



a Vision
for
US Rt. 20

Town of Cazenovia — Village of Cazenovia

*“...a 20/20 Vision for US Rt. 20 for
the year 2020”*

History:

In September 2003, the Town and Village of Cazenovia formed a joint citizen's committee to prepare a vision for the future of the US Rt. 20 corridor through the Town and Village, as recommended in the CAPP final report.

Mission & Scope of the Work:

To recommend steps that will allow the Route 20 Corridor from the intersection of Routes 20 & 92 to the Town of Nelson to develop in a manner that will maintain the character determined by the community to be the best use of the area

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Planning Process:

- Collaborative process involving a broad base of both Town and Village of Cazenovia interests
- Focus on long range goals for community development and enhancement of “quality of life”
- 6 months of gathering information, developing ideas, and building consensus among participants

“...a 20/20 Vision for US Rt. 20 for the year 2020”

Primary Vision Goals:

1. To encourage economically healthy and sustainable growth and development, with new development focused within the Village.
2. To protect and enhance greenspace and rural agricultural lands within the Town.
3. To promote additional flexibility in the *use* land in both the Town and Village.

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Objectives for Goal #1:

- a. To encourage compact, walkable, and interconnected patterns of growth and development within the Village.
- b. To encourage most new commercial/retail & residential development to occur within the Village (as opposed to the Town), utilizing existing infrastructure.
- c. To create or maintain a clear and visually definable edge between village and town.

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a Vision for US Rt. 20

Town of Cazenovia – Village of Cazenovia

Desirable: compact, walkable residential neighborhoods with nearby pedestrian-friendly downtown



Undesirable: sprawling, auto-oriented residential and strip-commercial development



Objectives for Goal #2:

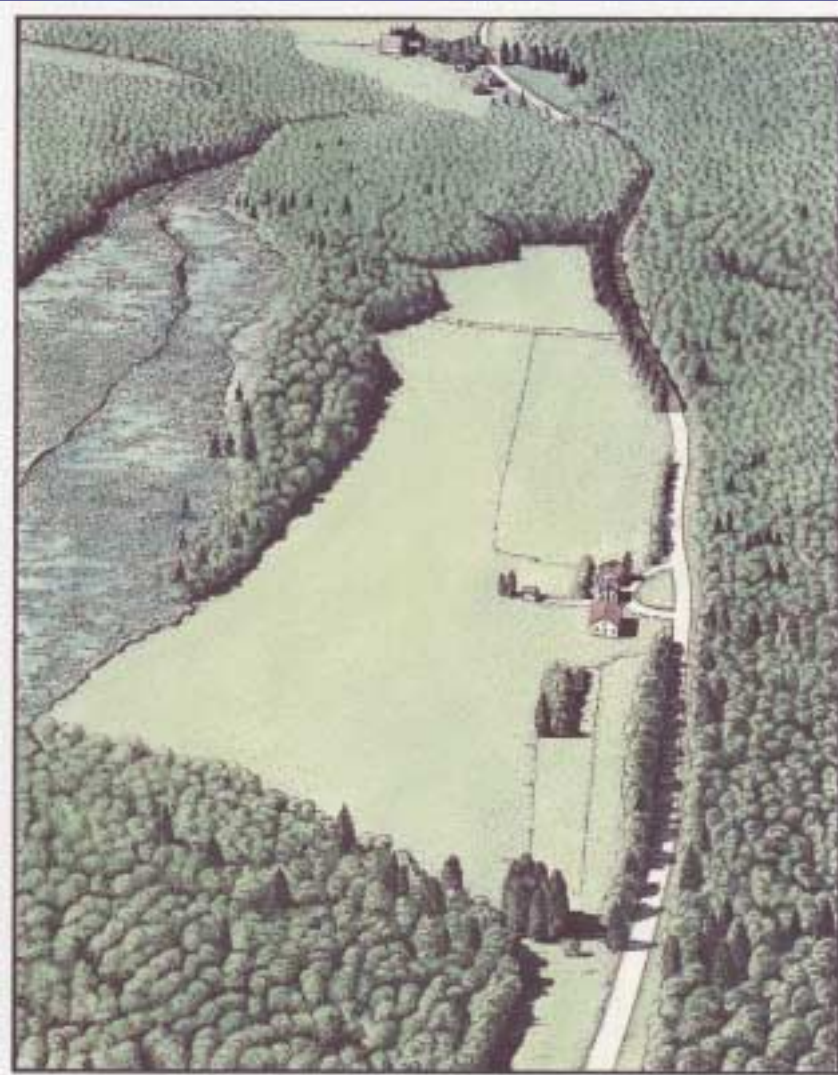
- a. Maintain and protect the open and rural character of the wooded hillsides, agricultural fields, and clustered farmsteads which form the dominant image of within the Town of Cazenovia.
- b. Encourage new development in the Town to occur either in locations *not* visible from US Rt. 20, or visibly in harmony with the form and design of local farmsteads’ “agricultural vernacular” style.

