

# DESIGN STANDARDS CHECKLIST DRAFT

TD-1 & TD-2 districts

Town of Alabama, NY

Sub-station project – May 12, 2022

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## A. Purpose

The Town of Alabama Technology District Design Standards and Guidelines ('TDDSG') establish design criteria and minimum standards for development within the Western New York Science & Technology Advanced Manufacturing Park (STAMP) area. These standards and guidelines can be referenced in the zoning code regulating the Town's Technology Districts (TD-1 and TD-2), the Long Term Management Plan, and the Draft Environmental Impact Statement. This document focuses on TD-1 and TD-2. The purpose of the TDDSG is to:

1. Provide an understanding of the Town's expectations and assistance in regards with the nature of development that the Town of Alabama desires to encourage within the STAMP area; and
2. Maintain high quality development within the STAMP area, built in a manner consistent with the conclusions in the Environmental Impact Statement (EIS) prepared and approved for the site; and
3. Protect and promote long term economic vitality through design standards, encouraging and rewarding high quality development; and
4. Minimizing the negative impacts of vehicular circulation within the STAMP area and surrounding community; and
5. Enhance and protect the quality of life and community image through clearly articulated goals and policies, design guidelines, and minimum standards.

## B. Applicability

The provisions of the TDDSG shall apply to the development in Technology Districts TD-1 and TD-2, within the STAMP area (generally bounded by NY SR 77/63 to the east, Judge Road to the south, Tonawanda Seneca Nation to the west and Lewiston Road (SR 77) to the north. All projects within the designated STAMP site submitted for approval by the Town of Alabama shall be subject to these guidelines. The Planning Board may modify these guidelines with respect to individual applications. This checklist is provided to facilitate evaluation of whether the proposed project meets the design standards of the Technology District Design Standards.

## C. Desirable Elements of Design

As general guidance, the following design features are encouraged within the STAMP area:

- Land is designed in a campus setting (complements natural landscape)
- Landscape buffers are provided between development and adjacent properties
- Project design respects existing viewshed and rural setting
- Wetlands are preserved and enhanced, connected to open space system throughout site
- Design is visually integrated into rural setting
- Larger technology manufacturing: generally located at western side of site; smaller-scale support businesses on eastern portion to provide transition to surrounding uses
- Existing trees, hedgerows and natural features retained where feasible
- All buildings landscaped with plants
- Exterior lighting is dark-sky compliant
- Buildings, structures, signs and streetscape of high-quality (refer to Town's Design Guidelines)

## D. Undesirable Elements of Design

In general, the following features are **discouraged** within the STAMP areas of Technology District 1 and 2:

- Poorly defined site access points.
- Disjointed parking areas, or confusing or unsafe circulation pattern.

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- Large, blank, unarticulated wall surfaces visible to the public.
- Highly reflective surfaces that result in glare visible to surrounding properties.
- Metal siding used as a primary exterior façade treatment.
- Outdoor storage, loading, and equipment areas visible from the public roadway.
- Signage that is redundant or out of scale with building architecture.

## **E. How to use the TDDSG**

The TDDSG is generally organized in a descending order of scale, from overall site planning concerns, to circulation issues, to buildings, and site details. When first developing overall planning concepts for a parcel, the earliest chapters will be the most relevant. At advanced stages of design, when architectural details and specific landscaping ideas are being developed, chapters appearing later in the document will be most relevant. Each section will mention specifics that will vary between each Technology District. When no District is mentioned, the standard or guideline shall be for TD-1 and TD-2. Each chapter has four basic components:

1. A goal statement, which sets forth the Town's overall design goal to be achieved in the development plan review process, with regard to the subject matter of the chapter.
2. A policy statement, which establishes a more specific design goal with regard to a more specific subject matter.
3. The statements of standards, indicated with an (S), and guidelines, indicated with a (G), which establish the specific design standards which with compliance is mandatory, and the design guidelines with which compliance is strongly encouraged. A failure to meet a mandatory standard may be the basis for denial of an application or the need for a variance/waiver
4. Illustrations showing one or more suggested design solutions that would be appropriate or inappropriate with respect to the standards and guidelines. These may be photographs or sketches. In the event of conflict between an illustration and the text of the TDDSG, the text shall control.

Design standards shall be incorporated into any project plans submitted to the Town Planning Board for site plan review in the STAMP project. The Planning Board shall review all design standards incorporated in such project plans to insure compliance with their requirements, intent, and spirit.

