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

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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

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

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## SUMMARY NOTES

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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.

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## CONCERNS OF COMMUNITY

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### EXISTING DEVELOPMENT

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- 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

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### TRAFFIC

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- 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

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- 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

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- 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

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## DESIGN GUIDELINES

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- 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

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## GREEN INFRASTRUCTURE

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- 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

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## POTENTIAL PROJECTS OR PROGRAMS

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- 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
  - Project Introduction
  - Existing Conditions in the Study Area
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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



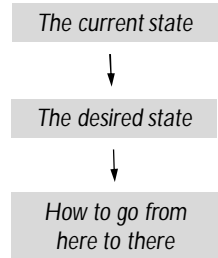
## Project Introduction

- 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)

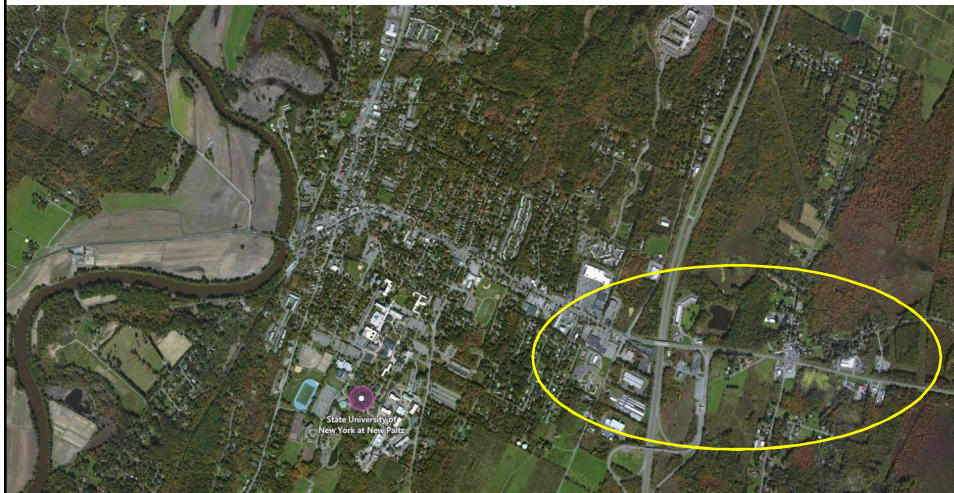
To the Town Board for adoption by the end of the year

