

Town of New Paltz, NY**Comprehensive Plan Amendment for the Route 299 Gateway Corridor****based on the Route 299 Gateway Committee's report of February 2018 as amended April 2018****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. (See Appendix D for 11x17 versions)

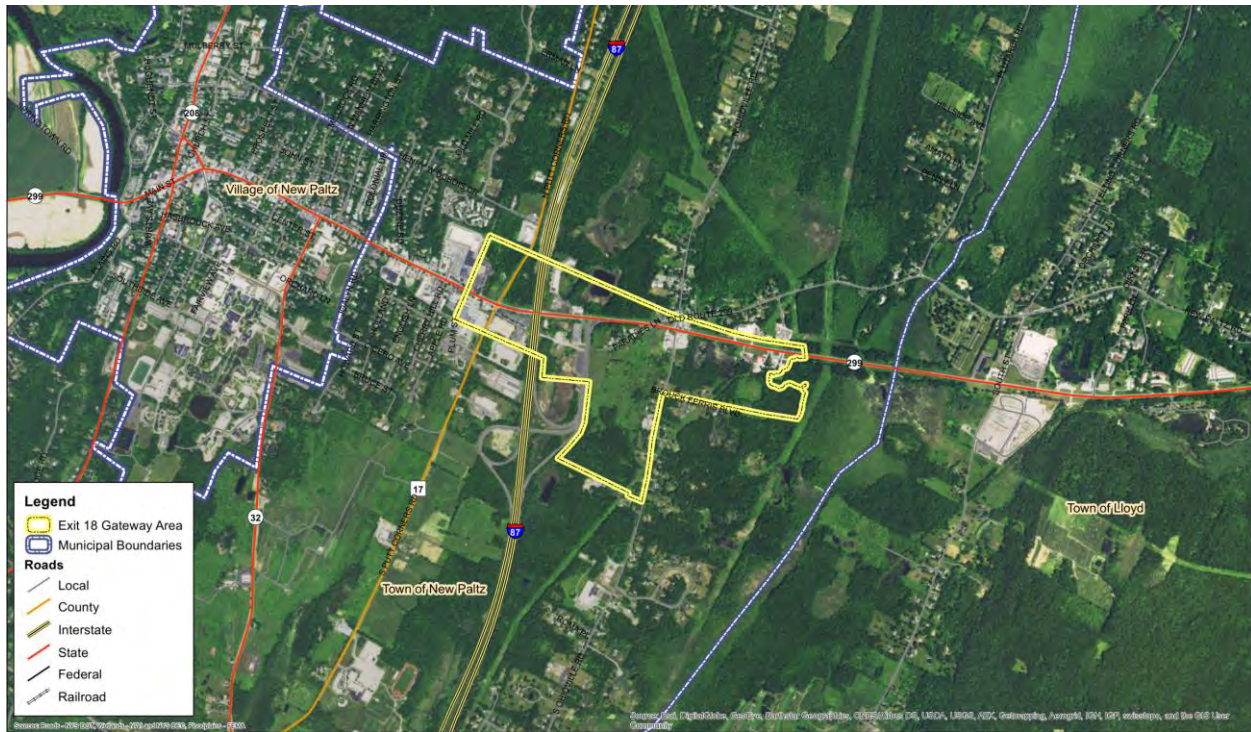


Figure 1

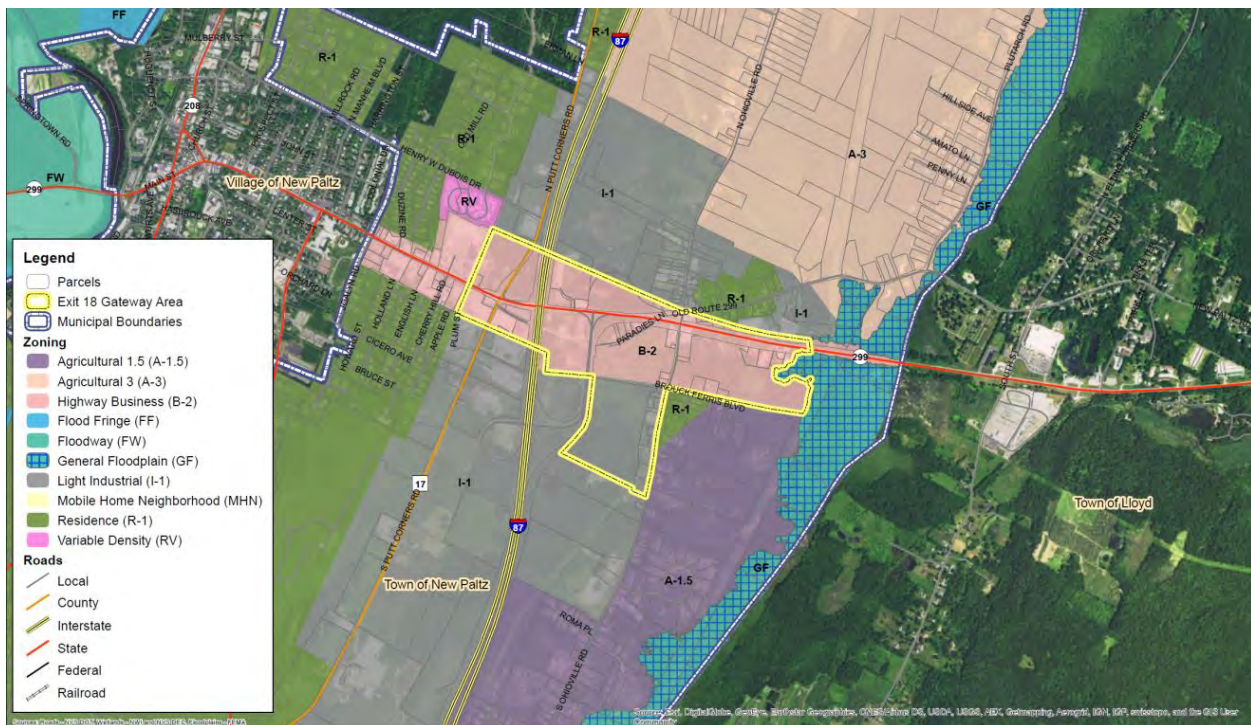


Figure 2

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



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, though more specific objectives are necessary to inform development in the Route 299 Gateway area. As such, 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 public or private transit.
- To effectively integrate Complete Streets/rail trail connections given regional trail assets and the key link between the Wallkill Rail Trail and the Hudson Valley Rail Trail that traverses this area.
- To balance development with protection of our natural resources--trees, wetlands, plant and animal species, 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 that positively contributes to the 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 this Plan Amendment and 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, 2017	November 20, 2017
April 17, 2017	December 18, 2017
May 23, 2017	March 22 nd , 2018
June 27, 2017 (no quorum)	April 2, 2018
October 23, 2017	

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 were presented for public comment at a public hearing prior to the Town Board meeting on March 1st, 2018. The Committee presented a PowerPoint slide presentation outlining the process and summarizing the recommended Comprehensive Plan and proposed Zoning amendments. The public offered written and oral comments at the hearing and those comments were

documented and discussed by the Committee during their meeting on March 22nd, 2018. The Draft Report included changes based on public comments and discussion by Committee members and is now formally presented to the Town Board for their consideration.

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.

In addition to the vision of the Gateway Corridor outlined herein, 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, as well as with the Ulster County Transportation Council (UCTC) to identify and implement multi-modal transportation improvements in this busy corridor. The Town should consider applying to UCTC for funding for an updated comprehensive, cumulative transportation study of this area (which could be expanded to include the Route 299 corridor throughout the Town/Village) that focuses on the safety of all roadway users and considers ways for developers to contribute to future improvements based on their fair share of transportation impacts to the corridor.

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. (See Appendix D for an 11x17 Version)

Plan Graphic

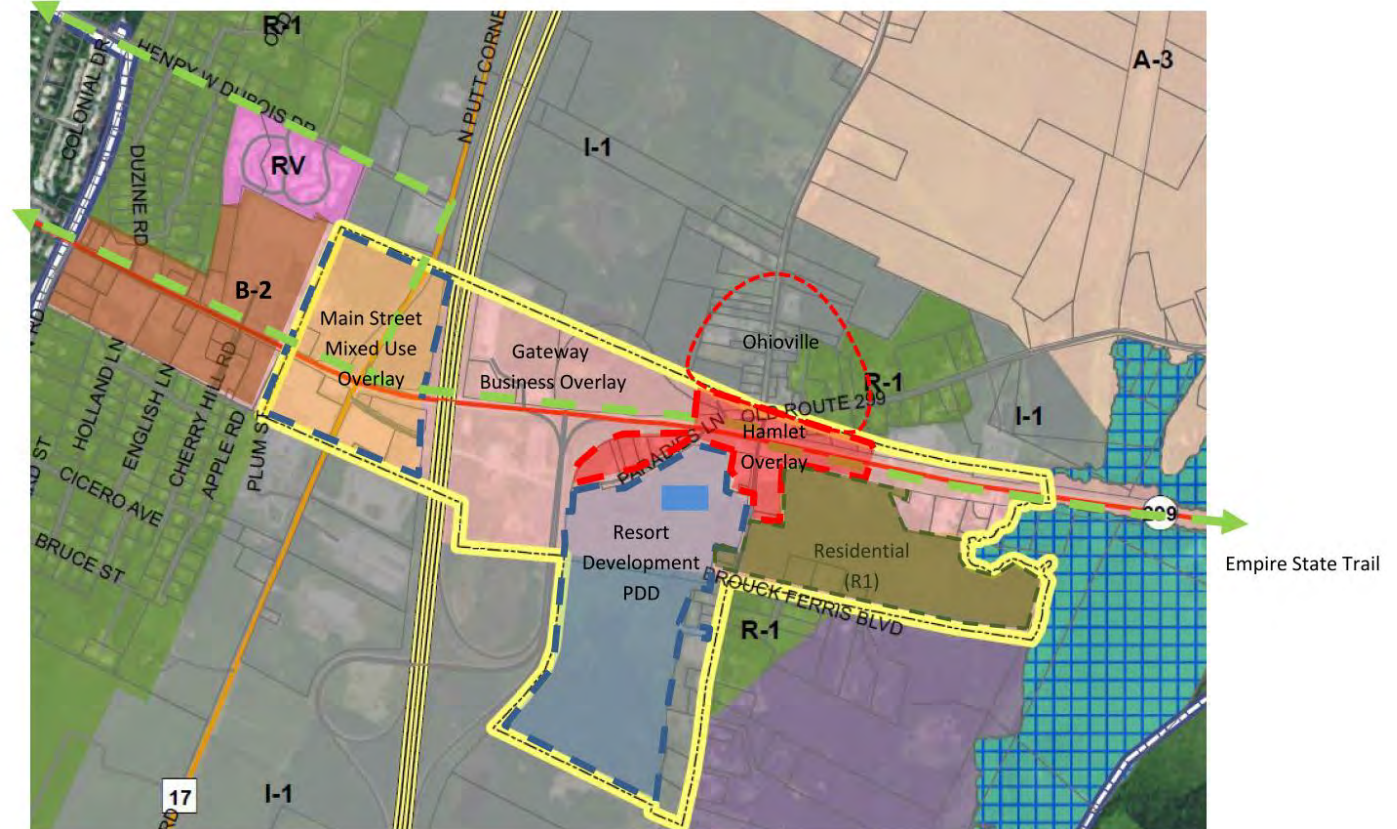


Figure 3

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.



Zip Up the Strip

Figure 4

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 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 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



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).

Figure 5

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 as well as opportunities for public or private transit facilities to serve the 299 Gateway area.
- 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 property. Also require vegetated buffers on commercial properties adjacent to residential districts.
- Encourage green infrastructure practices, such as parking lot bioswales and permeable pavement or porous pavers, for managing stormwater.
- 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. For example, a small visitor's center might be established as part of a development project or developed jointly by the Town and Village with grant funding assistance.

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.

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.



Figure 6

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.



Figure 7

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

- 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 – required parking in at side or rear of buildings rather than along street frontages.
- Strong bike/pedestrian connections from Empire State Trail to building entrances and connections to transit, as appropriate.
- 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.



Figure 8



Figure 9

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.

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)



Figure 10

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 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.
- Opportunities for trail and transit related amenities and business – Empire State Trail’s gateway to New Paltz, as well as public/private transit upgrades where appropriate.
- 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 **Planned 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.

Planned 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. The development program for any planned resort may include the following elements, though the extent of resort buildout, including for conference facilities and other accessory uses noted below, should ultimately be based on balancing environmental impacts with community benefits:

- A hotel with a maximum of 130 guest rooms – primarily two stories in height. A hotel shuttle bus should be required with the first phase of hotel construction to transport hotel guests to and from local attractions and destinations, with a second shuttle bus provided once more than 90 rooms are constructed. Parking for the future/second phase(s) of hotel rooms, restaurant and outdoor activities should be considered based on shared parking relationships and land banked and constructed only when the respective uses are built.
- A spa and wellness center which should be available to hotel guests and members of the public.
- A maximum of two event/conference facilities – one of which may be standalone, and a second incorporated into the hotel.
- A maximum of two restaurants, with no more than 6,000 combined square feet.
- Various outdoor, natural-themed amenities available to hotel guests and to the public such as nature and recreation trails and outdoor sculpture gardens.

- The entire property should be owned and operated by one management entity. The initial site plan and graphics that accompany a proposal should illustrate a project that is designed thoughtfully and, based on initial environmental analysis, demonstrates a respect for the natural features of the site. Renderings should show proposed structures that have been designed to be consistent with vernacular 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 currently proposed resort project as described in the 2017 Draft Environmental Impact Statement 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 the scale/extent of proposed accessory uses such as conference facilities, outdoor education facilities, spa facilities, and other amenities, to ensure that their potential aggregate impacts, along with the hotel and restaurants, 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 the New Paltz vernacular and the surrounding region, and

- Carefully designed lighting, signage, and other site elements to minimize undesirable impacts and to ensure an attractive visual impression at this critical location.

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 Planned Resort Development District of some type (perhaps a floating zone or overlay district). 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.
- Create a new Planned Resort Development District zoning designation which incorporates the principles and characteristics described for the area in this Comprehensive Plan Amendment.

Conforming Edits to the Town of New Paltz Comprehensive Plan

1. Amend page 28. Amend subsection a. after “In the Town there are:” to read as follows:

- a1. Business Area: The intersection of Route 32/Shivertown Road.

The commercial core of the Village and Town serve as a local regional shopping area for neighboring municipalities. Route 32 north of Main Street to the Village line forms a linear, highway-oriented commercial strip. It is important that future commercial development be planned to locate in clusters rather than a linear strip fashion, to minimize curb cuts and traffic congestion. Attention should be given to the need to limit the size of new shopping centers in terms of site area and gross leasable area to a maximum density and scale in relationship to existing businesses and in keeping with the community.

- a2. Business Area: Gateway Corridor, Route 299 East of the Village.

See the Comprehensive Plan Amendment for the Route 299 Gateway Corridor, attached hereto as Appendix A.

2. Page 33. Under Near Term Improvements, delete “Increased setbacks on Route 299 should be required where possible to allow for future widening of the Right of Way.”

Appendix A: Analysis of Existing Conditions

TOWN OF NEW PALTZ PLANNING AND ZONING FOR THE ROUTE 299 GATEWAY AREA EXISTING CONDITIONS SUMMARY

INTRODUCTION

The NYS Route 299 New Paltz Gateway project is intended to inform updates to both the Town of New Paltz Comprehensive Plan and Zoning Code to more accurately reflect the community's vision for this high profile gateway into both the Town and Village from the NYS Thruway (Interstate-87). This analysis is roughly centered on a 230-acre study area around Exit 18 and includes properties along NYS Route 299/Main Street from the ShopRite in the west, across I-87 and east to the Econo Lodge property near the Swarte Kill and Lloyd Town Line. Exit 18 and NYS Route 299 are the primary access routes for Poughkeepsie to the east, and New Paltz and the Shawangunk Ridge to the west. Thus, the study area is considered the "front door" to the Town and Village of New Paltz. It is also an important entranceway to the Shawangunk Mountains including the Mohonk Preserve, and the Greater Poughkeepsie area including for visitors to the "Walkway Over the Hudson" State Historic Park.

LAND USES AND ENVIRONMENTAL FEATURES

Land uses in the corridor are strongly influenced by the transportation system with the I-87 travel lanes, shoulders, access ramps, toll booths, NYSDOT maintenance area, and park-and-ride lot for Exit 18 along with the expansive 100-foot to 200-foot wide right-of-way for NYS Route 299/Main Street. The public road rights-of-way account for a substantial percentage of study area land (23.8%), while the remaining land in the area is mostly divided amongst vacant (36%), residential (21.3%), and commercial uses (17.4%) according to data from the NYS Office of Real Property Services.

Commercial uses are present throughout this stretch of NYS Route 299/Main Street. The uses include lodging, restaurants, gas stations/convenient stores, a large retail food store, drive-in bank, storage and warehousing, and professional buildings. However, their contexts on either side of I-87 differ. To the west, commercial properties are of a larger scale comprising highway-based shopping centers and plazas with expansive parking areas. To the east, commercial properties are more compact and single use in nature and surrounded by residential or vacant land. Development in this area is constrained by wetlands which will be further discussed below.

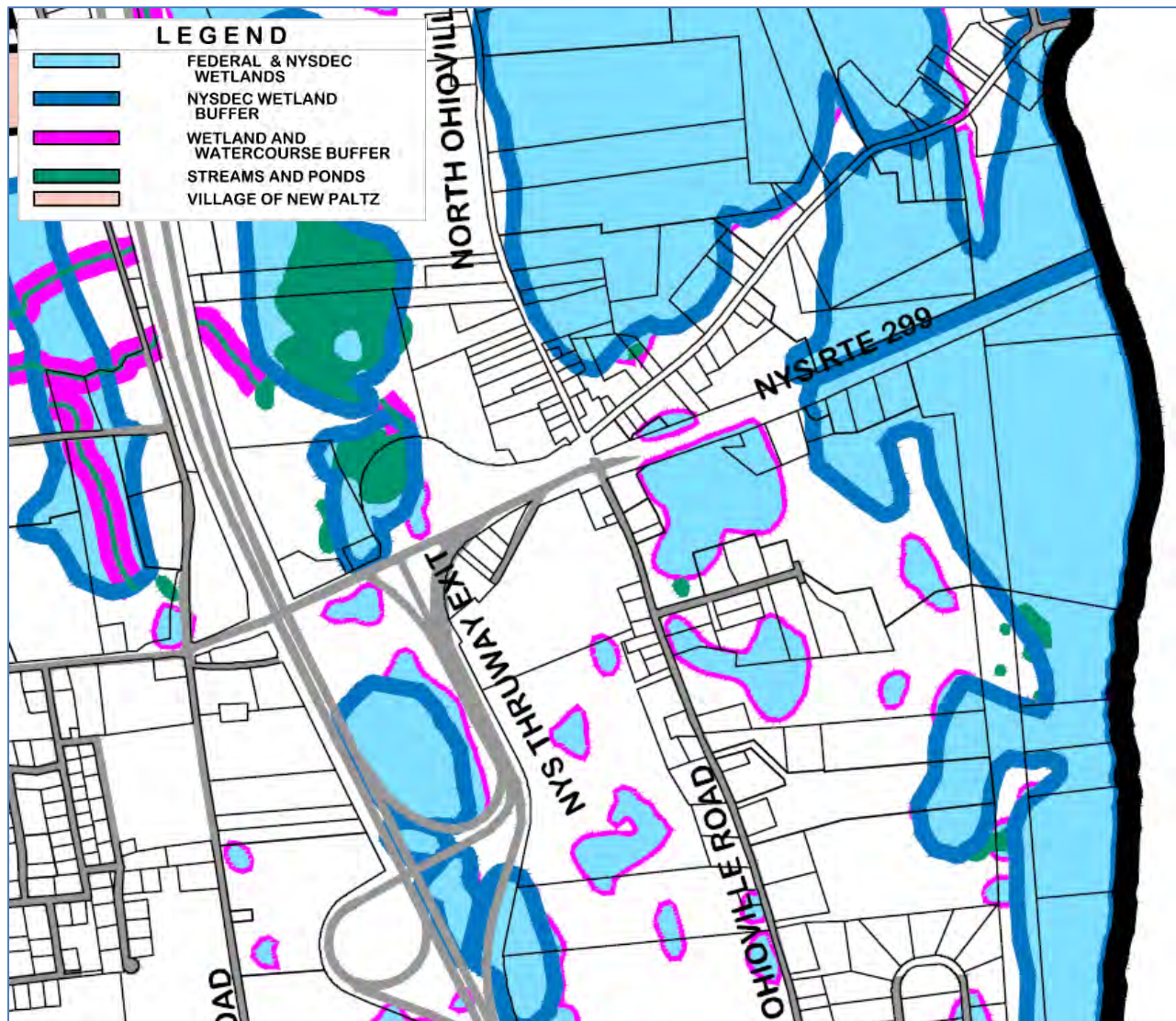
Residential uses do not generally front on NYS Route 299 in this area. Some single family homes exist along the Paradies Lane dead end, Old Route 299, South Ohioville Road, and on Brouck Ferris Boulevard. These residential lots range widely in size with the largest parcels of residential land found along South Ohioville Road.

