

Griffiss Business & Technology Park

Development Standards

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SITE DEVELOPMENT STANDARDS

The Site Development Guidelines have been established to implement the intent, purpose, and provisions of the Griffiss Business and Technology Park Master Plan.

These guidelines establish specific criteria for site planning, architectural design, landscape design, signage, and lighting, within both the public right-of-way and private development sites. They are intended to provide uniform criteria by which individual development proposals may be evaluated. The various development areas to which these guidelines apply are discussed below and are set forth on the annexed map. The permitted uses within each development area may not be expanded without amendment of the ordinance establishing the planned development district for the Park by the City of Rome Common Council. The boundaries of any development area within the Park may be modified upon approval by the Planning Board of the City of Rome (Planning Board).

1.0 GUIDING PRINCIPLES FOR PARK DEVELOPMENT

The intent and purpose of the Master Plan for the Griffiss Business and Technology Park is to develop a high quality state-of-the-art business and technology center within a work environment that blends operational efficiency with a pleasing atmosphere. The following guiding principles are provided as a summary of the key elements of the Master Plan which have been established to achieve this fundamental goal.

1.1 Rome Lab/Research & Development/Office Campus

The Rome Lab/R&D/Office Campus is designed to promote the expansion of Rome Lab and encourage similar and related uses to locate in this area. This area should support continued use and viability of remaining Department of Defense functions. It will be the visual focus of the Griffiss Business and Technology Park. Architecturally attractive office buildings will front on a revitalized Brooks Road beginning at the proposed Parkway extending through the Rome Lab complex and terminating at Otis Street. Brooks Road will be developed as an urban pedestrian scale corridor with a strong visual emphasis placed on building facades, street planting, decorative paving, ornamental lighting and other streetscape amenities.

A public open space/park is provided at the terminus of Brooks Road opposite what is planned to be the public entrance to Rome Lab. The park will be designed for the passive enjoyment of employees and will provide an outdoor space for public events such as concerts, festivals and other community events.

The primary access to Brooks Road from the proposed Parkway will be accented with landscaping, signage and other site amenities to highlight the intersection as the public entrance to the Griffiss Business and Technology Park. The industrial entrances to the park at Hangar and Ellsworth Roads will be similarly accented, although to a lesser degree.

Ample parking lots for office use are provided in back-lot locations, screened from pedestrian areas by the Brooks Road buildings. The visual scale of the parking areas will be reduced by segregating lots for specific buildings where possible and breaking the mass of larger parking fields with regularly spaced planting islands and tree-lined internal access drives. Tree-lined pedestrian ways and landscaped entry courts will be used to create a pedestrian friendly character to the park within the vicinity of the parking lots. Access to the parking areas will be via March Street which will be improved with new paving, curbing and planting, as well as direct access from Ellsworth and Hangar Roads.

Development Principles

- The intersection of the Parkway and Brooks Road is the entry and primary civic space for the Rome Lab/R&D/Office Campus.
- Sites facing Brooks Road and the Parkway are reserved for office and R&D and complementary high-profile uses that will benefit from a high quality "front door" and contribute to the overall quality of the campus. "Landmark" buildings are encouraged for these sites.
- A "build-to-line" requirement is established along Brooks Road. "Build-to-line" refers to the point within the parcel to which a building should be aligned, with the intent of establishing a consistent edge to the street and avoiding extensive setbacks where buildings are isolated and disconnected from the pedestrian street. Where existing buildings do not comply with the desired build-to-lines, landscape material can help maintain the pedestrian environment and landscaped pedestrian corridors will connect streets and building entrances. Any renovation or new construction should comply with the build-to-line. Building materials and the design of facades abutting the build-to-line should reflect a pedestrian scale environment.
- Primary buildings should front Brooks Road to reinforce the front door image of the campus. Primary building entrances should be off Brooks Road where possible. New office and R&D buildings along Brooks Road should be a minimum of two stories in height. Three story buildings should be located at the intersection of the Parkway and Brooks Road to create a "landmark" entrance to the development.
- Parking should be constructed on the interior of the parcels wherever possible, screened from Brooks Road by intervening buildings, landform, and landscaping. Access to parking should be from the perimeter roads of the Rome Lab/R&D/Office Campus.
- Designated parks within the Rome Lab/R&D/Office Campus include public greens at either end of Brooks Road. Additional smaller open spaces adjacent to buildings which serve as informal gathering places are encouraged.
- Design consideration should be given to the visual attractiveness of development sites. To the greatest extent possible parking, storage, service and loading areas, mechanical and electrical equipment, utilities, and fuel storage facilities should be screened from public view. Landscaping should create a distinctive working environment and enrich portions of the site visible to the public.
- Lighting and street furnishings along the roadways should establish a safe and functional environment while making the streetscape visually memorable.
- Parking lots should be subdivided into no more than four double bays or eight rows and should provide for ingress/egress at two locations. Trees should be located in and around the parking areas to provide shaded and visually attractive parking lots.
- Pedestrian ways should be paved, lighted and treelined to provide for and encourage pedestrian movement from place to place. Pedestrian ways should create a unique and coherent character with consistent treatment of pavement and ground plane throughout the Park.

- Curb cuts for driveways or drop-offs along Brooks Road are not allowed.
- Curbing is required for all public roads, access drives and parking lots.
- All exterior on-site utilities, including but not limited to drainage systems, sewers, gas lines, water lines, and electrical, telephone, and communications wires and equipment, shall be installed and maintained underground.

1.2 Light and Heavy Industrial Districts; Manufacturing Complex / Airfield and Related Services District; and Business Complex

Development within these districts is reserved for high tech and industrial uses. Design consideration should be given to the overall aesthetic character of the Griffiss Business and Technology Park, the transition areas surrounding the Rome Lab/R&D/Office Campus, and general areas of public view. Large parcels are encouraged in all but the Business Complex District. Subdivisions should maximize parcel size and flexibility.

Development Principles

- Otis Street serves as a visual terminus to Brooks Road. Lots fronting Otis Street should be configured such that high quality building facades and landscaping create a strong urban street edge similar to the character of Brooks Road. *A 20' setback Build-to-Line is established along each side of Otis Street to create a consistent edge to the street to avoid buildings that are isolated and disconnected from the pedestrian street.*
- Primary building entrances should be off Otis Street where possible. A landmark building is recommended for the visual terminus to Brooks Road.
- A strong street tree planting program will be established to separate the Industrial and the Manufacturing Areas from the Rome Lab/R&D/Office Campus.
- Design consideration should be given to the visual attractiveness of lots. To the extent possible parking, storage, service and loading areas, mechanical and electrical equipment, utilities, and fuel storage facilities should be screened from public view. Landscaping should be used to create a distinctive working environment and to enrich portions of the site visible to the public.
- All exterior on-site utilities, including but not limited to drainage systems, sewers, gas lines, water lines, and electrical, telephone, and communications wires and equipment, shall be installed and maintained underground.

