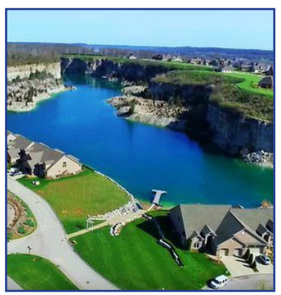
UTICA RIDGE MASTER PLAN

TOWN OF UTICA, INDIANA









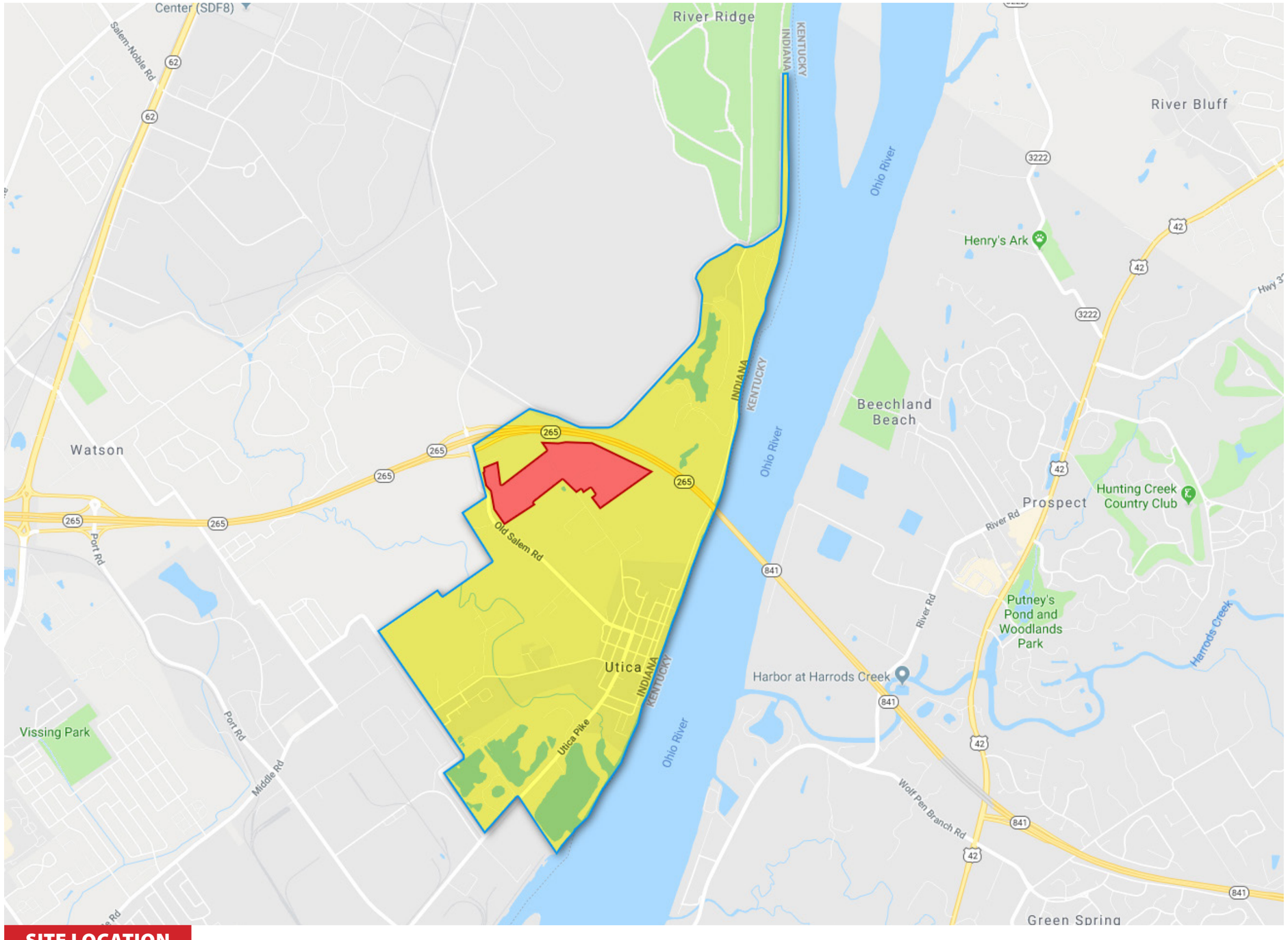

Luckett & Farley
Architecture | Engineering | Interior Design

Project 2019.144
TOWN OF UTICA, INDIANA

6.09.2020

Luckett-Farley.com

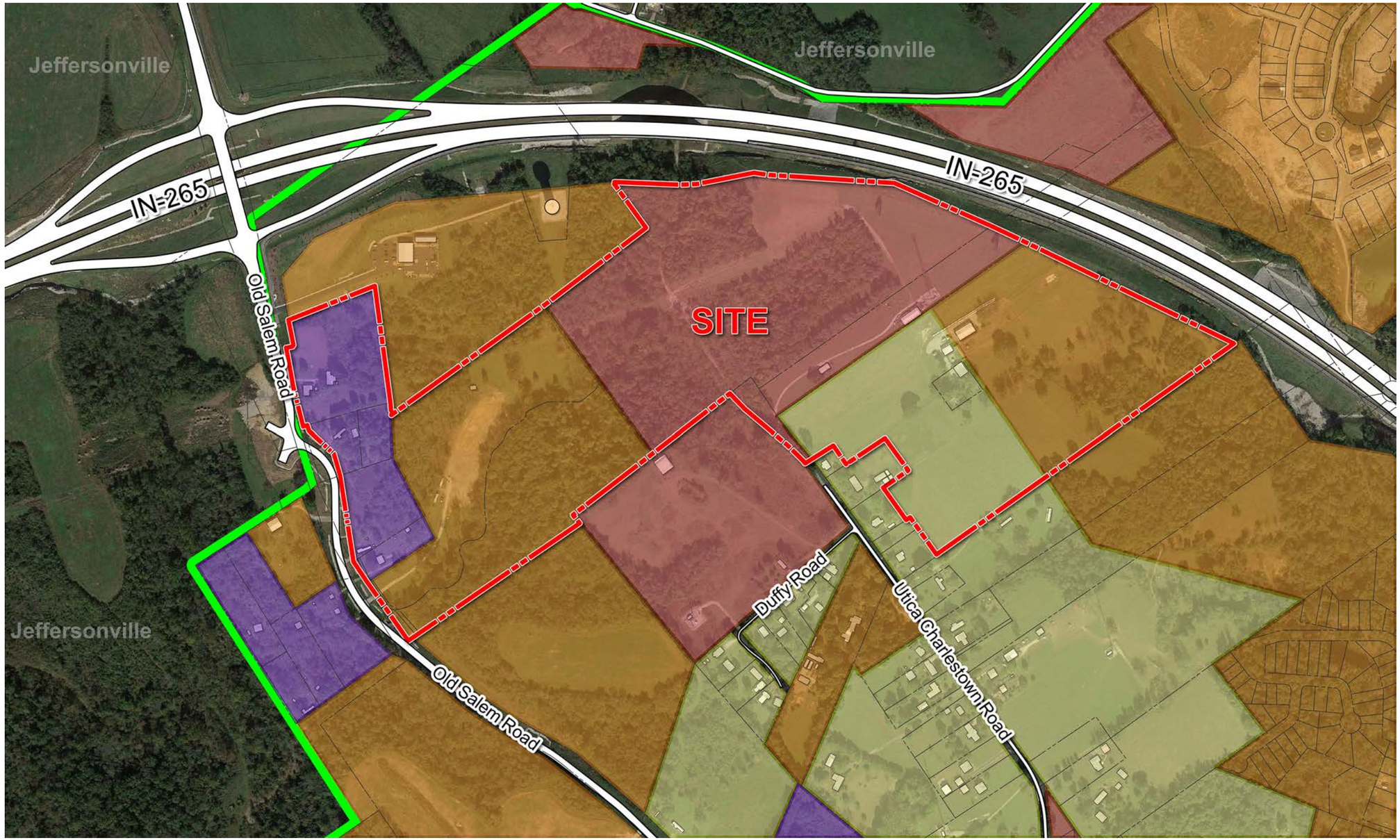
SITE ANALYSIS



LEGEND

- Town of Utica Boundary
- Site Location Boundary

SITE LOCATION



General Information

The subject site is currently bordered by R-1, R-2, UCRCZ, and OSRCZ zoning classifications. The R-1 zoning is designated for low-density single family residential development and condominiums. The R-2 zoning is also low-density in nature, but does accommodate an additional use of attached 2-unit development.

The UCRCZ (Utica Charlestown Road Corridor Zone) and OSRCZ (Old Salem Road Corridor Zone) represent areas with development standards specific to each zone that are intended to provide development flexibility. This flexibility promotes a mix of uses that can address the changing needs of the Town. Some uses that may be permitted are as follows:

- Grocery Stores
- Home Furnishing Stores
- Hardware Stores
- Department Stores
- Pharmacy/Drug Stores
- Healthcare Offices
- Restaurants
- General Offices

Additional uses can be found in Section 6 of the Utica Zoning Ordinance.

The subject site is also comprised of all the zoning districts previously mentioned. This mix of zoning would not be conducive to a unified development, so a specific Corridor Zone would likely need to be created to best serve the needs of any development on this site.

LEGEND

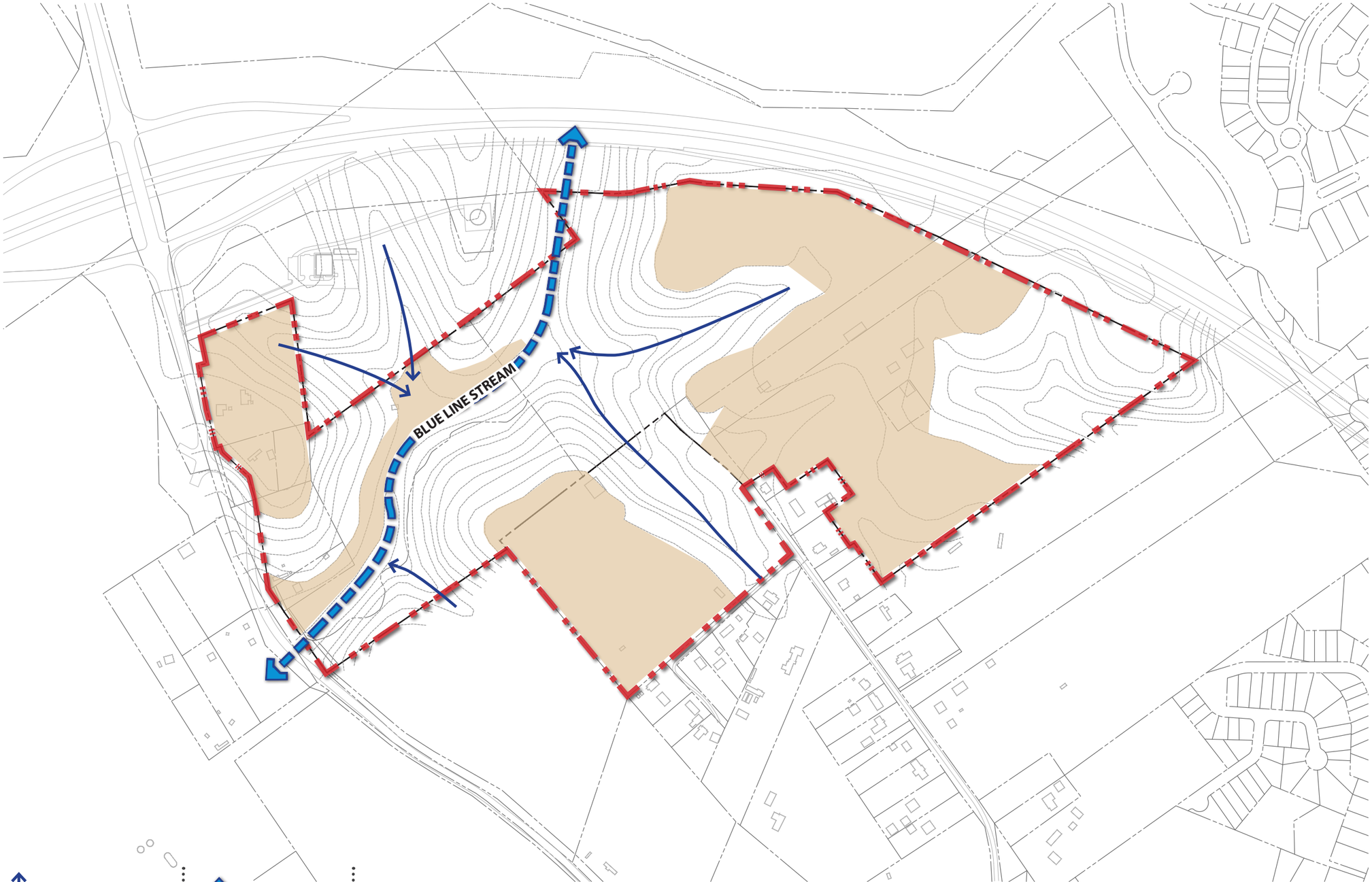
- R-1 Zoning
- R-2 Zoning
- UCRCZ Zoning
- OSRCZ Zoning
- Site Boundary
- Town Boundary

EXISTING ZONING

CONNECTION TO RIVER RIDGE
RIVER RIDGE
CONNECTION TO UTICA
Corporate Drive
SITE
I-265
Utica Charlestown Road
Old Salem road
TO KENTUCKY
UTICA
CITY OF JEFFERSONVILLE
OHIO RIVER
NEW CHAPEL RD
SARA BETH WAY
BLUE SKY LOOP
COLDSTREAM DR
RIVER RIDGE
BLUFF RIDGE RD
JUSTINIAN
CASSELLERSBURG RD
BROOKHOLLOW WAY
MEADOWBROOK WAY
SURREY RD
CLEARVIEW
MAPLEHURST
FOX RUN TRL
CLIFF DR
UPPER RIVER RD
N 6TH ST
N 4TH ST
N 3RD ST
N 2ND ST

CIRCULATION ANALYSIS

- Existing Vehicular Traffic Pattern
- Existing Pedestrian Circulation
- Site Proposed Vehicular Entrance Location
- Site Proposed Pedestrian Entrance Locations
- Existing Waterway



Slope Analysis

The elevation on the site varies greatly depending on the location. Within the site there exists a large drainage way that gathers a large amount of storm water from the area. This drainage valley has a blue line steam at the lowest part, and rises up 20-30' in elevation before it reaches flatter grades.

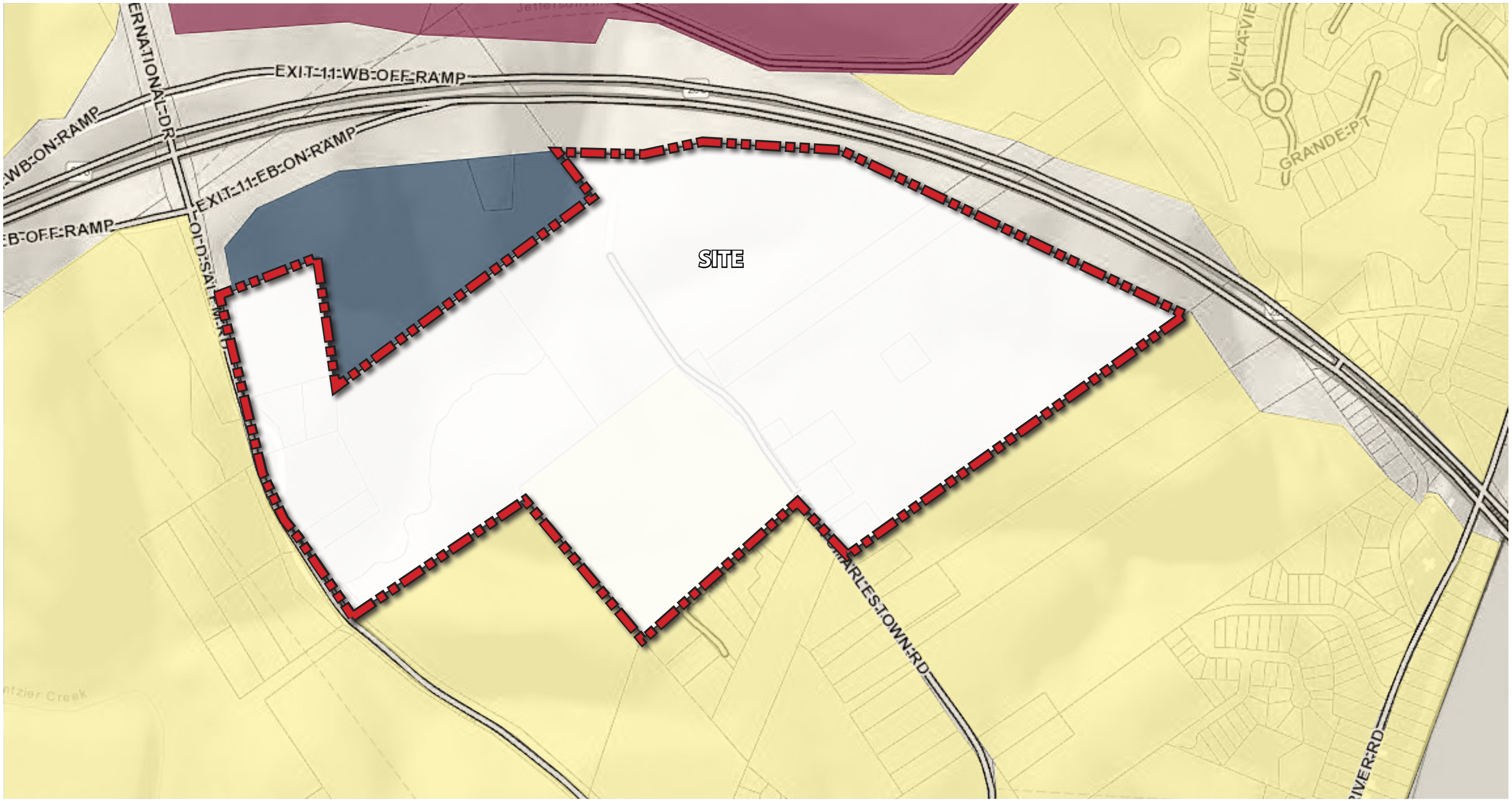
As part of the large valley that bisects the site, several smaller drainage ways with steeper slopes gather storm water and deliver it to the blue line stream.

These natural drainage systems create several steep slopes throughout the site. The varying slopes can create development challenges but also offer unique views and aesthetics to the site and developments. The steep slopes on site range from 10% to greater then 33%. Developers will need to take these area into consideration for cost of development and storm water management.

Areas highlighted in the plan on this sheet show land that is ideal for development because is has low slope. These area would be considered development ready, allowing a contractor to grade the space with little effort and the least amount of cost.

Other areas on the site can still be developed, but they have greater slope and may take more planning and effort to complete a project. To complete projects in these steeper graded areas may need to utilize retaining walls, mass earth moving, creative building design, etc.

TOPOGRAPHIC ANALYSIS



LAND USE ANALYSIS

Business Analysis Data

Type of Business	Number Business (5-mile Radius)
Industrial/Manufacturing	319
Retail	314
Finance/Real Estate	257
Service Industry	692
Government	37
Other	188
Total Businesses	1807

Synopsis - Business

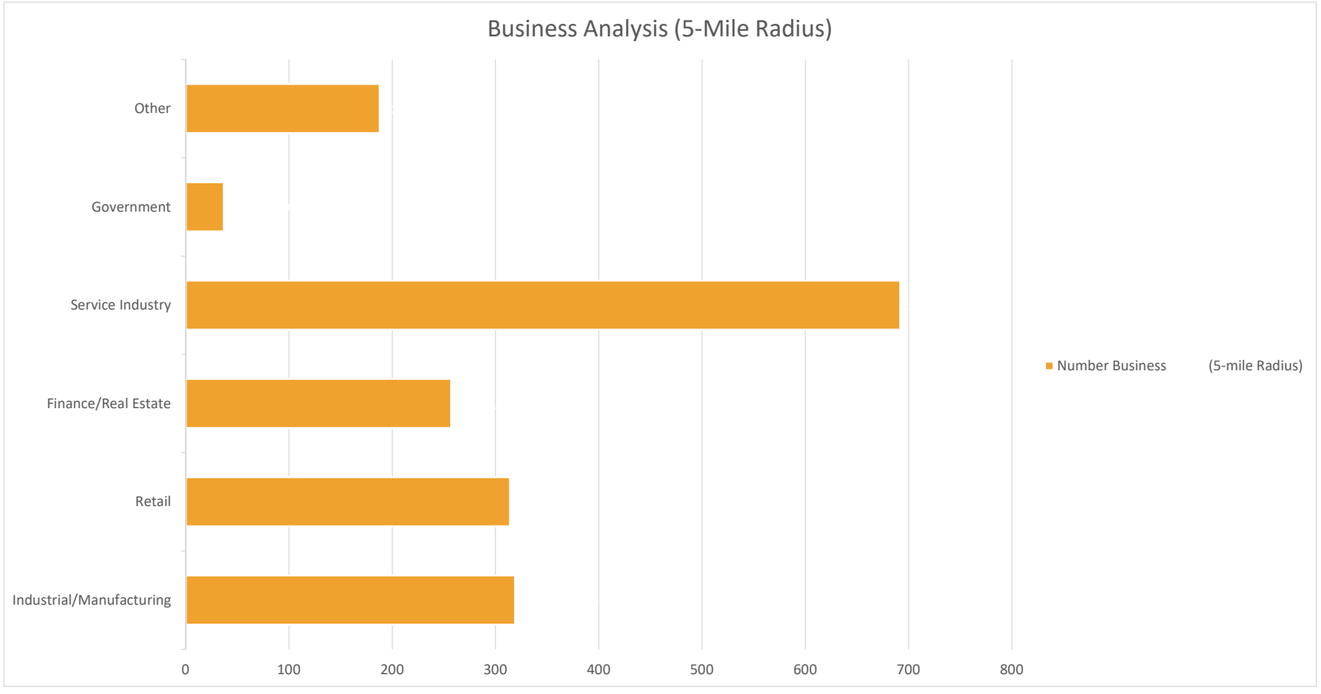
Their is a diverse distribution of business types within a 5 mile radius of the site. Of the 1,807 businesses reported, the most prevalent is the Service Industry at 38%, with the lowest reported business being Government at 2%. The remaining business types are fairly evenly distributed to round out the remaining 60% of businesses in the area.

