



## Village of New Paltz NBR District Recommendations

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# MEMO

## NBR District Review - District Recommendations Memo

### Purpose and Scope of Analysis

The purpose of this memo is to review the existing land use and zoning in the Neighborhood Business Residential (NBR) zoning district within the Village of New Paltz, and to make recommendations to the Village Board on appropriate zoning changes for consideration based on our professional review and input from the NBR Review Committee and the public on the desired future vision for this emerging corridor. These recommendations are intended to provide guidance on future changes only, and should not be interpreted or used as actual language.

NBR Zoning District – Existing Zoning, May 2017							
Min. Lot Size	Width at Bldg Line	Front Setback	Side Setback	Rear Setback	Max. Lot Coverage	Max Stories	Max Height
10,890 s.f.	50'	0'	15'	10'	85%	4	50'
* = Minimum as needed to accommodate sidewalks.							

### NBR Advisory Committee

As part of this work, an advisory committee (NBR Review Committee) was established to review and discuss the future vision and potential future zoning changes for the NBR zoning district. The committee included the following members:

Jo Margaret Mano, Chair  
Don Kerr  
Dennis Young  
John Litton  
William Murray  
Sue Wynn  
Brad Barclay  
Floyd Kniffen  
Jacob Lawrence

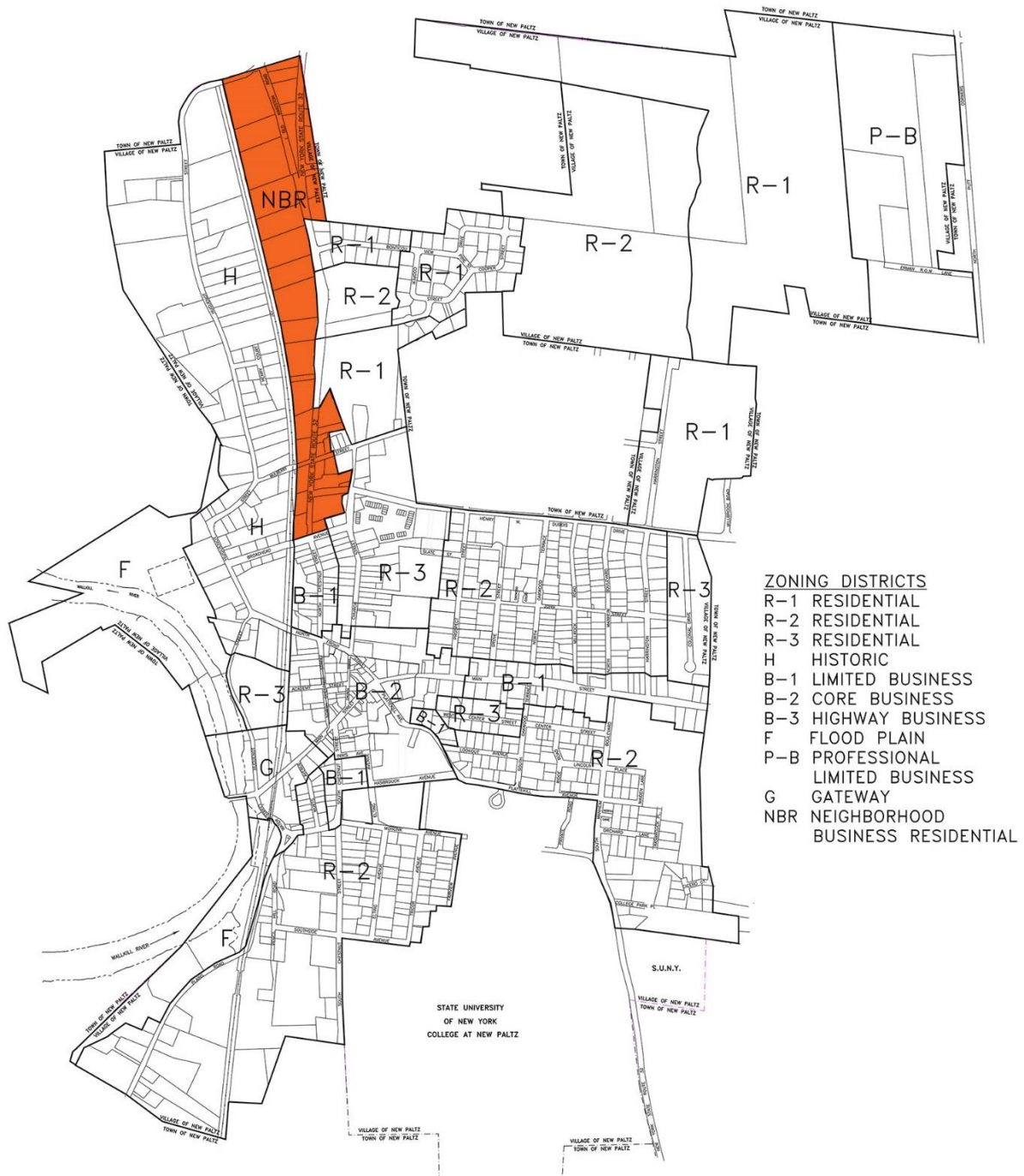
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## NBR District Map

The NBR zoning district is as illustrated and highlighted on the Village zoning map.



