

TOWN OF CORTLANDT

MONTROSE HAMLET PLANNING STUDY

MONTROSE HAMLET CONCEPT PLAN AND DESIGN GUIDELINES



August 3, 2021

Kaeyer, Garment + Davidson Architects, PC
285 Main Street, Mount Kisco, New York 10549
914.666.5900 kgdarchitects.com

Montrose Hamlet Concept Plan and Design Guidelines

Contents

INTRODUCTION.....	1
Montrose – Preliminary Review of Study Area	1
Land Use.....	2
Bulk Requirements.....	3
RECOMMENDATIONS – ZONING & LAND USE.....	4
Assessment of the Visual Experience	6
RECOMMENDATIONS – ARCHITECTURE & STREETSCAPE.....	7
Parking Review	9
RECOMMENDATIONS – PARKING.....	9
Sign Review	10
RECOMMENDATIONS – SIGNS.....	11

INTRODUCTION

The Montrose Hamlet Concept Plan and Design Guidelines study was initiated by the Town of Cortlandt in mid-2020 with the goal to activate downtown Montrose transforming the area and buildings into a vibrant destination that better serves the local residential neighborhoods. Kaeyer, Garment & Davidson Architects PC (“KG+D”) was engaged by the Town in a visioning process to consider planning and design tools ranging from façade improvements to adaptive reuse as well as the assemblage of strategic parcels that could attract new investment and development in the hamlet.

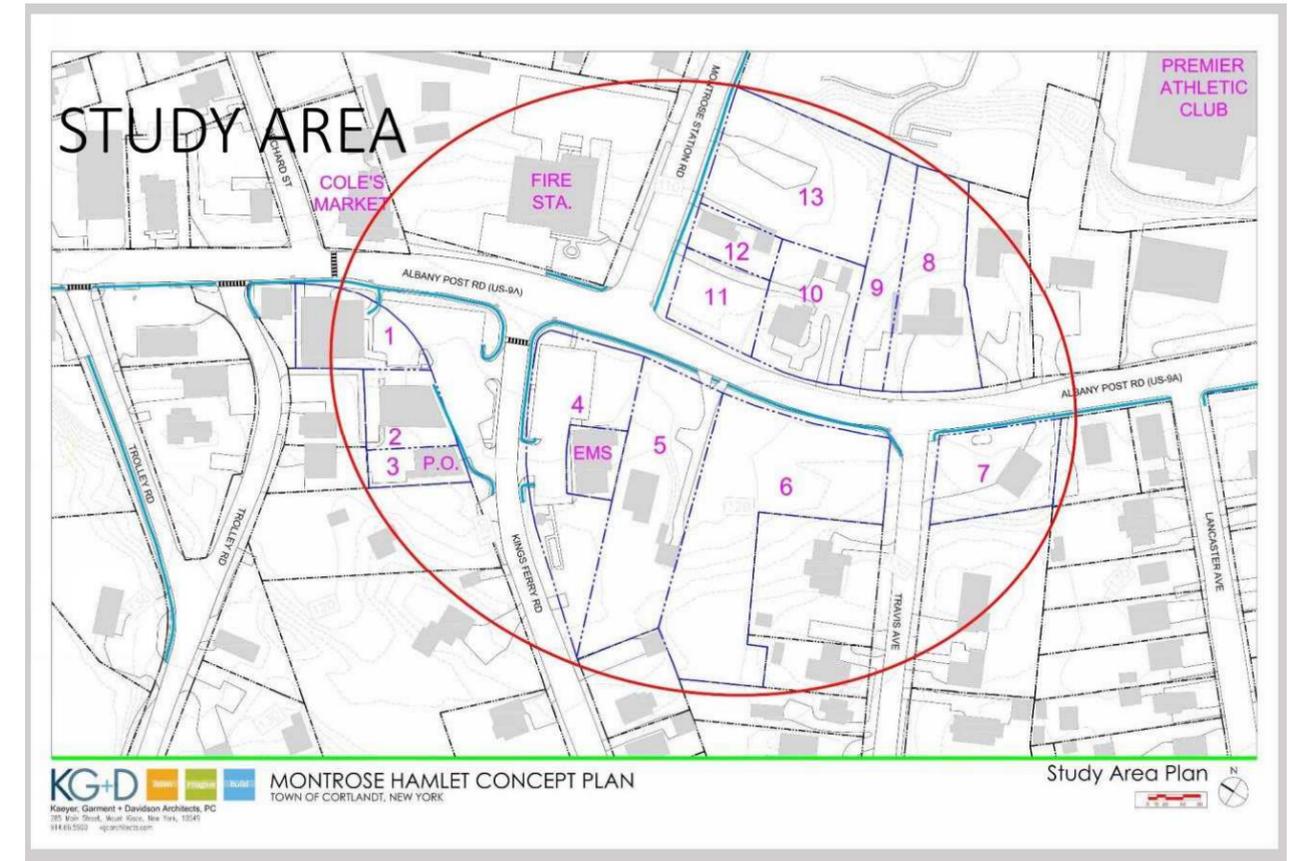
The study process engaged the architectural and landscape architectural expertise of KG+D with input from Supervisor Linda Puglisi, Councilman Frank Farrell, Town Planning and Engineering staff and local representatives of Montrose Matters. This booklet is the product of this effort to outline design guidelines for the hamlet, suggest streetscape improvements, and provide architectural renderings of a new anchor building and possible façade improvements to existing buildings that will illustrate possibilities for the hamlet. This Plan and Guidelines is not the final decision-making blueprint but rather a guide from which further community discussions and decisions will develop.

Montrose – Preliminary Review of Study Area

A primary goal of this study is to inform future development or redevelopment in ways that will enhance the character of the hamlet and induce new development that would vitalize the hamlet. The study area generally encompasses the parcels surrounding the crossroads of Albany Post Road, Kings Ferry Road and Montrose Station Road referred to as the hamlet of Montrose.

The study parcels are small and irregular shaped. The total area of the outlined study area is approximately 5.0 acres – individual lots range from 1.0 to 0.1 acre, averaging 0.4 acre. Current uses in the study area depicted on the study area map are: Parking (within State ROW but off-road); commercial / grocery / deli with 4 apartments above; US Post Office; community service / Cortlandt EMS and Montrose Fire Dept; residence; vacant; and commercial / Cole’s Market.

The Montrose hamlet is characterized by a mix of commercial uses along Route 9A surrounded by small-lot single family housing. Much of the Montrose hamlet is zoned for commercial land uses and is already developed, however, as stated in the Town’s Comprehensive Plan, opportunities for redevelopment, in-fill or reuse of underutilized parcels exist. [“Envision Cortlandt, 2016 Sustainable Comprehensive Plan”] A portion of the Route 9A corridor is zoned for community-oriented commercial uses including the study area. One-family and two-family homes are permitted in the CC district and mixed-use buildings are permitted if cluster authority is granted.