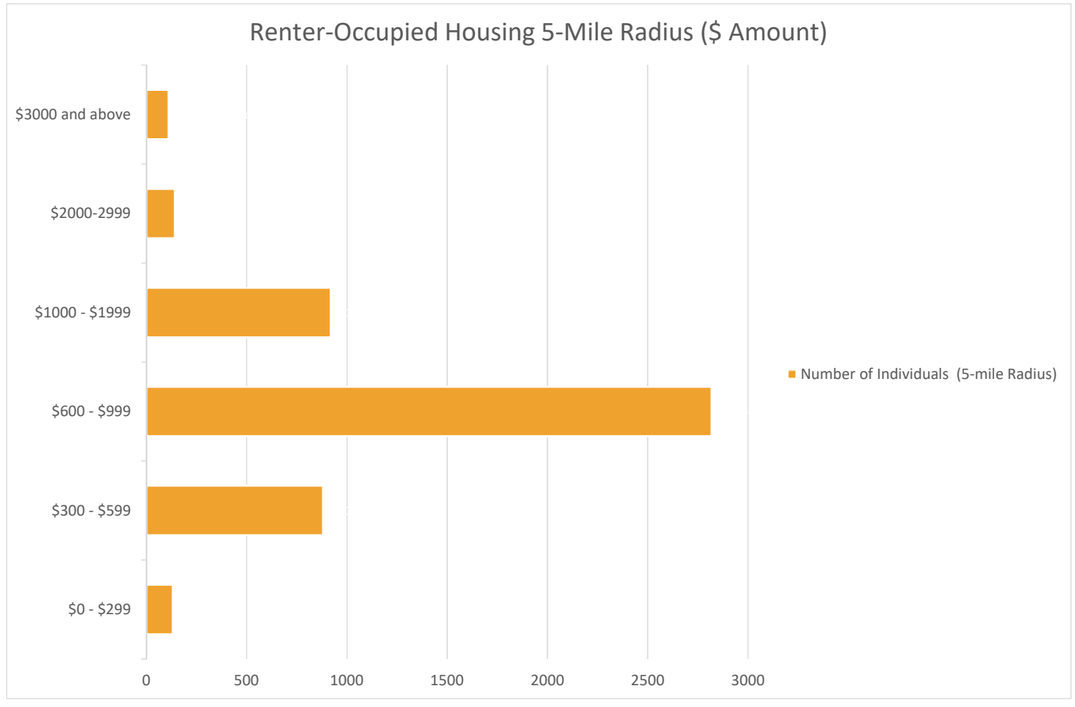
Home-Renter Data

Renter-Occupied Housing ($ Amount)	Number of Individuals (5-mile Radius)
$0 - $299	131
$300 - $599	881
$600 - $999	2818
$1000 - $1999	919
$2000-2999	142
$3000 and above	111
Total Renters	5002

Synopsis - Home Renter

Their is a wide dispersement of rental types within a 5 mile radius of the site, however, one particular demographic is substantially more common. Of the 5,002 rentals reported, 56% fall into the $600-$999 range. The least prevalent, $3,000 and above range, only makes up 2% of the total rentals reported. The other minimal demographic, $0-$299 range, almost reaches 3%.





Individual Income 2019

Income Level	Population Percent (5-mile Radius)
<$15,000	5.1%
$15,000-$24,999	6.9%
$25,000-$34,999	7.2%
$35,000-$49,999	12.9%
$50,000-$74,999	17.4%
$75,000-$99,999	14.1%
$100,000-$149,999	15.9%
$150,000-$199,999	6.8%
$200,000+	13.6%

Average Individual Income $114,515

Synopsis - Individual Income

Their is a diverse distribution of Individual Income types within a 5 mile radius of the site. The most prevalent is the middle income ranges ($35,000 - $149,999) at 61%. The Lower ($0 - $34,999) and Upper ($150,000 and above) income ranges are both equally represented at 19% and 20%, respectively.

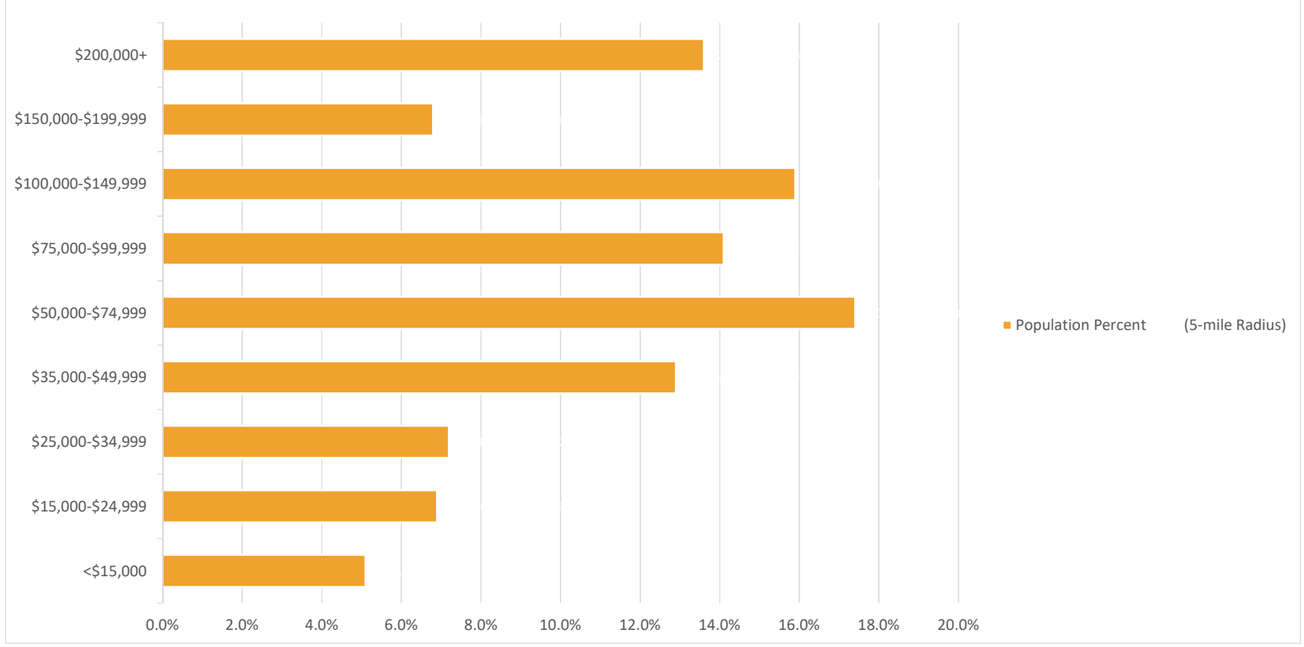
Population Summary

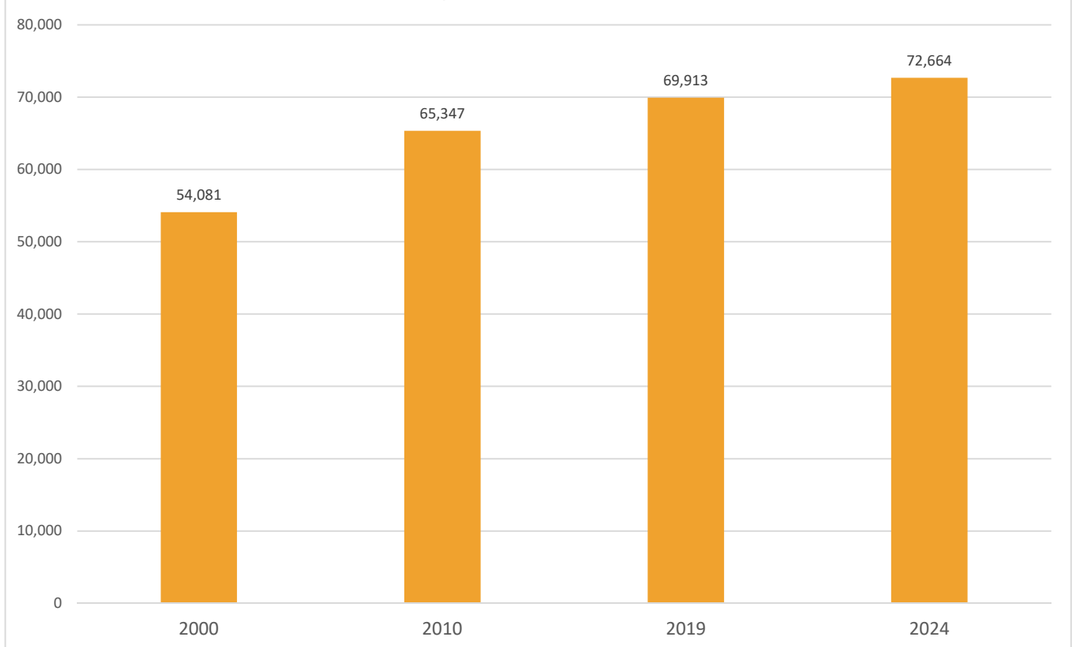
Year	Total Population (5-Mile Radius)
2000	54,081
2010	65,347
2019	69,913
2024	72,664

Percent Change 2000-2024 34%

Synopsis - Population

Based upon the population data within a 5 mile radius of the site, it appears that the population growth is on a decline. Between the years 2000-2010, growth was 21%. Then, from 2010-2019, growth was only 7%, and projected growth to 2024 is only 4%. However, due to the recent completion of I-265 and the Lewis and Clark bridge, this projection could be grossly underestimated.





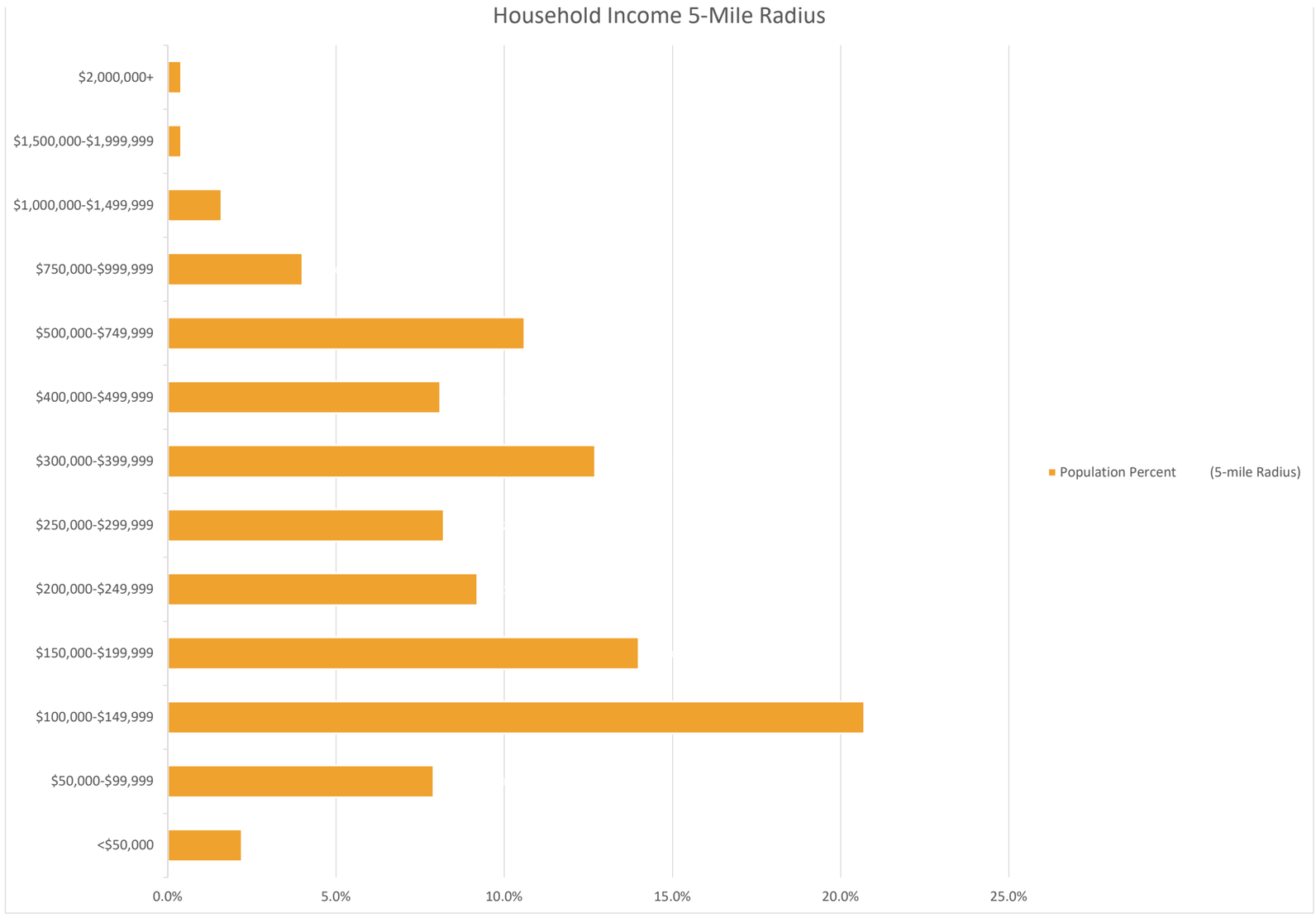
Household Income 2019

Income Level	Population Percent (5-mile Radius)
<$50,000	2.2%
$50,000-$99,999	7.9%
$100,000-$149,999	20.7%
$150,000-$199,999	14.0%
$200,000-$249,999	9.2%
$250,000-$299,999	8.2%
$300,000-$399,999	12.7%
$400,000-$499,999	8.1%
$500,000-$749,999	10.6%
$750,000-$999,999	4.0%
$1,000,000-$1,499,999	1.6%
$1,500,000-$1,999,999	0.4%
$2,000,000+	0.4%

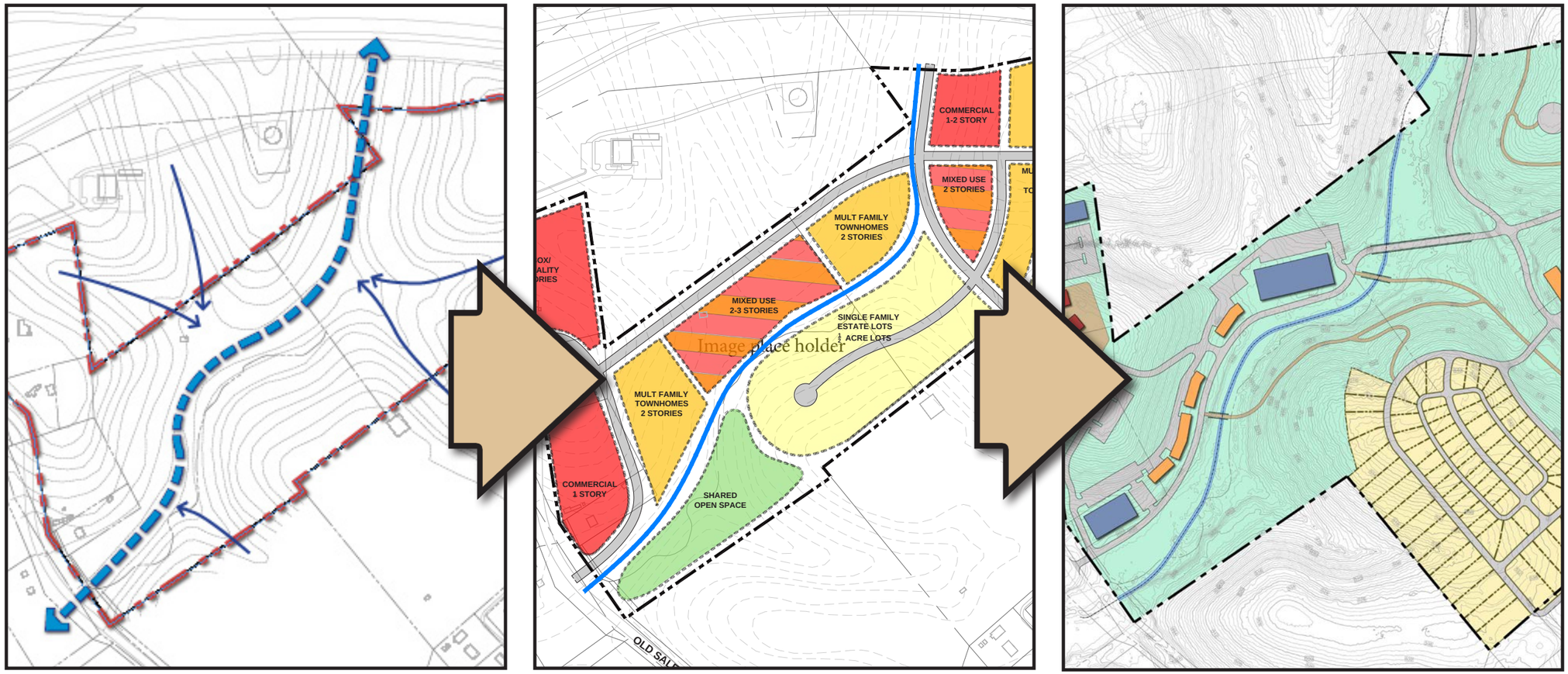
Average Household Income $318,401

Synopsis - Household Income

Their is a wide dispersement of Household Incomes within a 5 mile radius of the site. The most prevalent income ranges ($0 - $249,999) makes up 54% of the region around the site. The next highest income range ($250,000 - $499,999) makes up 29% of the demographic. Finally, the higher income ranges ($500,000 and above) round out the remaining 17%.



SCHEMATIC DESIGN CONCEPTS



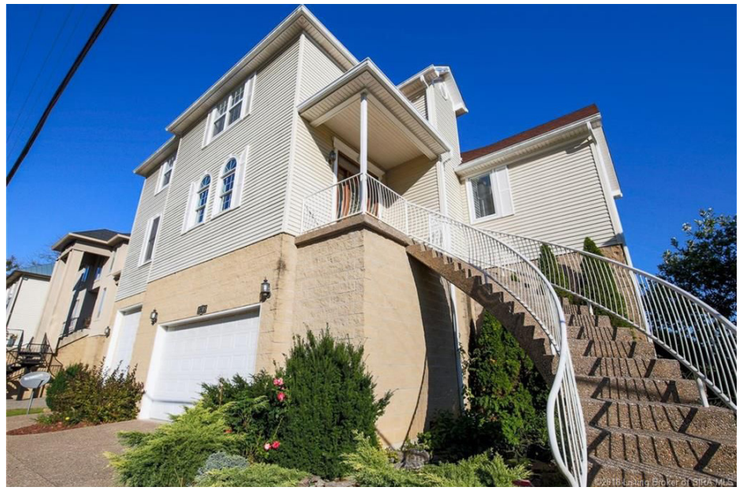
High-Density Community

The Town of Utica sits in a very opportunistic position. Once a sleepy river-town, with little opportunity for growth, the town has been resurrected by a bridge and some meaningful infrastructure. Implementation of both the new Lewis and Clark Bridge (formerly known as the East End Bridge) and the new River Ridge/Utica I-265 off-ramp, can position Utica to be a new model community where everyone will want to live.

The River

Utica's proximity to the Ohio River creates an opportunity to utilize an amenity that can attract people from all over the region. The river is no longer just seen as a vessel for transportation, frequented by barges and ships, moving goods and commodities from one city to another. Rather, the river is now considered a source of recreation and pleasurable experiences, accommodating numerous activities such as boating, kayaking, fishing, birding, swimming and scenic view-seeking. The banks of the mighty river, once occupied by shipyards and industrial uses, are now being replaced by park spaces and highly-desired residential homes.

