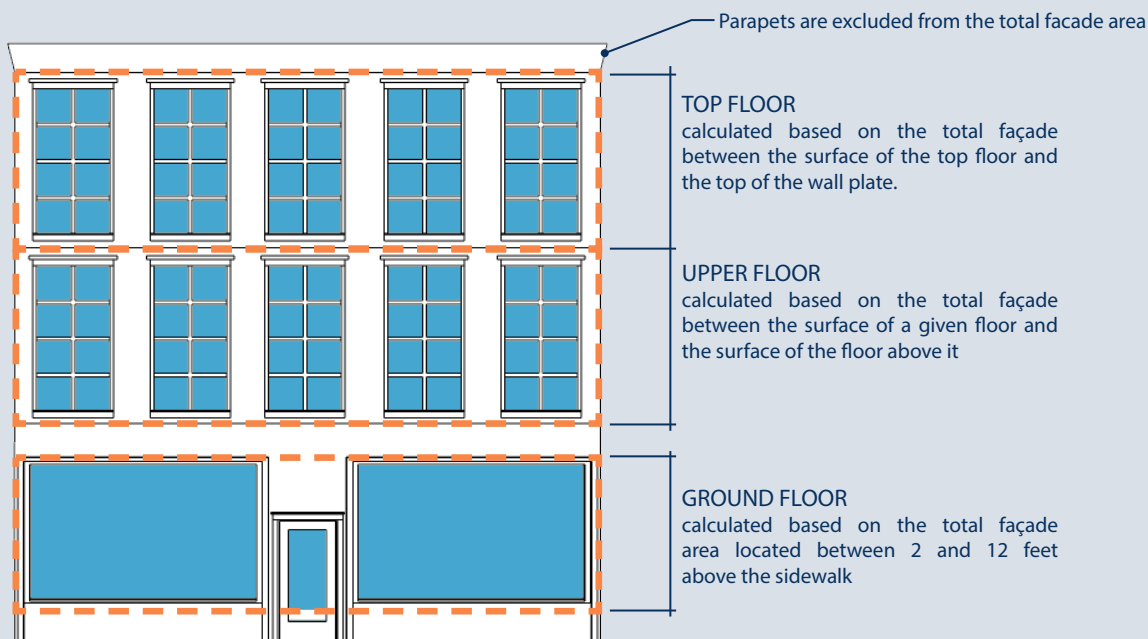
E. ADDITIONAL REQUIREMENTS FOR MIXED-USE AND COMMERCIAL BUILDINGS

1. Glass area per floor shall be greater at the ground floor than at upper floors to encourage a transparent, pedestrian-friendly environment.
 - a. The ground floor of all façades that face a public right-of-way shall have a minimum transparency of 75%, regardless of District-specific requirements defined in Section C.
2. At the intersection of streets, public spaces, and/or along multimodal corridors, storefront windows shall wrap the building façade at the ground level to provide enhanced transparency and increased architectural interest.

HOW TO CALCULATE TRANSPARENCY

 Total Façade Area

 Transparent Portions of the Building*



*Opaque elements of a window (e.g., panes, frosted or tinted areas, opaque portions of window signs) cannot be used to meet transparency requirements.

B.2.3 DOORS

Create a welcoming, accessible, and comfortable experience for building patrons and pedestrians that reinforces the character of the surrounding streetscape and District

1. All entries shall be designed as an important feature and visual cue of the building façade.
2. Primary entries shall be detailed and highlighted through the use of trim, moldings, overhangs and/or other defining architectural features such that its purpose as the primary entrance is evident from the street.
3. Similar treatment is encouraged for all entryways adjacent to outdoor public spaces, parking areas, and multimodal networks.
4. Doors and entryways shall be of a scale, proportion, and coverage appropriate to the overall architectural style of the building.
 - a. The use of wood doors with a stained or painted finish is encouraged.
 - b. A ten- to twelve-inch bottom rail is recommended at entrance doors.
 - c. Door hardware style and finish shall be consistent with the architectural character of the building.
5. For commercial and mixed-use buildings, primary entrance doors shall be full glass to allow for visual access into the building. Glass doors contribute toward the overall transparency requirement for the building frontage.



Glass Doors Are Permitted on Commercial and Mixed-Use Buildings. To provide a visual connection between the streetscape and the interior of a building, commercial and mixed-use buildings may use glass doors. This example shows a door with a painted wood frame and a glass interior, which complements the historic character of the building while maintaining visual connectivity to the street.

B.2.4 SIGNAGE

Enhance legibility and wayfinding through the thoughtful design and placement of signage



REFER TO SECTION C, DISTRICT-SPECIFIC STANDARDS, FOR PERMITTED SIGN TYPES IN EACH COVERED DISTRICT.

A. GENERAL

1. Signs require a City of Oswego permit.
2. All signs must be clearly incidental, customary, and commonly associated with the operation of the business or entity to which they relate.
3. Any sign not specifically addressed in this section is prohibited.
4. Murals and public art are not considered signs and are therefore not required to meet the criteria specified in this section.
5. Refer to Section C for permitted sign types in each Covered District.
4. No portion of a sign may be located at a height of more than 20-feet above grade.
5. Signs may not project above the roof of any building.
6. Signs may not be placed on accessory structures.
7. Signs may not encroach onto any streets, alleys, or trails.
8. Awning, Projecting, and Sidewalk signs may encroach onto the public sidewalk if they meet the criteria specified below in Section B.2.4.E and in Section C, District-Specific Standards.

B. PLACEMENT

1. All signs must be located on the same lot as the business or entity to which they relate.
2. Signage shall be placed to create a pedestrian friendly environment and to communicate effectively with all modes of transportation.
3. Signs shall be placed in a manner that is respectful of the architectural elements of the building.

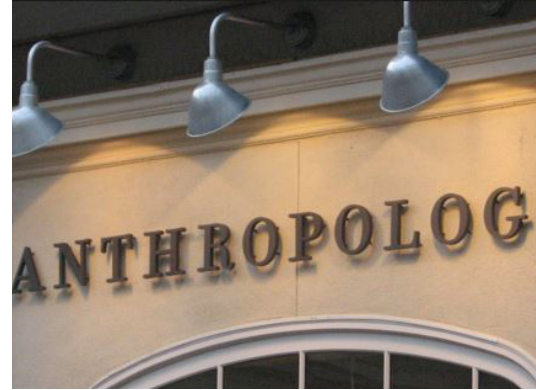
C. DESIGN AND MATERIALS

1. Appropriately designed signs shall be simple, identify the business clearly, enhance the buildings on which they are located, and make a positive contribution to the general appearance of the street and District.
2. Sign materials must be of complementary color, character, type, and quality to those found on the related principal structure and in the surrounding District.
3. All signs must be of professional quality and constructed of durable, weather resistant materials.
4. All wood signage components must be sealed and protected from the elements.

D. ILLUMINATION

1. External illumination of signs may not shine directly into the public right-of-way or adjacent properties. Fixtures must be fully shielded and directed to minimize light pollution. Recommended external lighting fixture styles include lanterns, goosenecks, and shielded architectural grade spot lights.
2. Channel letters may be internally lit or back-lit. Exposed neon may be used for lettering and for accent only.
3. Blinking, flashing, chasing, and bare-bulb sources of sign illumination are prohibited.

PERMITTED SIGN ILLUMINATION



External Light Source.



Internal Light Source.



Backlit Sign.

E. SIGN TYPES



AWNING SIGN

1. A sign on which graphics or symbols are painted, sewn, or otherwise attached to the awning material as an integrated part of the awning itself.
2. General Requirements:
 - a. Awning signs may not extend beyond the awning.
 - b. Signs shall be constrained to the valence portion of the awning only.
 - c. Signs are only allowed on ground floor awnings.
 - d. Awning signs may be externally illuminated only.

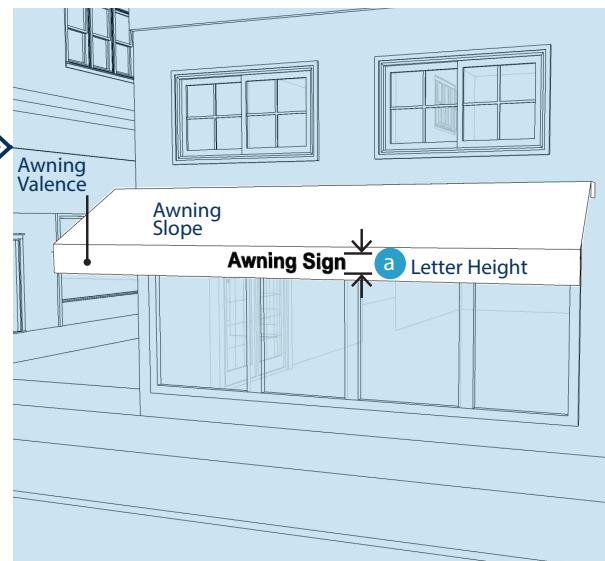


Image Credit: City of Seattle

Permitted Awning Sign. This awning sign utilizes only the valence portion of the awning, the text height is less than 16 inches high, and the sign does not extend beyond the awning.

AWNING SIGN SIZE REQUIREMENTS

- a** LETTERING SIZE (MAX.):
16 inches high





FREE STANDING BRACKET SIGN

1. A freestanding, low-profile sign supported by a pair of posts that complement the sign design and adjacent architecture.
2. General Requirements:
 - a. Freestanding Bracket Sign panels shall not extend beyond the height or width of the poles supporting the sign.
 - b. Freestanding Bracket Signs must be set back at least 5-feet from the front property line and in no instance may visually or physically interfere with vehicle and pedestrian traffic.
 - c. Freestanding Bracket Signs must be constructed of materials and colors that are consistent with the building that is being advertised and the character of the District in which it is located.
 - d. Freestanding Bracket Signs may be externally illuminated only.



Image Credit: signshack-ga.com

Permitted Free Standing Bracket Sign. Free standing bracket signs that complement the surrounding architecture and are supported by two posts may be used in the Covered Districts.

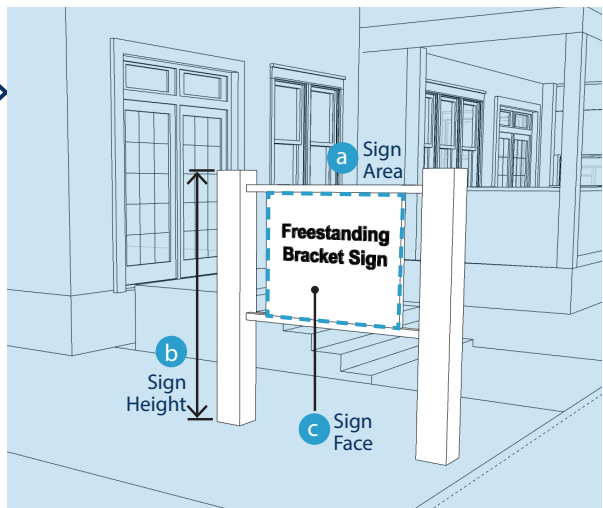


Image Credit: Bergmann

Not Permitted. Single pole signs do not match the character of the Covered Districts and are not permitted.

FREE STANDING BRACKET SIGN SIZE REQUIREMENTS

- a **SIGN AREA (MAX.):**
25 square feet
- b **HEIGHT (MAX.):**
6 feet
- c **NUMBER OF FACES (MAX.):**
2 faces



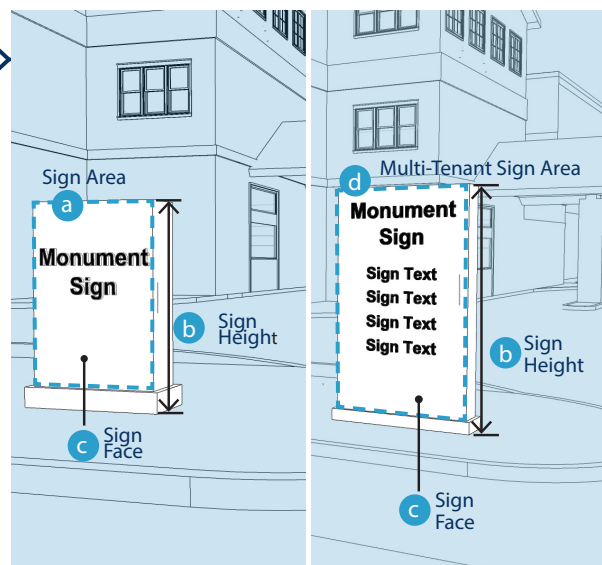


MONUMENT SIGN (SINGLE & MULTI-TENANT)

1. A sign attached to the ground along its entire length upon a continuous pedestal.
2. General Requirements:
 - a. One Monument Sign is permitted per lot.
 - b. Monument Signs must be set back at least 5-feet from the front property line and in no instance may visually or physically interfere with vehicle and pedestrian traffic.
 - c. Monument Signs must be constructed of materials and colors that are consistent with the building that is being advertised and the character of the District in which it is located.
 - d. The base of a Monument Sign must run the entire horizontal length of the sign and shall contain no sign copy.
 - e. A Monument Sign may be used as a multi-tenant directory sign indicating the name of the occupants of a building or multiple buildings. Each business may have no more than one sign within the multi-tenant monument sign.
 - f. Monument Signs may not be within 100-feet of any other Monument Sign located along the same frontage.
 - g. Monument Signs may be externally illuminated only.

MONUMENT SIGN (single & multi-tenant) SIZE REQUIREMENTS

- a. **SIGN AREA (MAX.):**
64 square feet
- b. **HEIGHT (MAX.):**
10 feet
- c. **NUMBER OF FACES (MAX):**
2 faces
- d. **MONUMENT SIGNS FOR MULTI-TENANT BUILDINGS:**
25 square feet per face for 5 businesses, with 3 square feet for each additional business. Total square footage shall not exceed 70 square feet





PROJECTING SIGN

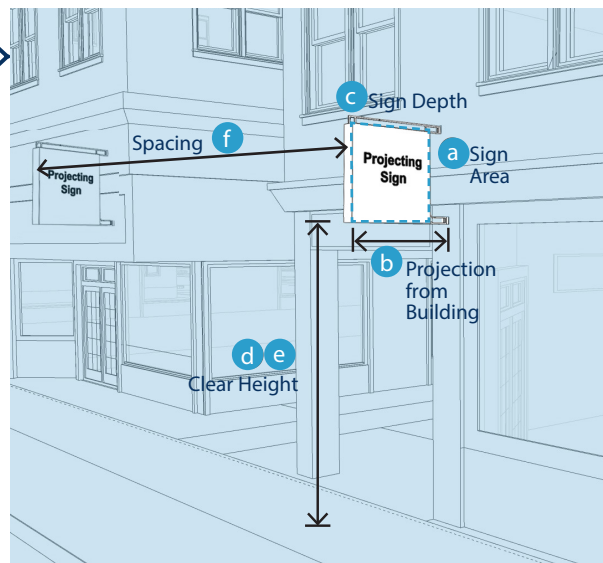
1. A sign attached to the building façade at a 90-degree angle, extending more than 12 inches from the wall. A Projecting Sign may hang from a bracket and it may be two- or three-dimensional.
2. General Requirements:
 - a. No portion of a Projecting Sign may be higher than the top of the building to which it is attached.
 - b. No portion of a Projecting Sign may be located higher than the second floor of the building to which it is attached.
 - c. Any part of a Projecting Sign extending over pedestrian areas must have a minimum height clearance of 10-feet.
 - d. Projecting Signs may be internally or externally illuminated.



Permitted Projecting Sign. This projecting sign is externally illuminated, located between the first and second floors of the building to which it is attached, and provides a minimum height of 10-feet above the sidewalk.

PROJECTING SIGN SIZE REQUIREMENTS

- a. **SIGN AREA (MAX.):**
15 square feet
- b. **PROJECTION FROM BUILDING (MAX.):**
3.5 feet
- c. **DEPTH (MAX.):**
6 inches
- d. **CLEAR HEIGHT ABOVE SIDEWALK (MIN.):**
10 feet
- e. **CLEAR HEIGHT ABOVE SIDEWALK (MAX.):**
20 feet
- f. **SPACING BETWEEN PROJECTING SIGNS (MIN.):**
25 feet





SIDEWALK SIGN

1. A moveable sign not attached to the ground or a building.
2. General Requirements:
 - a. Each ground floor tenant may have one Sidewalk Sign.
 - b. Sidewalk Signs must be placed indoors at the close of each business day.
 - c. Sidewalk Signs cannot obstruct vehicular, bicycle, or pedestrian traffic and must provide at least 5-feet of clear space to allow for unimpeded pedestrian movement.
 - d. Sidewalk Signs shall be located a minimum of 18-inches from the inside of the curb line or edge of pavement, whichever is greater.
 - e. Sidewalk Signs made of plastic, coroplast, and foam core are prohibited.
 - f. Sidewalk Signs may not be illuminated.

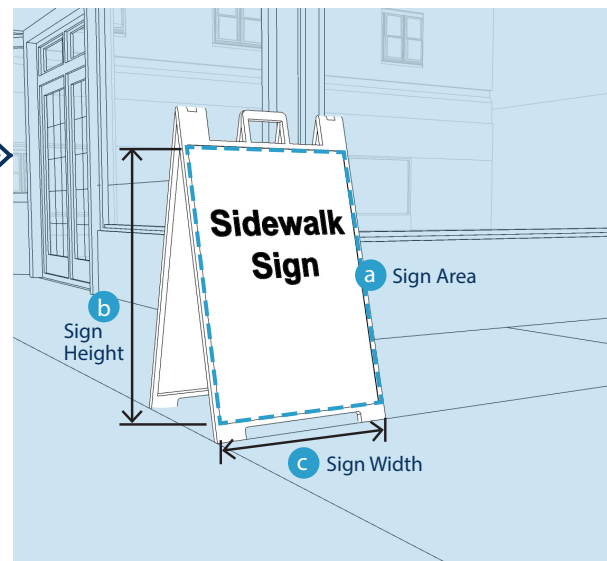


Image Credit: Bergmann

Permitted Sidewalk Sign. This sidewalk sign is made of materials that complement the surrounding architecture (wood and slate), and its placement provides sufficient space for unobstructed pedestrian movement along the sidewalk.

SIDEWALK SIGN SIZE REQUIREMENTS

- a. **SIGN AREA (MAX.):**
6 square feet
- b. **HEIGHT (MAX.):**
3 feet
- c. **WIDTH (MAX.):**
2 feet





WALL SIGN

1. A sign attached to or painted on the exterior wall of a building so that the display surface is parallel with the plane of the building wall.
2. General Requirements;
 - a. No portion of a Wall Sign may project above the roof line or above the parapet wall of a building with a flat roof.
 - b. A wall sign may not cover windows or architectural details.
 - c. Wall Signs may be internally or externally illuminated.

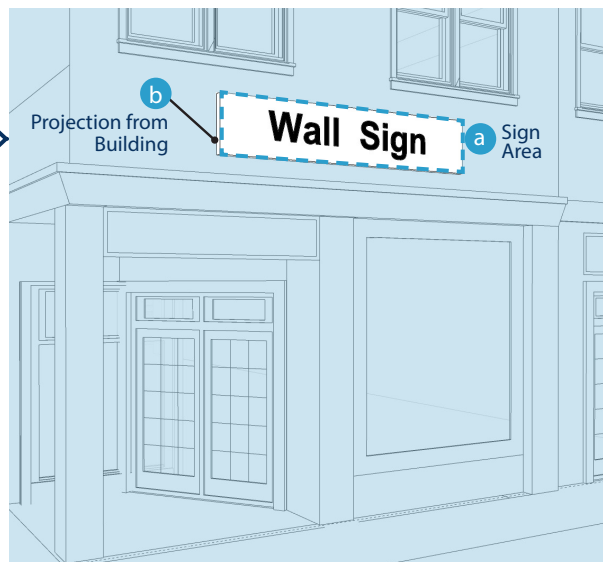


Image Credit: Jim Bohnhoff

Permitted Wall Sign. This wall sign is parallel with the plane of the building wall, does not cover any windows or architectural details, is externally illuminated, and projects less than 12-inches from the face of the building.

WALL SIGN SIZE REQUIREMENTS

- a **SIGN AREA (MAX.):**
1 square foot per foot of building frontage
- b **PROJECTION FROM BUILDING (MAX.):**
12 inches





WINDOW SIGN

1. A sign affixed to the inside of a window or door, or a sign placed inside of a building within 12-inches of the window or door so that it is visible and legible through such window or door.
2. General Requirements:
 - a. Window Signs shall not obstruct visual access into the interior of the building.
 - b. Lettering shall not exceed 6-inches in height.
 - c. The combined coverage of lettering and graphics shall not exceed 20% of the total window surface.
 - d. Window Signs may be internally illuminated only.