Natural features within the study area have had a strong impact on development. Mapped wetlands are apparent throughout the study area including large NYS Freshwater Wetlands between I-87 and the Exit 18 toll booth, and to the east of South Ohioville Road along the south side of Route 299. This latter wetland covers 6.5 acres in the eastern part of the study area and is classified as a Class I wetland by NYSDEC. Wetlands behind MobilMart and around the Exit 18 access ramps are designated as Class II wetlands while those in the northwest corner of the study area, off North Putt Road, are of Class III designation. Class I wetlands provide the greatest level of benefits and are afforded a higher level of protection. Lower class wetlands still provide important functions and benefits, but typically require less protection to continue to provide these functions. The permit requirements are more stringent for a higher class wetland than for a lower class wetland.

The Town of New Paltz also has its own Wetland and Watercourse Protection Law intended to protect wetlands, waterbodies, watercourses and associated buffer areas, recognizing their varying ecological, water quality and recreational values. The code was adopted to provide adequate protection to local resources, as the state and federal permitting systems are subject to change from time to time and lack adequate staffing for enforcement and compliance. The Town's code includes federal and state regulated waterbodies as well as more stringent requirements in some instances for defining regulated areas and buffers. The code gives authority to the Town's Wetland Inspector, Planning Board and Building Department to implement and enforce the law for the protection of local water resources.

In addition to the extensive wetlands, there are four ponds within the study area, the largest of which is located to the east of the former 87 Motel behind the MobilMart directly across the Exit 18 Ramp intersection with Route 299.

The entire study area is located outside the 500-yr. floodplain with the exception of areas east of the Econo Lodge on Route 299 approaching the Swarte Kill.



Portion of the Town of New Paltz *Wetland and Watercourse Map* that covers the Route 299 Gateway Study Area (full map is attached to this document)

TRANSPORTATION OVERVIEW

As described above, this study area is, in every sense of the term, a transportation gateway. As such, the study area is well connected to points north, south, east and west. Interstate-87 bisects the study area from north to south. I-87, which forms part of the NYS Thruway System, is the primary vehicular transportation connection between the Canadian border to the north and New York City to the south. NYS Route 299 is the access point for Exit 18 of the Thruway. It provides access to the greater Town and Village of New Paltz, and continues west through the Village to the Shawangunk Ridge. Going east, the state highway terminates at an intersection with US Route 9W in the Town of Lloyd and provides access the City of Poughkeepsie and Dutchess County via

Route 9W and the Mid-Hudson Bridge. Local roads in the study area include North and South Putt Corners Road to the west of I-87 and Ohioville Road (N/S) to the east. Old Route 299 and Brouck Ferris Boulevard can be accessed from Ohioville Road. Lastly, the construction of I-87 and its ramps divided segments of a pre-existing local road into Terwilliger Lane to the west and a NYSDOT access road and Paradies Lane to the east.

From a larger regional perspective, the NYS Thruway (I-87) provides highway access to north-south destinations while Interstate-84, accessed at Exit 17 to the south in Newburgh, offers east-west access to Connecticut and Pennsylvania. There are also six international airports within a 2-hour drive of the New Paltz Gateway Study Area. Stewart International, at the intersection of I-87 and I-84 in Newburgh, is the closest. There is also Albany International to the north and Westchester County Airport, which primarily serves the corporate market. The New York City area also offers three major airport facilities: JFK, LaGuardia and Newark.

The nearest passenger rail service is provided at the Poughkeepsie Amtrak Station with trains to Penn Station in NYC to the south and Albany-Rensselaer Station to the north and connecting destinations further afield from both. Metro North Railroad also operates commuter rail service to Grand Central Station in NYC from the Poughkeepsie Station. On the west side of the Hudson River, CSX and Norfolk-Southern offer freight rail service up and down the Hudson Valley.

Non-motorized travel options are relatively abundant in the New Paltz area. The Wallkill Valley Rail Trail (WVRT) runs from north to south through the Village of New Paltz. The WVRT stretches through portions of Ulster County from north of the hamlet of Walkkill to Kingston. The Hudson Valley Rail Trail (HVRT) stretches westward from the Walkway Over the Hudson to a trailhead at Tony Williams Park on County Route 15 just off NYS Route 299 in the Town of Lloyd. Its current western terminus is about 2 miles east of the study area. Eventually, the HVRT will be extended to a confluence with the WVRT in the Village of New Paltz by way of the study area corridor, offering the intriguing possibility of biking to NYC via Amtrak or Metro North trains which are already outfitted for commuting cyclists. This potential trail connection through the Study Area is a significant opportunity for New Paltz, and Governor Cuomo's recently announced Empire State Trail initiative could make it a reality sooner rather than later.

INFRASTRUCTURE

Water

The state of potable water in the area is currently in flux. Approximately 25% of the study area is served by the municipal system. The remaining 75% of the study area relies on on-site wells for potable water. Portions of Town of New Paltz Water Districts #1 and #2,

just west of I-87, and Water District #3, just east of I-87 and including only the Mobil Mart and the former "87 Motel" properties, are served by the Village of New Paltz' water system via Town Water Districts. As such user's located outside the Village boundary pay increased water use fees. The Village owns a water treatment plant located near Mountain Rest Road in the Town of New Paltz that draws water from the New York City's Catskill Water Aqueduct and its own water storage reservoirs. The Village owns four reservoirs in the vicinity of the plant that contain about one week's back-up water supply but is vulnerable to depletion during dry periods.

Going forward, the New York City Department of Environmental Conservation (NYCDEP) will be closing down the Catskill Aqueduct for three 10-week extended maintenance shutdown periods. As such, the DEP has offered financial assistance to affected communities to develop back-up potable water systems. As part of this effort, the Town and Village received funding to improve their existing reservoirs and to prepare an engineering study to develop a new municipal well source and treatment facility located south of the Village. The implementation of this study is currently pending litigation from affected Town property owners.

Wastewater

A small portion of the study area is serviced by the Village's municipal sanitary sewer system through Town Sewer District collection systems. The portion of the study area west of I-87 is part of Town Sewer Districts #1 and #5.

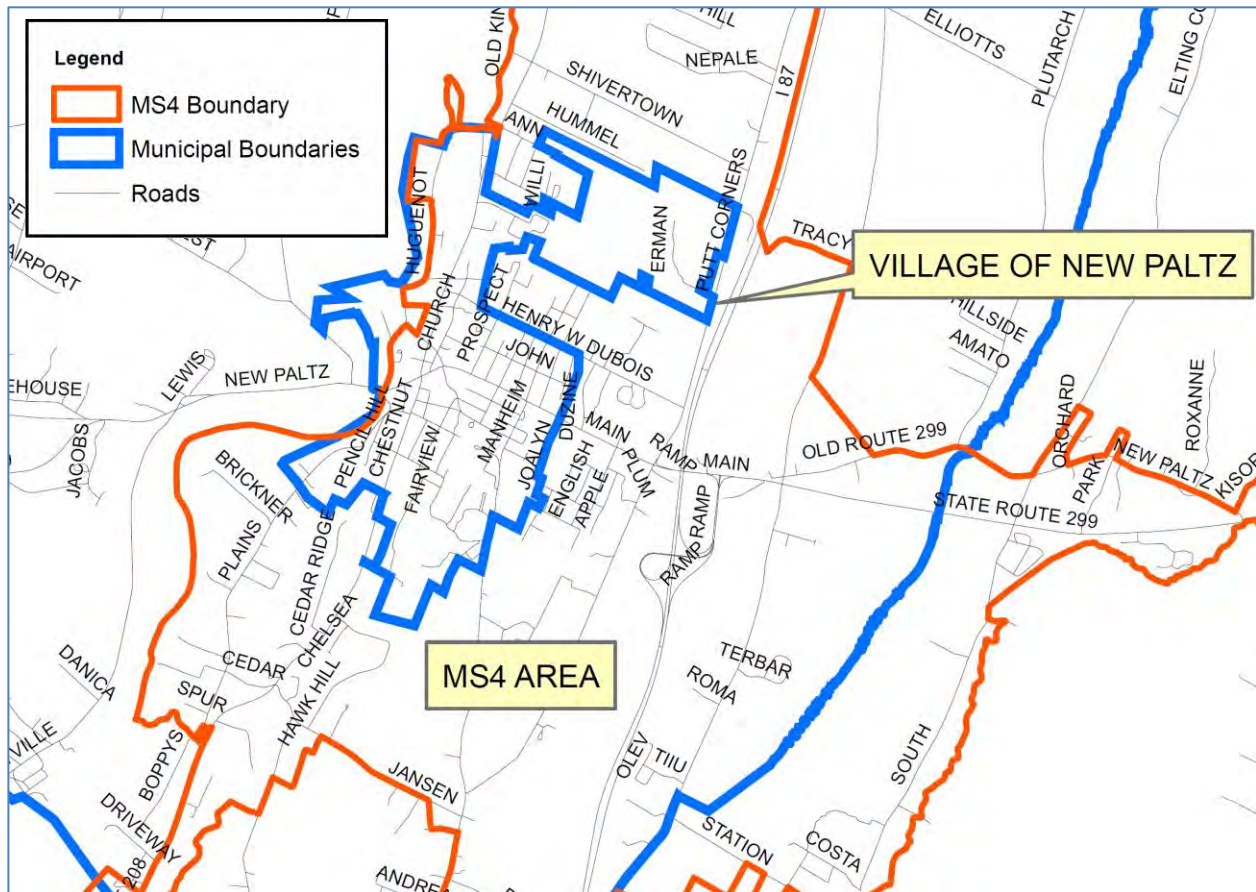
The Town owns and operates its own small Wastewater Treatment Plant (WWTP) which is an aging sand filter system facility that is located on North Ohioville Road in the hamlet of Ohioville. This small WWTP serves Town Sewer District #6. A cluster of properties in the Ohioville Hamlet to the east of I-87 at the intersection of NYS Route 299 and Ohioville Road, in addition to some of the properties along this stretch of Route 299, comprise Town Sewer District #6. Due to the location of this plant and the assimilation capacity for additional flows to wetlands in this area, an expansion of the existing Sewer District #6 boundary for treatment at the North Ohioville Road WWTP is not feasible. The Town is exploring the option of transferring flows from this aging WWTP to the Village WWTP. If the existing WWTP is decommissioned in the future and a connection for Sewer District #6 is made to the Village WWTP, future development projects within the study area may request an extension from the Town and Village if capacity remains at the Village WWTP.

Properties within the study area that are located between I-87 and Town Sewer District #6 are on individual private septic systems under the regulation of NYS Department of Health and Ulster County Department of Health. The Ulster County Department of Health's minimum requirement for separation between a well and a septic system is 100-feet for a homeowner (200 feet if the well is downslope of the septic system). This

effectively creates a minimum residential lot size of about three quarters of an acre. An alternative to private septic systems for commercial projects within the gateway is the option for a private package wastewater treatment plant under the regulation of NYS DOH, UC DOH and NYS DEC, with discharge to the Swartekill Creek, located to the east of the study area at the boundary of the neighboring Town of Lloyd.

Stormwater

All of the study area is located within the boundaries of the small municipal separate storm sewer system (MS4), which is regulated under EPA's Phase II Stormwater Rule, and is shown on the Town MS4 Boundary Map (below). As a designated small MS4, the Town of New Platz is required to develop a stormwater management program that will reduce pollutants carried by stormwater to the "maximum extent practicable" through implementation of minimum control measures (MCMs) as defined in the NYS DEC's General Permit for Stormwater Discharges from Small MS4s. The primary control measure relevant to the Gateway Study Area is the requirement for post-construction stormwater management (for projects disturbing more than 1 acre of land) to control runoff quality, rate and volume using green infrastructure and/or stormwater management practices (SMPs), such as bio-retention basins and ponds.



Portion of the Town of New Paltz MS4 Boundary Map – the entire Gateway Study Area is located within the MS4 boundary.

The Town of New Paltz has recently adopted a Stormwater Management and Erosion and Sediment Control ordinance which mandates the use of green infrastructure where feasible. A Stormwater Pollution Prevention Plan (SWPPP) will be required (for each project disturbing more than 1 acre of land) within the gateway, and in accordance with the local law and MS4 General Permit, must consider “natural resource protection, impervious area reduction, maintaining natural hydrologic condition in developments, buffers or set back distances for protection of environmentally sensitive areas such as streams, wetlands, and erodible soils...”. The Town must consider the need for a stormwater district(s) for gateway contributions to Town owned SMPs, or the adoption of legally binding agreements to ensure long term operation and maintenance of privately owned SMPs.

Utilities and Solid Waste

Natural gas and electricity in the Town of New Paltz are provided by Central Hudson Gas & Electric. Central Hudson owns and operates the gas lines and electric lines. Natural gas lines are located along Route 299 throughout the study area and several businesses are already connected.

In the Town of New Paltz, solid waste removal and recyclable collection is done by private companies or carried by individual property owners to the Town Recycle Center facility located on Clearwater Road.

DEMOGRAPHICS

Population Change since 2000				
Jurisdiction	2000	2010	2015	% Change
Village of New Paltz	6,034	6,818	7,055	16.9%
Town of New Paltz**	12,830	14,003	14,193	10.6%
Ulster County	177,749	182,782	181,300	2.0%
New York State	18,976,457	19,229,752	19,673,174	3.7%
SUNY New Paltz* Enrollment	6,073	-	7,752	27.6%

* Used Fall 1999 and Spring 2017 data

**Town totals include the Village

Source: US Census Bureau

The population of both the Town and Village of New Paltz has grown substantially over the last 15 years as indicated in the table above. This growth significantly outpaces population growth in Ulster County and New York State as a whole. A contributing

factor in this local population growth has been the increased enrollment at SUNY New Paltz. While the campus is situated in the Village of New Paltz, approximately 53% of enrolled students live off-campus thus increasing population and housing demand in both the Village and Town.

Key Demographic Characteristics				
	Village of New Paltz	Town of New Paltz*	Ulster County	NYS
2015 Population	7,055	14,193	181,300	19,673,174
Median Household Income	\$41,421	\$67,642	\$58,918	\$59,269
Unemployment Rate	10.4%	10.3%	9.3%	8.2%
Poverty Rate	31.5%	16.6%	12.8%	15.7%
Commuting to Work				
Drove Alone	51.4%	66.2%	77.8%	53.2%
Carpooled	3.8%	5.8%	7.8%	6.7%
Public Transit	2.3%	2.2%	2.4%	27.8%
Walked	34.6%	17.9%	4.4%	6.4%
Other Means	3.2%	2.3%	1.4%	1.9%
Worked from Home	4.7%	5.6%	6.2%	3.9%
Mean Travel Time to Work (Minutes)	22.1	26.6	32.3	27.6

* Town totals include the Village
 Source: US Census Bureau

Housing				
	Village of New Paltz	Town of New Paltz*	Ulster County	NYS
Seasonal Housing Units	1.9%	2.8%	8.1%	3.6%
Structure Type				
Single Family	32.4%	58.2%	71.5%	47.0%
Two Family	9.6%	8.0%	6.6%	10.3%
Three or Four Family	7.2%	4.6%	5.2%	7.1%
Five or more	51.7%	29.0%	10.5%	33.3%
Manufactured Structure	0.0%	0.2%	6.3%	2.2%
Total Units	1,983	4,654	69,474	7,262,279

*Town totals include the Village
 Source: US Census Bureau

Age Distribution				
	Village of New Paltz	Town of New Paltz*	Ulster County	NYS
Under 5 Years	0.7%	1.5%	4.6%	6.0%
5 – 9	2.7%	4.1%	5.1%	5.8%
10 - 19	29.1%	21.0%	12.2%	12.6%
20 – 29	40.2%	27.0%	12.9%	14.7%
30 – 39	6.0%	7.3%	11.1%	13.2%
40 – 49	5.6%	10.3%	14.2%	13.6%
50 – 59	4.4%	9.7%	15.7%	14.0%
60 – 69	3.8%	9.0%	13.1%	10.3%
70+	7.6%	9.8%	11.0%	9.8%
Median Age (years)	21.5	26	43	38.1

**Town totals include the Village*

Source: US Census Bureau

ZONING

All of the Study Area is zoned B-2 “Highway Business” with the exception of a few parcels south of Paradies Lane along the west side of South Ohioville Road that are designated I-1 “Light Industrial”. The Town’s Zoning Code does not provide a stated purpose for the B-2 Highway Business Zoning District or for any of the other zoning districts. B-2 zoning allows for a wide variety of uses but not many “by right”. By-right uses include road-side agricultural produce sales, home occupation, and electric vehicle charging stations. Many uses listed under B-2 on the Use Table, ranging from multi-family dwelling to bowling alleys to churches to shopping centers, are permitted “subject to additional standards”

Bulk requirements for the B-2 “Highway Business” District are set to accommodate development vehicle-based, road-side shopping centers. The presence of site characteristics such as “minimum lot area”, “minimum setback”, and “maximum lot coverage” in the bulk schedule tends to result in a preference to build to the maximum allowed, thus yielding large scale development with deep setbacks and minimal lot coverage. The bulk schedule has several footnotes regarding the B-2 District that condition setback and open space requirements to different geographic locations within the study area.