Images in this report are taken from the discussion materials presented at several Montrose planning group meetings.

The Comprehensive Plan highlights a goal to accommodate “walkability” of its hamlets. ... Streetscape amenities, parks and trails, compact development, and connected public facilities are all important to the creation of a walkable community. The Comprehensive Plan identifies the Hamlet of Montrose as a location to promote and actively encourage neighborhood and community design that incorporates walkability.

Zoning of the Albany Post Road (Route 9A) corridor is Community Commercial (CC) – “designed to provide shopping facilities and services for persons residing in immediately adjacent areas. The sizes of businesses are restricted to limit traffic volumes to a level appropriate to the character of the districts.” Zoning of study area parcels over 200 feet east of the Post Road centerline is General Residential (RG). Zoning of parcels over 200 feet west of the Post Road centerline is Residential (R-15).

Another mixed-use district in the Town reviewed for applicability to the study area is the Highway Commercial/Multi-Family (HC/9A) District which is located along a portion of Route 9A south of the study area. The district permits highway-oriented commercial uses and up to four-family dwellings at a density of one unit per 7,500 square feet. Mixed use buildings with a maximum of four dwelling units are permitted as of right.

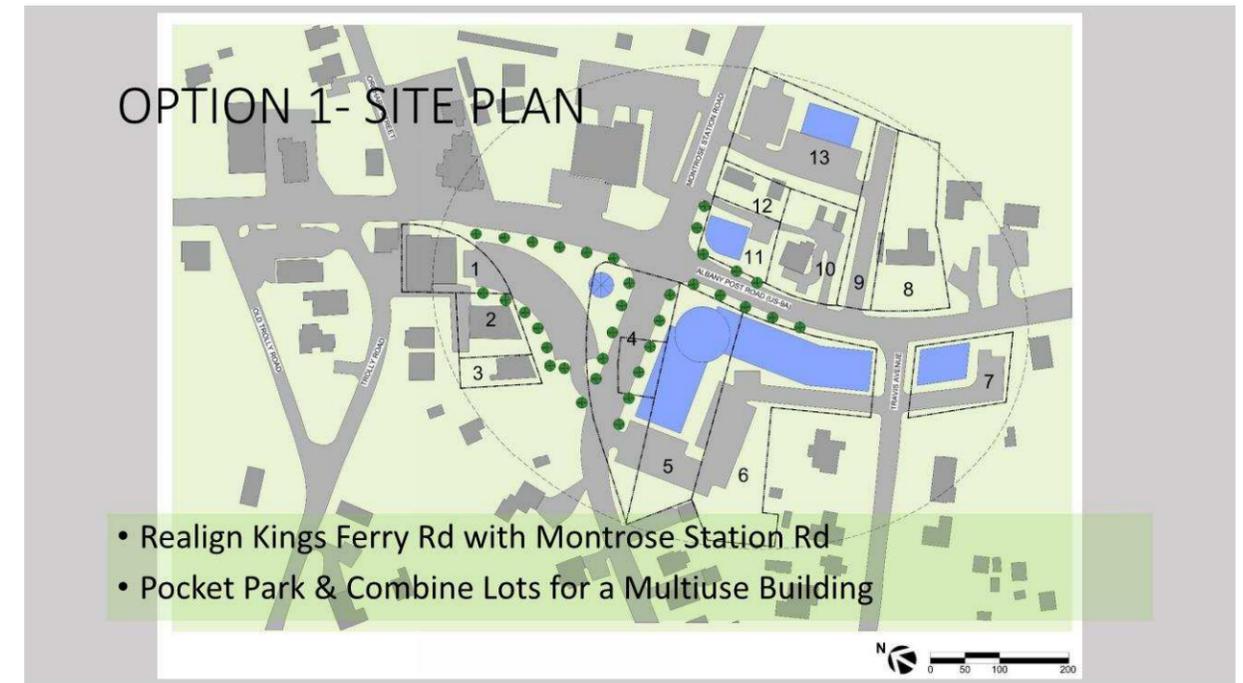
Land Use

Land uses permitted by zoning in these three districts that may be relevant to the study goals include: schools, municipal including library, museum, gallery, home occupation, studio, active open space, business or professional office (at a transitional location).

Land uses that could be suitable in the hamlet to be considered by special permit (as defined in the Town Code) include: general merchandise, food store, furniture, eating & drinking, bed & breakfast, accessory apartment (above a commercial use), other personal services.

This study noted that the Montrose Fire District Station and Cortlandt EMS facilities are centrally and prominently located in Montrose hamlet, having provided their vital community services from these sites for many years. The mix of other uses in the study area include commercial grocery stores, a dance studio, residences including apartments, Montrose Post Office and vacant land. However, the existing Fire Department and EMS buildings are not representative of modern facilities, for example the new Peekskill firehouse. These buildings occupy parcels that are central to the hamlet and visually prominent locations where rent-generating activities may better serve the community. Discussions with the Montrose planning group raised the questions: “Can these uses be relocated to a new location within their service area?” and “Would these services benefit by locating into a modern, appropriately-sized building?”

The study looked at three development scenarios and a composite plan shown in Option 4:

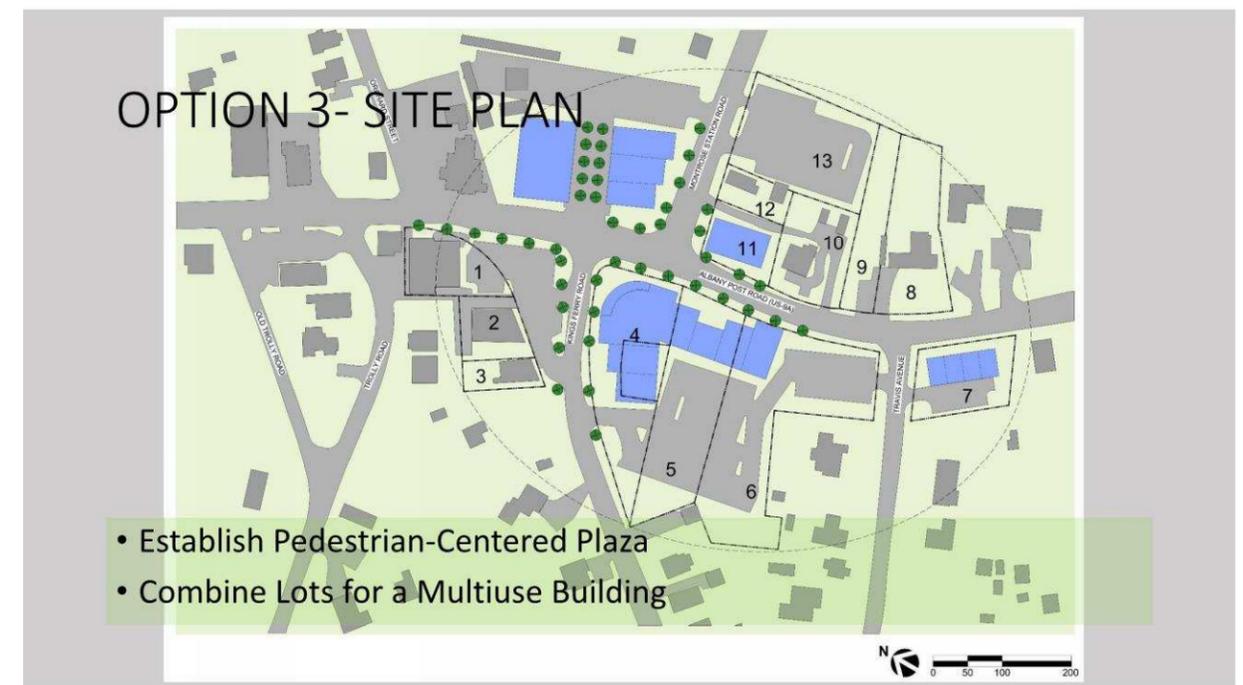
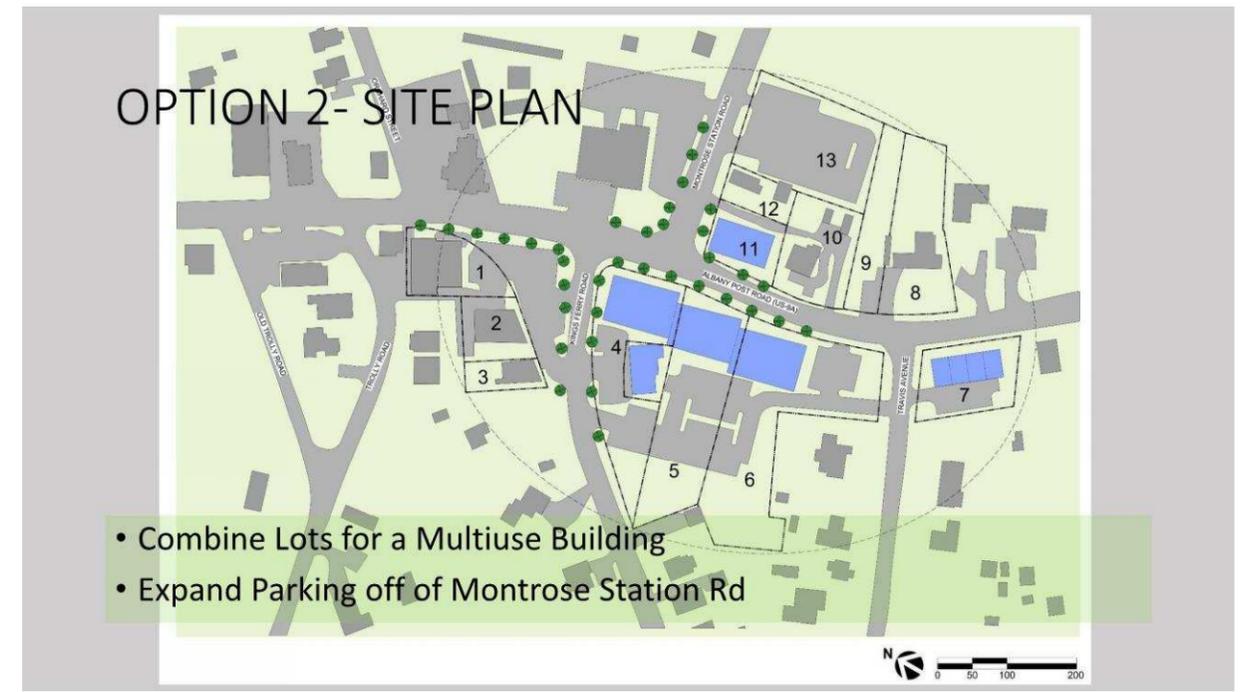


Bulk Requirements

This study reviewed the existing bulk requirements of the Town Code which define the size and configuration of lots and buildings in the respective zoning districts. Generally, in the CC district, lot size and location of buildings on lots is limited to these dimensions: 2½ story, 35' height; setbacks for front yard 30', side yard 10', and rear yard 10'; 25% maximum building coverage; 30% minimum landscape coverage; and maximum floor area of 4000 square feet (except a food store may be up to 12,000 sf). [Zoning Table 307e] For lots and buildings in the adjoining RG and R-15 districts there are similar bulk requirements with notable exceptions for maximum floor area which is determined by a table that permits less than 10 percent building coverage and greater landscape coverage (50% minimum) compared to the CC district.

The concept plans developed in this study reflect denser mixed-use development along the Post Road corridor and within the boundaries of the CC district (up to 30% building coverage), thereby reinforcing a “street wall” concept carried forth from the existing buildings immediately to the west. The concept plans locate parking areas in the adjoining residential districts to support the corridor development. These parking areas would necessitate allowable landscape coverage of 30%.