Site plan and design review by the Planning Board shall be required for all proposed uses in the STAMP project site. As part of its site plan submitted for Planning Board review, the applicant shall submit a design plan which addresses each criteria set forth in the Town's design standards (this code).

The design shall justify any deviation from the criteria specified in the design standards. The Planning Board may, prior to site plan approval, require revision of the design plan. The design plan shall, at a minimum, comply with the mandatory standards of the design standards; however, the design guidelines referenced in this chapter are not provisions requiring strict compliance. The Planning Board shall condition site plan approval on conformance with the design plan, which shall be incorporated in the approved site plan.

Whenever the Planning Board shall determine, pursuant to evidence and documentation submitted by the developer, that extreme difficulties are encountered which prohibit strict conformance to the design standards, the Planning Board may, in its discretion, but shall not be required to, vary the provisions set forth in said section of the design standards, provided that the applicant shall, to the maximum extent practicable, mitigate against any failure to comply with the site development standards established by this law. The provisions of this section shall not be mandatory on the Planning Board, and if the Planning Board

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shall not allow such deviation, the sole remedy of the applicant shall be pursuant of a variance by the Zoning Board of Appeals.

## DESIGN STANDARDS

### 1. Site Planning

**Goal:** *Locate buildings within TD-1 and TD-2 to maximize the presentation of primary building entries to main roadways, to provide clear orientation and access for vehicles. Structures should be respectful of the rural surroundings and maintain an overall campus appearance with appropriate setbacks and greenspace usage. Placement of structures should take into consideration the relationship to any existing buildings or structures, the location of adjoining uses, future site development, and the location of roads. TD-1 contains a low-density layout, with an emphasis on the screening of buildings and support facilities. TD-2 will be much more visible, with a medium density layout. Usage and integration of the proposed +/- 640 acres of greenspace and recreational areas should be respected throughout the siting process.*

#### 1.1 Building Siting and Orientation

**Policy:** To the maximum extent feasible buildings should be sited so that the character of existing landforms and site features is enhanced; the relationships between buildings are strengthened.

**Comments:** *Proposed development is a power substation and industrial in nature; no pedestrian access is proposed.*

#### Standards (S) and Guidelines (G):

<u>N/A</u>	Pedestrian connections are provided from building entries and exits to public walkways. (S) <i>(Development is industrial in nature. No pedestrian access is proposed)</i>
<u>Comply</u>	Clear primary entrance is provided. (S)
<u>N/A</u>	Buildings are oriented to preserve appropriate viewsheds and maximize greenspace. (G) <i>There are no existing landforms or site features encouraging viewsheds of the site. Development is industrial in nature and will be landscaped and screened from Crosby Road.</i>
<u>Comply</u>	Position entries so they are easily identifiable from adjoining roadway. (G)

#### 1.2 Green Space and Recreational Areas

**Policy:** Open space and landscaped areas are valued amenities. Approximately 640 acres of the Project Site shall be maintained as open space and/or landscaped areas to provide greenspace and recreational areas. These areas will be appropriately maintained as specified in the Long-Term Land Management Plan (LTMP) to foster public safety and an aesthetic environment. Approximately 174 acres will be set aside as conservation lands, including forested wetlands, emergent wetlands, streams in riparian areas, shrub wetlands, upland forests, shrub lands and small grass lands. Building, parking, and driveway site coverage within each parcel should be limited.

**Comments:** *Project is consistent with the Long-Term Management Plan. No green space or recreational areas would be appropriate on site.*

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**Standards (S) and Guidelines (G):**

<u>Comply</u>	Development is consistent with LTMP, which specifies habitat management goals and objectives, forestry management, appropriate levels of maintenance for different landscape types, and proposed restoration and enhancement activities. (S)
<u>N/A</u>	Site plan clearly shows connections to STAMP’s dedicated open space areas (if included in LTMP) (S)
<u>Comply</u>	Individual patches of conservation land are connected by conservation or open-space corridors, in accordance with the LTMP. (G)
<u>Comply</u>	On-site wetlands are preserved and mitigated in accordance with DGEIS. (S)
<u>N/A</u>	Proposed trails throughout the site complement and connect with existing pedestrian and recreational areas. (G)
<u>N/A</u>	If recreational areas are provided, they are encouraged to include activities such as fishing ponds, bird watching, bike riding, and hiking. (G)

**1.3 Pedestrian Amenities**

**Policy:** In the event that plazas, courtyards, or similar visitor and employee amenities are incorporated into both overall and individual site development plans, these areas should be easily accessible and comfortable for a reasonable part of the year.