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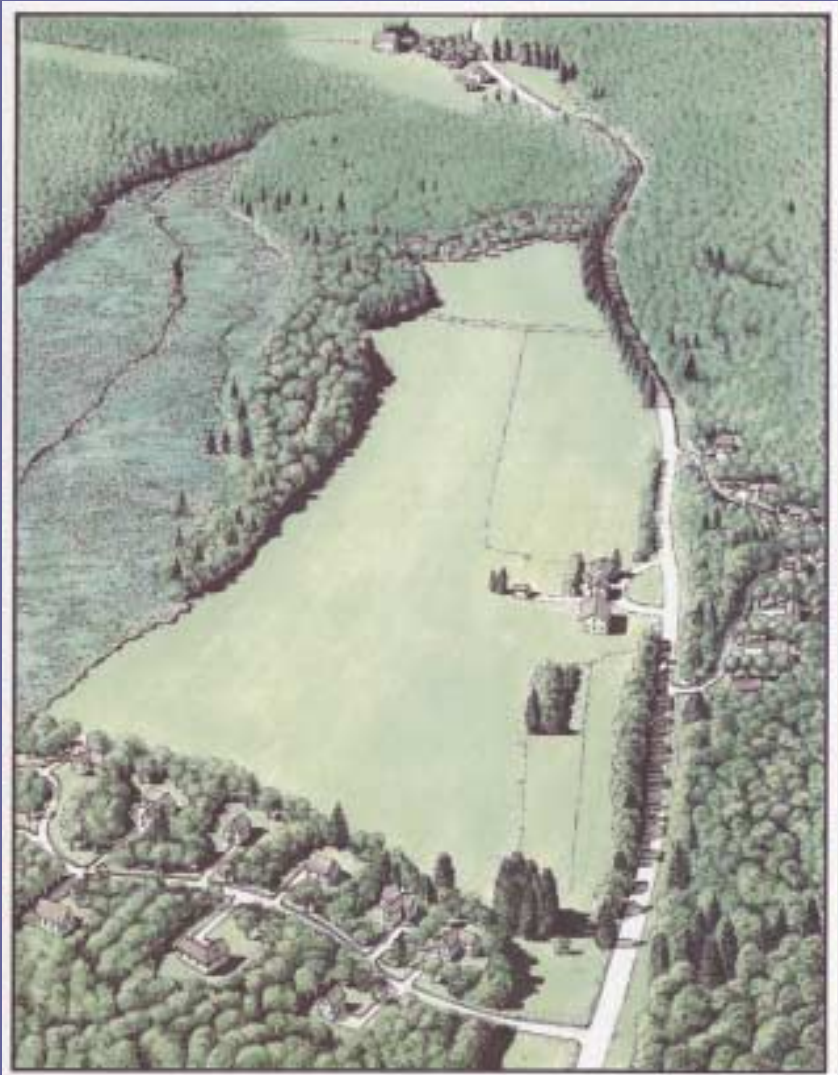
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*The objectives of Goal #2 are
very similar to those addressed
in the Connecticut River
Valley Design Manual*



Aerial View of Site C Before Development



Aerial View of Site C After Creative Development

a Vision for US Rt. 20

Town of Cazenovia – Village of Cazenovia

*Proposed character and/or
creative & appropriate design
of new development within the
Town of Cazenovia*

*Existing open agricultural fields & farm building cluster at the edge
of the Village of Cazenovia on US Rt. 20*



Clark Recreation Complex – Cooperstown



Fox Run Winery – Geneva, NY



Ommegang Brewery – Cooperstown, NY

Objectives for Goal #3:

- a. Develop clear and graphically prescriptive standards and regulations for the development or redevelopment of land in the both the Village and the Town.
- b. Focus regulation on the promotion of high quality design, consistent with the existing local character of the land and design heritage of Cazenovia.
- c. Balance regulations with potential incentives for good design, and a clear and predictable design review process.