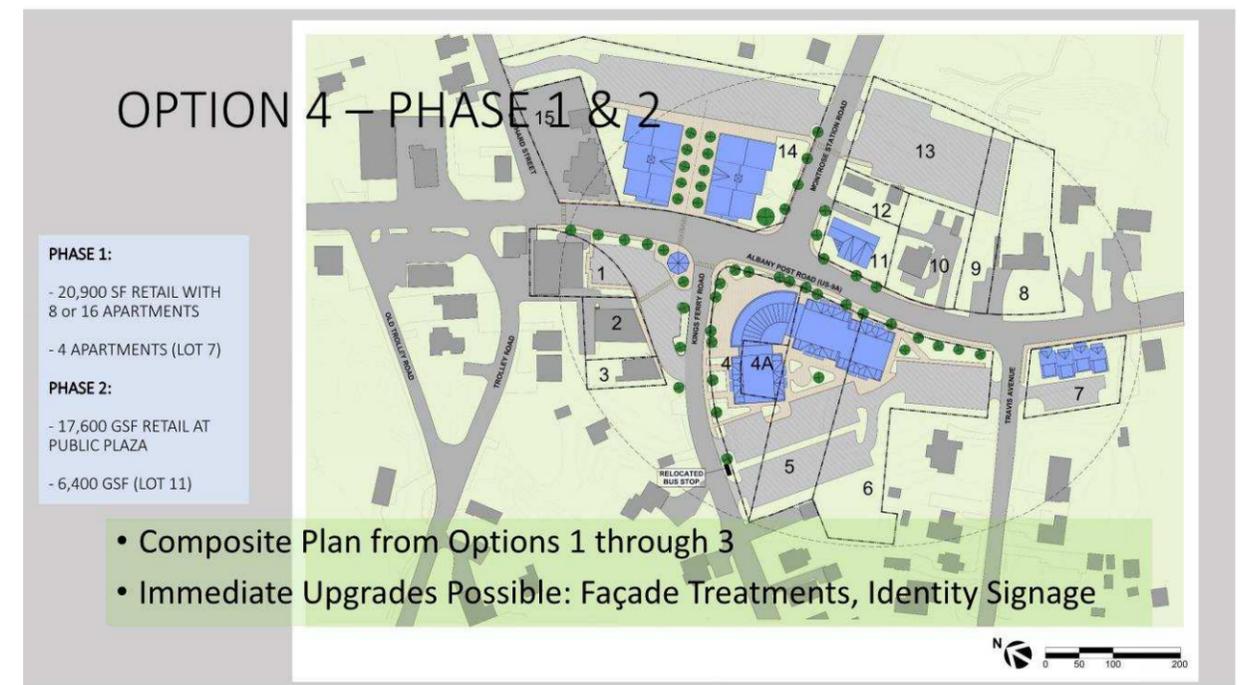
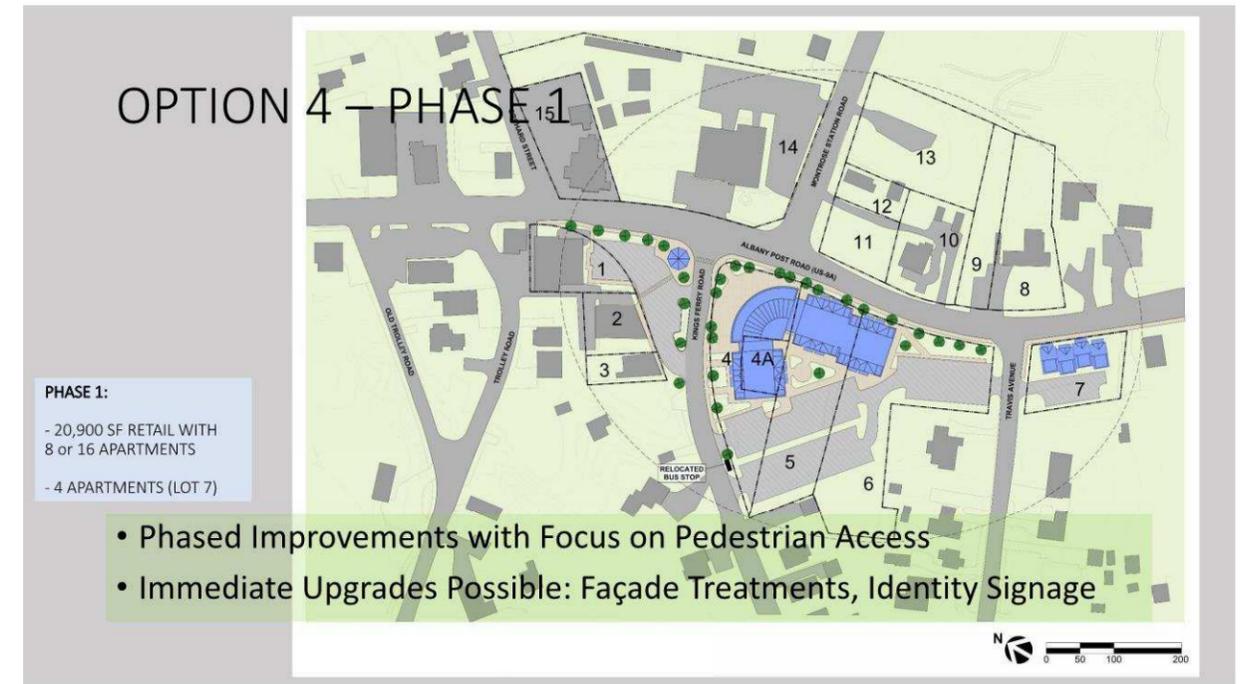
For comparison, the Mixed Use HC-9A district in the central portion of the Route 9A Corridor has similar bulk requirements to the CC district with a notable exception that there is no maximum floor area requirement, designed to encourage higher density development including multifamily dwellings in furtherance of the Town's goal of establishing mixed-use village developments in the central portion of the Route 9A Corridor. A similar regulation for the Montrose hamlet would support the concept vision developed in this study.



RECOMMENDATIONS – ZONING & LAND USE

- Create a special permit for specific uses in the Montrose hamlet, based on CC requirements but:
 - o Increase maximum building coverage allowed to 30%
 - o Eliminate maximum floor area requirement
 - o Allow minimum landscape coverage of 30%.
 - o Include provisions to allow multifamily units (townhouse, condominium, co-operative, or rentals)
 - o Amend Front Yard setback to 5' and second Front Yard 20' for a corner lot, Side Yard 10' (no change), and Rear Yard 10' to support the street wall concept
- The study group cited Special Permit Uses that should be permitted in the Montrose hamlet: General merchandise, food store, furniture, eating & drinking, bed & breakfast, accessory apartment (above a commercial use), other personal services, studios, eatery (such as bakery, coffee shop, ice cream parlor, yogurt shop), crafts shop, community space for youth activities, after school care, or community organizations.
- Special permit needs to account for Montrose hamlet development on properties or portions of lots in the study area that are in the RG district (specifically lots 13 and 14).
- Special permit needs to account for Montrose hamlet development on properties or portions of lots in the study area that are in the R-15 district (specifically lots 3, 4, 5 and 6).

Intensity of development in the hamlet is substantially dependent on the availability of public sewer service to the hamlet. The Town envisions that municipal sewer may be available to the area in the future. Access onto Route 9A from hamlet development may be constrained by traffic volumes and any changes to curb cuts on Albany Post Road would have to be approved by the NYS Department of Transportation. Access to new hamlet development would more likely be better served from the side streets. Therefore, the concept plans developed in this study utilize access points from the side streets thereby avoiding direct access onto Route 9A and assume access to public sewer and water.