Permitted Window Signs This window sign is easy to read, does not obstruct visual access into the interior of the building, and the lettering does not exceed 6-inches in height.

WINDOW SIGN SIZE REQUIREMENTS

- a** AREA OF WINDOW THAT MAY BE COVERED (MAX.):
20% of the window area in which the sign is placed



B.2.5 AWNINGS

Create visual continuity and interest and provide protection along the streetscape, while also reflecting the character of the respective Downtown Districts

1. Awnings shall be continuous above building entrances, doors, windows, or outdoor service areas. Breaks in awnings shall coincide with breaks in façade openings.
2. Awning construction and shape shall reflect the opening over which it is installed and complement the architectural style of the principal building and surrounding buildings in the District.
3. Awning materials shall be heavy-duty canvas.
4. Colors and patterns that are incompatible with building materials are prohibited.
5. Awnings shall be self-supporting with no poles encroaching in the public right-of-way.
6. Awnings must maintain a minimum clear height of 8-feet above the sidewalk.
7. Operable awnings are permitted.
8. Awnings shall be lit from above with appropriately styled light fixtures. Backlighting or internal illumination of awnings is prohibited.
9. Text and/or graphics on awnings shall comply with requirements for Awning Signs specified in Section B.2.4, Signage.

AWNING REQUIREMENTS

- a LENGTH:**
Awnings shall be continuous above building entrances, doors, windows, or outdoor service areas. Breaks in awnings shall coincide with breaks in façade openings.
- b SUPPORT:**
Awnings shall be self-supporting with no poles encroaching in the public right-of-way.
- c CLEAR HEIGHT (MIN.):**
8 feet
- d LIGHTING:**
Lit from above

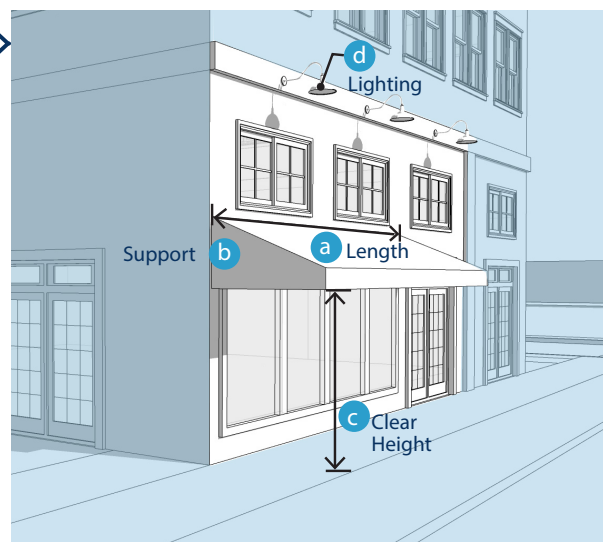




Image Credit: Bergmann

Awnings Must be Self-Supporting. Awnings may not be supported by poles or any other vertical supports.



Image Credit: Bergmann

Compatible with Building Materials. The color and pattern of an awning must complement the building on which it is installed and adjacent buildings.



Image Credit: DiscoverUpstateNewYork.com

Awnings Lit from Above. The illumination of awnings must be done with appropriately-styled, fully-shielded light fixtures that are located above the awning.

B.2.6 PORCHES, DECKS, AND BALCONIES

Provide private and semi-private outdoor spaces for building residents and patrons in a manner that improves the aesthetics of the streetscape and reflects the character of the District

A. GENERAL

1. Porches and decks shall not encroach on the public right-of-way.

B. PORCHES

1. Porches provide a semi-private social space and shall be designed in a manner that reflects the character of the District and increases activity along the streetscape.
2. Porches must remain visually open on all sides except the side parallel to the exterior building wall to which the porch is attached.
 - a. Railings are permitted.
 - b. The full enclosure of porches is not encouraged. However, if a porch is enclosed, transparent glazing must be used to maintain a visual connection to the streetscape.
3. Porches are permitted on the first and second stories of a building. Each porch must have an accessible entrance into the building.
4. Porches on the first story must have a roof.

C. DECKS

1. Decks provide a private outdoor space for residents and are only permitted on the rear of buildings where they are not visible from the street.



Image Credit: Bergmann



Image Credit: Bergmann

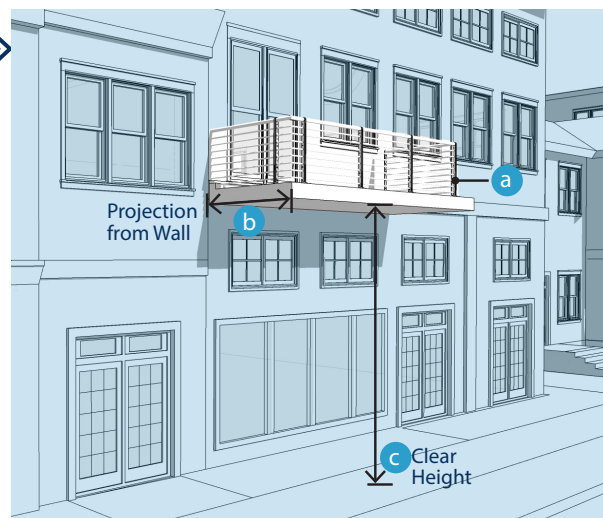
Examples of Permitted Porches. These first story porches are visually open on all sides, have roofs, and complement the buildings to which they are attached.

D. BALCONIES

1. A balcony is an exterior platform that projects from or into the façade of a building and is surrounded by a railing, handrail, or parapet.
2. Balconies shall match the architectural design of the building, using similar details and materials.
3. Balconies may not be enclosed by opaque materials on any side, with the exception of the side that is attached to the building wall.
4. Balconies shall project a maximum of 6-feet from the building wall.
5. Balconies shall maintain a minimum clear height of 15-feet above the sidewalk.

BALCONY REQUIREMENTS

- a SURROUNDING:**
Balcony is surrounded by a railing, handrail, or parapet
- b PROJECTION FROM WALL (MAX):**
6 feet
- c CLEAR HEIGHT (MIN.):**
15 feet



B.2.7 BUILDING-MOUNTED LIGHTING

Improve safety and security around the building perimeter with pedestrian-scale lighting

1. Building-mounted lighting shall complement the architectural character of the principal building and the surrounding District.

2. Building-mounted lighting shall be fully shielded and mounted at a height between 8-feet and 15-feet above grade.

3. Building-mounted lighting shall reinforce, not replace, pole-mounted lighting along public and private rights-of-way and parking areas.
4. Building-mounted lighting shall be utilized to illuminate and improve safety and security at entryways and utility and loading areas.

5. Building-mounted lighting shall follow the recommended illumination levels in Table B.2.2 for entrances.

6. Wall-pack lighting fixtures shall be fully shielded.

TABLE B.2.2
RECOMMENDED ILLUMINATION LEVELS FOR BUILDING ENTRANCES

LOCATION	AVERAGE FOOTCANDLES
Entrance, Active Use	2 (5 maximum)
Entrance, Infrequent Use	0.2 (1 maximum)

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B.2.8 COLORS

Convey a sense of harmony within a District and throughout the Downtown



REFER TO SECTION C, DISTRICT-SPECIFIC STANDARDS, FOR ADDITIONAL INFORMATION REGARDING COLOR STANDARDS IN EACH COVERED DISTRICT.

1. Exterior colors shall be consistent, complimentary, and harmonious with the character of the respective Downtown District.
2. Historically appropriate exterior paint colors may be determined using photographs, books, and color palettes from commercial paint manufacturers.
3. For new construction, earth tones and muted hues are recommended for the main body of the building. The use of bright colors shall be limited and may only be used as accents.
4. For existing buildings, appropriate paint colors vary based on the architectural style of the building. The following provides color guidance by architectural style:
 - a. Federal and Greek Revival: Neutral, muted colors on the main body of the building, such as white, cream, and pale grey. Trim should be a similar, non-contrasting color. Window shutters should be green.
 - b. Gothic Revival, Italianate, and Second Empire: Pale earth tones including grey, brown, and light red-brown hues on the main body of the building. Trim should be painted in similar muted colors, typically several shades darker than the main body of the building.
 - c. High Victorian and Queen Anne: Range of vibrant colors, including greens, oranges, citrine, and olive on the main body of the building. Trim should be starkly contrasting colors, typically darker hues compared to the main body of the building. Two- and three-toned trim creates depth and relief.
 - d. Shingle/Clapboard: Deep, natural colors, including red, brown, and green tones for the main body of the building as well as the trim.
 - e. Colonial Revival: Light pastel colors for the main body of the building with white trim and green shutters. Common pastel hues include white, light blue, grey, and yellow.

SAMPLE COLORS COMPATIBLE WITH THE COVERED DISTRICTS





SECTION B.3

BUILDING SITING

The location and orientation of buildings on a site are critical factors in creating an urban experience that is pedestrian-friendly, visually appealing, safe, and convenient for all users. Site design within the Downtown Districts emphasizes the placement of buildings in close proximity to the public right-of-way, confining surface parking to the rear of buildings, and creating a sense of place through strong, positive interaction between the built environment and the public realm.

TABLE B.3.1. Development Actions Required to Comply with Design Standards contained in Section B.3, Building Siting and Coverage.

DEVELOPMENT ACTION*	BUILDING SITING & COVERAGE	
	B.3.1	B.3.2
	Orientation & Setbacks	Lot Coverage
New Development	●	●
Building, Expansion, Small	●	●
Building, Expansion, Large	●	●
Building, Exterior Renovation, Minor	○	○
Building, Exterior Renovation, Major	● ¹	○
Surface Parking Lot, Expansion, Reconfiguration, or Reconstruction	○	● ²
Public Thoroughfare, Reconfiguration or Reconstruction	○	○
Public Space, Renovation or Expansion	○	● ²
Site Amenities, Installation or Modification	○	○
Signs, Installation or Modification	○	○

*Development actions are defined in Section A.1.5, Glossary of Terms

¹Only Subsection B.3.1.A, Orientation, is applicable

²Only Subsection B.3.2.B, Impervious Surface Coverage, is applicable

● Design Standards in this section are applicable to this type of development action

○ This type of development action is NOT required to comply with Design Standards in this section.

B.3.1 ORIENTATION AND SETBACKS

Preserve the street wall and support a comfortable, pedestrian-scale environment

A. ORIENTATION

1. Building façades shall be oriented parallel to adjacent streets.
2. Buildings with frontage on two or more streets shall have façades that engage with each fronting street.
3. Orientation to the Oswego River, Oswego Riverwalk, and/or Lake Ontario is required of properties that are situated to take advantage of waterfront views through the use of patios, balconies, and other structures or venues.

B. SETBACKS AND BUILD-TO LINES

1. Refer to the Table of Bulk Requirements in the Code for required setbacks and build-to lines in each Covered District.



Image Credit: Bergmann

Orient Buildings Parallel to the Street. Buildings façades oriented parallel to the street can successfully engage and activate the streetscape.



Image Credit: Bergmann

Orient Buildings to the Waterfront. A residential building takes advantage of waterfront views by orienting front porches and balconies towards the water.

B.3.2 LOT COVERAGE

Establish a relationship between built and open spaces on a lot that reflects the character of each Downtown District

A. BUILDING COVERAGE

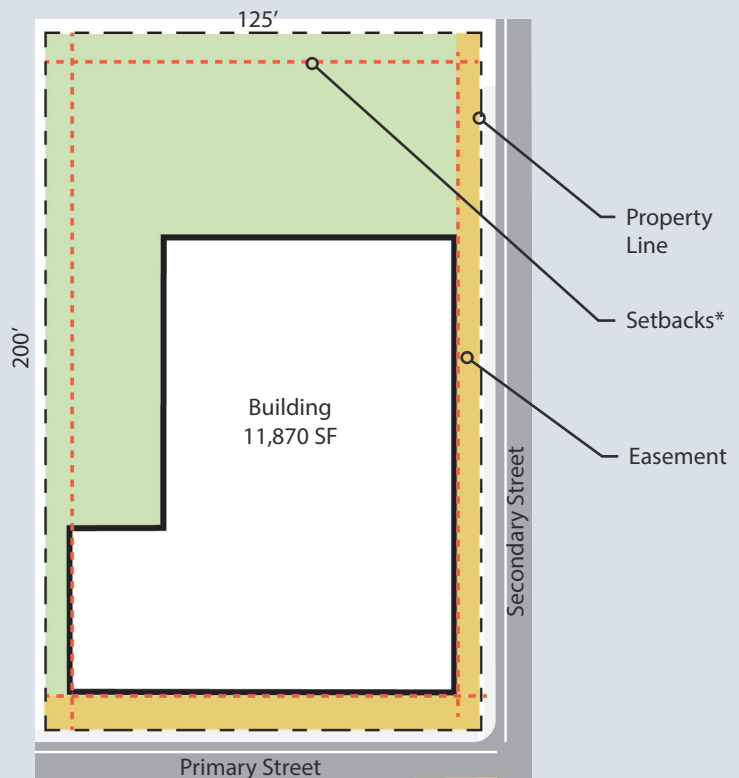
1. The building coverage of a lot is calculated by dividing the total area of all principal and accessory building footprints by the total lot area.
 - a. Where public rights of way and/or easements prohibit structures within a lot, these areas should be deducted from the total lot area.



REFER TO SECTION C, DISTRICT-SPECIFIC STANDARDS, FOR BUILDING COVERAGE REQUIREMENTS FOR EACH COVERED DISTRICT.

SAMPLE CALCULATION BUILDING COVERAGE

- 1 Calculate the total lot area.
 $200 \text{ FT} \times 125 \text{ FT} = 25,000 \text{ SF}$
- 2 Subtract easements and/or public rights-of-way from the total lot area to determine the adjusted lot area.
 $25,000 \text{ SF} - 2,442 \text{ SF} = 22,558 \text{ SF}$
- 3 Sum the total area of all principal and accessory buildings.
 $11,870 \text{ SF}$
- 4 Divide the total building area by the adjusted lot area and multiply by 100 to determine the total building coverage.
 $11,870 \text{ SF} / 22,558 \text{ SF} = 0.52$
 $0.52 \times 100 = 52\% \text{ BUILDING COVERAGE}$



*Refer to the Table of Bulk Requirements in the Code for required setbacks and build-to lines in each Downtown District.



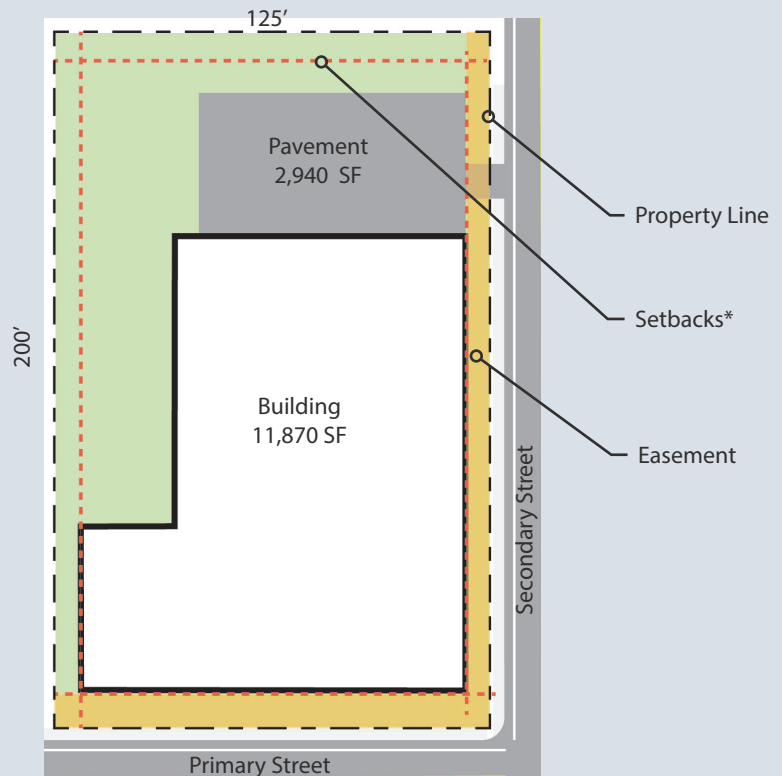
REFER TO SECTION C, DISTRICT-SPECIFIC STANDARDS, FOR IMPERVIOUS COVERAGE REQUIREMENTS FOR EACH COVERED DISTRICT.

B. IMPERVIOUS SURFACE COVERAGE

1. Impervious surface coverage of a lot is calculated by summing the total area of all principal and accessory building footprints and paved surfaces and then dividing this sum by the total lot area.
 - a. Where public rights of way and/or easements prohibit structures within a lot, these areas should be deducted from the total lot area.
2. Permeable paving systems, such as permeable pavers and porous asphalt, are calculated as 50% impervious cover. To qualify for this reduced percentage, permeable paving systems:
 - a. Shall be applied on suitable sites, as described in Section 5.3.11 of the New York State Stormwater Management Design Manual.
 - b. Shall not include subsurface barriers to water infiltration, such as impervious liners.
 - c. Shall not compact the system's subgrade soils during construction.
 - d. Shall be designed and sized based on the guidance in Section 5.3.11 of the New York State Stormwater Management Design Manual.
 - e. Shall be routinely maintained based on the guidance in Section 5.3.11 of the New York State Stormwater Management Design Manual.

SAMPLE CALCULATION IMPERVIOUS SURFACE COVERAGE

- 1 Calculate the total lot area.
 $200 \text{ FT} \times 125 \text{ FT} = 25,000 \text{ SF}$
- 2 Subtract easements and/or public rights-of-way from the total lot area to determine the adjusted lot area.
 $25,000 \text{ SF} - 2,442 \text{ SF} = 22,558 \text{ SF}$
- 3 Sum all impervious areas (building area + paved areas).
 $11,870 \text{ SF} + 2,940 \text{ SF} = 14,810 \text{ SF}$
- 4 Divide the total impervious area by the adjusted lot area and multiply by 100 to determine the total impervious surface coverage.
 $14,810 \text{ SF} / 22,558 \text{ SF} = 0.66$
 $0.66 \times 100 = 66\% \text{ IMPERVIOUS SURFACE COVERAGE}$



*Refer to the Table of Bulk Requirements in the Code for required setbacks and build-to lines in each Downtown District.



Image Credit: Bergmann

SECTION B.4 WATERFRONT DEVELOPMENT

Oswego's waterfront is an important natural resource and public amenity. The waterfront is a working landscape, providing access to key waterways for commerce and trade. It is a recreational amenity, providing opportunities for fishing, boating, and trails for running, walking, and biking. It is a scenic resource, providing picturesque vistas that connect Oswego's built environment to its natural, economic, and cultural economic heritage. It is a natural resource, providing valuable fish and wildlife habitat, flood storage, tourism, and public health benefits.

In order to preserve, enhance, and leverage the multi-faceted benefits provided by Oswego's waterfront, new construction or renovations to existing buildings on parcels adjacent to Lake Ontario or the Oswego River shall be conducted in a manner that is respectful of the shoreline's existing uses, public access, and ecology.

TABLE B.4.1. Development Actions Required to Comply with Design Standards contained in Section B.4, Waterfront Development.

DEVELOPMENT ACTION*	WATERFRONT DEVELOPMENT	
	B.4.1	B.4.2
	Waterfront Setback	Public Access
New Development	●	●
Building, Expansion, Small	●	●
Building, Expansion, Large	●	●
Building, Exterior Renovation, Minor	○	○
Building, Exterior Renovation, Major	○	●
Surface Parking Lot, Expansion, Reconfiguration, or Reconstruction	●	●
Public Thoroughfare, Reconfiguration or Reconstruction	●	●
Public Space, Renovation or Expansion	●	●
Site Amenities, Installation or Modification	●	●
Signs, Installation or Modification	○	○

*Development actions are defined in Section A.1.5, Glossary of Terms



Design Standards in this section are applicable to this type of development action

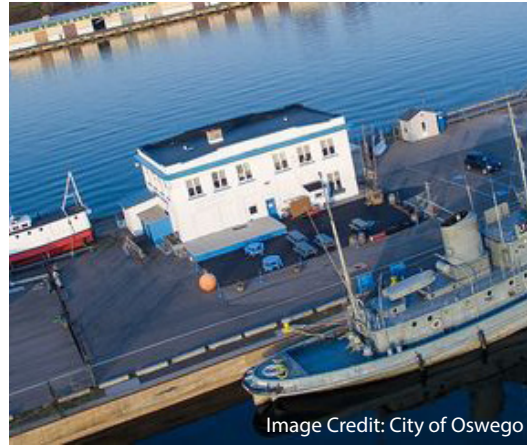


This type of development action is NOT required to comply with Design Standards in this section.