## Public Workshop Findings

On April 27, 2017 a public workshop was held to discuss the future of the Rt. 32 corridor in New Paltz, NY, which was well attended by more than 70 people. This meeting also included a visual preference survey to help determine what types of development the community would not want to see, and what types of development would be more widely accepted.

The discussion notes and full results of the Visual Preference Survey have been provided in the Appendix of this document, for reference, and some notable findings were summarized.

## District Recommendations

The Route 32N could be a beautiful corridor, however currently it needs a unified vision for improvement and development of the roadway and surrounding properties to ensure that its future development is in keeping with the unique character of New Paltz and the environmental setting.

### **North End vs. South End.**

There is reasonable evidence and consensus that the north end of the NBR district is distinct and different from the southern end, and could therefore be treated slightly differently. The southern area notably has more pedestrian connectivity and more direct access to the village center. This split approach would allow different area and bulk requirements to apply to the southern end which has tighter space constraints, as well as different design standards. We would recommend that this split approach be pursued, either by keeping the current district in place and identifying “subdistricts” with specific design guidelines to regulate how the two separate areas are treated, or establishing a separate zoning district for the north end. Of the two options, creating a separate district may be the cleaner and more direct option depending on how many differences are finally determined to exist between them.

The most natural “dividing line” between these two district/areas is open for debate and perhaps further study, however one area stands out as a potential first option for discussion: Just north of the Stewarts property and the former Park & Ride there is a waterway and flood zone which crosses underneath Route 32N at a narrow bridge. The neighborhood character and development south of this bridge is generally different, and would make a reasonably natural place for a transition into a slightly more urbanized district as you are approaching the village center.

What follows then, is how best to treat the different north and south ends.

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#### **North End – Recommended Characteristics:**

1. 2 - 2.5 story (30-35 feet) building height maximum.
2. Larger front yard setbacks (approximately 20 to 30 feet) would be preferred and can be accommodated here due to the larger lot depth.
3. Required landscaped front lawn area, with sidewalk and planting strip between sidewalk and lawn.
4. Some limited convenience parking should be allowed in the front yard with low landscaped screening, however the remainder of the parking would be required in the side or rear.
5. No on street parking. Bike lanes would be accommodated on each side of the 2-lane roadway. (Note that any modifications to NYS Route 32 would require approval by NYSDOT with input from Ulster County Transportation Council, town, and village.)
6. The existing side yard setbacks for the NBR district of 0-15 feet appear to be small for this northern side, and should be considered for enlarging.
7. Rear Yard should include a minimum 20 foot vegetative (natural preferred over man-made) buffer from the Wallkill Valley Rail Trail.
8. The current multistory requirement for new buildings in the NBR may not be necessary in the North End, and should be considered for removal.
9. The maximum lot coverage / impervious surface area of the site should likely be reduced in this northern area. If pervious surfacing (e.g. porous asphalt) is utilized, it is recommended that it should not count toward that limit.
10. The minimum parking requirements for this area could mirror those used generally for the remainder of the village.
11. The NBR district currently has no limit on the number of residential dwelling units per square feet of property, although the B-1 district is limited to 1 per 7,260 s.f., and the B-2 district is limited to 1 per 5,000 s.f. The village should consider placing a reasonable limit on the number of residential uses per area in the North Side. For comparison purposes, the Village Of New Paltz Comprehensive Plan land use plan notes that the highest level of residential density “suggested for continuation” in the village should be about 3,630 s.f. per dwelling unit (in the Medium-High Density land use areas).
12. Overall, it is recommended that the North End could enact general “design guidelines” which provide recommendations on front yard landscaping, parking, access management and signs which most directly influence the look and feel for this stretch of roadway. For phasing purposes, these guidelines could be officially enacted after any “core” zoning changes are adopted which direct area, bulk, height etc.
13. In general, the North End would be intended to incorporate a transition into the village, with emphasis on generous landscaping and front yard appeal that creates an attractive approach into the village, but which accommodates more rural or suburban corridor styles of development compared to the South End.

