

ZONING

575 Attachment 2

Design Guidelines for the Waterfront District¹ [Amended 7-21-1997; 12-14-2015 by L.L. 12-2015]

A. Introduction.

- (1) The purpose of these Design Guidelines is to set the visual and urban design parameters for development in the Waterfront District. They are referred to under the zoning regulations for the Waterfront District (§ 575-43) and are intended to be flexible and allow for responsiveness to the unique features of individual parcels, while providing a context within which rational and cohesive development can occur.
- (2) The Design Guidelines should be used by developers when beginning the design phase of development and will be referred to by the Planning Board or other reviewing body when assessing projects under the site plan review process.
- (3) This document consists of a Design Guidelines map, typical street sections for the major streets within the waterfront and text describing the rules which govern separate areas of the waterfront.²
- (4) The map shows important view corridors, existing structures, open space and environmentally sensitive areas which should be preserved, as well as the preferred parking areas, building entries and new rights-of-way.
- (5) The typical street sections were developed to show ideal building heights and setbacks from the curb, as well as sidewalk widths, landscaping, parking and lighting locations.
- (6) For each project type and/or discreet parcel within the subareas, this section guides the orientation of buildings, their massing and setback from the street, preferred building materials and criteria for parking that promote the quality of design that responds to the unique historical and topographical features of the Peekskill waterfront.
- (7) For land use, dimensional and height regulations for specific subareas within the Waterfront District, refer to Chapter 575, Zoning, from the Code of the City of Peekskill.

B. Design guidelines for development in Subarea WF-1.

(1) Orientation.

- (a) Uses on this site should take advantage of the riverfront views.

¹Editor's Note: Prepared by Sasaki Associates, Inc., December 1989.

² Editor's Note: The map and typical street sections are on file in the City Clerk's office as part of Schedule C annexed to an ordinance adopted 11-13-1990.

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(2) Building mass and form.

- (a) Buildings should step down in mass and form so as not to appear monolithic, particularly in the case of a hotel building.
- (b) The facade should include punched windows, bay windows and balconies.
- (c) Strip windows are discouraged.

(3) Setback.

- (a) Buildings should be set back at least 50 feet from the water's edge, except a restaurant, clubhouse or marina structure which requires direct water access may be closer, depending upon its use.

(4) Materials.

- (a) The building exterior should be constructed of stone, brick, clapboard, stucco, and/or cement board or similar materials.
- (b) Use of reflective materials should not be the dominant building material.

(5) Parking.

- (a) Surface parking or a deck should be placed between any structure and the railroad tracks so that it is not visible from the waterfront.
- (b) Surface parking should be set back from the water and screened by vegetation so as not to dominate the landscape.

C. Guidelines for development in Subareas WF-2 and WF-3.

(1) Residential.

(a) Orientation.

- [1] Dwellings should be oriented toward the street and related open spaces in order to take advantage of the views towards the Hudson River.

(b) Setback.

- [1] Buildings should generally be set back 15 feet from the curb, unless reduced as necessary to establish a consistent street wall. This includes a zone of five feet that allows for porches, balconies and bay windows.

(c) Massing and building form.

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- [1] Buildings should relate directly to the street so that the public space is clearly defined by the building mass.
- [2] Buildings should maintain a parallel alignment with the street and not zigzag with minor setbacks at each unit.
- [3] Buildings should reflect the surrounding character of the WF-2 Subarea, and should include porches, balconies, bay windows and similar architectural elements. In general, flat roofs are preferred, although the Planning Commission will consider sloped roofs if such elements complement the surrounding architectural character. Sloped roofs of greater than 50° are discouraged.
- [4] Building entries should be from the main street on which the building fronts. Buildings should have a principal functional entry on the front facade that faces a public space, including streets, squares, parks or plazas, but not parking lots. These entries should connect to sidewalks or equivalent provisions for walking. If an entrance opens to a square, park or plaza, that amenity should be landscaped to prevent empty “dead” space in front of the building. The amenity also should be at least 50 feet wide at a point perpendicular to each entry.
- [5] A richness of facade texture should be encouraged through the use of punched windows, deep reveals and marked roof profiles.

(d) Materials.

- [1] The exterior should consist of stone, brick, masonry, clapboard, cement board and/or stucco.
- [2] Use of metallic or reflective materials is not desired as the dominant building material.

(e) Parking guidelines.

- [1] Surface parking should not be visible from the street. Parking may occur behind the building mass or partially under the building (at grade) if it is accessed from the side or the back.
- [2] Garage doors or service bay openings should not face onto the street.