**Comments:** *As noted above, proposed development is a power substation and industrial in nature; no pedestrian access is proposed.*

**Standards (S) and Guidelines (G):**

<u>N/A</u>	Where there are courtyards or similar spaces, they are furnished with pedestrian amenities such as benches, landscaping, and/or access to trails and other recreational areas. (G)
<u>N/A</u>	Where seating is provided, it is useable year-round (S)
<u>N/A</u>	Seating should be positioned so it is buffered from exposed areas and takes advantage of sunny locations. (G)

**1.4 Utilities, Mechanical, and Telecommunications Equipment**

**Policy:** The visual and noise impacts of utilities, mechanical equipment, data transmission dishes, towers, and similar antennas and equipment should be mitigated.

**Comments:** *Proposed development is an electrical power substation. Screening (berm along frontage) and landscaping is provided. Visualizations of site provided for Planning Board review.*

**Standards (S) and Guidelines (G):**

<u>N/A</u>	Install permanent utility lines underground, where feasible. (G)
<u>N/A</u>	Locate transformers away from major pedestrian routes and outdoor seating areas. (G)
<u>TBD</u>	Transformers, telecommunications devices, equipment switching boxes, and other utility cabinets visible to the public zones (street and pedestrian areas) are buffered with landscaping or architectural screens. (S)
<u>N/A</u>	Do not leave meters exposed where visible to the public. (S)
<u>TBD</u>	Locate exterior mechanical equipment associated with industrial processing or manufacturing operations to minimize visual and auditory impacts to adjacent property and

public streets. If visible from public areas, mitigate with structural or landscape screening and buffering. (G)

### 1.5 Service, Delivery and Storage Areas

**Policy:** Service, delivery and storage areas should not be visually obtrusive. The visual impact of service and delivery areas should be minimized; especially views of such areas from public roadways and along designated view corridors.

**Comment:** *No loading docks, delivery or storage areas proposed.*

#### Standards (S) and Guidelines (G):

<u>N/A</u>	Locate loading docks, outside storage, and service areas in areas of low visibility such as the side or at the rear (non-street side) of buildings so that they are not prominently visible from adjacent primary public roadways. (S)
<u>Complies</u>	Outside storage is not located in public street rights of way, building setbacks or easement areas. (S)
<u>N/A</u>	With the exception of outside storage areas, when it is not possible to locate loading facilities and service areas on a non-street side of a building, loading docks and doors shall not dominate the building frontage and must be screened from all adjoining public rights of way. Loading and service facilities shall be offset from driveway openings. (S) In no case may outside storage areas be located in front of a building. (S)
<u>N/A</u>	In TD-2, combined loading docks and service areas between multiple sites are encouraged. (G) Screen from public view with fencing, walls, other structures, and/or landscaping, as necessary.
<u>N/A</u>	Service entrances are clearly defined with signs to discourage the use of main entrances for deliveries. (G)
<u>Complies</u>	Service and refuse areas do not encroach into the parking setback. (S)
<u>N/A</u>	Such areas are screened from the public right-of-way with a minimum six-foot wall height enclosure (as measured from finished grade). (S)
<u>N/A</u>	Service and outside storage enclosures are constructed of materials to match or complement the building material. No enclosure visible to the general public shall be made of any form of chain link. Gates and/or access doors may be constructed of materials different from the actual enclosure material to facilitate operation of the gates or access doors. (S)
<u>N/A</u>	Trash enclosures enclose an area large enough to accommodate the peak needs of varied potential industrial users of the building. (S)
<u>N/A</u>	Outside storage areas visible to the public are fully screened by screen wall enclosures. (S) Screen walls shall have a minimum height of 6-feet, and a maximum height of 10-feet.
<u>N/A</u>	Stored materials are not visible to the public above the enclosure height. (S)
<u>N/A</u>	Storage areas are finished with an impervious surface of asphalt or concrete or an approved pervious pavement in accordance with the Green standards and designed in accordance with required fire access, and fire lane requirements. (S)
<u>N/A</u>	Trash compaction and recycling are strongly encouraged and should be accommodated in the project design. (G)
<u>N/A</u>	Sites shall not be designed to accommodate ongoing storage of truck trailers or other storage trailers in areas visible from the public right-of-way. (S)