**South End – Recommended Characteristics:**

1. 3 story (40 feet) building height maximum.
2. The current multistory requirement for buildings in the NBR should be maintained in the South End.
3. Smaller front yard setbacks (approximately 10-15 feet) are recommended with well-designed area between building façade and curb for attractive sidewalk, planters, outdoor eating, art displays, etc. to create a linear continuity of interest along the street. The setback here is recommended to maintain a nice balance of public street width to building height as you transition into the village.
4. The existing side yard setbacks for the NBR district of 0-15 feet appear to be appropriate for this area.
5. Given the relatively small lot sizes here, the current maximum lot coverage / impervious surface area of the site seems appropriate. If pervious surfacing (e.g. porous asphalt) is utilized, it is recommended that it should not count toward that limit.
6. Relatively linear, narrow building footprints should be encouraged along frontage to maximize street activation and a continuity of interest.
7. Parking should be permitted in rear and one-side only. Parking areas immediately adjacent to the sidewalk along the public way / Route 32N should be provided with attractive landscaped screening.
8. Existing vegetation along the Wallkill Valley Rail Trail should be preserved where possible in lieu of replacement with new plantings. Specific standards for new screening between parking areas and the Wallkill Valley Rail Trail / adjacent historic residential neighborhoods should include attractive fencing and thick evergreen plantings to mitigate light / noise / debris from encroachment into these areas. Where possible, the new plantings/screenings should not replace existing vegetation, but should augment it.
9. It is recommended that there be a slight increase in parking requirements. While the village is understandably trying to accommodate redevelopment on very small parcels and encourage walking, the current parking minimums for residential uses of 0.5 spaces per dwelling unit are too low. Consider raising this minimum to about 1 space per dwelling unit, with additional consideration for larger units (such as 2- or 3-bedroom units) which should reasonably require slightly more. However, certain residential uses such as Senior Housing or Assisted Living could require less.
10. Adjacent properties should be strongly encouraged share a common driveway and/or to link their parking lots together to provide cross-access. This serves to improve access management, and also could help to promote shared parking arrangements described below.
11. Shared parking arrangements should be encouraged, and should be done as part of a written agreement between the property owners. This would allow the excess parking on a neighboring lot to alleviate overflow during peak demand times for one property, and

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conversely for the other property during their peak times. The existing provision for Off-site parking in the NBR district to reduce overall parking requirements addresses this issue.

12. On-street parking in this area is encouraged, and should be coordinated with the DOT and County for the overall street configuration. This would include a minimum 6 foot wide sidewalk, with a tree planting / utility / green infrastructure belt. It is recommended that such on-street parking should continue to count toward the parking needs of the frontage property.
13. Properties should be encouraged, where possible and most reasonable, to provide visual connections and access to the Wallkill Valley Rail Trail.
14. As noted above, the NBR district currently has no limit on the number of residential dwelling units per square feet of property. Because the lot sizes in this southern area are very small, it is not known if minimums are really necessary or useful. However, it is recommended that the maximum number of allowable dwelling units be at least capped by what the site and/or immediate area can accommodate for required parking, including shared and on-street.
15. The NBR district appears to be the only district which specifically mentions or permits rooftop "outdoor space". Given its proximity to the Huguenot residential neighborhood, it is recommended that such accessory uses include architectural screening which would attenuate and noise and light toward the direction of that neighborhood. Such screening could be required on sides facing the residential district, or 45% of the rooftop perimeter. Alternately, reasonable hours of use could be established by the Planning Board to avoid disruptions to the residential areas.
16. Although not within the scope of the zoning analysis, it is generally noted that the 55 foot wide right of way for this area could include two (6') sidewalks, two (8') wide on-street parking areas, and two (12') lanes of traffic (52' total). The introduction of Complete Streets methods and traffic calming would be welcome here. If on-street bike lanes were to also be accommodated, some additional ROW would be required, however, given the proximity to the Wallkill Valley Rail Trail, duplicate bike paths here may not be necessary. It is instead suggested that bike traffic in this area be re-directed to the Trail where there are no vehicle conflicts.
17. Overall, it is recommended that the South End should enact reasonably detailed "form-based" design standards which direct architectural design, massing, materials, neighborhood screening, streetscape features, access management, signs and landscaping which provide a more unified, coherent design for this stretch of roadway. For phasing purposes, these standards could be officially enacted after any "core" zoning changes are adopted which direct area, bulk, height etc., since these could take longer to develop.
18. The results of the Visual Preference Survey, utilized during the April 27<sup>th</sup> public meeting, should be used as a guide to the development of specific design standards, particularly as they apply to architectural design and roof articulation.
19. In general, the South End would be intended to encourage more compact, walkable, mixed-use development compared to the north end.

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In the NBR district, all uses that are “permitted” are permitted only as Special Permit. There do not appear to be any of these uses which would be appropriate in one half of the district, yet not appropriate in the other. However, the village may want to consider changing some of these to “Principally permitted”.

In summary, we recommend that the village pursue zoning changes which treat the northern and southern portions of the NBR district differently, and more in keeping with their character and promoting a more compact, walkable neighborhood in the south. In order to advance these changes in a timely manner, the village could adopt many of the “core structural” changes in the zoning immediately—such as heights, setbacks and major design considerations—as a temporary measure, while providing placeholders in the code for more complex design standards. This would allow the village to resume operation in the near future while pursuing funding to establish the more complex code improvements in the coming months. However, if this 2-phase approach is taken, it should be done with reasonable assurances that the follow-up work of the form-based code / design standards is actually adopted, as they are a necessary ingredient. The results of the Visual Preference Survey should be heavily utilized in developing that design guidance, however roof articulation, building scale and significant buffers to the Rail Trail / Huguenot Historic District should be considered of priority importance.

