

# Draft Report of the Town of New Paltz

## Route 299 Gateway Committee

*February 2018*

**FINAL DRAFT FOR PUBLIC REVIEW**



Made possible in part by a grant from  
the Hudson River Valley Greenway



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**Town of New Paltz, NY****Comprehensive Plan Amendment for the Route 299 Gateway Corridor****Introduction**

The New Paltz area is known for its abundant amenities such as the Mohonk Mountain House, the Mohonk Preserve, hiking trails and rock climbing, SUNY New Paltz, a vibrant village, important historical sites, and more. These amenities make New Paltz a great place to live, work, and visit. The Route 299 Corridor is the primary entranceway to New Paltz from the New York State Thruway (I-87, Exit 18) and points east. As the “front door” to the Town and Village of New Paltz and the Shawangunk Mountains to the west, the character and function of this “Gateway” area is important to the future of our community.

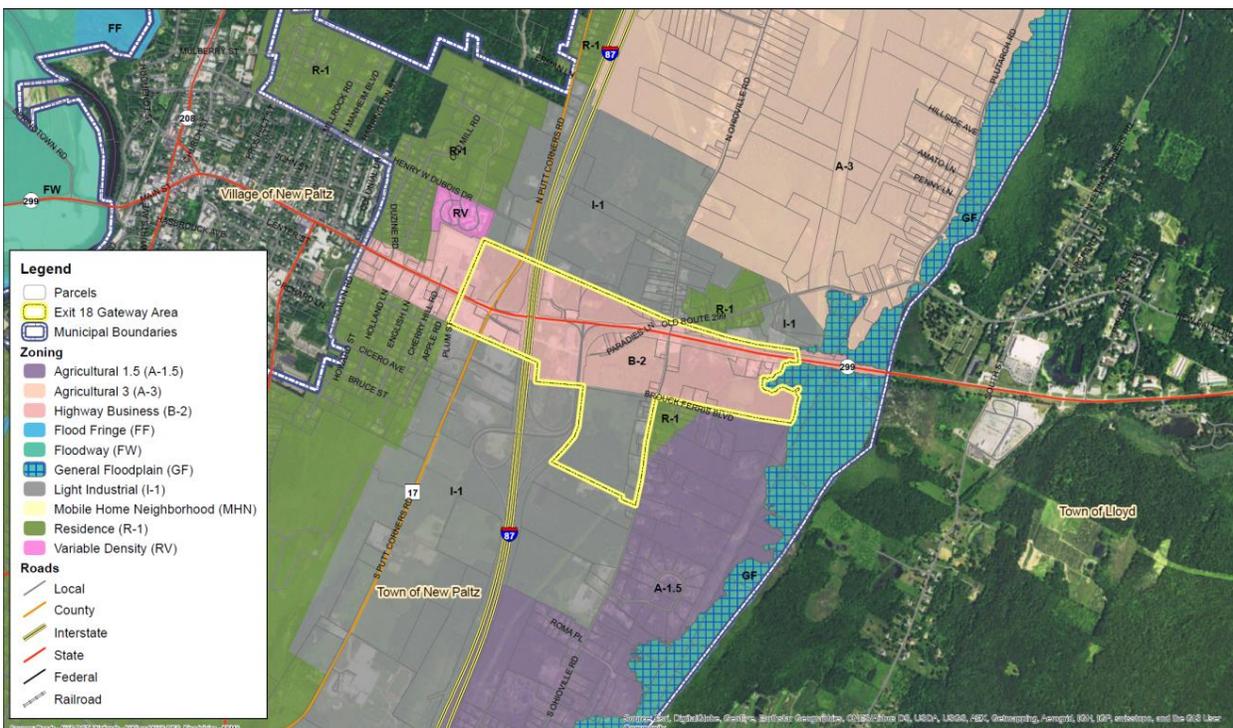
Facing increased development pressure in this “Gateway Corridor”, the Town Board created the Route 299 Gateway Committee – a “Special Board” under Town Law § 272-a - on February 2, 2017 to: “solicit input from the community with workshops, interviews, and hearings, to review the Town Comprehensive Plan as it relates to the Route 299 Gateway area, and to revise the Plan and the Town's Zoning Code as needed to reflect the community's vision for this important entranceway to the Town and the Village.” The Committee was tasked with the following:

- Examine the current state of the corridor and consider the effectiveness of existing zoning
- Create a vision for the corridor
- Prepare zoning code amendments to support the community’s vision for the area including design guidelines and standards for future development
- Make recommendation to the Town Board regarding the need to update the comprehensive plan with regard to the study area and propose zoning changes for Town Board approval

In May 2017, the Town Board adopted a moratorium temporarily halting new development approvals in the area so that the Gateway Committee would have time to complete its work.

Through these actions, the Town Board recognized that developing a vision and updating the zoning for this important gateway to New Paltz will help to maintain New Paltz’s unique small-town character and quality of life consistent with the Town’s overall vision as expressed in its 1995 Comprehensive Plan. Establishing well-defined zoning and a predictable development review process will make it easier for developers, members of the Planning Board and Zoning Board of Appeals (ZBA), and the public to understand what is desired and what is expected from new development in the gateway.

The Route 299 Gateway Study Area is generally understood to be the section of Route 299 from North/South Putt Corners Road to North/South Ohioville Road, with its depth to the north and south of Route 299 defined, with one exception, by the boundary of the B-2 Zoning District. This exact boundary of the approximately 230-acre Study Area is illustrated below.



**Background**

Prior to establishing the Route 299 Gateway Committee and adopting the moratorium, the Town Board sought the advice of an ad-hoc committee to determine an appropriate course of action for addressing the challenges the Town was experiencing with development proposals in this area. Many of the ad-hoc committee’s members went on to serve on the Route 299 Gateway Committee.

In its report on June 10, 2016, the ad-hoc committee noted that the Town’s Comprehensive Plan is over 20 years old. It noted that, “The primary purpose of the moratorium is to enable the Town leaders the opportunity and time to update zoning regulations and land use policies to address circumstances not fully anticipated by the 1995 Comprehensive Plan and attendant zoning regulations.” For example, the 1995 Plan identifies Route 299 as being an area of concentrated commercial development and recommended increasing setbacks along this route to provide more space for right-of-way in the future. Today, however, the commercial sector is undergoing significant change with brick and mortar retail giving way to e-commerce. The notion of simply widening roads to alleviate traffic congestion has been discredited and seems far-fetched in an era of limited public resources for infrastructure investment. The things that people value in communities has shifted as well, with more emphasis today on local economies, multi-modal transportation and complete streets, sustainable development practices, the integration of live, work, and play spaces, and placemaking in our conversations about community planning. Updating the Town’s Comprehensive Plan, and the land use regulations that stem from it, is clearly in order.

# Exit 18 / Route 299 Gateway



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## Gateway Opportunities:

### Evolution in Community Planning since 1995 – what do people value in communities?

### *Smart Growth / Sustainability*





**What does a sustainable community look like?**



The *Town of New Paltz Comprehensive Master Plan (1995)* does still provide some guidance for this study. For example, some of the goals in the plan included:

- Protect environmentally sensitive areas and natural resources, scenic roads and vistas, waterways, floodplain and wetlands
- Establish environmentally sound land use policies to ensure a balanced and orderly pattern of future growth and economic stability;
- Encourage higher density development to locate in areas served by public water and sewer facilities; and
- Seek to provide better traffic conditions and adequate parking in the center of the community.

For the most part, these broad goals remain relevant today.

The ad-hoc committee developed elements of an initial vision and objectives to guide this effort for the Route 299 Gateway Corridor, as follows:

- To ensure the New Paltz Exit 18 gateway area gives a sense of 'arrival' to visitors, commuters and locals alike, reflecting the unique natural resources and cultural assets of New Paltz, including New Paltz's small town, rural character.
- To prevent inefficient, uncoordinated development that impairs the mobility and safety of those who travel by car, on foot, by bicycle or via transit.
- To effectively integrate Complete Streets/rail trail connections given regional trail assets and the key link between the Walkill Rail Trail and the Hudson Valley Rail Trail that traverses this area.
- To balance development with protection of our natural resources--trees, wetlands and clean air.
- To utilize "smart growth" principles, prioritizing redevelopment of existing altered areas and maximizing use of green infrastructure and sustainable design.
- To effectively integrate infill development in a manner that reflects our community's history, vernacular design patterns/elements, and local economy.
- To clearly communicate the land use objectives for this area for the benefit of property owners, residents and developers alike.

These objectives have been carried forward in the Route 299 Gateway Committee's work and are reflected in the Plan Concept presented herein.

**Process**

The Route 299 Gateway Committee began meeting in March 2017. Committee meetings were held on the following dates:

March 20 <sup>th</sup>	October 23 <sup>rd</sup>
April 17 <sup>th</sup>	November 20 <sup>th</sup>
May 23 <sup>rd</sup>	December 18 <sup>th</sup>
June 27 <sup>th</sup> (no quorum)	

These were working meetings of the Committee. As such, they were open to the public but were not meant primarily to solicit public input. At each meeting, however, a specific place on the agenda was provided for public comment.

Early in the process, the Committee discussed issues and opportunities for the Corridor and prepared a brief Analysis of Existing Conditions in the Study Area based on information pulled from existing reports and data sources. The Analysis of Existing Conditions is attached as Appendix A.

The Committee held a Public Workshop on June 14, 2017 at the New Paltz Community Center. This well-attended event provided an opportunity for the Committee to introduce the project to the community, summarize existing conditions in the Study Area, highlight opportunities for the corridor, and solicit community input about the future of the Gateway Area. Meeting notes from the Public Workshop are attached as Appendix B.

In August 2017, the Committee Chairperson and the Committee's planning consultant met with representatives of four (4) proposed development projects in the Study area. Later that month, the Committee held a Roundtable Discussion with representatives of the various Village/ Town committees. Representatives from the Chamber of Commerce and from the Police Department also participated in the Roundtable Discussion.

Based on their analysis of existing conditions and the public input received, in the Fall of 2017 the Route 299 Gateway Committee discussed plan concepts and possible zoning amendments for the Study Area. This Draft Report includes the Committee's recommended update to the Town Comprehensive Plan as it relates to the Study Area and recommended changes to the Town's Zoning Law designed to implement the vision and goals expressed in the updated Comprehensive Plan.

