

Town of Plattsburgh
Zoning Ordinance Article XV
Airport Development District
July 2011 Final
“Exhibit B”

Section 15.1 Airport Development District

A. Short Title and General Provisions

1. The Town of Plattsburgh Zoning Ordinance as adopted October, 2007 and the Zoning Map of the Town of Plattsburgh set forth therein and made a part thereof, are amended by changing from the existing zoning districts and establishing the Airport Development District (“ADD”), which District is designed to contain a visually attractive, integrated community that allows for a diverse mix of uses including municipal, institutional, industrial, commercial, residential, and recreational trails and facilities.
2. The area of the ADD consist of 624+/- acres in the Town of Plattsburgh (henceforth “Town”) identified by the following parcel numbers: 220-1-3.1, 220-1-3.2, 220-1-21, and as shown on the attached map entitled Airport Development District Zoning Map.
3. All land uses, development, construction and operation of facilities within the District shall be conducted in accordance with (i) This Article 15; and (ii) any other relevant requirements and conditions of local, town, county, State and Federal land use or environmental laws, regulations and permits and any other relevant laws or regulations of the Town of Plattsburgh issued there under.
4. In any instance where specific permitted uses, area or height standards, development guidelines and/or review procedures specifically set forth in the ADD, as the same are specifically applicable to the District, conflict with other general provisions or requirements of the Town of Plattsburgh Zoning Ordinance, the particular provisions set forth herein shall take precedence. In all instance not specifically addressed in this ADD, the Town of Plattsburg Zoning Ordinance shall apply. In any instance where the provisions conflict, the more restrictive provisions shall apply.
5. The Town Board of the Town of Plattsburgh may adopt by resolution rules and regulations implementing this Article.

Section 15.2 Permitted Uses & Airport Development District Map

A. Authorized Development by Sub-District

The ADD has been divided into three (3) distinct areas (henceforth “Sub-Districts”) as set forth on the Airport Development District Zoning Map. The following uses are permitted.

1. Technology/Business Area Sub-District

Purpose: The purpose of the Technology/Business Sub-District is to promote the development of technology and/or professional oriented businesses and industries. Such facilities shall physically and environmentally complement the sub-district’s adjacent land uses, and not detract from its quality of life.

- a. Permitted Uses: Research and Development Centers; Educational Institutions; Business/Professional Offices; Technology Manufacturing; Watchman Dwellings; Parking Garage; Accessory Uses.

2. Mixed Use Area Sub-District

Purpose: The purpose of the Mixed Use Sub-District (MU) is to promote the development of an orderly, mixed-use, pedestrian-friendly neighborhood. This sub-district provides for a mix of commercial and residential uses. It is important that the scale (i.e., size, density, separation) of development be consistent with and allows for the smooth transition to the Technology/Business and Riverfront Conservation Sub-District.

- a. Permitted Uses: Single Family Dwelling Units; Two Family Dwelling Units; Multi-family Dwelling Units; Adult Day Care Centers; Assisted Living Facilities; Bed & Breakfast Facilities; Business/Professional Offices; Community Centers; Condominiums; Conference Centers; Dwellings Above First Floor of Permitted Commercial/Retail or Business/Professional Use(s); Educational Institutions; Financial Institutions; Health and Fitness Centers; Hotels; Night Clubs; Neighborhood Retail Store; Places of Worship; Parking Garage; Public Libraries, Museums; Public Buildings and Uses; Public Recreational Facilities; Restaurants or Other Places for Serving Food or Beverages; Retail Sales; Theaters; Townhouse; Public Safety Facility; Accessory Uses.

3. Riverfront Conservation Area Sub-District

Purpose: The Riverfront Conservation Sub-District encompasses portions of the ADD that are to be preserved in perpetuity. This sub-district shall support both passive and active

recreation and provide for waterfront access, while preserving the area's natural resources. As a conservation area, priority shall be given to the protection of its natural, cultural, and visual resources.

- a. Permitted Uses: Environmental Education; Public Recreational Facilities; Recreation Trails.

Section 15.3 Planning Board Review

A. Site Plan Review and Building Permit Requirements

1. All development in the ADD shall be subject to Section V, Supplementary Regulations, Section VI, Signs and Section VII, Site Plan Review. All building plans shall be approved by a duly licensed (NYS) architect or duly licensed (NYS) engineer. All construction shall comply with current New York State Building and Fire Code as enacted in New York State Code of Rules and Regulations.

Section 15.4 General Guidelines

In addition to the criteria set forth in Section VII, Site Plan Review, projects within the ADD shall be designed and constructed in accordance with the following guidelines. Note that the Planning Board shall have the power to vary or waive these guidelines during the site plan review process.