## **Appendix**

- April 27<sup>th</sup> Public Workshop Notes
- April 27<sup>th</sup> Public Workshop – Visual Preference Survey Results
- Meeting Notes

# VILLAGE OF NEW PALTZ, NY

## New Paltz Route 32N / NBR Zoning Vision

### Meeting Notes Visual Preference Survey Results

Public Workshop

April 27, 2017, 7pm

Community Center, New Paltz



112 Spring Street, Suite 305  
Saratoga Springs, NY 12866

151 South Main Street, Suite 200  
New City, NY 10956

[www.behanplanning.com](http://www.behanplanning.com)



# New Paltz Route 32N / NBR Zoning Vision



Public Workshop

April 27, 2017, 7pm

Community Center, New Paltz

## Meeting Notes

The following is a summary of public comments made at the workshop regarding the future vision for the Route 32N / Neighborhood Business Residential zoning district. This meeting was attended by over 70 people, including Mayor Tim Rogers, NBR Zoning Committee Chair Jo Margaret Mano, Planning Board Chair Michael Zierler, as well as dozens of local residents. This discussion followed two visual preference surveys taken by those in attendance. The results of those surveys are provided at the end of this document for reference.

- The north end of NBR zoning district was not well represented in second part of visual preference survey, was only showing south end.
- There is a difference in general lot sizes between the north and south ends of the zone. There is even a difference between east and west. Lot sizes at the southern end are generally smaller and shallower, pinched against the Walkkill Valley Rail Trail, while at the northern end they are generally larger and deeper.
- There isn't as much room for building setbacks in the southern end. If buildings have a larger front yard setback, it pushes them up against the Rail Trail / Historic District.
- Several people voiced concern that they do not want parking/loading/trash/delivery facilities encroaching up against Rail Trail/Historic District – would prefer development there be kept toward the front of the lot to avoid this.
- Should look at setbacks at rear of these lots to avoid encroachment.
- North of Huguenot Street you are in a very different environment. Rail Trail has an “urban” feel and a “rural” feel depending on where you are.
- Difference between north and south raises question if these two areas should actually be treated as different zones, with different area/setback requirements.
- Character of Rail Trail changes between north and south.

- The core downtown village of New Paltz (zones B2) is height-capped at 35', the Historic District is height-capped at 30'. Why is the NBR district allowed 50'?
- The Huguenot Historic District is a one-of-a-kind asset in the community, we are compelled to do what we can to protect it. This is a 340 year-old neighborhood which draws tourists and is part of the local history. Need to be very careful about how these two areas interface with each other. **Only have one chance to get this right, because once things are built it will affect the area for many years.**
- Concerned that allowing rooftop terraces is going to create a lot of noise and light pollution on the surrounding neighborhood, eventually becoming a party roof for students.
- Parking areas in rear of buildings would have to be lighted. This would cause glare and light spillover onto adjacent residential properties on both sides of Route 32N, especially in the winter when there is no vegetation.
- Transitional areas between the commercial district and the residential districts are important. These act as buffers. There have been areas along the Rail Trail where larger natural vegetative buffers have been "improved" to be shallower but denser, with new landscaping. This really isn't an improvement, it is better to have the natural setting.
- Because zone is very narrow in places, the zoning only works with a lot of allowed density, however then parking becomes an issue as there is not enough space for cars and you get spillover into the adjacent residential areas.
- Could potentially learn from the people who live along other developed business corridor areas, "transitional areas", such as along Main Street / Manheim. These residents live here in close proximity to encroaching development – what can we learn by talking to them as lessons for what to do here?
- **The height of the buildings should be limited by the amount of parking they can actually accommodate on the site, not the other way around.** Just because you can build something doesn't mean it is really appropriate.
- Snow storage should also be taken into consideration – there may not always be enough room to store snow on these properties with small setbacks.
- LED lighting can be a big problem, light pollution and noise pollution from commercial properties. Not appealing.

- The design of the streetscape and setbacks are closely tied to the type of tenant that will want to come in. Some types of businesses would prefer to be up closer to the street and sidewalk, while others typically are set back and more secluded.
- **The Village of New Paltz has two treasures: the historic district and the scenic views of the mountains. We don't want to hurt both with what we do here.**
- The vision for the corridor should be "tied together" and "coherent" as part of a developed plan, and not piecemeal. While this is not Rhinebeck, it is an example where you can have different things that still work together.
- Signage – Need to be mindful of how atrocious signs can be. Frontlit, backlit, spinning, etc., these should be regulated so that it doesn't become an eyesore.
- Need to be mindful of where the water and sewer will come from, the full corridor does not have all of these services, and should think about where we would want these to expand.
- There is now a Wal-Mart at the foot of ancient Teotihuacan site in Mexico. New Paltz is very different from other communities, and wants to stay different. Does not want to become just like all the others. Everywhere has Dunkin Donuts already. We run the risk of becoming overly commercialized/homogenized.
- The historic development patterns of New Paltz started down along the shores of the river, and slowly grew uphill from there like layers of archaeology. This is where it all started.
- Commercial parking lots adjacent to the Rail Trail often creates trash/debris that blows over into trail.
- There is some irony that there was initial opposition to the Rail Trail, and today it is seen as a jewel in the community – an asset to be protected.
- Vehicle speeds along North Chestnut need to be considered. Cars travel very fast through here, speed limit changes seem arbitrary. Changes from 30 mph, 40, then 55 with no intersections to slow people down. Not sure if on street parking could help slow vehicles down.
- **Many opportunities along this corridor, you have public transportation, convenience and natural beauty not otherwise available anywhere else.**
- Would potentially be in favor of a 4-story building, not adjacent to the historic district, but perhaps elsewhere. The extra space can contribute to a lively and dynamic neighborhood. Consider that if you take the same building and stack it 4 stories high,

it obscures less of the horizon/viewshed, but if you take that same building and limit it to 2 stories, it would spread out and potentially conceal more of the view.