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## 1.6 Screening

**Goal:** *Visible areas of the site from the public will either be subjected to higher level of design criteria or require screening. Natural screening is preferred and existing vegetation should be preserved whenever possible. Landscaping guidelines are provided at a later section. When visible, fences and walls should be decorative and contribute to the visual quality of the project and the overall development. When not required for security, screening, or grade transitions, the size of walls and fences should be minimized. When required, however, fencing should be as inconspicuous as possible, screened whenever possible, and walls should be low.*

**Comments:** *berm is provided along frontage of facility to provide screening. No perimeter wall; fencing is provided for security. **\*HAVE TO REVIEW VISUALIZATIONS TO DETERMINE NEED AND TYPE OF SCREENING\****

**Policy:** Visible fencing and walls shall be constructed of materials that are compatible with the adjacent building architecture and their appearances softened with landscape materials.

### Standards (S) and Guidelines (G):

- \_\_\_\_\_ Incorporate architectural treatment on both sides of perimeter walls (see Design Guidelines for additional direction). (S)
- \_\_\_\_\_ Provide landscaping in combination with walls and fences to soften their appearance. (G)
- \_\_\_\_\_ Chain-link fencing with or without wood slating is not an acceptable screen material in **TD-2**. It will be permitted in the non-visible or screened areas of **TD-1**. (S)
- \_\_\_\_\_ Break up long expanses of fences or walls with periodic columns, insets, landscape pockets or changes in materials if visible to the public. (S)
- \_\_\_\_\_ Construct walls and fences from durable materials such as wood, stone, brick, or metal with dark finishes (wrought iron or similar), or a combination of these materials. (G)
- \_\_\_\_\_ These walls must be maintained in good condition (see Design Guidelines for additional information). (S)
- \_\_\_\_\_ Concrete walls are permitted if faced with masonry or stone, or if the surface is scored or textured. (G)
- \_\_\_\_\_ Fence or wall runs greater than 50 linear feet shall be articulated with architectural offsets and incorporate landscape pockets in the public zone. (S)
- \_\_\_\_\_ Bring berms up to the outside of a screening wall or reduce the grade on the inside to minimize its visibility. (G)

## 2. Vehicular Circulation

**Goal:** *The on-site vehicular circulation and parking system is a critical factor in the safety and success of all STAMP related development. The parking/access/circulation system should provide for the safe, efficient, convenient, and functional movement of multiple modes of transportation both on and off the site where pedestrian/bicycle/vehicle conflicts are minimized. The site planning process should make provisions for alternate modes of transportation, including bicycles and pedestrians throughout all three technology districts.*

**Comment:** *Access to the proposed facility will be for employees only. No circulation for the general public is proposed.*

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## 2.1 Vehicular Access and Circulation

### 2.1.1 Vehicular Access

**Policy:** Promote the safety and mobility of through traffic by minimizing the number of access points to private property from public streets.

**Comments:** *Project will have no permanent employees and no public access. Minimal vehicular access will occur.*

#### Standards (S) and Guidelines (G):

<u>N/A</u>	The intersections of entrance drives with arterial and collector streets are clearly marked by incorporating elements such as signs, accent paving, special landscaping and lighting. (S)
<u>N/A</u>	All new public roadways constructed to serve development are built to the technical specifications for roadways established by the County of Genesee. (S)
<u>N/A</u>	Materials used for entry features shall be consistent with other materials used throughout the STAMP area. (S)
<u>N/A</u>	When possible, shared driveways located on the property line of two building sites are encouraged. (G)
<u>N/A</u>	Overall design should incorporate common driveways that serve more than one site or development. (G)
<u>N/A</u>	If incorporated into the improvements, the Town will require evidence that an access easement is in place providing joint use of the shared driveway. (S)
<u>comply</u>	Entrances that lead directly into head-in parking are not allowed off public roads. (S)

### 2.1.2 Vehicular Circulation

**Policy:** Projects with multiple building sites or parcels should include a hierarchy of internal roadways, including the following: 1) internal collector, 2) internal private drives serving multiple buildings and parcels, 3) parking aisles, and 4) service drives and truck routes. This hierarchy should be implemented by engineering and landscape treatments. The street, access and parking network shall provide for the smooth, safe, convenient and functional movement of all modes of transportation, including vehicles, bikes and pedestrians, with priority to pedestrians.