1.3 Corporate Development

The Corporate Development Area is the gateway site of the Griffiss Business and Technology Park. The design intent for this district is to create a high profile, high quality office park/business complex which capitalizes on the site's excellent visibility, superior access, and outstanding views. In the same spirit as the Rome Lab/R&D/Office Campus, a strong visual emphasis will be placed on architectural character, street planting, decorative paving, ornamental lighting, and other streetscape amenities within the public right-of-way and at the main entrances and pedestrian areas of individual development sites.

The Corporate Development Area will include a public open space system which visually connects with the Parkway and creates an attractive ceremonial vehicular and pedestrian entry. Landscaped corridors will extend into the district creating continuity between the public right-of-way and the individual development parcels.

The area should be used for class-A office or similar high-quality development.

Development Principles

- The intersection of the Parkway and the Corporate Development Area access road should be designed as a high quality and memorable gateway to the Griffiss Business and Technology Park as well as the Corporate Development Area.
- “Landmark” buildings should be located in high profile locations such as the access road near the Parkway intersection to help establish a high quality front door image for the Griffiss Business and Technology Park.
- Building entrances should front the public right-of-way where possible. New office buildings should be a minimum of two stories in height. Three story buildings should be located at the intersection of the Parkway and the Corporate Development access road to reinforce the “gateway” theme.
- Small open spaces adjacent to buildings which serve as informal gathering places are encouraged.
- A comprehensive street planting and sidewalk program should be implemented within the public right-of-way and should be coordinated with site landscaping to form a continuity of greenspace and pedestrian circulation.
- Curbs are required for all public roads, access drives and parking lots.
- Design consideration should be given to the visual attractiveness of development sites. To the greatest extent possible parking, storage, service and loading areas, mechanical and electrical equipment, utilities, and fuel storage facilities should be screened from public view by architecture, landform, and vegetation. Landscaping should be used to create a distinctive working environment and to enrich portions of the site visible to the public.
- Lighting and street furnishings along the roadways should establish a safe and functional environment while making the streetscape visually memorable.
- The visual scale of the parking areas will be reduced by segregating lots for specific buildings where possible and breaking the mass of larger parking fields with regularly spaced planting islands and tree-lined internal access drives.
- Pedestrian ways should be paved, lighted and treelined to provide for and encourage pedestrian movement from place to place. Pedestrian ways should combine to create a unique and coherent character with consistent treatment of pavement and ground plane throughout the district.

- All exterior on-site utilities, including but not limited to drainage systems, sewers, gas lines, water lines, and electrical, telephone, and communications wires and equipment, shall be installed and maintained underground.

1.4 Service Campus/Mohawk Glen Club

One of the important assets of the Griffiss Business and Technology Park is the existing service and support facilities centrally located along Brookley Road. Existing facilities include a child care center, bowling center, gymnasium and outdoor recreation fields, theater, chapel, VA hospital, and dormitories. The former Mohawk Glen Club offers redevelopment opportunities for a conference and business center located adjacent to an existing 9-hole golf course along Mohawk Drive. The intent of the Griffiss Business and Technology Park Master Plan is to reuse and expand these facilities to support other Park activities and provide new opportunities for education, training, recreation, and conference center development. "Stand-alone" educational and training facilities which are consistent with the overall redevelopment program should be encouraged within the Service Campus Area. Similarly, supporting facilities that enhance marketability of the entire redevelopment program should be encouraged to locate within this area.

Development Principles

- The core of the Service Campus should be limited to secondary commercial uses which support the function of other areas of the Griffiss Business and Technology Park. Office, R&D, and industrial uses should be located in other specifically designated areas of the Park.
- Architectural and site development/redevelopment should maintain an attractive visual quality compatible with the overall design character of the Griffiss Business and Technology Park.
- Existing mature site vegetation should be maintained to the maximum extent possible to help visually link the Service Campus with the Park-wide open space system.
- Design consideration should be given to the visual attractiveness of development sites. Parking, storage, service and loading areas, mechanical and electrical equipment, utilities, and fuel storage facilities should be screened from public view by architecture, landform, and vegetation. Landscaping should be used to create a distinctive working environment and to enrich portions of the site visible to the public.
- Pedestrian ways should be paved, lighted and treelined to provide for and encourage pedestrian movement from place to place.
- All exterior on-site utilities, including but not limited to drainage systems, sewers, gas lines, water lines, and electrical, telephone, and communications wires and equipment, shall be installed and maintained underground.

1.5 Woodhaven Village

Woodhaven Village is to be the residential component of the Griffiss Business and Technology Park comprised of single and two family homes for individual ownership as well as transitional housing for corporate tenants. The design intent for Woodhaven Village is to create an

attractive residential neighborhood visually separate, yet unified with, the nearby business and industrial areas of the Tech Park.

Development Principles

- Uses in Woodhaven Village Area should be limited to one family dwelling, senior housing (one, two, or multi-family), two family units, and assisted living residential development (one, two, or multi-family). All non-residential uses should be located in other appropriate districts of the Griffiss Business and Technology Park.
- Minimum front and side yard setbacks should be used to help create a semi-urban residential character to the neighborhood.
- Residences should be limited to 2 1/2 stories and be of a common architectural style.
- Existing mature site vegetation should be maintained to the maximum extent possible to help visually link Woodhaven Village with the Park-wide open space system.
- Residential streets should be curvilinear in form and include sidewalks, street lighting and a street tree program.
- All exterior on-site utilities, including but not limited to drainage systems, sewers, gas lines, water lines, and electrical, telephone, and communications wires and equipment, shall be installed and maintained underground.

1.6 Open Space

Open space areas shall consist of the 200' wide parkway corridor and other lands designated for open space on the Master Plan map. The parkway corridor shall provide a connection between Routes 49 / 365 and Potter Road. It shall serve as the site's primary access.

Undeveloped lands should provide an aesthetic amenity that enhances marketability of the redevelopment areas. Additionally, the open space system should provide ecological habitat, as appropriate.

Development Principles

- Open space should be used for parkways, stormwater management, pedestrian circulation, low intensity recreational development, utility corridors, wildlife habitat, and aesthetic amenities.
- Areas should be reforested as necessary to support the above functions.
- Wetlands, watercourses, and sensitive environments should remain "forever wild".