Utica has started to take advantage of this amenity with the influx of new homes located along the banks of the Ohio River. Future developments in the Town should take advantage of the easy access to the Ohio River by providing dense housing, affordable to a mix of income levels, that will attract many different individuals and families to the area.



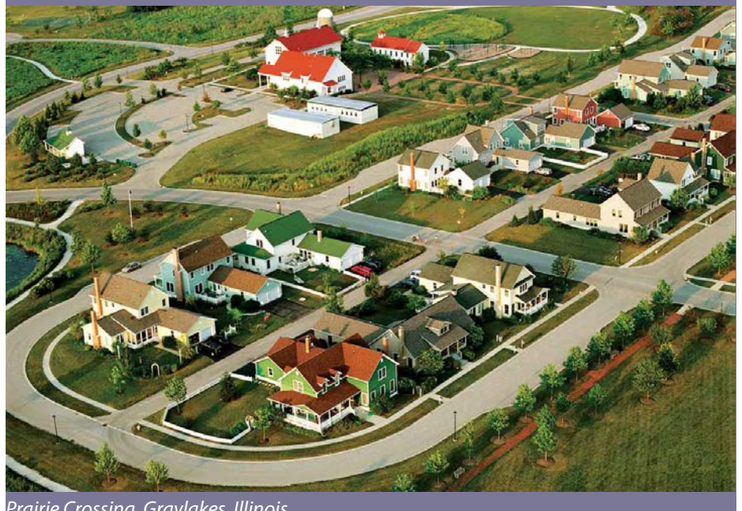
Upper River Road, Utica, Indiana

Case Example - Prairie Crossing

The development of Prairie Crossing is located just outside of Chicago, Illinois, and is characterized as a dense layout of residential lots surrounded by preservation open space. These lots, which feature homes varying in style and pricing, all look upon open space and have direct access to ten miles of biking and walking trails. Additionally, All residential areas are located within walking distance to commuter lines, providing convenient access into downtown Chicago and Milwaukee. The development also provides space for retail and office uses, and the design project saved $1 million in infrastructure costs through environmentally sensitive design.

Originally, this development was slated to be a typical subdivision design defined with cookie-cutter homes, large lots, and vehicle oriented living conditions. However, Gaylord Donnelley and seven other neighboring families intervened, acquired the land, and developed what now is a new-aged conservationist community set under ten guiding principles:

1. Environmental protection and enhancement.
2. A healthy lifestyle.
3. A sense of place.
4. A sense of community.
5. Economic and racial diversity.
6. Convenient and efficient transportation.
7. Energy conservation.
8. Lifelong learning and education.
9. Aesthetic design and high-quality construction.
10. Economic viability.



Prairie Crossing, Graylakes, Illinois

Ohio River, Utica, Indiana

River Ridge

River Ridge is a 6,000 acre commerce park that provides jobs to a varied workforce with incomes ranging from standard hourly wages up to six-figure incomes. It will be important to create a mixed-income, mixed-use development within Utica to supply opportunities for a multitude of socio-economic groups to live.

The new I-265 expansion has increased access to a part of Southern Indiana which was once considered remote, and now connects the east end of Louisville with the Utica, Jeffersonville and the large commerce park of River Ridge. As a result, Utica will share a new exit off of the I-265 extension with River Ridge. This positions Utica as one of the closest cities/towns to one of the most progressive commerce parks in the country.

This proximity to River Ridge creates an amazing opportunity to provide live/work/play condition for the Town of Utica. Providing quick access to places of work is becoming the ideal living condition for today's modern family and newly emerging professionals. In addition, the cost for governments to continue to expand infrastructure for new suburban developments is no longer economically feasible. Therefore community planners, such as designers, developers and governments, must begin to address sustainable development costs. By locating places of work, commercial establishments, entertainment, and residential within close proximity to each other, there is less cost for governments to maintain general operations. Furthermore, providing a denser development saves cost of providing an abundance of new infrastructure, and helps sustain a balance between residential and commercial developments.

Rollins Square, Boston, MA

Case Example - Rollins Square

Rollins Square is a development located in Boston's South End is fashioned around a mixed-income community that provides housing for a wide variety of economic levels. This development is integrated into the existing neighborhood fabric without overwhelming the existing homes.

The development was founded on the premise of supplying a housing system of market-rate, moderately-priced, and low-income homes in a high-quality condominium complex. Of these homes, twenty percent are allocated for low-to-medium income levels, forty percent are for medium income levels, and the remaining forty percent are homes sold at market rate.

Rollin Square, Boston, MA

Multi-use Trail System

While the new I-265 interchange was being developed, the designers decided it was important to include a multi-use trail alongside the interstate. This trail, a 10-foot wide asphalt path, begins at the new Utica/River Ridge exit and continues across the Lewis and Clark Bridge into Louisville. This path is meant to connect to additional pathways on each side of the river, and is used by both pedestrians and bicyclists.

As with most developments in the current age, the vehicular connection into Utica is critical for the progression of the Town's ongoing development. However, Utica's hidden asset is the existing multi-use trail, which is an amenity that not many nearby cities have implemented. Today's modern family and younger generation are looking to forgo their vehicles and utilize other modes of transportation to get around. The lack of safe walking and biking paths make it difficult to develop well rounded communities without spending a lot of additional funds. Providing a development with pedestrian oriented systems that connect to the existing trail infrastructure will attract new residents, help jump start additional pedestrian infrastructure, and provide the progressive attitude that everyone is looking for today.

In addition to providing a connection into the Town of Utica, the multi-use path also helps promote the pedestrian connection to River Ridge from Utica. The ability to bike and walk to work from Utica will further entice new residence to move and live in the Town. Companies and families alike look for these amenities when relocating or settling in for the first time, therefore it is important to provide multi-modal transportation in any new development.

East End Path, Utica, Indiana

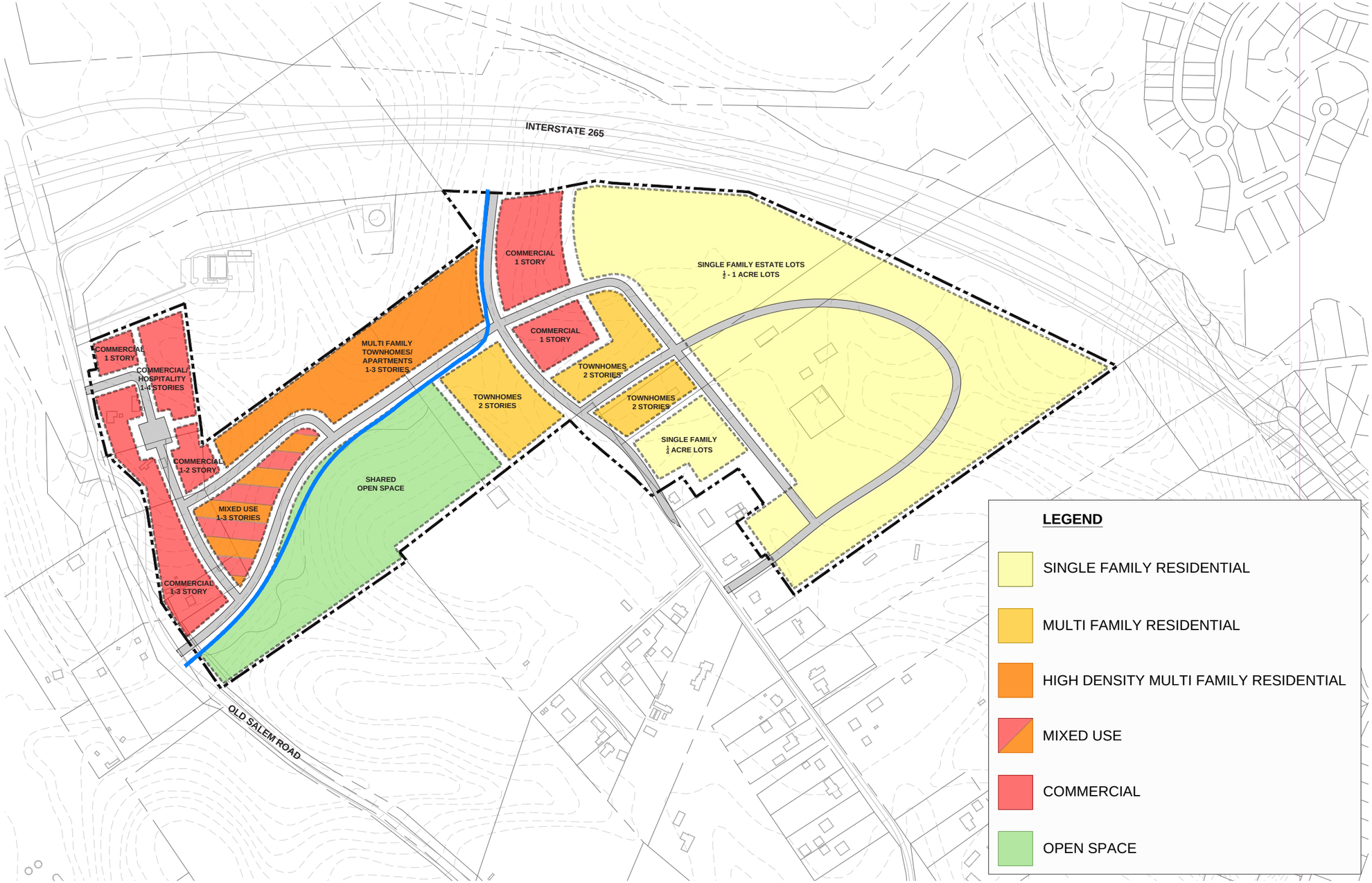
Southwest 91 Terrace, Haile Plantation, Gainesville, FL

Case Example - Haile Plantation

Located among more traditional-styled neighborhood subdivisions, Haile Plantation sets itself apart by providing a mixture of architecturally diverse houses in a dense urban development. Housing varies in pricing and size, ranging from single-family homes to garden apartments. The community also includes a town center, trails, commercial businesses and office spaces.

Communities adjacent to Haile Plantation have garnered benefit from its development. Home values in these outlying neighborhoods increased because of their proximity to the amenities located at Haile Plantation. It is evident that t he density and values that are located inside this development have a clear positive impact on the entire community surrounding it.

Haile Village Centerv, Haile Plantation, Gainesville, FL



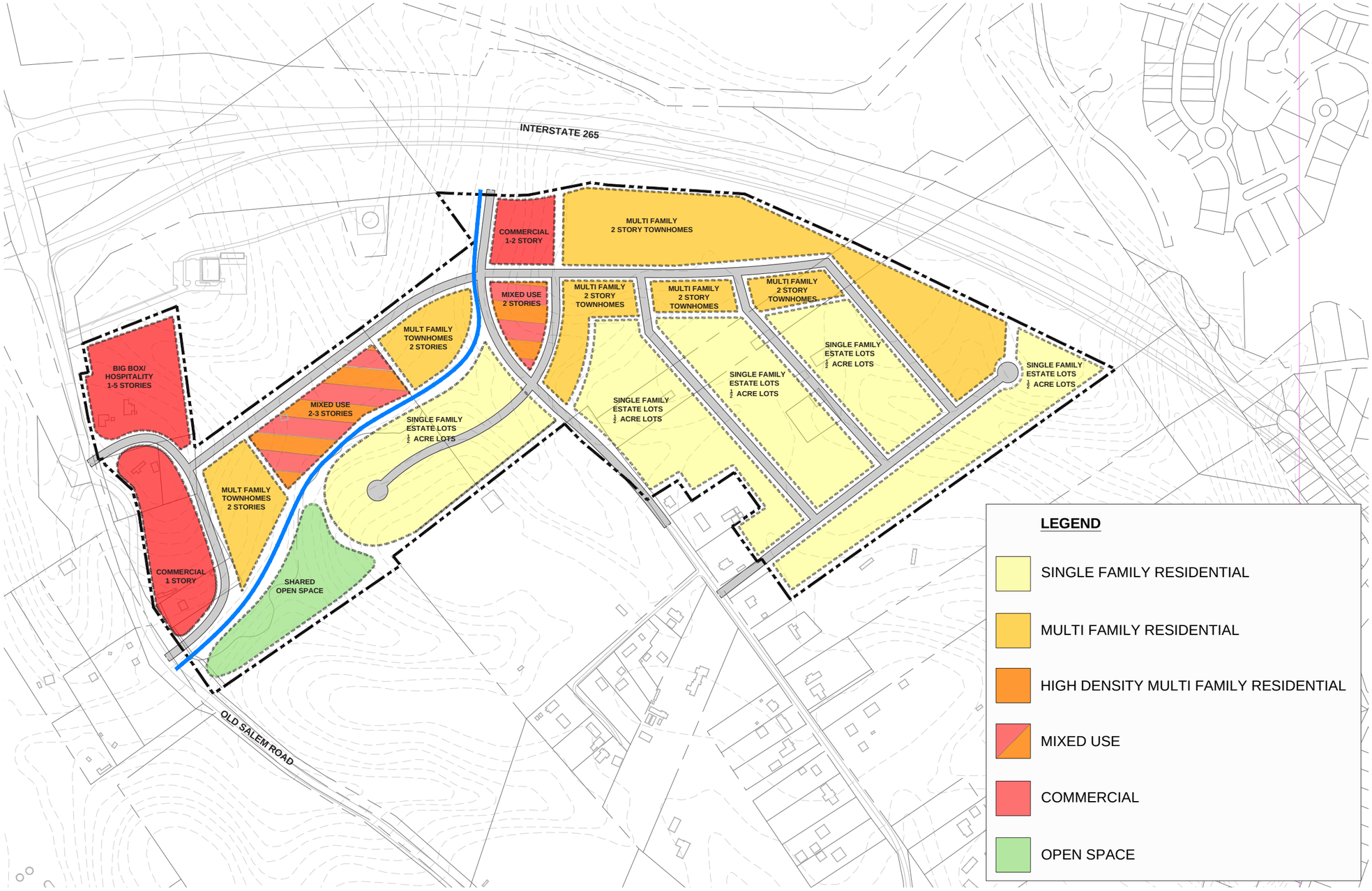
Mixed-Use Town Center

A land-use developed around providing a mixed-use center as a transition zone between a dense commercial district and a traditional neighborhood subdivision. As part of the transition, town-homes would be located adjacent to commercial and mixed-use developments to provide additional buffer between residential and commercial properties.

Within the mixed-use and town-home district of the property, a large open space would be preserved for passive recreation. The open space would be made available to all public and provide close amenity for many residence, necessary to support those living in the community and commercial users.

The commercial frontage along Old Salem Rd. should be made up of attractive buildings that support the neighboring residence as well as the River Ridge businesses. This commercial space could be used as a gateway into the Town, representing the quaint personality that is being developed in Utica.

LAND-USE CONCEPT



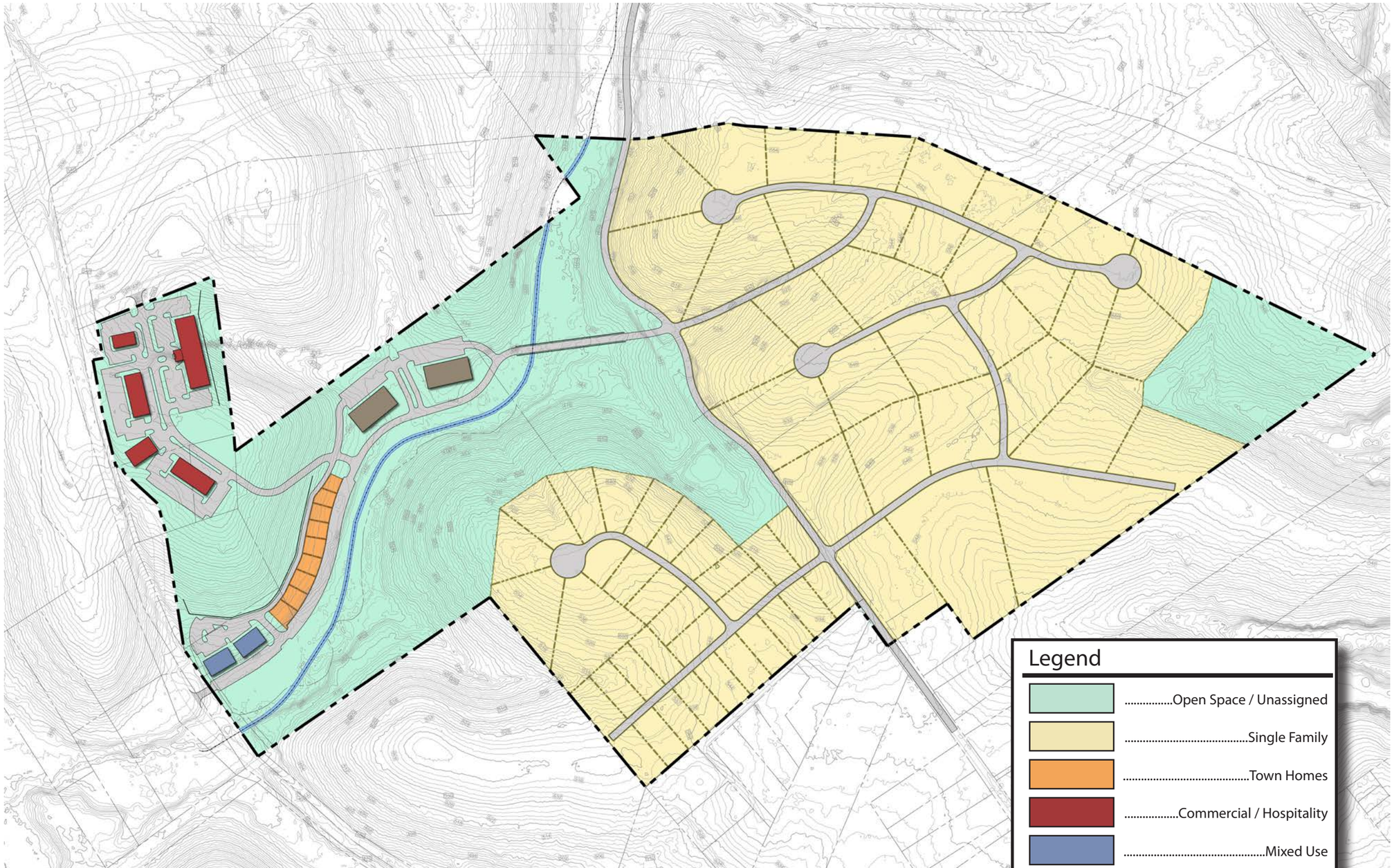
Mixed-Income Community

Providing a community with multiple income levels is the cornerstone of creating a vibrant attractive community. This is a wonderful opportunity to develop an new urbanism community that provides several levels of housing stock located adjacent to services, entertainment, offices, restaurants, and open space.

The residential single-family lots should be smaller 1/4 - 1/2 acre parcels. The homes could have a range in value. Next to the single family should be a transition zone that consist of town-homes and smaller apartment complexes.

Within walking distance to all residential areas should be goods and service to support the local residence. A large anchor tenants could be located along Old Salem Rd. that would support the residence along with professionals in River Ridge.

Throughout the development would be a trail system, small-medium green spaces, sidewalks, and bikeways to connect residence to the other communities and business districts.