Lastly, parking regulations have long been a topic of discussion regarding development in the study area. Parking regulations are not dictated by zoning district but instead by actual use. The Town of New Paltz Zoning Code states that “The minimum cumulative number of spaces shall be determined by the amount of dwelling units, bedrooms, floor area, members, equipment, employees and/or seats contained in such new buildings

or structures or added by alteration of buildings or structures, and such minimum number of spaces shall be maintained by the owners of such buildings or structures...". These parking minimum regulations vary depending on use, but have generally required more spaces than are typically present in traditional mixed-use development. The requirement for additional parking spaces must be carefully considered, especially within the context of the Town's designation as an MS4, and the requirement to limit impervious area and reduce stormwater runoff to the extent practicable. If such future development is desired in the study area, revisions to these parking requirements should be explored.

PREVIOUS PLANNING STUDIES

The Town of New Paltz Gateway Study Area has been extensively studied over the past several years. The most recently-adopted Town Master Plan (1995) details the importance of the corridor on various aspects of life in the Town and Village. Several other transportation, land use, open space and recreation plans touch on projects relevant to development in the study area corridor.

TOWN OF NEW PALTZ COMPREHENSIVE MASTER PLAN 1995

The Town of New Paltz Comprehensive Plan was completed in 1995 and remains the governing comprehensive plan for the Town today. While some development futures and ideals presented in this plan require revisiting, subsequent efforts to formally update this plan have fallen short, such as the Draft 2011 Comprehensive Plan Update which was never formally adopted and is discussed later in this section.

The 1995 Master Plan included several goals that are relevant to the New Paltz Exit 18 Study Area including:

- 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.

Route 299 was identified in the plan as being an area of concentrated commercial development. The Plan recommended increasing setbacks along this route to provide more space for right-of-way in the future and implementation of new design standards in order to reduce traffic congestion.

According to the plan, the commercial core of the Village and Town serves as a local regional shopping area for neighboring municipalities. The major commercial activity extends along Main Street-Route 299 from the Village and into the Town. The plan also advocates that future commercial development be planned to "locate in clusters

rather than a linear strip fashion, to minimize curb cuts and traffic congestion." The 1995 plan draws specific scrutiny to limiting the "size of new shopping centers in terms of site area and gross leasable area to a maximum density and scale in relationship to existing business and in keeping with the community."

The 1995 plan also makes reference to the areas along Putt Corners Road and Ohioville Road that are designated for light industrial development and that this development may be constrained by a lack of public utilities capacity on these roads. It suggests that central sewer and water facilities would be needed to accommodate light industrial development in these corridors. The 1995 plan recommends an additional sewage treatment plant be located on the south side of Route 299 to service the Ohioville/Putt Corners Road industrial areas and allowing residential tie-in.

The 1995 Master Plan drew some transportation recommendations from previous plans.

"Increased setbacks on Route 299 should be required where possible to allow for future widening of the Right of Way. On-site connections between commercial properties should be required. Curb cuts should be limited to local streets where possible and shared access to Route 299 should be encouraged. Sidewalks should be installed in areas where they are presently missing and existing sidewalks improved where required. Architectural and site design standards along the corridor should complement and enhance the street improvements and be in keeping with the goals expressed in this Comprehensive Plan. Appropriate landscaping should be required of new construction and major renovations. Underground utilities are recommended.

Development projects along the Main Street-Route 299 Corridor should be designed so as to minimize traffic impact. Other improvements to the circulation system can be made to improve traffic flow and increase safety."

One of the most significant recommendations of 1995 plan was the re-routing of Route 299 around the Village as a by-pass. This has been somewhat achieved through the widening of North Putt Corners Road circumnavigating the Village.

DRAFT TOWN OF NEW PALTZ COMPREHENSIVE PLAN UPDATE: 2011

A project to update the 1995 Town Comprehensive Master Plan was undertaken between 2009 and 2011. While the updated plan has not been formally adopted by the Town Board, it does include recommendations for the Gateway Project Study Area.

Under its Regional Context Goals section, the draft plan's "Futures Concept" recommended the creation of gateway structures or signage at major entrances to the Town such as the I-87 off-ramps on NY Route 299.

Under its Transportation Network Goals section, the draft plan lists "Reduce traffic congestion, especially on Route 299" as an objective.

The Route 299 Gateway Study Area was highlighted in Section 2.5 of the draft plan. The study area was listed as part of the draft plan's "New Paltz Town Growth Region". It was recommended that land use regulations in the study area accommodate mixed-use development with an "urban streetscape layout". Other subareas of the New Paltz Town Growth Region are described in the plan but don't directly pertain to the Gateway Study Area.

An excerpt from the 2011 draft plan is detailed below:

"The major focus of the Future Land Use Plan is what has been identified as the Town Growth Region, located along the axes of Route 299 (Main Street) and Interstate 87. The Town Growth Region is a focused area of development with the intention of concentrating high quality development in one appropriate area of the town, while preserving the character, open space, farmlands and natural resources plentiful throughout the rest of New Paltz. The Town Growth Region accounts for less than five percent of all land in New Paltz and is comprised of a mix of industrial, commercial, residential and recreational opportunities, in compatible development patterns.

This plan takes a proactive approach, recognizing the extremely high likelihood that substantial new development that will continue to occur surrounding the Interstate 87 interchange. Rather than allowing the land to develop in a haphazard fashion, causing inconsistent design and a non-uniform streetscape, this plan sets out standards for land use, site planning and design that will allow I-87 to become a major catalyst for development that enhances the already tremendous character of the Town. The growth area is also designed in a fashion that can accommodate substantial growth, when necessary, while limiting negative impacts upon the landscape of the rest of the town. The Town Growth Area is comprised of the following elements:

Central Business – Mixed Use Commercial

This subarea is approximately 95 acres of land fronting Main Street/Route 299 on both sides of the Thruway entrance. The area should be constructed in an urban streetscape layout, with structures and primary access built out to the street and parking situated to the rear. The amount of potentially developable building space depends upon the level of land coverage that is permitted. The potential ranges from 1.9 million square feet if 30% of the land is built upon to 3.1 million square feet if 50% of the land is built upon. As a comparison, the Galleria Mall in Poughkeepsie features 1.1 million square feet of retail space. The existing Stop and Shop (now ShopRite) Plaza, included in the Mixed-Use Growth Area, encompasses nearly 150,000 square feet of space. This would be almost 10% of the Central Business area at 30% coverage. The square footage for the Central Business area is calculated based upon 1.5 floors of commercial. Residential development could be accommodated on floors above the commercial uses, with potential of 250 to 400 new units, depending upon density."

NEW PALTZ TRANSPORTATION-LAND USE PROJECT

The New Paltz Transportation Project was a joint Town-Village endeavor that was developed over a period of several years, culminating in its 2006 Report. This project was intended to holistically analyze transportation infrastructure, modal choice, and its performance in an effort to make recommendations for improvements across all forms of transportation in the Town and Village. The Project was also unique in that it focused on linking transportation planning with land use planning. The Transportation Implementation Committee continues today, but the report that was produced from this initial effort was divided into three parts.

Part A of this plan outlines the existing transportation conditions that are present within the project study area. Part B of this plan includes a detailed reporting of the data collected and analyzed to inform the recommendations that follow in Part C of this plan. This report made several suggestions regarding future transit service in New Paltz. In addition, there are several recommendations that are relevant to the Route 299 study area which are focused on bolstering commercial activity in the area, reducing east-west traffic congestion along this arterial route of County-level significance, and providing multi-modal access linking to the Hudson Valley Rail Trail. Relevant policy recommendations include:

- Adoption of revisions to the Town and Village land use regulations to support greater density in the designated growth centers and to discourage sprawl and increased automobile reliance in areas outside of the designated Growth Centers;
- Adoption of an Access Management Overlay District with the Town and Village Zoning Ordinances;
- Adoption of revisions to the Village's parking program;
- Extending the local pedestrian network (sidewalks/pedestrian travel ways) through the formal subdivision and site plan review process;
- Establishing a Sidewalk Improvement Fund;
- Establishing a Transportation Demand Management Fund; and
- Creating a transportation gateways and adopt traffic calming overlay strategies.

TOWN OF LLOYD COMPREHENSIVE PLAN - 2013

In 2013, neighboring Town of Lloyd updated its Comprehensive Plan. This is relevant to the New Paltz Exit 18 Gateway Study Area because planning decisions a few hundred feet to the east of the study area across the Town line will have an impact on development in the study area. This study may present an opportunity to promote collaboration between the two towns in an effort to foster a shared vision of development along the Route 299 corridor that is in many ways the life blood to both communities. Lloyd may also benefit from expanded water, sewer, or stormwater infrastructure in the area, necessitating the exploration of cooperation across the municipal boundary.

The 2013 Town of Lloyd Comprehensive Plan described a pair of transportation-related goals and recommendations that relate to the study area in New Paltz. The 2013 Plan calls for Lloyd to “enhance the efficiency and safety of the Town’s transportation networks” as a goal. The plan also recommends better design standards be implemented along Route 299 and that the Hudson Valley Trail should follow the Route.

ULSTER COUNTY OPEN SPACE MANAGEMENT PLAN - 2009

This plan highlights many existing points of interest that are located in the Town of New Paltz along Route 299. The plan also suggests a potential greenway or trail to be continued along Route 299 connecting to the Town of Lloyd.

ULSTER COUNTY 2040 LONG RANGE TRANSPORTATION PLAN

The County’s Long Range Transportation Plan (LRTP) analyzes needs based on current trends in traffic volumes and safety. According to information in the LRTP, in 1999 Route 299 accommodated approximately 14,000 daily users, and in 2011 that figure rose to approximately 17,500. This plan lists a pair of suggested improvement projects in the study area to be undertaken between 2016 and 2040:

- Repave South Putt Corners Road from NY-299 to N-32; and
- Construction of intermodal improvements on NY-299.

ULSTER COUNTY NON-MOTORIZED TRANSPORTATION PLAN

The Ulster County Non-Motorized Transportation Plan (UCNMTP) assessed non-vehicular travel in the County and listed project opportunities to make improvements to those systems. The Plan identified the Town of New Paltz as one of the best places to live for outdoor recreation. The Plan suggested that the County build on the Town’s status and grow the reputation of Ulster County with regards to its opportunity for outdoor activity. The Plan also suggested that the entire region stands to benefit from increased eco-tourism and heritage tourism, both of which are significant markets.

The UCNMTP identified several relevant bicycle and pedestrian transportation projects on Route 299 including the “Route 299 Bicycle Demonstration Corridor.” This project combines multiple proposed improvements into a single demonstration project corridor. Aspects of the ‘Demonstration Corridor’ include the completion of the Hudson Valley Rail Trail along Route 299 from Tony Williams Park in Lloyd to the Wallkill Valley Rail Trail and the completion of trail connections to the Minnewaska carriage roads. The concept includes a combination of path, bike lane and other innovative on-street and intersection improvements. Locating destination signage throughout key points in the County was another strategy identified in the UCNMTP.

WALLKILL VALLEY RAIL TRAIL & HUDSON VALLEY RAIL TRAIL LINK FEASIBILITY STUDY

This study was sponsored and partially funded by a group called the Southern Ulster Alliance established by several southern Ulster County communities to coordinate pedestrian and trail project improvements. The study evaluated alternatives to link the Walkkill Valley Rail Trail and the Hudson Valley Rail Trail, recommending a connection by way of Henry W DuBois, North Putt Corners and finally by routing a Multi-Use Path down the Route 299 corridor east to a connection with the existing Hudson Valley Rail Trail in the Town of Lloyd. This route would bring the trail directly through the project study area. Other recommended projects that will impact the study area include:

- Construction of a roundabout at Putt Corners and NYS Route 299;
- Creating a new Pedestrian Bridge along Route 299, Crossing the NYS Thruway;
- Construction of a Roundabout at NYS Thruway Exit 18 Ramps and NYS Route 299; and
- Construction of a Shared Use Path along the extensive NYS Route 299 right-of-way to the Lloyd town line.

These projects have been selected as having the highest priority to connect these two existing trail systems.

SHARED-USE PATH DESIGN – HUDSON VALLEY RAIL TRAIL

The Town of Lloyd and Ulster County have been jointly developing the final segments of the Hudson Valley Rail Trail (HVRT) in the Town of Lloyd which will bring the trail to the New Paltz border and beyond. The HVRT links directly to the Walkway over the Hudson Bridge and the Dutchess County trails network.

The HVRT design report serves as a follow up design report for the proposed trail alignments feasibility. Currently the road is shared by pedestrians, cyclists, and motor vehicles, this design will be maintained in the extension of the Hudson Valley Rail Trail along Route 299 to ultimately connect with the Walkkill Valley Rail Trail utilizing North Putt Corners Road.

This project was funded in part by a grant from the Hudson River Valley Greenway.



Appendix B:

Public Workshop (June 14, 2017) - Meeting Notes

Public Hearing (March 1, 2018) - Comments Summary of Committee Discussion of Comments

TOWN OF NEW PALTZ- PLANNING AND ZONING FOR THE ROUTE 299 GATEWAY AREA

TOWN OF NEW PALTZ
ULSTER COUNTY, NEW YORK
ROUTE 299 GATEWAY PUBLIC WORKSHOP SUMMARY NOTES



To: Town of New Paltz Route 299 Gateway Committee
From: Katherine Crawford, Land Use Planner I – Barton & Loguidice, D.P.C.
Re: June 14, 2017 Public Workshop - Summary Notes
Date: June 15, 2017

Meeting Location: Town of New Paltz Community Center
Meeting Time: 7:00 pm – 9:00 pm

SUMMARY NOTES

This was the first public workshop for the Exit 18/Route 299 Gateway Area. The meeting was attended by members of the public, the Gateway Committee, and the Barton & Loguidice (B&L) consulting team. Approximately 40 people signed-in.

The workshop began with a presentation by Michael Welti, AICP, Project Manager for B&L. The presentation introduced the project, described existing conditions in the Study Area, and provided some “food for thought” with regard to the future of the Gateway area. Slides from the presentation are attached.

Following the presentation, attendees were divided into four groups. The groups worked around tables with a facilitator from B&L. They were asked to think about two subjects:

Big Picture

- Thinking about future development in the corridor, is the desired character the same throughout? Or, are there different character areas in different parts of the study area?

Details

- As parcels are developed in the study area (primarily commercial uses) what kinds of design treatments would you like to see?

What kinds of buildings? Where should the parking be? How should the buildings be connected to the road or trail?

At the end of the meeting, one person from each group reported back to the audience with a summary of their group's discussion. Highlights from the group discussions, organized into broad categories, are provided below.

CONCERNS OF COMMUNITY

EXISTING DEVELOPMENT

- There is a transition from east to west from smaller, residential scale commercial around Ohioville to larger-scale commercial west near Putt Corners
- The wide corridor of Route 299 encourages high speeds entering the gateway from the east
- There are large amounts of undeveloped open space with significant development constraints
- Existing infrastructure may not be able to sustain increased density
- Existing "Shop Rite" type development (shopping center) is undesirable
- No strip malls
- Concerns that with further development of the area traffic will increasingly become a problem

TRAFFIC

- Transportation safety and flow of traffic
 - Vehicle speed coming from I-87
 - Traffic is heavy from in/out of Freihofer's (commercial distribution)
 - Limit density of commercial/residential around intersection of Putt Corners & Rt. 299
 - Bicycle safety point of major concern along Rt. 299 – especially the section from Putt Corners to the Thruway exit
- Slow traffic along Rt. 299 with traffic calming devices
 - Consider a planted median
 - Street trees
 - Enforcement
 - Separate Bicycle / Pedestrian facilities from the road
- Crosswalks needed throughout project area
 - Ohioville Rd. intersection
 - Exit 18 intersection
 - Putt Corners intersection
- Tree screening needed to keep noise down from I-87
- Reduce or consolidate number of curb cuts and turns that can be made
- A major redevelopment site exists to the east of Exit 18 between S. Ohioville Road and Paradise Lane

OVERALL VISION

- Promote “green” job growth
- New commercial/industrial development should have associated workforce housing/first-time-home-buyer level housing
- Senior housing may be suitable in Ohioville area – especially in close (walkable) proximity to the hamlet
- Commercial properties should be incorporated to diversify local tax base
- Encourage infill development, discourage greenfield development through incentives/disincentives, respectively
- Prevent clear cutting for greenfield development
- Utility lines should be buried
 - Specifically in choice viewsheds
- Limit the use of PILOTs
- Eliminate light pollution through careful light standards (international dark skies), use of LED's
- Commercial “hub” around Ohioville Hamlet should have more of a village feel than the rest of the corridor
- Encourage businesses that will not significantly contribute to traffic congestion
- Developers should help to improve infrastructure, such as, providing sidewalks, through-street connections
- Encourage connectivity improvements in new projects
- Improve connectivity for cyclists and pedestrians
- Bridge the gap over the Thruway (I-87)
- Encourage/Require LEED Certified buildings in new development
- Encourage mixed-use, multi-family, affordable housing units
 - People should be able to live where they work (live-work lofts)
 - Apartments above commercial spaces
- Encourage use of Form-Based Code
 - Pictures and design guidelines should be included

ZONING IDEAS

- Project area is perhaps four (4) distinct areas
 - West of Putt Corners Road
 - Putt Corners Road to Thruway exit - “gateway”
 - Ohioville “hamlet”
 - Rural area
- West of Putt Corners Road towards the Village of New Paltz should become more “Village-like” - human-scale, walkable commercial and residential development
- “Gateway” area should be have a diversity of uses and should be focused on welcoming visitors into the area
- The character of the Ohioville hamlet area should be overall maintained, however, there was not an exact consensus on the way the area should be developed moving forward

- East of Exit 18 should maintain a rural character
- Existing zoning does not define driveways as “impervious surfaces”
- Review existing parking requirements for their fit with environmental conscientiousness
- Encourage use of shared parking
- Require developers to create bike/ped trails through property or link to existing bicycle/pedestrian systems
- Limit height and square footage of new developments
- Require minimum bike parking spaces just as regular parking spaces are required
- Review/reduce amount of required parking spaces
- Review/require design standards
- Require minimum green space for new developments

DESIGN GUIDELINES

- Environmental stewardship should be at the forefront of design
- Establish a detailed set of design guidelines that is clear and easy for developers to understand
- Setbacks should be reduced from what they are now, but require limited parking in the front
 - Majority of parking should be located in side and back lots, rather than in the front
- Lighting & Signage
 - Human scale lighting and signage
 - Should be subtle
 - Soft LEDs, of white light
- Greening and beautification should take place along roads
 - As “green screen” buffer (especially light industrial uses, I-87, and Rt. 299)
 - Good examples of tree buffering mentioned include Viking Industries at 89 S. Ohioville Rd, New Paltz and Stop & Shop at 1328 Beekman Rd, Poughquag
- Encourage uniqueness in building styles and connectivity between structures
 - No two structures should be alike – shy away from “cookie cutter” developments
- Building facades should be in earth tones or natural colors and incorporate other low visibility design features
- “real” not decorative design
- Use architectural styles and textures that are commonly in the local vernacular
 - Mimic late 1800’s styles
- Desired textures: shale, quartz, river rock
- Existing structures and textures to mimic:
 - Mohonk Mountain House
 - Arts & Crafts architectural style
 - Stone in historic Huguenot Street
 - “Lola’s” – N. Chestnut & Rt. 299

GREEN INFRASTRUCTURE

- Green infrastructure should be a requirement for new development
 - New Paltz should be a green infrastructure leader
 - Infrastructure should be state of the art
- A storm/sewer collection system should not be implemented
- Encourage pervious pavement over impervious
- Stormwater swales should be prioritized over bioretention ponds
- No solar fields
 - Encourage use of solar trees, shingles, and/or roof or side mounted solar arrays

POTENTIAL PROJECTS OR PROGRAMS

- Create trail heads with parking, user amenities (bathrooms, snacks, water, etc.)
 - Town should own and lease to underrepresented demographics (i.e. veterans) to provide vendor services
- Town-wide water program
 - REUSABLE Water bottles should be for sale (no plastic bottles) that can be refilled at key locations throughout the Town/Village
- Create a visitor's center using vacant land opposite Exit 18, off Rt. 299
 - Make area right off of Exit 18 as a transition point from highway traffic into the Town
 - Place parking at this location to encourage people to get out of cars (park n' ride) or provide convenient access to shuttle service
 - Service area for shuttle bus loop to reduce traffic congestion within the Village and reduce greenhouse gas emissions
- Create a separate bridge for bike/ped traffic from Route 299 bridge
 - Possibly north of Rt. 299 Bridge
 - Iconic, marketing New Paltz Area as a sustainable community
- Implement roundabouts to reduce traffic congestion



TOWN OF NEW PALTZ Exit 18 / Route 299 Gateway

PUBLIC WORKSHOP



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



June 14, 2017

New Paltz Community Center



Agenda



- Presentation
 - Project Introduction
 - Existing Conditions in the Study Area
 - Gateway Opportunities
- Facilitated Group Discussions
- Group Summaries
- Wrap-up and Adjourn

Agenda



- Presentation
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Exit 18 / Route 299 Gateway



Project Introduction

- February 2, 2017 – the New Paltz Town Board establishes the Route 299 Gateway Committee:

“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”

Exit 18 / Route 299 Gateway



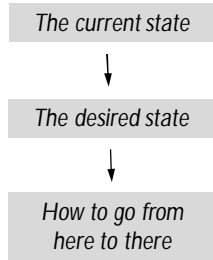
Project Introduction

- Comprehensive Plan
 - Town of New Paltz Comprehensive Master Plan (1995)
 - Policy level document

□ Zoning

“All land use regulations *must be* in accordance with a comprehensive plan adopted pursuant to this section.”