- Haven't really been in favor of what there is now, but would like to know why the NBR zoning district was created in the first place.
- The intended goal of the NBR was essentially to create a mixed-use district that would take advantage of public transportation and available infrastructure capacity. Perhaps it was utopian to assume only a half of a parking space per bedroom, but more walking was encouraged. This would be an area for Black Box theatres and other cultural amenities, are these still the goals of the community?
- We tend to think of zoning in extremes – it can't be all 4-story block buildings all the way down. The Rail Trail encourages more bike/ped travel. We can reduce the number of cars but can't do it all through zoning. The parking spillover will come to Huguenot Street. Need to look at this from a character perspective and not one homogenous block.
- Occupants of the new Zero-Net Energy homes nearby often walk to and from Market Street and other places. They take it seriously and like to walk instead. Need to protect the historic district, prevent sprawl, and encourage the best types of development that are visually pleasing.
- These are often conflicting issues – we want standards, but we also want variety. Don't want everything to be uniform. **The community should set the standards, not the developers.**
- There are approximately 6 lots in this area that are open for development, these should be looked at.
- Current development in the community is out of scale with the community.
- Would like to understand more about form-based codes. The visual preference survey showed a hodgepodge of different things. We don't want each development designed in a vacuum – it should be designed as a whole.
- The U.S. is a relatively young country – we need to take the time to do this right while we still have the opportunity to do so.
- **Form-based zoning may be much more difficult, but we need to take the time needed to get this right.**
- Owns many properties along the corridor, and these discussion greatly affect them, but no one has come to him to discuss what his plans are, or what he thinks is viable. The district is very different from the north end to the south end. Some properties

very close to rail trail. Need to make sure we take the time to do this right. Each lot is very different and unique, some places may be appropriate for certain types of development while other properties are not. Doesn't like buildings so up close to the road. This all really needs to be thought out.

- Not every property owner wants to redevelop, but with Transportation Plan, there are buses which service this area. Need to look at Plan, and what happens with the Trailways terminal. Buses don't always want to stop due to liability of people crossing. People should have a say in where the transit stops should be.
- Lives on Chestnut Street – questions why we seem to think development is “good”. Doesn't want more development, would prefer a nice big park instead.
- We have been talking about the architecture and design of the buildings, but what about the street? The current speed limit seems artificial. It would be a waste to further develop this corridor without some thought to traffic calming.
- Computer model simulations did not show any view at the north end of the district. Does not want the survey results from that to reflect what people think is appropriate to the north end, as that is very different.

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The following are additional public comments received after the meeting:

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I wanted to expand on two comments I made at last night's excellent meeting in New Paltz.

1. **The NBR should add to, not be a permanent blot on, our community.** I have heard people say that nothing proposed for the NBR could be uglier than what is there now. Well, last night disproved that statement. A series of unrelated and ugly commercial buildings such as the ones shown would be a dramatic step back from where we are now. There is no charm; there risks being a series of one-off structures with no coherence in style, color, or layout. Far from an entrance to a historic town, this could resemble a strip mall in some soulless town. We live in a unique village. As was urged by many at the wrap-up to the meeting, I beg that the planners take the time to assure that this entrance to New Paltz not simultaneously threaten the rail train, the neighbors, and the historic tone of our village. I am no expert on form-based versus other sorts of planning and zoning, but this is our one shot to step back and add to, not destroy, our village.

2. **The risk of negative impacts is clear.** Many people made the point that the south part of the NBR has small and narrow lots. Tall buildings (even three, but certainly four stories) and parking areas behind the buildings in the south risk destroying the calm of the rail trail and all neighboring houses. There are such things as unintended or unforeseen consequences. But, let's not kid ourselves: these would not be unforeseeable. We know, from other communities, that light pollution is real: it is both ugly and can destroy people's sleep. Parking areas next to the rail trail and thus 50+ feet from private houses are an unnecessary blight. We also know that noise pollution is real. Roof decks are an invitation for uncontrollable noise: raucous parties, police calls, and sleepless nights. Why would we even consider allowing such invasions near a historic district and quiet residential area? A third blight was only touched on tangentially but is closely linked to the scale of the buildings: the current inadequate provision for parking risks a spillover of cars to the historic district.

The current opportunity to rethink the NBR cries out for a coherent vision that covers style and considers what is appropriate for the very varied spaces across the district. The comment someone made about what happened to Newburgh was chilling. Let's do it right and not risk a repeat of such a desecration.