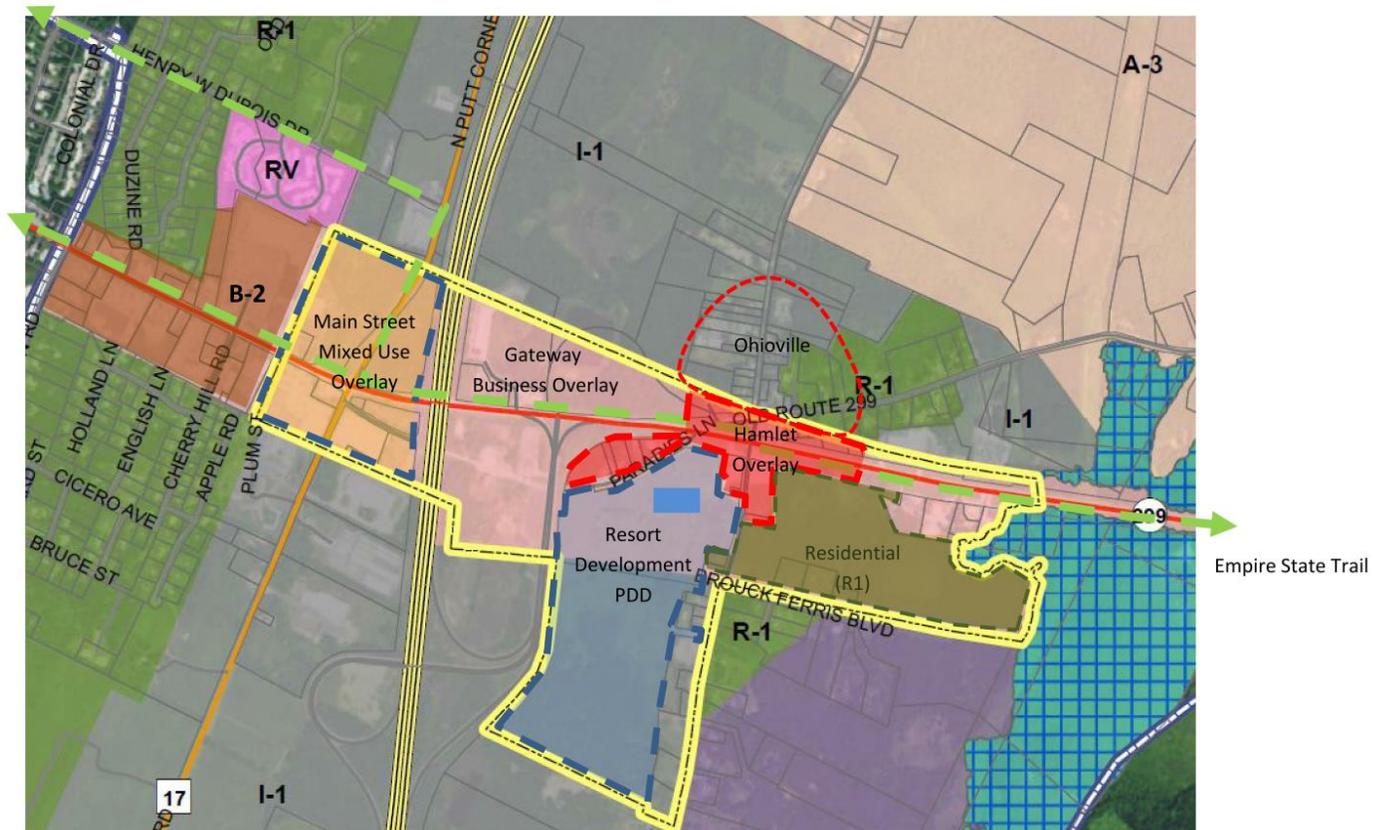
These recommendations will be presented to the public at a Town Board meeting in early 2018. The Town Board will consider whether to adopt the recommendations in the weeks following that presentation.

**Plan Concept for the Route 299 Gateway Corridor**

The Route 299 Corridor is an important Gateway to New Paltz and, as such, the form and function of development in this Corridor is a primary concern. However, an important realization of this study – one that guides the recommendations that follow – is that the desired character of development varies from one part of the corridor to another. Though it has all been zoned as B-2 Highway Business for many years, the Gateway Corridor should actually be viewed as having several distinct subareas; and the regulations that guide future development in this corridor should be based on the distinct characteristics desired by the community for each of these subareas. The B-2 Highway Business zoning designation fails on its own to achieve the community’s vision for the Gateway Corridor because its rudimentary use and area and bulk requirements, applied uniformly across the corridor, do not distinguish between the different character-areas envisioned. Furthermore, the B-2 Zoning does not provide any guidance about the design of sites and structures; and worse, the current area and bulk requirements often force development outcomes that are inconsistent with the desired design characteristics for each subarea.

A more nuanced vision of the Gateway Corridor is illustrated below. This Plan Graphic illustrates five (5) distinct character areas within the Study Area (outlined in yellow). Each of these areas is described in some detail on the following pages.

*Plan Graphic*



The **Main Street Mixed Use**, **Gateway Business**, and **Gateway Hamlet** overlays are essentially variations on the B-2 Zoning that currently exists. In general, these areas should remain primarily commercial in nature, with some appropriately scaled and integrated residential development in the Mixed Use and Hamlet subareas. The three subareas would differ mainly in terms of the design characteristics desired in each. Objectives and a listing of desired design characteristics for each subgroup follow.

### **Main Street Mixed Use**

**Objective:** to knit together the Village and the Town, and transition away from auto-oriented strip commercial development. Extend the Village’s walkable, mixed-use, “Main Street” character into the Town as properties are improved and redeveloped over time. With the changing commercial real estate landscape, mixed-use development will provide more



Zip Up the Strip

development options including opportunities for upper floor residential units that could offer the community much needed housing diversity and affordability. Physical, environmental, and economic constraints on the expansion of roadway infrastructure require that mobility options (walking, bicycling, and public transportation) be provided in this corridor in the future. This is also where the Empire State Trail will enter New Paltz, with pedestrians guided to Main Street and bicyclists directed up North Putt Corners Road to Henry W. Dubois Drive. Development in the corridor should be organized and designed to support a multi-modal transportation system. Finally, the Mill Brook traverses this area and is recognized as an important natural resource that must be protected.

When the Town’s comprehensive plan is updated in its entirety, this approach - refined to reflect lot sizes and prevailing development patterns and challenges - should be considered for the remaining B-2 Zone west to the Village line. For the purposes of this project, the Main Street Business Overlay will only apply to the portion of the Study Area west of the NYS Thruway right-of-way.

**Characteristics** – desired design and development characteristics for this area include:

- Buildings brought closer to the street with parking at the rear whenever possible. This could be phased in over time – new development on vacant sites required to meet the new design requirements now, redevelopment of existing sites would be accomplished in negotiation with the Planning



Image from The Community Design Manual, Ulster County Planning Board (March 2017) – shows the progressive redevelopment of an existing auto-oriented commercial corridor (1) with reduced parking, pedestrian improvements and enhanced landscaping (2); and eventually new sidewalk-oriented development along the roadway frontage (3).

Board (moving toward the new design requirements as practical).

- Wide sidewalks with planted buffer between the street and sidewalk.
- Mixed-use – both horizontal and vertical. Active uses on the ground floor (retail, restaurants, service) with residential and office uses above.
- Perhaps two floors as-of-right with possibility of a partial third floor (setback) via incentive zoning for community benefits such as affordable housing, LEED certification, etc.
- Limitation on individual building footprint size - perhaps 7,500 sf building footprint for one story buildings, and up to 10,000 sf building footprint if two or more useable floors – however, multiple buildings allowed on a single site.
- Drive-thru windows for retail/service uses permitted under specific requirements – behind the building, architecturally part of the building, no separate street access, etc. No drive-thru windows for restaurant uses.
- Design standards with emphasis on urban design and architectural elements that enhance the pedestrian experience - doors and windows facing the street, subtle pedestrian-scaled signage where appropriate and limitations on larger signs (monument signs instead of freestanding signs), appropriate dark-sky compliant lighting, etc. Architectural design characteristics informed by traditional New Paltz architectural styles.
- Reduced parking requirements that recognize the mixed-use, multi-modal nature of the corridor and account for opportunities to share parking
- Consolidation of access to sites (reduce the number of curb cuts) for traffic and pedestrian safety purposes
- Coordinated landscaping plans required as part of development proposals
- Maintenance (or establishment if necessary) of a substantial, vegetated buffer along the NYS Thruway. Require vegetated buffers on commercial properties adjacent to residential districts.
- Encourage green infrastructure practices, such as parking lot bioswales and permeable pavings, for stormwater management.
- Limitations on clearing and grading to protect mature trees and maintain existing topography - it is expected that this is more attainable on currently undeveloped sites than on redevelopment sites.

## Gateway Business

**Objective:** As the primary entranceway to New Paltz and a gateway to the Shawangunk Mountains from the NYS Thruway and points east, this portion of the study area is home to a small number of small-scale commercial establishments. Much of the area is vacant and constrained to development due to an abundance of wetlands and limited infrastructure. Redevelopment of already developed sites, such as the old Genesis Restaurant / 87 Motel site, is still possible and encouraged. The Town could consider coordinating with SUNY New Paltz to determine if the college's research space needs could be accommodated on a redevelopment site such as this one. Additional ideas for the area near Exit 18 include a visitor's center and/or remote parking with shuttle service to the Village.

The importance of NYS Route 299 as a regional east-west highway and the intersection of Route 299 with Exit 18 of the NYS Thruway require that vehicular access to Route 299 be very carefully managed. If, for example, the old Genesis Restaurant / 87 Motel site is redeveloped, it would be best to consolidate and share access to this site with the Mobil gas station utilizing the existing signalized intersection across from Exit 18.

With the development of New York State's Empire Trail through this area over the next few years, the long awaited connection between the Hudson Valley Rail Trail and the Wallkill Valley Rail Trail will become a reality. The Empire State Trail will be a tremendous recreational asset for residents and visitors and a catalyst for economic growth in New Paltz. Development in this area should be organized and designed to support future trail users.

The objective of the Gateway Business Overlay is to create standards that improve the aesthetic quality of development in the corridor, ensure that environmental resources are protected, and that manage access to NYS Route 299 for the safety of drivers, bicyclists, and pedestrians who will utilize this corridor in the future. The Gateway Business Overlay should have a variety of uses and should be focused on welcoming visitors to New Paltz.

**Characteristics** – desired design and development characteristics for this area include:



View looking south on Beekman Road in Poughquag, NY (Dutchess County). A Stop & Shop supermarket is barely visible to the left of this rural highway because of the thoughtful way in which it was designed into the landscape.



**Best Practice:** Combining the practice of orienting parking to the side or behind roadside development with the addition of screening along the roadway reduces the visual impact of parking and storage areas.

**Existing Condition:** Parking and storage are sited along the road and undermine the visual qualities of the highway corridor.

- Preserve existing land forms and work with existing site features
- Maintain mature trees and preserve and supplement vegetative buffers along NYS Thruway and NYS Route 299. Require vegetated buffers on commercial properties adjacent to residential properties or districts.
- Buildings setback off the road – limited convenience/ADA- required parking in front of buildings with most parking at side or rear
- Strong bike/ped connections from Empire State Trail to building entrances
- Architectural design characteristics informed by traditional New Paltz architectural styles and the region’s rural design vernacular. Limitations on individual building footprint size for retail establishments.
- Design requirements that emphasize green infrastructure practices for stormwater management, accommodations for trail users, dark-sky lighting standards, and reasonable limitations on signage (monument signs instead of freestanding ones, restrictions on the number and size of building signs, etc.)
- Drive-thru windows permitted under specific requirements – behind the building, architecturally part of the building, no separate street access, etc.
- Access to Route 299 limited to existing curb cuts. Further consolidation of curb cuts and shared access at existing signalized intersections strongly encouraged or required.



**Gateway Hamlet**

**Objective:** The Hamlet of Ohioville is a traditional crossroads settlement that was established years ago at the intersection of Ohioville Road and Old Route 299 (New Paltz Road). Construction of Exit 18 of the NYS Thruway and the reconstruction of NYS Route 299 changed its context but characteristics of the old mixed-use hamlet remain and are worthy of preservation. In other words, Ohioville is different than other parts of the Gateway corridor, and that should be reflected in the land use regulations that govern the hamlet. The traditional hamlet settlement pattern found in Ohioville is characterized by smaller lots and mixed uses in a compact, walkable layout. Maintaining and extending this form to the south side of NYS Route 299 (and reconnecting to Paradies Lane) will establish Ohioville as a unique place on the road to New Paltz and create an opportunity for the Empire State Trail to make its crossing of the busy rural highway (NYS Route 299) in a logical and safe place.

Most of Ohioville is located just outside of our study area; however the portions of the hamlet that fall within the corridor are included in the Hamlet Overlay. When the Town’s comprehensive plan is updated in its entirety, the approach utilized in the Hamlet Overlay should be considered for the remainder of the hamlet.

**Characteristics** – desired design and development characteristics for this area include:

- Buildings brought closer to the street with parking at the rear whenever

# Crossroads

Crossroads are places that already have some of the ingredients of a new center but at lower densities:

perhaps there are some auto-oriented commercial uses; often there may be a fire station, town hall or other civic use; it is surrounded by developable lands that are suitable for future walkable neighborhoods. This area is already a destination for the local community. New development at the crossroads has the potential to complete the mix of land uses to create a new compact, mixed-use place with a distinct identity for the community.