Town Law §272-a (emphasis added)



Exit 18 / Route 299 Gateway



Project Introduction

□ Route 299 Gateway Committee:

- | | |
|-------------------------------|-------------------------|
| Susan Blickstein, Chairperson | Laura Deney |
| Matthew Di Donna | Joe Douso |
| Peter Kaufman | John Orfitelli |
| Lagusta Yearwood | Neil Bettez, TB Liaison |

□ Initial Committee Meetings held March 20th, April 17th, and May 23rd

□ Website:

<http://www.townofnewpaltz.org/route-299-gateway-committee>

Exit 18 / Route 299 Gateway



Project Introduction

□ Schedule:

Back in September with initial recommendations (Town Board/ Planning Board Presentation)

To the Town Board for adoption by the end of the year

Town of New Paltz									
Planning and Zoning for the Route 299 Gateway									
Task / Month	1	2	3	4	5	6	7	8	9
Task 1: Project Kick-off and Coordination	◆	◊		◊	◊	◊		◊	
Task 2: Analysis of Existing Conditions	■								
Task 3: Community Outreach	■								
Interactive Public Workshop			■						
Interviews / Stakeholder Meetings (2)				■					
Town Board / Planning Board Presentation					■				
Public Hearings (2)							■		■
Task 4: Reports / Amendments	■								
Draft Report and Draft Zoning Amendments						■	■		
Final Draft Report and Final Draft Zoning Amendments								■	■
Adopted Report and Zoning Amendments									■
Task 5: Adoption / SEQR									■

Exit 18 / Route 299 Gateway



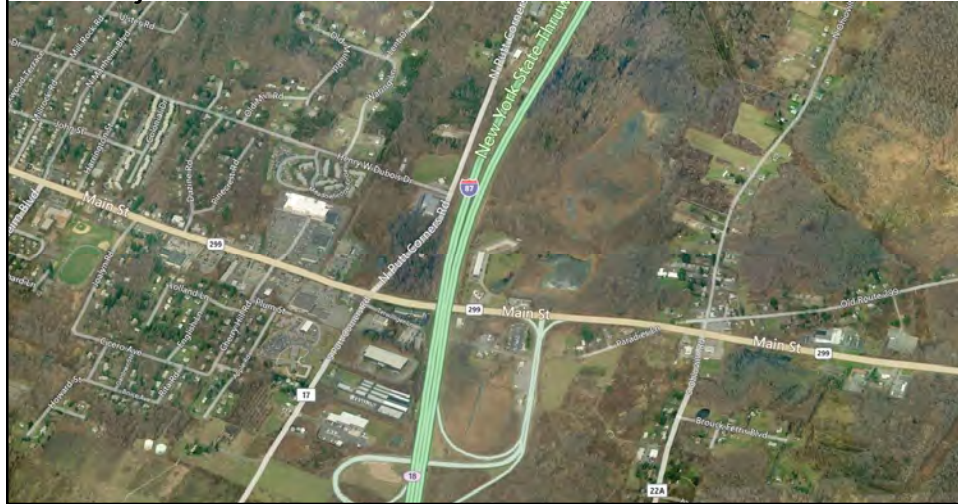
Project Introduction



Exit 18 / Route 299 Gateway



Project Introduction



Exit 18 / Route 299 Gateway



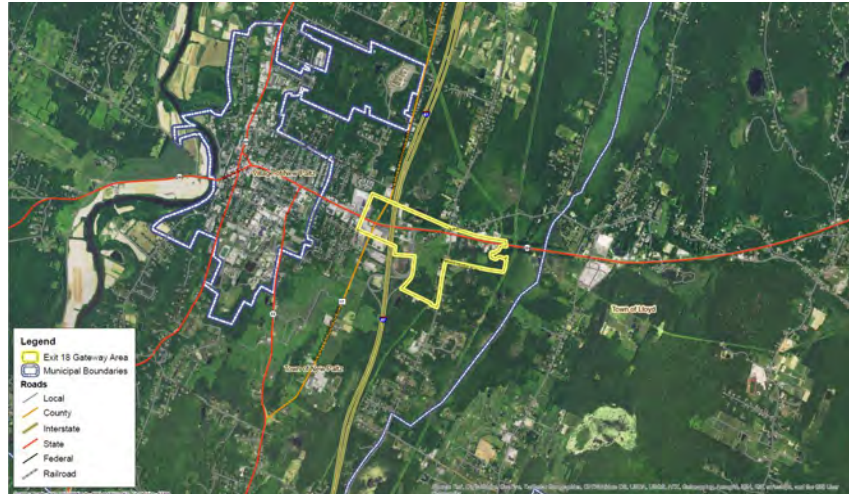
Project Introduction – “Gateway”



Exit 18 / Route 299 Gateway



Project Introduction



Exit 18 / Route 299 Gateway



Existing Conditions - Zoning



Exit 18 / Route 299 Gateway



Existing Conditions – Land Use



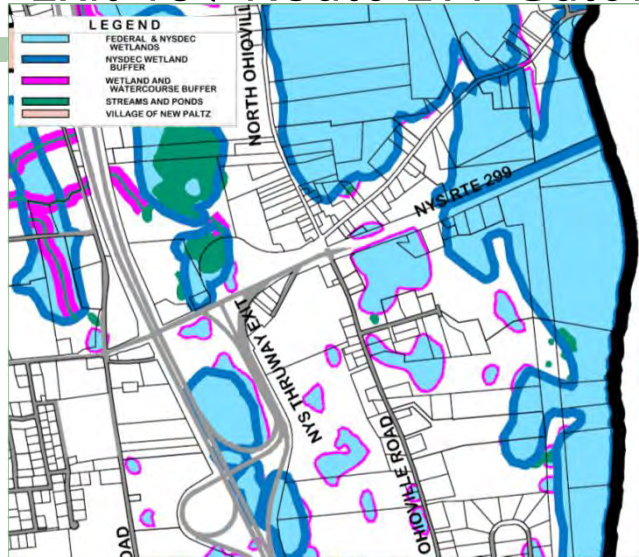
Exit 18 / Route 299 Gateway



Existing Conditions – Environmental Resources



Exit 18 / Route 299 Gateway



sources

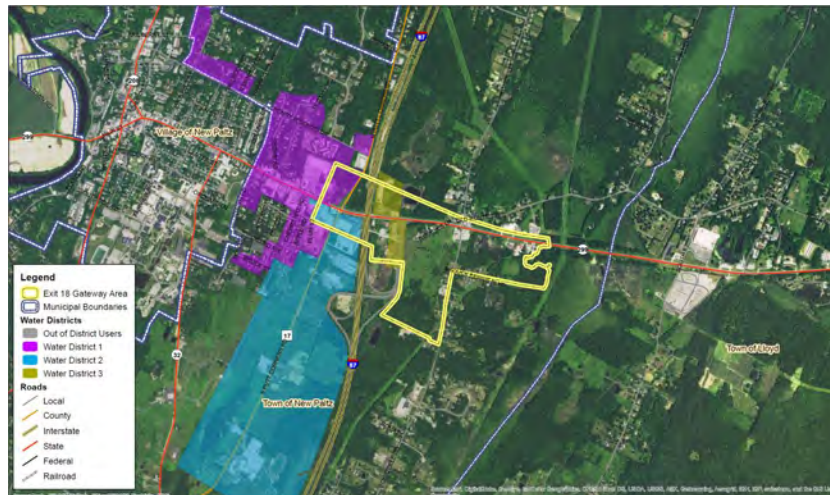


Portion of the Town of New Paltz Wetland and Watercourse Map that covers the Route 299 Gateway Study Area

Exit 18 / Route 299 Gateway



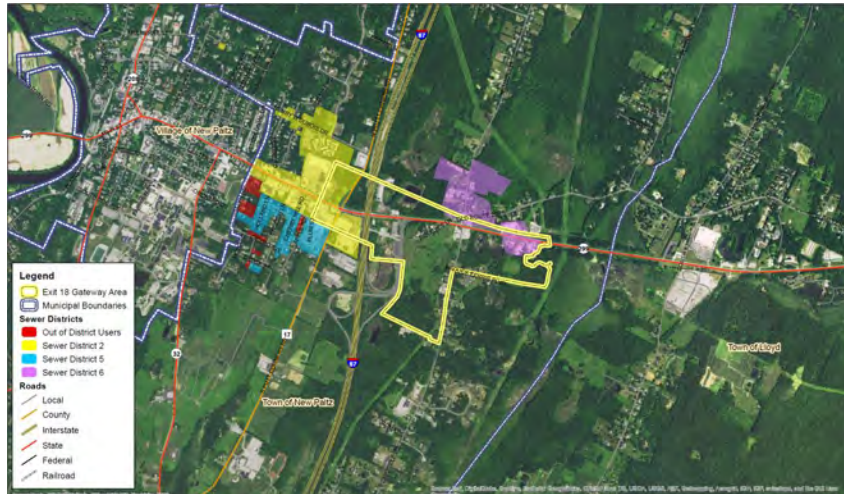
Existing Conditions – Water Districts



Exit 18 / Route 299 Gateway



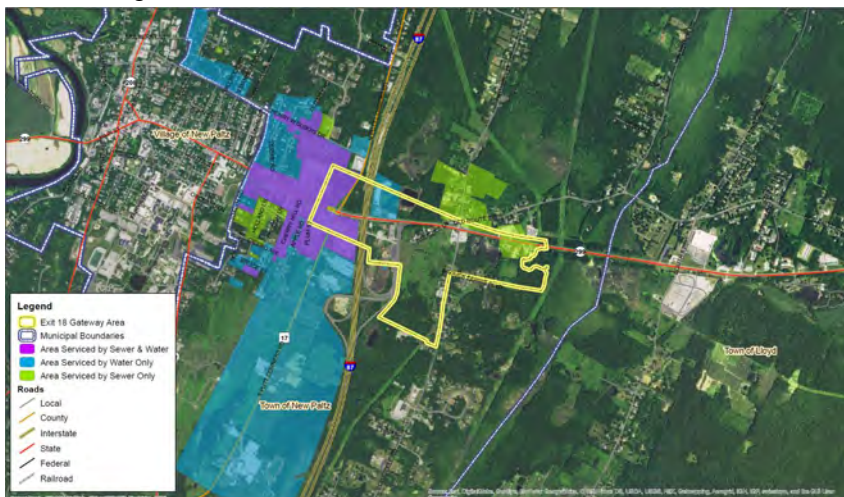
Existing Conditions – Sewer Districts



Exit 18 / Route 299 Gateway



Existing Conditions – Water and Sewer Service

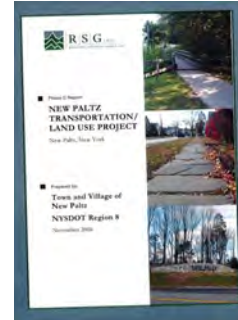


Exit 18 / Route 299 Gateway



Existing Conditions – Transportation

- New Paltz Transportation Implementation Committee (TIC)
- Ulster County Transportation Council
 - South Putt Corners Rd. – Route 32 to Route 299
 - Hudson Valley Rail Trail – Phase 4 Town of Lloyd – to South Street



Exit 18 / Route 299 Gateway



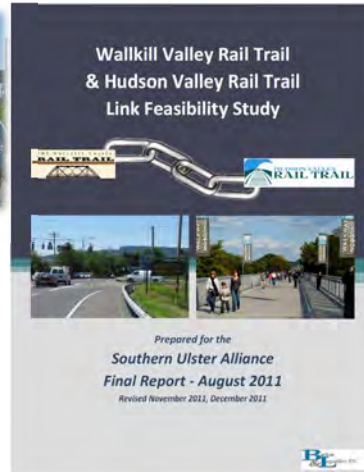
Existing Conditions – Transportation



Exit 18 / Route 299 Gateway



Existing Conditions – Transportation



Exit 18 / Route 299 Gateway



Existing Conditions

- Comprehensive Plan (1995)
 - 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.



Exit 18 / Route 299 Gateway



Existing Conditions

- Zoning Districts
 - B-2 Highway Business
 - I-1 Light Industrial

- B-2 Highway Business
 - Long list of commercial uses
 - Most require Site Plan Review
 - No residential, except...
 - Area and Bulk Standards – Suburban characteristics



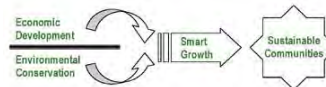
Exit 18 / Route 299 Gateway



Gateway Opportunities:

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

Smart Growth / Sustainability



Exit 18 / Route 299 Gateway



Gateway Opportunities:

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

Green Infrastructure / Green Design



Exit 18 / Route 299 Gateway



Gateway Opportunities:

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

Multi-modal Transportation



Exit 18 / Route 299 Gateway

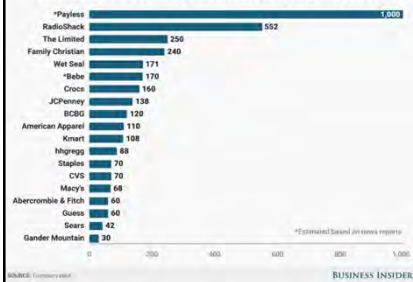


Gateway Opportunities:

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

Economy – change in residential sector, shift in the retail sector, etc.

NUMBER OF RETAIL STORES CLOSING IN EARLY 2017



Exit 18 / Route 299 Gateway



Gateway Opportunities:

Not pro-development or anti-development

Instead, what kind of growth do we want?



SMART GROWTH

Conventional Development



Smart Growth Development



Exit 18 / Route 299 Gateway



Gateway Opportunities:
Importance of design



Exit 18 / Route 299 Gateway



Gateway Opportunities:
Importance of design



Exit 18 / Route 299 Gateway



Gateway Opportunities:
Importance of design



Exit 18 / Route 299 Gateway



Gateway Opportunities:
Importance of design



Exit 18 / Route 299 Gateway



Gateway Opportunities: Importance of design – parking lot location

PLANNING & DESIGN PRACTICES

S.S ORIENTATION | LIGHT TOMBOLA PARKING



Best Practice: Parking is sited off to the side of the building with access at the back. Subterranean parking provides an alternative to the building which a drive-off ramp helps with the flow of traffic.

Existing Condition: In this case, parking is sited in front of the building, which is not ideal for the building's orientation.



Important Practice: The same parking lot can be used for multiple buildings, which is a more efficient use of space.



Source: *Planning and Design Practices for Commercial Buildings*, 2014, by the International Brotherhood of Teamsters, Local 1000, and the International Brotherhood of Teamsters, Local 1000.

PLANNING & DESIGN PRACTICES

S.S SCREEN PARKING FROM ROAD



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

Existing Condition: In this case, parking is sited in front of the building, which is not ideal for the building's orientation.



Important Practice: Screening of parking lots from the road is a more efficient use of space.



Source: *Planning and Design Practices for Commercial Buildings*, 2014, by the International Brotherhood of Teamsters, Local 1000, and the International Brotherhood of Teamsters, Local 1000.

Static Resources in the Shawangunk Mountain Region



A Guide for Planning Boards

Exit 18 / Route 299 Gateway



Gateway Opportunities: Importance of design – access management

Design Concept: All new uses are required to conform to the visual character and physical patterns of the existing village, rather than the other way around. The emphasis is on maintaining a compact, pedestrian-friendly environment, while meeting the demands of the marketplace for convenient vehicular access and parking.

Uses: A mix of residential, commercial, institutional uses is encouraged, with an emphasis on smaller scale businesses that can fit into existing buildings or new buildings at a compatible scale.

Access: Shared curb-sets between parcels reduce conflicts between cars and pedestrians and improve the appearance of the streetscape. Driveway connections cross lot lines, minimizing curb cuts and allowing customers to drive to adjacent businesses without pulling back onto Main Street. Drivethrough windows at the rear of the building allows a function necessary for the success of many modern businesses, while keeping the streetscape pedestrian-friendly.

Parking: Parking lots at the side and rear of structures break areas of asphalt up into smaller areas more at scale with existing structures.

Architecture: Existing buildings are retained, with additions placed to the rear in compatible architectural styles. Larger uses are accommodated by connecting existing buildings together.

Landscape: Pedestrian plazas and covered porches make for a more comfortable pedestrian experience, and encourage social interaction. Existing trees are preserved, shading new parking lots and reducing their apparent scale. Street plantings screen parking from view.

Streetscape: Improvements to sidewalks, addition of benches and trash receptacles, and pedestrian-scale streetlights encourage people to walk between uses. Existing utilities are buried, improving appearance of the street, opening up views of historic structures and preserving trees.



Commercial Establishments Outside of the Village Center

1. Create alternate points of access from Route 299 to the site (opportunities to use alternative locations to achieve this result).

2. Allow a small amount of "secondary" parking (if necessary) on side or rear of building.

A. The interior parking area landscaping to be more continuous with the street.

B. If sidewalk or driveway exists along the stretch of Route 299 through the lot of the site.

C. Building should be designed with small, well-proportioned, characterful and materials - pitched roofs, wood siding, etc. Mass structures and structures should have a more traditional appearance.