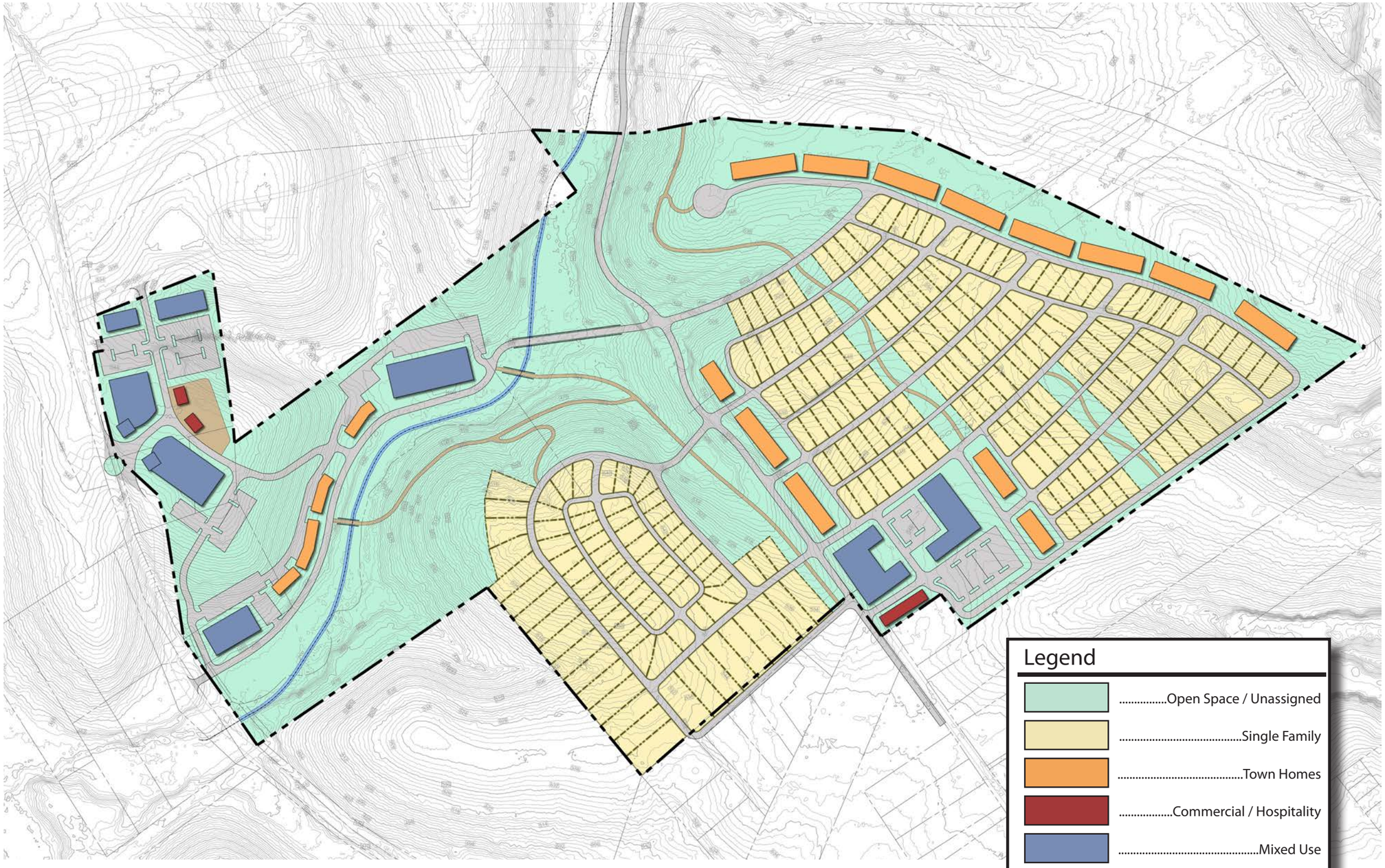
Common Suburban Layout

This concept attempts to capture the feel of a typical suburban layout. It is characterized with commercial and mixed uses remaining closer to arterial roadways, with higher intensity residential uses being utilized to buffer from less intense uses. The remaining majority of the site is made up of single family lots of varying sizes to appeal to families of different income bases.

Open spaces within this concept are limited to areas within the site that are undevelopable due to the steep terrain. The primary use of this space would be densely wooded areas with hiking trails.

While this concept layout demonstrates typical suburban design, it is important to clarify that this type of design, in which uses are separated, creates difficulty in promoting community diversity as well as an over-reliance on vehicular use to navigate the area.

CONCEPT LAYOUT 1



New Urbanist Mixed-income Layout

In contrast to the Common Suburban Layout, this layout focuses on principles typical of the New Urbanism movement. More specifically, this design is an attempt to promote a more compact, walkable, mixed-use community, integrating different uses to form a complete community feel.

While this layout still demonstrates some separation of uses due to existing topography, less focus is placed on specific commercial use, and instead utilizes more mixed-uses which are brought further to the interior of the site for better access and walkability. Additionally, higher density is achieved by limiting the size of residential lots and implementing a modified grid street pattern. In this layout, promotion of a mixed-income housing stock is suggested to appeal to a diverse socio-economic community.

Open spaces are better ingrained to this concept, as they are incorporated into the residential areas to create pedestrian connections away from the streets, thus making pedestrian mobility more desirable to vehicular travel.

One potential drawback to this design is the placement of the mixed-use and commercial uses immediately adjacent to the existing residential areas on Utica Charlestown Road. Such a harsh transition may prove to be too much for existing neighbor to tolerate.

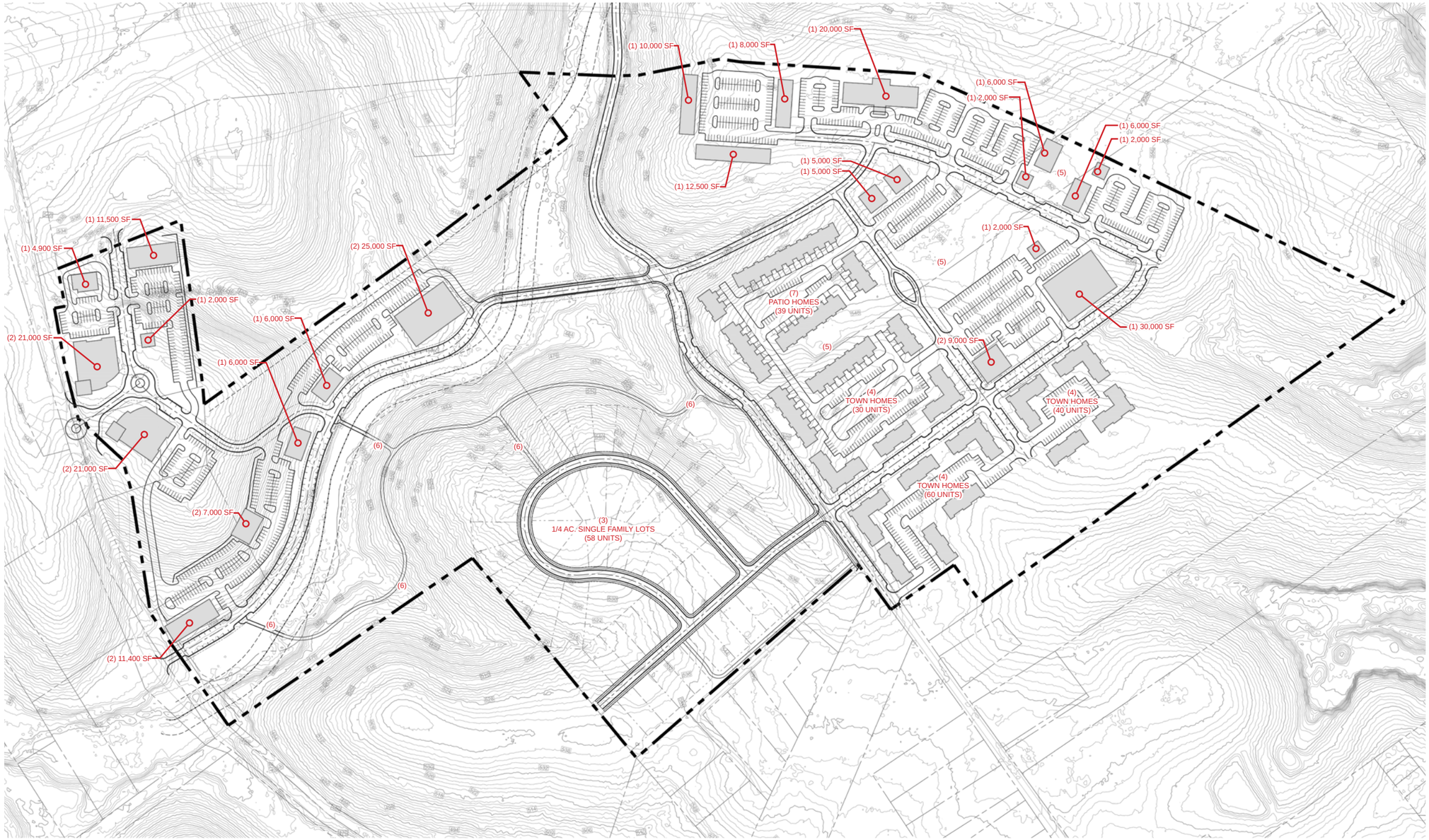
CONCEPT LAYOUT 2

Heavy Commercial Layout

After reviewing the initial concept layouts with representatives for the Town of Utica, additional refined concepts were conceived incorporating suggestions about the design layout.

This concept places more emphasis on commercial / hospitality development **(1)**, with these spaces being placed at the main arterial corridor as well as along the property edge adjacent to the expressway. Moving inward to the interior of the site, uses start to transition to mixed-uses **(2)**, with single family residential **(3)** and multi-family town homes **(4)** being utilized to create a natural transition back to the low density residential to the south of the site.

A green space corridor **(5)** is employed through the central core of the development to provide a unifying element that promotes connectivity by non-vehicular means. This corridor ultimately connects to a multi-use trail system **(6)** that provides further connection to the single family residential areas and the commercial areas at the western portions of the site.

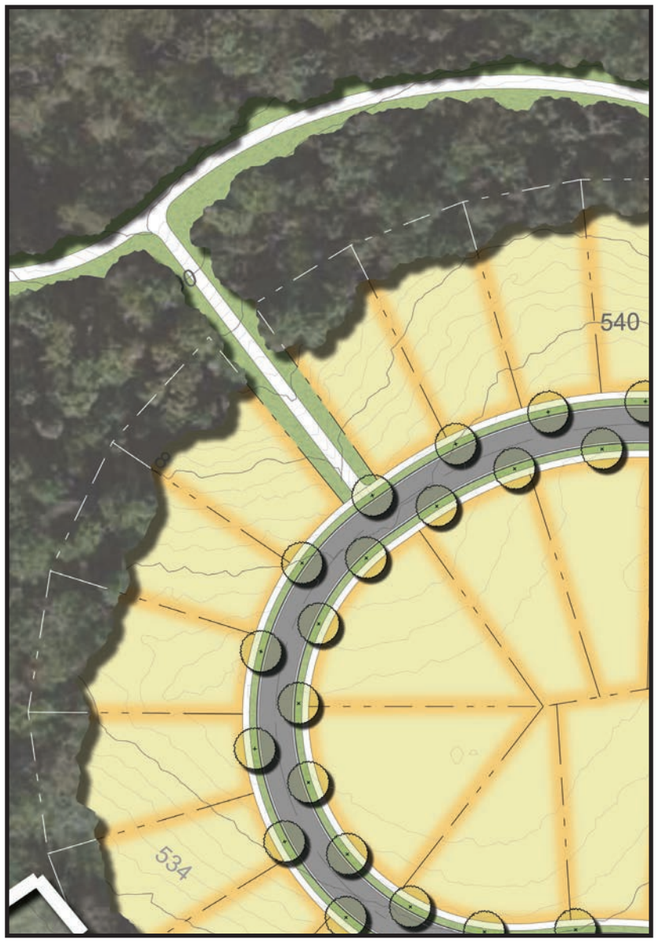


Balanced Use Layout

The second refined concept maintains much of the look of the first concept, as the commercial areas, along with the single family residential area, remain largely the same. This layout varies in the fact that it has omitted a portion of the mixed-use areas. In their place, multi-family housing has been increased by expanding the number of town-homes as well as incorporating patio homes **(7)** to achieve a variety of home options and higher density.

REFINED CONCEPT LAYOUT

FINAL MASTER PLAN



1. Fast Casual Restaurant
2. General Retail Store
3. Coffee Shop / Boutique Retail Store
4. Mixed-Use (Residential & Retail)
5. Casual-dining Restaurant
6. Hotel
7. Office/Retail Outlet/ Grocery/Institutional
8. Town Homes/Condo/Apartments
9. Single Family Residential Lots

FINAL MASTER PLAN LAYOUT

Final Master Plan Layout

The refined concept layouts was presented to representatives for the Town of Utica, and their comments and input were utilized to further refine the design into a Final Master Plan Layout and Land Use Plan.

This plan still retains the basic layout of the prior concepts, with a couple minor changes. Buildings along the central green space corridor were reoriented to place the buildings on the green space, while moving the associated parking away, thus providing a more defined corridor that provides direct access to the local residents of the buildings. Additionally, more single family residential lots were incorporated along the southeastern property line to create a better transition from the development to the existing adjacent residential areas.

The plan also begins to explore potential uses for the different buildings, which is further explained below. Incorporating these potential uses helps to better characterize the potential this development can have to be a vibrant and diverse community.

Site Data

Overall Site Area ..... 5,768,775 SF, or 132+/- Acres

Developed Area ..... 4,051,100 SF, or 93+/- Acres

- Commercial Gateway ..... 63,000 SF to 314,200 SF
- Community Business ..... 100,000 SF to 340,800 SF
- High Density Mixed-Use ..... 139,500 SF to 279,000 SF
- Community Mixed-Use ..... 54,800 SF to 109,600 SF
- Single-Family Residential ..... (76) 1/4+/- Ac. Lots
- High-Density Residential ..... 70 to 140 Units

Remaining Open Space ..... 1,716,100 SF, or 39+/- Acres

- Dedicated Multi-use Path ..... Approx. 1 mile
- Overall Loop (w/ expressway path) ..... Approx. 2 miles

Legend

Commercial Gateway
353,286 SF
10% of total
1-6 Levels

Community Business
613,085 SF
6% of total
1-6 Levels

High Density Mixed-Use
928,783 SF
16% of total
1-2 Levels

Community Mixed-Use Center
552,809 SF
16% of total
1-2 Levels

Single-Family Residential
1,226,012 SF
21% of total
2.7 DU/Acre 1-2 Levels

High Density Residential
378,711 SF
6% of total
2.8 DU/Acre 2-3 Levels

Green Space
1,716,110 SF
24% of total
1 Level

NORTH

LAND USE PLAN

Commercial Gateway

This area is dedicated to commercial/retail fronting Old Salem Rd. Commercial and retail can be multi-story, encouraging density and a multitude of services for local residence, employees of the area, and visitors. Design should rotate around creating a gateway into the Town of Utica by utilizing performance-based materials, formal landscapes, and trending design concepts. The following are typical uses that would be supported in this district:

- **General and professional office spaces**
- **Small medical office**
- **Food services and restaurants**
- **General retail services**
- **Entertainment venues**
- **Boutique hotels**

Community Business

Located along the I-265 corridor, this district would help support the community and provide a buffer between the expressway and community-oriented spaces. Because of the location against I-265, businesses will have a high visibility rate and may attract passer-byers. With these characteristics in mind, the commercial business should target out-of-towners, but still relate to the community with a hometown feel and quaintness. Design standards should be strictly adhered to in this area to make sure the area does not lose its small-town charm. The following are good uses supported in the district:

- **Larger hotels and boutique hotels**
- **Indoor recreational uses**
- **Food services and restaurants**
- **Larger supply stores and home improvement stores**
- **Schools and universities**
- **General retail stores**

Community Mixed-Use Center

This area should be treated as a transition space, shifting from a commercial corridor to single-family residential lots. The area should be highly designed, creating a pleasant feel for local residence and offering an abundance of green space to break up pavement and buildings. The idea of a live, work, play mentality should reverberate throughout this area, allowing people to have all amenities at their fingertips. The following are typical uses that would be supported in this district:

- **General retail stores**
- **Small food and restaurants stores**
- **Professional offices**
- **Medical offices**
- **Apartments (1-3 rooms) upper levels only – no apartment complexes.**
- **Small theaters**
- **Childcare/daycare and nursing homes**

High Density Mixed-Use

Adjacent to the gateway zone and located along Old Salem Road, this district should continue to have retail to support the community and employees of the area. In addition, to support the River Ridge Commerce Center, apartments and professional services should be placed on upper levels of multi-story buildings. The area should be well connected to surrounding residences by utilizing multi-use trails and pedestrian friendly roadway design. The following are typical uses that would be supported in this district:

- **Boutique and local flare restaurants**
- **Local merchant stores**
- **Professional and medical services**
- **Grocery stores**
- **Apartments (1-3 rooms) upper levels only – no apartment complexes.**
- **Childcare/daycare and nursing homes**

Single-family Residential

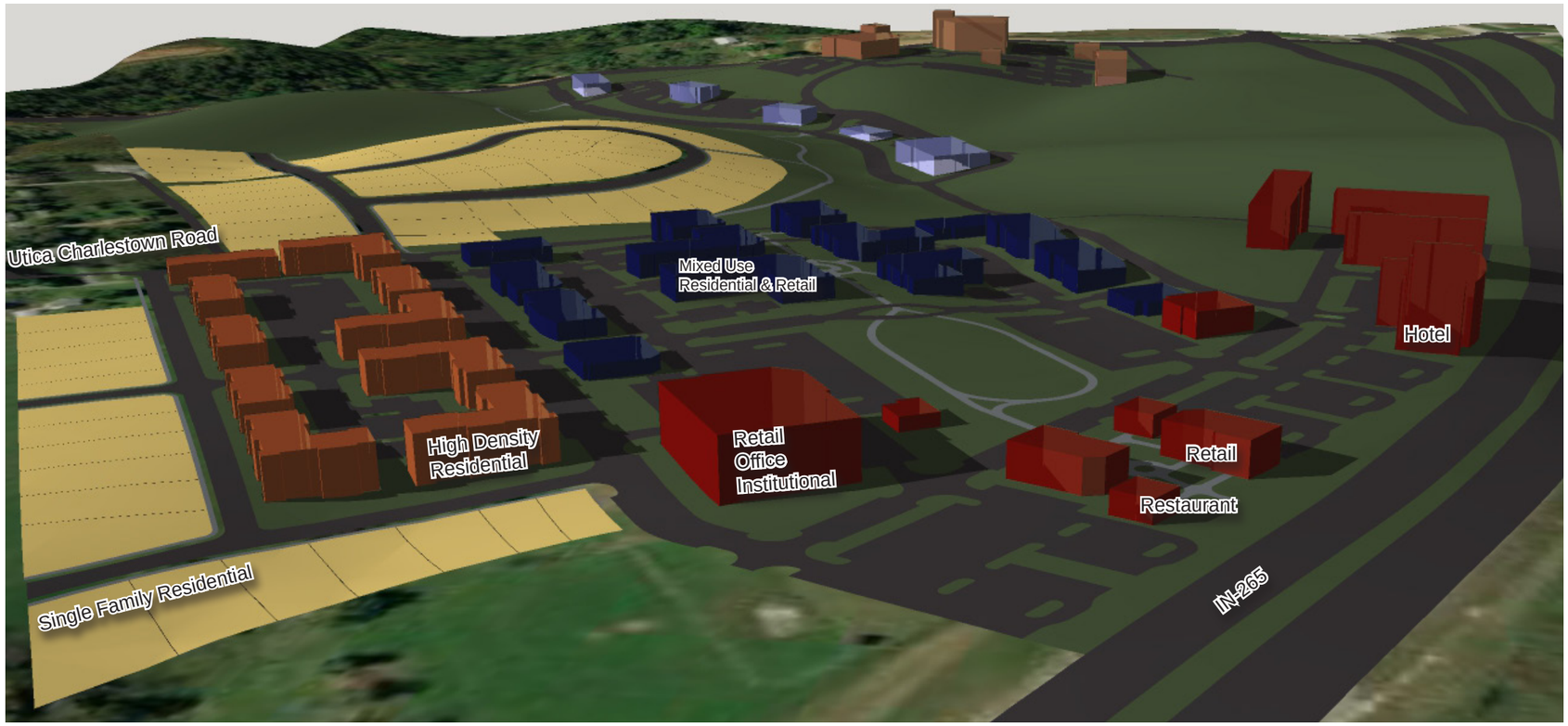
The single-family home district is geared to those who like smaller lot sizes within proximity to retail, services, and restaurants. This district should be well connected to the area utilizing multi-use trails and pedestrian friendly roadways. Because of the smaller lots, public green space should be incorporated in proximity to the homes. This district should be a mixed-income style of living, with a wide range of home prices to encourages a diversity in socioeconomic classes and a healthy community. Some good examples are:

- **Patio homes**
- **Bungalow/Cottages**
- **Urban Houses**

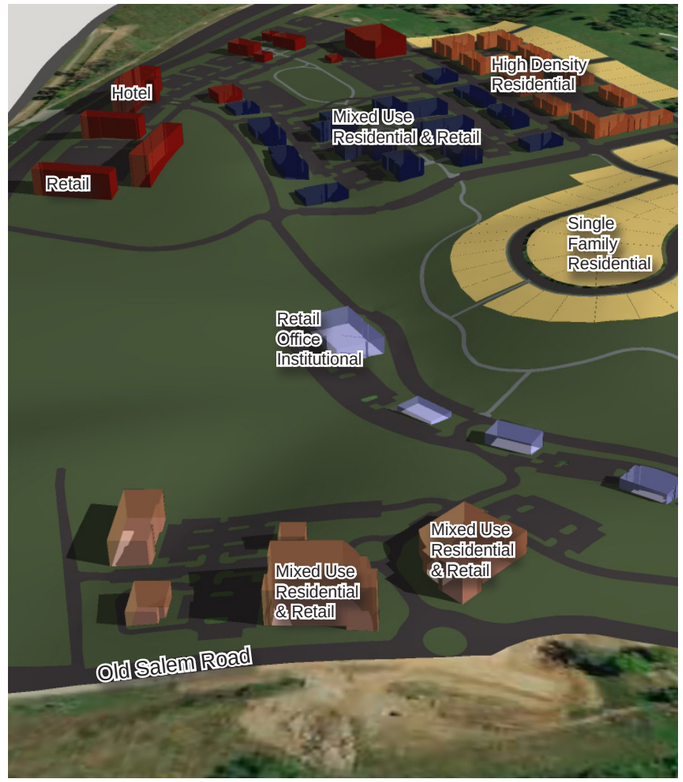
High Density Residential

Transition further away from commercial spaces, this area should be used for high density residential homes. These homes would be geared toward empty-nesters, retirees, down-sizing families and singles. The homes should be designed with quality material and trending layouts. The following are typical uses that would be supported in this district:

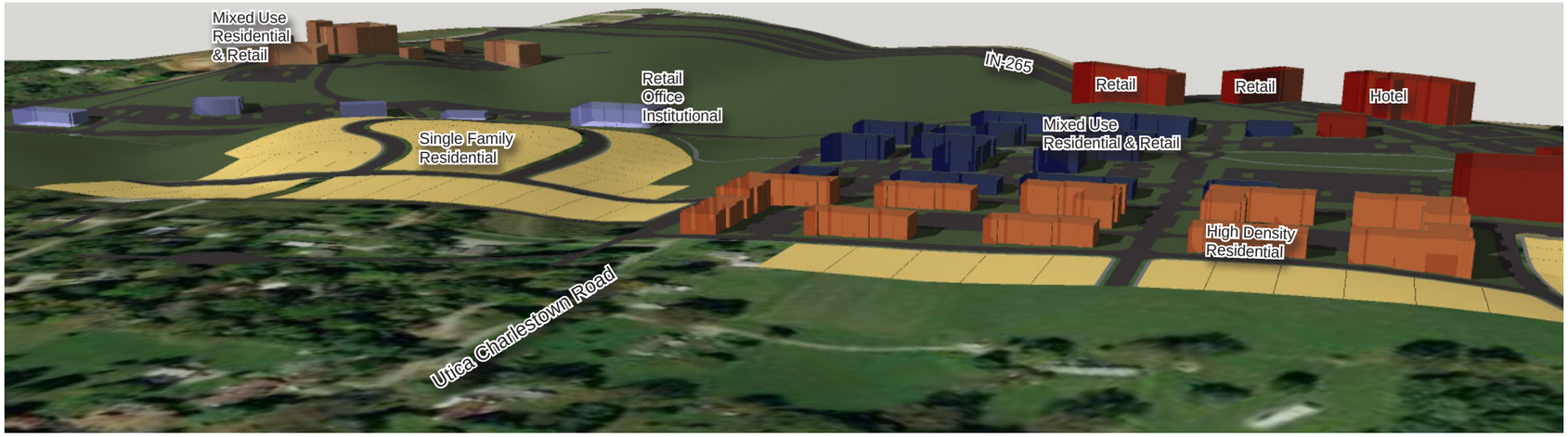
- **Town-homes**
- **Duplexes**
- **Condominiums**
- **Co-op**



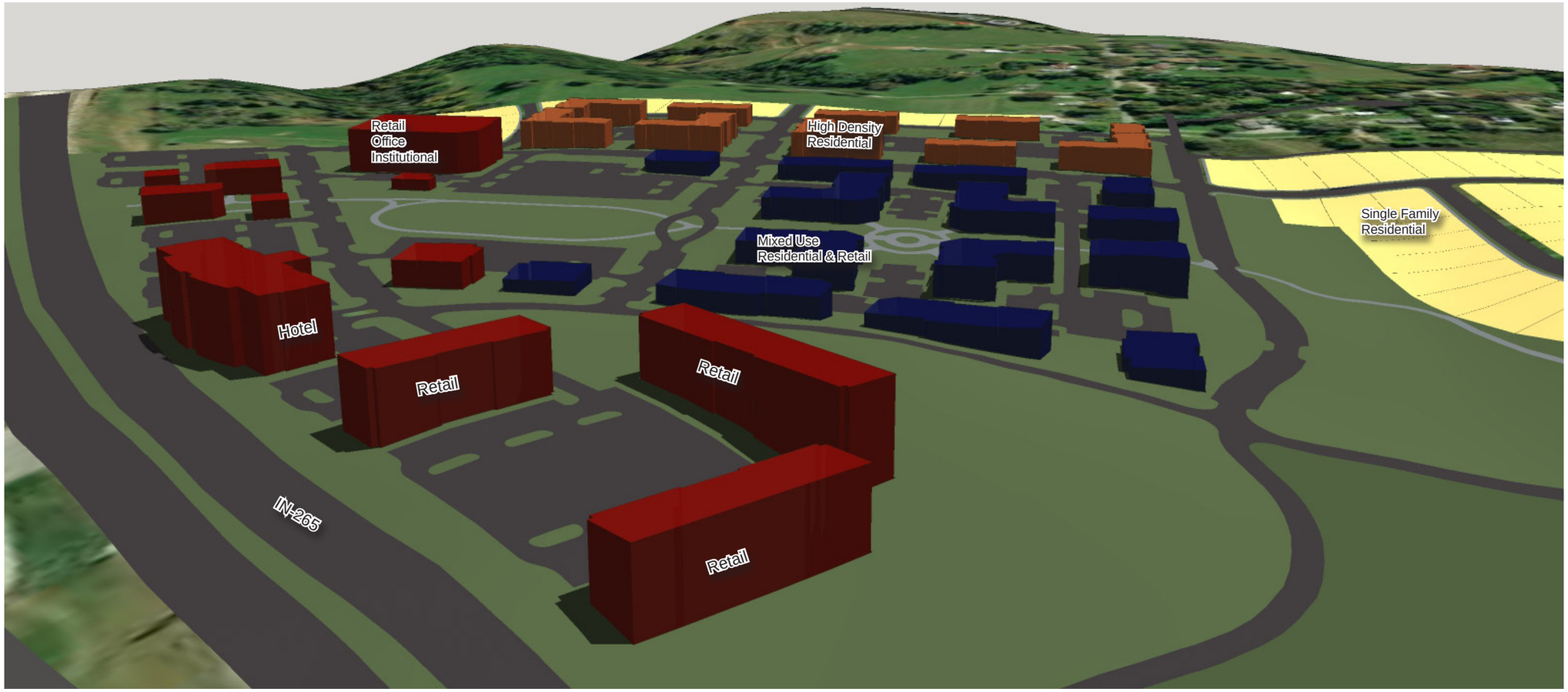
View from Interstate 265, looking West.



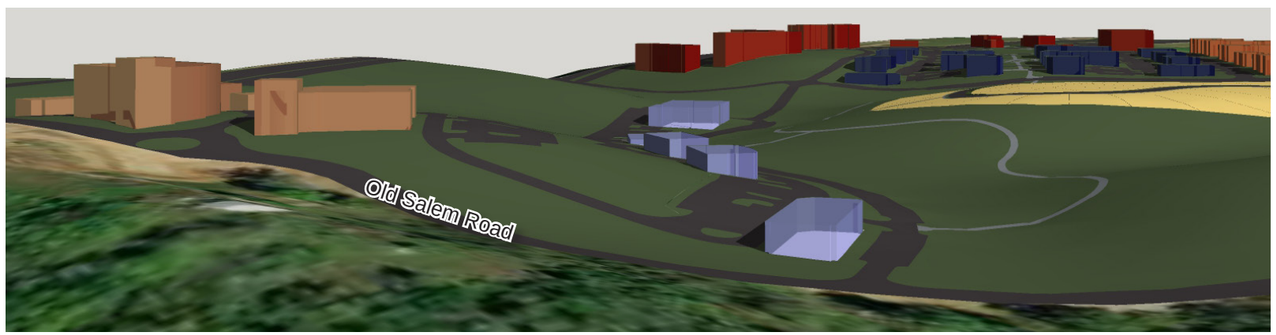
View from Old Salem Road, looking Northeast.

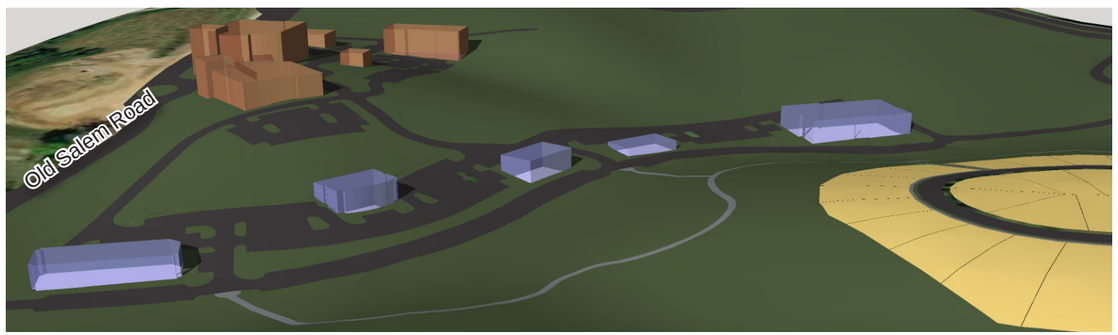


View from Utica Charlestown Road, looking North.

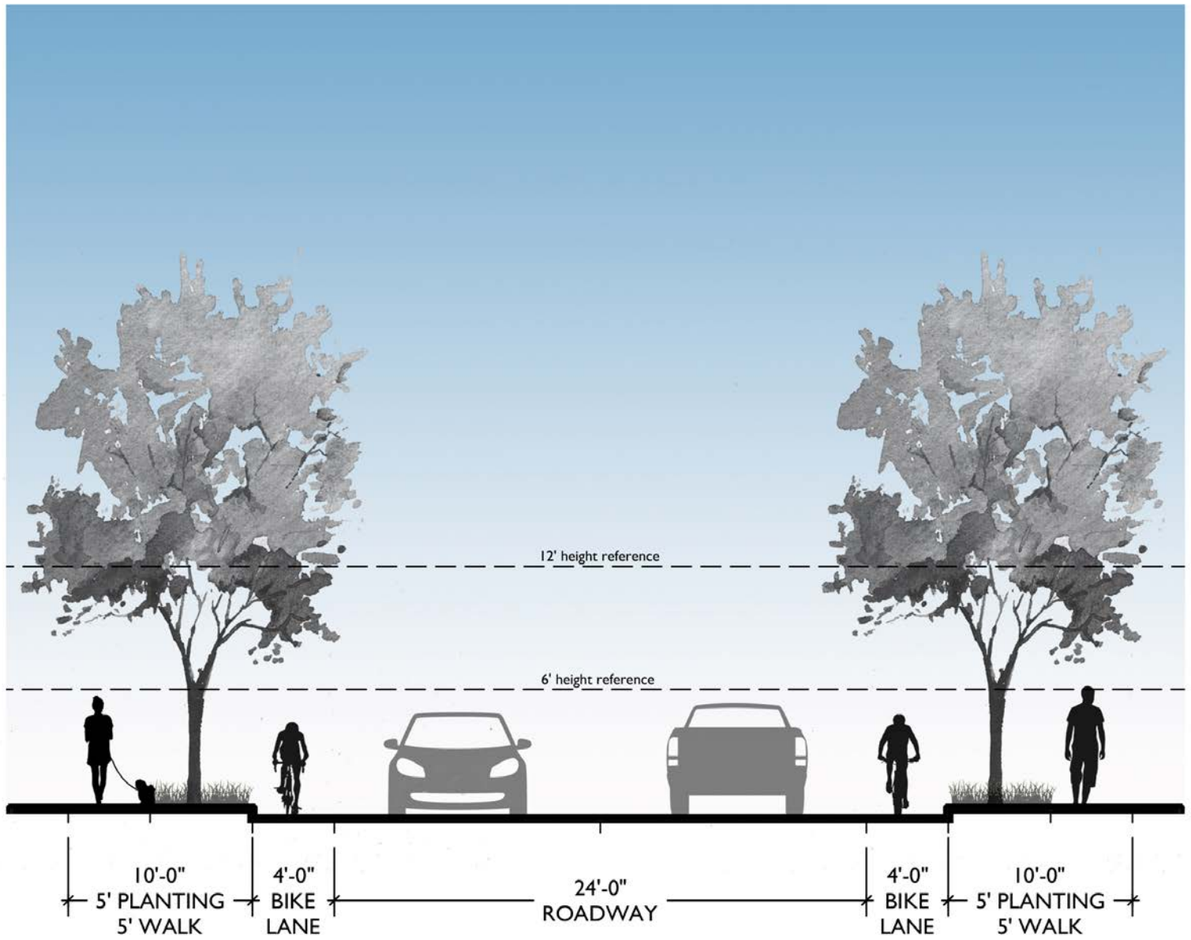


View from Interstate 265, looking Southeast.





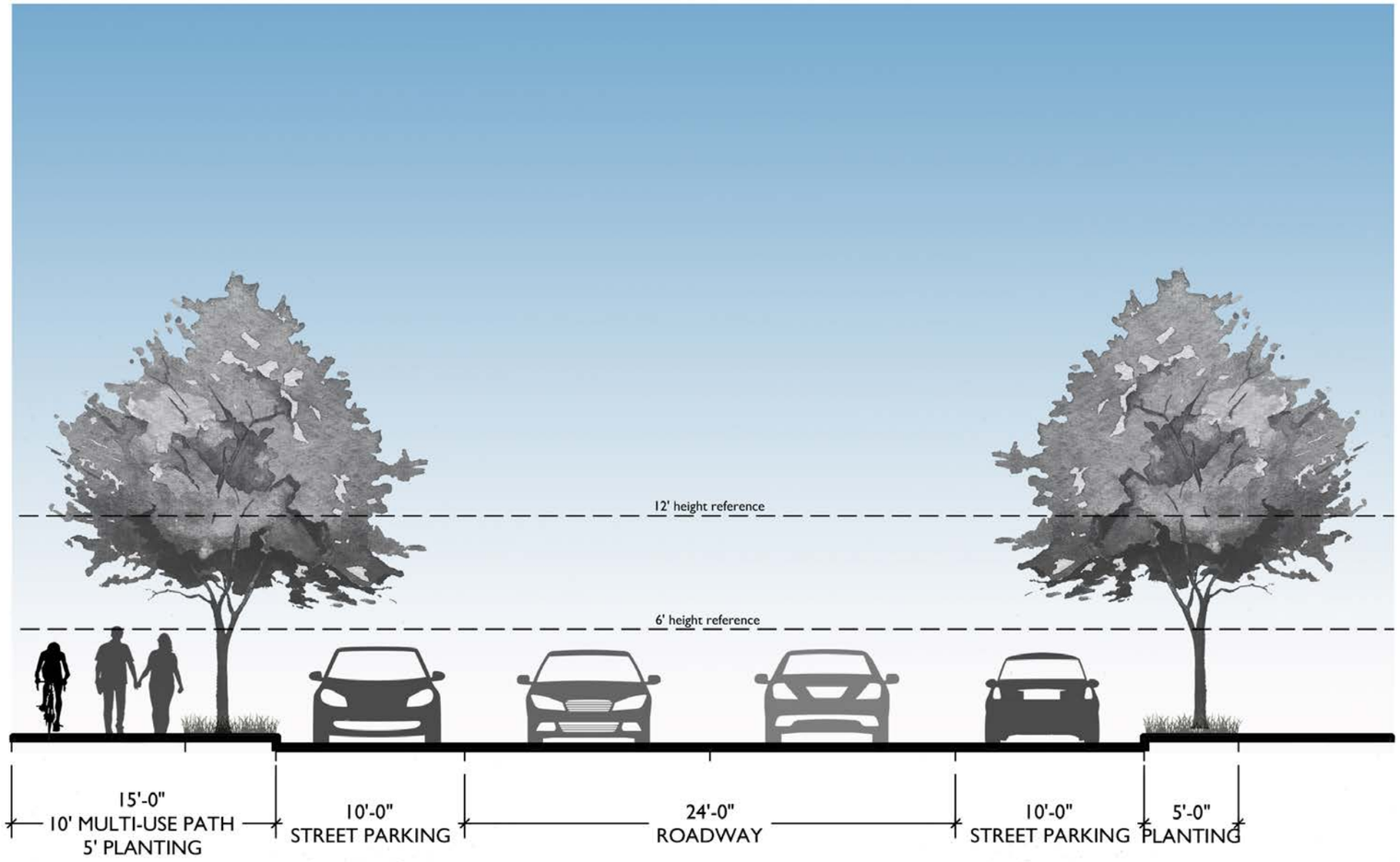
MASSING MODEL



Street with Dedicated Bike Lanes

All streets within the development should observe a minimum pavement width of 24 feet to accommodate two-way drive aisles, as shown here. Some streets should be earmarked to provide an additional 8 feet to accommodate dedicated 4 foot bike lanes on either side of traffic. These dedicated lanes will be marked with appropriate pavement striping to clearly separate bike traffic from vehicular traffic, thus improving safety for the cyclists.

Pedestrian walkways will be offset from the roadway by a 5 foot planting area, which will accommodate a variety of trees, grass, and other plant material to increase the appeal of the streetscape.

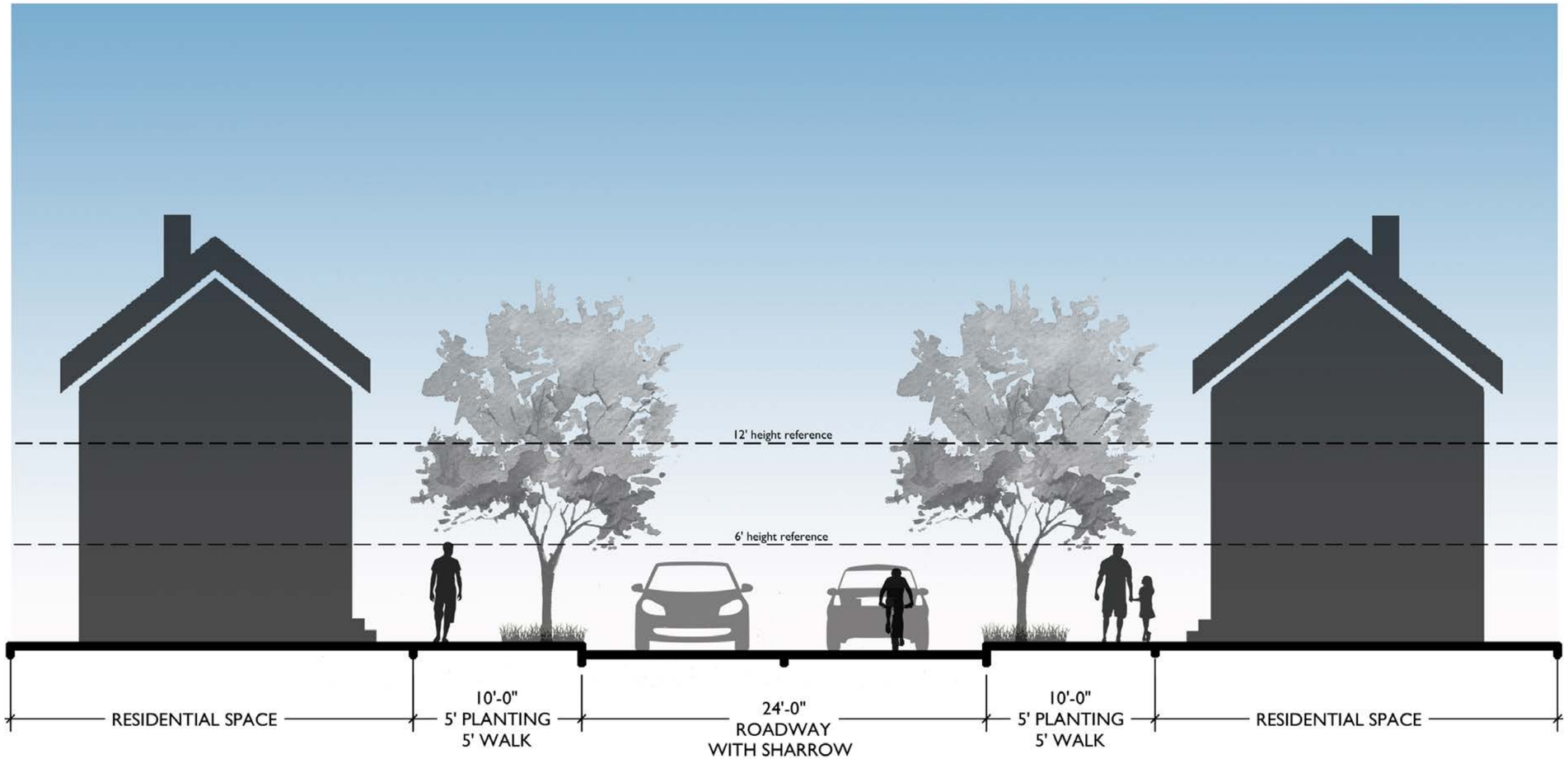


Standard Street

All streets within the development should observe a minimum pavement width of 24 feet to accommodate two-way drive aisles, as shown here.

Standard Streets should also provide an extra 20 feet of pavement to accommodate parallel parking on both sides of the streets. The parallel parking stalls should be interrupted at regular intervals to accommodate additional planting spaces as well as pedestrian crossing opportunities, where appropriate.