Source (above and below): The Community Design Manual, Ulster County Planning Board (March 2017)



possible. This could be phased in over time – new development on vacant sites required to meet the new design requirements now, redevelopment of existing sites would be accomplished in negotiation with the Planning Board (moving toward the new design requirements as practical).

- Sidewalks throughout the hamlet, with planted buffer between the street and sidewalk on Route 299.
- Mixed-uses – throughout the hamlet and in individual buildings.
- Design standards with emphasis on urban design and architectural elements that enhance the pedestrian experience - doors and windows facing the street, pedestrian-scaled signage where appropriate and limitations on larger signs (monument signs instead of freestanding signs), appropriate lighting, etc. Architectural design characteristics informed by the hamlet’s own historical buildings.
- Limitations on individual building footprint size – building sizes appropriate for the hamlet.
- Drive-thru windows permitted under specific requirements – behind the building, architecturally part of the building, no separate street access, etc.
- Emphasis on green infrastructure practices for stormwater management
- Access to Route 299 limited to existing curb cuts. Further consolidation of curb cuts and shared access at existing signalized intersections strongly encouraged.
- Opportunity for trail related amenities and business – Empire State Trail’s gateway to New Paltz
- Possibly some opportunity for increased residential density (for example - affordable housing for seniors or workforce housing). It is understood that this is limited by constrained infrastructure and nearby wetlands.

The final two character areas illustrated on the Plan Graphic (above) are designated as **Residential R-1** and **Resort Development**. These portions of the Study Area are considered different than the other three subareas and should not be treated as variations to the B-2 Highway Business zoning. Instead, each of these subareas is envisioned as having its own development characteristics. These are further described below.

### **Residential R-1**

This area consists of a six (6) parcels along Brouck Ferris Boulevard and South Ohioville Road that are currently in the B-2 Zoning District. These parcels are either vacant or are already occupied by single-family homes. Additional development potential in this area is severely limited by the presence of a very large and complex wetland system and by a lack of infrastructure. To the extent that future development in this area is possible, it should retain the low-density residential character of the

surrounding neighborhood along Brouck Ferris Boulevard. Therefore, it is recommended that these parcels be merged into the adjoining R-1 Residential Zoning District. The R-1 District provides an appropriate transition from the more compact Ohioville Hamlet north of this area to the more rural A1.5 Agriculture District to the south.

### **Resort Development**

This area consists of two (2) large parcels located between South Ohioville Road on the east and Paradies Lane and the NYS Thruway on the west. The approximately 60 acre site is under single ownership and is split between two zoning districts – the B-2 Highway Business District and the I-1 Light Industrial District. Though the site does contain some environmental constraints, it is mostly flat and developable. Over the years a number of different development projects have been proposed for this location because of its proximity to the Exit 18 interchange. Most recently, development of a resort has been proposed. An earlier version of the resort proposal included a waterpark – something that was not viewed favorably by many in the community who felt it would be too intensive of a recreational use for the location. However, the most recent version described as the “Preferred Alternative” in the Draft Environmental Impact Statement (DEIS) for the Wildberry Lodge that was submitted to the Town Planning Board in November 2017 has scaled back the original plan considerably and no longer includes a waterpark. As described in the DEIS, the development program for the “preferred alternative” would include the following elements:

- A hotel with a maximum of 140 guest rooms – up to three stories in height – built in two phases, the first consisting of 90 rooms.
- A full service spa and wellness center which will be available to hotel guests and members of the public by reservation
- Two event and conference facilities – one in a standalone 10,000 square foot building capable of accommodating events of up to 360 people, and a second 3,000 square foot space attached to the hotel capable of accommodating events of up to 150 people.
- A 3,000 square foot restaurant adjacent to the hotel’s lobby available for hotel guests and the public. A second 3,000 square foot restaurant may be built next to the larger event and conference facility if demand warrants.
- Botanical themed outdoor amenities - available to hotel guests and, for a fee, to the public – including a 10,000 square foot butterfly conservatory, an open-air amphitheater, nature and recreation trails and outdoor sculpture gardens. Future activities on the site could include a treehouse canopy, zip line, and ropes course, an adventure playground, artisan studios throughout the property, and a bird watching sanctuary in the wetland areas.
- The entire property will be owned and operated by one management entity. A hotel shuttle bus is proposed to transport hotel guests to and from local attractions and destinations, and parking

for the future hotel rooms, restaurant and outdoor activities will be land banked and only constructed when the respective uses are built.

The initial site plan and graphics that accompany the proposal illustrate a project that is designed thoughtfully and, based on initial environmental analysis, appears to respect the natural features of the site. Renderings show proposed structures that have been designed to be consistent with architectural styles found in New Paltz and the surrounding Shawangunk region.

Though it is not the role of the Route 299 Gateway Committee to review the details of the proposed Wildberry Lodge project or to make a recommendation regarding whether the application should or should not ultimately be approved, *the Gateway Committee does find that the overall nature of the resort described in the "Preferred Alternative" is one that generally conforms to the community's vision for this unique site in the New Paltz Gateway Area provided that design concerns, environmental resource protection, transportation impact mitigation, and water/wastewater needs can be reasonably addressed.*

As with the other portions of the Study Area, the Gateway Committee would like to ensure that certain principles are incorporated into the final design for the site, such as:

- Limitations on clearing and grading to protect mature trees and maintain existing topography,
- Protection of environmental resources,
- Limits on impervious surfaces and utilization of green infrastructure techniques for stormwater management,
- Substantial vegetated buffering from the NYS Thruway and where the site adjoins existing residential properties,
- Careful analysis and appropriate limitations on proposed accessory uses to ensure that their potential impacts are understood and mitigated as needed,
- Design/operation of water and wastewater systems that are sustainable and capable of serving the area over the long-term,
- Strong bike and pedestrian connections to the Empire Trail and to the Ohioville Hamlet,
- Attention to access management in coordination with the state and county for Route 299 and Ohioville Road,
- Architecture that draws from New Paltz and the surrounding region, and
- Carefully designed lighting, signage, and other site elements to minimize undesirable impacts.

The existing B-2 and I-1 zoning regulations do not adequately address these issues, nor do they protect the developer's and the community's interests. It is recommended that the Town of New Paltz develop a new zoning designation – a Resort Development District of some type (perhaps a floating zone or overlay district) - in cooperation with the applicant for the Wildberry Lodge. Development of this zoning designation by the Town will ensure that the principles and characteristics described for this subarea in this *Comprehensive Plan Amendment for the Route 299 Gateway Corridor* are fully implemented.

### **Plan Implementation**

To implement the recommendations in this Comprehensive Plan Amendment for the Route 299 Gateway Corridor, the Town Board should amend the Town's Zoning Law in the following manner:

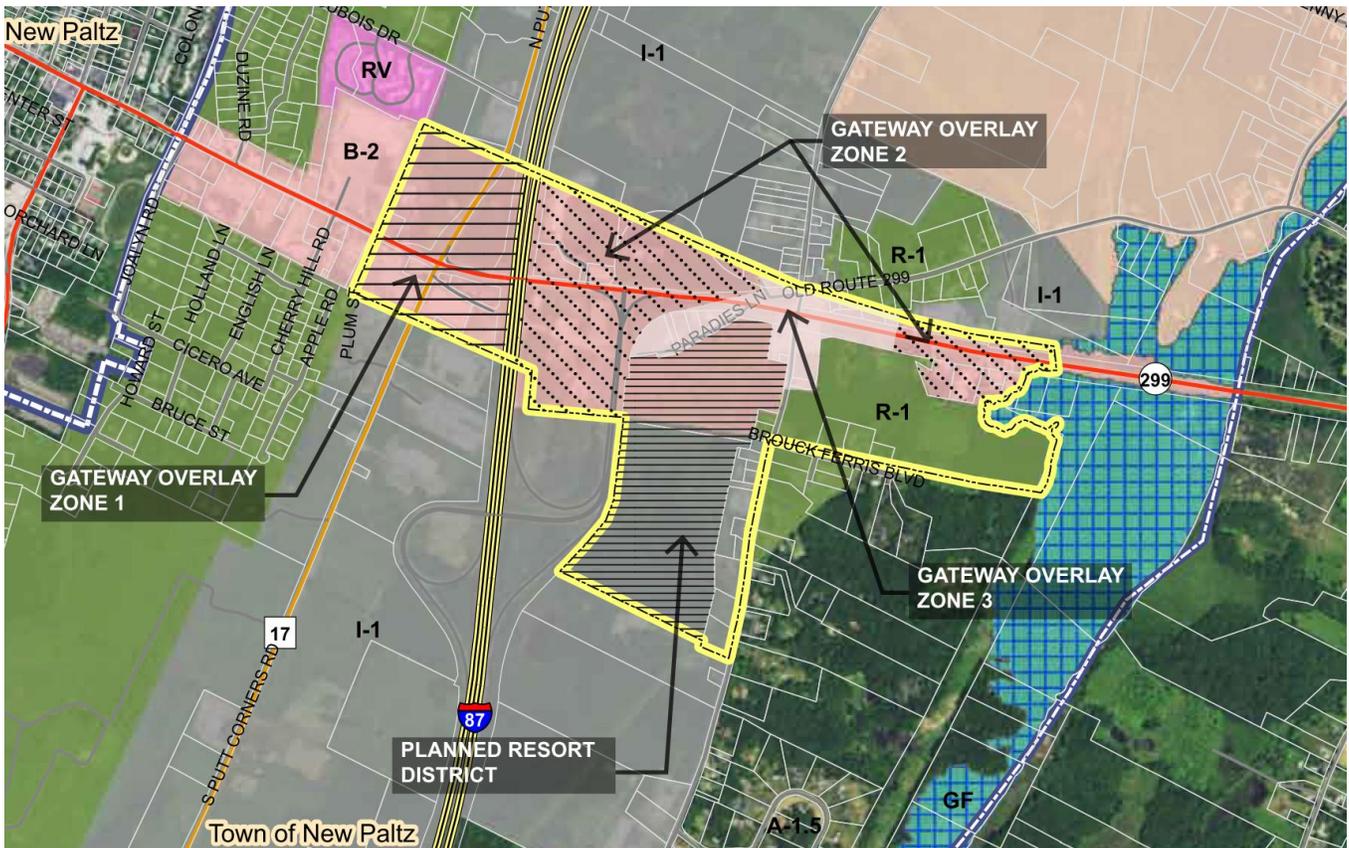
- Create three (3) Gateway Overlay Zones over portions of the B-2 District as described in this Study. The three overlay zones should correspond to the geographic scope, objectives, and desired characteristics described for the Main Street Mixed Use, Gateway Business, and Gateway Hamlet subareas above. Proposed zoning language for these three Overlay Districts are attached as Appendix C.
- Rezone a small portion of the B-2 Zone along Brouck Ferris Boulevard and South Ohioville Road to R-1 Residential.
- Work with the applicant for the Wildberry Lodge to create a new Resort Development District zoning designation which incorporates the principles and characteristics described for the area in this Comprehensive Plan Amendment.

Additionally, the Town of New Paltz should continue to work with the Empire State Trail to make the most of this opportunity to bridge the gap between the Hudson Valley Rail Trail and the Wallkill Valley Rail Trail, and with the Ulster County Transportation Council (UCTC) to identify and implement multi-modal transportation improvements in this busy corridor. The Town should seek funding through the UCTC for a more comprehensive transportation study of this corridor that focuses on the safety of all users and considers ways to have developers pay their share of transportation mitigation needs in an equitable manner (similar to a study currently underway for Route 9W in Ulster County).