1. Adjacent Land Uses. Proposed uses shall not discourage the appropriate development and use of adjacent land and building or impair the value thereof. To the extent possible, the proposed use shall not have a negative effect on adjacent land uses.
2. Energy Efficiency. All uses shall conserve energy to the maximum extent practicable, and shall consider pursuing the highest Leadership in Energy and Environmental Design (LEED) certification that is practical and economically feasible. Reference is made to New York State Energy Research and Development Authority (www.nyserda.org) and the U.S. Green Business Council (www.usgbc.org). Entities that are not obtaining LEED certification shall incorporate LEED design standards to the maximum extent practicable.
3. Siting. Uses shall be sited so that they are in harmony with the principles and guidelines set forth in the ADD Concept Map in Appendix 1.
4. Utilities. All utilities in the ADD shall be located underground, except for those located in regulated wetlands.

5. Landscaping Guidelines. All portions of properties that are not intended for development as identified during site plan and subdivision approval shall remain in their natural state or be suitably landscaped with planting of trees and shrubbery. As a condition of site plan and subdivision approval, landscaping shall minimize erosion and stormwater runoff, provide necessary buffering and generally seek to blend the proposed use with the character of the Town.

a. Landscaping Standards

- i. Landscaping shall be appropriate to the project, and the natural vegetation cover shall be maintained where possible.
- ii. Plantings shall include plant selection suitable for the specific site. Indigenous species of plants shall be included in the plan whenever possible.
- iii. Healthy trees with diameters of 12 inches or greater measured at 4 feet above grade shall be marked on the plan, for the developed area only, and preserved to the maximum extent possible.
- iv. Pedestrian walkways shall be covered with crushed stone, bark, gravel, brick, stone, concrete or paved as appropriate and as approved by the Planning Board to allow drainage and prevent erosion.
- v. Construction practice and planting specifications shall follow ANSI Z60.1 American Standards for Nursery Stock.
- vi. Wherever possible natural vegetation shall be maintained by appropriate construction practices and site layout.
- vii. All planting shown on an approved landscape or site landscape or development plan shall be maintained throughout the duration of the proposed use, and plants not so maintained shall be replaced in accordance with the plan's specifications.

b. Screening/Buffering. A screening/buffering area may be required to screen and protect neighboring residential properties from the view of facilities, buildings, and parking areas of the site development, as warranted and as approved by the Planning Board. These areas are subject to the following:

- i. Unless waived by the Planning Board, a minimum permanent vegetated buffer of a width of not less than 10 nor more than 30 feet shall separate non-residential uses from adjacent residential uses.

Plantings shall be indicated on the site plan and shall meet the following standards:

1. Plant materials shall be at a minimum of four feet in height when planted and shall be spaced to form a continuous, solid screen at maturity. Generally, plants/trees shall be spaced apart at distances no greater than 10 feet on center.
 2. Where appropriate, a wall, fence, or earthen berm of location, height, and design approved by the Planning Board may be substituted for the required planting.
- ii. Modifications. Where the existing topography and/or landscaping provide adequate screening, the Planning Board may modify the planting and/or buffer area requirements.
- c. Street Frontage Plantings
- i. Frontage plantings along public and private thoroughfares may be required to complement the architectural character of the site, establish a visual theme for the Town's commercial/residential corridors and assist in clearly demarcating pedestrian and vehicular access points to the site. Frontage plantings shall be located on the private side of any street or ROW. Plant locations and sizes shall be indicated on the plans and meet the following standards;
 1. Plantings shall be comprised of a mixture of deciduous, evergreen and perennial plant material of varying heights.
 2. If the frontage planting is in a commercial area, deciduous street trees shall be planted at a maximum spacing of 40 feet on center. Within this landscaped strip, one (1) shade tree (2.5" caliper minimum) shall be provided per every two hundred fifty (250) square feet, or any portion thereof, of landscaped strip. Frontage plantings shall be located in the non-public side of any street.
 3. Where parking lots abut the landscaped strip along street right-of-way, shrubs must be provided for screening. The screening must be a minimum of three (3) feet high and extend along the entire street frontage of the parking lot, exclusive of driveways and visibility clips. A landscaped berm may be provided in

combination with required shrubs. The berm must be eighteen (18) to forty (40) inches above the average grade of the street and parking lot curbs with a slope not to exceed 3:1 and shall be placed to avoid blocking sight lines.

4. Shrubbery shall be no higher than three (3) feet above existing street grades to avoid blocking sight lines. Foliage on trees shall be trimmed so as to provide a clear zone from ground level to a height of ten feet above the established street grades, and shall be maintained within forty (40) feet of any street intersection right-of-way or ten (10) feet of driveway/street intersections.

d. Bonding. The Planning Board may require a bond to ensure the health of landscape improvements.