B.4.1 WATERFRONT SETBACK

Support natural coastal and riverine processes, promote shoreline best management practices, improve public access, and establish a strong relationship between the built environment and the water

1. Development on parcels adjacent to Lake Ontario, the Oswego River, or the Oswego Riverwalk shall be conducted in a manner that is sensitive, respectful, and responsive to public access, water-dependent uses, and the shoreline ecology.
2. Table B.4.2 defines the minimum setbacks that apply to any lots bordering Oswego's waterfront area. Oswego's waterfront area includes Lake Ontario, the Oswego River, and the Oswego Riverwalk. Waterfront setbacks are measured from the lot line bordering a waterfront area.
 - a. Trails, plazas, parks, and open spaces may occur within the waterfront setback area.
 - b. For water-dependent uses, an Applicant may submit a formal request to the City Planning Board to have the minimum waterfront setback requirement reduced or waived.
 - c. The City Planning Board may increase the minimum waterfront setback to maintain continuity between public spaces (e.g., waterfront trail), sensitive areas (e.g., steep slopes, erodible soils), and/or ecologically important areas (e.g., wetlands, floodplains).
3. Where natural shoreline exists that has not been structurally modified (e.g., breakwalls, bulkheads), the installation of any structural feature that prevents unimpeded exchange across the water-land interface is prohibited.
 - a. Where a shoreline buffer of native vegetation does not exist, a minimum of a 50-foot wide buffer of native vegetation, beginning at the mean high water line, shall be installed.
4. If a shoreline buffer of native vegetation exists within the setback area, it shall be maintained and shall not be disturbed by site development activities.



Examples of Existing Waterfront Conditions in the Covered Districts. Several different conditions currently exist along Oswego waterfronts. Left: Structurally modified shoreline (rip rap) along the Lake Ontario waterfront is made accessible to the public via a shared-use path. Middle: The H. Lee White Marine Museum is located on a pier that extends into Lake Ontario. Right: The Oswego Riverwalk is located along the eastern and western banks of the Oswego River. The Riverwalk consists of a shared-use path with several pedestrian amenities that enables the public to access and enjoy the river.

TABLE B.4.2
MINIMUM WATERFRONT SETBACK REQUIREMENTS

LOCATION	CONDITION	MINIMUM WATERFRONT SETBACK*	SETBACK PURPOSE
Lake Ontario	Natural Shoreline	50-Feet	To preserve ecologically sensitive areas and maintain sufficient space for public access to the waterfront
	Structurally Modified Shoreline	25-Feet	To maintain sufficient space for public access to the waterfront
	On a Pier	15-Feet	To maintain sufficient space for public access to the waterfront
Oswego River	Natural Shoreline	50-Feet	To preserve ecologically sensitive areas and maintain sufficient space for public access to the waterfront
	Structurally Modified Shoreline	25-Feet	To maintain sufficient space for public access to the waterfront
Oswego Riverwalk	Existing Waterfront Trail	15-Feet (from the nearest edge of the trail)	To encourage development that engages the waterfront, while maintaining a sense of openness for trail users

*As measured from the lot line bordering a waterfront area, unless specified otherwise

B.4.2 PUBLIC ACCESS

Maintain and enhance public access to the waterfront

1. Development on parcels adjacent to the waterfront area shall provide, not impede, public access to Oswego's waterfront.
 - a. Access to the publicly owned foreshore and to lands immediately adjacent to the foreshore or the water's edge that is publicly owned shall be provided, and shall be provided in a manner compatible with adjoining uses.
2. Provision of a public waterfront walkway along Lake Ontario and expansion of the Oswego Riverwalk is required on parcels adjacent to the Oswego waterfront area.
 - a. Public waterfront walkways shall be designed as multi-use paths and shall connect to existing public waterfront walkways (e.g., Oswego Riverwalk) on adjoining properties wherever possible.
 - b. Public waterfront walkways shall meet approved design standards as set forth by the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, the NYSDOT Highway Design Manual (Chapter 17 Design of Bicycle Facilities), and the Federal Manual of Uniform Traffic Control Devices (MUTCD).
 - c. The proposed alignment and width for a public waterfront walkway shall be consistent with existing plans and shall be reviewed and approved by the Oswego Department of Public Works Commissioner prior to construction.



Image Credit: Bergmann



Image Credit: Bergmann



Image Credit: Bergmann

Existing Public Access Along Oswego's Waterfront in the Covered Districts. Future development or redevelopment that occurs adjacent to an existing waterfront walkway shall be complementary to public uses and shall ensure public access is not compromised. Future development or redevelopment that occurs along the waterfront where a public walkway does not currently exist shall provide a public waterfront walkway as part of the development project. Top Left: Oswego Riverwalk West. Top Right: Oswego Riverwalk East. Bottom: Public overlook of Lake Ontario in Breitbeck Park.



Image Credit: Stormwater Coalition of Tompkins County

SECTION B.5

CIRCULATION AND PARKING

This section addresses the movement of pedestrians, cyclists, and motorists within and between sites. Accommodating the circulation patterns and needs of different modes of transportation has direct impacts on site layout and access. Circulation and parking design should prioritize the safety and comfort of users, reflect the quaint, historic character of the Downtown Districts, and encourage alternative modes of transportation.

TABLE B.5.1. Development Actions Required to Comply with Design Standards contained in Section B.5, Circulation and Parking.

DEVELOPMENT ACTION*	CIRCULATION & PARKING					
	B.5.1	B.5.2	B.5.3	B.5.4	B.5.5	B.5.6
	Pedestrian Facilities, Access, & Circulation	Bicycle Access, Circulation, & Parking	Motor Vehicle Access, Circulation, & Parking	Driveways	Drive-Through Facilities	Shared Parking
New Development	●	●	●	●	●	●
Building, Expansion, Small	○	○	○	○	○	○
Building, Expansion, Large	●	●	●	●	●	●
Building, Exterior Renovation, Minor	○	○	○	○	○	○
Building, Exterior Renovation, Major	○	○	○	○	○	○
Surface Parking Lot, Expansion, Reconfiguration, or Reconstruction	●	●	●	●	○	●
Public Thoroughfare, Reconfiguration or Reconstruction	○	○	○	○	○	○
Public Space, Renovation or Expansion	●	●	●	●	○	●
Site Amenities, Installation or Modification	○	○	○	○	○	○
Signs, Installation or Modification	○	○	○	○	○	○

*Development actions are defined in Section A.1.5, Glossary of Terms

● Design Standards in this section are applicable to this type of development action

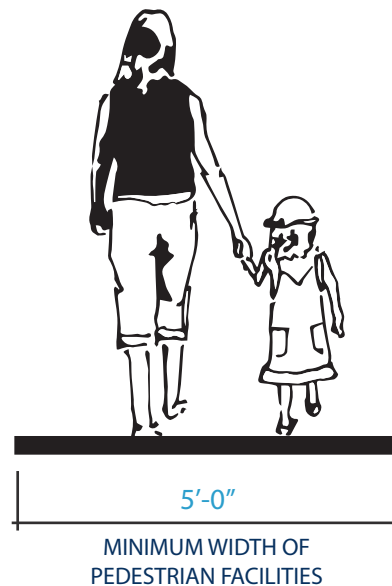
○ This type of development action is NOT required to comply with Design Standards in this section.

B.5.1 PEDESTRIAN FACILITIES, ACCESS, AND CIRCULATION

Provide safe, accessible pedestrian access within a site and between buildings, the street, parking lots, and transit stops

1. Pedestrian facilities (e.g., sidewalks) shall be constructed to provide access from all principal building entrances to public rights of way, parking lots, public transit stops and stations, and all uses on a site that allow for public access.
2. Pedestrian facilities shall be a minimum of 5-feet wide and shall comply with ADA Standards and the Public Right-of-Way Accessibility Guidelines (PROWAG) published by the United States Access Board.
3. Pedestrian facilities within a site may be constructed of poured concrete, brick, or concrete pavers. Asphalt is prohibited.
4. Where pedestrian facilities cross driveways, loading areas, and other conflict areas with motor vehicles, pedestrians have the right-of-way and pedestrian facilities shall be clearly identifiable through changes in elevation, paving materials, and/or other methods.
5. Where commercial driveways are provided with yield or stop control, detectable warning surfaces shall be provided at the junction between the pedestrian route and the vehicular route.
6. Pedestrian facilities providing cross-access between abutting lots are encouraged.

PEDESTRIAN FACILITIES: SIZE AND MATERIAL REQUIREMENTS



Permitted Materials for Pedestrian Facilities. Poured concrete (left), brick (middle), and concrete pavers (right) are approved materials for pedestrian facilities.



Image Credit: Bergmann

Brick Sidewalks Can Enhance Oswego's Quaint Character. Sidewalks constructed of brick are appropriate in the Covered Districts.



Visually Differentiate Pedestrian Facilities from Driveways. At driveway crossings, pedestrian facilities do not change elevation and are a distinctly different material than the driveway.



Image Credit: Wikimedia Commons

Not Permitted. Pedestrian facilities shall not be constructed of asphalt.

B.5.2 BICYCLE ACCESS, CIRCULATION, AND PARKING

Provide safe, accessible bicycle access to and between buildings, the street, parking areas, and transit stops

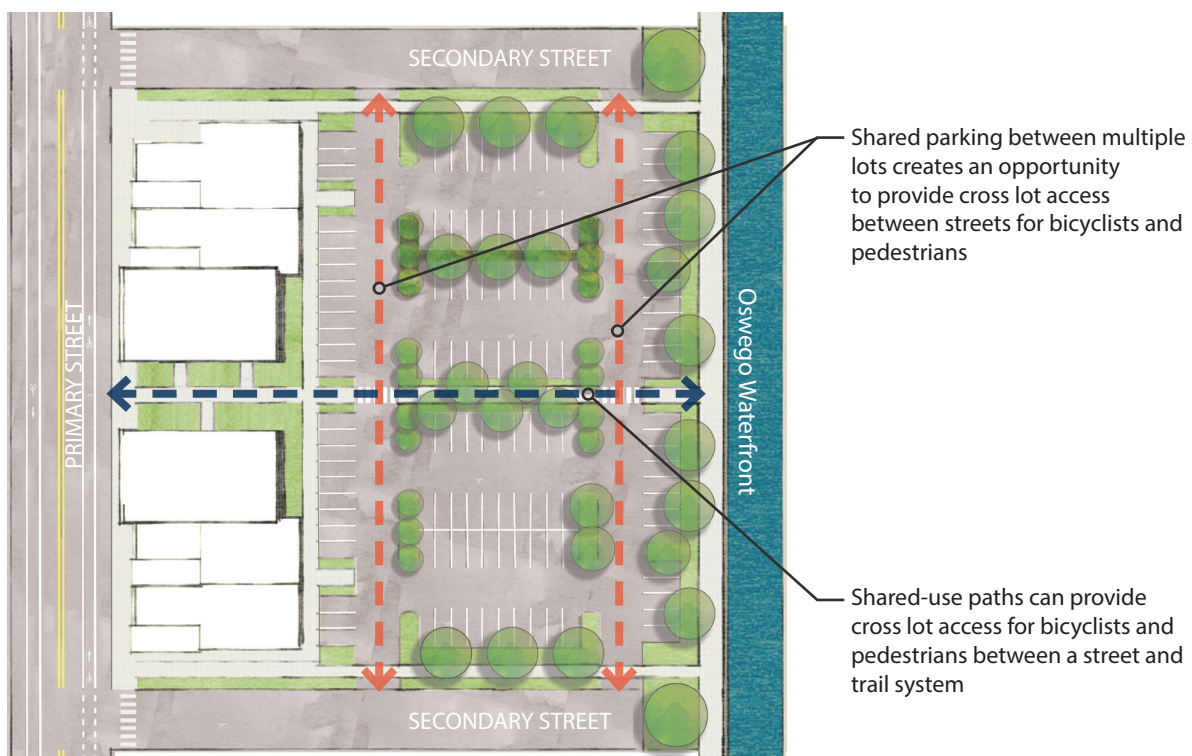
A. ACCESS AND CIRCULATION

1. Bicycle facilities providing cross lot access between abutting lots and/or providing cross lot access between a street and trail system are required where practicable.
2. For bicycle circulation requirements in parking lots, refer to Section B.5.3, Motor Vehicle Access, Circulation, and Parking.

B. BICYCLE PARKING

1. If provided, bicycle parking shall meet the design requirements defined in the most current version of the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines.
2. Bicycle parking areas shall be securely anchored and provided in a well-lit location, separated from motor vehicles by a physical barrier, and placed as conveniently as possible to a primary building entrance.

CROSS LOT ACCESS FOR BICYCLISTS & PEDESTRIANS



3. Bicycle parking shall not impede pedestrian or vehicular circulation and shall be harmonious in color and design with the surrounding environment.
4. If bicycle parking areas are not clearly visible from the public right-of-way or a public entrance, a sign must be posted at the public entrance indicating the location of the bicycle parking area. The MUTCD D4-3 bicycle parking sign is recommended.
5. Short-term bicycle parking accommodates visitors, customers, and other persons intending to depart in two hours or less. These facilities shall be conveniently located near a primary building entrance and easy to use. Design requirements for short-term bicycle parking are as follows:
 - a. The bicycle frame and wheel can be locked to the rack with a U-lock without having to remove a wheel.
 - b. Sidewalk racks shall be placed a minimum of 2-feet from the curb and between parking stalls to avoid conflicts with opening car doors.
 - c. Bicycle racks located adjacent to buildings shall provide a minimum buffer of 2-feet between the rack and the building wall.
6. Long-term bicycle parking accommodates the needs of employee, residents, public transit users, and others who require a safe place to leave their bicycle unmonitored for several hours or days. These facilities shall provide a secure, enclosed space for bicycle storage and may be located within or separate from the principal building.
 - a. If located separately from the principal building, long-term bicycle storage shall be located in the side or rear yard.



Bike Parking. This short-term bicycle parking provides racks that are securely anchored and separated from motor vehicle traffic. The design complements the surrounding environment and allows both the bicycle frame and wheel to be locked to the rack.



Not Permitted. Bike racks placed too close to structures, such as building walls, make them difficult to use and can prevent a bike from being securely locked.

B.5.3 MOTOR VEHICLE ACCESS, CIRCULATION, AND PARKING

Accommodate motor vehicle access, circulation, and parking needs while maintaining streetscape vitality, promoting walkability, and preserving the quaint character of the Downtown Districts

A. GENERAL

1. Refer to the Code for parking requirements for the Covered Districts.

B. ACCESS AND CIRCULATION

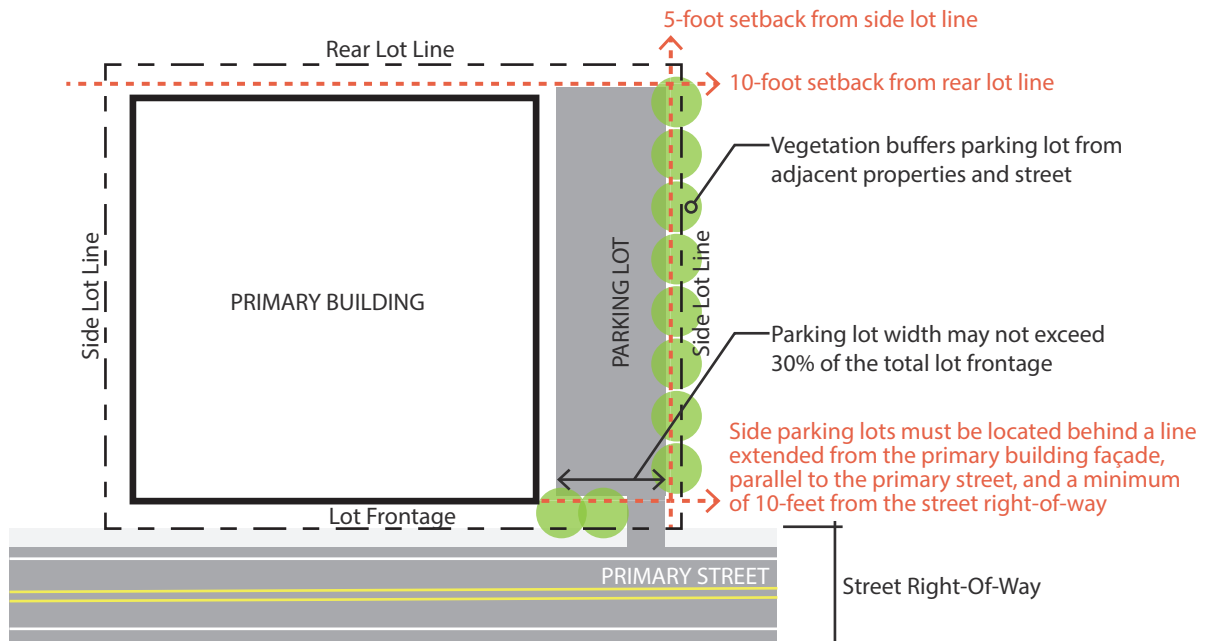
1. Parking lots and parking structures shall conform with ADA Standards, ADA Accessibility Guidelines for Buildings and Facilities, and Public Right-of-Way Accessibility Guidelines (PROWAG) published by the United States Access Board.
2. Parking lots and parking structures must have direct access to the public right-of-way through an alley, driveway, or permanent access easement.
3. Parking lots shall be designed to allow for cross-access between adjacent lots, where practicable.
4. On-site motor vehicular circulation patterns shall be designed to minimize potential conflicts between motor vehicles, pedestrians, and bicyclists.

C. PARKING LOT LOCATION AND SETBACKS

1. Parking lots shall meet the buffer yard requirements specified in Section B.7.4, Vegetated Buffer Yards.

2. Vehicular parking, standing, loading and drop-off facilities shall be located in rear yards. They shall be located a minimum of 10-feet from the rear and side property boundaries.
3. Upon demonstration of significant site limitations by the applicant, the City Planning Board may allow side yard parking lots behind a line extending from the primary building façade parallel to the street.
 - a. Side yard lots shall be setback a minimum of 10-feet from the street right-of-way and a minimum of 5-feet from a side lot line.
 - b. Side yard lots shall not constitute more than 30% of the total lot frontage.
 - c. Side yard lots shall be screened from the street. The screen shall be buffered from the sidewalk using a combination of appropriately scaled site walls, fencing, and/or landscaping that complements the materials on the primary building façade.
4. For corner lots, side yard parking is allowed subject to all other applicable regulations governing side yard parking. Side yard parking shall be located on the side yard fronting the secondary thoroughfare.
5. Existing parking lots located in the front of a building shall not be expanded.

SIDE YARD PARKING LOT: SETBACK AND SIZE REQUIREMENTS



Parking Located in the Rear Yard. Rear-loaded parking enables buildings to engage and activate the streetscape.



Image Credit: Bergmann

Not Permitted. Front yard parking lots detract from the streetscape by creating car-oriented and uninviting spaces.

D. PARKING LOT MASSING AND ORIENTATION

1. Parking lots shall be appropriately sized. Large, open lots negatively impact the continuity and scale of the pedestrian environment.
2. Parking lots shall be arranged such that long, uninterrupted views across large areas of parking are not visible from any street or adjacent properties. To achieve this, parking lots shall be designed in 'rooms' containing no more than 50 vehicles each.
 - a. Where present, multiple rooms shall be broken up by landscaped medians or islands per requirements in Section B.7.3, Parking Lot Landscaping.
3. Circulatory drive aisles and landscape medians or islands shall be installed such that a maximum of 10 parking stalls are clustered together along the parking lot perimeter and double loaded aisles do not exceed a length of 10 stalls.

E. PEDESTRIAN AND BICYCLE FACILITIES

1. Parking lots or structures with three or more double loaded aisles shall provide shared-use facilities to accommodate internal pedestrian and bicycle circulation.
 - a. Shared-use facilities serving pedestrians and bicyclists shall be a minimum of 8-feet in width, and where practicable, buffered by vegetation on either side.
 - b. One shared-use facility is required for every three double loaded aisles in a parking lot.
 - c. Shared-use facilities must be located within the parking area to serve as many parking stalls as possible.
2. Shared-use facilities shall provide direct access to the building entrance from the farthest parking stalls.
3. At least one shared-use facility shall provide a direct connection between the primary building entrance and adjacent public rights of way, including trails.
4. Where shared-use facilities cross a public thoroughfare, a high-visibility crosswalk shall be installed to clearly mark the crossing.