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



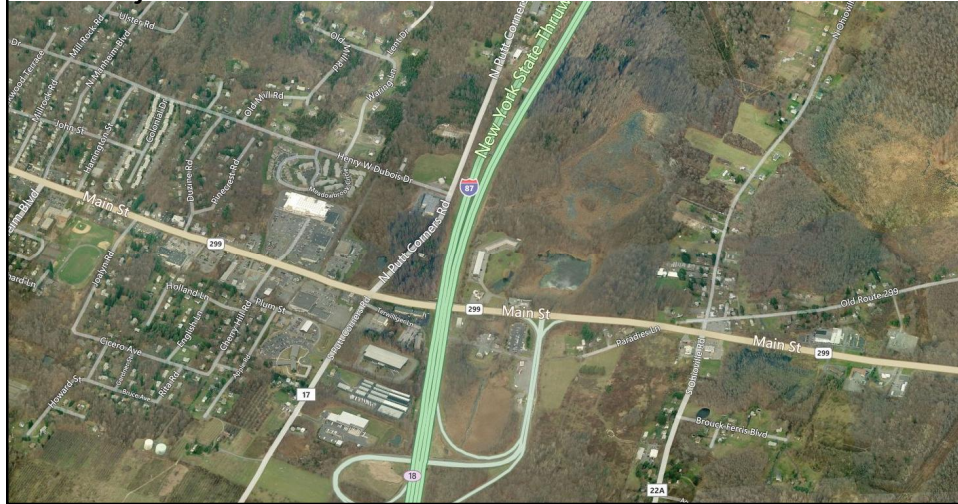
## Project Introduction



# Exit 18 / Route 299 Gateway



## Project Introduction



# Exit 18 / Route 299 Gateway



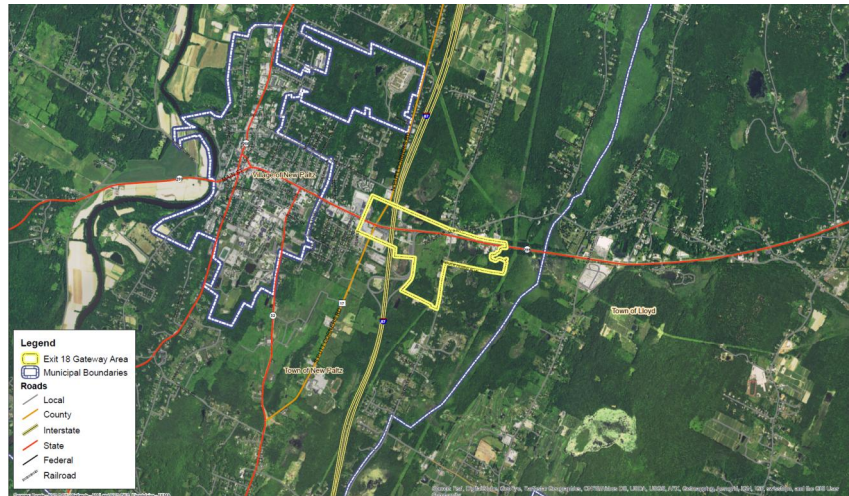
## Project Introduction – “Gateway”