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Visually designed development codes like these, crafted to help illustrate the zoning and subdivision ordinances for the city of Westminster, BC, can not only help promote quality design, but also aid in the review process by providing clear and predictable expectations for developers.

For more information see:
<http://www.city.new-westminster.bc.ca>

Intent: The intent of this district is to allow single detached dwellings reflecting neighbourhood standards in the Kelvin, West End and Connaught Heights neighbourhoods. Secondary suites are allowed if the City's "Requirements for Secondary Suites" are met.

Key Information:
 Site Coverage: 35% of lot area
 Floor Space Ratio: 50% of lot area
 Height: maximum 25 feet to midpoint of peaked roof
 maximum 20 feet for a flat or mansard roof
 maximum 35 feet to peak of roof



1. SITE COVERAGE
 Principal building not to cover more than 35% of lot area. For buildings with two levels above a basement or cellar, the area of the second level is limited to 80% of the ground level.

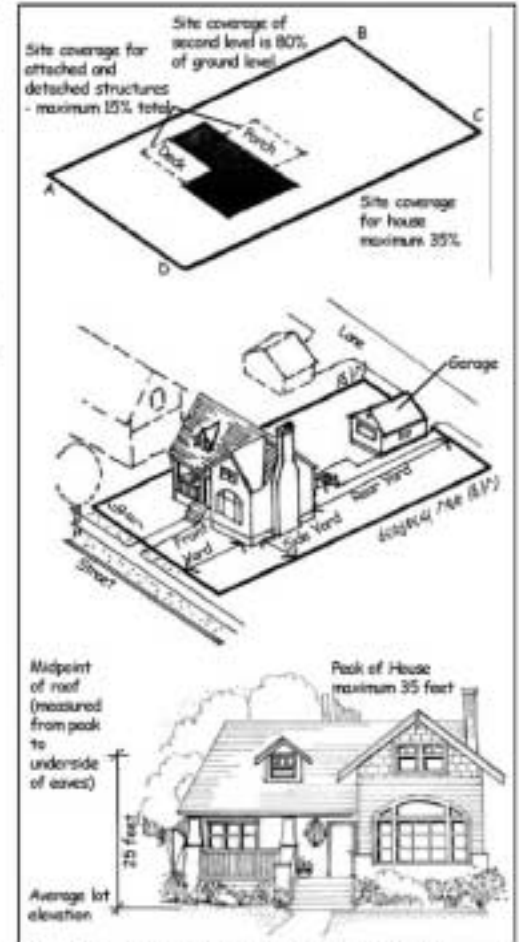
2. FLOOR SPACE RATIO (FSR)
 FSR not to exceed 50% of lot area.
 To attain the 50% maximum FSR, a basement or cellar is required. FSR means the ratio between the total square footage of all floors of the house (floor space) to the lot size.

Example: $\frac{3,000 \text{ square foot house}}{6,000 \text{ square foot lot size}} = 50\% \text{ FSR}$

3. YARDS
 Front Yard: 20% of the depth of the site to a maximum of 25 feet or the average setback of the two adjacent houses on either side.
 Rear Yard: not less than 20% of the site depth but need not exceed 25 feet.
 Side Yard: shall total not less than 25% of the lot frontage, with side yards not less than 4 feet each.

Example for 50 foot lot:
 $50 \text{ feet} \times 25 = 12 \text{ feet total side yards}$