PARKING LOT DESIGN REQUIREMENTS



F. PARKING STALL AND AISLE DIMENSIONS

- 1. Off-street parking stalls and drive aisles shall comply with the minimum dimensions in Table B.5.3, with the exception of the following:
 - a. Motorcycle and scooter parking stalls shall be a minimum of 4-feet wide and a minimum of 8-feet long.
 - b. Mechanical access parking and loading zones are exempt from the minimum dimensions specified in Table B.5.3.

G. PARKING STRUCTURES

- 1. The design of parking structures shall be governed by current City of Oswego Building Code.
- 2. Parking structures shall include façades that reflect the historic character of the Downtown Districts.
- 3. Parking structures shall incorporate commercial uses at the street level.

H. DESIGN AND CONSTRUCTION

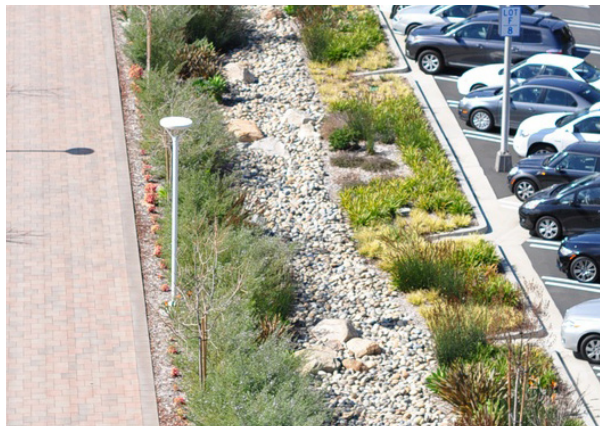
- 1. Parking lots shall be surfaced with fixed, firm, and non-slip material. Permeable surfaces are encouraged.

TABLE B.5.3
MOTOR VEHICLE PARKING STALL AND DRIVE AISLE DIMENSIONS

	STALL WIDTH (min.)	STALL DEPTH (min.)	SKEW WIDTH (min.)	DRIVE AISLE WIDTH, ONE-WAY (min.)	DRIVE AISLE WIDTH, TWO-WAY (min.)
0 degrees	8'	18'	8'	11'	12'
30 degrees	8'-6"	15'	16'-6"	11'	-
45 degrees	8'-6"	17'-9"	11'-8"	12'	-
60 degrees	8'-6"	19'	13'-6"	13'-6"	-
90 degrees	8'-6"	18'	-	11'-6"	23'

2. Surface parking lots shall not exceed a 10% slope.
3. Parking spaces shall be delineated with paint or a similar method approved by the City of Oswego's Department of Engineering.
4. All traffic control signs must be designed and installed in compliance with the Manual for Uniform Traffic Control Devices (MUTCD), plus the New York State Supplement.
5. Parking lot lighting shall comply with Section B.8.1, Site Lighting.
6. Parking lots shall be landscaped in accordance with Section B.7.3, Parking Lot Landscaping.
7. The integration of green infrastructure for stormwater management (e.g., bioswales, bioretention cells) into parking lots is required, where practicable.

GREEN INFRASTRUCTURE IN PARKING LOTS



Bioswales planted in parking lot buffers, medians, and islands intercept, filter, and infiltrate parking lot runoff. Top Left, Top Right, Bottom Right: Curbless designs that allow water to easily flow from the parking lot into the bioswales. Bottom Left: Curbs are preserved in this design, and concrete channels are provided intermittently along the length of the bioswale, allowing water to enter the bioswale at discrete locations.

B.5.4 DRIVEWAYS

Support corridor vitality, mobility, and safety through the promotion of shared driveways and cross access between adjacent properties

1. Shared entrances and exits shall be provided wherever possible.
2. Development shall plan for, accommodate, and/or reserve land for future connections with adjacent properties to facilitate cross access, to the extent practicable.
3. Driveways outside the public right-of-way shall be no more than 24-feet in width.
4. Driveways shall be set back from the side lot line a minimum distance of 5-feet and from principal buildings a minimum distance of 5-feet, or as required for safe sight distances.
5. Shared drives are not required to provide the 5-foot side yard setback.



Shared Driveway Example. Shared driveways provided a common entrance and/or exit into a space for two or more lots. In this example, shared driveways provide parking lot access along the secondary street for all buildings on the block. Shared driveways consolidate access and minimize impervious surfaces.

B.5.5 DRIVE-THROUGH FACILITIES

Preserve the character of the Downtown Districts by minimizing visual impacts of drive-through facilities

DISTRICT-SPECIFIC REQUIREMENTS FOR DRIVE-THROUGH FACILITIES

MH PROHIBITED	TD PROHIBITED
TB SPECIAL USE PERMIT REQUIRED	WA PROHIBITED

1. Drive-through facilities are prohibited in front yards and shall be located in the side or rear yards of the principal building.
2. Areas or walkways, covered or uncovered, designed strictly for the drop-off of patrons to a building entrance shall not be considered a drive-through.
3. Drive-through menu boards shall be a maximum of 20 square feet with a maximum height of 5-feet and shall be shielded from any public street and residential properties in accordance with Section B.7.4, Vegetated Buffer Yard.
4. Fifty percent of the total stacking area shall be located at the rear of the property and shall be screened from view of the primary street by the building or in accordance with Section B.7.4, Vegetated Buffer Yard.
5. Stacking spaces shall have a minimum width of 9-feet and minimum length of 18-feet.
6. The capacity of the drive-through stacking lanes shall be sufficient to prevent interference with the public right-of-way, parking lot traffic flow, and the flow of traffic on- and off-site and on the adjoining streets.
7. Each parcel with a drive-through facility shall be limited to one point of shared ingress and egress. Where possible, cross access to the closest shared drive shall be provided.
8. Decibel levels for drive-through operations and transaction processes shall not exceed 60 A-weighted decibels at any property line.

B.5.6 SHARED PARKING

Provide ample parking in central locations to ensure motorists have convenient access to destinations, increase walkability of Downtown Districts, and reduce impervious cover

1. Refer to the Code for parking requirements.
2. The provision for shared access and parking among adjacent properties is required to internalize traffic circulation and reduce turning movements onto main thoroughfares, where practicable.
3. Rear lots shall be connected, where practicable, as they increase convenience and reduce congestion on the primary street network.
4. Applicants are encouraged to investigate common or shared parking opportunities between adjacent principal businesses with differing peak hours.
5. An Applicant proposing to use a shared parking arrangement shall prepare a Shared Parking Analysis that demonstrates the feasibility of shared parking. The Shared Parking Analysis shall address the following:
 - a. The size and type of the proposed development, the anticipated use(s) of the property, the anticipated rate of parking turnover, and the anticipated peak parking and traffic load for all uses that will be sharing off-street parking areas;
 - b. The removal and storage of snow during snow events;
 - c. The incorporation of sustainability measures, such as electronic charging station and green infrastructure for stormwater management; and,
 - d. The integration of multimodal facilities, such as short- and long-term bicycle parking and transit stops/shelters.
6. An Applicant shall submit a viable and legally binding Shared Parking Agreement, including the Shared Parking Analysis, on behalf of all involved facilities to the City Planning Board for approval of a shared parking program.
7. Applicants approved for the use of shared parking within combined parking lots shall not be required to provide the 5-foot side setback and buffer requirement along the shared property boundaries.



Shared Parking Example Signage. Signage plays an important role in communicating the presence and rules of shared parking lots. Left: This shared parking lot signage communicates that the lot is reserved for employees during business hours and open to the public in the evenings and on weekends. Right: An example of a shared parking garage in Rochester, NY that provides centralized parking for multiple, nearby destinations.



Image Credit: Bergmann

SECTION B.6

INFRASTRUCTURE AND FACILITIES

The design and location of infrastructure and facilities must be complementary to and appropriate for the principal structure. In general, utilities shall be located in side or rear yards, buried underground, and/or screened from view. Infrastructure and facilities that cannot be obscured from view or that are intended to be viewed (e.g., green infrastructure for stormwater management) shall be designed as an integral and aesthetically pleasing feature of the landscape or building. The intent of these standards is to minimize visual, noise, and other negative impacts associated with site infrastructure and facilities.

TABLE B.6.1. Development Actions Required to Comply with Design Standards contained in Section B.6, Infrastructure and Facilities.

DEVELOPMENT ACTION*	INFRASTRUCTURE & FACILITIES		
	B.6.1	B.6.2	B.6.3
	Fencing & Walls	Screening of Facilities, Utilities, & Mechanical Equipment	Stormwater Management
New Development	●	●	●
Building, Expansion, Small	○	○	○
Building, Expansion, Large	●	●	●
Building, Exterior Renovation, Minor	○	○	○
Building, Exterior Renovation, Major	●	●	○
Surface Parking Lot, Expansion, Reconfiguration, or Reconstruction	○	○	●
Public Thoroughfare, Reconfiguration or Reconstruction	○	○	●
Public Space, Renovation or Expansion	○	○	●
Site Amenities, Installation or Modification	○	○	○
Signs, Installation or Modification	○	○	○

*Development actions are defined in Section A.1.5, Glossary of Terms

● Design Standards in this section are applicable to this type of development action

○ This type of development action is NOT required to comply with Design Standards in this section.

B.6.1 FENCING AND WALLS

Define private space in a manner that improves streetscape aesthetics and is consistent with the character of the District



REFER TO SECTION C FOR FENCING AND WALL HEIGHT REQUIREMENTS FOR EACH COVERED DISTRICT.

1. No fence or wall may encroach upon the public right-of-way, interfere with intersection visibility or utility lines, or obstruct legal points of ingress or egress.
2. When replacing a portion of a fence or wall, use in-kind materials and match existing height and detailing.
3. Fences and walls shall be constructed of high-quality, durable materials, such as brick, wood, decorative blocks, split-faced block, stone, iron, or steel.
 - a. Selected materials shall be consistent with the associated building façade.
 - b. Vinyl fences may be appropriate if they appear to be indistinguishable from wood or iron fencing from 2-feet away.
 - c. Chain-link fences and exposed standard concrete block walls shall not be installed where visible from the public right-of-way.
 - d. Barbed wire, concertina wire, razor wire, electrically charged wire, scrap metal, and tarps are prohibited.
4. Fences, walls, and associated hardware must be maintained in good condition. Any damage or deterioration must be repaired as soon as practicable.



Image Credit: Bergmann

Example of Permitted Fencing. Wrought iron fencing mounted on decorative concrete blocks provides transparency into the site, complements the adjacent architecture, and defines public versus private space.



Image Credit: Bergmann

Example of a Permitted Wall. This retaining wall consists of stone and decorative concrete caps that match the adjacent building materials.

B.6.2 SCREENING OF FACILITIES, UTILITIES, AND MECHANICAL EQUIPMENT

Preserve streetscape aesthetics and District character by screening views of service and refuse facilities

A. LOADING, SERVICE, AND MAINTENANCE AREAS

1. The following uses shall be located in the rear yard and shall be screened from all streets and surrounding properties in accordance with Section B.7.4, Vegetated Buffer Yard:
 - a. Loading areas
 - b. The staging, storage and parking of vehicles, equipment, or materials as part of a commercial enterprise such as, but not limited to, vehicle/equipment rentals, automotive repair and construction.
 - c. If the proposed use includes the staging, storage, and parking of vehicles, equipment, or materials as part of a commercial enterprise, but is not specifically listed in Table B.7.2, Vegetated Buffer Yard Requirements, the Applicant shall comply with the vegetated buffer yard requirements for loading areas.
2. Side yard loading areas with appropriate screening may be approved at the discretion of the City Planning Board.

B. REFUSE, RECYCLING, AND COMPOST FACILITIES

1. The storage and/or staging of refuse and recycling shall be located in the rear yard.
2. All refuse and recycling appurtenances, equipment, and containers shall be located within a four-sided enclosure.
 - a. The enclosure shall be constructed of the same or complementary materials found in the principal building on the site.
 - b. The height of the enclosure shall be a minimum of 1-foot above the height of all elements within the enclosure.
 - 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.

C. UTILITIES AND MECHANICAL EQUIPMENT

1. 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.
2. Above ground utility service connections, appurtenances, and other mechanical equipment shall be located in side yards or rear yards and shall be screened from view from the street and surrounding properties using a combination of evergreen vegetation and vertical barriers (i.e., fences/walls) that are complementary to the materials found in the principal building on site.
 - a. This includes, but is not limited to: generators, transformers, vaults, fuel pumps, 'hot-boxes,' switch-gear, meters, valves, compressors, pumps, control or service panels, or any heating, ventilation and cooling equipment.



Image Credit: Bergmann

Permitted Screening of Refuse and Recycling Facilities. This four-sided enclosure completely blocks all refuse and recycling appurtenances from view and is comprised of visually attractive and well-maintained materials.



Image Credit: Bergmann

Permitted Screening of Mechanical Equipment. Mechanical equipment is located in the side yard and is screened from view of the street by a white picket fence that complements the principal building.

B.6.3 STORMWATER MANAGEMENT

Sustainably manage stormwater runoff on-site

1. Any construction project that involves the soil disturbance of one or more acres must obtain the State Pollutant Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity prior to commencing construction activity. A Stormwater Pollution Prevention Plan (SWPPP) must be prepared and submitted as part of the permit requirements.
2. The use of green infrastructure and/or subterranean storage systems are required for managing stormwater runoff on a site. Green infrastructure for stormwater management includes:
 - a. Conservation or restoration of natural areas;
 - b. On-site infiltration practices, such as bioswales, rain gardens, bioretention cells, permeable pavement, green roofs, green walls, and engineered tree pits;
 - c. Capture and reuse practices, such as rain barrels, cisterns, and rooftop catchments storage systems
3. Fencing around stormwater facilities is prohibited, unless the City Planning Board determines that such fencing provides a positive design element and/or a necessary safety feature.
4. Stormwater management facilities, including green infrastructure, shall be regularly inspected and maintained to ensure their proper and intended function and appearance.
5. Where stormwater will be released to the municipal sewer system, the Applicant must demonstrate to the City Planning Board that:
 - a. Green infrastructure and other on-site stormwater management facilities are not feasible or are insufficient; and,
 - b. The project meets the sizing criteria and water quality standards contained in the New York State Stormwater Management Design Manual.



Rain Gardens Enhance Urban Sites. This example demonstrates how stormwater management can be an integral part of site design. A large rain garden not only stores, filters, and infiltrates stormwater, but provides opportunities for public interaction, art, and streetscape beautification.



Image Credit: Bergmann

SECTION B.7

LANDSCAPING

The careful selection and installation of plant materials will significantly improve the appearance, quality, and livability of Downtown Districts. Appropriately scaled and designed landscaping provides multi-faceted benefits, including: air quality improvements, urban heat island and pollution mitigation, pedestrian comfort, corridor aesthetics, a sense of place, and screening of features and uses that could detract from the quaint, historic character of Downtown.

TABLE B.7.1. Development Actions Required to Comply with Design Standards contained in Section B.7, Landscaping.

DEVELOPMENT ACTION*	LANDSCAPING			
	B.7.1	B.7.2	B.7.3	B.7.4
	Plant Selection & Installation	Site Landscaping	Parking Lot Landscaping	Vegetated Buffer Yards
New Development	●	●	●	●
Building, Expansion, Small	○	○	○	○
Building, Expansion, Large	●	●	●	●
Building, Exterior Renovation, Minor	○	○	○	○
Building, Exterior Renovation, Major	○	○	○	○
Surface Parking Lot, Expansion, Reconfiguration, or Reconstruction	●	○	●	●
Public Thoroughfare, Reconfiguration or Reconstruction	●	○	○	○
Public Space, Renovation or Expansion	●	●	●	○
Site Amenities, Installation or Modification	● ¹	● ¹	● ¹	○
Signs, Installation or Modification	○	○	○	○

*Development actions are defined in Section A.1.5, Glossary of Terms

¹Only applicable to non-residential uses

● Design Standards in this section are applicable to this type of development action

○ This type of development action is NOT required to comply with Design Standards in this section.

B.7.1 PLANT SELECTION AND INSTALLATION

Select and install plant materials that are well-adapted to the urban environment and regional climate

A. PLANT SELECTION

1. Existing native vegetation and other natural features shall be preserved on a site.
2. The use of native plant materials is strongly encouraged to ensure selected plants are well-adapted to the regional climate.
3. Plant materials must be hardy to the regional climate, per the USDA Plant Hardiness Zone Map. The selection and installation of plants with a USDA Hardiness Zone range that is two above and two below the current Hardiness Zone for the City of Oswego is recommended to account for variable climatic conditions. For example, Oswego's current Hardiness Zone is 6a. Therefore, plants with a minimum USDA Hardiness Zone range of 4-8 would be appropriate.
4. The use of invasive plant species listed by the New York State Department of Environmental Conservation as prohibited or regulated is not permitted.
5. Plant selection shall also consider the following factors to ensure plantings are appropriate for the site's microclimate and do not create a safety hazard or obstruct the public right-of-way:
 - a. Mature form, habit, and size;
 - b. Soil, water, and solar requirements;

- c. Urban and pollution tolerance;
- d. Salt tolerance;
- e. Seasonal interest; and,
- f. Maintenance requirements

B. INSTALLATION

1. Trees shall be installed in accordance with City of Oswego Code § 240-4.
2. 750 cubic feet of soil shall be provided for each tree planted in an individual planter.
3. 500 cubic feet of soil shall be provided for each tree planted in a shared planter.
4. Plantings shall not obstruct site triangles at intersections.
5. Plantings shall not compromise site security by creating tall, opaque barriers that completely prevent the site from being surveilled from the streetscape.

C. MAINTENANCE

1. All plant materials located on a site shall be maintained in a healthy condition throughout their lifespan. Deceased plant material shall be removed and replaced as soon as possible.



Image Credit: Bergmann

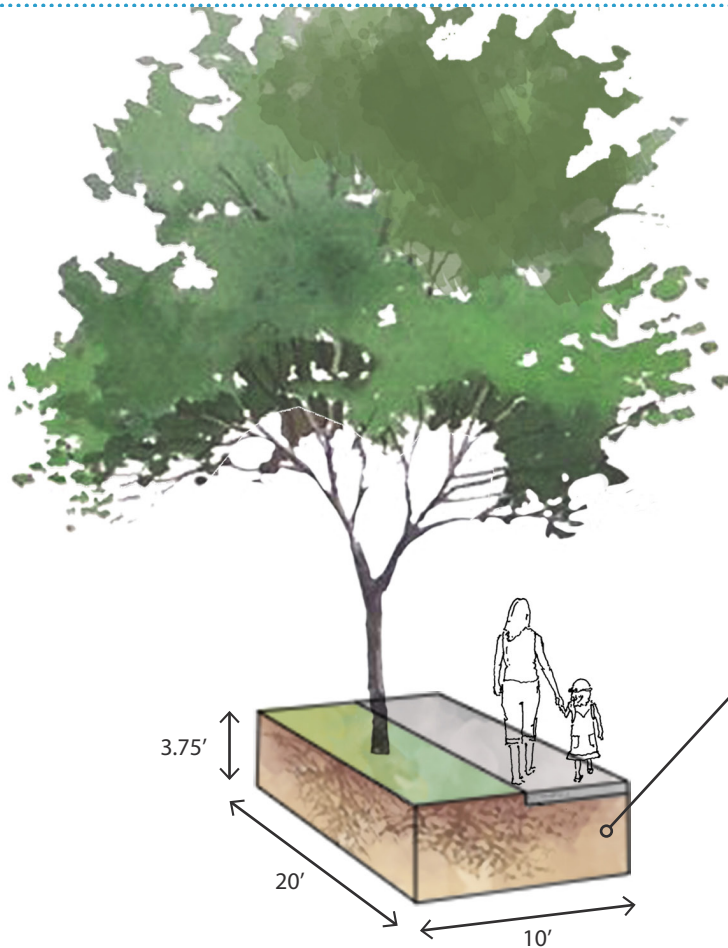
Existing Vegetation Along Lake Ontario's Shoreline. Existing vegetation is preserved on-site, providing wildlife habitat and stabilizing the shoreline.



Image Credit: NACTO

Deciduous Trees Frame and Add Interest to Street Corridors. Upright trees with branching canopies frame and provide enclosure along the street and a diversity of groundcovers provide interest for pedestrians.

SOIL VOLUME REQUIREMENTS FOR TREES



A MINIMUM OF 750 CUBIC FEET OF SOIL VOLUME IS REQUIRED FOR TREES IN INDIVIDUAL PLANTERS

Several different technologies are available to reduce soil compaction increase soil volume, and provide rooting space for trees beneath sidewalks. Some examples include: structural soils, structural cells, and suspended sidewalks.