# Exit 18 / Route 299 Gateway



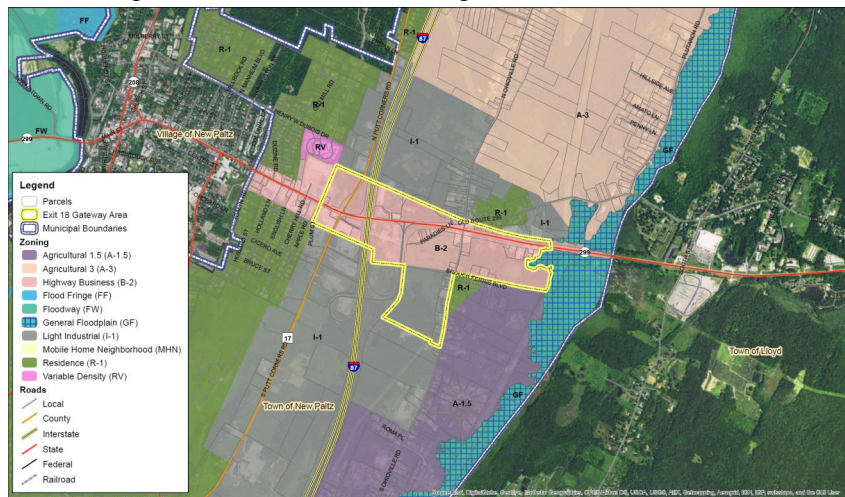
## Project Introduction



# Exit 18 / Route 299 Gateway



## Existing Conditions - Zoning



# Exit 18 / Route 299 Gateway



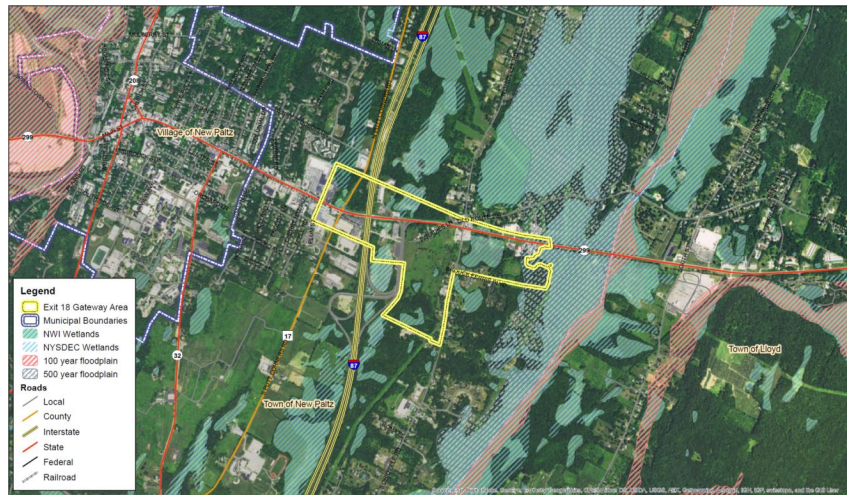
## Existing Conditions – Land Use



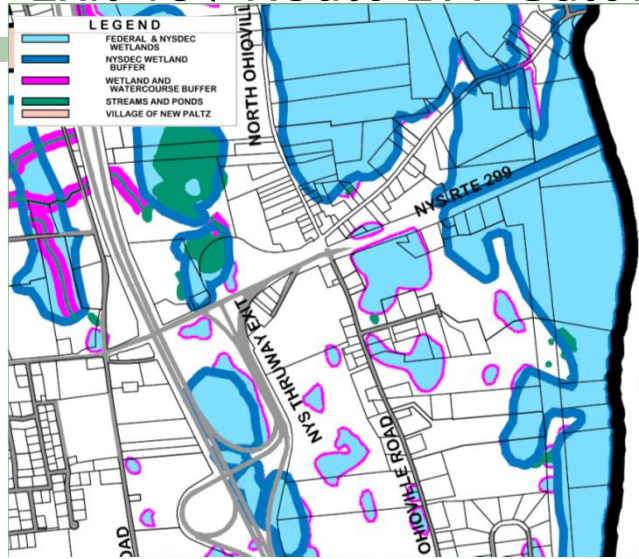
# Exit 18 / Route 299 Gateway



## Existing Conditions – Environmental Resources



# Exit 18 / Route 299 Gateway



sources

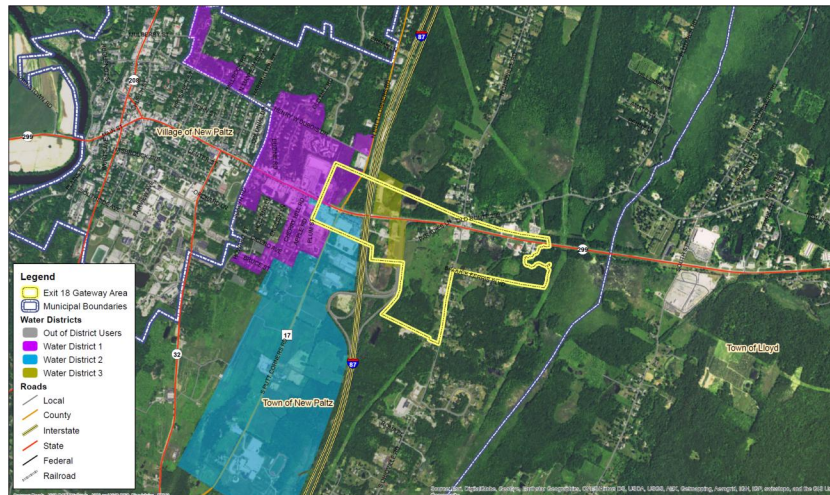


Portion of the Town of New Paltz Wetland and Watercourse Map that covers the Route 299 Gateway Study Area

# Exit 18 / Route 299 Gateway



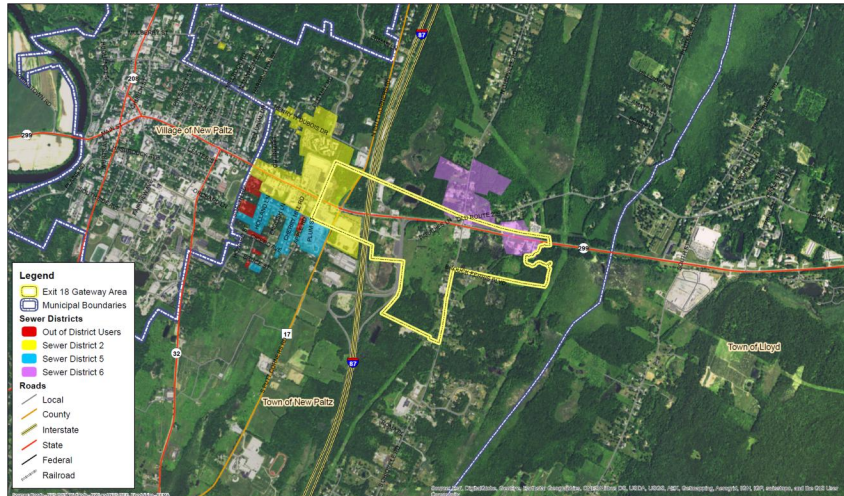
## Existing Conditions – Water Districts