1.7 Airport-Approach District Zoning - A-A District as described in the City of Rome's Zoning Ordinance Section 16.

1.8 Agriculture District Zoning - F-1 District as described in the City of Rome's Zoning Ordinance Section 7.1.

1.9 Agriculture and Open Space District Zoning - F-2 District as described in the City of Rome's Zoning Ordinance Section 16.

2.0 SITE DEVELOPMENT STANDARDS

The following Site Development Standards are established in order to ensure that the Griffiss Business and Technology Park is developed as a high-quality business and industrial center with a park-like environment. The Site Development Standards are intended to implement the intent and purpose of the Griffiss Business and Technology Park Master Plan.

Table 2 - Griffiss Business and Technology Park - Use and Area Requirements summarizes the site development standards presented in the following section. Figures 1-8 illustrate graphically these standards within the context of each development area.

2.1 Permitted Uses

2.1.1 Performance Standards

1. All uses shall comply with all laws, statutes, regulations, and ordinances promulgated by the City of Rome, Oneida County, New York State, U.S. Government, or any other controlling jurisdictions.
2. Uses which are considered "High Hazard" as defined in Part 700 of the New York State Building Code are permitted only in the Manufacturing Complex, Light Industrial, or Heavy Industrial development areas, and such use must be specifically approved by the Planning Board.
 - a) Uses which exceed any of the standards contained in Article XI of the City Zoning Ordinance are permitted only within the Heavy Industrial district, and such uses must be specifically approved by the Planning Board.
3. Uses which may interfere with airfield operations must be specifically approved by the Federal Aviation Administration.

2.1.2 Rome Lab/R&D/Office Campus

The following uses are permitted in the Rome Lab/R&D/Office Campus Development Area:

1. Corporate, administrative, and business offices
2. Research and development facilities
3. Laboratory
4. Daycare centers
5. Communication services
6. Financial institutions and banks
7. Convenience sales and service
8. Television and radio station and receiving/broadcast
9. Medical/dental care facilities and clinics
10. Car rental agencies
11. Travel bureaus
12. Eating establishments excluding drive thru service
13. Real estate offices
14. Training and educational services
15. Hotels
16. Other similar uses specifically approved by the Planning Board.

2.1.3 Manufacturing Complex, Airfield & Related Services Development Area

The following uses are permitted in the Manufacturing Complex, Airfield and Related Services Area:

1. Administrative offices supporting permitted uses
2. Vehicle assembly, test and manufacturing operations
3. Printing, publishing and engraving facilities
4. Warehousing and distribution facilities
5. Aviation repair, maintenance and related aviation uses, terminal facilities, and air cargo/ air freight operations
6. Light manufacturing, assembly and other industrial uses
7. Public utility facilities
8. Communications Services
9. Other similar uses specifically approved by the Planning Board.

2.1.4 Business Complex Development Area

The following uses are permitted within the Business Complex:

1. Administrative/business offices
2. Communication services
3. Training and educational services
4. Electric/electronic equipment testing, repair, manufacture and assembly
5. Finance, Insurance, and Real Estate services
6. Other similar uses specifically approved by the Planning Board.

2.1.5 Light Industrial Development Area

The following uses are permitted within the Light Industrial Development Area:

1. Administrative offices supporting permitted uses
2. Light manufacturing, assembly or other industrial operations
3. Public utility facilities
4. Printing, publishing or engraving
5. Vehicle assembly, test and manufacture
6. Aviation and related services
7. Warehousing and distribution facilities
8. Other similar uses specifically approved by the Planning Board.

2.1.6 Heavy Industrial, Aviation and Related Services Development Area

The following uses are permitted within the Heavy Industrial Area:

1. All permitted in the Light Industrial Area above.
2. Heavy Industrial, manufacturing and assembly.
3. Uses which are not permitted within any of the preceding development areas may be located within the Heavy Industrial Area with the specific approval of the Planning Board.

2.1.7 Corporate Development Area

The following uses are permitted in the Corporate Development Area:

1. Corporate/administrative/business offices.

Table 2
Griffiss Business and Technology Park
Use and Area Requirements

Area	Minimum Lot Size Requirements		Minimum Property Setbacks			Maximum Building Height ² (feet/stories)	Maximum Building Coverage (percent)	Minimum Landscape Coverage (percent)
	Area (acres)	Road Frontage (feet)	Front Yard (feet)	Side Yard (feet)	Rear Yard (feet)			
Rome Lab/R&D/Office Campus	1 acre	150	0' Brooks Rd Right of Way (Build-to-Line) 20' Otis St Right of Way (Build-to-line) 20' Min. Other Roads	15	25	35/3	35	15
Manufacturing Complex, Airfield and Related Services	2 acres	150	20	15	30	50/4, Greater height may be approved by Planning Board	50	15
Business Complex	1 acre	150	20	15	30	35/3	35	15
Light Industrial Development	2 acres	250	20' Otis Road Build-to- Line 40' Min. Other Roads	15	30	50/4, Greater height may be approved by Planning Board	40	15
Heavy Industrial Development; Aviation and Related Services	2 acres	250	40	20	30	50/4, Greater height may be approved by Planning Board	50	15
Corporate Development	1 acre	150	30	20	20	35/3	35	20

Table 2
Griffiss Business and Technology Park
Use and Area Requirements

Service Campus	1 acre	150	30	25	10	35/3	35	15
Mohawk Glen	1	150	30	20	20	35/3	35	20
Low Intensity Open Space	NA	NA	NA	NA	NA	NA	NA	NA
Woodhaven Village	.30 acres	60	25	8	25	2.5/30	30	NA

²Refer to Section 2.2.5 for additional information.
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 Last Revised 2-28-01

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2. Hotels.
3. Other similar uses specifically approved by the Planning Board.

2.1.8 Service Campus

The following uses are permitted in the Service Campus Development Area:

1. Administrative offices supporting permitted uses
2. Dormitories
3. Assisted living facilities
4. Hotels
5. Daycare centers
6. Training and educational services
7. Financial institutions and banks
8. Convenience sales and service
9. Medical/dental care facilities and clinics
10. Car rental agencies
11. Travel bureaus
12. Eating establishments excluding drive thru service
13. Real estate offices
14. Commercial recreation facilities
15. Public recreation facilities
16. Other similar uses specifically approved by the Planning Board.