B.7.2 SITE LANDSCAPING

Provide an aesthetically-pleasing, comfortable, and harmonious transition between buildings and the streetscape

1. Live vegetation is required on all unpaved and unbuilt portions of a site, with exception of the following areas:
 - a. Waterways and water features;
 - b. Naturally occurring landscape features that are typically devoid of vegetation (e.g., rock outcrop);
 - c. Trails;
 - d. Gravel, wood chips, bark, and other non-living material used as landscape ornamentation;
 - e. Recreational fields and playgrounds;
 - f. Agricultural fields, community gardens, and other seasonally tilled areas; and,
 - g. Sites undergoing construction.
2. Landscaped areas shall be diverse in terms of species and structure (e.g., canopy trees, understory trees, shrubs, and groundcovers).
3. Landscape beds shall have a defined edge, at least 2 inches of mulch, and a sufficient surface area and volume given the selected plant species (see tree soil volume requirements Section B.7.1, Plant Selection and Installation).
4. Where space is available, canopy trees shall be planted along the lot frontage in accordance with Section B.9.6, Street Trees.
5. For non-residential uses, front yards less than 3-feet in width shall be paved with hardscape materials to extend the public realm to the building façade.
 - a. Durable containers and/or landscape planters shall be incorporated into the front yard to provide the aesthetic, place-making, and environmental benefits of vegetation in these space-constrained areas. The design and material selection for containers and landscape planters shall be complementary to the architectural style of the principal building.
 - b. Such front yard treatments may be required of other properties at the discretion of the City Planning Board in order to increase usable public space.



Diverse Landscaping Creates Verdant, Welcoming Spaces in Urban Areas. Top: This site landscaping associated with a waterfront development uses a variety of plant heights and textures (trees, shrubs, grasses, perennials, and groundcovers) to create a multi-tiered landscape that provides interest across all seasons. Bottom: Planters and hanging baskets can be effectively used to incorporate plants into space-constrained, urban settings.

B.7.3 PARKING LOT LANDSCAPING

Provide screening that also mitigates the urban heat island effect and creates a comfortable pedestrian-scale environment

1. All parking lot perimeters, medians, and islands, shall be landscaped. Landscaping shall screen views, but shall not compromise site security by completely preventing site surveillance from the streetscape.
2. All areas planted with trees shall meet the requirements specified in Section B.7.1, Plant Selection and Installation.
3. The parking lot perimeter shall meet the requirements specified in Section B.7.4, Vegetated Buffer Yards.
4. At least two canopy trees shall be installed per island and/or median. In lieu of two canopy trees, three understory trees may be planted.
5. The ground surface of landscaped areas shall be planted with shrubs, grasses, or perennials or a combination of these. Landscaping of the ground surface shall not exceed 4-feet in height.
6. At least 10% of the parking lot interior - calculated as the total surface area of parking stalls, drive aisles, and interior landscape - must be landscaped.
7. Green infrastructure for on-site stormwater management shall be integral to parking lot landscaping to the maximum extent practicable.



**AT LEAST 10% OF THE
PARKING LOT INTERIOR
MUST BE LANDSCAPED**

Two canopy trees must be planted on each parking lot island and/or median. In lieu of two canopy trees, three understory trees may be planted.

The ground surface must be landscaped with shrubs, grasses, or perennials, or a combination of these.

B.7.4 VEGETATED BUFFER YARDS

Provide screening that also mitigates the urban heat island effect and creates a comfortable pedestrian-scale environment

1. Refer to Table B.7.2 for uses requiring a vegetated buffer yard and the minimum depth of the required buffer yard.
2. Where required, vegetated buffer yards shall be landscaped and located along the side and rear lot lines. The design and installation of landscaping shall comply with Section B.7.1, Plant Selection and Installation.
3. Vegetated buffer yards may be located within required setback areas, but may not be located within the public right-of-way.
4. Principal buildings, accessory structures, or parking areas may not encroach upon a vegetated buffer yard, with the exception of site access points.
5. Pre-existing site vegetation located in a buffer yard that is healthy and not overgrown by invasive species may be preserved.
6. Vegetated buffer yards shall be integral to stormwater management on the site.

TABLE B.7.2
VEGETATED BUFFER YARD REQUIREMENTS

INTRODUCED USE	BUFFER YARD DEPTH (min.)
Bulk Storage	15-feet
Commercial Storage Facility	10-feet
Drive-Through Facility	10-feet
Gasoline Station	10-feet
Industrial Use, Waterfront	15-feet
Loading Areas	10-feet
Lumberyard	10-feet
Parking Lot, Surface	10-feet
Self-Service Storage Facility	10-feet
Small Engine Repair Shop	10-feet



Image Credit: City of Oswego

SECTION B.8

OUTDOOR LIGHTING

Lighting is a critical design element that provides safety, visual cues, and aesthetic appeal to the building and its surroundings. Lighting should be utilized to illuminate building entrances, signage, and parking areas, while also providing for subtle accents of building architecture and site landscaping. The scale of lighting fixtures has a significant impact on their function and effectiveness. Within the Downtown Districts, site lighting shall be pedestrian-scale and appropriately spaced to provide sufficient illumination, while minimizing light pollution.

TABLE B.8.1. Development Actions Required to Comply with Design Standards contained in Section B.8, Outdoor Lighting.

DEVELOPMENT ACTION*	OUTDOOR LIGHTING	
	B.8.1	B.8.2
	Site Lighting	Accent Lighting
New Development	●	●
Building, Expansion, Small	○	○
Building, Expansion, Large	●	●
Building, Exterior Renovation, Minor	○	○
Building, Exterior Renovation, Major	○	○
Surface Parking Lot, Expansion, Reconfiguration, or Reconstruction	●	●
Public Thoroughfare, Reconfiguration or Reconstruction	○	○
Public Space, Renovation or Expansion	●	●
Site Amenities, Installation or Modification	●	●
Signs, Installation or Modification	○	○

*Development actions are defined in Section A.1.5, Glossary of Terms

● Design Standards in this section are applicable to this type of development action

○ This type of development action is NOT required to comply with Design Standards in this section.

B.8.1 SITE LIGHTING

Improve the safety and security of a site with pedestrian-scale lighting

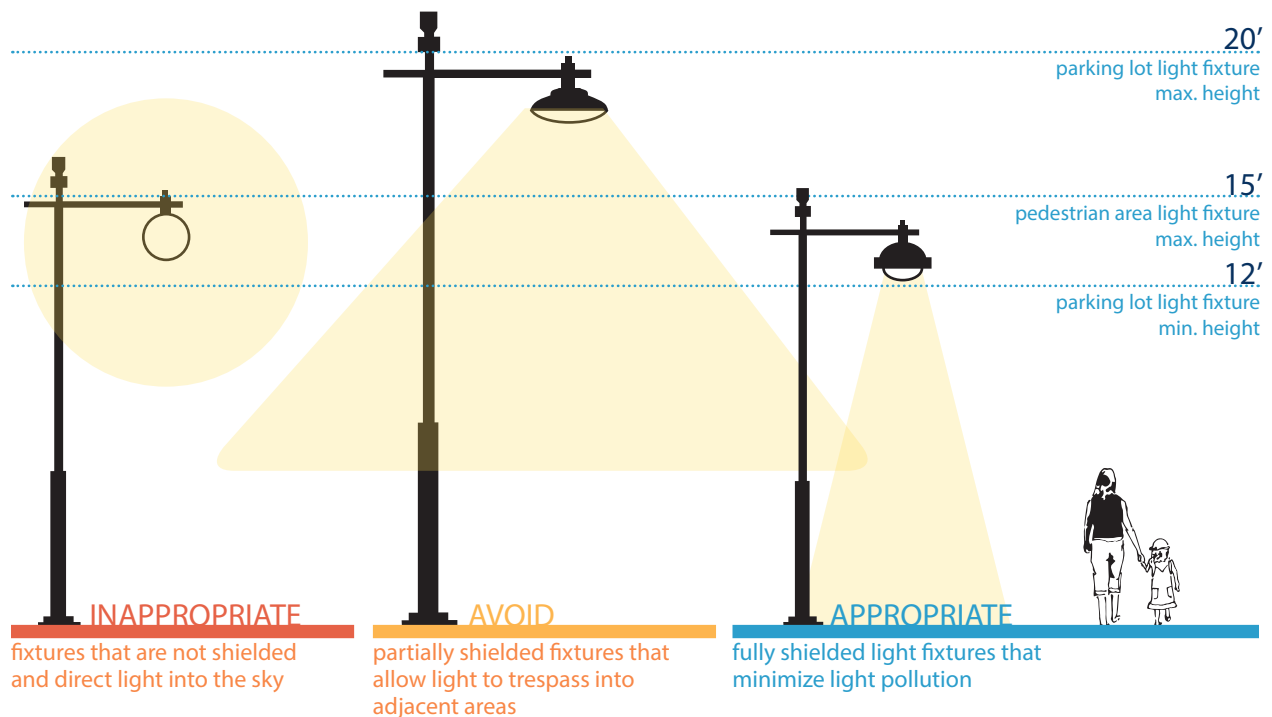
A. STYLE

1. Site lighting fixtures shall complement the architectural style of the surrounding buildings and the District in which they are located.

B. HEIGHT, SPACING, AND ORIENTATION

1. Fixtures within pedestrian areas and along sidewalks and trails shall be a maximum height of 15-feet.
2. Fixtures within parking lots shall be a minimum height of 12-feet and a maximum height of 20-feet.
3. Fixture direction and intensity shall be determined based on the minimum requirements necessary to efficiently and safely illuminate a given area. See Table B.8.2 for recommended illumination levels for different outdoor areas.
4. Lighting fixtures shall be directed away from adjacent structures and property boundaries.
5. Fixtures shall be spaced to achieve the recommended illumination horizontal levels specified in Table B.8.2.

SITE LIGHT HEIGHT AND ILLUMINATION REQUIREMENTS



C. ILLUMINATION

1. Refer to Table B.8.2 for recommended horizontal illumination levels based on different outdoor areas.
2. Fixtures shall be fully shielded and/or dark sky compliant. Light trespass into adjacent commercial areas shall not exceed 0.1 foot candles and light trespass into residential areas shall not exceed 0.05 foot candles.
3. Amber hue lighting, such as high pressure sodium fixtures and others of equivalent performance, are not permitted.

TABLE B.8.2
ILLUMINATION LEVELS FOR OUTDOOR AREAS

OUTDOOR AREAS	AVERAGE FOOTCANDLES
Bikeways in Commercial Areas	0.9
Bikeways in Residential Areas	0.2
Pedestrian Facilities	0.2 (2 maximum)
Playgrounds	5.0
Surface Parking Lots, Private	0.5 (0.2 minimum, 4 maximum)
Surface Parking Lots, Public	0.8 (0.1 minimum, 3 maximum)

B.8.2 ACCENT LIGHTING

Highlight unique architectural and landscape features in a subtle manner that complements the principal building and adjacent streetscape

1. Building and landscape accent lighting shall be discrete in nature and of the same color and of a lesser intensity than building-mounted lighting.
2. Accent lighting shall focus on highlighting details or elements rather than illuminating entire façades, walls, and landscape areas.



Image Credit: Paul Hester, ASLA

Building and Landscape Accent Lighting. The use of accent lighting shall be subtle, highlight the ground plane, and reduce light pollution. This example illustrates how accent lighting can be successfully used to provide a sense of security and welcome, while also minimizing the amount of light transmitted upwards.

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Image Credit: Bergmann

SECTION B.9

PUBLIC THOROUGHFARE DESIGN

Streetscapes are key organizing elements within a city. They are linear systems connecting neighborhoods and districts and are integral to creating sense of place. Pedestrian-scaled lighting, street trees and plantings, and furnishings are all critical components of a vibrant, comfortable, and walkable streetscape. Additionally, because streetscapes are entirely within the public right-of-way, they should be designed for all ages, abilities, and modes of transportation.

TABLE B.9.1. Development Actions Required to Comply with Design Standards contained in Section B.9, Public Thoroughfare Design.

DEVELOPMENT ACTION*	PUBLIC THOROUGHFARE DESIGN					
	B.9.1	B.9.2	B.9.3	B.9.4	B.9.5	B.9.6
	Multimodal Accessibility	Sidewalks	Intersections	Sidewalk Dining, Street Cafes, & Parklets	Street Lighting	Street Trees
New Development	●	●	●	●	●	●
Building, Expansion, Small	○	○	○	○	○	○
Building, Expansion, Large	●	●	○	○	●	●
Building, Exterior Renovation, Minor	○	○	○	○	○	○
Building, Exterior Renovation, Major	●	●	○	○	●	●
Surface Parking Lot, Expansion, Reconfiguration, or Reconstruction	○	○	○	○	○	○
Public Thoroughfare, Reconfiguration or Reconstruction	●	●	●	●	●	●
Public Space, Renovation or Expansion	●	●	○	●	●	●
Site Amenities, Installation or Modification	●	●	○	●	●	●
Signs, Installation or Modification	○	○	○	○	○	○

*Development actions are defined in Section A.1.5, Glossary of Terms

● Design Standards in this section are applicable to this type of development action

○ This type of development action is NOT required to comply with Design Standards in this section.

B.9.1 MULTIMODAL ACCESSIBILITY

Promote accessible, convenient mobility for all modes of transportation and all ages and abilities

A. ACCESSIBILITY

1. All public thoroughfares shall comply with the Public Right-of-Way Accessibility Guidelines (PROWAG) published by the United States Access Board.
2. All public thoroughfares shall be designed, where practicable, as complete streets to provide safe, comfortable, and convenient travel for all modes of transportation and for all ages and abilities.
4. Where sidewalks cross driveways, the sidewalk must remain level and the appearance of the sidewalk shall be maintained to indicate to drivers that the area is part of the pedestrian right-of-way.

B. PEDESTRIAN FACILITIES

1. Where pedestrian facilities do not exist on adjacent primary and secondary streets, applicable development actions (see Table B.9.1) shall provide a sidewalk in the public right-of-way, along the full length of the property boundaries, that meet the criteria specified below. If a sidewalk already exists, but does not meet the criteria specified below, the sidewalk shall be replaced as part of the proposed project.
2. Sidewalks must be maintained in a state of good repair by the property owner fronting the public right-of-way.
3. Sidewalks that do not provide an accessible corridor shall be repaired as soon as practicable.

C. BICYCLE FACILITIES

1. If applicable development fronts a primary or secondary street where bicycle facilities are recommended in the City's Complete Streets Plan and those facilities do not currently exist or are in poor condition, the Applicant shall coordinate with the City of Oswego's Departments of Engineering and Public Works to design and install appropriate bicycle facilities in the adjacent public right-of-way. Funding mechanisms for the design and installation of bicycle facilities will be determined by the City. The following streets within Oswego's Downtown Districts are part of the proposed bicycle network, as identified in the 2017 Complete Streets Plan:
 - a. East and West Seneca Street
 - b. East and West Utica Street
 - c. West 1st, 5th, and 8th Streets
 - d. Liberty Street
 - e. East 1st, 4th, and 10th Streets

2017 COMPLETE STREETS PLAN BIKE NETWORK



ON-ROAD BIKE FACILITY EXAMPLES



Bike Boulevard. Most appropriate for streets with low speeds and low volumes of motor vehicles, bike boulevards use a variety of different traffic calming measures, such as winding roads and curb extensions, to enable bikes and cars to share the same travel lane.



Buffered Bike Lane. These facilities provide designated travel lanes for bicyclists that are visually separated from motor vehicle travel lanes by pavement markings.

D. PUBLIC TRANSIT STOPS

1. Where public transit stops occur, an accessible boarding area shall be provided on the sidewalk that is a minimum of 5-feet wide (parallel to curb) and 8-feet deep (perpendicular to the curb), where practicable.
2. Transit stops shall be well-lit with pedestrian-scaled lighting (see Section B.9.5, Street Lighting) and shall maintain a minimum of two horizontal foot candles of illumination, where practicable.
3. Transit stops shall provide signage for wayfinding, schedule, and route information, where practicable.



Bus Shelter Integrated Into Site Design. This bus shelter is thoughtfully integrated into the streetscape with paving materials and adjacent landscaping.

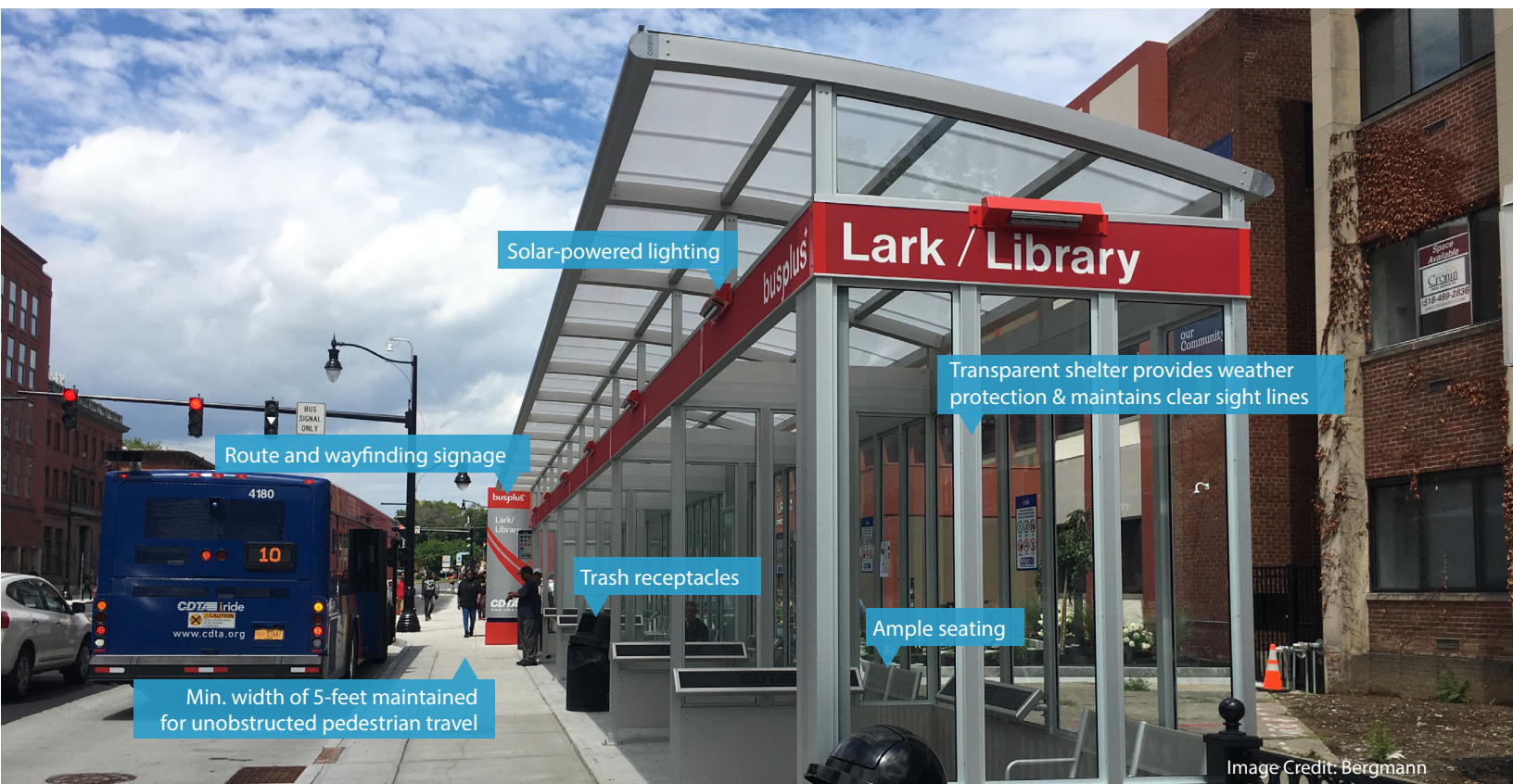


Image Credit: Bergmann

Well-Designed Downtown Bus Shelter. This bus shelter in downtown Albany provides several amenities for public transit riders including seating, trash receptacles, a place to take refuge from harsh weather, wayfinding signage, and ample lighting. Combined, these amenities make this a comfortable place to wait for a bus day or night.

B.9.2 STREET FURNISHINGS

Provide pedestrians with a safe, accessible corridor that is visually interesting, convenient, and promotes social interactions

1. Preserve historic sidewalk furnishings that are in good condition and reflect the character of the streetscape wherever they exist, including street signs, furniture, and lighting.
2. New sidewalk furnishings shall complement the surrounding streetscape and enhance the pedestrian experience.
3. See Table B.9.2 for minimum width requirements, measured perpendicular to the curb, for different sidewalk furnishings.



Image Credit: Bergmann

Preservation of Historic Sidewalk Furnishings. Existing light fixtures that are in good condition and reflect the character of the District should be preserved.