# Exit 18 / Route 299 Gateway



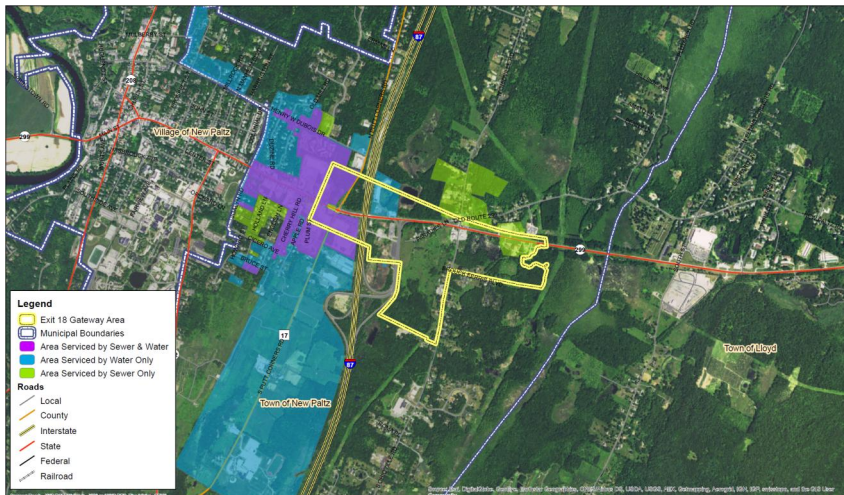
## Existing Conditions – Sewer Districts



# Exit 18 / Route 299 Gateway



## Existing Conditions – Water and Sewer Service

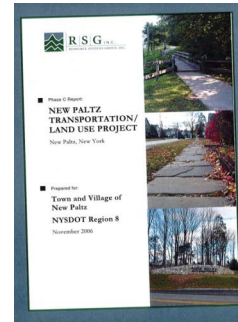


# Exit 18 / Route 299 Gateway



## 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



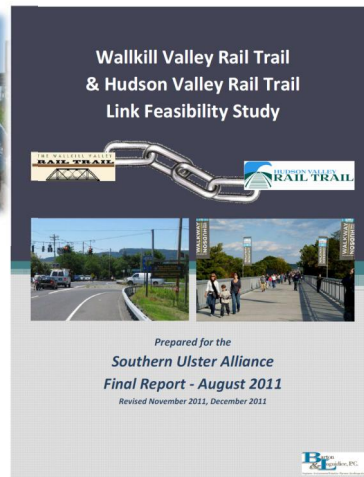
## Existing Conditions – Transportation



# Exit 18 / Route 299 Gateway



## Existing Conditions – Transportation

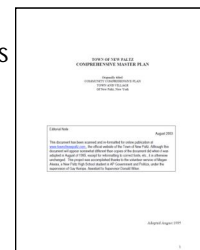


# Exit 18 / Route 299 Gateway



## 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



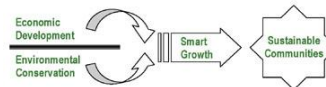
# Exit 18 / Route 299 Gateway



## Gateway Opportunities:

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

### Smart Growth / Sustainability



### What does a sustainable community look like?



# 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

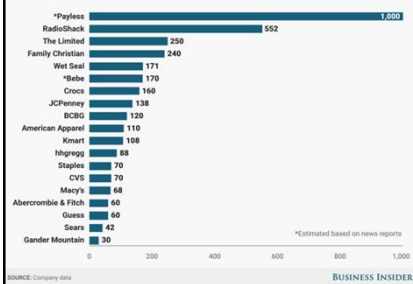


## Gateway Opportunities:

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



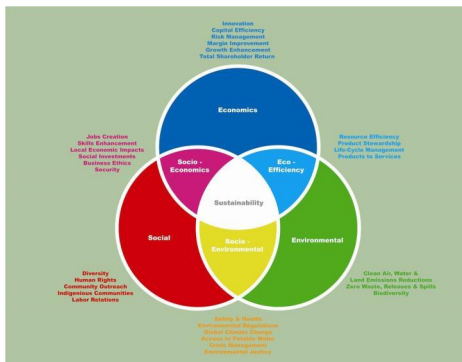
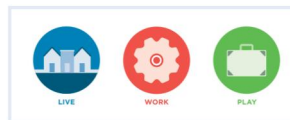
# Exit 18 / Route 299 Gateway



## Gateway Opportunities:

Not pro-development or anti-development

Instead, what kind of growth do we want?