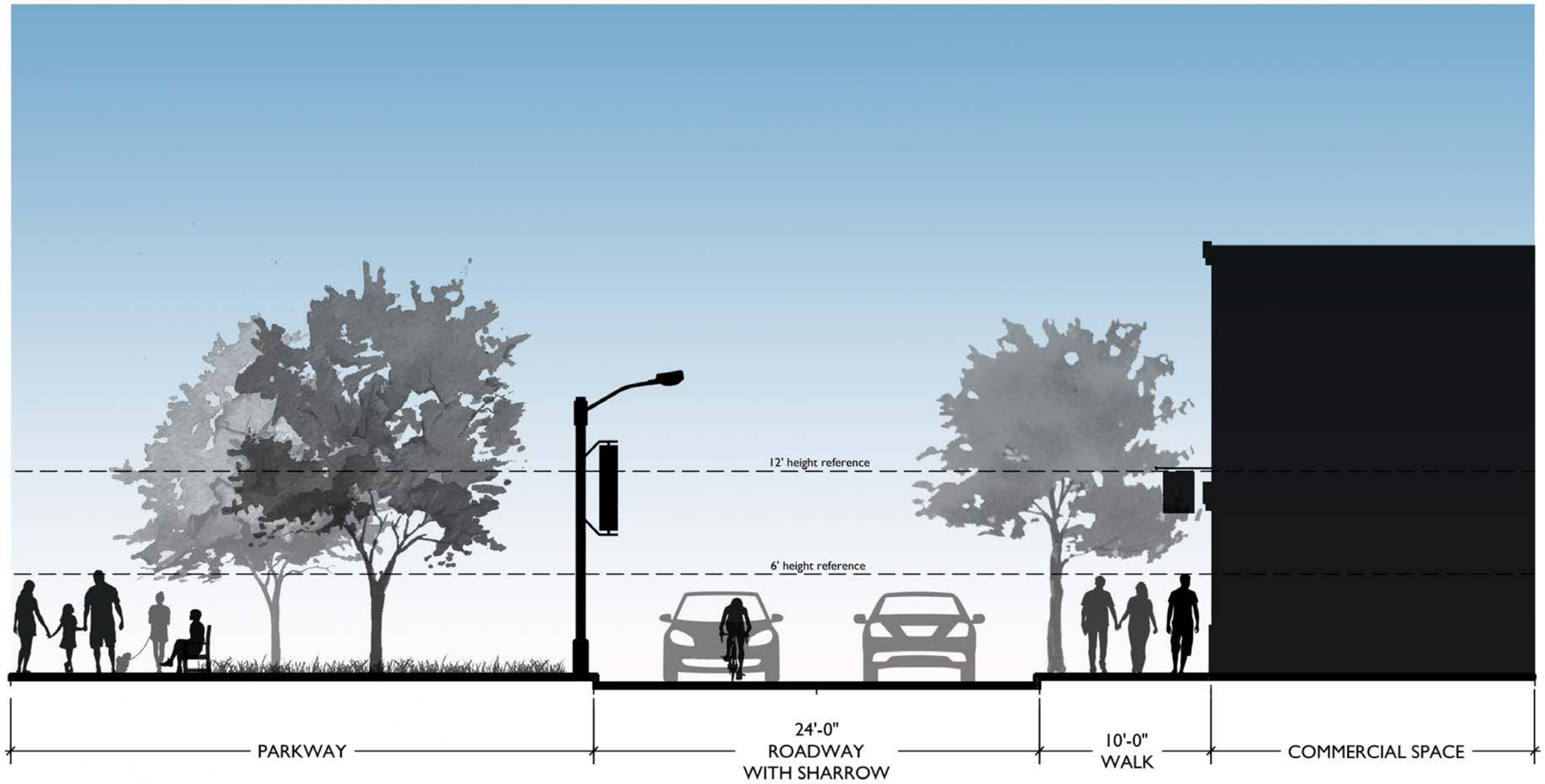
Pedestrian walkways will be offset from the roadway by a 5 foot planting area, which will accommodate a variety of trees, grass, and other plant material to increase the appeal of the streetscape. At least one side of the street shall provide enough room to include a 10 foot multi-use path. This path will provide more room and safety to cyclists by removing them from vehicular interaction completely.



Residential Street

All streets within the development should observe a minimum pavement width of 24 feet to accommodate two-way drive aisles, as shown here. Streets in this scenario shall also be marked to denote that lanes will be shared with cyclists.

Pedestrian walkways will be offset from the roadway by a 5 foot planting area, which will accommodate a variety of trees, grass, and other plant material to increase the appeal of the streetscape.



Street Adjacent to Park Space

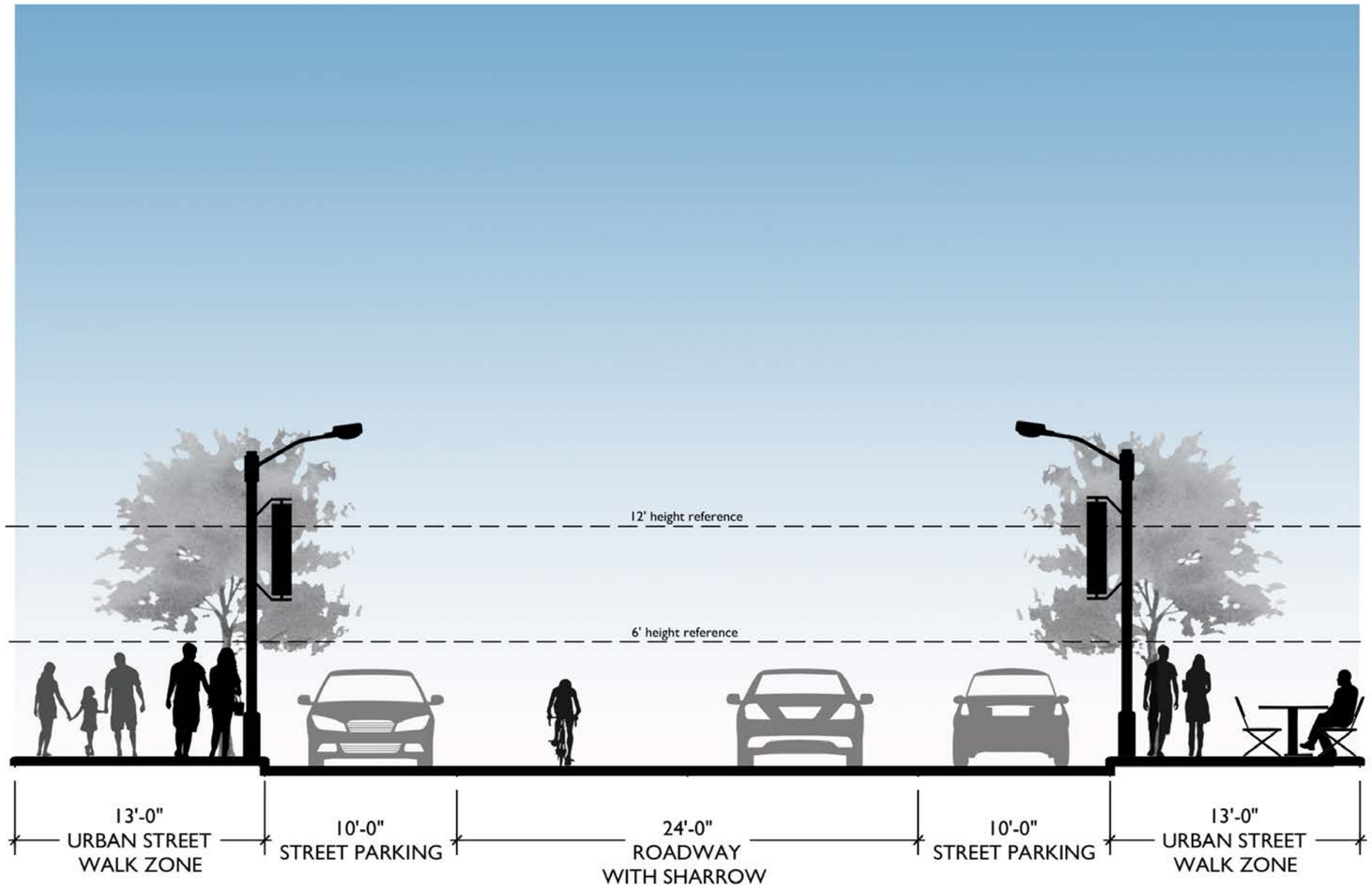
All streets within the development should observe a minimum pavement width of 24 feet to accommodate two-way drive aisles, as shown here. Streets in this scenario shall also be marked to denote that lanes will be shared with cyclists.

Streets adjacent to park space will likely have varying distances to pedestrian paths, as the paths will be meandering through natural spaces. Plant material should be provided to create an adequate buffer between these paths and the streets. This buffer will serve several functions:

- Provides scenic views for vehicular traffic
- Provides safety for pedestrians
- Provides viewsheds from the pathway to buildings and other designed areas of interest.

Additionally, lighting should be implemented to provide more character to the streetscape as well as improve visibility and safety for evening activities.

TYPICAL STREET SECTIONS



Urban Center Street

All streets within the development should observe a minimum pavement width of 24 feet to accommodate two-way drive aisles, as shown here. Streets in this scenario shall also be marked to denote that lanes will be shared with cyclists.

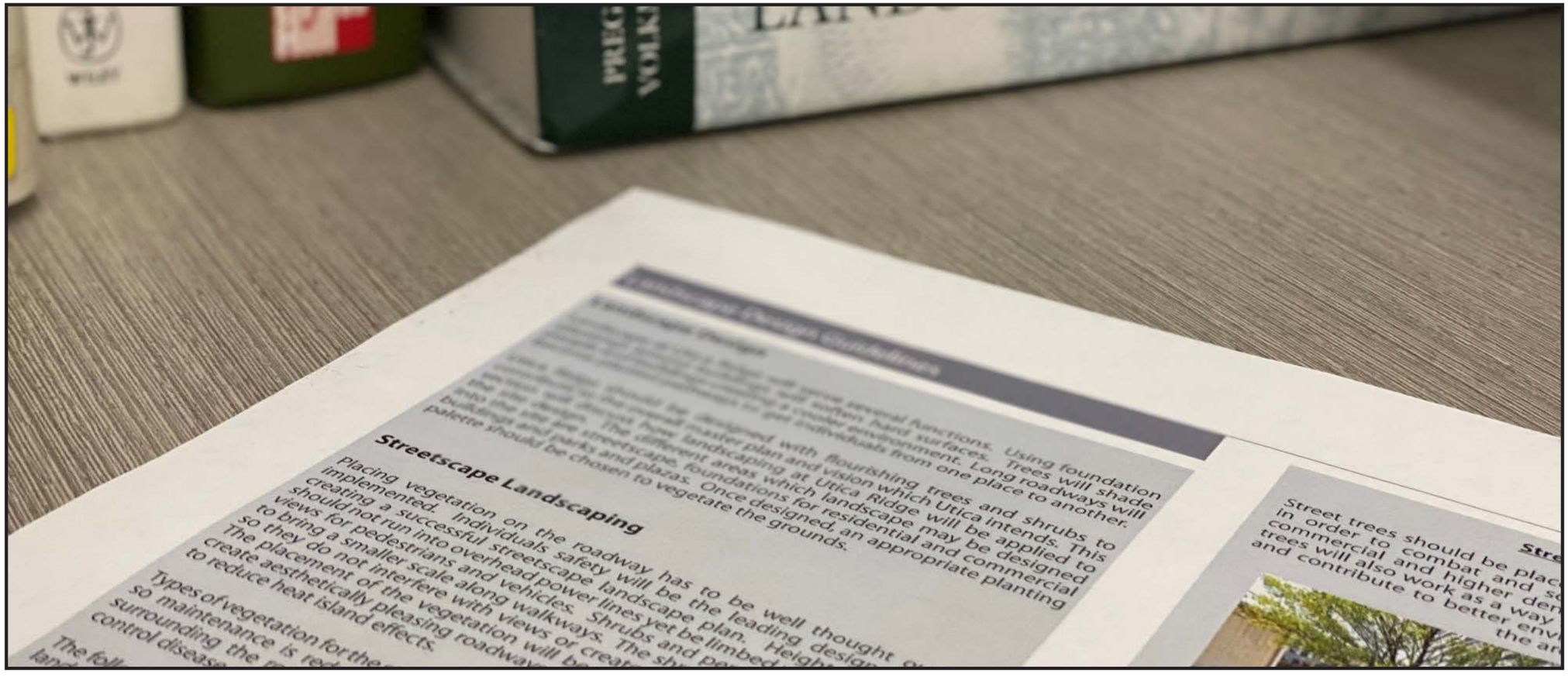
Urban Center streets should also provide an extra 20 feet of pavement to accommodate parallel parking on both sides of the streets. The parallel parking stalls should be interrupted at regular intervals to accommodate additional planting spaces as well as pedestrian crossing opportunities, where appropriate.

Lighting should be incorporated to provide more character to the streetscape as well improve visibility and safety for evening activities.

The Urban Street walk zones shall be wider than typical street pedestrian zones to be able to accommodate several activities and streetscape elements, such as:

- Ample walking room
- Sitting opportunities for rest and dining opportunities
- Lighting
- Street trees
- Trash receptacles

DESIGN GUIDELINES



Introduction

The site design guidelines will be a tool for developers to use to create a well balanced outdoor realm, which is the place where all pedestrian and vehicular activity interact. It will be important, while developing these spaces, to create a site which is user-friendly, safe, aesthetically pleasing, environmentally responsible, and have a variety of materials to encounter.

The site design guidelines is divided into five sections - Roadway Design, Sustainable Site Design, Landscape Design, Parking Design, and Signage Design, and Architectural Guidelines. These sections will discuss proper development of the site according to the vision of Utica Ridge.

Contents

Roadway Design Guidelines

Lighting

Appropriate lighting is a vital design feature that helps create character, ambiance, and vibrancy in a community. It allows people to take advantage of spaces at both day and night, and will play an important role to make the different spaces successful.

However, the first and most important role of lighting would be to facilitate safety. A well designed lighting plan will create a safe, accessible environment at night and allow people to enjoy what the space has to offer.

Addtiionally, lighting can help contribute to space diversity. A space can be used for one activity during the daytime and then help create a completely different situation at night.

Of course, the types of lighting utilized will vary, depending on the need they will serve. The site will require several types of lights and all be energy efficient for a more sustainable environment.

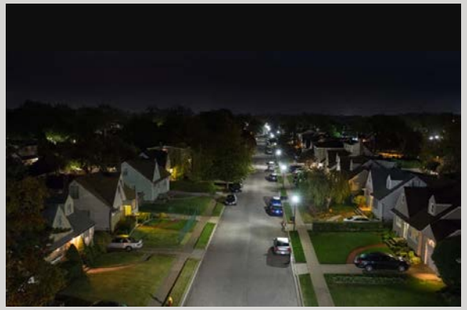
Types of Roadway Lighting

Lighting on roadways for Utica Ridge will be divided into three main categories, depending on the needs of the space/road: Vehicular-Oriented Illuminations, Pedestrian-Oriented Illuminations, and Accent Lighting.

The following columns demonstrate luminary examples which should be considered while developing the site. The governing authority will have final determination on what can be installed on-site.

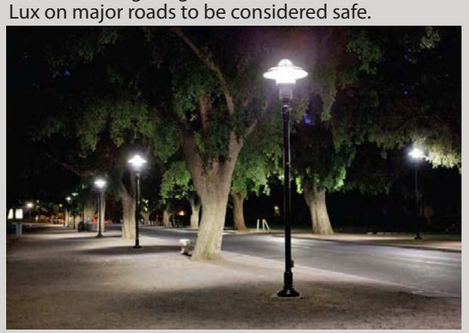
Vehicular-Oriented Illuminations

The primary purpose of vehicular oriented lighting is to illuminate the roadway so vehicles and pedestrians can be aware of their surroundings. There are many designs which can all be used for the same purpose. The following are examples which should be considered to be implemented at Utica Ridge.



Lighting in residential areas may only need to be on one side of the roadway to help reduce light pollution around homes.

LED lights can be distracting to drivers if they are too intense, and lighting levels should be between 7-13 Lux on major roads to be considered safe.



Lights that are down lit and/or utilizing shields help to reduce glare and light pollution. These are preferred instead of typical acorn light fixtures.

Pedestrian-Oriented Illuminations

Pedestrian lighting on roadways can be the same as vehicular light poles, or they can be oriented closer to the ground in the form of a bollard. The design should focus on lighting the pathways which pedestrians travel along for safety and security. The following are examples of pedestrian lights to be considered for Utica Ridge.

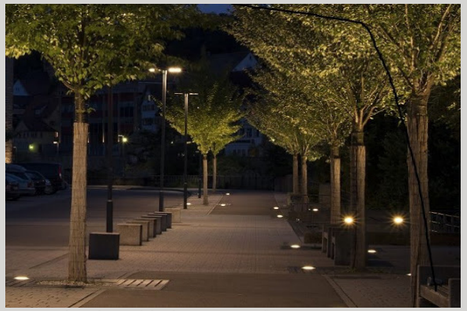
Bollard Lighting should be implemented on pedestrian pathways to help illuminate pathway impediments as well as what is ahead.

String lighting can be implemented in spaces that are not only pedestrian pathways but also congregation points, such as plazas.

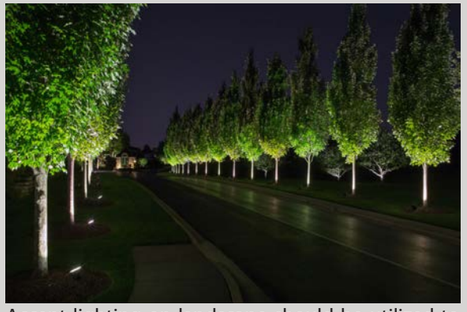
Utilizing string lights around buildings and plaza spaces both creates character as well as provides safety.

Accent Lighting

Accent lighting can illuminate signage, landscape, public art, or anything which needs special attention. These lighting features are considered additional costs, and do not need to be implemented into the design, but are encouraged, as they contribute to the success of spaces by creating a favorable ambiance at night.



Properly placed lighting can function as pedestrian lighting as well as accent lighting.



Accent lighting on landscape should be utilized to create emphasis on public spaces at night.

Accent lighting is encouraged on larger commercial buildings as well as unique buildings to make the space feel more lively at night.

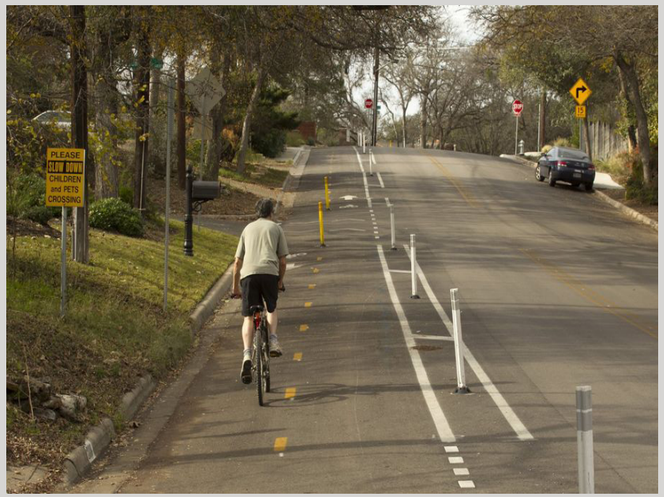
Roadway Design Guidelines

Pedestrian Safety

In many cases, successful plublic spaces provide meaningful access for vehicular and pedestrian pedestrian traffic flow. And rightly so, pedestrian safety must be a focal feature in the design of every streetscape design. It will be necessary to incorporate specific, required elements into the design of the streetscapes to create safe pedestrian zones along the roadway. Elements, such as clear site lines for cars, good lighting for night time activity, and proper signage are proper guidelines to follow when designing the streets for pedestrian and vehicle cohabitation.

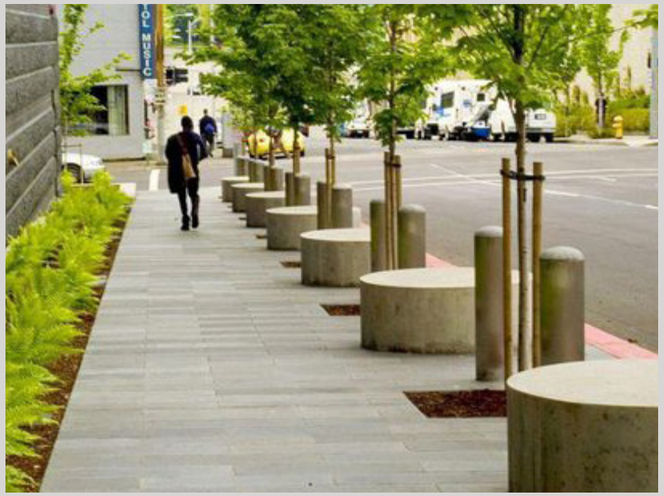
The following examples illustrate the means and methods for creating safe, pedestrian-oriented development through intentional design standards that are recognized in many urban developments today.

Scale



Road diets are a current trend in many cities and towns, and utilize minimal lane widths to help slow traffic and provide extra space for multi-use paths or bicycle lanes.