2.1.9 Mohawk Glen Development Area

The following uses are permitted in the Mohawk Glen Development Area:

1. Corporate, administrative, and business offices
2. Medical and dental care facilities
3. Hotels
4. Conference center/meeting facilities
5. Golf course/clubhouse and associated commercial recreational facilities
6. Eating and drinking establishment excluding drive thru service
7. Other similar uses specifically approved by the Planning Board.

2.1.10 Woodhaven Village Development Area

The following uses are permitted in Woodhaven Village Development Area:

1. One-Family dwellings
2. Senior housing
3. Two-Family dwellings
4. Assisted-living residences (one, two, or multi-family)
5. Other similar uses specifically approved by the Planning Board.

2.1.11 Low Intensity Open Space Area

The following uses are permitted in the Low Intensity Open Space Area:

1. Parkways and roads
 2. Stormwater management facilities
 3. Pedestrian circulation systems including hiking and bicycling trails
-

- 4. Low intensity recreational facilities including ballfields, tennis courts, golf courses, soccer facilities, and baseball complex
- 5. Utility systems, corridors and easements

2.2 Area Requirements

2.2.1 Building Coverage

The maximum site coverage of all buildings, including accessory buildings (but not including parking structures, surface parking or other paved areas) shall not exceed the percentage of the gross area of the parcel shown in Table 2.

2.2.2 Landscape Coverage

The minimum percentage of the development parcel that shall be devoted to landscape materials is indicated in Table 2. Landscape materials include plantings, lawn (formal or rough), and paved entry or other pedestrian areas.

2.2.3 Yard Setbacks

Buildings may not be constructed within any front, side or, rear yard areas as indicated in Table 2.

2.2.3.1 Build-To Line

The intent of the Master Plan is to establish a consistent, attractive "downtown" edge to Brooks Road and Otis Street. To implement this intent a build-to line is established within the Brooks Road and Otis Street corridors. The build-to line refers to that point within the parcel to which building(s) shall be aligned, to establish a consistent edge to the street and to avoid buildings that are isolated and disconnected from the pedestrian street. The build-to line is defined in Table 2. Where existing buildings do not comply with the desired build-to lines, landscape material shall be used to help maintain the pedestrian environment and landscaped pedestrian corridors will connect streets and building entrances. New building construction shall comply with the build-to line. Building materials and the design of facades abutting the build-to line shall reflect a pedestrian scale.

2.2.3.2 Front Yard Setbacks

With the exception of the Brooks Road and Otis Street build-to lines described above, required front yard setbacks are shown in Table 2. In addition:

- 1. No parking is permitted within 20 feet of the public right-of-way.
- 2. Planters, walls and sign elements not exceeding three (3) feet in height are permitted in front yard setback areas if approved by the Planning Board. In addition, roof overhangs may extend a maximum of six (6) feet into front yard setback areas.

2.2.3.3 Side and Rear Yard Setbacks

Required side and rear yard setbacks are shown in Table 2. In addition:

- 1. No parking or access roads are permitted to be constructed within five (5) feet of any interior property line unless constructed as a joint access parking lot or service drive with an adjacent property.

2.2.4 Road Frontage

Required road frontage for each district is shown in Table 2.

2.2.5 Heights Limitations

2.2.5.1 Height Limitations within the Rome Lab/R&D/Office Campus, Business Complex, Corporate Development, Service Campus, Mohawk Glen, Low Intensity Open Space and Woodhaven Village

Structures are limited to 3 stories and a maximum height of 35 feet. Structures may exceed 35 feet if approved by the Planning Board.

Upon approval for height increase, the following site development guidelines shall be used:

1. To encourage variation in building heights, these increased setbacks apply only to specific building elements which exceed 35 feet in height. Consequently, only the specific building elements exceeding 35 feet in height must comply with increased setbacks.
 - a) The required front yard setback should be increased by one (1) foot for each one (1) foot of building height in excess of 35 feet (*except building facades required to align with a build-to-line*).
 - b) The required side and rear yard setback should be increased by one-half (1/2) foot for each one (1) foot of building height in excess of 35 feet.
2. Floor/Area Ratio. Buildings exceeding 35 feet in height should have a maximum floor/area ratio of 2:1

The above height guidelines do not supersede applicable FAA regulations concerning building height.

2.2.5.2 Height Limitations within the Manufacturing Complex, Airfield and Related Services, Light Industrial and Heavy Industrial Development Districts

No height limitation exists except that any structure greater than fifty (50) feet in height must be approved by the Planning Board. The above height guidelines do not supersede applicable FAA regulations concerning building height.

2.3 General Parking Requirements

1. Off-street parking must be provided to accommodate all parking needs for the site. Required off-street parking shall be provided on the site of the use served, unless otherwise approved by the Planning Board.
2. Parking should be designed to avoid conflicts between the motorist and the pedestrian while creating a visual attractiveness within and around the site.
3. Joint access drives for car parking areas with adjoining properties are encouraged. Shared access minimizes disruption of traffic flow on collector streets, reduces potential points of conflict between through and turning traffic, and facilitates the control and separation of vehicles and pedestrian movement.
4. Car parking area designs shall eliminate or minimize through traffic by delivery trucks. Curb cuts should be located at a safe distance from street intersections.
5. Fire lanes shall be developed in consultation with City officials and shall conform with State Fire Code requirements.
6. Truck parking areas shall be located in side and/or rear yard areas outside required yard setback areas. Truck loading/unloading areas shall be screened from adjacent properties.

7. Parking space and drive lane dimensions shall conform to City of Rome standards.
8. Handicapped parking requirements shall conform to NYS and ADA regulations.
9. It is the responsibility of each tenant to provide and maintain parking lot striping for areas serving the tenant's facilities.
10. Required parking shall be calculated based on the proportion of each building allotted to the following functions:
 - a) Business and Professional Offices - One (1) space for each 250 square feet of net floor area.
 - b) Medical and Dental Offices - Five (5) spaces for each doctor or one (1) space for each 200 square feet of gross floor area, whichever is greater.
 - c) Manufacture, Research, and Assembly - Two (2) parking spaces for each three (3) employees, but in no event less than two (2) spaces for each 1,000 square feet of gross floor area. If there is more than one shift, the number of employees on the largest shift shall be used to determine parking requirements.
 - d) Warehouse - Two (2) parking spaces for each three (3) employees, but in no event less than one (1) space for each 1,000 square feet of gross floor area for the first 20,000 square feet; one (1) space for each 2,000 square feet of gross floor area for the next 20,000 square feet; one (1) space for each 4,000 square feet of gross floor area for areas in excess of the first 40,000 square feet of gross floor area of the building. If there is more than one shift, the number of employees on the largest shift shall be used to determine parking requirements.
 - e) Restaurants - One (1) space per 100 square feet of gross floor area.
 - f) Commercial Retail and Service Center - One (1) space for each 200 square feet of net floor area. One (1) loading space for each 10,000 square feet of gross floor area.
 - g) One (1) space per dwelling unit, including garage area.
11. Furthermore, parking should be located to the rear of such structures to ensure substantial visual screening from the Brooks Road and Otis Street corridors. In no case will parking be permitted within 100 feet of the Brooks Road right-of-way or within 50 feet of the Otis Street right-of-way.