D. Building should be designed with small, well-proportioned, characterful and materials - pitched roofs, wood siding, etc. Mass structures and structures should have a more traditional appearance.

E. Building should be designed with small, well-proportioned, characterful and materials - pitched roofs, wood siding, etc. Mass structures and structures should have a more traditional appearance.

F. Building should be designed with small, well-proportioned, characterful and materials - pitched roofs, wood siding, etc. Mass structures and structures should have a more traditional appearance.

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K. Building should be designed with small, well-proportioned, characterful and materials - pitched roofs, wood siding, etc. Mass structures and structures should have a more traditional appearance.

L. Building should be designed with small, well-proportioned, characterful and materials - pitched roofs, wood siding, etc. Mass structures and structures should have a more traditional appearance.

M. Building should be designed with small, well-proportioned, characterful and materials - pitched roofs, wood siding, etc. Mass structures and structures should have a more traditional appearance.

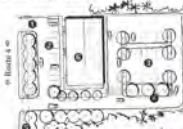
N. Building should be designed with small, well-proportioned, characterful and materials - pitched roofs, wood siding, etc. Mass structures and structures should have a more traditional appearance.

O. Building should be designed with small, well-proportioned, characterful and materials - pitched roofs, wood siding, etc. Mass structures and structures should have a more traditional appearance.

P. Building should be designed with small, well-proportioned, characterful and materials - pitched roofs, wood siding, etc. Mass structures and structures should have a more traditional appearance.

Q. Building should be designed with small, well-proportioned, characterful and materials - pitched roofs, wood siding, etc. Mass structures and structures should have a more traditional appearance.

R. Building should be designed with small, well-proportioned, characterful and materials - pitched roofs, wood siding, etc. Mass structures and structures should have a more traditional appearance.



Above: Unbuffered access to the main highway, a small lot vehicle, which is pedestrian and landscape, and visually unappealing.

When two or more commercial uses adjacent:

1. Encourage shared points of access from the highway. Use "cross-access" to provide shared access through side and rear parking areas.

2. Ensure that adjoining uses have architectural pedestrian systems to the extent that they are visible to the street without being their own.

* Drive access required: An alternate driving route to and from adjacent properties. Drive access can be to the front of the driveway or a service area driveway, vehicle access between uses, or a drive driveway, drive on a drive, and not over the pedestrian driveway.

Exit 18 / Route 299 Gateway



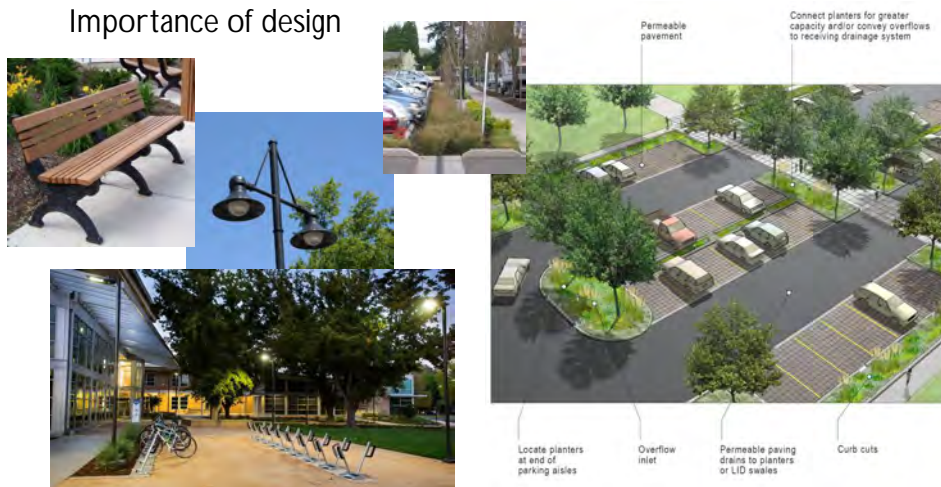
Gateway Opportunities:
Importance of design – pedestrian connections



Exit 18 / Route 299 Gateway



Gateway Opportunities:
Importance of design



Exit 18 / Route 299 Gateway



Facilitated Group Discussion

- Big Picture
 - Thinking about future development in the corridor, is the desired character the same throughout? Or, are there different character areas in different parts of the study area?

Exit 18 / Route 299 Gateway



Facilitated Group Discussion



Exit 18 / Route 299 Gateway



Facilitated Group Discussion

- Big Picture
 - Thinking about future development in the corridor, is the desired character the same throughout? Or, are there different character areas in different parts of the study area?
- Details
 - As parcels are developed in the study area (primarily commercial uses) what kinds of design treatments would you like to see?

What kinds of buildings? Where should the parking be? How should the buildings be connected to the road or trail?

Agenda



- Presentation
 - Project Introduction
 - Existing Conditions in the Study Area
 - Gateway Opportunities
- Facilitated Group Discussions
- Group Summaries
- Wrap-up and Adjourn

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Exit 18 / Route 299 Gateway



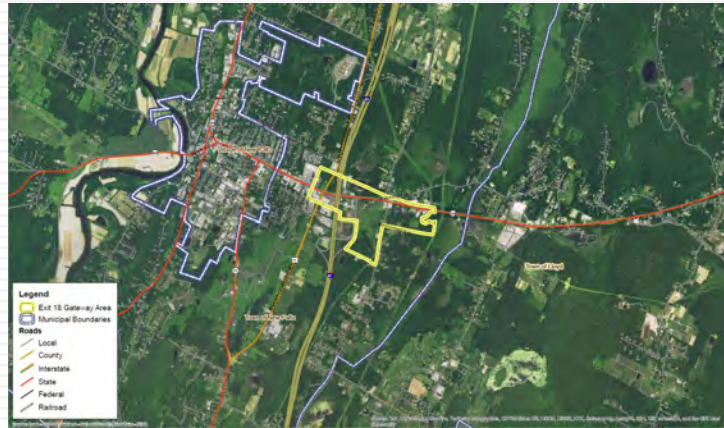
Wrap-Up

- Next Route 299 Gateway Committee Meeting
 - Tuesday, June 27th, 7:00 PM @ Community Center
- Website:
 - <http://www.townofnewpaltz.org/route-299-gateway-committee>

Exit 18 / Route 299 Gateway



Thank You



TOWN OF NEW PALTZ- PLANNING AND ZONING FOR THE ROUTE 299 GATEWAY AREA

TOWN OF NEW PALTZ
ULSTER COUNTY, NEW YORK
ROUTE 299 GATEWAY PUBLIC WORKSHOP SUMMARY NOTES



To: Town of New Paltz Route 299 Gateway Committee
From: Ted M. Kolankowski – Barton & Loguidice, D.P.C.
Re: March 1, 2018 - Summary Notes – Committee Public Hearing
Date: March 8, 2018

Meeting Location: Town of New Paltz Community Center
Meeting Time: 6:30 pm – 8:00 pm

SUMMARY NOTES

As a committee appointed as a **'Special Board'** by the Town Board in February 2017 to study the Route 299 Gateway, the Committee developed a draft report to update the 1995 Town Comprehensive Plan as it pertains to the Route 299 Gateway Study Area. The draft report was determined to be ready for official review and public comment. To present the report and findings, this officially noticed Public Hearing for the Exit 18/Route 299 Gateway Area study was held at the New Paltz Community Center on **Veteran's Drive in New Paltz**. The meeting was held in advance of the Town Board meeting beginning at 6:30 PM and was attended by the Town Board, members of the Planning Board, members of the public, the Gateway Committee, and the Barton & Loguidice (B&L).

The workshop began with a presentation by Ted Kolankowski, Managing Landscape Architect with B&L who will be the new project manager. The presentation introduced the project, described existing conditions in the Study Area, and provided a summary of the recommendations contained in the study. The primary recommendation is to update the Town Comprehensive Plan to annex the Report and to adopt an amendment to the current zoning code in the gateway to establish new districts. A draft of the proposed new zoning district regulations, included in Appendix C of the report, was also summarized in the presentation. Slides from the presentation are attached (see Attachment #1).

Following the presentation, the committee resolved to open the hearing for public comment.

Ron Knapp of New Paltz read a statement from Kitty Brown (See the attachment #2). Key comments contained in Ms. Brown's letter include:

- Concerns that updating the Town 'Master Plan' will delay adoption of the needed code changes.
- "Recommendations provided in this plan are a 'good start'."
- Drive-thru appears encouraged throughout the report and proposed code. Could you provide a rationale of why this is desirable?
- How can we strengthen our Code to enforce limitations on grading and earthwork, protection for mature trees, and maintaining existing topography; as well as protection of other environmental resources?
- Can we add installation of solar panels as a requirement if a third story is requested?
- Can we require shade trees for parking lots and benches for pedestrians and bicyclists?
- Questions related to the granting of waivers and provision of specific conditions, enforcement measures, mandates and review process placement.

Joel Oppenheimer of New Paltz asked if the new document incorporated a higher level of environmental review, or established a requirement for a Full EIS based on project size.

- Higher level of review or established requirement/threshold where EIS is required.

Stacy Delarede of New Paltz, Town Zoning Enforcement Officer (ZEO) had specific recommendations pertaining to the draft Zoning Code provided in Appendix C.

- Recommended that district boundaries be concurrent with property lines and noted it is difficult to read the presented mapping to confirm.
- The current draft language includes use of should, shall and may; this should be reviewed and generally be replaced with 'shall'.
- Question about how to enforce certain provisions of the code, some related to the above comment.
- Can the contents of the Appendices be made available for review? Can we review larger format mapping?
- Carefully consider the naming of the Resort Overlay District. Should it be more generic and include the words 'planned development' to clearly identify it as a PDD?

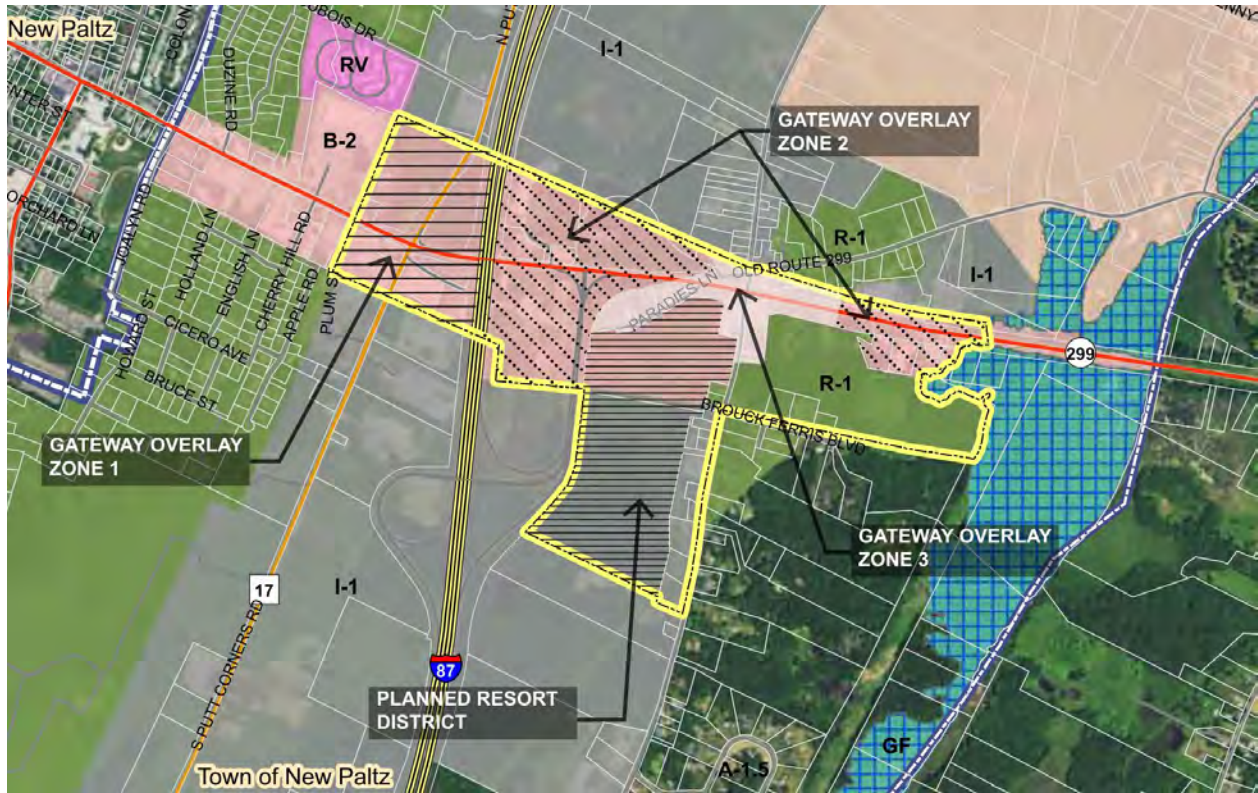
Marty Irwin of New Paltz, Town Board Member had several comments and questions regarding the proposed Comprehensive Plan update and draft Code Amendments.

- Page 4 recommends incorporation of certain elements that may limit the future expansion of Route 299, will NYSDOT accept and is there sufficient ROW for those improvements and future road expansion?
- Have property owners in the study area been consulted?

- Terminology should be clarified regarding what type of district the Resort Overlay district and other districts will be. Are these new districts, overlays, etc...?
- The Empire State Trail is mentioned on Page 8, will these new districts be able to accommodate the Trail?
- Restrictions on the use, placement and appearance of roof-top equipment are not addressed. Note the need identified during review of the Net-Zero project.
- Floor to ceiling windows should be required for facades, such as those on the Gilded Otter. More detail and specific architectural design standards are needed.
- Explain why drive-thru's are precluded from restaurant uses but allowed in the Hamlet Overlay.
- The Main Street Mixed Use district includes only limited number of undeveloped sites, why are the new regulations needed if they will have such a minimal impact?
- The Report mentions a build-out analysis, how was this developed and did it take constrained lands into account?
- Pervious asphalt should not be precluded; can that be better accommodated in the report and draft code?
- Was a re-routing of Route 299 considered in the analysis?

Julie Seyfert-Lillis of New Paltz, Town Board Member commented that it did not appear traffic impacts had not been thoroughly analyzed in the report.

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



This image from the Proposed Gateway Zoning map (See Appendix D for Full Map) 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, and examples of best practices 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 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

- (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 to a Maximum 40 feet
 - (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. Required Site Plan Review: All development except for single family homes and permitted agricultural uses shall require site plan review.

F. 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 or underdeveloped 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 new development on undeveloped/underdeveloped land, it is anticipated that those standards indicated by 'shall' will be met and that the vast majority of those standards indicated by 'should' would also be met. For substantial alterations, it is anticipated that the majority of standards indicated by 'shall' or 'should' would be met. 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, supporting reasons and documentation as to why the standards cannot be met, how the public health, safety and welfare will be preserved, how the deviation will not detract from the intent and spirit of these design standards, 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.

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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.

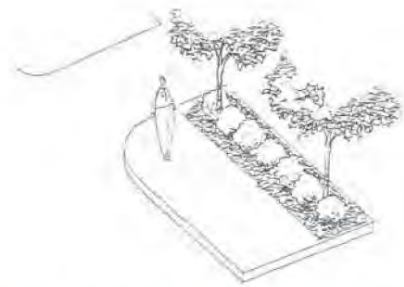
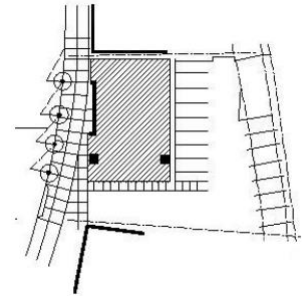
Yard, Rear: The space within and extending the full width of the lot from the rear line to the part of the principal building which is nearest to such lot line.

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 should be located closer to the street (see yard requirements) and should provide prominent pedestrian connections to the sidewalk.
- ii. Off-street parking is prohibited between buildings and public streets. Parking at the side of buildings may be acceptable if there is insufficient space in the rear.
- iii. If parking is at the side of a building, a minimum eight (8) foot landscape buffer between the parking area and the back edge of sidewalk and or property line is required. Acceptable landscape materials include: trees, hedges, shrubs, or low walls of brick, stone, 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 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.



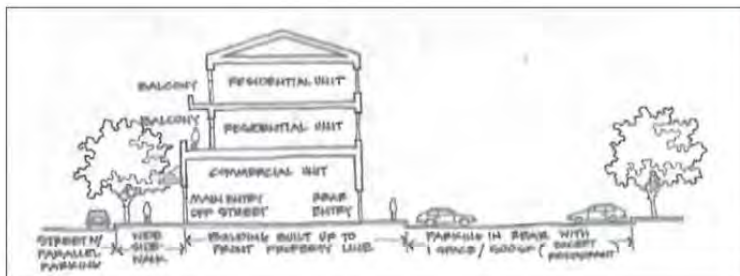
L32 Parking lot placement Unacceptable

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.

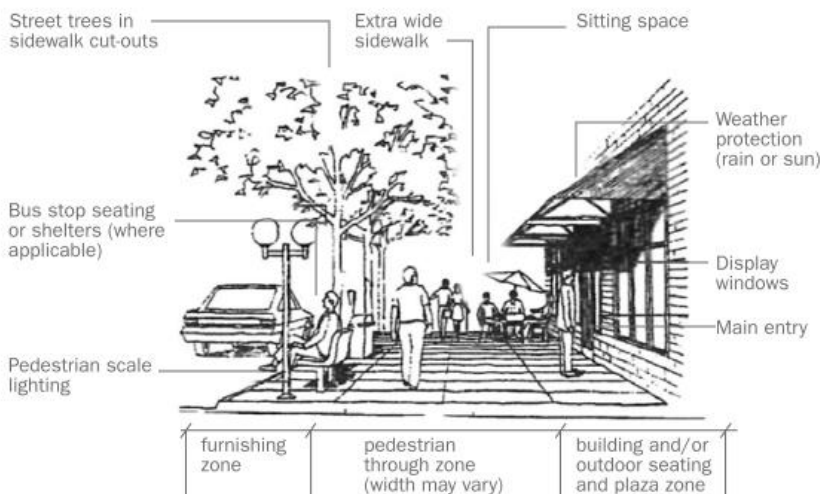


(c). Mixed-use buildings of two to three stories, with active uses (such as commercial, restaurant, personal service) on the ground floor and residential or office uses on the upper levels, are preferred.



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.



Examples of Best Practices:

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.

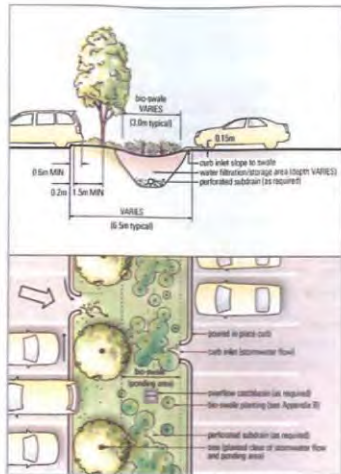
(3). Site Design

(a). Landscaping shall be provided to buffer when adjoining residential districts. A minimum 15’ buffer consisting of native plantings that provide year-round screening shall be provided.

(b). Interior parking area landscaping shall be provided to break up continuous areas of pavement. Landscaped island equal to one parking space for every ten spaces is the minimum requirement for all parking lots with ten or more spaces. Landscaped islands must equal two spaces if adjacent to two perpendicular spaces. Minimum of one shade tree, at least 3.0” DBH at planting, for every 12 parking spaces required.