**Comments:** *Project will have no permanent employees and no public access. Minimal vehicular access will occur.*

#### Standards (S) and Guidelines (G):

<u>N/A</u>	Provide separate and safe vehicular and pedestrian circulation systems. (G)
<u>N/A</u>	For large parking lots, separate parking aisles from truck circulation routes and entry drives. (G)
<u>N/A</u>	The need for trucks and vehicles backing from a public street onto the site for loading or any other purpose is prohibited. (S)
<u>N/A</u>	Vehicle circulation routes requiring movement onto a public street in order to move from one area to another on the same parcel are prohibited. (G)

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## 2.1.3 Service/Delivery, Emergency and Utility Access

**Policy:** Routes for service, emergency and utility access should be clearly marked. Service circulation within a development shall be designed to provide safe movements for all anticipated vehicles. The design of individual parcels to accommodate truck access shall meet all regulatory requirements for turning radii without sacrificing other important goals and policies of the TDDSG.

**Comments:** *Access drive clearly marked.*

### Standards (S) and Guidelines (G):

- |               |  |
|---------------|--|
| <u>Comply</u> | Meet all Town of Alabama Fire Protection District regulations in the design and provision of emergency access to buildings for fire suppression, police, ambulance and other emergency vehicles. (S) |
| <u>Comply</u> | Avoid the creation of public ‘blind areas’ that cannot be patrolled by police or security staff. (G)   |
| <u>N/A</u>    | Provide shared service and delivery access ways between adjacent parcels and/or buildings. (G)   |

## 3. Pedestrian & Bicycle Circulation

**Goal:** *The Town encourages the development of pedestrian and bicycle systems, when possible, to be included into developments and designed to be safe and invite walking and bicycling throughout the STAMP area. Individual parcels and sites should be consistent with the Long Term Land Management Plan (LTMP), integrating the hamlet of Alabama, open areas and adjacent properties to complement the comprehensive system and to provide convenient access to areas of interest, as well as the area trail system.*

**Comment:** *No pedestrian or bicycle access is proposed due to nature of facility.*

### Standards (S) and Guidelines (G):

- |            |   |
|------------|---|
| <u>N/A</u> | Locate buildings and design on-site circulation to minimize pedestrian/vehicle conflicts. (G)   |
| <u>N/A</u> | Separate pedestrian and vehicle movements with the use of landscaping, barriers or other appropriate design solutions. (G)  |
| <u>N/A</u> | Differentiate areas of pedestrian and bicycle/vehicle interface with accent pavement and signage to alert drivers to potential conflicts. (G)   |
| <u>N/A</u> | Clearly defined pedestrian connections should be provided through large parking areas and between parking lots and building entrances. (G)  |
| <u>N/A</u> | Provide well-identified connections from the primary pedestrian and bicycle paths within the development to the trails and connections to the Hamlet. (G)                                 |
| <u>N/A</u> | Functional and attractive bike parking can be provided in convenient locations and in adequate numbers for employees and locals, to promote the usage of the integrated trail system. (G) |

## 4. Architectural Design (No Buildings)

**Goal:** *Attracting a world class technology center within a rural community requires careful and deliberate attention to detail. The three tiers of density each have different guidelines and standards, reflecting the visibility towards the community and the nature of the STAMP site. The large scale structures planned within TD-1 will typically not be visible to the public. These buildings shall respect the general guidelines*



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*of public view, but understandably will vary depending on the nature of the industry. TD-2 is considered a lighter conventional industrial zone characterized by simple structures, with a relatively low profile, simple shapes and a strong element of continuity throughout.*

*Architectural design throughout the project should seek to add to community character, while providing flexibility to avoid rigid uniformity of design. While a wide variety of design techniques may be utilized, a basic harmony of architecture within the districts shall be developed to promote the quality and attractiveness of the business environment. All elements including the scale and mass of buildings, materials, colors, roof styles, door and window openings, and details should be responsive to functional architectural design and promote a cohesive design statement within each respective district. All buildings should be energy efficient to conserve natural resources.*

*Prominent buildings should respond to a 'human scale' with materials and details that are proportionate to human height and provide visual interest at the street and sidewalk level. Buildings in visible locations should be reduced in apparent mass or articulated to avoid large monolithic, box-like shapes (see Design Guidelines for additional direction).*

**Comments: No buildings are proposed.**

#### **4.1 Visible Areas**

**Policy:** Areas visible to the public require a higher level of design. These areas will need to emphasize a cohesion of STAMP within the Town of Alabama. In visible areas, higher quality materials shall be used alongside a higher level of architectural design. The intent is to create a campus setting, particularly in TD-2. Please refer to the illustrations of building types in the Town's Design Guideline package as samples of acceptable architecture in visible areas.