TABLE B.9.2
SPACE REQUIREMENTS FOR SIDEWALK FURNISHINGS

SIDEWALK ELEMENT	MINIMUM WIDTH*
Seating	3-feet
Sidewalk Dining	5-feet

*Minimum widths are in addition to the 5-feet required for unobstructed pedestrian travel.

B.9.3 INTERSECTIONS

Provide safe, visible, and predictable locations for pedestrians and bicyclists to cross the street

A. CROSSWALKS

1. Crosswalks shall be installed at mid-block crossings, locations with pedestrian-activated signals, established school crossings, at intersections with vehicular signals in the Downtown Districts, and at stop- or yield-controlled entrances to commercial or public facilities.
2. Crosswalks shall not be installed at locations with poor sight distance or other locations that increase safety risk to pedestrians without first providing adequate design features and/or traffic control devices.
3. Crosswalks shall be paired with other treatments that increase pedestrian visibility and motorist compliance, such as curb extensions, in-road signing, refuge islands and medians, enhanced lighting, and traffic calming measures.
4. Crosswalk design and installation shall comply with New York State Department of Transportation standards.

3. Curb ramps and detectable warnings shall be compliant with ADA and New York State Department of Transportation standards.

C. PEDESTRIAN SIGNALS

1. Pedestrian signals inform pedestrians when to cross an intersection and should include audible cues to assist those who are visually impaired or blind.
2. Pedestrian signals shall be installed at signalized intersections in the Downtown Districts.
3. Pushbuttons that activate the pedestrian signal must be reachable from the sidewalk by all ages and abilities and located as close as practicable to the sidewalk curb ramp.
4. Pedestrian signal design and phase timing must comply with standards established by the Manual on Uniform Traffic Control Devices (MUTCD).

B. CURB RAMPS AND DETECTABLE WARNINGS

1. Curb ramps and detectable warnings shall be installed at all intersection crossings.
2. Curb ramps should align with the crosswalk and be consistent with the direction of pedestrian travel.

D. MID-BLOCK CROSSINGS

1. Mid-block crossings provide opportunities for pedestrians to cross a street at a location other than an intersection.
2. Mid-block crossings may be considered when intersection crossing opportunities are infrequent and/or far apart or where they coincide with a midblock passage or major destination. Proposed midblock crossing locations must be reviewed and approved by the City of Oswego's Department of Engineering.

E. BICYCLE PAVEMENT MARKINGS

1. Pavement markings indicating the path of bicyclists through an intersection or areas of potential conflict help to guide bicyclists on a safe, direct path and increases motorists' ability to see bicyclists.
2. Wherever a bicycle facility approaches and crosses an intersection, pavement markings delineating the path of bicyclists are required. Pavement markings shall comply with American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities and the MUTCD.



Image Credit: Bergmann



Image Credit: Bergmann



Image Credit: Bergmann



Image Credit: City of Cambridge, MA

Example Intersection Treatments. Top Left: A high visibility crosswalk, curb ramp, and detectable warnings assist pedestrians in crossing the street, and intersection crossing markings clearly guide bicyclists through the intersection. Top Right: A pedestrian push button is used to activate a pedestrian signal, which uses visual and audio cues to notify pedestrians when it is safe to cross the intersection. Bottom Left: Green conflict pavement markings indicate where buses cross the bike lane to access a bus stop. Bottom Right: Another example of intersection crossing markings for bicyclists, which uses green paint in addition to the white dashed lines.

B.9.4 SIDEWALK DINING, STREET CAFES, AND PARKLETS

Enliven the streetscape with seasonal opportunities to expand public space

A. REQUIRED APPROVALS

1. Use of public space for sidewalk dining, street cafes, and parklets must be approved by the Oswego City Council. Information regarding the use of public space approval process, including application requirements, can be obtained by contacting the City Engineer.
2. The sidewalk dining area shall be located adjacent to the property of a lawfully operating eating establishment and shall be under the control of the restaurant.
3. All sidewalk dining elements (e.g., chairs, tables) shall be removed from the public right-of-way when not in use for two or more consecutive days.
4. In addition to maintaining 5 feet of unobstructed corridor space for pedestrian travel, at least 6 feet of space must be provided for the sidewalk dining area, measured perpendicularly from the curb line.

B. SIDEWALK DINING

1. A designated area of a public sidewalk where patrons may sit at tables while consuming food and beverages purchased from the associated eating establishment.



Sidewalk Dining Examples. In these images, sidewalk dining areas are clearly defined by planters and low fencing, both of which aesthetically enhance the dining areas and create opportunities for to introduce additional landscaping along the streetscape. These sidewalk dining areas also maintain sufficient space for unobstructed pedestrian travel along the sidewalk.

5. At least 44 inches of unobstructed space shall be maintained between any restaurant doorway and the sidewalk.
6. Food preparation shall not be permitted in the sidewalk dining area.
7. Loudspeakers shall not be permitted in the outdoor eating area. Amplified sounds from inside the restaurant should not be audible in any dining area on the public right-of-way.
8. Free standing planters, fences, or railings may be installed for purposes of compliance with the NYS Liquor Authority and must be:
 - a. Self-supporting;
 - b. No taller than 30-inches; and,
 - c. Easy to remove from the sidewalk

C. STREET CAFÉS

1. Street cafés are seasonal expansions of the sidewalk located in the adjacent on-street parking lane.
2. They are extensions of an adjacent restaurant and may be reserved for customer use only.
3. Food preparation shall not be permitted in the street café area.
4. Loudspeakers shall not be permitted in the street café area. Amplified sounds from inside the restaurant should not be audible in any dining area on the public right-of-way.
5. Free standing planters, fences, or railings may be installed for purposes of compliance with the NYS Liquor Authority and must be:
 - a. Self-supporting;
 - b. No taller than 30-inches; and
 - c. Easy to remove

D. PARKLETS

1. Parklets are public open spaces that are seasonal or permanent expansions of the sidewalk into the adjacent on-street parking lane.
2. Parklets are open and accessible to the public and contain pedestrian amenities such as seating, plantings, bike parking, and art.



Image Credit: San Francisco Planning Department

Street Café. Street cafes expand the sidewalk into the adjacent parking lane and provide an outdoor dining space for the adjacent restaurant.



Image Credit: San Francisco Planning Department

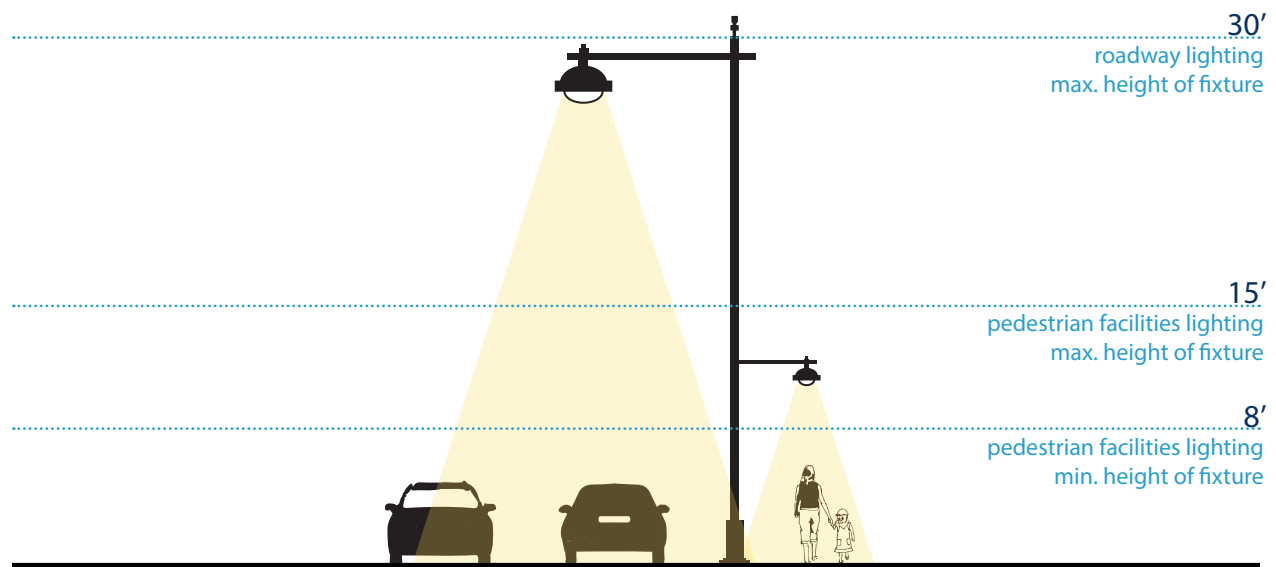
Parklet. Parklets example the sidewalk, typically without a change in grade, into the adjacent parking lane. Parklets provide pedestrian amenities and are open to the public.

B.9.5 STREET LIGHTING

Provide a well-lit streetscape that is pedestrian-scale, promotes safety, and minimizes light pollution

1. Where street lights do not currently exist, street lights shall be installed along the entire length of a lot adjacent to a public right-of-way.
2. Street lights shall be selected based on the mode of transportation they are primarily serving.
3. Street lighting intended to illuminate the road for vehicles shall not exceed 30-feet in height.
4. Street lighting intended to illuminate pedestrian pathways, seating areas, and transit stops shall be between 8- and 15-feet in height.
5. Lighting fixtures shall be directed away from adjacent structures and property boundaries.
6. Fixtures shall be fully shielded and/or dark sky compliant. Light trespass into adjacent commercial areas shall not exceed 0.1 foot candles and light trespass into residential areas shall not exceed 0.05 foot candles.
7. Specifications for street lights, such as fixture style, height, and spacing, must be obtained from the Commissioner of the Department of Public Works prior to installation.

STREET LIGHT HEIGHT AND ILLUMINATION REQUIREMENTS



B.9.6 STREET TREES

Improve the physical and psychological comfort of pedestrians, increase aesthetics of the street corridor, and mitigate urban heat, runoff, and pollution

1. Street trees shall be planted along the entire length of a lot adjacent to a public right-of-way. A minimum of one street tree shall be installed for every 30-feet of public right-of-way frontage. The following conditions are exempt from this requirement:
 - a. Frontages along alleys;
 - b. Where the minimum required number of street trees is already installed and in healthy condition;
 - c. Where the planting of new trees would overcrowd and compromise the health of existing trees; or,
 - d. Where a utility, transit stop, driveway, or other feature interferes with the placement of a tree.
2. Tree selection and installation must comply with Section B.7.1, Plant Selection and Installation.
3. To the extent practicable, the integration of green infrastructure and/or structural soil systems is encouraged wherever possible to manage stormwater runoff, increase the tree's rooting space, and promote tree survivorship.
4. Prior to installation, proposed tree selection and spacing shall be reviewed and approved by the City of Oswego Tree Advisory Board.

STREET TREES PLANTED ALONG THE LENGTH OF A LOT'S PUBLIC RIGHT-OF-WAY FRONTAGE TO CREATE A CONTINUOUS AND ROBUST URBAN FOREST





Image Credit: Bergmann

SECTION B.10

PLAZAS, PARKS, & OPEN SPACE

Oswego's network of plazas, parks, and open spaces provide critical services to the City and its residents. They create opportunities for delight, discovery, and relaxation, particularly along the waterfront; they improve public health by providing access to fresh air, active recreation, and restorative experiences; they preserve natural features and systems; and, they bring vibrancy to the streetscape. Thoughtful design of plazas, parks, and open spaces helps to ensure these benefits and services are realized by all residents, visitors, and future generations.

TABLE B.10.1. Development Actions Required to Comply with Design Standards contained in Section B.10, Plazas, Parks, and Open Space.

DEVELOPMENT ACTION*	PLAZAS, PARKS, & OPEN SPACE
	B.10.1
	Design Requirements
New Development	●
Building, Expansion, Small	○
Building, Expansion, Large	○
Building, Exterior Renovation, Minor	○
Building, Exterior Renovation, Major	○
Surface Parking Lot, Expansion, Reconfiguration, or Reconstruction	○
Public Thoroughfare, Reconfiguration or Reconstruction	○
Public Space, Renovation or Expansion	●
Site Amenities, Installation or Modification	●
Signs, Installation or Modification	○

*Development actions are defined in Section A.1.5, Glossary of Terms

● Design Standards in this section are applicable to this type of development action

○ This type of development action is NOT required to comply with Design Standards in this section.

B.10.1 DESIGN REQUIREMENTS

Increase opportunities for passive and active outdoor recreation, provide public access to the waterfront, expand the City's network of public spaces, and improve residents' quality of life

A. SIZE AND LOCATION

1. The minimum area for a plaza is 400 square feet. This minimum size provides adequate space for circulation and some pedestrian amenities.
2. The minimum area for a park or open space is 5,000 square feet. The preferred minimum for a park or open space is 20,000 square feet (approximately 0.5 acre). This minimum size provides adequate space for circulation and some recreational amenities.
3. When located on a parcel that is adjacent to the waterfront, the plaza, park, or open space shall be developed in a manner that maximizes public access to the waterfront. See Section 4, Waterfront Development, for additional requirements.

4. At least one side of the plaza, park, or open space shall be bordered by a well-traveled public thoroughfare, such as a sidewalk or a waterfront trail (e.g., Oswego Riverwalk).

B. ORIENTATION

1. To the extent practicable, plazas shall be south-facing to maximize solar radiation and natural light.
2. Where applicable development occurs on a parcel adjacent to the waterfront, the plaza, park, or open space shall be oriented to maximize views of the Oswego River and/or Lake Ontario.



Image Credit: Friends of Georgetown Waterfront Park

Orient Parks and Plazas to Maximize Views and Access to the Waterfront. A large public staircase adjacent to a linear park creates an opportunity to provide unobstructed views and direct access to the water.

C. VISIBILITY

1. All portions of the plaza, park, or open space shall be visible from an adjacent, well-traveled public thoroughfare to promote a sense of safety and openness.
2. Where a plaza, park, or open space is located at a street corner, the plaza, park, or open space shall be visible from each adjacent street.

D. ACCESSIBILITY FOR ALL AGES AND ABILITIES

1. Plaza, park, and open space design shall strive to accommodate the needs and preferences of the local community and anticipate the needs of future residents.
2. Universal Design concepts shall be employed throughout the plaza, park, or open space to ensure access for a diversity of ages and abilities.
3. Where space allows, provide areas for active and passive recreational uses to minimize conflict between user groups and meet the needs of a wide variety of users.

E. ELEVATION CHANGES AND STEPS

1. To improve the attractiveness, accessibility, and perception of safety, elevation changes between the adjacent public right-of-way and a plaza, park, or open spaces is discouraged.
2. Minor elevation changes are permitted. Plazas, parks, and open spaces may be elevated a maximum of 2-feet above the adjacent public right-of-way. Where steep slopes occur (5% or greater), elevation changes greater than 2-feet may be permitted.

3. Plazas, parks, and open spaces shall not be sunken below the grade of the adjacent public right-of-way, unless the plaza, park, or open space fronts a steeply sloping street (2.5% to 5% grade change along the length of the plaza) or is intended to provide access to the waterfront.



Image Credit: Bergmann

Clear Sightlines Between Street and Plaza. The entire interior of this urban plaza is clearly visible from the adjacent streetscape. Visibility is facilitated by the planting of trees and the avoidance of low, dense shrubs.



Image Credit: Bergmann

Elegant Solution to Grade Changes. Grade changes along the sidewalk are appropriately addressed in the plaza design. Three steps are located at the lowest sidewalk elevation. As the sidewalk elevation increases, the step height decreases. The steps eventually disappear when they meet the sidewalk grade.

F. OBSTRUCTIONS AND STRUCTURES

1. In general, plazas, parks, and open spaces shall be open to the sky and unobstructed in order to maximize public access to views, fresh air, and nature.
2. Pedestrian and recreational amenities, such as landscaping, seating, lighting, play equipment, and public art, are permitted, but must meet requirements specified below.
3. In plazas, overhead structures, such as canopies, marquees, and awnings, are limited to a maximum projection of 15-feet and a minimum height of 15-feet to maintain a sense of openness.
4. In parks and open spaces, structures and facilities that serve the recreational, educational, cultural, and/or natural resource preservation purpose of the park or open space are permitted, such as pavilions, restroom facilities, and interpretive centers. Structures and facilities must be open and welcoming to the public, harmonious with the design of the park or open space, compatible with natural processes, and universally accessible.

G. CIRCULATION PATHS

1. Circulation paths connecting the plaza, park, or open space to a public thoroughfare are required.
2. Circulation paths shall be a minimum of 8-feet wide and universally accessible.
3. Trees planted flush-to-grade, light fixtures, and trash recycling receptacles are permitted within circulation paths as long as 5-feet of unobstructed space is preserved for pedestrian movement.

4. Where space allows, bicycle and pedestrian facilities shall be separated.

H. SEATING

1. Comfortable and abundant seating options shall be provided. The type, location, dimensions, variety, and convenience of seating shall be carefully considered in the design of the plaza, park, or open space to enhance social interaction.
2. A minimum of one linear foot of seating shall be provided for every 50 square feet of plaza, park, or open space.



BENCHES



SEAT WALLS & PLANTER LEDGES



STEPS

Seating Examples for Plazas, Parks, and Open Spaces. Providing a wide range of seating options ensures that users of all ages, abilities, and needs are comfortably accommodated.

I. LITTER/RECYCLING RECEPTACLES

1. Litter and recycling receptacles shall be provided in plazas, parks, and open spaces.
2. Litter and recycling receptacles shall be conveniently located to serve plaza, park, and open space users.

J. HARDSCAPE

1. All hardscaping shall consist of non-skid, durable materials that are compatible in color and pattern with the overall plaza, park, or open space design.
2. Permeable surfaces are encouraged wherever practicable.



Image Credit: Bergmann

Litter and Recycling Receptacles. The provision of litter and recycling receptacles is required in plazas, park, and open spaces.



Image Credit: RDG Planning + Design

A Well-Design Plaza with Several Amenities. This public plaza transforms the space between two buildings into a comfortable, welcoming outdoor environment. Several pedestrian amenities are integrated into the plaza, such as lighting, extensive landscaping, bike parking, seating, and a diversity of hardscaping (including permeable pavers).

K. LANDSCAPING

1. To the extent possible, existing native vegetation and other natural features shall be preserved.
2. Plant selection and installation shall meet the requirements specified in Section B.7.1, Plant Selection and Installation.
3. All plant materials shall be maintained in a healthy condition throughout their lifespan. Deceased plant material shall be removed and replaced as soon as practicable.
4. In plazas, a minimum of one tree shall be installed for every 400 square feet of plaza space.
5. The integration of natural features and systems throughout parks and open spaces is strongly encouraged, such as in play areas, in order to create a comfortable, attractive, and welcoming environment. Natural features and systems include, but are not limited to: water features, plants, logs, boulders, and green infrastructure for stormwater management.

L. LIGHTING

1. Well-lit public spaces enhance safety and create a desirable, comfortable space at all times of the day.
2. All circulation routes and seating areas shall maintain two horizontal foot candles of illumination.
3. Light fixtures shall be fully shielded and/or dark sky compliant.
4. The minimum hours of illumination are from one hour before sunset to one hour after sunrise.
5. Refer to Section B.8.1, Site Lighting, for additional lighting requirements.

M. PUBLIC TRANSIT STOPS

1. Where plazas, parks, or open spaces overlap with or are located adjacent to a public transit stop, the transit stop shall be integrated into the design of the plaza, park, or open space.
2. Refer to Section B.9.1, Multimodal Accessibility, for transit stop design standards.

N. BICYCLE PARKING

1. In plazas, the provision of bicycle parking is not required, but is encouraged where sufficient space is available.
2. In parks and open spaces, two bicycle parking spaces per acre are required.
3. If the park or open space is less than one acre, a minimum of 2 bicycle parking spaces must be provided.

O. OTHER AMENITIES

1. Other passive and active recreational amenities are encouraged, where sufficient space is available. These amenities may include, but are not limited to:
 - a. Game tables and/or reading areas and associated seating
 - b. Food service (mobile and permanent)
 - c. Nature areas and trails
 - d. Picnic areas
 - e. Water features
 - f. Artwork

- g. Playgrounds, designed and installed in compliance with all applicable United States Consumer Products Safety Commission Standards and best practices, including protective surfaces and barriers
- h. Swimming pools and splash pads
- i. Beaches
- j. Sports fields and courts
- k. Skate parks
- l. Bandstand and/or stage

P. THROUGH BLOCK PUBLIC PLAZAS

1. Through block public plazas are spaces located midblock that provide a connection between two public rights of way.
2. Through block public plazas must provide at least one circulation path connecting the two public rights of way that has a minimum unobstructed width of 10-feet.
 - a. The circulation path does not need to be straight.
 - b. The inclusion of pedestrian amenities, such as seating, trees, planters, and lights, along the circulation path is encouraged.