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First, thank you so much for the excellent job you did last Thursday night in New Paltz. I was impressed with the quality of the dialogue at the end of the evening and credit you with bringing it about. You made people feel comfortable in expressing themselves (although I am sure you could tell that is generally not a problem in New Paltz) and conducted the meeting in such a way that people were constructive. I thought it was a turning point in the community conversation and I hope we are able to build on it. I was sorry the Mayor didn't stay for the session, but plan to follow up with him personally.

My follow-up thought has to do with the student housing dynamic in our community. SUNY New Paltz is popular and lacks adequate on-campus housing. Many of the homes in the Village have been turned into student housing, as you are probably aware. It seems very likely that Zero Place and other similar developments along 32 are likely to be predominantly student housing. While I do not want to disparage students, it is a special management proposition with its own set of concerns for more permanent residents. The Mayor and the developer maintain that the price point will be too high for students but that is unlikely. I don't know how this can be factored into planning and design considerations, but I thought it worth bringing up.

Again, thanks for doing such a great job with the group last week - we look forward to continuing to work with you,

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Thank you for facilitating the visioning workshop for New Paltz's Route 32N corridor on April 27th. It was good to see so much passion and caring and diversity of opinion about our community and how it should direct the growth that we all know is coming.

One thing that everyone seemed to agree on was that the NBR district zoning was not adequate in its current form. That said I don't think anyone would be in favor of reverting to the highway district that was in place prior to the NBR.

I very much appreciate the intent to create a mixed use, neighborhood oriented community that is dynamic, walkable and smoothly transitions to our existing downtown. Unfortunately I believe that there are barriers to this vision that go beyond zoning.

For one thing Route 32N is a highway and as several people pointed out it will take more than a few speed limit signs to change that. For this district to become comfortable for people to live in and walk in we will need to convert the highway into a boulevard. Fortunately this is quite doable and is in line with a growing trend around the country (see Congress for the New Urbanism). In fact our own DOT has been successful at this on streets as close as Poughkeepsie's Raymond Avenue. I believe that this more than any other thing we do will determine the success of the district.

The model of ground floor retail with apartments above is a good one and I was involved in codifying this model in our downtown B-2 district. However I am not sure that this is the only model we should consider for the Route 32N corridor. Another possible vision for this area might be closer to our B-1 district, particularly the part of Main Street from Manheim to Prospect Street. Here the buildings are set back a bit from the sidewalk (with lawns, not parking) and tend to look like traditional single family homes although most of them have been converted to commercial uses for doctors, lawyers, insurance, and real estate offices.

The problem with ground floor business these days, at least in our town, is that they invariably become restaurants and cafes. The last thing New Paltz needs is more restaurants. We are always reading about how the American economy is changing to a service economy. If we are serious about creating jobs in this mixed use district we should design it to encourage commercial activities like software design, medical facilities, fitness, yoga, and dance studios, media companies, financial services. These are the segments that are creating today's jobs. Allowing more retail and foodservice opportunities is just a path to nowhere.

Thank you for this opportunity to participate in shaping our Village. I look forward to hearing your recommendations.

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I am a 27+ year resident of the Village of New Paltz. I was in attendance at your first appearance before the New Paltz NBR Study/Review Committee back in March. Although my



schedule prevented me from attending last week's Public Workshop, I understand I can still submit comments.

First, thank you so much for helping put together, from what I've been hearing, a very constructive meeting focusing on resident preferences. These preferences, in turn, will help define the community's vision for the area. To that end, I'd like to share with you some of my comments:

1. **Height:** Please, NO four stories! In fact, three stories would also be out of character for the area. This area borders on the beloved Huguenot Historic District and the Wallkill Valley Rail Trail. It's also a stone's throw from the Nyquist-Harcourt Wildlife Sanctuary, Moriello Pool & Park, and the Mill Brook Preserve. There are no structures in the area (and, indeed, extremely few in the whole village) that are four stories. Such structures, with its mass and scale, would literally tower over the Rail Trail and disrupt the flow and feel for this portion of the village [yes, this is a village, not a city], and cause overall traffic/safety/parking/infrastructure concerns given the potential increased density.
2. **Setbacks:** The setbacks in front of the potential structures should be generous enough to allow for safe exiting from side streets by foot, bicycle, and cars. Structures that are set too close to the road present problems for those trying to view oncoming traffic. Likewise, setbacks from the back of a building should be generous enough to not only allow for parking and green space, but to prevent structures from looming or towering over the Rail Trail and thereby disrupting the user's trail experience.
3. **Aesthetics; Mass and Scale:** One of New Paltz's greatest nearby assets is the Historic district and its irreplaceable houses. New structures in the NBR should embrace the charm and character of this historic gem and design accordingly. Pitched rooflines, faux stone façades, aesthetically-pleasing trim and columns, etc. should be the standard....not big and boxy and imposing structures.
4. **Views of the Ridge:** The view of the Ridge should definitely not be marred by 3-to-4-story buildings. The community has consistently been very protective of that view and the zoning rules should take that into account.

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To the Advisory Committee of the New Paltz Village Planning Board, developing the revised NBR zoning for NYS Route 32 North:

Though I was glad to give my views on the presentation by Behan Planning and Design for revising the NBR zoning for Route 32 North, I was chagrined that the input from nearby residents will have no effect on the design or approval of Zero Place, which is apparently removed from consideration.