Sidewalk Design



Sidewalks should be created in a way that stimulates circulation in a development. Walkways should include amenities such as landscaping, seating, lighting, and protective barriers. Areas with slower traffic could consider utilizing bollards, instead of curbing, to help provide connectivity between the vehicular and pedestrian realms.

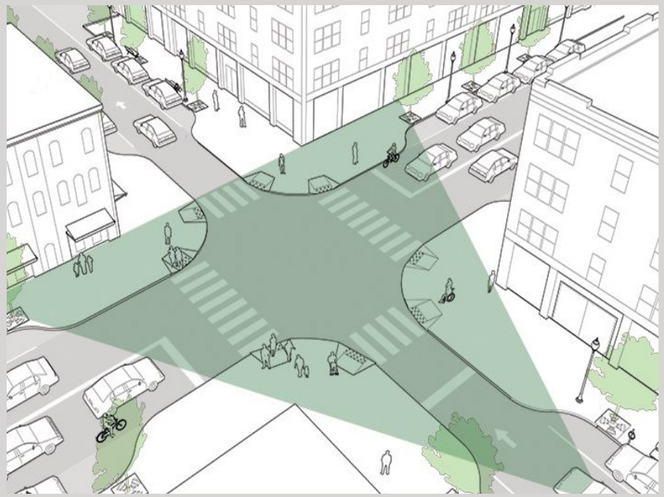
Security

Public spaces should be designed to include elements, such as pedestrian ways, pleasing landscapes, accessible open spaces, and mixed-use facilities, that facilitate a secure feeling for the user. The best way to maintain a secure feeling is to maintain high visibility within and between spaces and minimize isolated spaces where crime could occur. Additionally, multi-modal transportation access can contibute to the vitality of a space, thus improving the sense of security.

Street Crossings

Street crossings should be at least 8'-0" wide and clearly demarcated in order to allow for multiple people to cross at one time, from opposite directions. Further attention can be drawn to the crosswalk by implementing lighting and other signage elements, thus limiting vehicular interactions. Crosswalks should also incorporate digital walk signs to notify pedestrians of the correct time to cross, and may include sound systems to accommodate citizens with impaired vision.

Sight Lines



Intersections should be designed with no obstructions within the sight triangle to preserve sight lines of drivers as well as pedestrians. This allows for all users of the intersection to be watchful and see potential conflicts before they happen. Bump-outs can also be incorporated to create a more compact intersection, which widens sight lines and allows for much safer conditions.

Roadway Design Guidelines

Traffic Calming Measures

Within a development such as Utica Ridge, pedestrian interaction with vehicular traffic is inevitable. Therefore, pedestrian crossings will need to be strategically placed around Utica Ridge to limit these interactions and create areas of safety for individuals to cross the roadway without feeling threatened by oncoming traffic.

In order for these crossing to function successfully, traffic calming measure should be implemented to slow cars down and make the driver more alert when traveling down the road. There are several ways to incorporate this into a site, they are as follows:

Speed Bumps
These small bumps or humps are obstacles placed at predetermined intervals for vehicles to drive over and slow their speed. They are relatively inexpensive and can be very efficient for slowing travel speeds. However, they do cause a rough driving experience and are not as aesthetically pleasing as other traffic calming methods.

Raised Crosswalks
This method elevates pedestrians and makes them more visible to drivers. They can be inexpensive and, if designed properly, can offer a nice aesthetic to the site. A drawback to this method is that the raised surface may cause drainage issues and should be designed accordingly.

Textured Pavement
This device includes the use of stamped textures, bricks and cobble stones to be installed in the pavement, which creates a variable surface that provide a tactile (and sometimes audible) warning for drivers. While these materials provide visual emphasis at pedestrian crossings, they can also be costly and may be a tougher to traverse for wheelchairs.

Traffic Circles & Roundabouts
These devices provides an effective way to monitor and improve safety by having vehicles maneuver around raised, circular islands at intersections. They are useful in high traffic areas or in neighborhoods where traffic is not a major concern over pedestrian safety, and can be implemented with vegetation or focal elements, like art pieces, to create an interesting streetscape. The caveat is that roundabouts and traffic circles can make it difficult for large vehicles to maneuver and generally take up more room than a typical intersection.

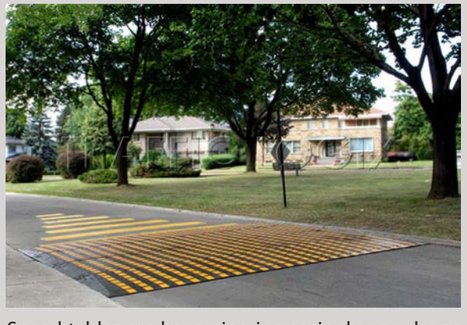
Bump-outs
This element involves extending curbs at intersections, or at mid block, to create more narrow streets, thus increasing a driver's view of pedestrians at crossings while also causing drivers to instinctively slow down due to the narrow space. Pedestrian circulation is also improved by narrowing the street crossing distance. Addtionally, bump-outs can still be maneuvered by larger vehicles. However, this element reduces on-street parking and require bicyclists to merge with vehicular traffic temporarily.

Fluctuating Road Alignment
This method can occur at an intersection or mid block, and involves the roadway transitioning from a straightaway to a curved section by re-aligning the curbing, thus creating slow-down points for vehicles. Ultimately this facilitates slower traffic, better driver awareness, and can be easily negotiated by larger vehicles. This system needs to be planned for proper drainage to avoid water pooling, and appropriate right-of-way and on-street parking needs should be taken into account.

Speed Bumps and Tables

Speed bumps are very affective at slowing traffic on roadways that have major issues with speed.

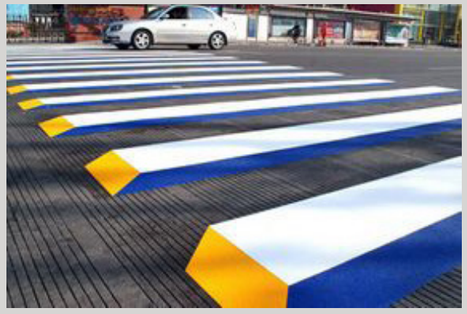
Speed bumps can be installed to pre-existing roadways.



Speed tables are becoming increasingly popular as methods of traffic calming in residential areas, as they are much larger and have a more intense slope, thus greatly reducing speeds.

Raised Crosswalks and Textured Pavement

Major intersections with crosswalks should be raised to help grab the attention of the driver and make crossing much safer.



Design techniques such as this can be implemented at crosswalks to make drivers look twice and force them to pay attention.

Textured, colorful pavement forces drivers to be more aware of their surroundings and creates a safer crosswalk.

Roundabouts and Curb Alignment

Roundabouts or traffic circles keeps the flow of traffic moving consistently while also adding visual interest. Sinage for these needs to be very clear.

Bump-outs extend the curb outward in order to narrow the street and make drivers pay more attention while also placing pedestrians more in their line of sight.

Traffic islands adjust the alignment of the curb forcing drivers to turn the car slightly and pay more attention. These should incorporate vegetation to add visual appeal.

Roadway Design Guidelines

Artistic Value and Pedestrian Spaces

The roadway's literal function is to transport people from one destination to another, and vehicles, bicyclists, and pedestrians travel along these pathways every hour of every day for work, leisure, and exercise. During the design process of the roadway, emphasis is focused on materials selection, lighting, safety, signage, and accommodations for the different modes of travel. These design considerations, compiled together, create a cohesive streetscape.

An additional function of the streetscape design is to create uniform, interesting spaces along the pathways of travel. By designing a compelling streetscape, people living in the area will be encouraged to get out and walk around to experience the space. This can be accomplished by the use of throughful landscape design; placement of seating areas, walls, art pieces, buildings, and signage; and use of interesting pavement patterns and surfaces. If done correctly, these streetscapes can all be wonderful additions to public spaces and can create a areas that not only encourage pedestrian traffic, but also pedestrian interaction as well. Utica Ridge should incorporate these design features into the site as a way to seamlessly interconnect existing pathways outside of the site to new ones created on-site.

The following pictures and descriptions demonstrate interesting design features found in roadway designs to create a cohesive streetscape, and should be considered for Utica Ridge.

Pavement

This streetscape uses concrete pavement with a decorative scoring pattern as well as brick pavers within the right-of-way to create a subtle, but affective, hierarchy between the street and pedestrian zone. Sidewalks are wide enough to incorporate street trees and low lying shrubs. Plant beds and granite curbs are additional details that help separate this streetscape from others, making it feel like a unique place.

Seating

Sidewalks in Utica Ridge's commercial and mixed-use areas should be wide enough to not only allow for pedestrians to move freely, but should also create space similar to what is illustrated above. Small, light furniture that can be moved easily is ideal for public seating in order to allow for groups of people to make a larger table, or allow a couple sit on their own without taking up a larger table, This will also facilitate pedestrian interaction and bring people together in a common space.

Landscaping

Landscaping on streets provides environmental benefits, shade for sitting, and a means to soften the surrounding hardscape. Landscaping can be used to separate the street from the sidewalk or in the middle of a roadway to create a boulevard, as seen above. Raising landscaping and planters to above ground level gives individuality to a streetscape as well as serving as a pedestrian safety measure and creating places to sit along the roadway.

Art

Creating a distinct sense of place within an area is essential to its success as a place. Through the use of parklet spaces, Utica Ridge can foster this sense of place and develop its own feeling of uniqueness. In the image above, designers created a sleek, modern, and interesting piece of furniture that allows for numerous seating options, whether as indiviuals or groups, all within a street parking space.

Sustainable Site Design Guidelines

Sustainable Site Design

Utica Ridge has the potential to become a new and innovative site experience, and will incorporate an old world feel with new contemporary materials and ideas. New buildings will use modern form and materials to distinguish themselves from the existing character, and will also be efficient to lessen energy demands. Streetscapes, parks, and plazas will be the heart of the site, creating a metropolis of people, places and events.

This site must develop around these ideals, and at the same time, look to the future. This will happen by incorporating sustainable site design standards into the new built environment. Site sustainability can be overlooked during the development, as buildings generally become the focal point for sustainability, and site design gets disregarded because of cost constraints or lack of knowledge. This section of the site design guidelines will breakdown site sustainability and how it may be incorporated into Utica Ridge.

Applications for Sustainable Site Design

There are several aspects of site design which can incorporate sustainable practices, such as planting trees to act as windbreaks for neighboring homes; utilizing bioretention zones to improve water quality of the underground aquifers; and managing stormwater to reduce/prevent flooding for neighboring towns and cities. Implementing some of these practices will allow the site to meet the needs of the present while protecting the environment for the future. Furthermore, these design principles will not only benefit this project area, but surrounding ecosystems as well.

The practice of site sustainability will be divided and discussed in the following sections:

- **Assessment and Planning**
- **Water Management**
- **Soil and Vegetation**
- **Material Selection**
- **Site Utilization and Application**
- **Construction Process**
- **Site Maintenance**

Planning and Assessment

In beginning a new project with regards to sustainable design, the site must be carefully analyzed to accurately portray opportunities for sustainable practice. And based on the initial site analysis, the designers may make informed decisions about site design, construction, operation, and maintenance. As shown below, the analysis process can be broken down into two sections for design preparation.

ASSESSMENT

The assessment of the site will be crucial to determine existing features which could threaten, or improve, the design. The following characteristics should be assessed on site for best use of the land:

- **Climate**: refers to site conditions which will affect building placement and landscape design, such as noise, wind direction, sun exposures, slope of the land, rainfall amount per year, temperature ranges throughout the year, and any other climate related issues which may affect the design of the site.
- **Hydrology:** refers to existing hydrologic features, located in and around the site, that may impact the site's build-out potential. These features, such as the natural floodplain; existing wetlands; soil porosity; existing streams and rivers; and existing stormwater drainage systems need to be considered during the design process and identified before design.
- **Soils:** refers to existing soil characteristics, such as quantity of organic matter; depth for types of soils; textures; densities; and infiltration rates. Determining existing soil characteristics will be important to determine how to design the site, such as proper building placement and stormwater control. Soils should be analyzed by a geotechnical engineer wo can help the designers understand types of soils found on site so critical design decisions can be made.
- **Vegetation**: refers to existing vegetation and vegetative potentials and constraints on site. he Existing vegetations can be analyzed to determine several factors, such as if certain trees/plants can be preserved, or if certain trees/plants are invasive species which could threaten the area. This would also be a time to determine types of plant species which can be introduced to the site for low maintenance as well as the ability to thrive.
- **Materials on Site**: refers to existing elements on-site, such as non-plant landscape materials, roads, structures, parking lots, pathways, city utilities, debris, and any other material that may be used or recycled in the design of the site.
- **Uses for the Site**: refers to determining the best uses for the site based on surrounding land uses and zoning. This requires an understanding of what amenities are located within the quarter and half mile walking routes from the site to best plan the design solution. Certain amenities, such as regionally-significant historic and/or landscape features , can be utilized to enhance interest by creating opportunistic views, experiences, and leisure areas in the site.

PLANNING

After assessment of the site, planning can now begin to find the highest and best use for the site. There are many factors during this process that are crucial to make sure the finished development is a success. Of note, the following should be considered during this process:

- **Find Local Experts:** Consult with local experts and community members to evaluate the data collected in the assessment tdetermine best use of the land. The local authorities will guide the design team to important features for design consideration.
- **Create a Design Team:** Assemble a multi-disciplinary team of professionals to help achieve the desired goals/design of the site. At a minimum, this team should be made up of the client/owner, design professionals, an experienced construction crew, and a maintenance crew. This team will use its experiance and resources implement a proper design to enhance the site as well as the surrounding area.
- **Define Goals and Objectives for a Sustainable Site Design:** Goals and objectives should be outlined by the design team. The final design of the site can be scrutinzied against these ideas to assure the desired end goals has been achieved. The goals and objectives can be both short and long term goals for creating a sustainable site.
- **Site Users:** Identify the stakeholders and potential users of the site to better determine its best use. During the design process, site users should be able to contribute to the initial design goals and principles for input on the final implemented features seen on-site.
- **Construction Oversight:** Allow the design professionals to be involved during the construction process to make sure the sustainable features have been installed correctly. The design professionals should review drawings and specifications which will be implemented on site, and attend progress meetings to convey the goals and objectives set forth in the design process.

Water Management

The site should be designed with sustainable water management practices in mind to reduce the amount of potable water used on landscaping; recharge underground aquifers; reduce the flow of surface water to streams and rivers; naturally treat stormwater runoff; recycle grey water; and prevent flooding through detention.

The following pictures and descriptions demonstrate examples that can be used for sustainable water management practice:

Bio-swales to filter water and recharge underground aquifers.

Permeable pavers reduces stormwater runoff rate and recharge aquifers.

Water cisterns capture rainwater to reuse on irrigation or as grey water.

Retention ponds will reduce the flow of stormwater and filter out pollutants.

Sustainable Site Design Guidelines

Soil and Vegetation

Requiring the site to maintain good soil and vegetative qualities will improve the balance between the built and natural environments. The built environment tends to add harsh chemicals and impenetrable surfaces to the site. However, by creating pockets of natural areas and/or preserving existing natural environments, the built environment can be softened and strike a balance. Additionally, incorporating native landscape species will help block winds, absorb chemicals in the air, and filter sediments from stormwater runoff.

The following are some principles to implement when developing the site in order to preserve the natural soils and vegetation:

Soil Preservation

- Set up soil disturbance boundaries for protecting landforms, rich soil deposits, and wetlands.
- Limit the disturbance of healthy soils to protect important properties such as structure, hydrology, and rich nutrients stored in the soil.
- Top soil found on-site should be stored during construction, and then used in planting zones to promote good growth.
- Brownfield sites should be treated for all harsh chemicals in the soil, and then monitored both during and after construction.
- Natural wetlands should be preserved, as they are cleansing and storage areas for stormwater runoff.

Vegetative Preservation and Implementation

- Reduce or eliminate the amount of invasive species on site, as they can damage and eliminate native species.
- Use plants appropriate for the site conditions, climate, and design. Use non-invasive species and plants which can grow in the local climate zone.
- Set up non-disturbance areas for mature vegetation that can be saved.
- Use native plant material on site to re-establish a healthy ecosystem.
- Place plant material at strategic locations around the site to reduce energy costs in buildings and the heat island effect.
- Chose plant material with low maintenance and irrigation needs.

Material Selection

It is important to receive and use materials from trusted sources and reduce the amount of waste on site. Designers and contractors should collaborate frequently to make sure the least amount of waste is produced when developing a site. Designers also need to be mindful of local growers and material suppliers in an effort to support local economy and reduce transportation. When designing a sustainable site, the team can follow some of these guidelines to make decisions so that materials used can support the environment:

- Use wood products that are from non-threatened species of trees.
- Re-use existing materials on site, such as road asphalt from existing roads, to avoid the filling of landfills and reduce the amount of waste and transportation.
- Use building materials and products with recycled content. Technology today allows for products to be produced that use recycled material with proven quality.
- Use regional materials to reduce the amount of transportation and promote regionalism.
- Purchase materials and products from suppliers that reduce waste and consumption of natural resources during their production process.

Site Utilization and Application

The site may introduce sustainable features, but only with human activity will it become a successful active environment. Designing spaces which promote human interaction and physical activity will create the link between natural environment and built environment. This connection promotes a healthy ecosystem which can self-sustain over time. To encourage this interaction the following can be implemented:

- Provide social benefits to local community within the site design.
- Promote knowledge of sustainable practice through on-site education features.
- Maintain cultural and historical aspects to both preserve a sense of place and preserve the past.
- Promote site safety and usability.
- Promote healthy physical activity on site through park spaces and trail systems.
- Provide connections to the outdoors and optimize site use.
- Provide outdoor gathering spaces to promote a sense of community.
- Reduce the amount of light pollution without compromising safety measures.

Construction Process

A well conducted construction process becomes key to the successful implementation of sustainable practice. Contractors should relay their installment procedures to design professionals and validate correct implementation on site. Contractors should also be aware of their site boundaries and equipment maneuvering to preserve the natural and built environment outside the construction site. Factors to consider, before and while the site is under construction, are as follows:

- Prevent and minimize the discharge of pollution during construction into receiving waters, storm sewer systems, the atmosphere, and outside the site boundary.
- Restore the site to similar topography before construction. Doing so will not disrupt the natural water sheds for the area.
- Restore soil function to a healthy level to promote a healthy plant life, ecosystem, and water infiltration.
- Promote recycling and re-use programs on site. Direct used materials and waste materials away from landfills.
- Promote a net-zero-waste site.
- Use updated construction equipment for the reduction of air pollutants into the atmosphere.

Site Maintenance

- Develop a plan that outlines objectives and responsibilities for on-site managers to follow.
- Provide areas for recycling of material to both reduce waste in landfills and promote re-use.
- When applicable, design compost areas to utilize for landscaping areas.
- Provide energy efficient lighting and equipment to reduce energy consumption.
- Use electricity from renewable sources, when available.
- Monitor and document sustainable design features on site to make sure they are operating properly and to improve their performance over time.

Landscape Design Guidelines

Landscape Design

Landscape at Utica Ridge will serve several functions. Foundation plantings around buildings will soften hard surfaces; trees will shade people and buildings, thus creating a cooler environment; and long roadways will become planted pathways to get individuals from one place to another, just to name a few.

Utica Ridge should be designed with flourishing trees and shrubs to contribute to the overall master plan and vision which Utica intends. This section will discuss how landscaping at Utica Ridge will be applied to the site design. The different types of landscapeareas that may be inclcuded into the site design are streetscape, foundationplantings for residential and commercial buildings, parks, and plazas. Once designed, an appropriate planting palette should be chosen to vegetate the grounds.

Streetscape Landscaping

Placement of vegetation on the roadway corridors should be well thought out and implemented, and user safety will be the leading design factor in creating a successful streetscape landscape plan. Trees should be trimmed to avoid interaction with overhead power lines, yet should also be limbed up to create clear views for pedestrians and vehicles. Shrubs and perennials can be used to bring a smaller scale along walkways, but shrubs should be low lying so they do not interfere with views or create hiding spots for criminals. Additionally, the placement of vegetation will be important to minimize interference with site triangles while still creating an aesthetically pleasing roadways. Finally vegetation should be placed to implement pockets of shade to reduce heat island effects.

Vegetation chosen for the streetscape should be durable, as well as long lasting, so they can survice harsh environments and reduce overall maintenance. A variety of plant material can be used to minimize impacts by plant disease in addition to creating visual interest.

The following pictures and descriptions demonstrate pleasing scenarios for landscape design along streetscapes.

Street Trees

Street trees should be placed on all roads in Utica Ridge to soften and balance the hardscapes of the commercial uses and higher-density residential areas. Street trees will also work as a way to provide shade, promote a sense of place, and contribute to better environmental sustainability of the area.