2.4 Sidewalks

1. Sidewalk systems within a development parcel shall be provided to meet the circulation requirements of on-site users. Sidewalks shall provide safe, aesthetically pleasing, and all-weather efficient means of on-site movement and shall be integrated into the overall architectural and site design concept.
2. Pedestrian facilities shall comply with ADA standards.
3. Differentiation in paving materials and installation of architectural bollards is encouraged to delineate pedestrian uses from vehicular uses and to enrich the aesthetic character of the site.

2.5 Storage, Service, and Loading Areas

Storage, service, maintenance, and loading areas must be designed, used, and maintained as follows:

1. No supplies, materials, or equipment, including motor vehicles other than daily parking, may be stored on a site unless enclosed within a building or behind a durable material wall. Walls shall be no less than six (6) feet, nor greater than eight (8) feet in height must, from eye level, completely screen such storage, service, or loading areas from adjacent sites and

streets. Outdoor storage areas shall be architecturally compatible with primary buildings, and shall be located to the rear of the site, unless approved by the Planning Board.

2. No outdoor storage may be located within the front yard.
3. Outdoor storage shall be restricted to non-hazardous materials only, as defined in Part 700 of the New York State Building Code.
4. No on-street vehicle loading is permitted.
5. No loading areas shall be visible from Brooks Road or designated pedestrian gathering places.
6. With the exception of Brooks Road, Hill Road, Otis Street, and Hangar Road, front yard loading is allowed provided the loading dock is set back at least 70 feet from the public right-of-way and substantially screened from adjacent streets.
7. No outdoor storage shall be permitted in the Rome Lab R/D, Service Campus, Corporate Development or Business Complex zoning districts unless specifically approved by the Planning Board.

2.6 Refuse Collection Areas

1. Outdoor dumpsters must be located within a six (6) to eight (8) foot high enclosure constructed of durable materials architecturally compatible with the primary structure, so as not to be visible from adjacent lots or streets. No refuse collection areas are permitted within a front yard.
2. Refuse collection areas should be appropriately sized to contain all refuse generated and deposited on-site between collections. Refuse should not be visible from outside the enclosure at any time.
3. The location of refuse collection areas should be convenient for the deposition of refuse generated on the site and provide clear and convenient access to collection vehicles.
4. Trash must be collected on a weekly basis, at a minimum, so as to prevent long term accumulation of trash, recyclables, etc. It is the responsibility of the tenant to contract for such services.

2.7 Screening of Exterior Mechanical Equipment

1. Exterior roof-mounted mechanical systems and equipment (including but not limited to piping, tanks, stacks, collectors, heating, cooling, and ventilating-equipment fans, blowers, ductwork, vents, louvers, meters, compressors, motors, incinerators, ovens, etc.) shall be screened from public view by the use of architecturally compatible materials.
2. Views to roof-mounted mechanical systems and equipment from upper floors of adjacent buildings should be minimized where possible. In all cases, roof-mounted equipment shall be installed in a neat and compact fashion, and be of a color which blends with the visual background.
3. Wall mounted exterior mechanical systems or equipment shall be integrated with the building architecture, and must be specifically approved by the Planning Board.
4. Ground-level mechanical equipment shall be screened from public view by the use of landscaping, walls, fencing, and other design treatments compatible with the finishes of the primary structure. All screening materials shall be approved by the Planning Board.

2.8 Screening of Exterior Electrical Equipment and Transformers

1. Any transformers that might be visible from streets or adjacent lots must be screened from public view by the use of landscaping, walls, fencing, and other design treatments (of a design acceptable to the local electric service provider).
2. Enclosures should be designed of durable materials with finishes and colors compatible with the primary structure.
3. Where practical, electrical equipment should be contained within a building. When interior mounting is not possible, exterior equipment should be substantially screened from public view. In no case shall exterior electrical equipment be mounted on the front yard side of any building.
4. Exterior-mounted electrical equipment and conduits shall be kept to a minimum. Where visible, such equipment shall be installed in a neat and orderly fashion, and be of a color which blends with the surrounding architecture.

2.9 Fences and Walls

1. No fence or wall greater than three (3) feet in height shall be constructed closer than 30 feet from the curblineline of any public street.
2. Walls and fences located within any front yard are discouraged. When necessary, such fences or walls require approval by the Planning Board.
3. No fence or wall shall exceed a height of eight (8) feet unless approved by the Planning Board.
4. All materials shall be durable and of a texture and color compatible with the architecture of the primary structure.
5. Chain link fencing may be used if required for security purposes, provided that the fence fabric, posts, gates, and appurtenances are black in color. No screening slats shall be permitted.
6. Where appropriate, fences shall be constructed to restrict unauthorized entry to hazardous areas such as storage yards and loading docks.

2.10 Utilities and Communication Devices

1. All new and rebuilt exterior on-site utilities, including but not limited to drainage systems, sewers, gas lines, water lines, and electrical, telephone, and communications wires and equipment, shall be installed and maintained underground.
2. No antenna or transmission/reception device, shall be placed so that it is visible by a ground level observer within 500 feet unless specifically approved by the Planning Board.
- 3.
4. Temporary overhead power and telephone facilities are permitted during construction. Any structure that may interfere with airfield operations must be approved by the Federal Aviation Administration.

2.11 Storm Drainage

2.11.1 Storm Drainage within the Rome Lab/R&D/Office Campus, Business Complex, Corporate Development, Service Campus, Mohawk Glen, Low Intensity Open Space and Woodhaven Village

1. Storm drains and channels shall conform to City and State specifications.

2. It is the intention of the Master Plan to accommodate typical storm water management within the Park's existing drainage patterns or ponds. However, if this intent can not be met the developers may:
 - a) Increase the Park's existing drainage patterns or ponds and all necessary piping and/ or detention/ retention facilities downstream of the project site, to accommodate increased runoff, or,
 - b) Create a detention pond within the project limits to detain excess storm water discharge. All on-site storm water detention facilities shall conform to NYSDEC SPDES requirements. If a storm water detention facility is required it shall be designed as so to complement the architectural and site improvements in the surrounding area. It shall be designed as an architectural feature or focal point, and shall be maintained as part of the developed landscape system, or,
 - c) Develop on site aquifer recharge systems designed to eliminate or reduce off site discharge of storm runoff.