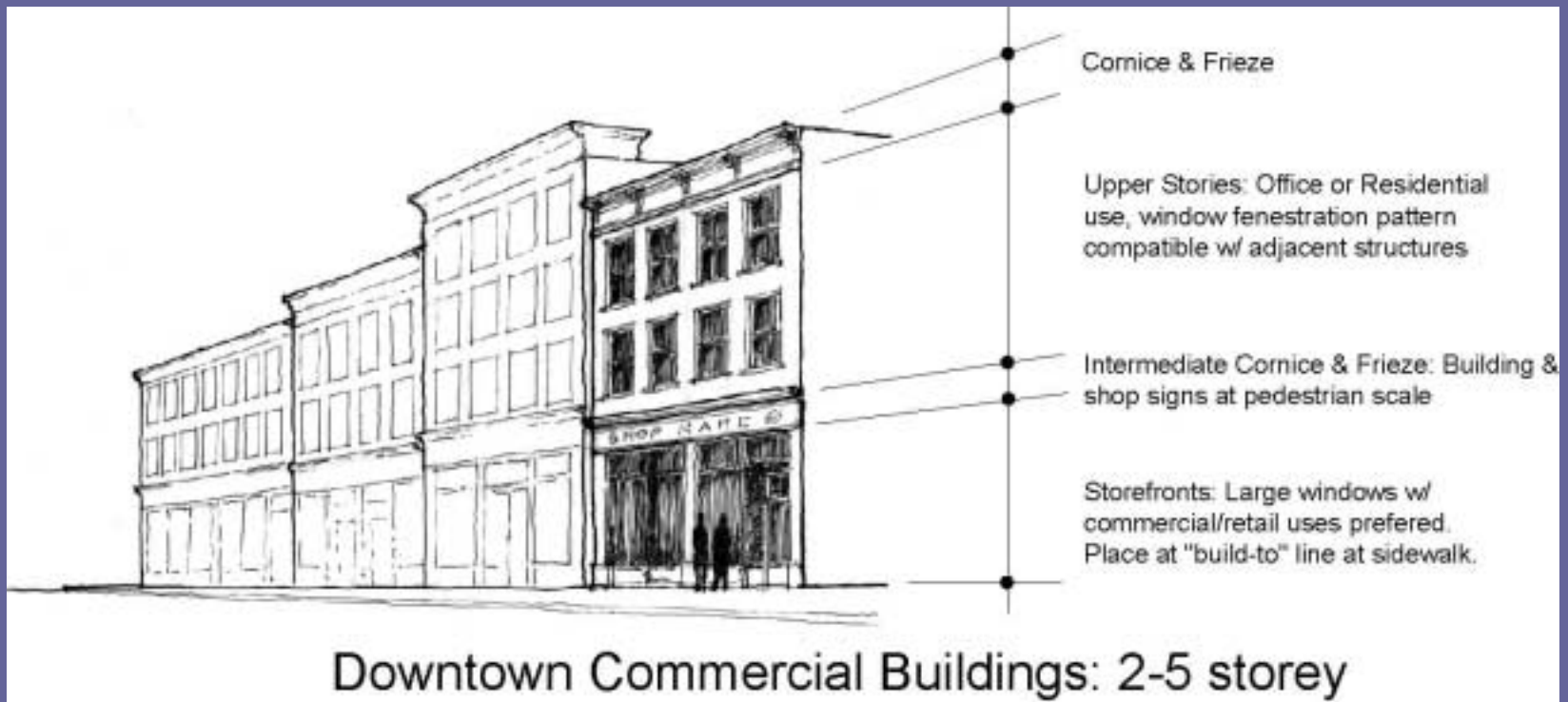
4. HEIGHT
 Building height: maximum 25 feet.
 Roof peak: maximum 35 feet.
 Flat or Mansard roof: maximum 20 feet.
 Average Lot Elevation = $\frac{\text{Elevation of points A + B + C + D}}{4}$