#### **Standards (S) and Guidelines (G):**

<u>Needs Review</u>	Any wall visible from the public right of way, unless screened with landscaping, fencing, or other means shall incorporate significant architectural features and treatments to diminish the building mass. (S)
<u>Needs Review</u>	Use appropriate techniques to be reviewed by the Planning Board for any areas that are visible from the public right of way. (S)
<u>N/A</u>	Variations in façade elements can reduce perceived mass and scale. Acceptable techniques to vary façade elements include: <ul style="list-style-type: none"><li>i. Variations in color and/or texture</li><li>ii. Step downs and step backs should follow the terrain and be tiered and reinforced by landscape elements.</li><li>iii. Compositions that express rhythms and patterns of windows, columns, and other architectural features are encouraged.</li></ul>
<u>Needs Review</u>	Avoid blank walls at ground-floor levels. (G)
<u>N/A</u>	Use windows, trellises, wall articulation, arcades, material changes, awnings, canopies, clerestory, or other features. (G)
<u>N/A</u>	Architectural features such as columns, pilasters, canopies, porticos, awnings, brackets or arches should be included. (G)
<u>Needs Review</u>	Long unbroken horizontal facades are discouraged. Use of features such as columns, arcades, divided glazed surfaces or other details to break up the façade are encouraged. (G)

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N/A

Building exterior materials shall be factory finished, stained, integrally colored or otherwise suitably treated (see Design Guidelines for additional direction). (S)

- In TD-1 these may include: Concrete, masonry, steel, stone, metal or glass. Use of EFIS at the pedestrian level is discouraged.
- In TD-2 these may include: Concrete, masonry, steel, stone, glass, brick, architectural pre-cast materials, wood clapboard, cement board, or other similar high quality traditional siding materials are acceptable. EFIS, corrugated metal siding, large expanses of concrete block, highly reflective wall treatments, wood panel type products such as T-111 or EFIS are strongly discouraged.

## 4.2 Roof Forms and Materials

**Policy:** Rooftops should contribute to the unified appearance of each development and should be considered as seen from public roadways.

**Comment:** *No buildings or roofs associated with the project.*

### Standards (S) and Guidelines (G):

NA

Avoid roof/parapet lines running in continuous planes absent variations in the building footprint. Building architecture may incorporate variation in parapet heights. (G)

NA

For buildings visible from the public right-of-way, mechanical, electrical, optical, and electronic equipment attached to or mounted on the building roof shall be set a minimum of 20-feet from the building parapet, if feasible. (G)

NA

Roof-mounted equipment visible from the public roadway should be designed to be unobtrusive or be screened. Screen materials shall be compatible with materials and colors utilized on the building and shall be specified with a detail on the design plans. (S)

NA

Design visible roof forms to correspond to and denote visible building elements and functions such as entrances, arcades, and porches. (G)

NA

Roof colors and materials shall be compatible with the façade and should not be of a material which may produce glare. (G)

## 4.3 Energy Conservation Measures

**Policy:** Buildings should be designed and sited to maximize the use of solar gain for energy savings, and respect the solar access requirements of adjacent (existing and proposed) buildings.

**Comment:** *The site is a substation for a Hydrogen Production Facility. Solar power is not appropriate for this type of facility.*

### Standards and Guidelines:

Comply as possible

Applicants are encouraged to consider energy conserving design concepts, including but not limited to the following: (G)

1. Types of materials and their insulation characteristics.
2. Proper orientation and clustering of buildings to take advantage of summer winds and to buffer against adverse winter wind conditions.
3. The arrangement and design of windows and doors.

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4. Direct solar or photovoltaic energy.
5. Day-lighting concepts.
6. Natural ventilation of outdoor, indoor and attic spaces.