2.11.2 Storm Drainage within the Manufacturing Complex, Airfield and Related Services, Light Industrial and Heavy Industrial Development Districts

1. Storm drains and channels shall conform to City and State specifications.
2. It is the intention of the Master Plan to accommodate typical storm water management within the Park's existing drainage patterns or ponds. However, if this intent can not be met the developers may:
 - (a) Increase the Park's existing drainage patterns or ponds and all necessary piping and/ or detention/ retention facilities downstream of the project site, to accommodate increased runoff, or,
 - (b) Create a detention pond within the project limits to detain excess storm water discharge. All on-site storm water detention facilities shall conform to NYSDEC SPDES requirements. Detention ponds shall be enclosed with security fencing, or,
 - (c) Develop on site aquifer recharge systems designed to eliminate or reduce off site discharge of storm runoff.

2.12 Fuel and Storage Tanks

1. Storage of fuel and other volatile materials shall conform to applicable Local, State, and Federal regulations.
2. Above ground tank storage is not permitted in front yard areas or other areas without approval of the Planning Board.

3.0 Architectural and Site Design Standards

3.1 Objectives

It is the intent of the following criteria to provide a set of guidelines which will result in unified, harmonious and high quality architecture throughout the Griffiss Business and Technology Park without inhibiting the imaginative work of architectural designers and the individuality and propriety of tenant businesses.

Design methods are encouraged which tend to minimize the large-scale visual impact of buildings and create a complex of buildings compatible with the pedestrian scale of the streetscape. Developers and designers are encouraged to explore the creative possibilities on individual sites while seeking to maintain an architectural consistency with the basic patterns and elements throughout the Griffiss Business and Technology Park.

All buildings should be modern and progressive in design and concept while maintaining a quiet conservatism to avoid overshadowing surrounding architecture. Buildings should reflect and utilize the technology of today.

3.2 Guidelines

3.2.1 Site Design Criteria

1. Entrance drives shall be clearly visible and intuitively located to the first time visitor.
2. Passive solar design is encouraged.
3. Conflict between service vehicles, automobiles, and pedestrians should be minimized.
4. Main building entries shall be emphasized by accent features including:
 - a) Ceremonial entry porte-cochere
 - b) Plazas
 - c) Decorative planters and landscape plantings
 - d) Architectural walls
5. Architecture and site development shall be coordinated and unified.
6. Each phase of a development project should be able to attain a stand alone visual unity.

3.2.2 Building Massing and Form

1. All buildings shall have a horizontal appearance. Horizontal bands and fascia shall be used to minimize the vertical appearance of structures.
2. Building walls shall be designed to create pedestrian scale exterior spaces by utilizing smaller wall segments, landscaping, wall texture and shadow lines.
3. Architectural design or signage which draws excessive attention from surrounding roadways is not acceptable.
4. Any structure that may interfere with airfield operations must be approved by the Federal Aviation Administration.

3.2.3 Materials

1. Building exterior wall materials:
 - a) One primary material should be used. Materials which express permanence, substance, timelessness, and restraint are required.

- b) Materials should be sufficiently durable to guarantee low maintenance, stability and a reasonable life span.
 - c) Materials shall be consistent, or blend with existing materials in adjacent areas of the Park.
 - d) Pre-engineered buildings featuring predominantly metal painted exteriors are strongly discouraged except in the industrial development districts.
 - e) Exposed drainage pipes on building fronts are not permitted, except if specifically approved by the Planning Board.
 - f) Highly reflective surfaces that create hazardous glares for motorist and aircraft operators are discouraged.
2. Building Roofs:
- a) When flat roof areas can be viewed from above, roof-mounted equipment should be installed in a neat and compact fashion and be of a color which blends with the visual background.
 - b) Sloped roofs should be constructed of a traditional roof material. Corrugated metal, fiberglass, and asphalt are not allowed unless specifically approved by the Planning Board.
 - c) Building parapets should be of such a height to screen roof-mounted mechanical equipment. If parapets cannot provide adequate screening, an unobtrusive screening device designed to appear integral with the building architecture may be used. Such screening devices shall be constructed of durable materials and finished in a texture and color scheme consistent with the architectural character of the building.

3.2.4 Color and Texture

- 1. Simple and consistent texture patterns are encouraged.
- 2. Color variations should be minimized.
- 3. Accent colors may be used to express corporate identity.

4.0 LANDSCAPE STANDARDS

Landscaping is a design element which plays an important role in creating the park-like setting of the Griffiss Business and Technology Park. The intent of these Landscape Guidelines is to establish design criteria which creates a distinctive working environment and unifies the site landscape with site architecture as well as the overall aesthetic character of the Park.

4.1 Landscape Maintenance

4.1.1 Maintenance of Unimproved Sites

Undeveloped sites must be planted with a native grass or wildflower mix by the property owner. The site must be maintained in a clean and neat appearance. The property owner shall conduct periodic maintenance including rough mowing (mowed once or twice seasonally) to keep the growth of weeds and brush to a minimum, and removal of trash as necessary.

4.1.2 Maintenance of Improved Sites

Planted areas should be watered, fertilized, and pruned on a regular basis to maintain a neat and orderly appearance. Formal lawns shall be maintained at a minimum height of two (2) inches and a maximum height of five (5) inches. All sites shall be kept clean and should remain free of trash, debris, and brush.

Rough lawns (mowed once or twice seasonally) are permitted only in the Light Industrial, Heavy Industrial, and Low Intensity Open Space Areas. However, rough lawns are not permitted within 100 feet of any public right-of-way, parking lot, primary site access drive or primary building entry.

All dead or dying plant materials shall be replaced on a timely basis to maintain the designed intent of the approved planting plan.

4.2 Landscape Coverage

A minimum percentage of lot area shall be devoted to landscaping as shown in Table 2. Landscaping is defined as plantings, lawn, paved entry or other pedestrian areas, and unpaved storm water detention or retention facilities.

4.3 Site Landscaping Requirements

4.3.1 Landscaping within the Public Right-of-way

The public road corridors form the primary access into the park, and as such, landscape treatment is critical to establish the desired image of the Griffiss Business and Technology Park. Consequently, improvements within these corridors are subject to the highest level of regulation.

Landscape development within the public right-of-way will include sidewalks, planting, lighting, signage, grading, and site entries. The streetscape at intersections are to be treated with elements of enriched paving, lighting and accent planting.