Building Coverage and Parking Table - Option 4 Plan		
	Phase 1	Phase 1&2
Anchor Building footprint: **	(sf) 16,725	22,800
Area - lot 4	(sf) 24,960	24,960
Area - lot 4A (EMS)	(sf)	4,952
Area - lot 5	(sf) 28,924	28,924
Area - lot 6	(sf) 42,819	42,819
Building coverage	17%	22%
Apartments	8	16
2nd Floor Retail	5,000	
Parking spaces required @ 1 space/ 300 sf retail + 2 spaces/apmt	86	102
Parking spaces provided	102	102
Landscape coverage	35%	32%
Townhouse Building footprint:	(sf) 4,000	
Area - lot 7	(sf) 14,070	
Building coverage	28%	
Parking spaces @ 2 spaces/apmt, required & provided	8	8
Landscape coverage	45%	
Promenade Buildings footprint:	(sf)	17,600
Area - lot 14 (FD)	(sf)	71,133
Building coverage		25%
2nd Floor Apartments		16
Parking spaces required @ 1 space/ 300 sf retail + 2 spaces/apmt		91
Parking spaces provided		64
Landscape coverage		31%
Corner Retail Building footprint:	(sf)	3,200
Area - lot 11	(sf)	9,235
Building coverage		35%
2nd Floor Retail		3,200
Parking spaces required @ 1 space/ 300 sf retail + 2 spaces/apmt		22
Landscape coverage		52%
Municipal Parking		
Area - lot 9	(sf)	11,282
Area - lot 13 (FD)	(sf)	9,235
Parking spaces provided		68
Landscape coverage		33%
Total Parking required	94	223
Total Parking provided	110	242
Note: Required parking is based on multipliers proposed for the hamlet.		
** Development of Lot 4A (EMS) can be in Phase 1 or 2		

OPTION 4 – Highlights from Prior Options

Phase 1 –

Acquire & Consolidate 3 Lots at SW Quadrant

Relocate EMS to a New Facility in Town

- Multi-Tenant Anchor Building, 2-Story
- New Residential & Commercial Buildings
- Pedestrian Enhancements, including Gazebo
- Add Parking & Crosswalks

Phase 2 –

Relocate Fire Department to a New Facility in Town

- Additional Multi-Tenant Buildings, 2-Story
- Pedestrian Promenade
- Add Parking

Considerations:

- Development density requires central sewer
- Parking @ 1 space/280 sf and 2 spaces/residence
- Uses to Encourage:
 - bakery, coffee shop
 - ice cream parlor, yogurt shop
 - boutique shops, crafts place
 - youth activities, after school care
 - community use spaces

Assessment of the Visual Experience

There is a mix of elements and activities in the Montrose hamlet that creates a different setting for the building on virtually every parcel. The positions of buildings differ relative to the road, widths of sidewalks change through the corridor, an open and somewhat confusing intersection that includes a very broad curb cut in front of the fire station, many relatively small signs, many utility poles and overhead lines, the sum of which lacks a cohesive “look”. There is no regular street tree pattern and the few fences and walls are not substantial enough to visually tie these elements together.

There is one central sidewalk along the west side of Route 9A through the hamlet and a few spurs on side streets. Any new development of lots should include provision of a sidewalk along its frontage where such sidewalk would connect with the existing or a future network.

The concrete sidewalk and curb along the west side of Albany Post Road, which is relatively new, provides a visual frame for the street experience that is clearly lacking on the east side. This sidewalk provides the sole north/south pathway for pedestrians but there is no wayfinding signage to lead the pedestrian. A notable accent to the inharmonious streetscape experience is the series of pole mounted “Welcome” banners that have been added along Albany Post Road, a product of the MEP Committee initiatives. Painted crosswalks are not particularly well maintained. The pedestrian trying to use the east side of Albany Post Road will have a difficult time navigating the corridor while keeping out of the travelled lane in many locations where the paved shoulder narrows to a wee trail.

The visual pattern of building masses is very irregular – a product of the unplanned growth of the hamlet – with each building having its own particular character – color, shape, style, height, rooflines, and position in relation to the street – with little congruity between neighboring sites. There is a lack of a common theme to the varied architecture in the hamlet.

The Town worked with the community several years ago on a planning effort known as the Montrose Enhancement Plan (MEP). Out of that planning effort the Montrose Business Association was formed. The planning committee was active in introducing enhancements to the hamlet which encouraged visual branding of the hamlet, new planting areas and awareness of historical sites along Route 9A. The MEP was instrumental in the construction of sidewalks and a crosswalk across Route 9A to enhance walkability and connectivity to encourage pedestrian activity within the hamlet.

Small but notable amenities added to the corridor at Kings Ferry Road that provide pedestrian scale are several benches, Welcome signage, new sidewalks, a landscaped gazebo and a bus stop/shelter. A pair of “Welcome to Montrose” signs flank the beginning of Kings Ferry Road, albeit rather small in scale. Addition of a landscape hedge or similar backdrop would enhance the visibility of these two signs.

Topography within the study corridor is generally flat while the street pattern is somewhat curvilinear so view lines are relatively short into the fronting properties and along the main corridor itself. Properties on the east side of Albany Post Road in the vicinity of Montrose Station Road gradually drop in grade away from the road thereby making land to the east less visible.

PRECEDENT IMAGES



The orientation of streets and the position of the fire house immediately at the terminus to Kings Ferry Road with a traffic signal make that site visually prominent and a recognizable landmark in the hamlet.

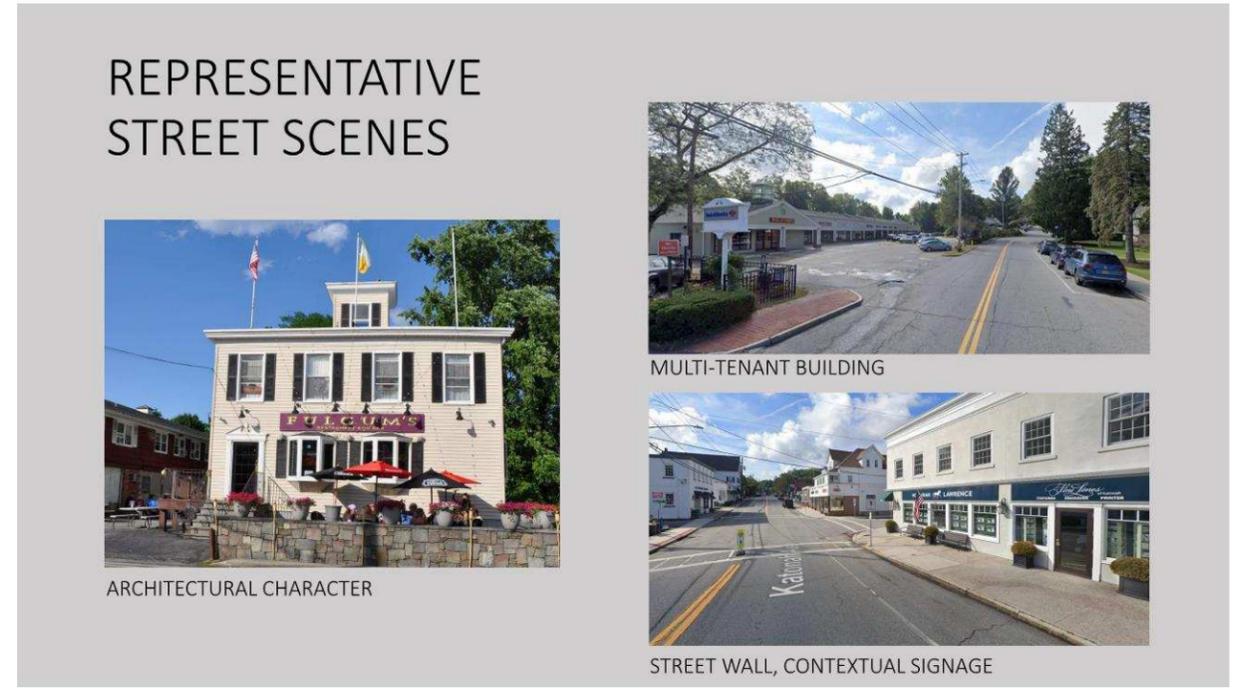
RECOMMENDATIONS – ARCHITECTURE & STREETScape