## 5. Landscape Design (Needs Planning Board Determination)

### Standards (S) and Guidelines (G):

<u>Comply</u>	A complete landscape plan, including the types of trees and shrubs to be planted, shall be submitted as part of the site plan application for any development.
<u>Comply</u>	Landscaping shall incorporate a combination of trees, shrubs, ground cover and other vegetation.
<u>Comply</u>	To the maximum extent feasible, existing trees should be preserved and incorporated into the overall landscaping plan for each development property.
<u>Comply</u>	All plantings shall be maintained in a healthy condition; diseased, unhealthy or dead plantings shall be replaced as necessary in a timely manner. The Town will inspect the plantings two years after the conditional Certificate of Occupancy is issued and determine which plantings specifically need to be replaced.
<u>Comply</u>	Plantings shall be species suitable to the soil type and the hardiness zone classification for the Town of Alabama (see Design Guidelines for a sample list of suitable plantings).
<u>Comply</u>	Landscaped islands or medians shall be designed with adequate room for the proper growth of vegetation.
<u>N/A</u>	Plantings within the landscaped islands shall include at least one large deciduous tree, along with understory planting of shrubs and/or perennials. The Planning Board, at their discretion, may approve the substitution of two ornamental trees for each deciduous tree.
<u>N/A</u>	All new deciduous trees, other than ornamentals, shall have a minimum caliper of two and one-half inches, measured six inches above the ground. All new ornamental trees shall have a minimum caliper of one and three-quarters inches measured six inches above the ground.
<u>N/A</u>	Areas that are natural gathering spots, such as linkages to trails, walks, and drop-off points shall be landscaped in a manner that promotes attractive areas for gathering and provides shade for pedestrians.

## 6. Signage

### Standards (S) and Guidelines (G):

<u>Comply</u>	All development must comply with the Town of Alabama signage regulations.
<u>Comply</u>	Signs that dominate the building or the landscape are not permitted.
<u>N/A</u>	A monument entrance sign may be erected at the entrance of STAMP to direct visitors to businesses within the District.
<u>Comply</u>	Individual facility owners within the District may use monument signs or building signs to identify their premises. Signage for each individual facility must be located on the parcel for that building.
<u>N/A</u>	Signs may be illuminated, providing that such signs are consistent with the lighting standards in Subsection 7, below.
<u>Comply</u>	Pole signs are prohibited.

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### 7. Lighting

**Goal:** *Exterior lighting should be used to provide illumination for the security and safety of entry drives, parking, service and loading areas, pathways, courtyards and plazas, without intruding on adjacent properties. Site lighting shall be architecturally compatible and consistent in design between sites. All lighting fixtures will be focused with Dark Sky Ordinance compliant installation in a horizontal position to prevent upward reflection or glow to night skies and reduce the amount of light pollution beyond the edges of illuminated areas.*

**Comments:** *[needs review]*

Needs Review Site and exterior lighting shall be integrated into the design of the development. (S)

Needs Review Outdoor lighting shall be installed so as to minimize the lighting of the sky above the campus. No outdoor light shall be installed, modified or permitted to be used which casts a beam of light above a plane horizontal with the earth, other than temporary construction lighting. (S)

Needs Review All outdoor lighting, excluding temporary lighting, shall be consistent with the following criteria:

1. The light levels in parking and pedestrian areas shall be in accordance with Illuminating Engineering Society of North America standards. (S)
2. Fixtures and design will be selected to optimize energy efficiency consistent with the Energy Conservation Construction Code of New York State. (S)
3. All lighting fixtures will be focused with Dark Sky Ordinance compliant installation in a horizontal position to prevent upward reflection or glow to night skies and reduce the amount of light pollution beyond the edges of illuminated areas. (S)
4. Lighting fixtures will be set at a height which will limit the amount of light trespass. Lighting fixtures shall be set back from the development site boundaries to mitigate glare to surrounding properties. (S)
5. Low-level lighting shall be used at each roadway and along boulevards for safety and security. Light fixtures shall be selected to prevent upward reflection or glow and prevent light trespass outside of road rights-of-way. (S)
6. Security lighting at or near buildings will be lit down and inward toward the building to mitigate outward glare and reflection. Flood lighting shall be permitted only when no adequate substitute is available. (S)
7. Signs may be externally or internally lit. Externally lit signs will have shielded fixtures to prevent glare and/or light trespass. (S)
8. Adjacent to residential properties, no direct-light source will be visible at the edge of the development area. (S)
9. After business hours, only safety and security lighting and lighting of signage may remain lit. (S)
10. Up-lighting of facades is prohibited. (S)