4.3.1.1 Right-of-way Guidelines

1. Parkway - Main entries to the Rome Lab/R&D/Office Campus Areas at Brooks Road, the Industrial Area at Ellsworth Road, and the Manufacturing Complex Area at Hangar Road will be emphasized by the use of distinctive paving, planting, signage and lighting.
2. Brooks Road - Enhanced paving, tree grates, signage, and decorative lighting and other streetscape amenities will be provided to create a high quality urban streetscape character within this visual center of the Griffiss Business and Technology Park.
3. Local Streets - Standard lighting, planting, signage and sidewalks will be installed.

4.3.1.2 Installation and Maintenance within the Public Right-of-way

1. All landscape maintenance will be provided by the property owners.
2. Landscape within the right-of-way will be installed as a continuous linear system. Demolition of portions of this system will be necessary at vehicular access points during construction of the site access drives. It is the responsibility of individual property owners to reconstruct any grading, planting, paving, and streetscape amenities disturbed during construction.
3. Plant materials should be selected and placed to avoid blocking sight lines at intersections and curb cuts. Along utility rights-of-way, plantings should not disrupt service or access to underground equipment.
4. Existing vegetation should be maintained where possible.

4.3.2 Landscaping within Setback Areas

Development within the required setback areas (see Section 2.2) is dependent on the needs of individual property owners and tenants and thus is provided a greater degree of flexibility than within the public right-of-way. Landscape guidelines within these areas primarily concern parking areas, building fronts and entries, and rear and side property line buffering.

Setback Area Guidelines

Landscape treatment within the front yard should focus around building facades visible from surrounding streets as well as entry areas. The use of creative planting, lighting, signage and other site amenities is encouraged to enrich front yard areas and building entries.

It is intended that landscape development within the side and rear yard setback area result in a distinct sense of enclosure and informality for each tenant while remaining subordinate to the right-of-way and front yard landscaping. Berming is encouraged to reduce the visibility of parking lot, service, loading, storage and maintenance areas from off-site locations.

Any site development within the front, side or rear yard setback areas must observe the following guidelines:

1. Parking - Any surface parking located within the front yard shall be screened from the street by a 42 inch high berm. A retaining wall of a maximum height of 42 inches along the parking area is allowed in lieu of berming.
2. A formal lawn or planting beds shall be maintained throughout all unpaved areas, except as permitted in Section 4.1.2 above.
3. A ten (10) foot minimum planting strip is to be provided continuously along and adjacent to all interior property lines. A combination of shrub and tree plantings selected from those listed in Section 4.4 shall be used to create a visual screen within the ten (10) foot strip. A wall or fence (not exceeding eight (8) feet in height) separating adjoining parcels may be constructed in lieu of the planting strip when located along an interior property line. Fences or walls exceeding 42 inches in height are not permitted in any front yard.

- 4. The use of art features such as sculptures, fountains, distinctive landscaping, and murals add a unique identification and style to a development and are encouraged. Art features should be appropriate to the historic, architectural, and visual character of the site.
- 5. Existing vegetation should be preserved where possible.

4.3.3 Parking Lots

Parking lots shall be planted with a low overhead canopy of trees. In all parking lots of more than 15 spaces, landscaped areas covering five percent (5%) of the total paved area of the lot shall be provided. The landscaped area must be provided via curbed islands wholly contained within the paved areas. Each parking island (10'x40' minimum) shall be planted with at least one deciduous tree (minimum 1-3/4" caliper) selected from the approved plant material list provided below, or as otherwise approved by the Planning Board. The use of a single tree species throughout the parking area is encouraged.

The following tree types are approved for use in parking lots:

Red Maple	Acer rubrum
Summit Ash	Fraxinus pennsylvanica 'Summit'
Honeylocust	Gleditsia triacanthos inermis
Red Oak	Quercus rubra
Pin Oak	Quercus palustris

The periphery of the parking lots is to be planted with a combination of deciduous and evergreen trees and shrubs in a woodland type mass planting. Berming is also encouraged to screen parking areas from public view. Existing vegetation along the perimeter of parking lots should be maintained where possible.

4.4 Approved Plant Materials

4.4.1 Buffer/Background Plantings

The following trees and shrubs are approved for use as buffer plantings:

Colorado Spruce	Picea pungens
Eastern White Pine	Pinus strobus
Austrian Pine	Pinus nigra
White Poplar	Populus alba
Red Maple	Acer rubrum
Summit Ash	Fraxinus pennsylvanica 'Summit'
Honeylocust	Gleditsia triacanthos inermis
Red Oak	Quercus rubra
Pin Oak	Quercus palustris

Other species may be used, as specifically approved by the Planning Board.

4.4.2 Other Site Plantings

The intent of landscaping within individual sites is to create visually pleasing and imaginative settings which are unified and harmonious with the overall character of the Griffiss Business and

Technology Park. Landscape designers are encouraged to be creative in the selection of plant materials. The following should be considered in selection of plant materials:

1. Maintenance requirements should be an important consideration.
2. Materials shall be consistent, or blend with existing materials in adjacent areas of the Park with the exception of plants intended to serve as a visual accent.
3. Plant size, color, texture, and form should be used to create unique landscape arrangements.
4. Plant selection should consider complementary materials with differing periods of spring flower and fall color to maximize seasonal variation.

5.0 TENANT EXTERIOR SIGNAGE GUIDELINES

The objective of the following signage guidelines is to ensure that exterior signs contribute to, rather than degrade the desired aesthetic character of the Griffiss Business and Technology Park.

5.1 General Requirements

1. Primary signs are restricted to tenant identification only. Advertising of any business is not permitted.
2. No free-standing signs are permitted along Brooks Road nor the N. Y. State Parkway.
3. Secondary signage required for effective site operation should be designed in a unified manner consistent with the intent of these guidelines and must be specifically approved by the Planning Board.
4. Signs shall be fabricated as individual letters mounted on either building facades or free-standing masonry sign-walls, or as masonry based signs with metal fabricated sign cabinets attached to a masonry base (minimum base height 24 inches).
5. Lighting shall be internal without a halo. Illuminated sign cabinets are not permitted unless specifically approved by the Planning Board.
6. Rooftop signs are not permitted.
7. Signs may not rotate, blink, or move in any fashion.
8. Sign attached to exterior glass must be specifically approved by the Planning Board.
9. The standard type face for the Griffiss Business and Technology Park is Helvetica (light and bold). This type face must be used by all facilities unless replaced by a corporate logo and/or logotype for site identification. All other signs necessary for the effective operation of each facility shall be the standard type face for the Griffiss Business and Technology Park.
10. Signage colors shall be subdued in tone. Contrasting primary colors are not permitted unless part of an established corporate logo or logotype.
11. Repair and maintenance of all wall-mounted and/or free-standing identification signs are the direct responsibility of the tenant.