(c). Green infrastructure/low impact development techniques should be provided for stormwater management in parking areas , including redevelopment sites.

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



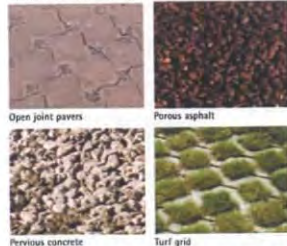
Courtesy of Tom Lipman, City of Portland



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:



Photos above
Green streets can work in urban conditions.



N52 Permeable pavings

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

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

(e). Pedestrian connections shall be provided through any existing or proposed parking areas.

(f). Bicycle/ pedestrian connections shall be provided from the Empire State Trail to properties adjacent the trail.

(g). Properties adjoining the NYS Thruway (I-87) shall 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 property.

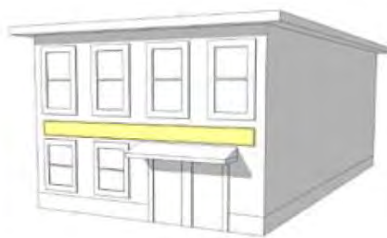
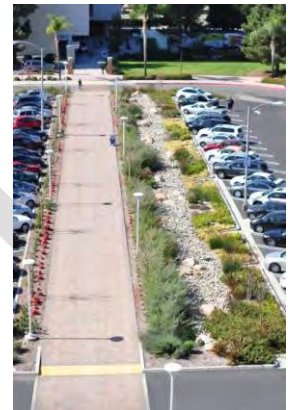
(h). On previously undeveloped sites, all trees 6” DBH or greater shall be inventoried, and the design of the site shall consider opportunities to leave these trees undisturbed.

(i). On previously undeveloped sites, existing grades should be preserved to reduce necessary cut and fill and to retain existing vegetation and topography.

(j). 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 the only permitted types of Freestanding Signs. Pole Signs as defined in §140-98 are prohibited.



Examples of best practices for strong pedestrian connections through parking areas.



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 complement rather than detract from the architecture of the building.



- i. Upper floor signage shall not be permitted for ground floor uses.
- ii. External sign illumination shall be designed to limit light spill. Internally illuminated monument signs are prohibited.
- iii. Where otherwise permitted except as above, internally illuminated signs shall count as 1.5 times the actual area towards signage calculations.
- iv. Examples of Best Practices:



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.



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 shall use a pedestrian scale light fixture and shall not exceed 20' in height including base and pole.
- ii. Lighting should be glare-free and shielded from the sky, and adjacent properties using cut-off technology that controls light spread to a maximum of 0.1 footcandle at the property line.



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 shall be incorporated into the site design. Transit facilities should be incorporated where appropriate.



(I). 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 twenty (20) 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 predominant use is that use which generates the highest required parking to serve its peak demand period.

The Planning Board shall require the maximum reduction available under Section i and ii below unless it determines that: (1) 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 (2) 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.

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(4). Architecture

(a). Buildings should be greater than a single story.

(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 shall face the street. On a corner lot, main facades shall face both streets.

(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. Menu boards and ordering kiosks for drive-thru windows shall not face public streets.

(e). Building transparency is important at the street level; consequently, ground level shall 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). Upper floor windows shall relate to the first floor windows in shape, form, and pattern.

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

(k). Building styles, textures and materials should be based on those common to local vernacular (late 1800's styles such as Mohonk Mountain House, historic Huguenot Street, Arts & Crafts style, and rural



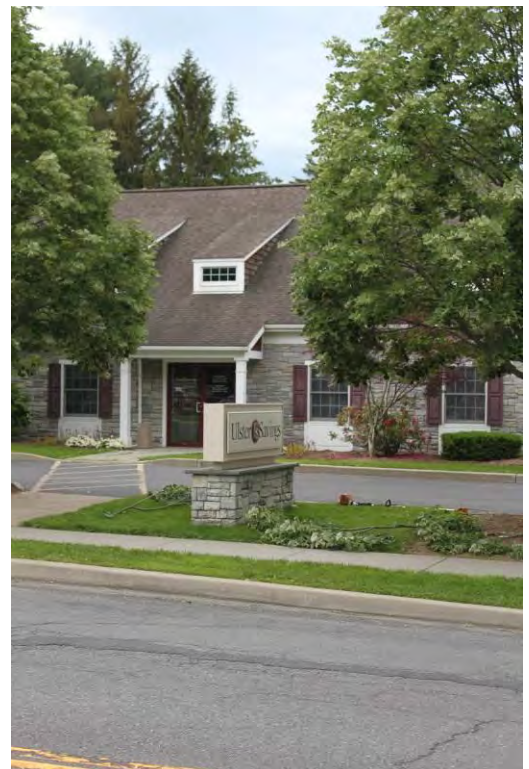
Above: continuous pattern and detailing of upper storey windows provides animation and interest of a building's upper façade.

farm/barn vernacular forms) encouraging uniqueness and connectivity among structures with no cookie-cutter development and facades in earth tones or natural colors using real design elements, such as cedar shake, barn wood, shale, quartz, and river rock. Modern interpretations of vernacular styles may be considered, provided that textures and materials are real design elements, as noted above, rather than imitations.

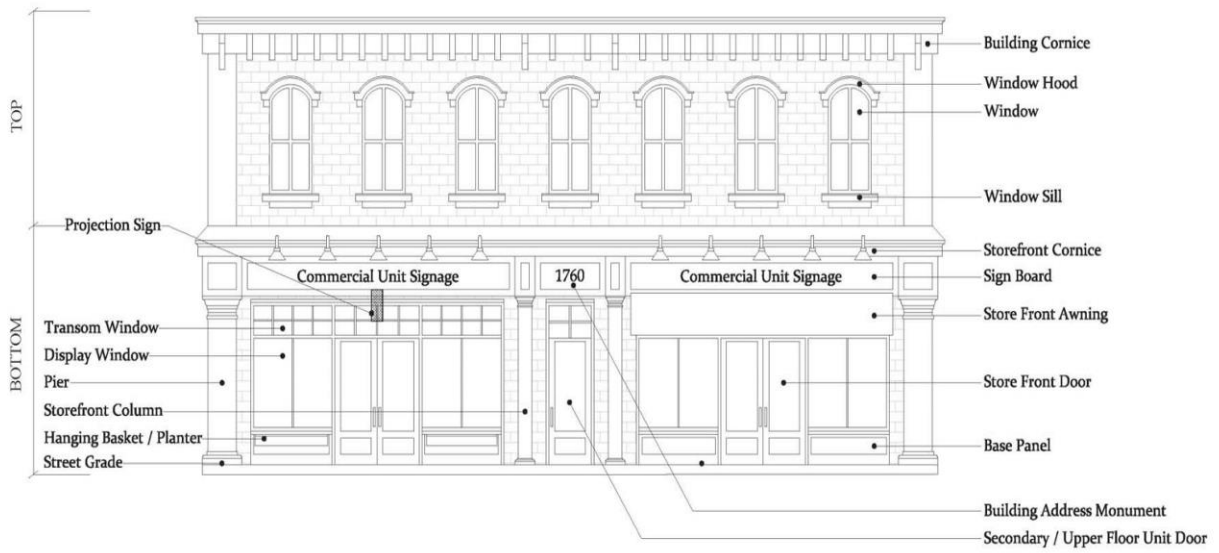


Left: The new Science Building at SUNY New Paltz is an example of a contemporary architectural style that incorporates local styles and materials.

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.



Examples of Best Practices:



§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. Required Site Plan Review: All development except for single family homes and permitted agricultural uses shall require site plan review.
- F. 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 or underdeveloped land, and for substantial alterations to existing developed sites, adherence to the Design Standards should be achievable to a large degree. For new development on undeveloped/underdeveloped land, it is anticipated that those standards indicated by 'shall' will be met and that the vast majority of those standards indicated by 'should' would also be met. For substantial alterations, it is anticipated that the majority of standards indicated by 'shall' or 'should' would be met. 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, supporting reasons and documentation as to why the standards cannot be met, how the public health, safety and welfare will be preserved, how the deviation will not detract from the intent and spirit of these design standards, 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.

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(2) Site Organization and Site Design

(a). 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 twenty (20) 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 predominant use is that use which generates the highest required parking to serve its peak demand period.

The Planning Board shall require the maximum reduction available under Section i and ii below unless it determines that: (1) 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 (2) 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.

- iii. 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%.
- iii. Off-Site Parking: Off-street parking is prohibited between buildings and public streets, with the exception of corner lots where some parking may be located along a secondary public street (not Route 299) provided it is setback at least half the distance of the front yard and year-round screening. Parking at the side of buildings may be acceptable if there is insufficient space in the rear.
 - a. If parking is at the side of a building, a minimum eight (8) foot landscape buffer between the parking area and the back edge of sidewalk and or property line is required.

Acceptable landscape materials include: trees, hedges, shrubs, or low walls of brick, stone, or an acceptable substitute.

- b. Interior parking area landscaping shall be provided to break up continuous areas of pavement. Landscaped island equal to one parking space for every ten (10) spaces is the minimum requirements for all parking lots with ten or more spaces. Landscaped islands must equal two spaces if adjacent to two perpendicular spaces. Minimum of one shade tree, at least 3.0" DBH at planting, for every 12 parking spaces required.
- c. Green infrastructure/low impact development techniques should be provided for stormwater management in parking areas including redevelopment sites.

(b). Native vegetation shall be used 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). Landscaping to buffer commercial from adjoining residential parcels shall be provided. Landscaped buffer shall be a minimum 15' consisting of native plantings that provide year-round screening.

(d). Properties adjoining the NYS Thruway (I-87) shall 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.



NOT PERMITTED

Practice to Avoid: Without a buffer in place, the negative effects 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.

- (e). On previously undeveloped sites, all trees 6" 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 grades should be preserved to reduce necessary cut and fill and to retain existing vegetation and topography..
- (g). Points of access from the street should be consolidated. Use cross-easements to provide shared access through side and rear parking areas of adjoining sites.



NOT PERMITTED

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.

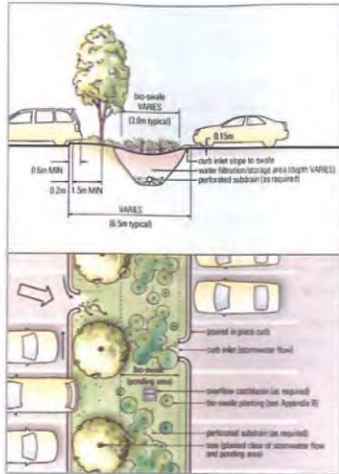


Best Practice: In new development or re-development projects, the number of curb cuts can be reduced by re-orientating the buildings, creating a shared parking lot, and by designing shared access to a neighborhood. As a result, the quality of the developed highway environment has been improved, traffic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

- (h). Interior parking area landscaping shall be provided 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 3" DBH at planting, for every 12 parking spaces required.

(i). Green infrastructure/low impact development techniques should be provided for stormwater management in parking areas including redevelopment sites.

N50 LID applications – commercial



Design concept for bio-retention swale with tree planting



Courtesy of Nevue Ngan Associates



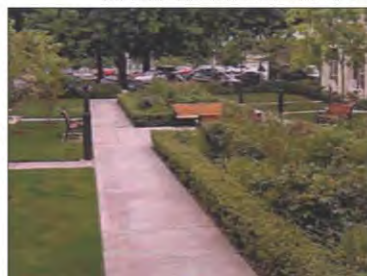
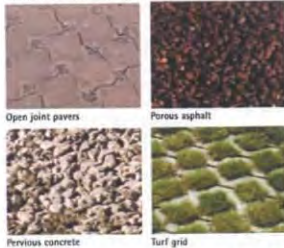
Courtesy of Kevin Robert Perry, City of Portland



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:



Courtesy of Tom Lipman, City of Portland

Photos above
Green streets can work in urban conditions.



N52 Permeable pavings

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

(j). Bicycle/ pedestrian connections shall be provided from the Empire State Trail to properties adjacent the trail.

- i. Connections for bicyclists and pedestrians shall be provided from the Empire State Trail to building entrances. Pedestrian connections shall be clearly defined through parking areas.

(k). Signs:

- i. Monument signs, as defined in §140-98 should be provided instead of 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.

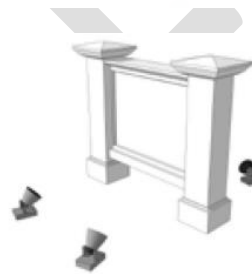


This highly legible sign is perfectly designed to match the character of the building facade, and downlighting prevents glare and light pollution.



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.



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.

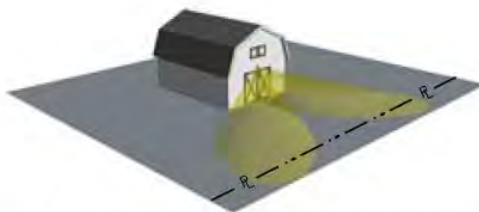


(l). Lighting:

- i. Lighting in parking lots shall use a pedestrian scale light fixture and shall not exceed 20' in height.
- ii. Lighting should be glare-free and shielded from the sky, and adjacent properties using cut-off technology that controls light spread to emit a maximum of 0.1 footcandle at the property line.



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. Site Furnishings: Bicycle parking, benches, trash receptacles, and other appropriate site amenities should be incorporated into the site design. Transit facilities should be incorporated where appropriate.



(3). Architecture:

- (a). Building styles and materials should be based on those traditionally found in the Ohioville Hamlet or from other parts of New Paltz, incorporating forms and materials used in vernacular architecture in the New Paltz area.



Left: Example of vernacular architecture utilizing materials traditionally found in New Paltz.

Right: The new Science Center at SUNY New Paltz is an example of contemporary architecture that utilizes forms and materials traditionally found in New Paltz.

- (b). Main building façade and main entrance shall face the street.

- (c). 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. Menu boards and ordering kiosks for drive-thru windows shall not face public streets.

Exmaples of Best Practices:



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.



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



DRAFT

§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. Required Site Plan Review: All development except for single family homes and permitted agricultural uses shall require site plan review.
- F. 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.

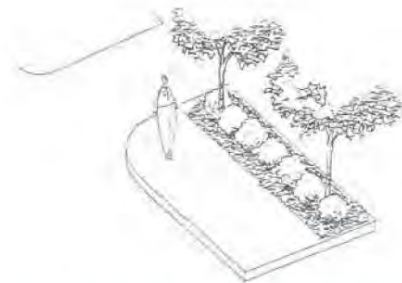
For new development on previously undeveloped land, and for substantial alterations to existing developed sites, adherence to the Design Standards should be achievable to a large degree. For smaller alterations to existing developed sites, it is understood that strict adherence to the Design Standards 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, supporting reasons and documentation as to why the standards cannot be met, how the public health, safety and welfare will be preserved, how the deviation will not detract from the intent and spirit of these design standards, 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 should be located close to public street frontages.
- ii. Off-street parking is prohibited between buildings and public streets, with the exception of corner lots where some parking may be located along a secondary public street (not Route 299) provided it is setback at least half the distance of the front yard and year-round screening is provided along the parking edge to minimize views of parked cars as noted in (iii.) below.
- iii. If parking is at the side of a building, a minimum five (5) foot landscape buffer between the parking area and the back edge of sidewalk is required. Acceptable landscape materials include: 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.



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

Courtesy of Toronto City Planning

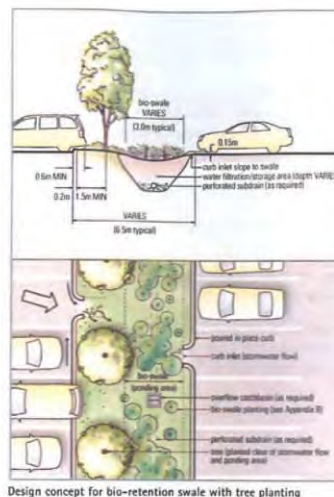
(b). Redevelopment of existing sites: Alteration of existing sites should seek to bring the site closer to conformance. For example, if an existing commercial site with parking in front [1] is proposed to be redeveloped, improvements to the street edge should be required. If the alteration is minor, 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.



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.

(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.

N50 LID applications – commercial



Courtesy of Nevue Ngan Associates

(3). Site Design

(a). A landscaped buffer shall be provided where commercial development is adjoining residential parcels. A minimum 15' buffer consisting of native plantings that provide year-round screening shall be provided.

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)

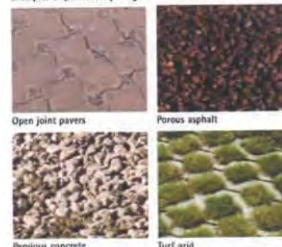


Courtesy of Tom Lipman, City of Portland

Photos above Green streets can work in urban conditions.

(b). For commercial and mixed-use sites, interior parking area landscaping shall be provided to break up continuous areas of pavement. Landscaped island shall be equal to one parking space for every ten spaces. Landscaped island shall equal two spaces if adjacent to two

Examples of permeable paving:



N52 Permeable pavings

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

perpendicular spaces. Minimum of one shade tree, at least 3.0" DBH at planting, for every 12 parking spaces required.

(c). Green infrastructure/low impact development techniques should be provided for stormwater management in parking areas including redevelopment sites.

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

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

(f). Bicycle/ pedestrian connections shall be provided from the Empire State Trail to properties adjacent the trail.

(g). On previously undeveloped sites, all trees 6" DBH or greater shall be inventoried, and the design of the site shall consider opportunities to leave these trees undisturbed.

(h). On previously undeveloped sites, existing grades should 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 oriented/hamlet 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 the only permitted types of Freestanding Signs. Pole Signs as defined in §140-98 are prohibited.

i. Upper floor signage shall not be permitted for ground floor uses.



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.



Example of strong bicycle and pedestrian connections provided through parking areas.

- ii. External sign illumination, shall be designed to limit light spill. Internal monument sign illumination is prohibited.

Examples of Best Practices:



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.



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 shall use pedestrian scale light fixture, and shall not exceed 20' in height.
- ii. Lighting should be glare-free and shielded from the sky, and adjacent properties using cut-off technology that controls light spread to emit a maximum of 0.1 fc at the property line.



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. Transit facilities should be incorporated where appropriate.