## SMART GROWTH

Conventional Development



Smart Growth Development



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Gateway Opportunities:  
Importance of design



# Exit 18 / Route 299 Gateway



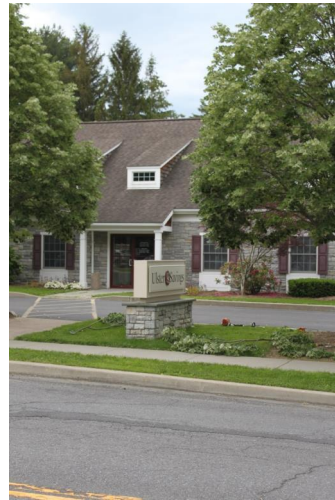
Gateway Opportunities:  
Importance of design



# 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

#### 5.8 ORIENTATION | LIMIT VEHICLE PARKING



**Best Practice:** Parking is sited off to the side of the building with storage at the back. Sidewalks provide side pedestrian access to the building while a drop-off area helps with the flow of traffic.

In typical commercial development, the tendency is to put the parking in the rear with location, usually to the front of the building along the road. Vehicle access is the easiest and when the road runs parallel to the parking lot with the pavement extending up to the edge of the road, it becomes the best practice parking area that can be used most effectively with care of the building behind to enhance customer experience and landscaping. This approach minimizes the visual impact of the parking and storage areas while preserving better visibility for the building to business.

**Existing Condition:** In the typical parking arrangement, the pavement extends the road up to the space left for pedestrian circulation, signage or landscaping.

**Improved Practice:** The same parking area, but not paved, effectively creates space for pedestrian circulation, and an "active" signage and separates the road from the parking area.



A drop-off area in Brewster, New York, uses a clear island, the site of the entrance to the large driveway to the parking area and landscaping, as well as a sign placement and landscaping to separate the road from the parking area.

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### PLANNING & DESIGN PRACTICES

#### 5.9 SCREEN PARKING FROM ROAD



**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.

Typical Commercial/Industrial developments place parking and storage at the rear of the building along the road without screening. This adds visual noise and increases the potential for noise. Screening along the roadway reduces the visual impact of parking and storage areas while providing landscaped areas to the business to improve the customer experience.

**Existing Condition:** Parking and storage are often along the road and adjacent to the front quarter of the highway.

**Improved Practice:** Screening of the same parking area between the road and the building.



A curb island of tall shrubs and street trees buffer the view of the parking lot in Brewster, New York.

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# 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-cuts 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 in 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.

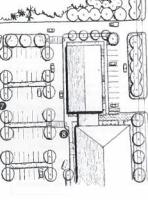
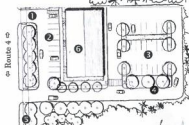
**Landscaping:** Pedestrian plazas and covered porches make for a more comfortable pedestrian experience, and encourage social interaction. Existing trees are preserved, shading new parking lots and reducing their apparent scale. Street plantings screen parking from view.

**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 discrete points of access from Route 4 to allow the site (Opportunity to use attractive landscaping to achieve this result).
2. Allow a small amount of "maintenance" parking in front of the building.
3. Remainder of parking (if necessary) at side or rear of building.
4. The interior parking area landscaping to break up continuous areas of pavement.
5. If sidewalk or pathway exists along the north of Route 4, carry it through the front of the site.
6. Building should be designed with local, rural architectural characteristics and materials – pitched roofs, wood siding, etc. Main entrance and windows should face Route 4, with a secondary entrance to rear parking area.



Above: Undefined access to/from the state highway is unsafe for vehicles, unsafe for pedestrians and bicyclists, and visually unappealing.

When two or more commercial uses adjacent:

7. Encourage shared points of access from the highway. Use cross-aisles\* to provide shared access through side and rear parking areas.
8. Ensure that adjoining sites have interconnectable pedestrian systems so that visitors can go from one building to another without moving their car.

\* Cross-aisle connection: An access allowing access to and from adjacent properties. Cross-aisles can be in the form of a driveway or a service drive providing shared access between uses on same contiguous sites as a direct road and not over the public street network.