Appendix A: Analysis of Existing Conditions

Appendix B: Public Workshop (June 14, 2017) - Meeting Notes

## Appendix C: Proposed zoning language for three Gateway Overlay Zoning Districts



This image from the Proposed Gateway Zoning map (full map attached at the end) illustrates the proposed locations of the three (3) Gateway Overlay Zones:

- Gateway Overlay Zone 1 – Main Street Mixed Use District
- Gateway Overlay Zone 2 – Gateway Business District
- Gateway Overlay Zone 3 – Gateway Hamlet District

Proposed zoning language for each of these zones follows.

## Article \_\_: Gateway Overlay Zones

## §140-\_\_: Applicability

The Gateway Overlay Zones apply to portions of the B-2 Zoning District located in the Main Street (Route 299) corridor, from the Village of New Paltz east to the Town of Lloyd. The three Gateway Overlay Zones are illustrated on the Town Zoning Map [see attached]. They are:

Gateway Overlay Zone 1 – Main Street Mixed Use District

Gateway Overlay Zone 2 – Gateway Business District

Gateway Overlay Zone 3 – Gateway Hamlet District

In each of the overlay zones, the permitted uses and area and bulk regulations of the underlying B-2 Zoning District are modified as described below. Design guidelines and standards for each overlay zone are also provided for use by the Planning Board as part of its review of all projects within the overlay zones. In case of any conflict between the provisions of this Article and other sections of the Town Zoning Law, the provisions in this Article shall control.

## §140-\_\_: Gateway Overlay Zone 1 – Main Street Mixed Use District

- A. Purpose: The objective of Gateway Overlay Zone 1 – Main Street Mixed Use District is to knit together the Village and the Town, and transition away from auto-oriented strip commercial development. Extend the Village’s walkable, mixed-use, “Main Street” character into the Town as properties are improved and redeveloped over time. With the changing commercial real estate landscape, mixed-use development will provide more development options including opportunities for upper floor residential units that could offer the community much needed housing diversity and affordability. Physical, environmental, and economic constraints on the expansion of roadway infrastructure require that mobility options (walking, bicycling, and public transportation) be provided in this corridor in the future. This is also where the Empire State Trail will enter New Paltz, with pedestrians guided to Main Street and bicyclists directed up North Putt Corners Road to Henry W. Dubois Drive. Development in the corridor should be organized and designed to support a multi-modal transportation system.
- B. Permitted Uses – all uses allowed in the B-2 District pursuant to §140-8 are permitted in the Gateway Overlay Zone 1 – Main Street Mixed Use District except the following which are prohibited:
  - (1). Multifamily dwelling
  - (2). Electrical vehicle charging stations equipped with DC Fast Charge EVSE, as defined in §140-4C when a General Use (note: these are still permitted as Accessory Uses)
  - (3). Public utility or transportation use

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- (4). Automobile storage or repair
  - (5). Car-washing station
  - (6). Commercial parking lot in compliance with §140-33
  - (7). Drive-in movie
  - (8). Equipment rental or sales yard
  - (9). Laundry or dry-cleaning plant
  - (10). New Shopping Center I (Note: §140-26.1 addresses shopping centers approved prior to March 18, 1999)
  - (11). New Shopping Center II (Note: §140-26.1 addresses shopping centers approved prior to March 18, 1999)
  - (12) Drive-thru windows for restaurant uses are prohibited.
- C. The following uses, not specifically mentioned in §140-8 for the B-2 District, are permitted in the Gateway Overlay Zone 1 – Main Street Mixed Use District subject to additional standards pursuant to §140-52 of this chapter by the Planning Board:
- (1). Upper floor dwelling units – minimum dwelling unit floor area of 800 Square feet
  - (2). Parking structure (accessory to mixed-use building and designed to be hidden from view from the street)
- D. Area and Bulk Regulations – the Area and Bulk regulations for the B-2 District, shown in Density Control Schedule described in §140-11, are replaced by the following in the Gateway Overlay Zone 1 – Main Street Mixed Use District:
- (1). Minimum Lot Area       7,500 square feet
  - (2). Lot Width (feet)       75
  - (3). Required Lot Frontage (feet)   75
  - (4). Required Yards (feet)
    - (a). Front: Minimum 25 - plus 1 foot additional for every foot of building height over 25 feet               Maximum 40
    - (b). Side: Minimum 10 (except along the NYS Thruway right-of-way – minimum 50 ft.)
    - (c). Rear: Minimum 25 (except along the NYS Thruway right-of-way – minimum 50 ft.)

(5). Maximum Impervious Coverage: 85% for redevelopment of currently developed sites / 65% for currently undeveloped sites

(6). Maximum Building Footprint: 7,500 square feet -building footprint maximum of 10,000 square feet if building has two or more useable floors. [More than one building allowed per site if under common management]

(7). Maximum Building Height

(a). Stories        2

(b). Feet            30

(c). Maximum building height may be increased to 3 stories / 40 feet if community benefits are provided to the satisfaction of the Planning Board. Community benefits may include: Provision of at least 20% of units in the building as Affordable Housing (AH) units as defined by and meeting the requirements outlined in the Village of New Paltz code (Chapter 132); or LEED certification at Silver level or higher. A third story, if permitted by the Planning Board in return for community benefits, must be setback from the front façade a minimum of an additional 10 feet.

#### E. Design Standards

(1). Design Standards for the Gateway Overlay Zone 1 – Main Street Mixed Use District are located below. The Planning Board shall consider these design standards in its review of all proposed projects in Gateway Overlay Zone 1; and the Planning Board shall ensure that prior to approving projects in Gateway Overlay Zone 1, the intent of the Design Standards has been achieved by the applicant to the fullest extent practicable.

For new development on previously undeveloped land, and for substantial alterations to existing developed sites, the Planning Board expects that adherence to the Design Standards will be achievable to a large degree. For smaller alterations to existing developed sites, it is understood that strict adherence to the Design Standards may be less practical. In these cases, alteration of existing sites should seek to bring the site closer to conformance and make the site better serve the purpose of the Gateway Overlay Zone 1 – Main Street Mixed Use District as described in §140-\_\_ A above.

In all cases, the applicant shall be required to submit to the Planning Board a list of any design standards herein that it cannot meet, an explanation for why, and a description of how it proposes to satisfy the purpose of the Gateway Overlay Zone short of adhering to the design standards in their entirety. The Planning Board may waive individual requirements if it finds, based on the applicant's explanation, that adherence would be impractical and if it is satisfied with the applicant's proposed alternative for satisfying the purpose of the Gateway Overlay Zone.

**Definitions (add to §140-4):**

**Maximum Impervious Coverage:** The percentage of a lot covered by impervious surfaces. To calculate a site's impervious surface ratio, divide the area of impervious surface by the site's gross area.

**Impervious Surface:** A hard surface area that prevents or substantially impedes the natural infiltration of water into the underlying soil, resulting in an increased volume and velocity of surface water runoff. Impervious surface includes, but is not limited to, buildings, patios, decks, sidewalks, driveways, compacted gravel, pavement, asphalt, concrete, roadways, parking areas, and hard-surfaced recreational areas.

**Substantial Alteration:** any reconstruction, rehabilitation, addition, or other improvement of a structure, the cost of which equals or exceeds 50% of the assessed value of the structure before the start of construction of the improvement.

**Height:** The vertical distance from the average elevation of the proposed finished grade along the wall or walls of the building or structure facing the street to the highest point of the roof, for flat roofs, and to the mean height between eaves and ridge for gable, hip and gambrel roofs of such building or structure.

**Yard, Front:** The space within and extending the full width of the lot from the front lot line to the part of the principal building which is nearest to such front lot line.

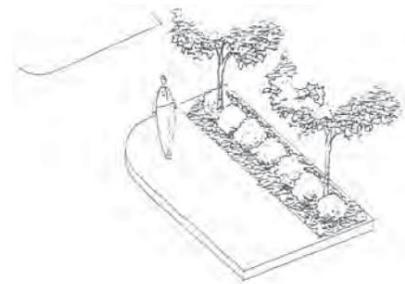
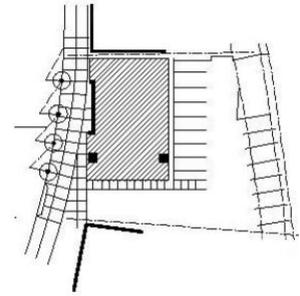
**Yard, Rear:** The space within and extending the full width of the lot from the rear line to the part of the principal building which is nearest to such lot line.

**Yard, Side:** The space within the lot extending the full distance from the front yard to the rear yard and from the side lot line to the part of the principal building which is nearest to such side lot line.

(2). Site Organization

(a). New buildings:

- i. Buildings located closer to the street (see yard requirements) and with prominent pedestrian connections to the sidewalk.
- ii. Off-street parking in the rear of buildings preferred. Parking at the side of buildings may be acceptable if there is insufficient space in the rear. Off-street parking in front of buildings is prohibited.
- iii. If parking is at the side of a building, minimum five (5) foot landscape buffer between the parking area and the back edge of sidewalk is required. Landscape materials: trees, hedges, shrubs, or low walls of brick, stone, wrought iron, or an acceptable substitute.



**L42 Parking lot screening**

Where portions of surface parking lots have to be along the edge of a sidewalk, the parking lots must be properly screened with landscaping or with an architectural wall or trellis.



Above: low level decorative fences and walls are an appropriate tool of framing the street edge where there are gaps in the building edge along the street.



A low hedge and shade trees enhance the public sidewalk and parking lot edge  
Courtesy of Toronto City Planning



**L30 Parking lot placement Preferred**

The parking lot is in the middle of the block so that the impact on the street wall and sidewalk experience is minimized. The storefront is on the sidewalk.



**L31 Parking lot placement Acceptable**

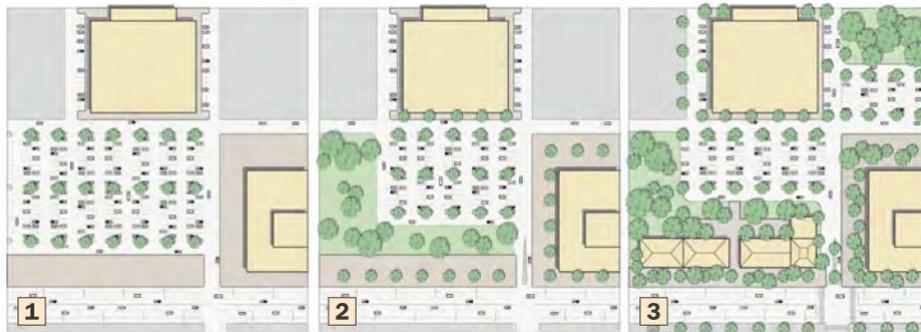
The parking lot is oriented in a way that minimizes its impact on the street frontage and pedestrian experience. Some storefront is still on the sidewalk.



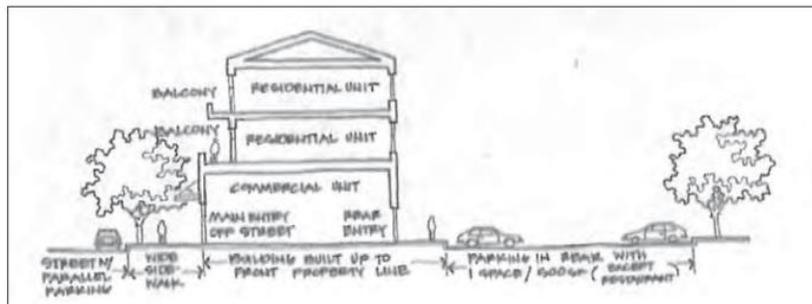
**L32 Parking lot placement Unacceptable**

The parking lot destroys the continuity of the pedestrian experience. The parking lot has to be crossed to get to the storefront.

(b). Redevelopment of existing sites: Alteration of existing sites should seek to bring the site closer to conformance. For example, if an existing commercial site with parking in front [1] is proposed to be redeveloped, improvements to the street edge should be required. If the alteration is minor, bringing the façade closer to the sidewalk (if appropriate) or improvements such as a low wall or decorative fence with plantings at the sidewalk edge should be required [2]. Any new buildings should be located closer to the street (see yard requirements) and with prominent pedestrian connections to the sidewalk [3] and new sidewalks provided where they are currently absent.