Acknowledging the varied architecture of the businesses that exist in the hamlet and the history that each building evokes, a modern view looks toward attracting business patrons through providing visibility, easy access, and multiple opportunities for shopping while retaining the unique flavor that each business offers. Coordinated and complementary building elements – not necessarily identical elements such as a repetitive sign style – can provide an experience for the user that arouses a “sense of place” which in turn makes the place more memorable thereby inducing increased patronage.

Several development scenarios were presented during this study that include a larger “anchor” building to be centrally located in the hamlet. The intent of this is to establish a new focal point for activity and architecture that presents a character that is modern as well as complementary to the historic flavor of the hamlet. This anchor building will entail combining several lots at the corner of the Post Road and Kings Ferry Road.

Some of the key features of the recommendations for the hamlet include:

- Create a central hamlet sense of place and the “Feel of Small” – walkable and accessible.
- Create a Street Wall by placement of new buildings. Reduce setbacks from the curb line to front of buildings to 15 – 20 feet to define a vertical street wall that will reinforce the street wall that exists to the north of the study area closer to the High School. The definition of the street as the “primary space” is critical to establishing a sense of place. The creation of a single or eventually double-sided street wall will define this hamlet as a pedestrian friendly area and will naturally slow traffic that moves through the area.
- Locate parking behind buildings, not in front. By serving both mixed use and residential components of the hamlet with remote parking areas and parking behind the buildings it will help define the area with Architecture as opposed to signage and parking lots.
- Massing and impact – Since some of the proposed building lots, especially the larger combined lots on the southwest corner of Kings Ferry Road and Albany Post Road, will accommodate building sizes that are significantly larger than what currently exists it is important to employ Architectural approaches that mitigate their apparent size. These measures should include:
 - Stepping the building perimeter in plan to break up the size of the overall buildings and making them appear like a series of attached buildings as opposed to one long undifferentiated structure.
 - While it is important to provide two story buildings to achieve the desired level of occupancy and activity for the re-designed hamlet it is equally important to avoid the



impact of tall buildings that could overwhelm the surrounding one story commercial and residential structures. This will require an Architectural approach to keep the eaves relatively low and provide second story residential, office or commercial space by providing dormers that provide ample space but are also part of a roofscape. A regular repetitive pattern of a variety of roof shapes will also break down the scale of the newer buildings and provide authentic architectural character.

- o Similar to the techniques discussed above it is also important to have a variety of opening types in the new building walls to include recessed porches or loggias, projecting balconies on residential units, conventional versatile storefronts on ground level commercial units as well as conventional window openings. Variability is not only visually appealing but also provides a range of experiences of how buildings are approached and entered. This will reinforce the feeling that the hamlet is a collection of diverse building types as opposed to a uniform and undifferentiated new development style.

This study recommends advancing the pedestrian experience to become the dominant activity to guide new development in the hamlet by incorporating a variety of elements that attract human activity – sidewalks, crosswalks, informational signage, flags, interesting storefronts, parking lot-to-building entrance accessibility, plazas, sitting areas, gazebo, bus stop, shade-providing elements and lighting. Visual elements that attract interest to the landscape also provide “human scale” and character to the place – stone walls, fences, ornamental plantings and shade trees.

Representative Main Streets can be seen in the villages of Cold Spring, Katonah, Mount Kisco and Croton.

The concept plan that evolved through the study group discussions (Option 4) is a two phased plan, concentrating on improvements on the west side of Albany Post Road. Option 4 Phase 1 shows the multi-tenant, 2-story anchor building of approximately 20,900 square feet of retail with 8 apartments on the second floor (on Lots 4, 5 and 6), 8 additional apartments (on Lot 4A) in either phase, a 4-apartment building (on Lot 7), parking behind the building, and streetscape improvements to enhance the pedestrian experience such as street trees and green spaces with gazebo on the opposite corners of Kings Ferry Road. Additionally, façade treatments of existing buildings and new identity signage are immediate upgrades possible.

Option 4 Phase 2 would envision the relocation of the Fire Department to a modern, appropriately sized facility located on a new site within its service area, allowing reuse of that prominent site in a pedestrian promenade-type development with two multi-tenant retail buildings totaling approximately 17,600 square feet and 16 apartments on the second floor (Lot 14). An additional 6,400 square foot retail building may be possible on the southeast corner of Montrose Station Road (Lot 11), along with municipal parking lots to serve these new retail shops located behind the buildings (Lots 13 & 14).

Overall, proposed development needs to be scaled such that it defines and enhances the character of the central hamlet area through building elements that are complementary to existing buildings and site features that attract pedestrian activity, with zoning to allow a limited amount of new growth.



Proposed Façade Improvements – Post Office



Proposed Façade Improvements - Deli

Parking Review

Parking requirements in the Town Code for common uses in the CC district are as follows (all habitable space floor areas):

Dwelling – 2 spaces/DU (includes detached, semi-detached and attached)