# Exit 18 / Route 299 Gateway



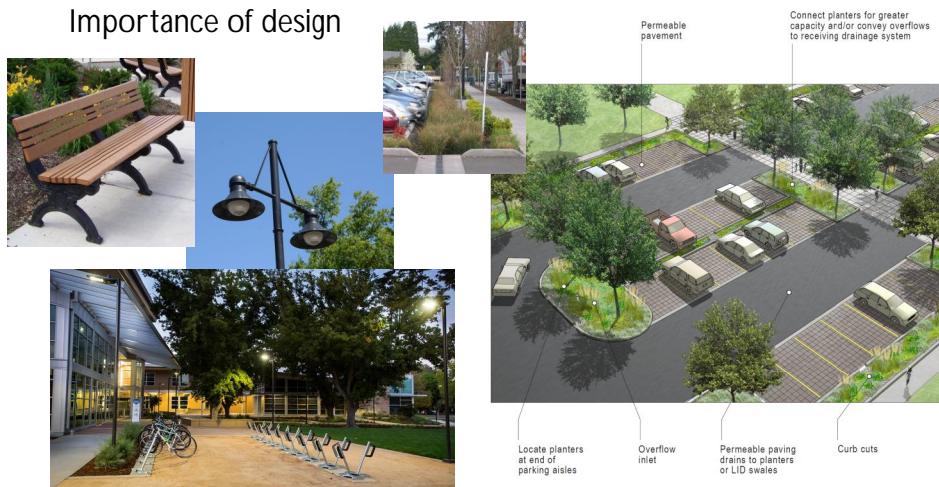
Gateway Opportunities:  
Importance of design – pedestrian connections



# Exit 18 / Route 299 Gateway



Gateway Opportunities:  
Importance of design



# Exit 18 / Route 299 Gateway



## Gateway Opportunities: Fairness / Predictability

DETAILS

**LID commercial Applications**

1. Reconnection (Grading)
2. Reconnection (Soils)
3. Reconnection
4. Grass Seed
5. Reconnection
6. Reconnection
7. Permeable Pavement (Overlaid parking)
8. Grass Seed
9. C.C.
10. Rainwater Harvesting
11. Reconnection (To connect both systems)
12. Stormwater Management (detention)
13. Permeable paving
14. Reconnection
15. Grass Seed

**LID applications - commercial**

**Photos below**  
Caption: Illustration of road and parking lot area near to one of two bioswales.

**Photos above**  
Caption: Construction site work in urban conditions.

**Parking lot bioswales**  
Large volumes of runoff are a source of untreated pollution. The goal is to capture storm water before it runs down the street and into the storm sewer. This is done by capturing runoff in a bioswale before it reaches the street. (Photo, top right)

**Permeable pavings**  
Permeable paving materials can help reduce runoff of water.

**Parking lot retrofit**  
Existing asphalt parking lots are an opportunity to improve stormwater management and to reduce runoff. Retrospective improvements include:

1. Parking area for a typical suburban 5000 sq. ft. lot is approximately 1000 sq. ft.
2. Total area for parking surface to be replaced is approximately 100,000 sq. ft. of asphalt.
3. New stormwater management is possible by breaking the lot into smaller areas (10' spacing) and allowing the water to infiltrate into the ground. This allows the stormwater to be captured and filtered, reducing the amount of runoff that enters the stormwater system.

**Large parking lot design**

- a. Parking area should be broken into smaller areas.
- b. Parking lot area should be divided by permeable paving.
- c. Stormwater management should be provided.
- d. Stormwater management should be provided.
- e. Stormwater management should be provided.
- f. Stormwater management should be provided.
- g. Stormwater management should be provided.
- h. Stormwater management should be provided.
- i. Stormwater management should be provided.
- j. Stormwater management should be provided.
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- u. Stormwater management should be provided.
- v. Stormwater management should be provided.
- w. Stormwater management should be provided.
- x. Stormwater management should be provided.
- y. Stormwater management should be provided.
- z. Stormwater management should be provided.

**Parking lot screening**  
When portions of surface parking lots are to be along the edge of a site, the parking lot area should be screened with landscaping or other site improvements.



The Community Design Manual  
Ulster County Planning Board  
March 2007

# Agenda



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



# 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



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- Big Picture
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- 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 27<sup>th</sup>, 7:00 PM @ Community Center
- Website:
  - <http://www.townofnewpaltz.org/route-299-gateway-committee>

# Exit 18 / Route 299 Gateway



Thank You