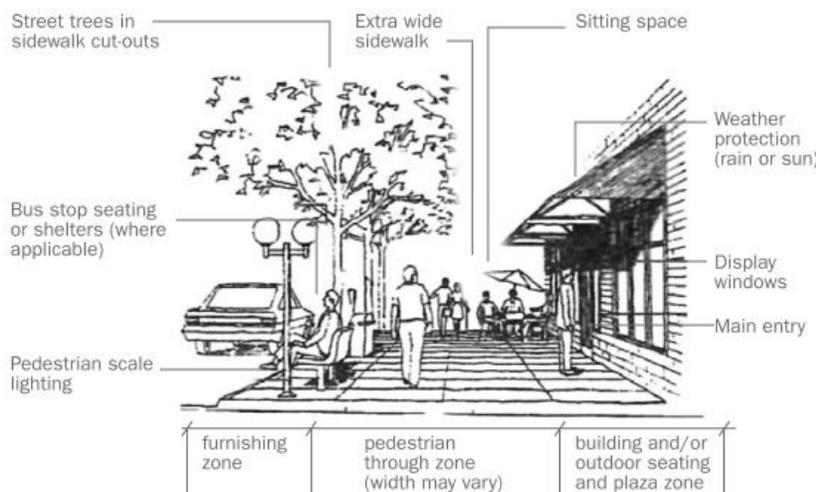


(c). Mixed-use buildings of two to three stories, with active uses (such as commercial, restaurant, personal service) on the ground floor and residential or office uses on the upper levels, are preferred.



**C12 Mixed-use building**

Neighborhood scale mixed-use buildings can have convenience commercial uses on the ground floor with parking behind and one or two floors of apartments above.



(d). The site organization standards above are intended to provide some design flexibility. As the example below demonstrates, within the framework of design standards such as these, there are still numerous design options that exist.

Example:

The image at right shows a conventional, suburban approach to commercial development. Except for existing developments, which will incrementally evolve toward the new standards, this auto-oriented approach is no longer permissible in the Gateway Overlay Zone 1 – Main Street Mixed Use District. The images below illustrate three different design concepts for the same site that would all conform to the new design standards.

Images from:

Township of Smith-Ennismore-Lakefield, Ontario - Village and Hamlet Core Design Guidelines (May 2012)

**Below:** A typical contemporary form of development with buildings set back and front yard parking resulting in limited street edge definition. The demonstration examples illustrate better alternatives for higher quality design in keeping with the Design Guidelines.



- ① Building set close to main street edge with the majority of frontage occupied by a built form.
- ② Parking located to the rear of the building.
- ③ Vehicular accesses from the secondary public street and spaced from the intersection.
- ④ Garbage area located in an enclosure away from the public street edge.
- ⑤ Covered (or uncovered) walkway through building connecting rear parking to store entrances.
- ⑥ Planting material in the front of the building to accent the storefront.
- ⑦ Privacy fence screen the site to abutting residential properties.
- ⑧ Plantings and decorative walls screen the parking lot from the public street edge.
- ⑨ Plantings buffer between the parking area and abutting residential properties.
- ⑩ Landscaped and curbed parking islands physically divide the parking area.
- ⑪ Drive aisles oriented perpendicular to the building for pedestrian movements.



- ① Building set close to main street edge with the majority of frontage occupied by a built form.
- ② Parking located to the rear of the building.
- ③ Vehicular accesses from the secondary public street and spaced from the intersection.
- ④ Garbage area located in an enclosure away from the public street edge.
- ⑤ Front yard setback space used for additional street activity space (sidewalk shopping or cafes)
- ⑥ Planting material used to screen the side of building abutting the public street.
- ⑦ Privacy fence screen the site to abutting residential properties.
- ⑧ Plantings and decorative walls screen the parking lot from the public street edge.
- ⑨ Plantings buffer between the parking area and abutting residential properties.
- ⑩ Landscaped and curbed parking islands physically divide the parking area.
- ⑪ Pedestrian crosswalks defined through the parking area.



- ① Building set close to both public street edges at the corner intersection.
- ② Parking located to the side and rear of the building.
- ③ Vehicular accesses from both public streets and spaced from the intersection.
- ④ Garbage area located in an enclosure away from the public street edge.
- ⑤ Store entrance located oriented to the corner at the intersection.
- ⑥ Planting material used to screen the side of building abutting the public street.
- ⑦ Privacy fence screen the site to abutting residential properties.
- ⑧ Plantings and decorative walls screen the parking lot from the public street edge.
- ⑨ Plantings buffer between the parking area and abutting residential properties.
- ⑩ Landscaped and curbed parking islands physically divide the parking area.
- ⑪ Pedestrian crosswalks defined through the parking area.
- ⑫ Secondary building entrances located on the rear wall facing the parking area.

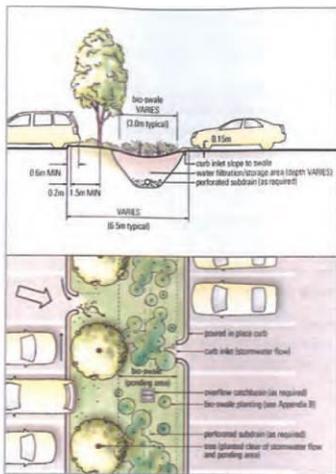
(3). Site Design

(a). Use landscaping to buffer adjoining residential districts – minimum 15’ consisting of native plantings that provide year-round screening.

(b). Use interior parking area landscaping to break up continuous areas of pavement. Landscaped island equal to one parking space for every ten spaces is minimum requirement. Landscaped island must equal two spaces if adjacent to two perpendicular spaces. Minimum of one shade tree, at least 2.5” DBH at planting, for every 15 parking spaces required.

(c). Use of green infrastructure/low impact development techniques for stormwater management in parking areas strongly encouraged.

**N50 LID applications – commercial**



Design concept for bio-retention swale with tree planting



Courtesy of Nevue Ngan Associates



Courtesy of Kevin Robert Perry, City of Portland



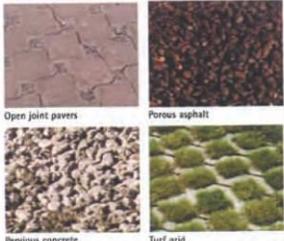
Courtesy of Tom Lipman, City of Portland



**N51 Parking lot bioswales**

Large volumes of polluted water run off of commercial parking lots. To the greatest extent possible this water should be captured and cleaned in bio swales with plants before being released into the ground. (photo, top center)

Examples of permeable paving:



**N52 Permeable pavings**

Permeable paving materials can help reduce run-off as well.

Photos above Green streets can work in urban conditions.



(d). Consolidate points of access from the street. Use cross-easements to provide shared access through side and rear parking areas of adjoining sites.



(e). Pedestrian and bicycle connections through parking areas shall be provided.

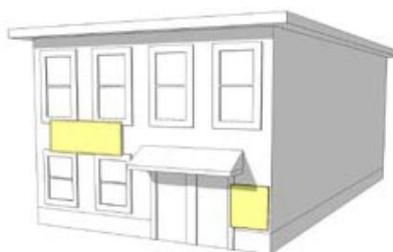
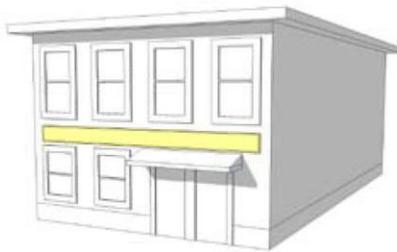
(f). Properties adjoining the NYS Thruway (I-87) must maintain, establish, or enhance as needed a substantial vegetated buffer – natural and supplemented with evergreens - (minimum 30’ deep from the property line) along the Thruway.



(g). On previously undeveloped sites, all trees 7” DBH or greater must be inventoried, and the design of the site shall consider opportunities to leave these trees undisturbed.

(h). On previously undeveloped sites, existing grades shall be preserved to the extent practicable to reduce necessary cut and fill and to retain existing vegetation and topography.

(i). Signs: Signs should be scaled and oriented to the pedestrian environment. For example, wall signs should be located in a sign band on the façade, a horizontal section that divides the storefront windows from the upper façade. They should be located so as to avoid obscuring or covering façade features, including windows, doors, storefronts, building entrances, cornices, and columns. Well-designed projecting signs and window signs are also appropriate. Monument signs, as defined in §140-98 are preferred to other types of Freestanding Signs. Pole Signs as defined in §140-98 are prohibited.



**Recommended Practice:** By placing signage on buildings in a way that complements the architecture creates a more aesthetically pleasing affect. Sign bands that accommodate all signs for a building work best.

**Practice to Avoid:** Signs on buildings that interfere with the architectural patterns of fenestration and facade design appear visually discordant.



A Rite Aid pharmacy sign in Camden, Maine. This new sign was designed to fit the historic building on which it is placed. The aesthetic harkens to historic, gilded signs, and the size and details compliment rather than detract from the architecture of the building.



- i. Upper floor signage not permitted for ground floor uses.
- ii. External sign illumination, designed to limit light spill, is preferred to internal sign illumination.



**Recommended Practice:**  
Mounting spotlights directly on freestanding signs reduces the amount of light that escapes the sign boundaries and can eliminate excess light spill. Lighting fixtures and the housing for the lights can be designed in a manner that provides uniform illumination for the sign surface.



**Practice to Avoid:**  
Lighting signs with ground mounted spotlights results in excess light which can escape outside the sign boundary and cause unnecessary glare on roadways.



**Recommended Practice:**  
Internally lit signs which only illuminate the lettering is most effective and highly legible both in nighttime and daytime conditions. These signs are highly legible, without creating undue glare.



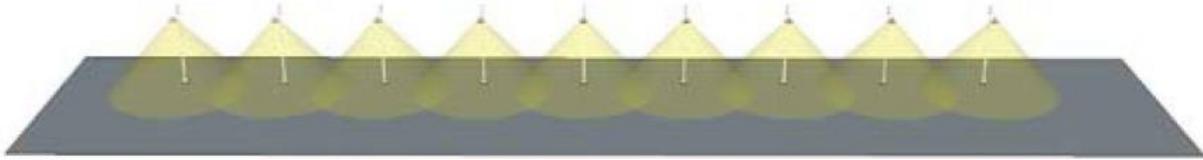
**Practice to Avoid:**  
Internally illuminated signs that have predominately light colored backgrounds overwhelm the dark colored lettering and making the sign less legible. This lighting approach creates unnecessary glare along roadways.



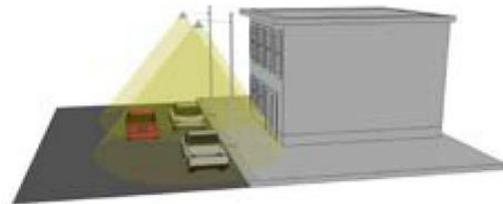
This understated sign is constructed of the same quality materials utilized on the buildings and is contextually appropriate. This is an example of how a regional chain can fit its sign to match the local character.

(j). Lighting:

- i. Lighting in parking lots should use a pedestrian scale light fixture, no more than 20' in height, with an even, overlapping lighting arrangement.



- ii. Lighting should be glare free and shielded from the sky, and adjacent properties using cut-off technology that controls light spread.



**Recommended Practice:** Appropriate cut-off technologies allow adequate lighting of the sidewalk and street, while reducing light spill into the adjacent building and surrounding areas.

- (k). Site Furnishings: Bicycle parking, benches, trash receptacles, and other appropriate site amenities should be incorporated into the site design.



### (l). Parking Requirements

The required off-street automobile parking spaces listed in §140-34 shall be the maximum allowable in the Gateway Overlay Zone 1 – Main Street Mixed Use District.