(3). Architecture:

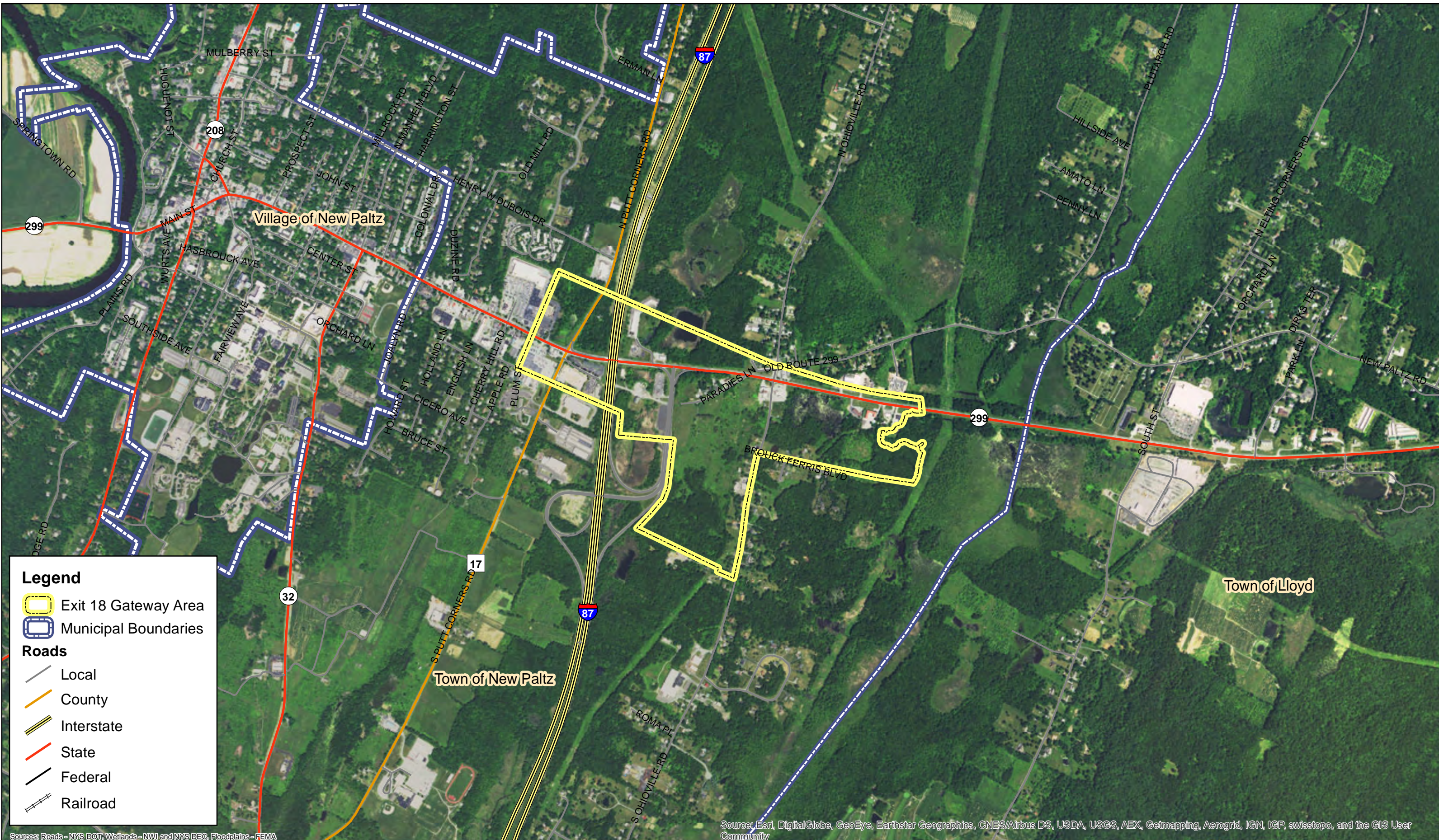
- i. Building styles and materials should be based on those traditionally found in the Ohioville Hamlet or from other parts of New Paltz, incorporating forms and materials used in vernacular architecture in the New Paltz area.
- ii. Building footprint shall be 5,000 square foot maximum .
- iii. Main building façade and main entrance shall face the street.
- 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. Menu boards and ordering kiosks shall not face public streets.



Example of a drive thru in a hamlet area that has properly scaled architecture and a sensitively located drive thru in the rear of the building. (Ottawa City Code)

Appendix D: Enlarged Maps (11x17)

DRAFT



Legend

- Exit 18 Gateway Area
- Municipal Boundaries

Roads

- Local
- County
- Interstate
- State
- Federal
- Railroad

Sources: Roads - NYS DOT, Wetlands - NWI and NYS DEC, Floodplains - FEMA

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

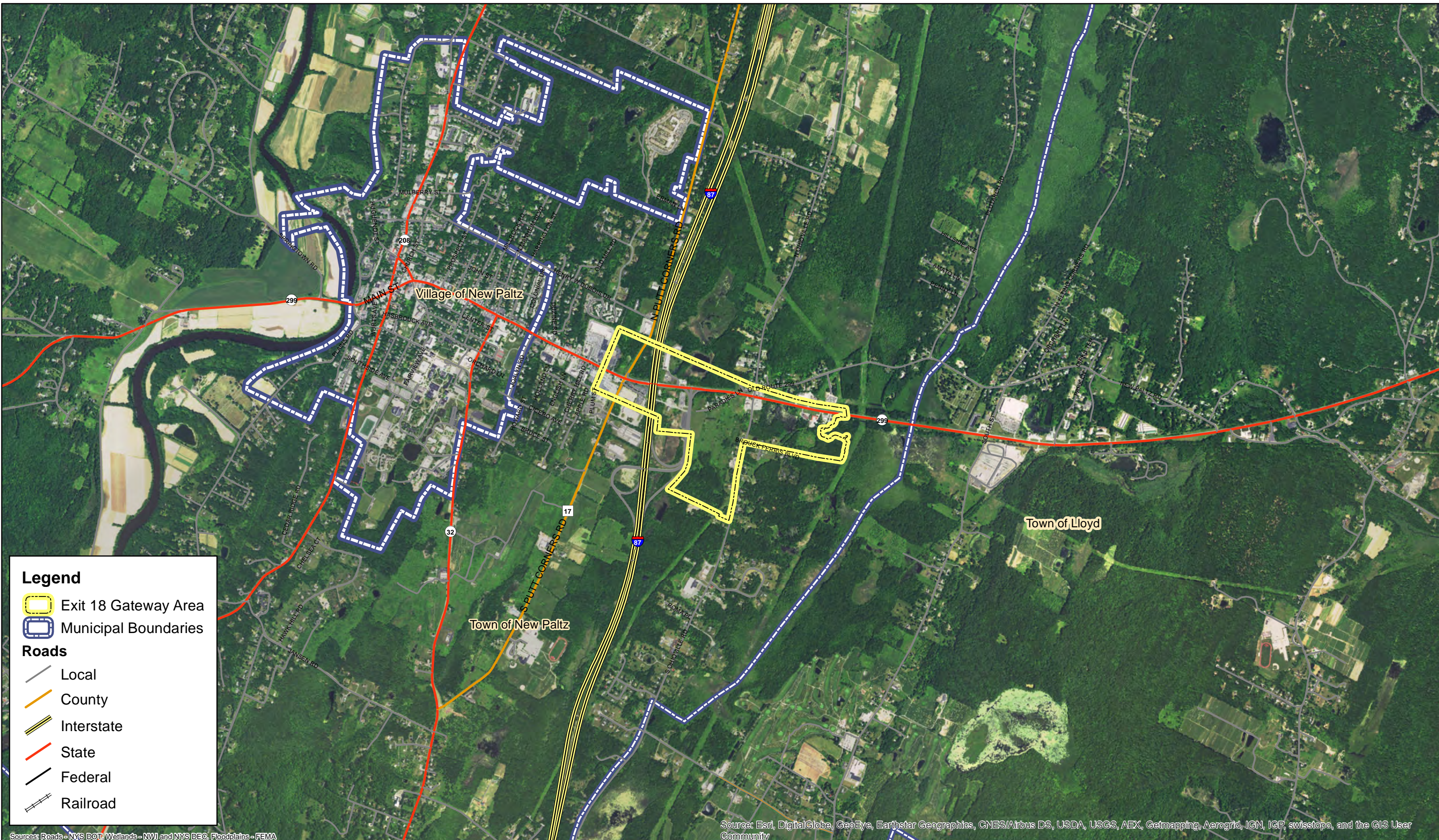


1 inch = 1,250 feet

Town of New Paltz
Exit 18 New Paltz Gateway Area
Boundary

Ulster County May 2017 New York

Figure
1
Project
No.
1881.041



Legend

- Exit 18 Gateway Area
- Municipal Boundaries

Roads

- Local
- County
- Interstate
- State
- Federal
- Railroad

Source: Roads - NYS DOT, Wetlands - NWI and NYS DEC, Floodplains - FEMA

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



1 inch = 2,000 feet



Legend

- Exit 18 Gateway Area
- Municipal Boundaries

Land Use

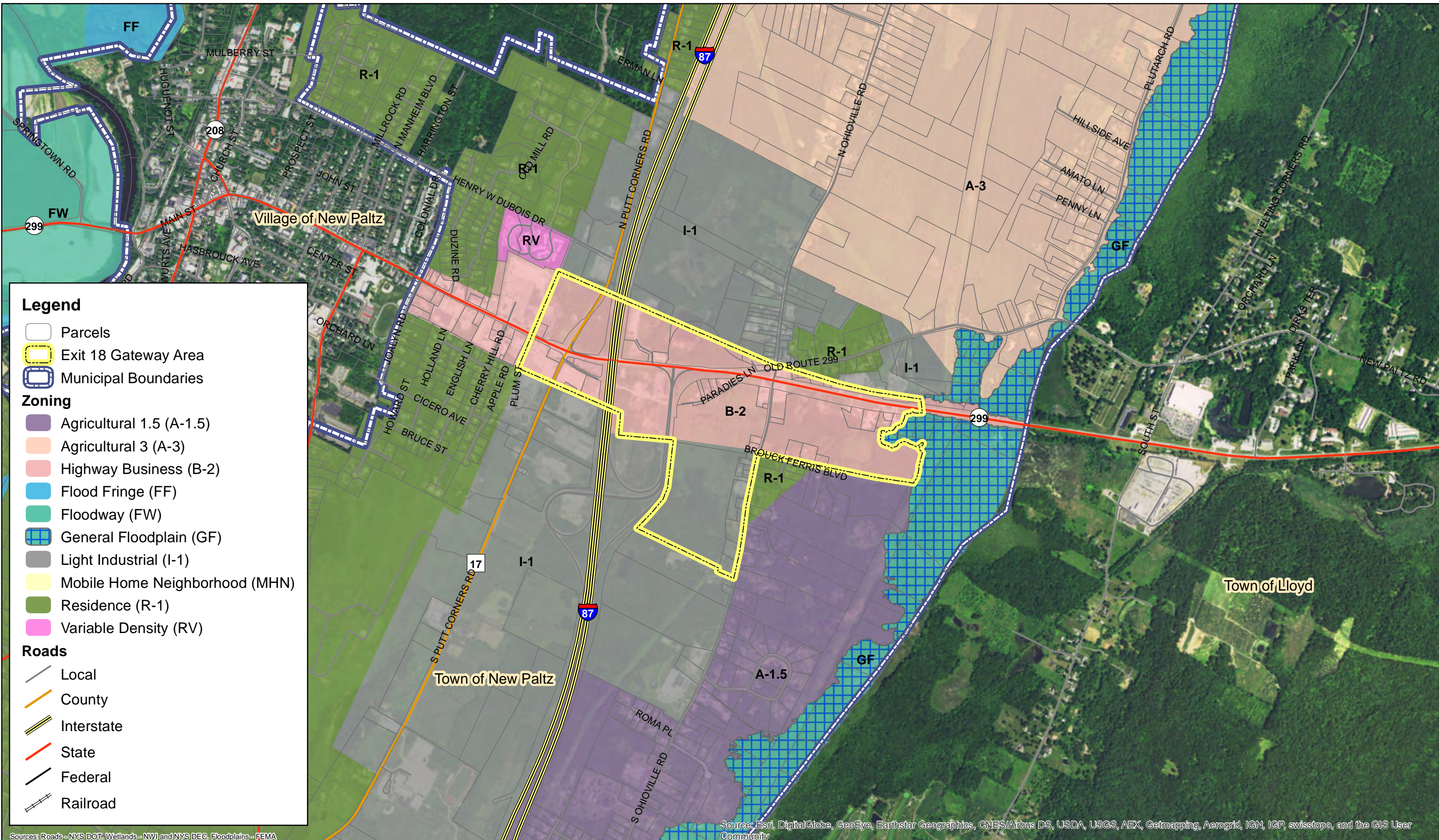
- Agricultural
- Residential
- Vacant
- Commercial
- Recreation and Entertainment
- Community Services
- Industrial
- Public Services
- Wild, Forested, and Conservation Lands
- No Data

Roads

- Local
- County
- Interstate
- State
- Federal
- Railroad

Sources: Roads - NYS DOT, Wetlands - NWI and NYS DEC, Floodplains - FEMA

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Legend

- Parcels
- Exit 18 Gateway Area
- Municipal Boundaries

Zoning

- Agricultural 1.5 (A-1.5)
- Agricultural 3 (A-3)
- Highway Business (B-2)
- Flood Fringe (FF)
- Floodway (FW)
- General Floodplain (GF)
- Light Industrial (I-1)
- Mobile Home Neighborhood (MHN)
- Residence (R-1)
- Variable Density (RV)

Roads

- Local
- County
- Interstate
- State
- Federal
- Railroad

Sources: Roads - NYS DOT, Wetlands - NWI and NYS DEC, Floodplains - FEMA

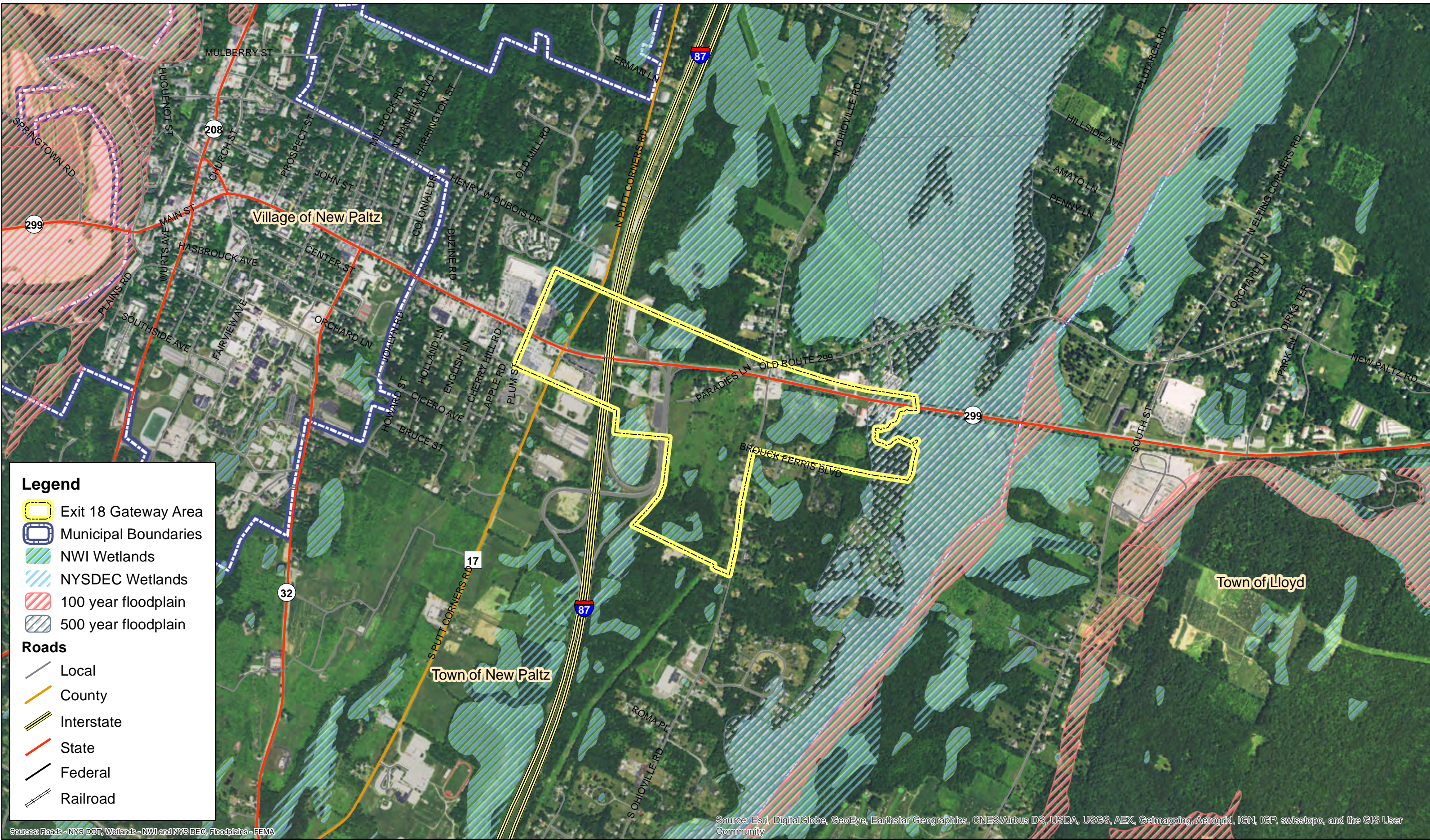
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



1 inch = 1,250 feet

Town of New Paltz
 Exit 18 New Paltz Gateway Area
 Zoning
 Ulster County May 2017 New York

Figure
 4
 Project
 No.
 1881.041



Legend

- Exit 18 Gateway Area
- Municipal Boundaries
- NWI Wetlands
- NYSDEC Wetlands
- 100 year floodplain
- 500 year floodplain

Roads

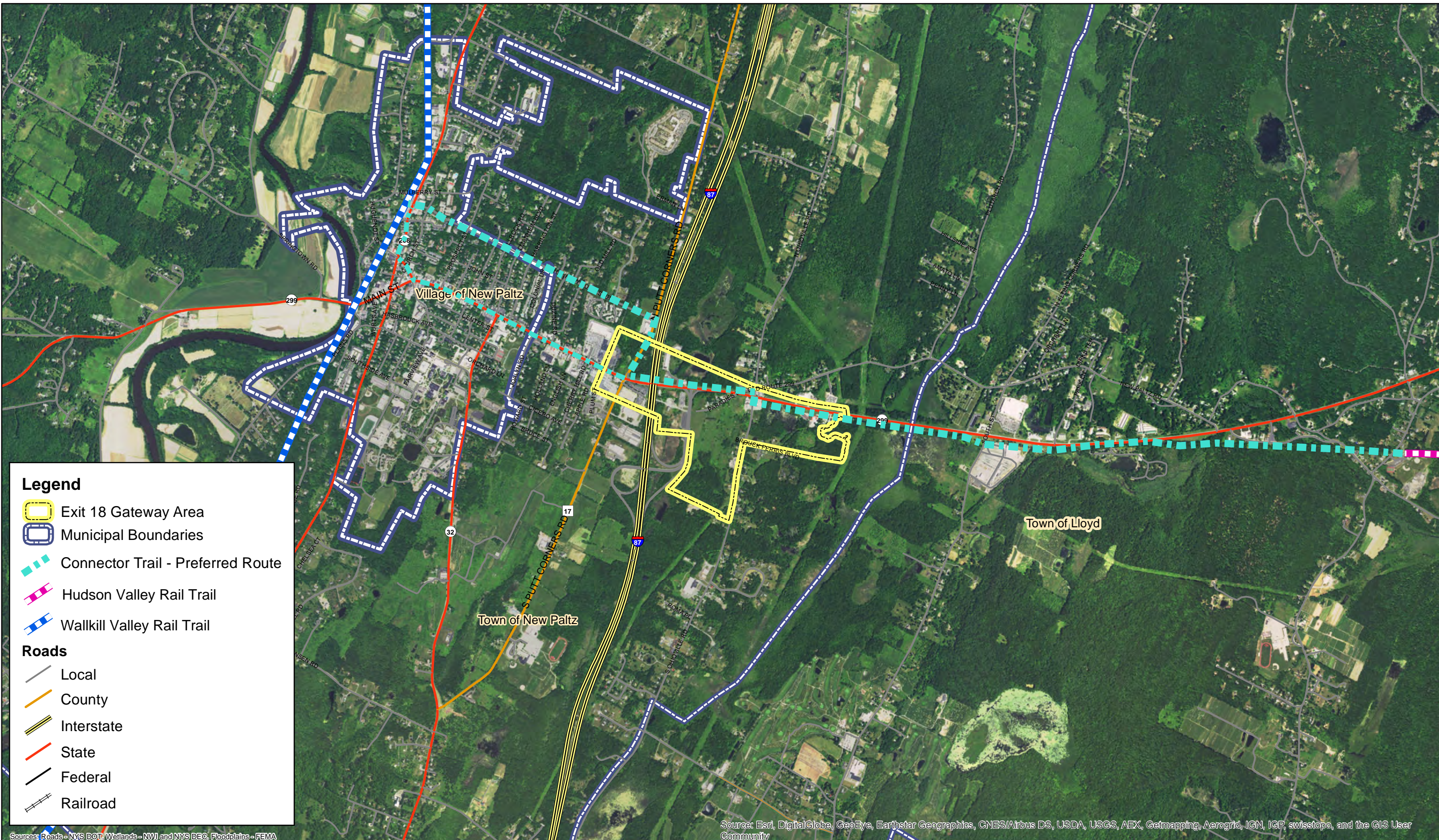
- Local
- County
- Interstate
- State
- Federal
- Railroad