Thus it sounds to me like Zero Place, in some form, will happen--which I think is a mistake. The whole concept of Zero Place tries to squeeze too many dwellings into too small a space--regardless of the touted energy saving of solar power. I echo the frustration voiced by Kip Ruger when he wished that the property owners already in the proposed district be consulted first.

Why was this not done in the beginning? And when Mr. Ruger said that the designs for Zero Place's box-like structure all looked horrible and would reduce the value of his property, I couldn't agree more. His feeling expressed mine as well, and I sincerely hope, despite Zero Place's apparent status as a "done deal," that major changes to it can be made. Zero Place is, I think, a step in the wrong direction for the rethought NBR district.

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I strongly object to the comments made over the last several months in the local press by the developer of Zero Place, Village representatives, and Village residents claiming that the businesses now in the NBR zone are nothing better than a bunch of used car lots or that the area "is unsightly and fails to serve our community well by just about any measure (aesthetic, economic, tax base, etc.)" and that it is evidence of the "stagnation of the Route 32 corridor." I can cite several business that are thriving, serve the local population well, and are probably not in need of replacement, expansion, reinvention, or adding housing and/or more parking places on their properties. For example, I can cite My Market, Agway, Yaun Plumbing Supply, Smitty's Body Shop, New Paltz School of Ballet, Stewart's, Village Pizza.

If the 2015 NBR zoning were to continue, I foresee a severe problem with on-street parking along State Rte. 32, which currently does not even offer a suitable breakdown lane. And developers would want to add wider sidewalks, bike lanes, and on-highway parking? This isn't realistic or practical (especially within the northern part, where the speed limit is just dropping from 55 to 40 (for a mere .3 mile), then to 30 for most of the zone. And with all the bus traffic--school buses, Trailways, UCAT, etc.-- the already congested traffic would become a nightmare.

Faulty comparisons have been made (by the Zero Place developer, local residents, and Village officials) to main streets in other places, often those which are larger than New Paltz and offer municipal parking, are served by rail and/or commuter bus lines, etc. But the comparison does not hold since in those places the actual main streets are cited. This NBRD is not and will not replace New Paltz's Main Street, and comparing it to other main streets is inappropriate. Also, these false comparisons don't cite new development, but look at older settlements that probably predated modern zoning and similar wise restrictions.

Thank you for considering these observations.

---

I am a resident on North Chestnut Street in the NBR zone and I am dreading the so called "improvements" that are being proposed.

Right now, this is a pretty peaceful and bucolic area. I do not find this corridor to be unsightly or offensive in any way.

Nothing is wrong with it. I did not get to see the photos of the buildings that were shown at the last meeting but I have heard that they are ugly and have nothing to recommend them.

Why is it that "development" is thought to be a good, in and of itself? I cannot see any benefit to come from bringing more density into this area. You will never convince me that it's a good thing. As it is, there are times when I can barely get out of my driveway onto 32 North, because of heavy traffic and traffic on Main St. can be horrendous.

Why must we cut down trees and put in more pavement? Of course, it's all about money. What else could it be?

Is this what we really want in New Paltz?

New Paltz is idyllic as it is. Why must we ruin it?

Honestly, I am so distressed as I think about this and I am praying that it will never happen.

How about planting more trees and attracting more wildlife rather than more humans, who apparently have little regard for this beautiful planet with which we have been gifted?

Thank you for your attention in this matter.

# New Paltz Route 32N / NBR Zoning Vision



Public Workshop

April 27, 2017, 7pm

Community Center, New Paltz

## Visual Preference Survey Results

On April 27, 2017 a public workshop was held to conduct a visual preference survey and discuss the future of the Rt. 32 corridor in New Paltz, NY. There were 72 completed visual preference surveys and 5 partial surveys completed. Respondents were shown two images and asked to choose which they thought was better for the corridor, or choose both or neither. It is important to keep in mind that the respondents were asked to choose which of the two images they prefer, that does not necessarily mean that the image represents something they want to see in the corridor, just that it is preferred over the other option. This is clear when reading through the comments as people explain that they do not like either image but give a reason for choosing one image over the other. The responses and comments for each individual question are summarized on the following pages. Below is a brief overall summary of the results.

For all but 5 of the 30 questions at least 50% of the group agreed on the same answer. Some of the most frequent comments include:

- Three stories should be the maximum, absolutely no four story buildings.
- Tall, flat roofs, blocky, modern designed buildings are ugly and do not fit with the character of the village.
- Taller buildings need to be in proportion with the lot size, setback, and mass of the building in order for it to work.
- Dormers are visually appealing, break up roof line, and add interest. With dormers shorter buildings are better.
- The largest/furthest setback with landscaping is most desired.
- Building diversity and varied roof lines make for a more interesting façade. Adding inviting landscaping and greenery creates a more approachable and welcoming feel. Wide sidewalks to promote pedestrian traffic are also desired. The character and style of the village must be preserved.