Retail – 1/300sf ground floor + 1/500sf upper floor

Personal or business service – 1/300sf ground floor + 1/500sf upper floor

Eating/drinking – 1/50sf dining area + employee parking per the PB

Office – 1/300sf and 1/400sf

Other not otherwise listed – 1/300sf

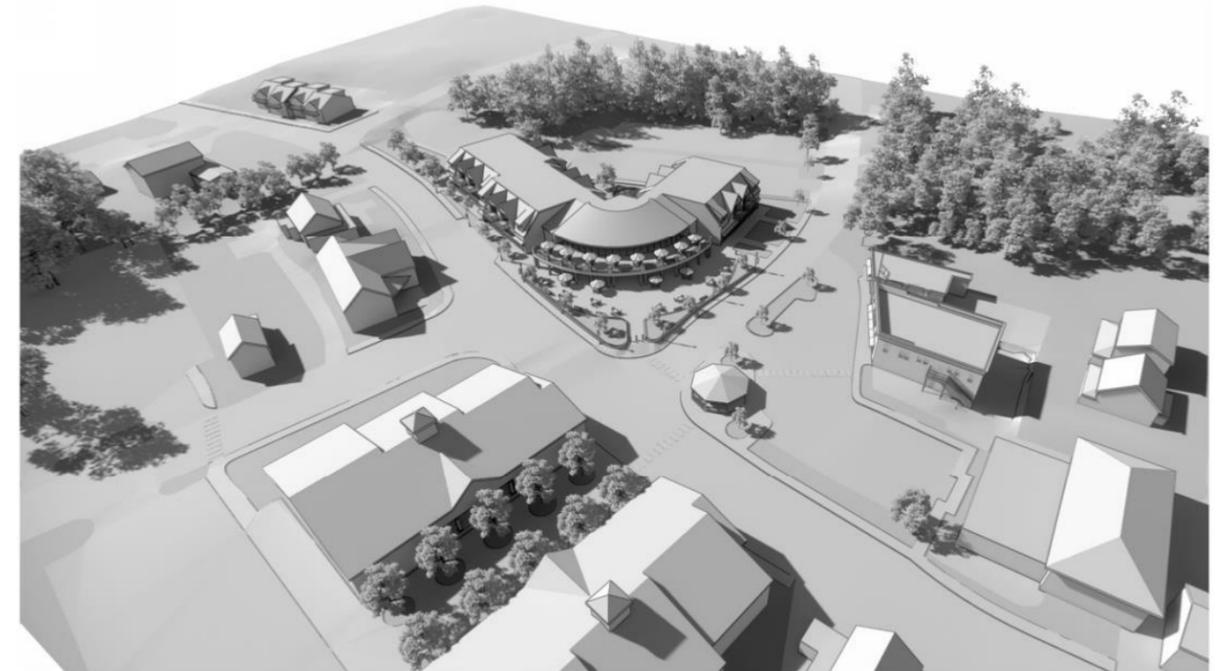
The Planning Board may approve reduction in the required parking for joint use of parking spaces.

These parking requirements are not unlike requirements in other hamlet communities reviewed – for example, the villages of Mount Kisco, Croton, Katonah (Town of Bedford), and Cold Spring. Parking for commercial space is generally required to be 1 space per 275-300 square feet of building floor area. Parking for residential uses is typically 2 spaces per single family unit but varies for multi-family – commonly 1 space per unit plus 0.5 space per bedroom. Approval of an increase or reduction of the required parking is typically based on representation to the Planning Board through a parking study. Reduction in the required parking should be considered for joint use of parking.

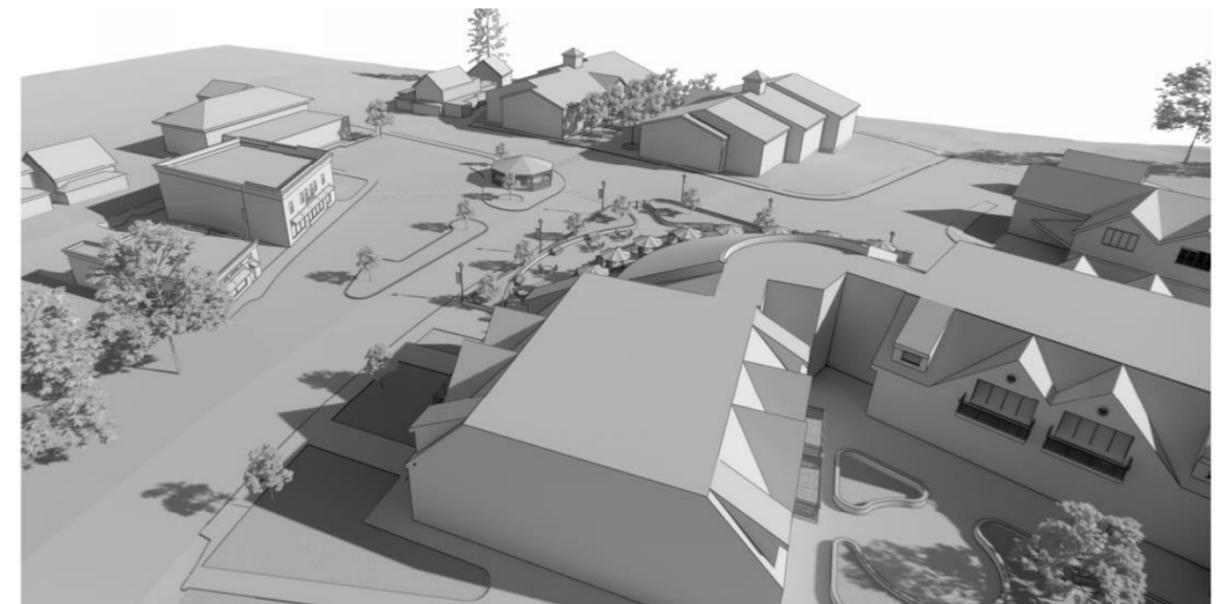
RECOMMENDATIONS – PARKING

Parking to serve hamlet uses should be readily accessible without being highly visible so that the street wall created by the building façades dominates the streetscape. With the absence of on-street parking on Albany Post Road and Kings Ferry Road, patrons need to be directed to off-street lots with parking where it can be ideally located at the sides or rear of buildings to preserve the streetscape for circulation of vehicles moving through the hamlet and pedestrians engaging in hamlet activities. Parking areas, of course, need to be adequately screened from view from adjacent residential uses, typically by grade change, fencing and planted materials.

The current Cortlandt Code provides a variety of parking special permits that should be considered for any new hamlet use: land-banked parking, shared parking, pedestrian access from abutting properties, and waivers.



OPTION 4 – Looking South



OPTION 4 – Looking Northeast

Sign Review

The study undertook a comparison of Town business sign regulations for the zoning districts in Montrose hamlet and the HC Highway Commercial district that exists to the south in Cortlandt (summarized from Town Code §245):

	CC District	RG District	R-15 District	HC District
SINGLE TENANT BUILDING				
Max. total sign area	1 sf / 2 lf of bldg. frontage ³ up to 40 sf	Identification sign not exceeding 20 sf	Identification sign not exceeding 20 sf	1 sf / 1 lf of bldg. frontage up to 80 sf
Freestanding sign ¹	16 sf			24 sf
Projecting sign ¹	8 sf			12 sf
Wall sign	1 sf / 2 lf of bldg. frontage minus sf of other signs above			1 sf / 1 lf of bldg. frontage minus sf of other signs above
Maximum height	10 ft	NA	NA	16 ft
"Removable message board" attached to a freestanding, projecting or wall sign	12 sf	NA	NA	12 sf
Temporary business-related window sign	1 sf / 2 lf of bldg. frontage up to 4 sf or 40% of total window area	NA	NA	1 sf / 1 lf of bldg. frontage up to 8 sf or 40% of total window area
MULTIPLE TENANT BUILDING of less than 100,000 sf				
Freestanding sign	Each business may have 1 freestanding sign not exceeding 16 sf.	NA	NA	1 Freestanding Plaza/Property Identification Sign allowed, up to 16 ft ht, min 8 sf, max 24 sf
Business sign	NA	NA	NA	Increase min 4 sf max 8 sf per tenant to max 48 sf
Business wall sign ²	NA	NA	NA	1 sf / 1 lf of bldg. frontage up to 80 sf
Awning sign	NA	NA	NA	6-inch letters on awning valance, tenants name can be repeated up to 3 times
Table does not include special purpose signs, directional signs. Table is for comparison purposes and is not intended to be inclusive of all applicable sign regulations in §245 of the Code.				
¹ Either 1 Freestanding or 1 Projecting sign per property				
² If a building fronts on two or more rights-of-way, the sign area for each additional frontage shall be at 1/2 the rate or size otherwise allowed.				
³ Building frontage refers to the length of the façade fronting the street.				