Image Credit: Bergmann

Nature Play. Integrating natural areas and trails into public parks and open spaces provides opportunities to spark children's imagination and encourage exploration and learning about the natural environment.



Image Credit: Bergmann

Through Block Plaza Providing a Pedestrian Connection Midblock. This through block plaza provides access to two major street corridors for pedestrians and bicyclists. The plaza is lined with pedestrian-scaled lighting and landscaped areas. Access to adjacent buildings and wayfinding signage are also provided.



Image Credit: Marinas.com

SECTION C.1

MARITIME HERITAGE (MH) DISTRICT

The Maritime Heritage (MH) District is intended to foster uses that are consistent with the City's maritime industries, history, and culture. The MH District also serves as a transitional area between maritime uses and the Waterfront District, ensuring that the MH District is integrated into, not isolated from, Oswego's urban fabric.

MH DISTRICT GUIDING PRINCIPLES:

- Prioritize water-dependent and water-enhanced uses
- Celebrate the City's maritime history and culture by promoting uses compatible with Oswego's maritime industries
- Activate the streetscape through transparency, a diversity of colors and building materials, and accommodating pedestrian access

MH DISTRICT MAP

C.1.1 ARCHITECTURAL
CONSISTENCY

BUILDING HEIGHTS

Please refer to the Table of Bulk Requirements in the Code for minimum and maximum building heights required in the MH District.

C.1.2 ARCHITECTURAL
DETAILS

BUILDING MATERIALS

The following building materials are permitted in the MH District:

- Wood
- Brick masonry
- Tile masonry
- Native stone
- Fiber cement siding
- Stucco
- Glass curtain wall
- Metal panel siding

If a material is not listed, it is not permitted.

BUILDING COLOR

Colors shall complement surrounding buildings. Earth tones or muted hues shall be used as the primary building color with light or bright colors used only as accents.

TRANSPARENCY

Minimum transparency requirements for the ground and upper floors of buildings in the MH District are as follows:

- Ground Floor: 50%
- Upper Floors: 25%

If these transparency requirements cannot be met due to storage, operational, or other activities related to the primary function of the building, the City Planning Board may reduce or waive the transparency requirements.

WINDOW SIZES

No minimum or maximum window size is required in the MH District. However, wherever possible, windows shall be provided to increase the visual connectivity between outdoor public spaces and building interiors.

WINDOW FRAME MATERIALS

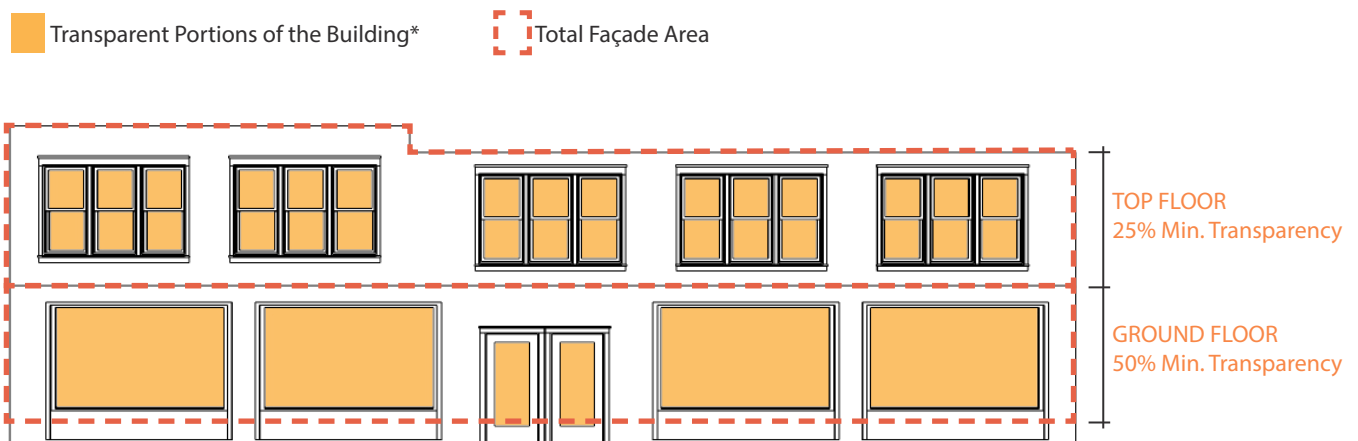
The following window frame materials are permitted in the MH District:

- Wood
- Aluminum
- Vinyl
- Composite
- Fiberglass

If a material is not listed, it is not permitted.

MH DISTRICT

TRANSPARENCY REQUIREMENTS



GROUND FLOOR TRANSPARENCY

calculated based on the total façade area located between 2 and 12 feet above the sidewalk.

TOP FLOOR TRANSPARENCY

calculated based on the total façade between the surface of the top floor and the top of the wall plate.

*Opaque elements of a window (e.g., panes, frosted or tinted areas, opaque portions of window signs) cannot be used to meet transparency requirements

SIGNAGE STANDARDS

Table C.1 specifies the type and quantity of signs permitted in the MH District. Each building may have a maximum of three different types of signs. Permitted signs must meet the criteria in section B.2.4. If a sign is not listed in Table C.1, it is not permitted in the MH District.

The installation of new signs must be approved by the City's Code Enforcement Officer. Applicants may obtain an Application for Sign Permit on the City of Oswego's website.

TABLE C.1
SIGN STANDARDS FOR THE MH DISTRICT

SIGN TYPE PERMITTED	QUANTITY PERMITTED
 Awning Sign	1 per awning
 Freestanding Bracket Sign	1 per street frontage
 Monument Sign	1 per street frontage
 Projecting Sign	1 per ground floor business/tenant
 Sidewalk Sign	1 per ground floor business/tenant
 Wall Sign	1 per business/tenant
 Window Sign	1 per business/tenant

C.1.3 BUILDING SITING AND COVERAGE

SETBACKS AND BUILD-TO LINES

Please refer to the Table of Bulk Requirements in the Code for building setbacks and build-to lines required in the MH District.

BUILDING AND IMPERVIOUS COVERAGE

The maximum building and impervious coverages permitted in the MH District are listed below.

- Building Coverage (max): 60%
- Impervious Coverage (max): 75%

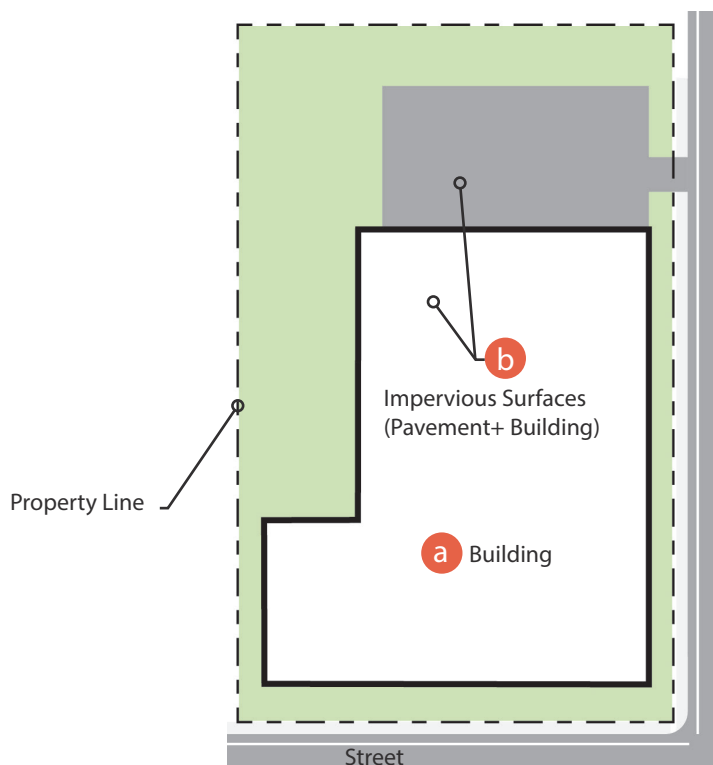
C.1.4 INFRASTRUCTURE AND FACILITIES

FENCING AND WALL HEIGHTS

The maximum height of fencing and walls in the MH District is 6-feet.

Higher fences or walls are permitted if needed to meet screening requirements specified in Section B.6.2, Screening of Facilities, Utilities, and Mechanical Equipment. Higher walls for noise or other nuisance mitigation will be evaluated on a case-by-case basis.

MH DISTRICT BUILDING & IMPERVIOUS COVERAGE*



a BUILDING COVERAGE
60% Maximum

b IMPERVIOUS COVERAGE
75% Maximum

*Refer to section B.3.2 Lot Coverage for a sample calculation.

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SECTION C.2

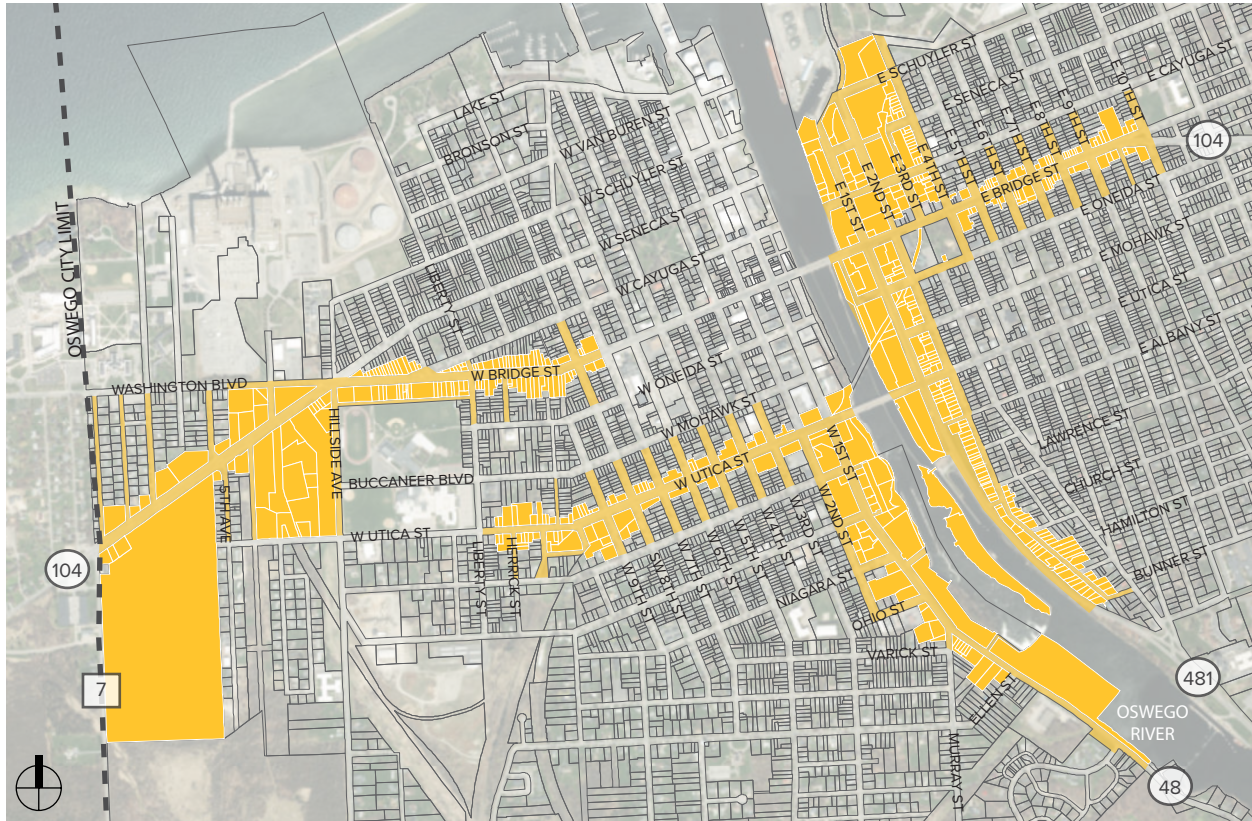
TRADITIONAL BUSINESS (TB) DISTRICT

The Traditional Business (TB) District serves as a transition between the Traditional Downtown District and the Commercial Business District. This District specifically emphasizes multimodal transportation and preservation of the City's cultural, historical, and architectural heritage.

TB DISTRICT GUIDING PRINCIPLES:

- Accommodate all modes of transportation
- Allow for design flexibility and variety while preserving the City's quaint character
- Activate the streetscape through building transparency, architectural interest, and wide sidewalks

TB DISTRICT MAP

C.2.1 ARCHITECTURAL
CONSISTENCY

BUILDING HEIGHTS

Please refer to the Table of Bulk Requirements in the Code for minimum and maximum building heights required in the TB District.

C.2.2 ARCHITECTURAL
DETAILS

BUILDING MATERIALS

The following building materials are permitted in the TB District:

- Wood
- Brick masonry
- Tile masonry
- Native stone
- Fiber cement siding
- Glass curtain wall

If a material is not listed, it is not permitted.

BUILDING COLORS

Exterior building colors in the TB District shall be compatible with the Franklin Square, Kingsford, and Washington Square Historic Districts, as well as the adjacent TD District. In general, paint colors shall consist of neutral or muted hues and shall be historically-appropriate. For paint color guidance based on architectural style, refer to Section B.2.8, Colors.

TRANSPARENCY

Minimum transparency requirements for the ground and upper floors of buildings in the TB District are as follows:

- Ground Floor: 70%
- Upper Floors: 50%

WINDOW SIZES

Window sizes are not regulated for ground floors. Window width-height ratios and maximum widths for upper floors in the TB District are as follows:

- Width to Height Ratio: 1 to 2 or 3 to 4

WINDOW FRAME MATERIALS

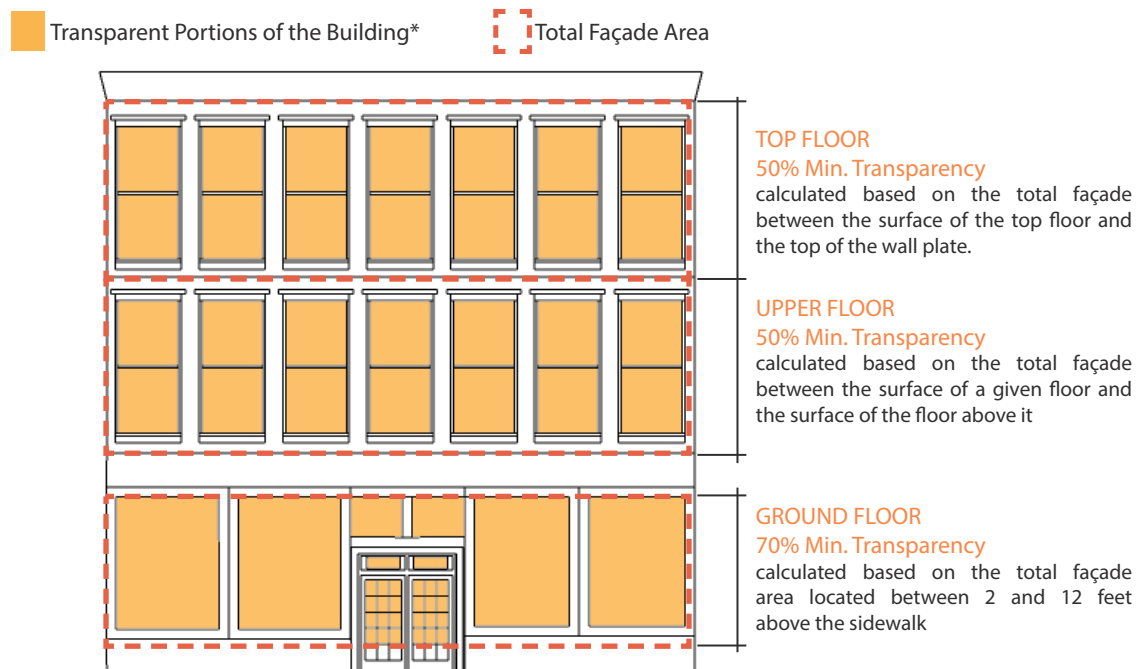
The following window frame materials are permitted in the TB District:

- Wood
- Aluminum
- Vinyl
- Composite
- Fiberglass

If a material is not listed, it is not permitted.

TB DISTRICT

TRANSPARENCY REQUIREMENTS



*Opaque elements of a window (e.g., panes, frosted or tinted areas, opaque portions of window signs) cannot be used to meet transparency requirements

SIGNAGE STANDARDS

Table C.2 specifies the type and quantity of signs permitted in the TB District. Each building may have a maximum of three different types of signs. Permitted signs must meet the criteria in section B.2.4. If a sign is not listed in Table C.2, it is not permitted in the TB District.

The installation of new signs must be approved by the City's Code Enforcement Officer. Applicants may obtain an Application for Sign Permit on the City of Oswego's website.

TABLE C.2
SIGN STANDARDS FOR THE TB DISTRICT

SIGN TYPE PERMITTED	QUANTITY PERMITTED
 Awning Sign	1 per awning
 Freestanding Bracket Sign	1 per street frontage
 Monument Sign	1 per street frontage
 Projecting Sign	1 per ground floor business/tenant
 Sidewalk Sign	1 per ground floor business/tenant
 Wall Sign	1 per business/tenant
 Window Sign	1 per business/tenant

C.2.3 BUILDING SITING AND COVERAGE

SETBACKS AND BUILD-TO LINES

Please refer to the Table of Bulk Requirements in the Code for building setbacks and build-to lines required in the TB District.

BUILDING AND IMPERVIOUS COVERAGE

The maximum building and impervious coverages permitted in the TB District are listed below.

- Building Coverage (max): 90%
- Impervious Coverage (max): 90%

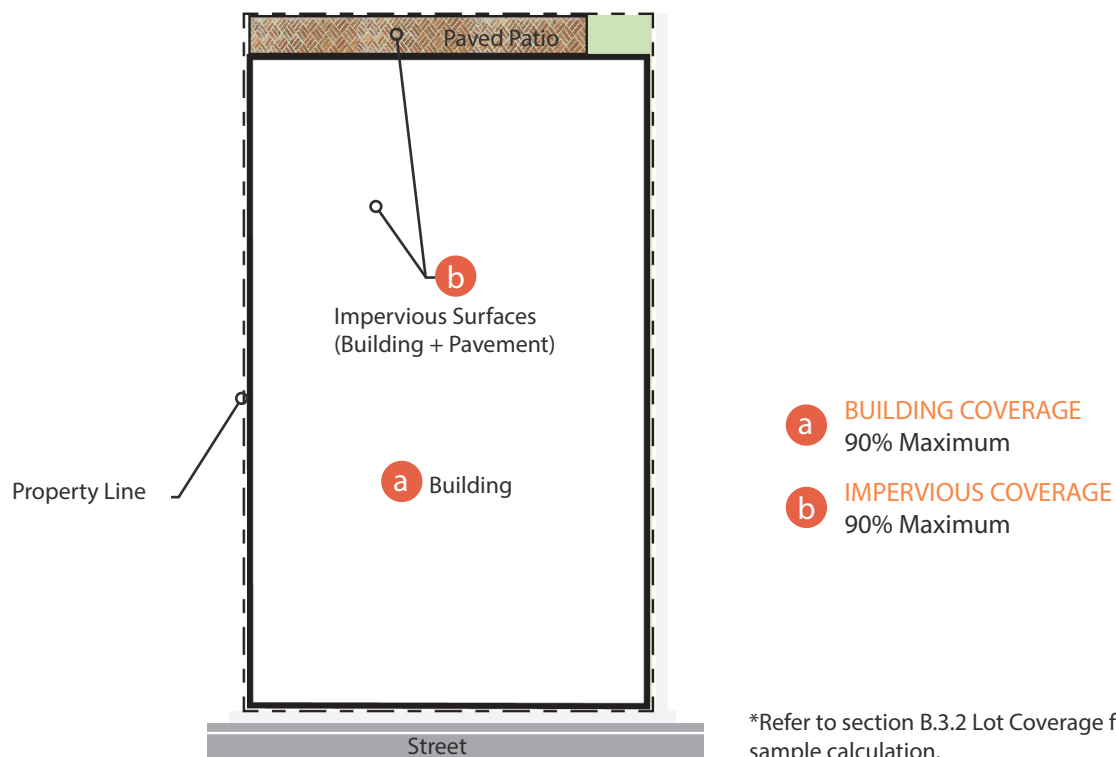
C.2.4 INFRASTRUCTURE AND FACILITIES

FENCING AND WALL HEIGHTS

The maximum height of fencing and walls in the TB District is 4-feet.

Higher fences or walls are permitted if needed to meet screening requirements specified in Section B.6.2, Screening of Facilities, Utilities, and Mechanical Equipment.