To ensure the overall efficiency of parking development the in Gateway Overlay Zone 1 – Main Street Mixed Use District, applicants proposing more than ten (10) spaces associated with non-residential, residential or mixed-use developments shall include with their applications an analysis of the opportunities to reduce parking requirements further by using the applicable reduction strategies below.

The Planning Board shall require the maximum reduction available under Section i and ii below unless it determines that:

- A surplus of spaces on a particular site will benefit the District as a whole by providing off-site sharing opportunities for other sites in the District; or
- The techniques for reduction of the number of off-street or on-site parking spaces available to the applicant are infeasible or would impose an undue hardship on the applicant.
  - i. Shared On-Site Parking: To implement shared on-site parking, the applicant shall provide an analyses as part of Site Plan Review to demonstrate that proposed uses are either competing or non-competing.
    - a. Non-competing Uses. In mixed-use developments, applicants may propose a reduction in parking requirements based on an analysis of peak demands for non-competing uses. Up to [75%] of the requirements for the predominant use may be waived by the Planning Board if the applicant can demonstrate that the peak demands for two uses do not overlap. An applicant may use the latest peak demand analyses published by the Institute of Traffic Engineers (ITE) or other source acceptable to the Planning Board.
    - b. Competing Uses. In mixed-use developments, applicants may propose a reduction in parking requirements where peak demands do overlap to some extent. In these cases, the Planning Board may reduce the parking requirements of the predominant use by up to 30%.
  - ii. Off-Site Parking: Separate from, or in conjunction with Shared Parking provisions, an applicant may use off-site parking to satisfy their parking requirements. As part of Site Plan Review, the applicant shall provide the necessary information to comply with the following standards:
    - a. Off-site parking shall be within five hundred (500) feet of the property for which it is being requested.

- b. Off-site parking may only be provided if the off-site lot has an excess number of spaces or if the applicant can demonstrate that the on-site and off-site uses have non-competing peak demands.
- c. The amount of required parking spaces being reduced on-site shall be equal to the amount being provided off-site and can account for up to 100% of the minimum required on-site parking.
- d. Off-site parking spaces provided by a separate private property owner shall be subject to a legally binding agreement that will be presented to the Planning Board during the Site Plan Review process or as a condition of approval. If the conditions for shared parking become null and void and the shared parking arrangement is discontinued, this will constitute a zoning violation for any use approved expressly with shared parking. The applicant or property owner must then provide written notification of the change to the Zoning Enforcement Official and, within 60 days of that notice, provide a remedy satisfactory to the Commission to provide adequate parking.
- e. Uses sharing a parking facility shall provide for safe, convenient walking between uses and parking, including safe, well-marked pedestrian crossings, signage, and adequate lighting.

#### (4). Architecture

(a). Two story buildings strongly encouraged.

(b). Building footprint: 7,500 square foot maximum – building footprint maximum of 10,000 square feet if building has two or more useable floors.

(c). Main building façade and main entrance must face the street. On a corner lot, main facades must face both streets. A secondary building entrance facing the rear parking is strongly encouraged.

(d). Drive-thru windows for retail/service uses are permissible if they are located behind the building, if they are architecturally part of the building, and if they require no separate access to a public street. Drive-thru windows for restaurant uses are prohibited.

(e). Building transparency is important at the street level; consequently, ground level should have a minimum 50% glass surface that is oriented vertically.



**Above:** storefront windows with proportions of transparent glass surfaces ensure visibility between the passerby on the street and good and users in the shop's interior.

(f). Floor to ceiling windows are strongly discouraged.

(g). First story height should be a minimum of 12 feet measured floor to floor.

(h). Upper floor windows should relate to the first in shape, form, and pattern.

(i). Upper floor windows should make up at least 30% of the façade on each floor.

(j). Building entranceways should be designed to ensure that doors do not swing out and obstruct the sidewalk.

(k). Building styles and materials traditionally found in New Paltz are required.

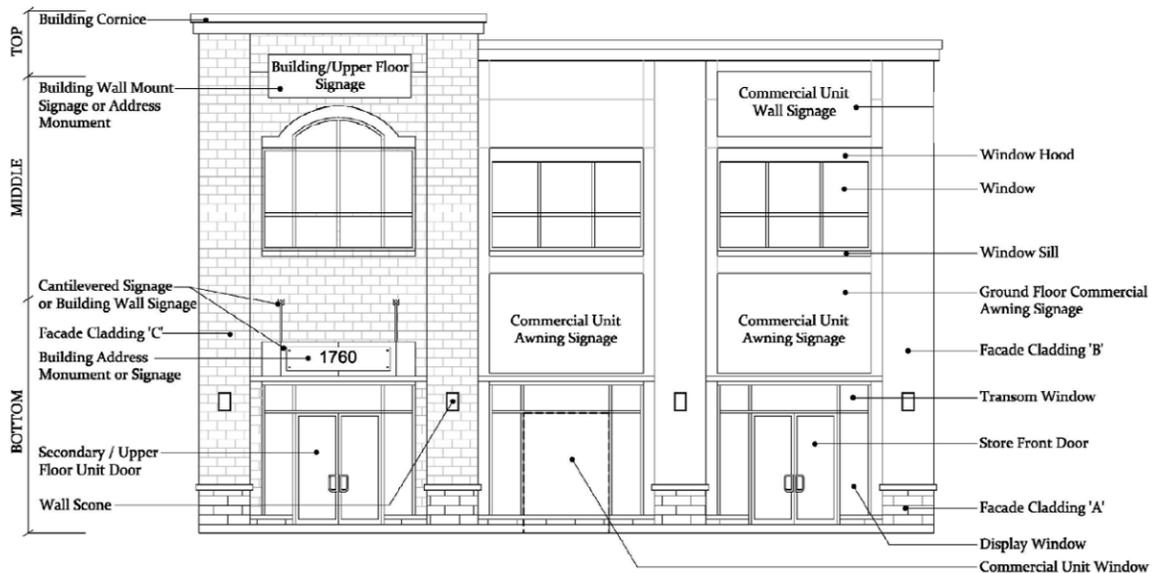
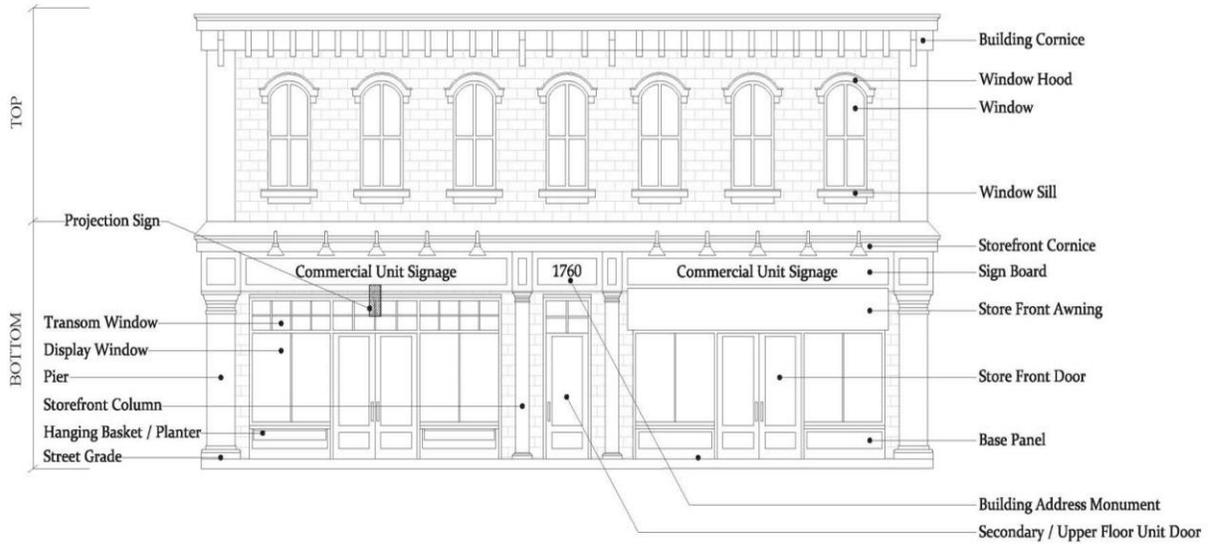
Below: Two “new” buildings in the B-2 Zone that successfully borrowed elements of their building styles and materials from buildings traditionally found in New Paltz.



**Above:** continuous pattern and detailing of upper storey windows provides animation and interest of a building's upper façade.



(I). The architectural standards above are intended to provide some design flexibility. As the images below demonstrate, it is possible to design traditional and more contemporary architectural style buildings within the broad parameters outlined above.



Note: As stated above, upper floor signage not permitted for ground floor uses.

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§140-\_\_ : Gateway Overlay Zone 2 – Gateway Business District

- A. Purpose: As the primary entranceway to New Paltz and a gateway to the Shawangunk Mountains from the NYS Thruway and points east, this portion of the study area is home to a small number of small-scale commercial establishments. Much of the area is vacant and constrained to development due to an abundance of wetlands and limited infrastructure. The importance of NYS Route 299 as a regional east-west highway and the intersection of Route 299 with Exit 18 of the NYS Thruway require that vehicular access to Route 299 be carefully managed. And with the development of New York State’s Empire Trail through this area over the next few years, the long awaited connection between the Hudson Valley Rail Trail and the Wallkill Valley Rail Trail will become a reality. The Empire State Trail will be a tremendous recreational asset for residents and visitors and a catalyst for economic growth in New Paltz.

The objective of Gateway Overlay Zone 2 – Gateway Business District is to create standards that improve the aesthetic quality of development in the corridor, ensure that environmental resources are protected, and that manage access to NYS Route 299 for the safety of drivers, bicyclists, and pedestrians who will utilize this corridor in the future.

- B. Permitted Uses – all uses allowed in the B-2 District pursuant to §140-8 are permitted in the Gateway Overlay Zone 2 – Gateway Business District except the following which are prohibited:

(1). New Shopping Center I (Note: §140-26.1 addresses shopping centers approved prior to March 18, 1999)

(2). New Shopping Center II (Note: §140-26.1 addresses shopping centers approved prior to March 18, 1999)

- C. The following uses, not specifically mentioned in §140-8 for the B-2 District, are permitted in the Gateway Overlay Zone 2 – Gateway Business District subject to additional standards pursuant to §140-52 of this chapter by the Planning Board:

(1). Upper floor dwelling units - minimum dwelling unit floor area of 800 Square feet

- D. Area and Bulk Regulations – the Area and Bulk regulations for the B-2 District, shown in Density Control Schedule described in §140-11, are replaced by the following in the Gateway Overlay Zone 2 – Gateway Business District:

(1). Minimum Lot Area        7,500 square feet

(2). Lot Width (feet)        75

(3). Required Lot Frontage (feet)    75

(4). Required Yards (feet)

- (a). Front: Minimum 35
- (b). Side: Minimum 20 (except along the NYS Thruway right-of-way – minimum 50 ft.)
- (c). Rear: Minimum 25 (except along the NYS Thruway right-of-way – minimum 50 ft.)
- (5). Maximum Impervious Coverage                      65%
- (6). Maximum Building Footprint: 10,000 square feet
- (7). Maximum Building Height
  - (a). Stories            2            (b). Feet            30
  - (c). Maximum building height may be increased to 3 stories / 40 feet if community benefits are provided to the satisfaction of the Planning Board. Community benefits may include: Provision of at least 20% of units in the building as Affordable Housing (AH) units as defined by and meeting the requirements outlined in the Village of New Paltz code (Chapter 132); or LEED certification at Silver level or higher. A third story, if permitted by the Planning Board in return for community benefits, must be setback from the front façade a minimum of an additional 10 feet.