(2) Nonresidential; mixed use.

(a) Orientation.

- [1] Nonresidential and mixed-use development should be oriented towards the street and/or public space with entries and display area facing the sidewalk.

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(b) Setback.

- [1] Setbacks should generally be 10 feet from the curb, except as provided in § 575-43E(3)(c) or as otherwise necessary to establish a consistent street wall. However, if outdoor eating terraces are proposed, a further setback as necessary is permitted.

(c) Massing and building form.

- [1] Building footprints and form should reflect the maritime industrial character of existing buildings in the area (e.g., the Standard House and Peekskill Brewery building).
- [2] Each store should have its main entry on the street or public space. All buildings should have functional entries that occur at an average of 75 feet or less along nonresidential or mixed-use buildings or blocks. Functional entries are those that encourage pedestrians to enter or exit the building from a street or other space. Service entries; emergency exits; nonfunctioning doors; secondary side doors and doors facing alleys, parking lots or other nonpublic spaces are not functional entries.
- [3] Buildings should have a principal functional entry on the front facade that faces a public space, including streets, squares, parks or plazas, but not parking lots. These entries should connect to sidewalks or equivalent provisions for walking. If an entrance opens to a square, park or plaza, that amenity should be landscaped to prevent empty “dead” space in front of the building. The amenity also must be at least 50 feet wide at a point perpendicular to each entry.
- [4] Buildings located on corners should be articulated with special features such as towers or fenestration.
- [5] All ground-level retail, service and trade uses that face a public space should have clear glass on at least 60% of their facades between three feet and eight feet above grade. Such windows should be kept visible and unshuttered at night, and any security bars over the windows must allow a view of interior spaces.
- [6] Blank walls without doors or windows should be limited to no more than 40% of the facade that abuts a sidewalk (or 50 feet, whichever is less). To further break up blank walls, projects should include landscaping, murals, articulation of the wall plane and street furniture.
- [7] The building exterior should be constructed of stone, brick, masonry, cement board, clapboard, and/or stucco.
- [8] The use of reflective materials is discouraged as the dominant building material.

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(d) Parking.

- [1] Parking lots within public spaces should be appropriately screened and should be set back from the street.
- [2] No more than 20% of street frontages should be faced directly by garages, service bay openings or surface parking lots. Surface parking lots should be screened from the street with low walls and/or hedges in a landscaped buffer five to 10 feet wide.
- [3] Parking structures should be accompanied by architectural and/or landscaping elements that enhance the structure and break up its mass, as well as design that blocks the visibility of vehicle headlights from outside the structure. The street-facing ground-floor level of the parking structure should be wrapped with retail, personal-service or similar use that promotes pedestrian activity.

D. Guidelines for development in subarea WF-PRD.

(1) Orientation.

- (a) The main convent building and chapel should be retained and rehabilitated for the existing convent, housing or hotel use.
- (b) New housing should restrict itself to the flatter parts of the site such that the vegetation and steep slopes are not disturbed.

(2) Setback.

- (a) The sloped area to the north of the convent chapel should be preserved as a grassy lawn.
- (b) Housing along South Street should maintain a setback of 50 feet from the road with vegetation and trees preserved as buffer.

(3) Massing and building form.

- (a) The existing convent building may be modified with bay windows, balconies and other elements in keeping with its scale and style.
- (b) It should, however, remain as the most dominant building on the site in terms of height and mass.
- (c) New buildings on the old orphanage site east of the existing convent building should present an attractive front towards the grassy lawn and Railroad Avenue below.

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(4) Materials.

- (a) Exterior materials that are typical to the historic character of the Hudson Valley are favored. The preferred materials for buildings on the site are brick and/or clapboard or stucco. Aluminum or vinyl siding shall not be utilized.
- (b) Use of metallic or reflective materials is not permitted as the dominant building material.

(5) Parking.

- (a) Large areas of the site should not be cleared for surface parking.
- (b) All parking should be accommodated as close to the units as possible or within the building envelope.
- (c) The amount of street frontages this is devoted to garages or service bays should be limited.
- (d) Deck parking should be kept low (i.e., one level) and unobtrusive. Parking structures should be accompanied by architectural elements that enhance the structure and break up its mass, as well as design that blocks the visibility of vehicle headlights from outside the structure.
- (e) Surface or deck parking on the convent property should not be visible from the Waterfront Park or Travis Point.