TB DISTRICT BUILDING & IMPERVIOUS COVERAGE*



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SECTION C.3

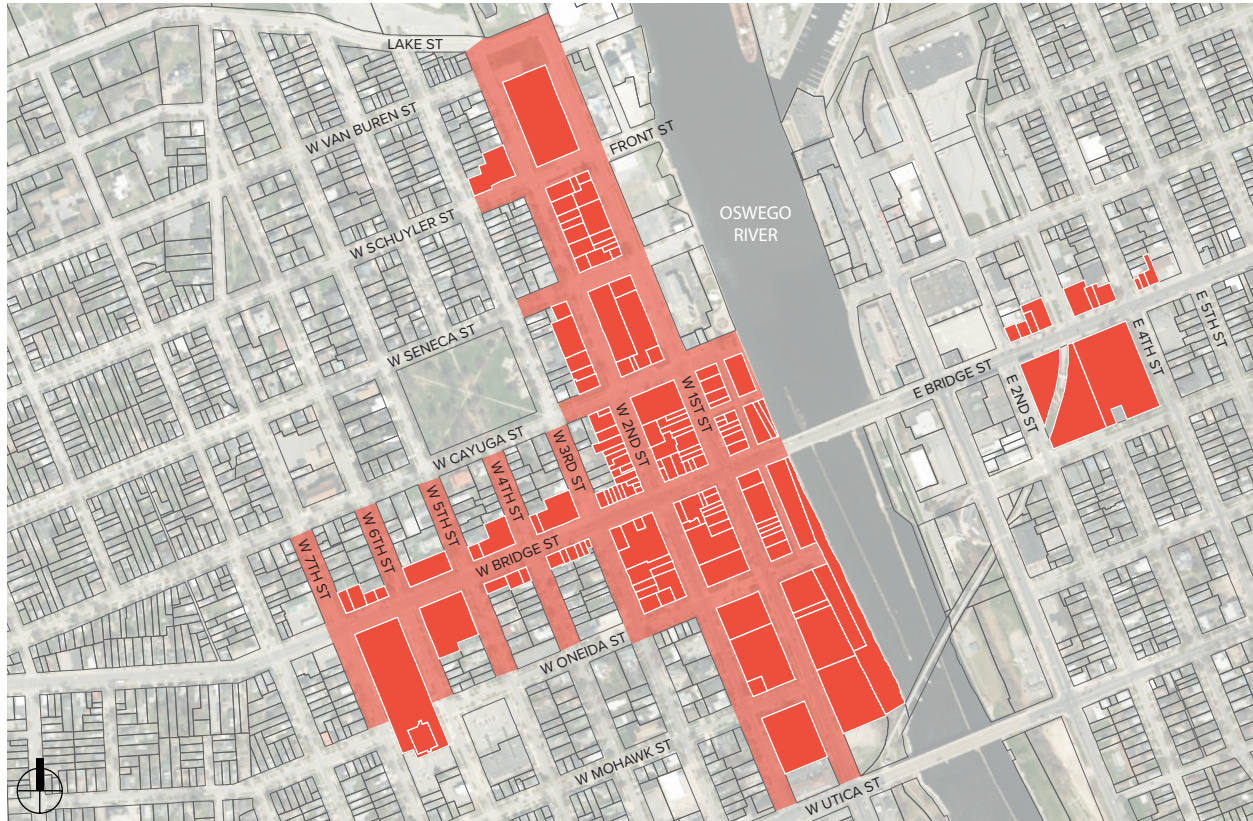
TRADITIONAL DOWNTOWN (TD) DISTRICT

The intent of the Traditional Downtown (TD) District is to establish a visually attractive, pedestrian-friendly, and economically vibrant city core that stimulates and supports a diverse economic base for those who live in, work, and visit the district. Re-use and renovation of existing structures is encouraged, and future new development shall reinforce the quaint character of the TD District. All development shall promote a safe, pleasant, livable, pedestrian-oriented district that preserves and enhances the City's unique cultural, historical, and architectural heritage.

TD DISTRICT GUIDING PRINCIPLES:

- Prioritize pedestrians, accommodate motor vehicles
- Promote infill and redevelopment that is consistent with the City's existing historical and cultural resources
- Activate the streetscape through building transparency, architectural interest, and wide sidewalks

TD DISTRICT MAP



C.3.1 ARCHITECTURAL CONSISTENCY

BUILDING HEIGHTS

Please refer to the Table of Bulk Requirements in the Code for minimum and maximum building heights required in the TD District.

C.3.2 ARCHITECTURAL DETAILS

BUILDING MATERIALS

The following building materials are permitted in the TD District:

- Wood
- Brick masonry
- Native stone

Tile masonry, stucco, and fiber cement siding may be used in a limited manner if they are compatible with a building's original design and consistent with the character of the TD District.

If a material is not listed, it is not permitted.

BUILDING COLORS

Exterior building colors in the TD District shall be compatible with Kingsford Historic District, as well as the adjacent TB District. In general, paint colors shall consist of neutral or muted hues and shall be historically-appropriate. For paint color guidance based on architectural style, refer to Section B.2.8, Colors.

TRANSPARENCY

Minimum transparency requirements for the ground and upper floors of buildings in the TD District are as follows:

- Ground Floor: 75%
- Upper Floors: 50%

WINDOW SIZES

Window sizes are not regulated for ground floors. Window width-height ratios and maximum widths for upper floors in the TD District are as follows:

- Width to Height Ratio: 1 to 2 or 3 to 4

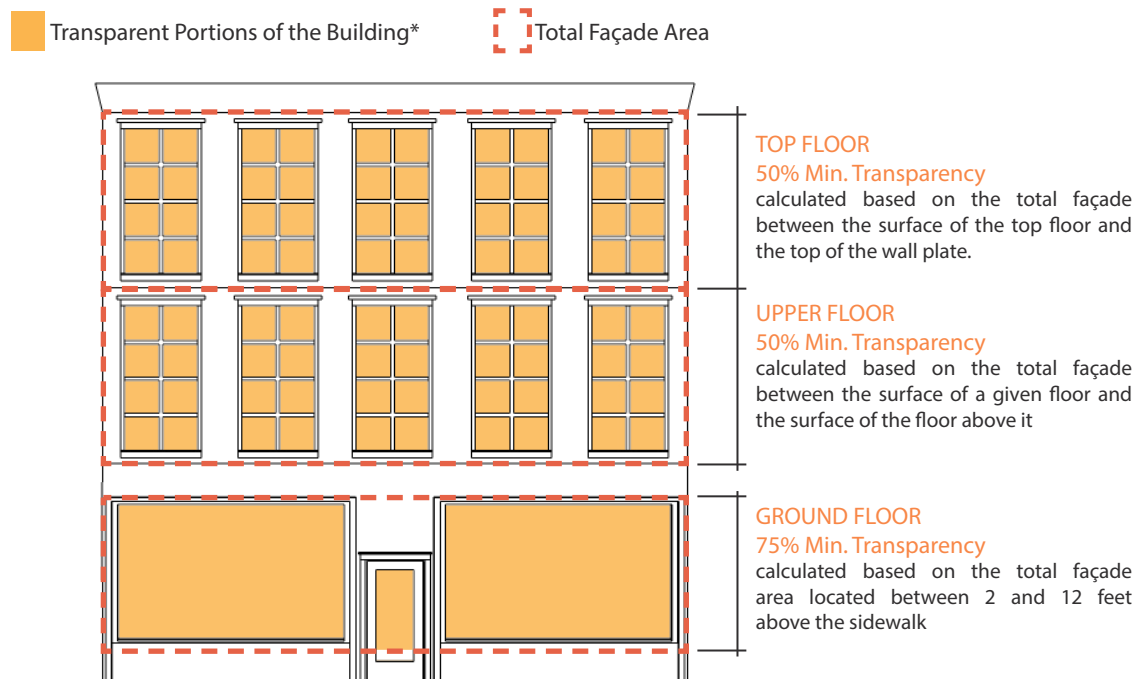
WINDOW FRAME MATERIALS

The following window frame materials are permitted in the TD District:

- Wood
- Aluminum

If a material is not listed, it is not permitted.

TD DISTRICT TRANSPARENCY REQUIREMENTS



*Opaque elements of a window (e.g., panes, frosted or tinted areas, opaque portions of window signs) cannot be used to meet transparency requirements

SIGNAGE STANDARDS

Table C.3 specifies the type and quantity of signs permitted in the TD District. Each building may have a maximum of three different types of signs. Permitted signs must meet the criteria in section B.2.4. If a sign is not listed in Table C.3, it is not permitted in the TD District.

The installation of new signs must be approved by the City's Code Enforcement Officer. Applicants may obtain an Application for Sign Permit on the City of Oswego's website.

TABLE C.3
SIGN STANDARDS FOR THE TD DISTRICT

SIGN TYPE PERMITTED	QUANTITY PERMITTED
 Awning Sign	1 per façade
 Freestanding Bracket Sign	Special Use Permit Required. Please refer to the Code.
 Projecting Sign	1 per façade
 Sidewalk Sign	1 per building
 Wall Sign	1 per façade
 Window Sign	1 per façade

C.3.3 BUILDING SITING AND COVERAGE

SETBACKS AND BUILD-TO LINES

Please refer to the Table of Bulk Requirements in the Code for building setbacks and build-to lines required in the TD District.

BUILDING AND IMPERVIOUS COVERAGE

The maximum building and impervious coverages permitted in the TD District are listed below.

- Building Coverage (max): 90%
- Impervious Coverage (max): 90%

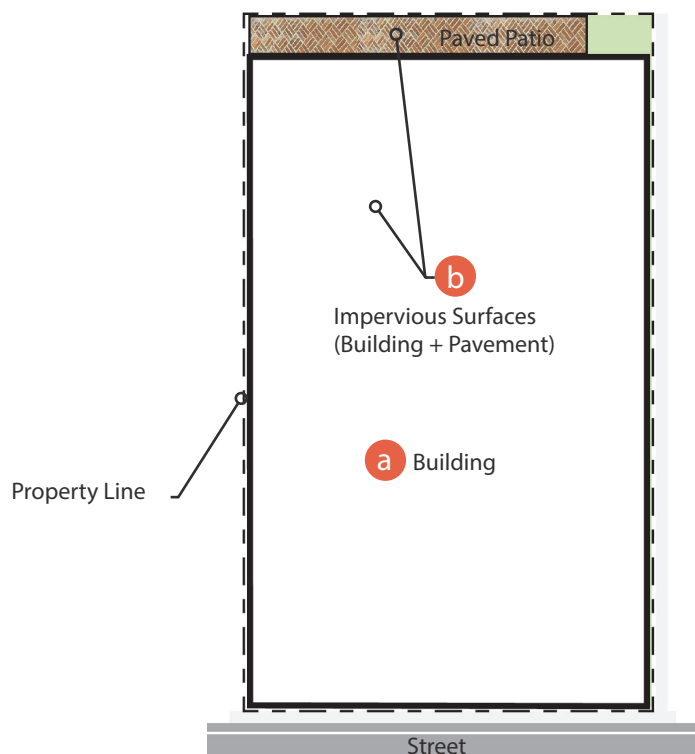
C.3.4 INFRASTRUCTURE AND FACILITIES

FENCING AND WALL HEIGHTS

The maximum height of fencing and walls in the TD District is 3-feet.

Higher fences or walls are permitted if needed to meet screening requirements specified in Section B.6.2, Screening of Facilities, Utilities, and Mechanical Equipment.

TD DISTRICT BUILDING & IMPERVIOUS COVERAGE*



- a** BUILDING COVERAGE
90% Maximum
- b** IMPERVIOUS COVERAGE
90% Maximum

*Refer to section B.3.2 Lot Coverage for a sample calculation.

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Image Credit: Bergmann

SECTION C.4

WATERFRONT (WA) DISTRICT

The Waterfront (WA) District is largely comprised of publicly-owned lands, and therefore, emphasizes civic uses that are open to the public, such as public green spaces, plazas, and other uses that attract visitors and promote waterfront recreation, entertainment, and living. Future development and uses must complement permitted uses within the Traditional Downtown (TD) District and the Traditional Business (TB) District and shall be compatible with the City of Oswego's Waterfront Master Plan and the City's Local Waterfront Revitalization Program and Harbor Management Plan.

WA DISTRICT GUIDING PRINCIPLES:

- Allow for design flexibility and variety that complements the City's quaint character
- Accommodate all modes of transportation
- Engage the waterfront through building orientation and integration of public spaces
- Activate the streetscape through building transparency, a diversity of colors and building materials, and wide sidewalks
- Minimize impervious cover to reduce stormwater runoff into adjacent water bodies

WA DISTRICT MAP

C.4.1 ARCHITECTURAL
CONSISTENCY

BUILDING HEIGHTS

Please refer to the Table of Bulk Requirements in the Code for minimum and maximum building heights required in the WA District.

C.4.2 ARCHITECTURAL
DETAILS

BUILDING MATERIALS

The following building materials are permitted in the WA District:

- Wood
- Brick masonry
- Tile masonry
- Native stone
- Fiber cement siding
- Stucco
- Glass curtain wall
- Metal panel siding

If a material is not listed, it is not permitted.

BUILDING COLORS

In general, earth tones or muted hues shall be used as the primary building color with light or bright colors as accents in the WA District. Exterior building colors on lots adjacent to the TD District and the Montcalm Historic District shall be compatible with these Districts in order to provide a harmonious transition between districts. For historically-appropriate paint color guidance based on architectural style, refer to Section B.2.8, Colors.

TRANSPARENCY

Minimum transparency requirements for the ground and upper floors of buildings in the WA District are as follows:

- Ground Floor: 70%
- Upper Floors: 40%

WINDOW SIZES

To provide design flexibility, window size is not regulated in the WA District as long as transparency requirements are met.

WINDOW FRAME MATERIALS

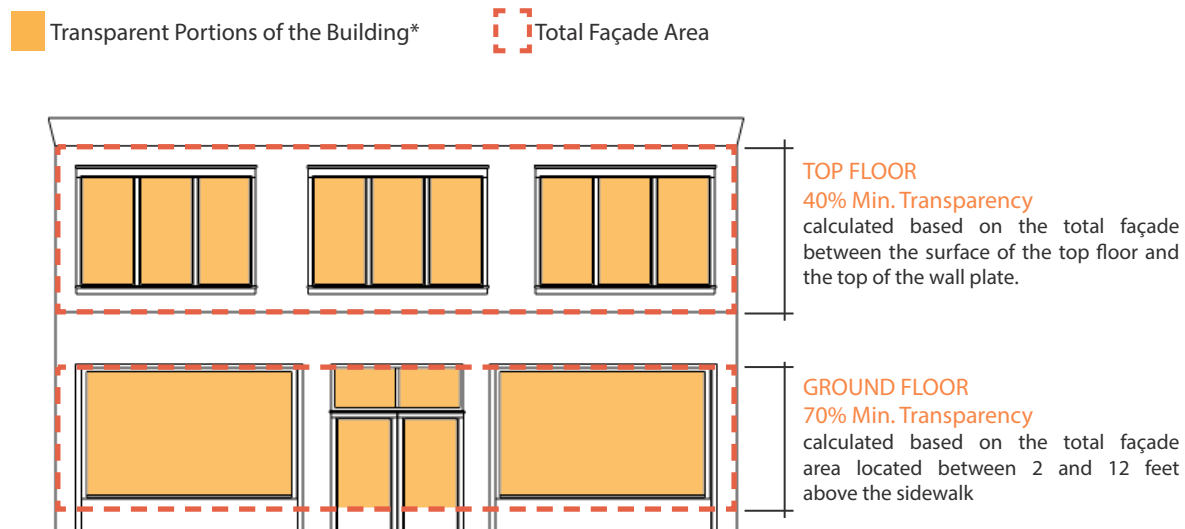
The following window frame materials are permitted in the WA District:

- Wood
- Aluminum
- Vinyl
- Composite
- Fiberglass

If a material is not listed, it is not permitted.

WA DISTRICT

TRANSPARENCY REQUIREMENTS



*Opaque elements of a window (e.g., panes, frosted or tinted areas, opaque portions of window signs) cannot be used to meet transparency requirements

SIGNAGE STANDARDS

Table C.4 specifies the type and quantity of signs permitted in the WA District. Each building may have a maximum of three different types of signs. Permitted signs must meet the criteria in section B.2.4. If a sign is not listed in Table C.4, it is not permitted in the WA District.

The installation of new signs must be approved by the City's Code Enforcement Officer. Applicants may obtain an Application for Sign Permit on the City of Oswego's website.

TABLE C.4
SIGN STANDARDS FOR THE WA DISTRICT

SIGN TYPE PERMITTED	QUANTITY PERMITTED
 Awning Sign	1 per awning
 Freestanding Bracket Sign	1 per street frontage
 Monument Sign	1 per street frontage
 Projecting Sign	1 per ground floor business/tenant
 Sidewalk Sign	1 per ground floor business/tenant
 Wall Sign	1 per business/tenant
 Window Sign	1 per business/tenant

C.4.3 BUILDING SITING AND COVERAGE

SETBACKS AND BUILD-TO LINES

Please refer to the Table of Bulk Requirements in the Code for building setbacks and build-to lines required in the WA District.

BUILDING AND IMPERVIOUS COVERAGE

The maximum building and impervious coverages permitted in the WA District are listed below.

- Building Coverage (max): 60%
- Impervious Coverage (max): 65%

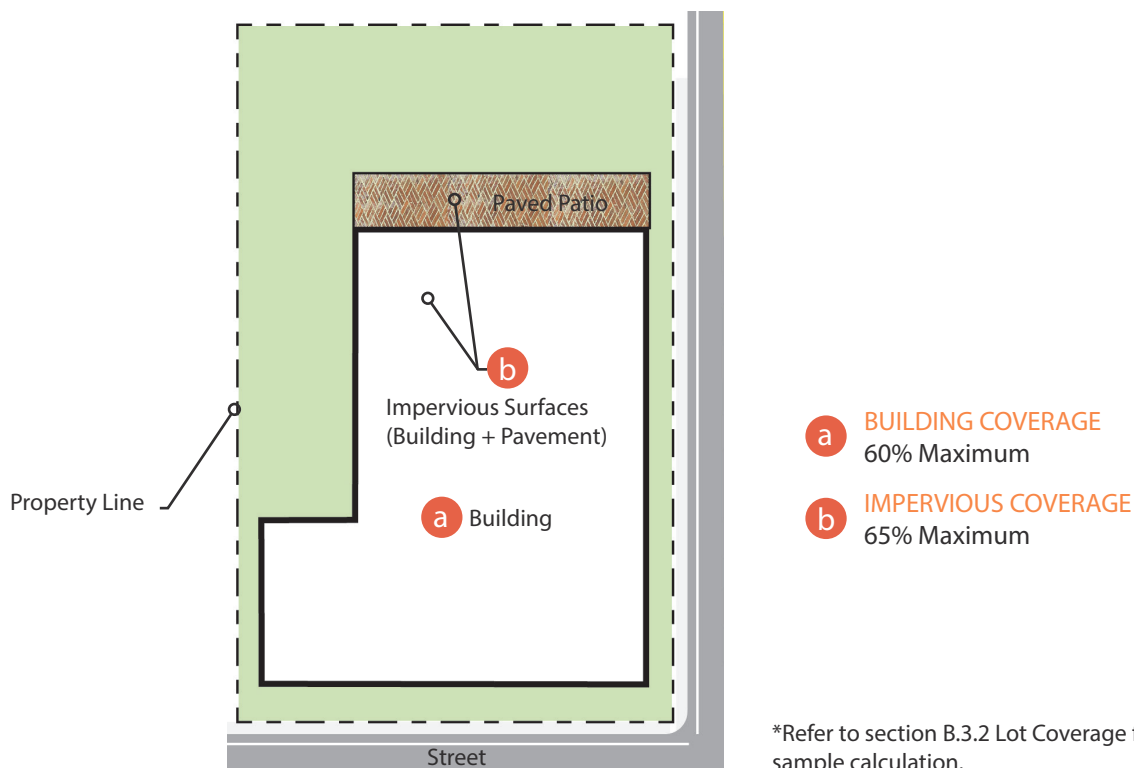
C.4.4 INFRASTRUCTURE AND FACILITIES

FENCING AND WALL HEIGHTS

The maximum height of fencing and walls in the WA District is 4-feet.

Higher fences or walls are permitted if needed to meet screening requirements specified in Section B.6.2, Screening of Facilities, Utilities, and Mechanical Equipment.

WA DISTRICT BUILDING & IMPERVIOUS COVERAGE*



*Refer to section B.3.2 Lot Coverage for a sample calculation.

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