6. Lighting Guidelines.

a. All lighting fixtures shall be architecturally compatible with the primary building. Fixtures shall be shielded and have cut-offs to direct light to the ground. This must be accomplished so that light dispersion or glare does not shine above a ninety-degree horizontal plane from the base of the fixture. Cut-off fixtures must be installed in a horizontal position as designed. Flat lens cut-offs are required. Fixtures shall generally be of dark colors. Pole-mounted fixtures shall not exceed a ten-foot height limit for small offices. For large offices and all other uses, pole-mounted fixtures shall not exceed 20 feet in height. High-pressure sodium lights are preferred. Lexan lenses or similar low-glare materials are preferred.

b. Lighting shall not interfere with or impair pedestrian or motorist vision.

c. All proposed projects shall submit a lighting plan describing the lighting component specifications such as lamps, poles, reflectors and bulbs. The lighting plan shall show the illumination levels for the entire site and shall be at a scale consistent with the site plan. The Planning Board may require specific lighting plans to address portions of the site, such as parking lots, or pedestrian walkways, for evaluation purposes. The following guidelines shall apply to all lighting plans.

i. A uniformity ratio of 4:1 shall be provided.

- ii. An average and a minimum lighting level shall be shown for all paved areas.
 - iii. The maximum fixture height from ground level shall be 25 feet.
 - iv. Luminaries shall be cut off so that the bare light bulb, lamp or light source is completely shielded from direct view of an observer at the property line.
 - v. The maximum illumination at the property line shall be 0.5 foot candle (fc) measured at ground level, except that the level shall be 0.2 fc when adjoining residential and districts and all roadways.
 - vi. The maximum illumination level under any canopy shall be 20 fc.
7. Protection of Viewsheds. Views of the surrounding area, including views of the Adirondack Mountains and greater Lake Champlain Valley, shall be preserved to maximum extent practical. Views to be protected are shown on the Airport Development District Zoning Map. The existing or potential viewshed of adjacent land uses shall be taken into consideration when reviewing a proposed project.
8. Gateway Treatment. Existing or proposed ADD entrances shall be designated District gateways. Such entrances shall include common design features such as pedestrian crosswalks, signage, and landscaping. The intent of such features is to enhance the aesthetic quality of each of the District's existing and/or proposed entrances. At the discretion of the Planning Board, additional features and/or public amenities may be included in the design of any District Gateway.
9. Pedestrian Access. Pedestrian accessibility shall be required throughout the District, particularly within the Mixed Use Area. In order to facilitate pedestrian access, the following standards shall be met:
- a. Street frontages should include sidewalks, street trees and streetlights. Sidewalks shall be five feet wide and ADA compliant. They are to be placed between the building and the planting strip when possible. New sidewalks that are to connect to existing sidewalks located adjacent to the street shall be curved or angled to create a continuous walkway. In cases where the existing sidewalk is immediately adjacent to the street (or separated by a very narrow, less than 24 inches, planting strip) the required landscape strip shall be located between this sidewalk and the retail/commercial parking lot.

- b. Pedestrian accessibility in the Industrial/Business and Mixed Use Areas should be *walks* that link: buildings with other buildings, buildings with parking areas, and buildings with public amenities (i.e., parks).
 - c. Pedestrian systems in the Riverfront Conservation Area shall incorporate *trails* that link to the Industrial/Business and Mixed Use Areas and other District uses and shall include a public trail parallel to the river.
 - d. Crosswalks shall be required at every four (4) way intersection. Such crosswalks shall be ADA compliant, and include access ramps and other provisions for persons with disabilities. At the discretion of the Planning Board, additional crosswalks may be required. As a “traffic calming” measure, the Planning board may require sidewalk “bump-outs” to accompany a particular crosswalk.
 - e. Pedestrian access to the waterfront within the Riverfront Conservation area shall be a priority.
10. Parking. Off Street parking should be sited so as to minimize the negative visual impacts throughout the District, particularly in the Mixed Use Area wherever practical. Parking should be accommodated behind buildings, along the sides of structures and sited so that adjoining uses can share facilities. Landscaping and/or berms may be required when parking is placed in the front of the building(s). In the Mixed Use Area, large parking areas shall be discouraged and it is recommended that parking areas be divided into smaller, separate lots allowing for placement at the side and rear of facilities.