OPTION 4 – Looking South



OPTION 4 – Looking North

The table demonstrates the range of requirements for signs of different types. Generally speaking, the requirements of the CC district are twice as stringent as for signs down the road in the HC district.

The Town Code has detailed regulations regarding various sign types, applicable to particular zoning districts. Signs are generally defined as wall signs, freestanding signs, projecting signs and window signs. The Town also has a Sign Design Manual, from which the following key design elements are repeated here for consideration in the Montrose Hamlet:

- *Integrate signs with the building architecture – consider the building size, scale, color and details.*
- *Limit wall signs to one per building, or one per building face on corner lots.*
- *For multiple tenant buildings, maintain uniform sign band height on the façade and maintain general consistency of wall sign sizes and materials.*
- *Use lettering of appropriate size, weight and with adequate color contrast to read from the street.*
- *Minimize the number of window signs to avoid distracting elements.*
- *Per the code regulations, permit a single freestanding or projection sign for each building.*
- *Use materials complimentary to the sign setting, such as letter colors that match the building trim color, or evergreen landscaping at the base of freestanding signs.*

RECOMMENDATIONS – SIGNS

Importantly, in combination with the proposed development concept for a larger “anchor” building in the hamlet, a common theme or uniform shape repeated in all signs associated with the new development will project a “sense of place” for the hamlet. Stylistically complementary elements can contribute to the visual unity of the place, as is already seen in the pole mounted “Welcome” banners that have been added along Albany Post Road by the MEP Committee. The study group noted that sign elements need not be repetitive or identical and from a business point of view should reflect the individual character of the business.

The Master Sign Plan defined in the Town Code for individual site developments would appropriately be applied to new development in the hamlet to create consistency (visual unity) among neighboring uses: A sign system used to create visual unity among the signs within a site development plan area and to facilitate compatibility with surrounding establishments and structures. The plan shall include specifications including, but not limited to, sign type, style, height, colors, lettering or graphic style, materials, shape, lighting and location on establishment. [§245-2]



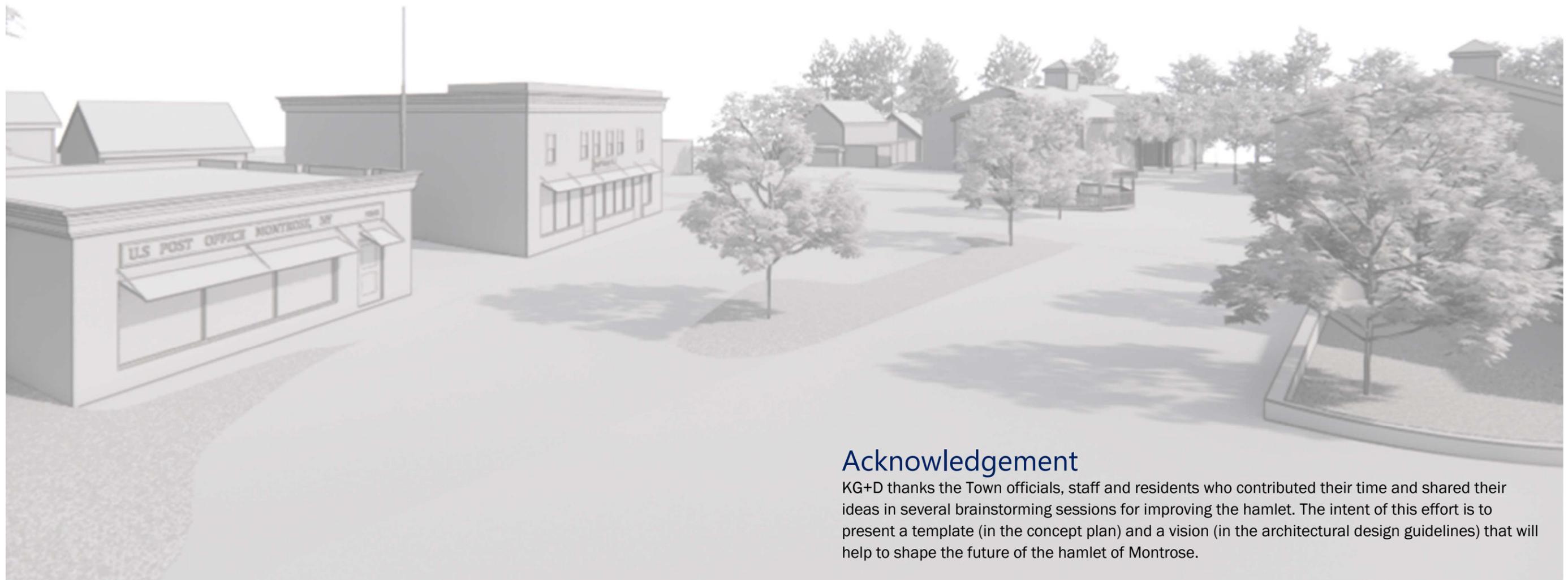
OPTION 4 – ANCHOR BUILDING - Aerial View



OPTION 4 – ANCHOR BUILDING – Street View

Currently the Planning Board, with recommendations by the Architectural Review Council, review sign proposals. As per §245-4 F.: In all commercial zoning districts, where a building is divided by party walls or by permanent partitions into separate and distinct business areas and each such area is occupied by a different tenant, the site shall be subject to a Master Sign Plan, approved by the Planning Board as part of the site development plan approval.

The current Code does not allow for business signs in the RG and R-15 districts. Provisions within a new special permit regulation under Article XI of the Code should allow signage for businesses and multiple tenant buildings in the RG and R-15 portion when it is associated with new hamlet development, either by permitting the CC provisions or larger signs like the HC district.



Acknowledgement

KG+D thanks the Town officials, staff and residents who contributed their time and shared their ideas in several brainstorming sessions for improving the hamlet. The intent of this effort is to present a template (in the concept plan) and a vision (in the architectural design guidelines) that will help to shape the future of the hamlet of Montrose.