#### E. Design Standards

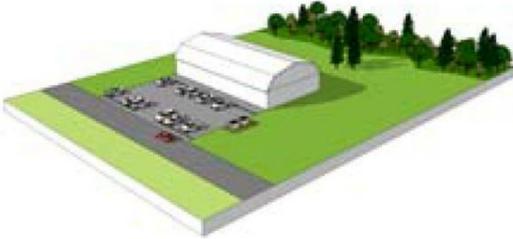
(1). Design Standards for the Gateway Overlay Zone 2 – Gateway Business District are located below. The Planning Board shall consider these design standards in its review of all proposed projects in Gateway Overlay Zone 2; and the Planning Board shall ensure that prior to approving projects in Gateway Overlay Zone 2, the intent of the Design Standards has been achieved by the applicant to the fullest extent practicable.

For new development on previously undeveloped land, and for substantial alterations to existing developed sites, adherence to the Design Standards should be achievable to a large degree. For smaller alterations to existing developed sites, it is understood that strict adherence to the Design Standards may be less practical. In these cases, alteration of existing sites should seek to bring the site closer to conformance and make the site better serve the purpose of the Gateway Overlay Zone 2 – Gateway Business District as described in §140-\_\_ A above.

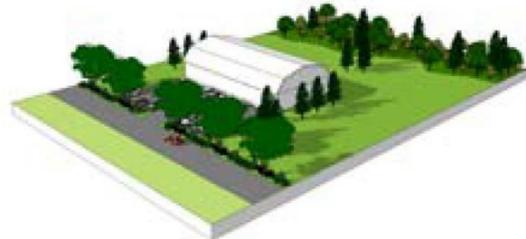
In all cases, the applicant shall be required to submit to the Planning Board a list of any design standards herein that it cannot meet, an explanation for why, and a description of how it proposes to satisfy the purpose of the Gateway Overlay Zone short of adhering to the design standards in their entirety. The Planning Board may waive individual requirements if it finds, based on the applicant's explanation, that adherence would be impractical and if it is satisfied with the applicant's proposed alternative for satisfying the purpose of the Gateway Overlay Zone.

(2) Site Organization and Site Design

- (a). Off-street parking on the side or in the rear of buildings strongly preferred.
- (b). Use native vegetation as screening along the roadway to reduce the visual impact of parking and storage areas



**Existing Condition:** In the typical parking arrangement, the pavement abuts the road and there is little room left for pedestrian circulation, signage or landscaping.



**Improved Practice:** Screening of the same parking area diminishes the visual impact of this use.

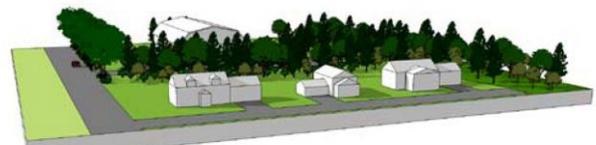
**Best Practice:** Combining the practice of orienting parking to the side or behind roadside development with the addition of screening along the roadway reduces the visual impact of parking and storage areas.



- (c). Use landscaping to buffer commercial from adjoining residential parcels – minimum 15’ consisting of native plantings that provide year-round screening.
- (d). Properties adjoining the NYS Thruway (I-87) must maintain, establish, or enhance as needed a substantial vegetated buffer – natural and supplemented with evergreens - (minimum 30’ deep from the property line) along the Thruway.
- (e). On previously undeveloped sites, all trees 7” DBH or greater must be inventoried, and the design of the site shall consider opportunities to leave these trees undisturbed.
- (f). On previously undeveloped sites, existing



**Practice to Avoid:** Without a buffer in place, the negative affects of incompatible uses which include light spill, noise and traffic impact adjacent properties and land uses.



**Best Practice:** Where disparate or incompatible uses exist adjacent to one another, wider buffers of woodland can be planted or preserved as effective screening that allows the different uses to coexist.

grades should be preserved to the extent practicable to reduce necessary cut and fill and to retain existing vegetation and topography..

(g). Consolidate points of access from the street. Use cross-easements to provide shared access through side and rear parking areas of adjoining sites.



**Practice to Avoid:** Linear commercial and residential development has set the precedent of multiple curb cuts along the highway. This practice adds to the visual clutter, as well as increases traffic conflicts, leading to the potential for more accidents.

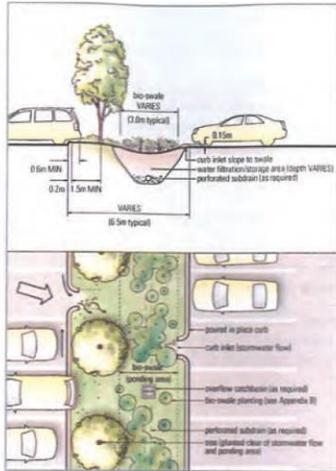


**Best Practice:** In new development or re-development projects, the number of curb cuts can be reduced by re-orientating the buildings, creating a shared parking lot, and by designing shared access to a neighborhood. As a result, the quality of the developed highway environment has been improved, traffic conflicts reduced, and a more attractive neighborhood and commercial center created.

(h). Use interior parking area landscaping to break up continuous areas of pavement. Landscaped island equal to one parking space for every ten spaces is minimum requirement. Landscaped island must equal two spaces if adjacent to two perpendicular spaces. Minimum of one shade tree, at least 2.5" DBH at planting, for every 15 parking spaces required.

(i). Use of green infrastructure/low impact development techniques for stormwater management in parking areas strongly encouraged.

**N50 LID applications – commercial**



Courtesy of Nevue Ngan Associates



Courtesy of Kevin Robert Perry, City of Portland



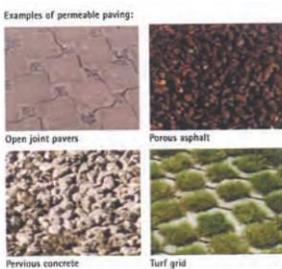
Locate planters at end of parking aisles  
Overflow inlet  
Permeable paving drains to planters or LID swales  
Curb cuts

**N51 Parking lot bioswales**

Large volumes of polluted water run off of commercial parking lots. To the greatest extent possible this water should be captured and cleaned in bio swales with plants before being released into the ground. (photo, top center)



Courtesy of Tom Lipman, City of Portland



**N52 Permeable pavings**

Permeable paving materials can help reduce run-off as well.



**Photos above**  
Green streets can work in urban conditions.



(j). Create strong bike/pedestrian connections from the Empire State Trail to building entrances. Define pedestrian connections through parking areas.

(k). Signs:

- i. Monument signs, as defined in §140-98 are preferred to other types of Freestanding Signs.



Subaru Dealership in Rhinebeck, New York- follows historic village residential pattern of adjacent architecture.



The traditional detailing of this sign is in keeping with the architectural style of the building, and it is tastefully landscaped.

- ii. Pole Signs as defined in §140-98 are prohibited.



Multiple businesses are effectively displayed on this sign without clutter.



This highly legible sign is perfectly designed to match the character of the building facade, and downlighting prevents glare and light pollution.



**Recommended Practice:**

Mounting spotlights directly on freestanding signs reduces the amount of light that escapes the sign boundaries and can eliminate excess light spill. Lighting fixtures and the housing for the lights can be designed in a manner that provides uniform illumination for the sign surface.



**Practice to Avoid:**

Lighting signs with ground mounted spotlights results in excess light which can escape outside the sign boundary and cause unnecessary glare on roadways.



**Recommended Practice:**

Internally lit signs which only illuminate the lettering is most effective and highly legible both in nighttime and daytime conditions. These signs are highly legible, without creating undue glare.



**Practice to Avoid:**

Internally illuminated signs that have predominately light colored backgrounds overwhelm the dark colored lettering and making the sign less legible. This lighting approach creates unnecessary glare along roadways.

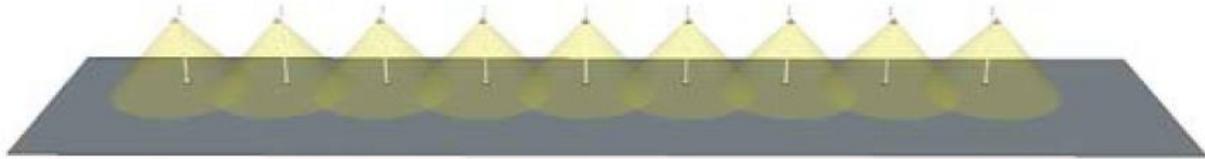


This understated sign is constructed of the same quality materials utilized on the buildings and is contextually appropriate. This is an example of how a regional chain can fit its sign to match the local character.

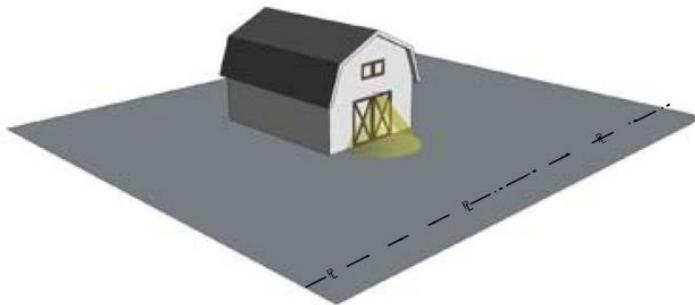


## (I). Lighting:

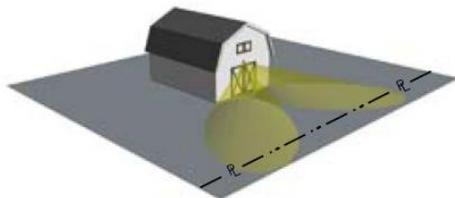
- i. Lighting in parking lots should use a pedestrian scale light fixture, no more than 20' in height, with an even, overlapping lighting arrangement.



- ii. Lighting should be glare free and shielded from the sky, and adjacent properties using cut-off technology that controls light spread.



**Best Practice:** Lighting, whether on buildings, along streets or on signs, should always be designed in such a way as to minimize light spilling outside the intended area, especially across vistas or directly into driver's eyes. By encasing the light elements within a fixture, the light is directed to where it is needed, rather than in any direction the bare bulb will shine.



**Practice to Avoid:** Typical flood light type fixtures have no shield and spill bright pools of light and glare outside the intended area, potentially onto adjacent properties.



**Recommended Practice:** Outdoor lights, such as those found on a garage or barn, can use simple fixtures to encase the light element, reducing light spill, and motion sensors or timers to turn lights off when not needed.

(m). Site Furnishings:

- i. Bicycle parking, benches, trash receptacles, and other appropriate site amenities should be incorporated into the site design.



(3). Architecture:

- ii. Building styles and materials traditionally found in New Paltz are required.
- iii. Building footprint: 10,000 square foot maximum for retail commercial buildings except supermarkets.
- iv. Main building façade and main entrance must face the street. A secondary building entrance facing the rear or side parking is strongly encouraged.
- v. Drive-thru windows are permissible if they are located behind the building, if they are architecturally part of the building, and if they require no separate access to a public street.



Left: Two “new” buildings in the B-2 Zone that successfully borrowed elements of their building styles and materials from buildings traditionally found in New Paltz.

Center: Agrarian architecture from the region can inform architectural design in the Gateway Overlay Zone 2 – Gateway Business District

Right: Even national chain retailers and restaurants can design buildings that replicate local building styles.



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§140-\_\_ : Gateway Overlay Zone 3 – Gateway Hamlet District

- A. Purpose: The Hamlet of Ohioville is a traditional crossroads settlement that was established years ago at the intersection of Ohioville Road and Old Route 299 (New Paltz Road). Construction of Exit 18 of the NYS Thruway and the reconstruction of NYS Route 299 changed its context but characteristics of the old mixed-use hamlet remain and are worthy of preservation. In other words, Ohioville is different than other parts of the Gateway corridor.