5.2 Building Mounted Tenant Identification Signs

5.2.1 Building Mounted Identification Signage for Single-Tenant Buildings

1. Identification signage is limited to one location along the highest building fascia per public street frontage.
2. The following criteria applies to single story buildings:
 - a) The typeface may not exceed two (2) feet in height (measured uppercase height)
 - b) Use of corporate logos is allowed for tenant identification. If a corporate logo is used alone, the height of the logo may be increased to three (3) feet. If a logo is used in conjunction with corporate logotype, neither may exceed two (2) feet in height.
 - c) The maximum area of a wall-mounted sign shall not exceed sixty (60) square feet. Area is measured as the rectangular area surrounding the sign lettering and logo.
3. The following criteria applies to multi-story buildings:
 - a) The typeface may not exceed two (2) feet in height (measured uppercase height)
 - b) Use of corporate logos is allowed for tenant identification. If a corporate logo is used alone, the height of the logo may be increased to five (5) feet. If a logo is used in conjunction with corporate logotype, the logo may not exceed three (3) feet in height and the logotype may not exceed two (2) feet in height.

- c) The maximum area of a wall-mounted sign shall not exceed 150 square feet. Area is measured as the rectangular area surrounding the sign lettering and logo.

5.2.2 Building Mounted Identification Signage for Multi-Tenant Buildings

Primary Tenant Identification

1. Identification signage for the primary tenant of a multi-tenant building is limited to one location along the highest building fascia per public street frontage.
2. Should two primary tenants be located within a single building, one (1) identification sign for each primary tenant may be permitted along the highest building fascia per public street frontage, space permitting. Such dual primary tenant signage must be appropriately spaced as to not create visual confusion and must be specifically approved by the Planning Board. Should insufficient space be deemed to be available for dual primary tenant signage, or if more than two primary tenants exist, the guidelines for secondary tenant identification will prevail.
3. The following criteria applies to wall-mounted primary tenant signage on single story buildings:
 - a) The typeface may not exceed two (2) feet in height (measured uppercase height)
 - b) Use of corporate logos is allowed for tenant identification. If a corporate logo is used alone, the height of the logo may be increased to three (3) feet. If a logo is used in conjunction with corporate logotype, neither may exceed two (2) feet in height.
 - c) The maximum area of a wall-mounted sign for the primary tenant shall not exceed sixty (60) square feet. Area is measured as the rectangular area surrounding the sign lettering and logo.
4. The following criteria applies to wall-mounted primary tenant identification on multi-story buildings:
 - a) The typeface may not exceed two (2) feet in height (measured uppercase height)
 - b) Use of corporate logos is allowed for tenant identification. If a corporate logo is used alone, the height of the logo may be increased to five (5) feet. If a logo is used in conjunction with corporate logotype, the logo may not exceed three (3) feet in height and the logotype may not exceed two (2) feet in height.
 - c) The maximum area of a wall-mounted sign for the primary tenant shall not exceed 150 square feet. Area is measured as the rectangular area surrounding the sign lettering and logo.

Secondary Tenant Identification

1. Wall-mounted identification signage for all secondary tenants occupying ground floor space will be located adjacent to the primary entrance serving the named tenants.
2. The typeface may not exceed six (6) inches in height (measured uppercase height)
3. Use of corporate logos is allowed for tenant identification. If a corporate logo is used alone, the height of the logo may be increased to eight (8) inches. If a logo is used in conjunction with corporate logotype, neither may exceed six (6) inches in height.
4. The maximum area of a wall-mounted identification sign for a secondary tenant shall not exceed five (5) square feet. Area is measured as the rectangular area surrounding the sign lettering and logo.
5. Remaining tenant identification shall be restricted to an interior tenant directory.
6. Where an entrance serves more than one secondary tenant, wall-mounted signage shall be coordinated in a unified manner.

5.3 Miscellaneous Signs - Temporary Identification Signs

1. Sale or Lease Sign: One sign advertising the sale, lease, or hire of the site will be allowed. Such signs shall not exceed 15 square feet in area, and must be removed upon occupancy.
2. Construction Sign: One sign denoting the architects, engineers, contractor, and other related subjects will be allowed at commencement of construction. Such signs shall not exceed 20 feet in area and must be removed as soon as the building receives a certificate of occupancy.
3. Temporary Future Tenant Sign: One sign identifying future tenants will be allowed. Such signs shall not exceed 20 square feet in area and must be removed upon occupancy.
4. All temporary signs shall be professionally constructed and maintain a neat and orderly appearance.

6.0 LIGHTING GUIDELINES

The objective of these lighting guidelines is to:

6.1 Create a safe and efficient working environment

1. Complement and reinforce the site design and architectural character
2. Maintain consistent parking lot lighting fixtures and illumination levels throughout the Griffiss Business and Technology Park.
3. Prevent light spillage and glare on adjacent lots and streets in a manner which creates a nuisance or safety concern.

Guidelines

1. All lighting which might be visible from an adjacent street must be indirect or utilize a full cut-off shield-type fixture. Pedestrian scale bollard lighting is encouraged and may be directly visible from adjacent streets.
2. Parking areas, access drives, and internal vehicular circulation areas shall be illuminated by zero cutoff fixtures. The parking-lot illumination level shall achieve a uniformity ratio of 3 to 1 (average to minimum) with a maintained average of 1 foot-candle and a minimum of 0.3 foot-candle.
3. Service-area lighting must be substantially contained within the service yard's boundaries and enclosure walls.
4. Indirect (invisible source) wall lighting or "wall-washing" overhead down lighting of site architecture, or interior building illumination which spills outside is encouraged. Architectural lighting should articulate and accent building design, as well as create functional illumination for safety and clarity of pedestrian movement.
5. Pedestrian area lighting:
 - a) Lighting of outdoor pedestrian use areas (including courtyards, entryways, etc.) should achieve a uniformity ratio of 3.5 to 1 (average to minimum), with an average illumination of 0.60 foot-candle and a minimum of 0.18 foot-candle.
 - b) Lighting of pedestrian walkways should clearly identify the walkway and imply the direction of travel.
6. Inoperable Bulbs shall be replaced, and fixtures maintained/repared within five (5) business days to maintain required lighting levels.

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