Sources: Roads - NYS DOT, Wetlands - NWI and NYS DEC, Floodplains - FEMA

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



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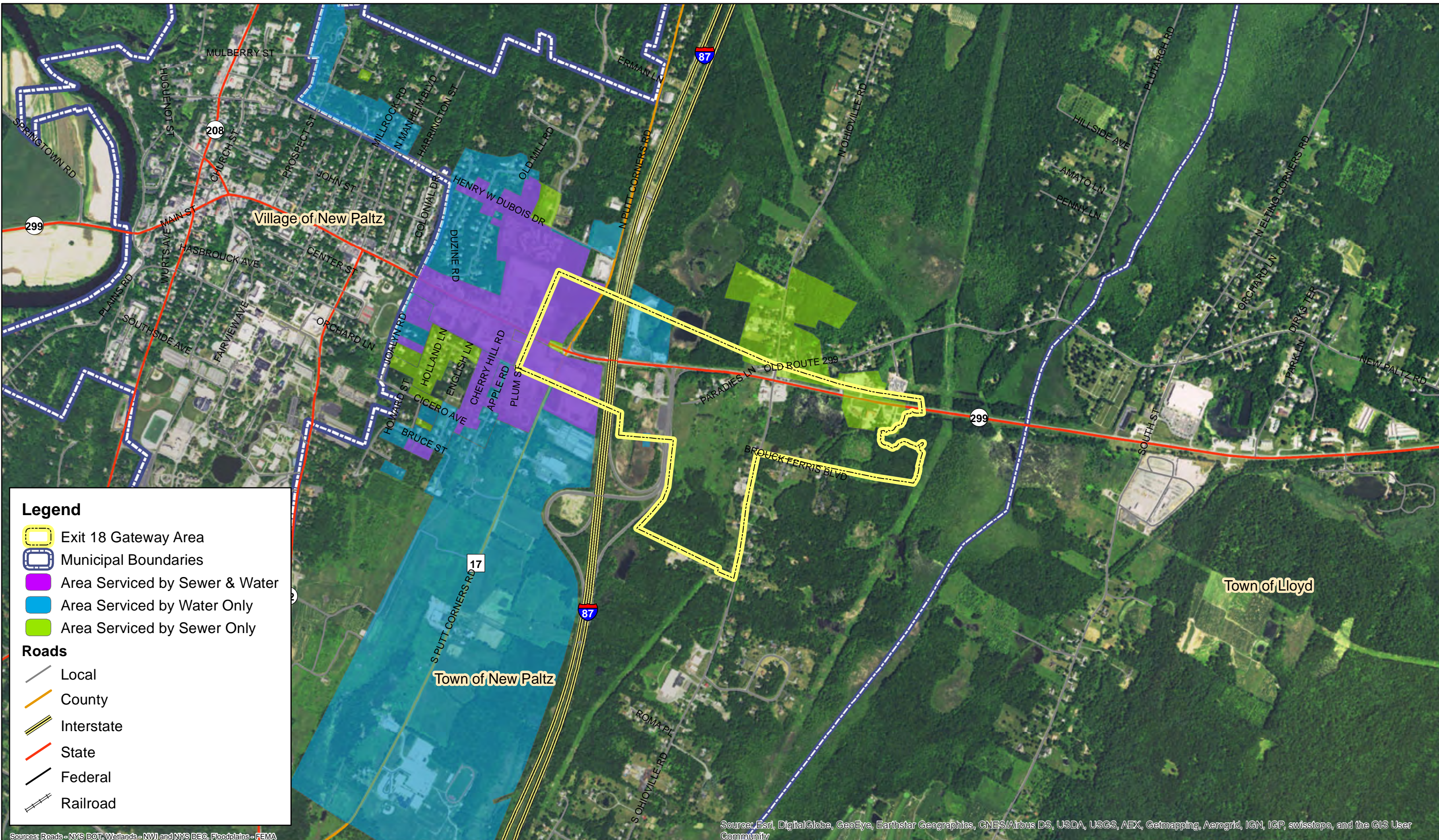


Sources: Roads - NYS DOT, Wetlands - NWI and NYS DEC, Floodplains - FEMA

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



1 inch = 2,000 feet



Legend

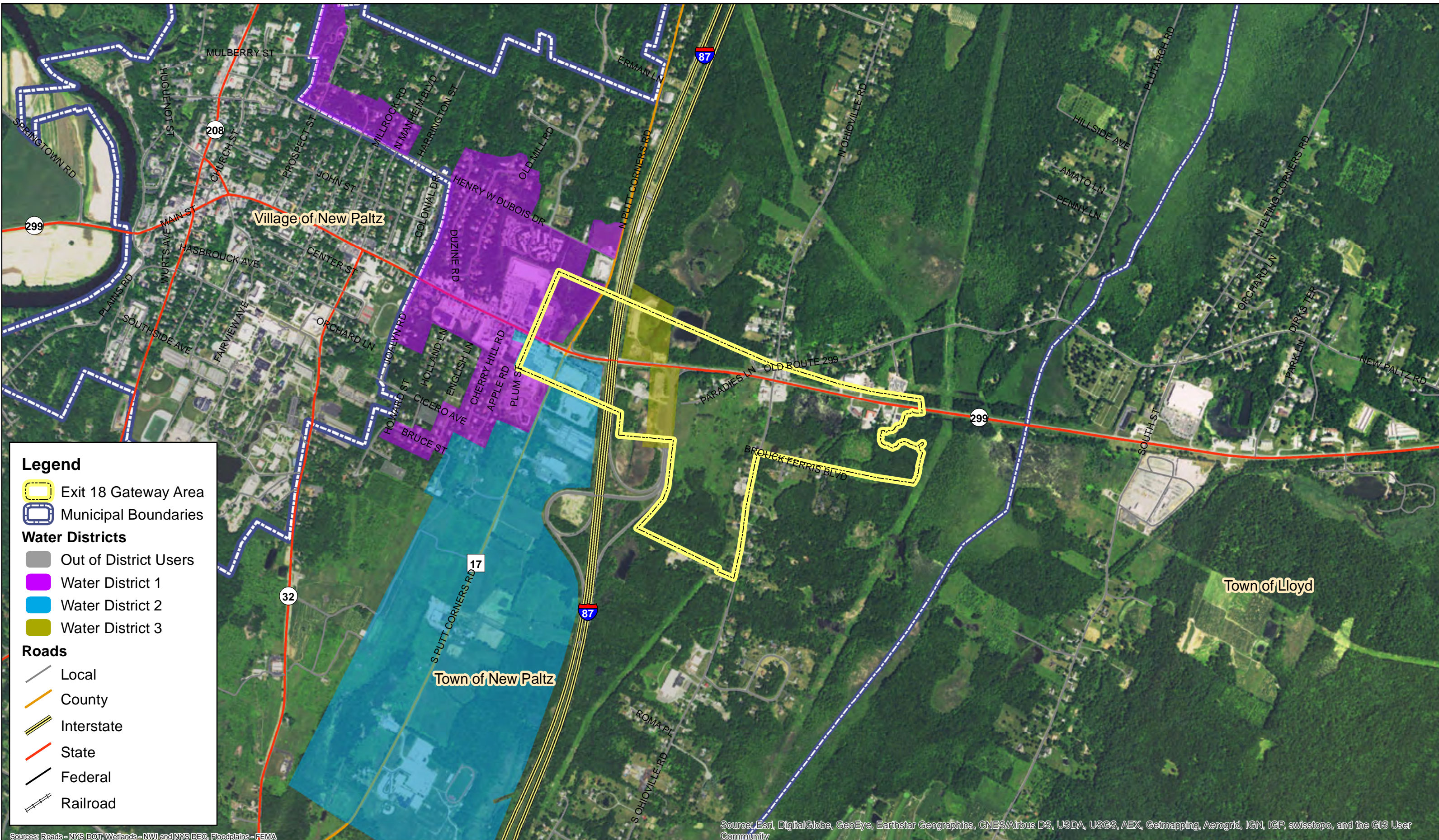
- Exit 18 Gateway Area
- Municipal Boundaries
- Area Served by Sewer & Water
- Area Served by Water Only
- Area Served by Sewer Only

Roads

- Local
- County
- Interstate
- State
- Federal
- Railroad

Sources: Roads - NYS DOT, Wetlands - NWI and NYS DEC, Floodplains - FEMA

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



- Legend**
- Exit 18 Gateway Area
 - Municipal Boundaries
- Water Districts**
- Out of District Users
 - Water District 1
 - Water District 2
 - Water District 3
- Roads**
- Local
 - County
 - Interstate
 - State
 - Federal
 - Railroad

Sources: Roads - NYS DOT, Wetlands - NWI and NYS DEC, Floodplains - FEMA

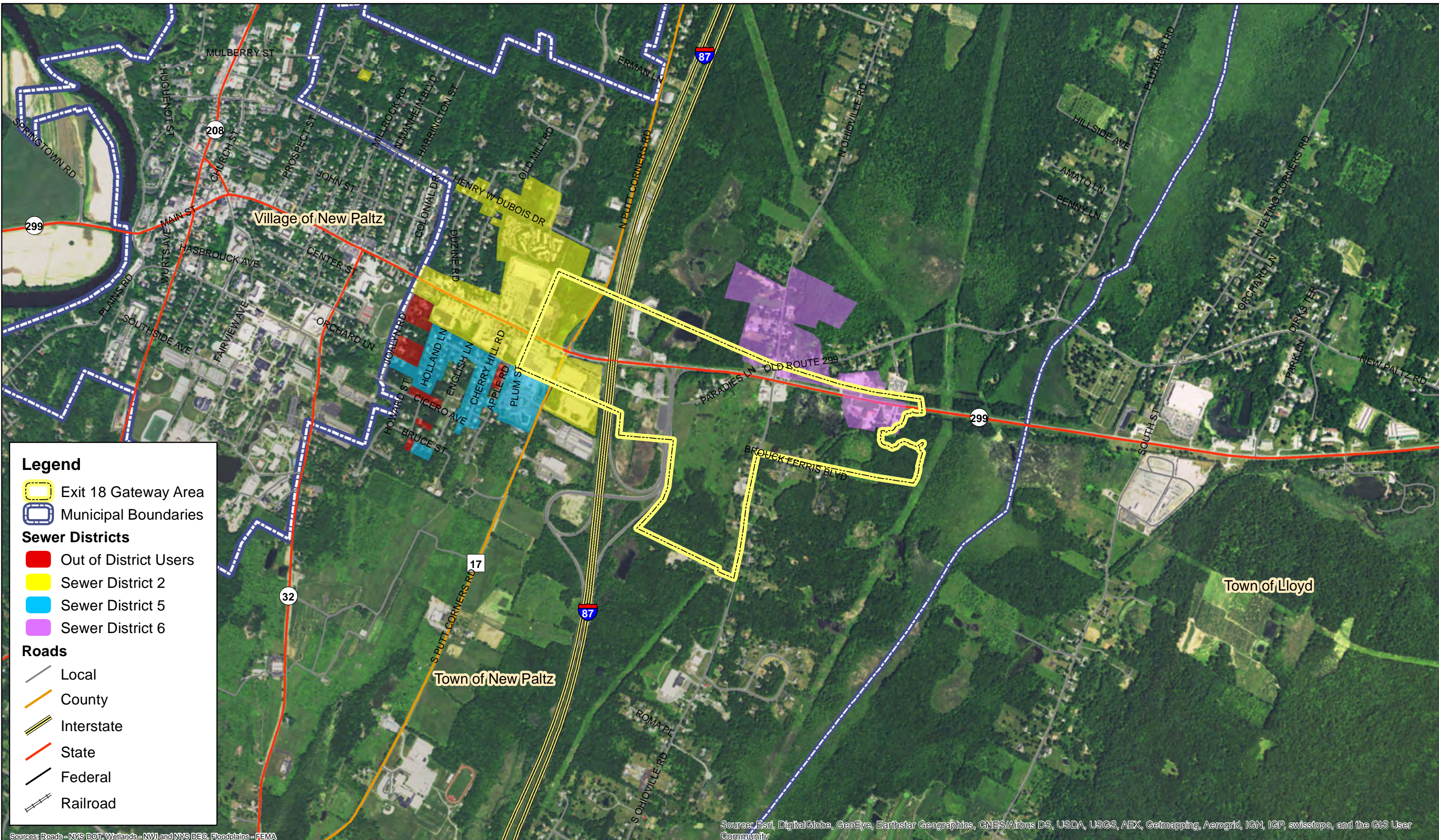
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



1 inch = 1,250 feet

Town of New Paltz
 Exit 18 New Paltz Gateway Area
 Area Services by Water Districts
 Ulster County May 2017 New York

Figure
 8
 Project
 No.
 1881.041



Legend

- Exit 18 Gateway Area
- Municipal Boundaries

Sewer Districts

- Out of District Users
- Sewer District 2
- Sewer District 5
- Sewer District 6

Roads

- Local
- County
- Interstate
- State
- Federal
- Railroad

Sources: Roads - NYS DOT, Wetlands - NWI and NYS DEC, Floodplains - FEMA

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

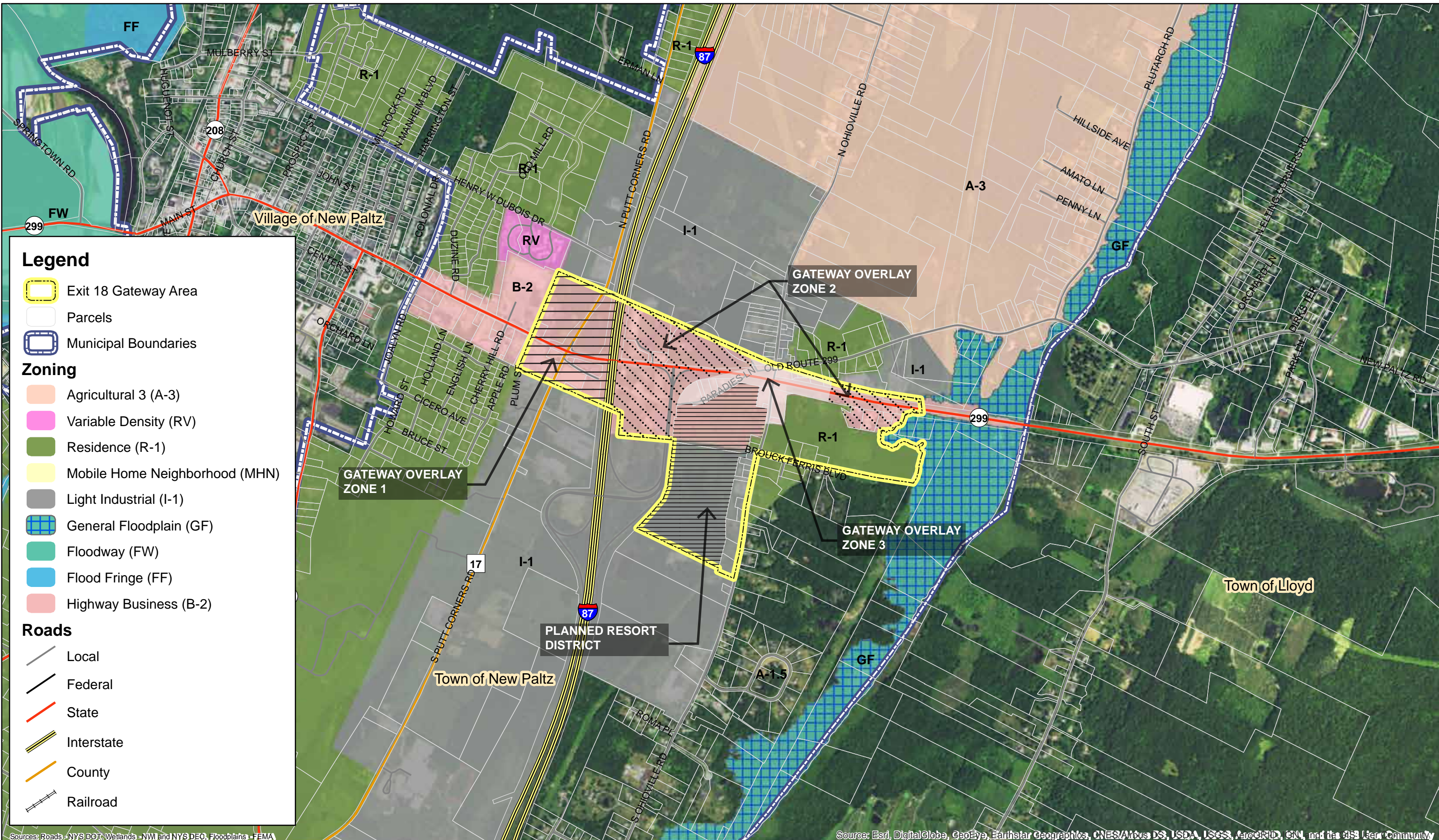


1 inch = 1,250 feet

Town of New Paltz
Exit 18 New Paltz Gateway Area
Area Services by Sewer Districts

Ulster County May 2017 New York

Figure
9
Project
No.
1881.041



Legend

- Exit 18 Gateway Area
- Parcels
- Municipal Boundaries

Zoning

- Agricultural 3 (A-3)
- Variable Density (RV)
- Residence (R-1)
- Mobile Home Neighborhood (MHN)
- Light Industrial (I-1)
- General Floodplain (GF)
- Floodway (FW)
- Flood Fringe (FF)
- Highway Business (B-2)

Roads

- Local
- Federal
- State
- Interstate
- County
- Railroad

Sources: Roads - NYS DOT, Wetlands - NMI and NYS DEC, Floodplains - FEMA

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



1 inch = 1,250 feet

Town of New Paltz		Figure 9
Exit 18 New Paltz Gateway Area Proposed Gateway Zoning		
Ulster County	December 2017	Project No. 1881.041
		New York