The objective of Gateway Overlay Zone 3 – Gateway Hamlet District is to provide land use regulations and design standards that ensure that the unique characteristics of the Ohioville Hamlet are preserved and enhanced. The traditional hamlet settlement pattern found in Ohioville is characterized by smaller lots and mixed uses in a compact, walkable layout. Maintaining and extending this form to the south side of NYS Route 299 (and reconnecting to Paradies Lane) will establish Ohioville as a unique place on the road to New Paltz and create an opportunity for the Empire State Trail to make its crossing of the busy rural highway (NYS Route 299) in a logical and safe place.

- B. Permitted Uses – all uses allowed in the B-2 District pursuant to §140-8 are permitted in the Gateway Overlay Zone 3 – Gateway Hamlet District except the following which are prohibited:

(1). Electrical vehicle charging stations equipped with DC Fast Charge EVSE, as defined in §140-4C when a General Use (note: these are still permitted as Accessory Uses)

(2). Public utility or transportation use

(3). Car-washing station

(4). Drive-in movie

(5). Equipment rental or sales yard

(6). Laundry or dry-cleaning plant

(7). New Shopping Center I (Note: §140-26.1 addresses shopping centers approved prior to March 18, 1999)

(8). New Shopping Center II (Note: §140-26.1 addresses shopping centers approved prior to March 18, 1999)

- C. The following uses, not specifically mentioned in §140-8 for the B-2 District, are permitted in the Gateway Overlay Zone 3 – Gateway Hamlet District subject to additional standards pursuant to §140-52 of this chapter by the Planning Board:

(1). Detached one-family dwelling

- (2). Upper floor dwelling units - minimum dwelling unit floor area of 800 Square feet
- D. Area and Bulk Regulations - the Area and Bulk regulations for the B-2 District, shown in Density Control Schedule described in §140-11, are replaced by the following in the Gateway Overlay Zone 3 – Gateway Hamlet District:
- (1). Minimum Lot Area      5,000 square feet
- (2). Lot Width (feet)      50
- (3). Required Lot Frontage (feet)      50
- (4). Required Yards (feet)
- (a). Front: Minimum 15      Maximum 35
- (b). Side: Minimum 10
- (c). Rear: Minimum 25
- (5). Maximum Impervious Coverage      70%
- (6). Maximum Building Footprint: 5,000 square feet
- (7). Maximum Building Height
- (a). Stories      2      (b). Feet      30
- (c). Maximum building height may be increased to 3 stories / 40 feet if community benefits are provided to the satisfaction of the Planning Board. Community benefits may include: Provision of at least 20% of units in the building as Affordable Housing (AH) units as defined by and meeting the requirements outlined in the Village of New Paltz code (Chapter 132); or LEED certification at Silver level or higher. A third story, if permitted by the Planning Board in return for community benefits, must be setback from the front façade a minimum of an additional 10 feet.
- E. Design Standards
- (1). Design Standards for the Gateway Overlay Zone 3 – Gateway Hamlet District are located below. The Planning Board shall consider these design standards in its review of all proposed projects in Gateway Overlay Zone 3; and the Planning Board shall ensure that prior to approving projects in Gateway Overlay Zone 3, the intent of the Design Standards has been achieved by the applicant to the fullest extent practicable.
- For new development on previously undeveloped land, and for substantial alterations to existing developed sites, adherence to the Design Standards should be achievable to a large degree. For smaller alterations to existing developed sites, it is understood that strict

adherence to the Design Standards may be less practical. In these cases, alteration of existing sites should seek to bring the site closer to conformance and make the site better serve the purpose of the Gateway Overlay Zone 3 – Gateway Hamlet District as described in §140-\_\_ A above.

In all cases, the applicant shall be required to submit to the Planning Board a list of any design standards herein that it cannot meet, an explanation for why, and a description of how it proposes to satisfy the purpose of the Gateway Overlay Zone short of adhering to the design standards in their entirety. The Planning Board may waive individual requirements if it finds, based on the applicant's explanation, that adherence would be impractical and if it is satisfied with the applicant's proposed alternative for satisfying the purpose of the Gateway Overlay Zone.

## (2). Site Organization

### (a). New buildings:

- i. Buildings located with a small setback from the sidewalk
- ii. Off-street parking on the side or in the rear of buildings required.
- iii. If parking is at the side of a building, minimum five (5) foot landscape buffer between the parking area and the back edge of sidewalk is required. Landscape materials: trees, hedges, shrubs, or low walls of brick, stone, wrought iron, or an acceptable substitute.

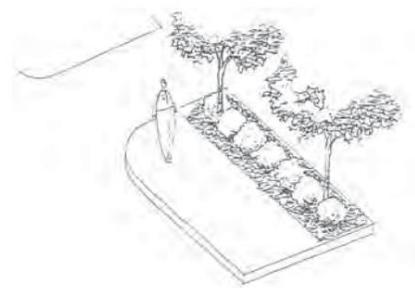


Above: low level decorative fences and walls are an appropriate tool of framing the street edge where there are gaps in the building edge along the street.



A low hedge and shade trees enhance the public sidewalk and parking lot edge

Courtesy of Toronto City Planning



### **L42** Parking lot screening

Where portions of surface parking lots have to be along the edge of a sidewalk, the parking lots must be properly screened with landscaping or with an architectural wall or trellis.

(b). Redevelopment of existing sites: Alteration of existing sites should seek to bring the site closer to conformance. For example, if an existing commercial site with parking in front [1] is proposed to be redeveloped, improvements to the street edge should be required. If the alteration is minor, bringing the façade closer to the sidewalk (if appropriate) or improvements such as a low wall or decorative fence with plantings at the sidewalk edge

should be required [2]. Any new buildings should be located closer to the street (see yard requirements) and with prominent pedestrian connections to the sidewalk [3] and new sidewalks provided where they are currently absent.

(c). Mixed-use buildings of two to three stories, with commercial uses on the ground floor and residential or office uses on the upper levels, are encouraged in the commercial portions of the hamlet. Small-lot single-family homes should continue to be the predominant building type in the neighborhood areas of the hamlet.

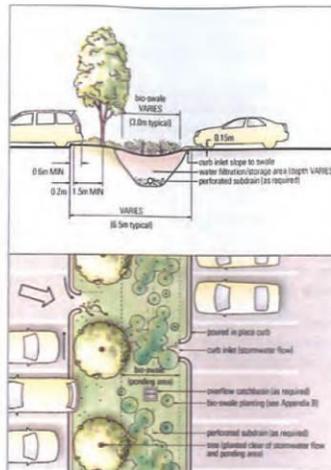
(3). Site Design

(a). Use landscaping to buffer commercial from adjoining residential parcels – minimum 15’ consisting of native plantings that provide year-round screening.

(b). For commercial and mixed-use sites, use interior parking area landscaping to break up continuous areas of pavement. Landscaped island equal to one parking space for every ten spaces is minimum requirement. Landscaped island must equal two spaces if adjacent to two perpendicular spaces. Minimum of one shade tree, at least 2.5” DBH at planting, for every 15 parking spaces required.

(c). Use of green infrastructure/low impact development techniques for stormwater management in parking areas strongly encouraged.

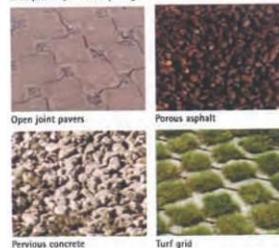
**N50 LID applications – commercial**



**N51 Parking lot bioswales**

Large volumes of polluted water run off of commercial parking lots. To the greatest extent possible this water should be captured and cleaned in bio swales with plants before being released into the ground. (photo, top center)

Examples of permeable paving:



**N52 Permeable pavings**

Permeable paving materials can help reduce run-off as well.



Courtesy of Nevue Ngan Associates



Courtesy of Kevin Robert Perry, City of Portland



Courtesy of Tom Lipman, City of Portland

**Photos above**  
Green streets can work in urban conditions.

(d). Consolidate points of access from the street. Use cross-easements to provide shared access through side and rear parking areas of adjoining sites.



(e). Pedestrian and bicycle connections through parking areas shall be provided.



**Best Practice:** In new development or re-development projects, the number of curb cuts can be reduced by re-orientating the buildings, creating a shared parking lot, and by designing shared access to a neighborhood. As a result, the quality of the developed highway environment has been improved, traffic conflicts reduced, and a more attractive neighborhood and commercial center created.

(f). On previously undeveloped sites, all trees 7" DBH or greater must be inventoried, and the design of the site shall consider opportunities to leave these trees undisturbed.

(g). On previously undeveloped sites, existing grades shall be preserved to the extent practicable to reduce necessary cut and fill and to retain existing vegetation and topography.

(h). Signs: Signs should be scaled and oriented to the pedestrian environment. For example, wall signs should be located in a sign band on the façade, a horizontal section that divides the storefront windows from the upper façade. They should be located so as to avoid obscuring or covering façade features, including windows, doors, storefronts, building entrances, cornices, and columns. Well-designed projecting signs and window signs are also appropriate. Monument signs, as defined in §140-98 are preferred to other types of Freestanding Signs. Pole Signs as defined in §140-98 are prohibited.

- i. Upper floor signage not permitted for ground floor uses.
- ii. External sign illumination, designed to limit light spill, is preferred to internal sign illumination.



**Recommended Practice:**

Mounting spotlights directly on freestanding signs reduces the amount of light that escapes the sign boundaries and can eliminate excess light spill. Lighting fixtures and the housing for the lights can be designed in a manner that provides uniform illumination for the sign surface.



**Practice to Avoid:**

Lighting signs with ground mounted spotlights results in excess light which can escape outside the sign boundary and cause unnecessary glare on roadways.



**Recommended Practice:**

Internally lit signs which only illuminate the lettering is most effective and highly legible both in nighttime and daytime conditions. These signs are highly legible, without creating undue glare.



**Practice to Avoid:**

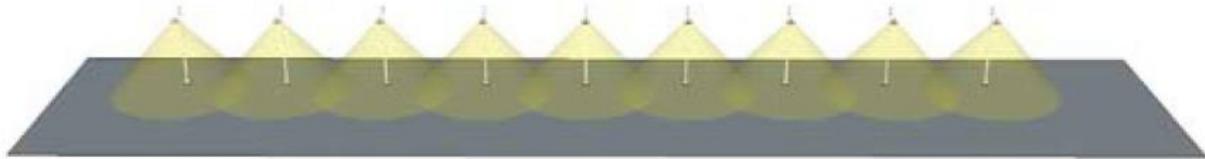
Internally illuminated signs that have predominately light colored backgrounds overwhelm the dark colored lettering and making the sign less legible. This lighting approach creates unnecessary glare along roadways.



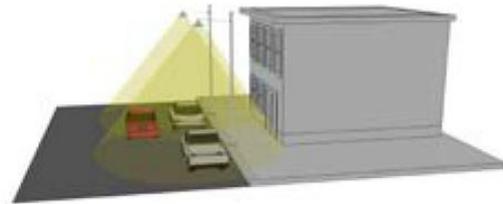
This understated sign is constructed of the same quality materials utilized on the buildings and is contextually appropriate. This is an example of how a regional chain can fit its sign to match the local character.

(i). Lighting:

- i. Lighting in parking lots should use a pedestrian scale light fixture, no more than 20' in height, with an even, overlapping lighting arrangement.



- ii. Lighting should be glare free and shielded from the sky, and adjacent properties using cut-off technology that controls light spread.



**Recommended Practice:** Appropriate cut-off technologies allow adequate lighting of the sidewalk and street, while reducing light spill into the adjacent building and surrounding areas.

- (j). Site Furnishings: Bicycle parking, benches, trash receptacles, and other appropriate site amenities should be incorporated into the site design.



(3). Architecture:

- i. Building styles and materials traditionally found in the Ohioville Hamlet or from other parts of New Paltz are required.
- ii. Building footprint: 5,000 square foot maximum for retail commercial buildings
- iii. Main building façade and main entrance must face the street. A secondary building entrance facing the rear or side parking is strongly encouraged.
- iv. Drive-thru windows are permissible if they are located behind the building, if they are architecturally part of the building, and if they require no separate access to a public street.