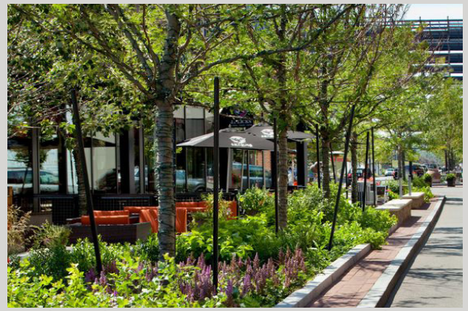
Smaller trees placed at even intervals along narrow streets should be limbed up or have upward growing branches.

Smaller Trees can also be placed in large planters to provide additional height and visual interest.

Large trees create a dynamic effect along prominent roadway by creating shade and acting as wind blocks. These trees should be used on wide streets where no power lines are present.

Shrub Planting Beds

Roadways should have a variety of planting material which includes both trees and shrubs. Most often , shrub plantings are placed in beds to help separate vehicular traffic from pedestrians. They are also used to create spaces along streetscapes, or in courtyards, to further delineate activity spaces from pedestrian traffic flow.



Low lying shrubs along streets creates visual interest. Shrub species should be hardy and native to help cope with the harsh environment.

Rain gardens or bio-swales along roadways creates an interesting visual effect and allows for reduced environmental impacts of water on-site.

Plants can be placed in medians or intersections, but must be low to the ground and not affect sight lines. Using native wild-flowers can bring interesting visual affects to the area and keep maintenance costs low.

Planters

It is beneficial to utilize planters to separate pedestrian traffic flow and in areas of heavy user congregation. They can be designed with many different material options to create a distinct look or feel along the roadway.

Simple planters that utilize modern materials are very effective at allowing for multiple places to sit while providing visual appeal.

Planters with a traditional design work well as buffers by separating uses, thus creating a sense of safety wile walking or congregating.

Mixing materials in this space gives a visual cue to the user, effectively showing where to sit and where to walk, thus stimulating circulation.

Landscape Design Guidelines

Residential and Commercial Foundation Plantings

Foundation planting are vital to soften the hard materials found in building design. Stone and metal can be offset with leafy textures and flowering trees and shrubs. Commercial buildings will typically have minimal landscaping due to their close proximity to the roadway in Utica Ridge. Small planting beds or planters can be used around doorways and between windows for visual interest. When additional frontage space is available, landscaping can be increased to include small trees and larger ornamental shrubs.

Foundation plantings for residential buildings found in Utica Ridge should include an array of plant material, ranging from large shade trees to small ornamental perennials. Additionally, spaces can be created to allow for small landscaping zones fronting residential buildings. Doing so will create privacy for the residents while also providing an interesting streetscape.

The following pictures and descriptions are some examples of commercial and residential foundation planting plans.

Commercial Foundation Plantings

Small areas along sidewalks can still be utilized for planting. The line of shrubs works to breaks up the hard lines of the building as well as helps to frame the entrance. Using a plethora of native plant material, flowers, trees, and shrubs adds an intriguing element to an otherwise bland building while also providing many environmental benefits.

Planters, as seen in the picture above, can be wonderful tools to help differentiate the foundation of a building from a large sidewalk. This creates a more intimate feel for patrons while also adding a dynamic visual improvement to the surrounding area by introducing leafy materials in an otherwise very harsh environment.

Residential Foundation Plantings

Ensuring there is space between the sidewalk and residential buildings can help to encourage the use of decorative plantings. Adding small trees, shrubs, and flowers can also help to reduce the scale of dense residential buildings, such as town-homes or apartment buildings, while also giving interesting views from the street.

Adding foundation plantings to areas between residential buildings creates dynamic public spaces for children to play, for people to walk their dogs, and for neighborhood gatherings. The example above shows a space between two apartment building that uses foundation plantings to create a dynamic community space, as opposed to the typical parking lot or through street.

Landscape Design Guidelines

Parks

Park spaces, when designed properly, create retreat areas from the hustle and bustle of city life. The goal of a park to is to seamlessly immerse the user into nature. City parks, whether large or small, can be places for individuals to take their children to run and play, to take a dog on a walk, to exercise, or to sit and people watch. Designing parks needs to be well thought out, and should include spaces such as open grassy areas, sitting spaces, sports recreation areas, shelters, and landscaping zones.

When designing for a new city park at Utica Ridge, consider factors such as who will be using the park, near by land uses, historical relevance, and safety. Additionally, aesthetic features to consider should be building materials, vegetation, height of buildings, sitting areas, pathway design, artistic forms, and color.

The following are examples and descriptions which can be incorporated into parks at Utica Ridge.

Pathways

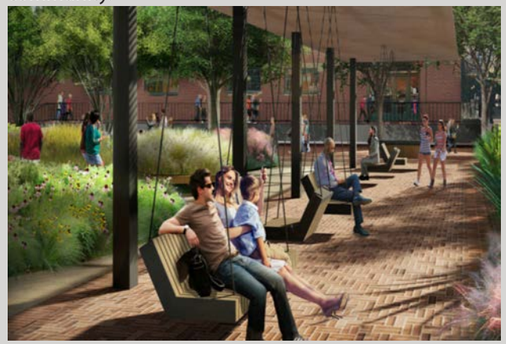
Pathways should be non-linear, intersecting and intertwining with each-other to emulate a more natural free-form feel.

Pathways through harsh walking conditions and sensitive vegetations can be made as boardwalks, which are raised a elevated above the ground to protect the vegetation.

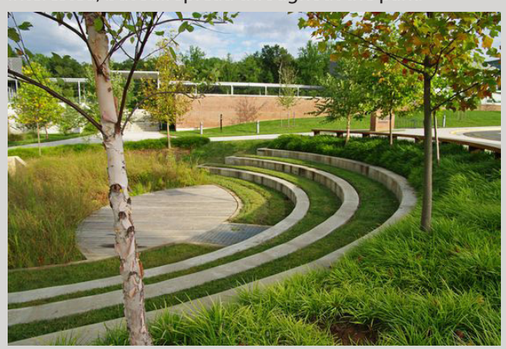
Pathways can be multi-functional and utilized for more than one activity. In this instance, the pathway incorporates a parklet that can be used as a rest stop, or activity zone, for those passing by.

Structures

Play structures should be designed for all children, use natural or recycled materials, and can include splash features to add a congregation point for the surrounding community.



Creating places for people to sit and rest is essential to park space. Swings can add an interesting dynamic to seating areas. Seating should be mainly around places of interested, but still spread throughout the park.



Parks should include large gathering points, such as this amphitheater, to allow for community driven events. This gives more people a reason to come to the park and experience their surroundings and special event.

Spaces

Parks should include formal activity space that can be used for unique gathering zones or places of play.

Parks should also incorporate passive open spaces that allow users to create their own program. These spaces should be characterized by large shade trees, open green and hardscape spaces.

Parks may also incorporate preservation spaces that allow for nature viewing, exploration, and sight seeing.

Landscape Design Guidelines

Plaza Spaces

Developing a plaza space for Utica Ridge will be completely different than park design. Plazas will still need to be safe but be more oriented toward human interaction. These spaces will be the conduit location for events, lunch time eating, people watching, festivals, art exhibits, and human interaction.

These spaces should be designed to catch peoples attention, draw them in, and create a stimulating space for an assortment of activities. The materials used in these spaces should be a mixture of hardscape and landscape in efforts to allow for spacial divide, congregation, stimulation, and rest. It is important to react appropriately to the surrounding buildings, landscape, and uses in the area when developing a plaza, as it must support local amenities and not be counter productive.

The following are examples and descriptions of plausible plaza features that could be implemented at Utica Ridge.

Materials

Plazas should incorporate decorative lighting, diverse pavement patterns, and stimulating landscape layouts. Using well designed seating arrangements allow for several activities, such as eating lunch or reading a book.

Utilizing space for public art is a way to help plazas become interactive, or spark conversion. Art pieces can be permanent or revolving in order for the space to become more dynamic.

Furnishings, such as benches, planters, trash recepticals, tables, and lighting, should be placed in these spaces to foster activity and ensure the area is safe, non-congestive, and congruent with other design elements.

Form

Plaza spaces can make use of natural topography to incorporate interesting spaces and forms. They can become sitting areas or playful land forms with which people interact.

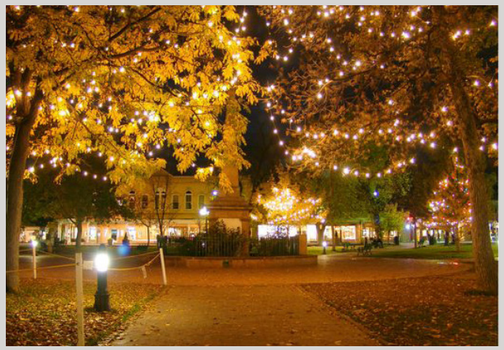
Spaces can be multi-functional; a parking lot during the day can become a farmers market on the weekend. Designers should look at making space that can be rearranged to allow for more than one use.

Plazas do not have to be huge in scale or have much programming. Small plaza's can still be just as impactful as large ones, maybe even more so, if the space is designed correctly.

Design

Consider using a water feature as a focal point to draw people into the space and create a sense of tranquility. Water features can be large or small depending on the space and impact the designer wants to create.

Consider how spaces will be used and located within the overall design of a plaza. The types of material, landscape, and site furnishings should all be placed purposefully to make sure the space is utilized successfully.



Plazas should be open at all hours of the day, and thus should be well lit, designed to avoid confrontations, seasonal, and durable. It is important that the space is accessible to people while having a lasting impact.

Landscape Design Guidelines

Plant Selection

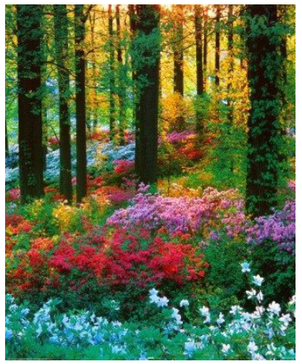
The vegetation installed at Utica Ridge should be carefully selected by professionals. The vegetation will serve several functions, such as shading elements, wind barriers, air purifiers, water infiltration and filter zones, buffer zones, and to create a more natural environment within the site.

Some things to consider when choosing the vegetation which will grow on-site should be:

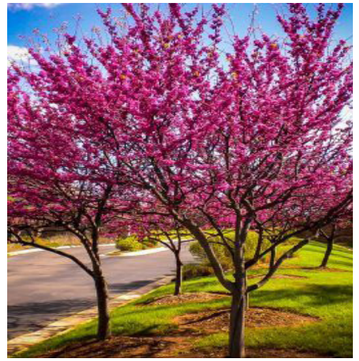
- **Seasonal Interest**
- **Color**
- **Evergreen or Deciduous Plants**
- **Size and Form and Texture**
- **Maintenance Needs**
- **Durability**
- **Flowering Capabilities**
- **Leaf Litter**
- **Animal Resistance**
- **Use of Native Species**

The following pictures can be use as inspiration when selecting vegetation for Utica Ridge.

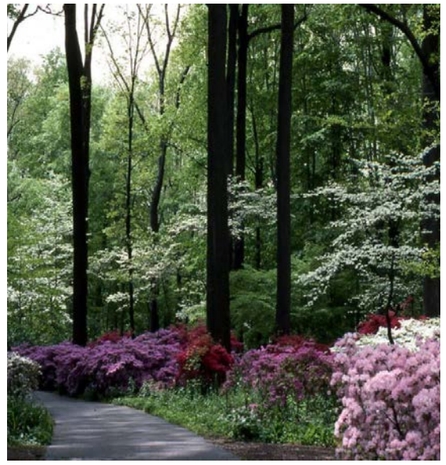

Leaf Color / Seasonal Interest


Variety of Plants and Sizes


Evergreen Screen


Flowering Street Tree


Durable Parking Lot Trees

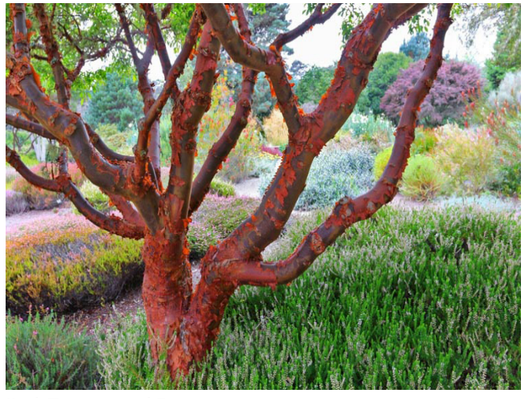

Seasonal Interest


Large Shade Trees


Texture and Sound


Color


Mix of Evergreen and Deciduous


Bark Texture and Form


Variety of Vegetation


Flowering Perennial Beds

Parking Design Guidelines

Off Street Surface Parking Lots

Utica Ridge will need to supply many parking spaces for the amount of visitors, residents, and laborers using the site. Off-street parking will need to be placed strategically on the site based on needs such as short visits and convenience as well as longer stays for customer and employee parking.

Surface parking lots that are designed for Utica Ridge should be created for function, but also be mindful of the character established on-site. They should include specific unifying elements to integrate into the surroundings such as sustainable design, vegetated islands and perimeter plantings, a variety of materials, and pleasant light fixtures. Additionally, they should be designed to create opportunities for multiple uses.

The design for a parking lot will need to be a safe and accessible. Those using the lot should not feel threatened; the design should implement proper lighting standard, dimensions, and routing technique. The following are some design standards to consider when developing the off-street parking lots at Utica Ridge.

- **Sustainability**
- **Safety**
- **Visibility**
- **Vegetative Screening**
- **Stamped Concrete or Pavers**
- **Landscape Islands**
- **Type of Vegetation**
- **Lighting**
- **Accessibility and Number of Accessible Spaces**
- **Storm Water Drainage**
- **Alternate Uses**
- **Traffic Routing and Dimensioning**
- **Linkages to Site Buildings and Amenities**
- **Angled or Perpendicular Spaces**
- **Curbing or No Curbing**
- **Use of Bollards**

The following design characteristics should be considered during the development of surface lots at Utica Ridge.

Artistic value; appropriate lighting; multitude of materials

Multi-use parking lot

Landscape buffer and appropriate planting design

Safe walking zone, appropriate lighting, material selection

Permeable pavers

Appropriate lighting for pedestrian and vehicle

Bio-swale landscape zone

Underground detention

Bio-filter and storage

Parking Design Guidelines

Commercial Parking Lots

Private commercial parking lots will be implemented to fulfill parking requirements. The placement and design of the parking lots needs to be considered during design development stages. To create an intensive pedestrian street frontage, parking lots should not be placed in front of new commercial, office, institutional, or residential buildings. Commercial parking lots should be placed behind buildings so street frontages can maintain focus on the building design and streetscape.

In placing the parking lots away from the roadway corridor, less emphasi is placed on vehicular use, and thus encourages pedestrian means of mobility. Additionally, Buildings and the streetscape will become the main feature along the corridor, rather than vehicular parking. This disruption between the roadway and parking lot will create pedestrian safe walkways and a street life with more vitality.

The design of the parking lots should be similar to all parking lots in Utica Ridge. They should incorporate safe walking routes, landscaping, sustainable features, proper lighting, correct dimensioning and a mix of materials. See the section on "Off Street Surface Parking Lot Design Standards" for more design information.

The following pictures and descriptions should be considered during design of a commercial parking lot.

Parking is well hidden behind a wall and vegetation, providing more visual interest to the space and building design.

A large amount of parking is shown with the building still in front of the lot with parking screened and located to the side.

Small parking lots should be placed along the side of the property with the building at the front of the lot, like shown above.

Spaces should be created to allow for patio dining next to restaurants, with parking to the side of the lot.

Small parking lots should be able to accommodate all sizes of vehicles and screen them effectively.

Parking can be screened with a combination of hardscape materials and plants.

Parking along alleyways or side-streets is ideal, when applicable.

Small back lots locatd off side-streets and alleyways can be implemented to hide parking.

Screening of parking lots should be implemented with appropriate vegetation that is suitable for the conditions of the site.

Signage Design Guidelines

Signage and Wayfinding

Signage at Utica Ridge will be an integral part to create consistency and identity to the site. Banners, pole signs, and wayfinding signs will all help create a sense of place and arrival to Utica Ridge.

Directional and wayfinding signs will be important to implement on site. These signs will provide safety to vehicles and pedestrians, while wayfinding signage will direct people to the different spaces around Utica Ridge.

The signage at Utica Ridge will need to be designed to incorporate proper language, Town symbols, and clarity for those visiting. The design needs to be attractive, as it will be a representation of the character of Utica Ridge.

Banner and Pole Signs

Banner and pole signs create consistency and character along a street corridor. They can be used to identify a district, or to celebrate special events within the community. Banners can also create an identity and give a sense of arrival to the area. The following are some examples of how banner and pole signs can be used within Utica Ridge.

Wayfinding Signs

Incorporating wayfinding signage will be vital to the success of Utica Ridge. There will be many shops, parks, parking areas, and events spaces implemented into the site. Creating clear wayfinding signage will need to be in place giving visitors directions and information to these spaces. The following wayfinding signage can be used within Utica Ridge

Street Directional Signs

Street signs will be used to direct vehicles and pedestrians through the site. Signage should be clear for pedestrians and vehicles and should not over populate the site. An overabundance of directional street signs can look messy and be confusing to visitors. Placement of all signage will need to be carefully thought out before implementation. The following are ways **NOT** to implement street directional signage.

Architectural Guidelines

General Building Design

Building design should be sympathetic to the existing surrounding architecture at Utica Ridge. Architectural features should not replicate existing forms or types, but utilize the Town's context to draw design elements and themes. New, respectful, contemporary design is welcome, taking in consideration of form, color, and materials. Utilizing a variety of building types is encouraged to promote diversity, but at the same time, building construction should be limited to high quality materials to maximize shelf life and quality design.

The Components of Architectural Design that will be discussed (but are not limited to) are: color, materials. sustainability, and style.

Color
The use of color is encouraged throughout the district to create an exciting and vibrant atmosphere. Earth tones from the brick and stone in their natural state should comprise the main body color. Building accents may be any color. The color palette selected should work well with the existing context and enhance the overall district.

Materials
The use of a variety of materials is encouraged for buildings in the district to enhance the experience. Brick and stone should comprise the main body material. Brick and stone portray a sense of permanence and timelessness. This is an important aspect that the district wants to depict. Other materials such as: metals, concrete block, glass, fabrics, stucco, etc. may be used as accent exterior materials. All materials used should be durable and of high quality.

Sustainability
Sustainable practices should be incorporated into any building design. Window placement is critical for daylighting and/or controlling solar heat gain. Sun shading devices will help reduce solar heat gain in the summer. Rain water harvesting practices could be used to reduce excess water use and storm water run-off. Solar panels may reduce electric consumption from the local utility. Energy Star or LEED design standards can help in determining which sustainable practices are appropriate to incorporate into the building design.

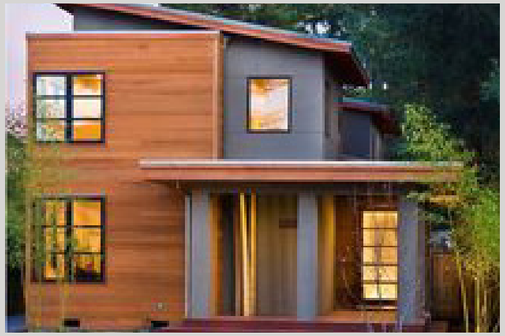
Color

The cool tones of the metal make up the body color of this building. Small amounts of bright color on a dark pallet work well to accent this building and draw attention to it.

All these buildings utilize brick and stone as the main material, but variation in color can provide a vibrant streetscape.

Multiple colors were utilized to provide interest while maintaining a cohesive whole.

Materials



A variety of materials may be used to provide detail while still maintaining a cohesive design.

Brick and stone are the preferred main body building material. Detailing and use of accent materials are encouraged.

A diverse palette of materials will make for a vibrant district. Material selection should be sensitive to the context.

Sustainability

Sun shading devices can be used to reduce solar heat gain and provide visual interest.

The inclusion of daylighting design may help to reduce energy consumption of electric lighting. Care should also be taken in how the windows will affect the facade.

Adding solar panels in the correct way to a building can become very effective at reducing environmental impact.

Architectural Guidelines

Residential Architectural Style

Residential architecture should pull from new trends, but also incorporate local materials and context. All new housing should be high quality design, ranging in price points and home sizes. This development should allow for a mixed-income community, promoting diversity and a healthy style of living.

Currently there is a wide range of housing stock in the Town of Utica. They range from small ranch-style homes to large neo-eclectic and minimal traditional style homes. There is not a large quantity of multi-family homes in the town; a few old town homes are located in the older part of town's center. Developers should pull from existing historic buildings and materials used throughout the town to develop newer homes and multi-family complexes.

Developers are encouraged to create architectural themes that can be repeated in areas of this development. Themes could range from style of architecture, building material, colors, landscaping, lot sizes, heights, etc. These type of themes could be used in both single-family and multi-family home types.

Examples of existing housing fabric along with examples of appropriate housing styles are shown on this sheet

Current Housing Stock




Appropriate Housing Examples

Larger Homes Styles



Smaller Homes Styles



Multi-Family Styles