Section 15.5 Area Regulations

The area requirements in for each land use within the District are set forth in Table 1, ADD Area Regulations.¹

Section 15.6 Access and Circulation

A. Road Layout & Hierarchy

Roadway hierarchy within the district shall be in conformance with Table 2, Roadway Hierarchy. Existing runway infrastructure may be reused for proposed roadways with the District. With the exception of Avenue/Boulevard, Road – Two Way Traffic, and Rear Access Alleys, all roadways shall include one (1) or two (2) nine (9) foot parking lanes, sidewalks, and

¹ Where two setbacks are provided in the Area Regulations table, it shall indicate a minimum and maximum setback for said use.

landscaping and/or lighting medians with the goal of achieving complete streets. A complete street is one that allows all users, including pedestrians, bicyclists, motorists and transit riders of all ages to move safely along and across the street.

Table 2 – Roadway Hierarchy

Type	Right-of-Way (ROW) ft.	Travel Way ft. (Total)	Parking	Sidewalk ft.
Avenue/Boulevard (w/ 8' median)	100	12(2)	None	5
Urban Street – One Way Traffic	50	12(1)	Two Side	5
Urban Street – Two Way Traffic	66	12(2)	Two Side	5
Town Street – One Way Traffic	50	12(1)	One Side	5
Town Street – Two Way Traffic	66	12(2)	One Side	5
Road – Two Way Traffic	66	12(2)	None	4
Rear Access Alley	30	16(1)	None	N/A

B. Controlled Vehicular Access

Unrestricted access to individual commercial uses throughout the District will create traffic related issues due to conflicting turning movements and queuing of vehicles. Access for retail and commercial facilities should be shared and interconnection of parking areas shall be required. Adjacent parcels shall be encouraged to share access and in return greater latitude in the placement and sizing of access may be accommodated. Establishment of a service road parallel to roadways may be encouraged.

C. Traffic Circles

The use of traffic circles are encouraged within the ADD.

Definitions

Add the following definitions to the zoning ordinance.

Recreation Trails - A network of trails designed for recreational use.

Parking Garage – A building or structure consisting of more than one level used to store motor vehicles.

Public Building and Use – A building used for public purposes by any department or branch of town, county, state or federal government including libraries, museums, post offices and rescue or fire stations.

Technology Manufacturing – Any business that is engaged in the research or manufacturing of technology related products, including those related to nanotechnology, semi-conductors,

computers, electronics, photovoltaics, communications, energy, transportation, weapons, health, medicine, pollution control and sustainable materials.

Amend the definition of **Public Recreational Facilities** to include the term “educational uses.”

Table 1 - Airport Planned Development District Area Regulations

<i>Use</i>	<i>Maximum Base Density (sf/acre or dwelling units/acre)</i>	<i>Lot Width and Frontage Minimum (ft.)</i>	<i>Minimum Green Space (%)</i>	<i>Maximum Building Height (feet)</i>	<i>Off-Street Parking Access</i>	<i>Setback Requirements (feet)</i>
Single Family Dwelling*	5 dwelling units/acre	100'	20%	35'	Front, side and rear yard parking permitted	Front – 30 Side – 10/30 Rear – 50
Two Family Dwelling*	6 dwelling units/acre	75'	20%	35'	Front, side and rear yard parking permitted	Front – 20 Side – 5/15 Rear – 25
Multi Family Dwelling* (Townhome & Condominium)	12 dwelling units/acre	100'	20%	40'	Rear yard parking permitted. Front and side yard parking not allowed.	Front – 10 Side – 0/10 Rear – 15
Business/Professional Offices; Dwellings Above First Floor; Financial Institutions; Health & Fitness Centers; Night Clubs; Neighborhood Retail Store; Restaurants or Other Places for Serving Food or Beverages; Retail Sales; Theaters	20,000 sf/acre	100'	10%	40'	Side and rear yard parking permitted. Front yard parking not allowed.	Front – 0 Side – 0/15 Rear – 15

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Hotel	20,000 sf/acre	100'	25%	50'	Side and rear yard parking permitted. Front yard parking not allowed.	Front – 25 Side – 20/50 Rear – 25
Adult Day Care; Assisted Living Facilities; Community Centers; Conference Centers; Educational Institutions; Places of Worship; Public Libraries; Museums; Public Safety; Public Building or Use	20,000 sf/acre	100'	25%	40'	Side and rear yard parking permitted. Front yard parking not allowed.	Front – 20 Side – 10/25 Rear – 15
Parking Garage	30,000 sf/acre	100'	10%	40	N/A	Front – 0 Side – 0/10 Rear – 25
Technology Manufacturing; Research and Development Centers; Educational Institutions;	20,000 sf/acre	100'	25%	40'	Side and rear yard parking permitted. Front yard parking not allowed.	Front – 50 Side – 20/50 Rear – 50

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Business/Professional Offices	20,000sf/acre	100'	25%	40'	Side and rear yard parking permitted. Front yard parking not allowed.	Front – 50 Side – 20/50 Rear – 50
* A minimum of 20% residential or commercial uses required in mixed use district base on total building square footage.						