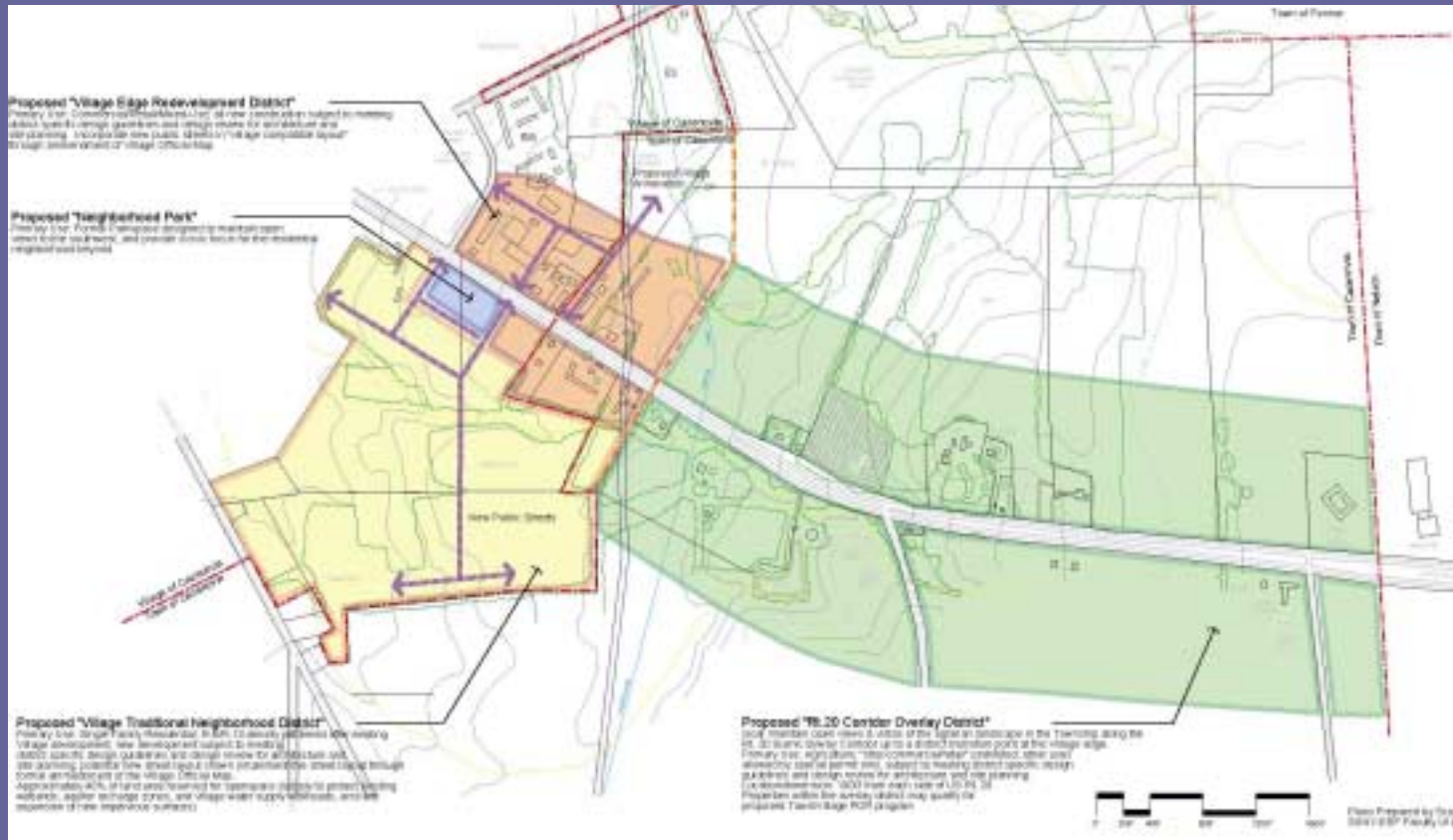
Note: This is a summary of the zoning schedule only. For additional details, see City of New Westminster Zoning Bylaw No. 6600, 2001.

Implementation Strategies:

- for new growth and redevelopment, and encourage historic preservation and reuse of existing historic structures and landscapes.



- ❑ Target specific locations within and adjacent to the Village for either redevelopment or annexation and new village character development.



- ❑ Develop a Town/Village program for the “purchase of development rights” (PDR) for use along US Rt. 20, similar to that used in the town of Pittsford in Monroe County.
- ❑ Develop an overlay zone to provide additional protections for greenspace and agricultural lands within the US Rt. 20 corridor in the Township. The overlay may require substantial additional building setbacks, special design guidelines, and other regulations, in addition to those currently in place for the existing RA zone.

- ❑ Decrease the residential subdivision density regulation for the RA zone in the Town from a minimum 1 acre/lot to 4 or more acres/lot in new subdivisions.
- ❑ Develop an incentive provision for increasing residential density in new Village subdivisions up to 8 lots/acre for single family detached units.
- ❑ Revise both the Town and Village “official maps” to include proposed future streets in locations where development is desired, as well as future pedestrian, equestrian, or multipurpose trail corridors.

- ❑ Develop an overlay zone in the vicinity of the current “Town and County Plaza” encouraging high quality redevelopment using a specific set of architectural and site design guidelines.
- ❑ Develop a similar overlay zone encouraging creative redevelopment of the properties along Albany Street between the Public Library and Park Street.
- ❑ Develop a “Downtown Parking Masterplan,” including specific strategies for consolidating existing off-street lots, improving circulation and lot design, and providing direct access to Albany Street for the new Public Library lot upon removal of the existing Town Garage.

- ❑ Work to redevelop the existing Trush warehouse building at the intersection of US Rt. 20 and NYS Rt. 92 (west of the Village) for non-commercial purposes. One potentially fundable use would be as a “gateway visitor’s center” for the Finger Lakes region.
- ❑ Work to make all new design guidelines “use-flexible,” encouraging non-traditional or mixed uses which may currently be prohibited under existing zoning. The intent is to regulate new development according to design form and performance, as opposed to regulating primarily by nominal land use.