- Street parking is not feasible or safe for the space constraints and amount of traffic on rt. 32. It is also not visually appealing. Parking on the side or in the rear is most desirable; however, this may affect neighbors with added light and noise pollution.
- Do not want chain stores, strip malls, or shopping plazas.
- This is a village, not a city.

Not everyone agreed with the comments above. Some contrasting and less frequent comments include:

- Buildings should be a minimum of 3 – 4 stories to create more housing for New Paltz residents.
- 2 stories should be the maximum height.
- Prefer a closer setback.
- Dormers cancel what I like about the building; dormers are cheesy; dormers eliminate solar option.
- New construction should be commercial on the first floor and at least one residential floor above.
- Do not want rear parking because need to be able to see where to park and do not want rear parking to negatively affect residences or the Rail Trail.
- On street parking is essential to protect pedestrians, also like narrow sidewalks.
- Need safe bike lanes.

Additional points that were made include:

- The Northern and Southern sections have different characteristics and different standards will work in each area. Taller buildings with less of a setback may work in the Southern section. It may be best to have a transition from South to North.
- The Western and Eastern side could also have different standards because of the Western side's proximity to the Rail Trail.



A



B

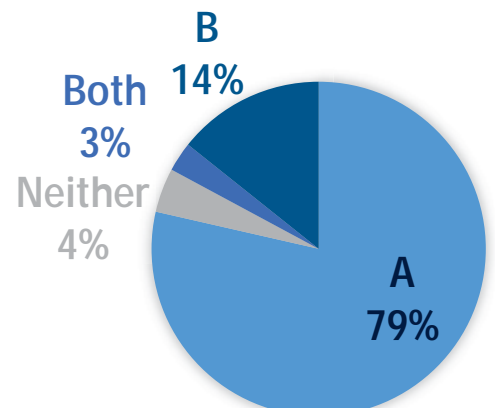
55

3 2

10

■ A ■ Neither ■ Both ■ B

- A is much more appropriate for village of such historic significance/less suburbs (x4)
- A for the Northern section, B for the Southern section (x2)
- A - liked roof shaping
- A invites people to explore and discover
- A is more approachable and welcoming
- A has diverse buildings is more interesting
- A has variation in front lines; shifts in peaks and colors
- A - The separate buildings are attractive, not a monolith
- A for some of the residential
- A more amenable to differentiation and notable given our history
- A - variety of setbacks are favorable, general lack of bulk
- A looks like pre-existing buildings south of zone
- 1A is the only slide that I would welcome in the district. 32 is too fast a highway for a walkable area.
- A has green roof potential - potential for growth (building addition) - B is nice traditional design
- We should avoid monolithic structures with excessively long flat rooflines
- Dissecting mass reduces efficiency of the structures and reduces availability for solar
- A looks like apartments; B does not look like New Paltz either
- A - only for residential; B only for business, too massive
- on south end mass of B would be odd to walk past, dominate rail trail
- B - commercial downstairs; residential upstairs
- I like smaller buildings, broken up, space between
- I like B better but I was thinking at least 3 stories
- They are both 2 stories
- two stories building only
- two-story ok; flat roofs get monotonous
- 2 stories, why?
- B with more diversity in the façade would be ok
- B, But I'm not enthusiastic
- B is too massive







A

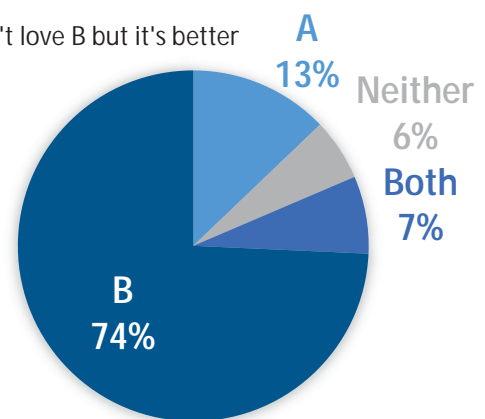


B



■ A ■ Neither ■ Both ■ B

- B fits with the current village and historical character of New Paltz (x5)
- A - I like the "industrial", "old factory" style and the mass
- B peaked roofs and less height better than 4 stories
- Flat roof buildings should be narrow and neighboring ones should have variable heights 2
- A looks very generic
- B height less intimidating; roof line more decorative and interesting 2  
Prefer varied roof line of B
- Both have benefits although B has nice proportions
- Side A if slightly smaller
- Really don't like either but B is better than A
- B is less offensive of the two
- A - too main street, not force subsidiary corridor (neither has enough sidewalk)
- actually like the look of building B
- B commercial downstairs; residential upstairs
- B two stories, not four yet business better on rail trail
- B better shop entrances, roofing comparable with 1A
- absolutely not A
- B could be more setback but variety in roofline and style leads less mass
- A I would like to see 3 - 4 stories at least to provide housing for those who rent
- excellent design (more density than other) location efficiency
- A I like the more modern building
- don't really like either
- 2 of 3 stories
- both fit
- about equal
- both - too much mass
- both are pretty big; B more welcoming
- both are too tall for area
- B has an interesting roof line; A looks too big, too tall
- A is too big
- A is too enormous; don't love B but it's better





A



B

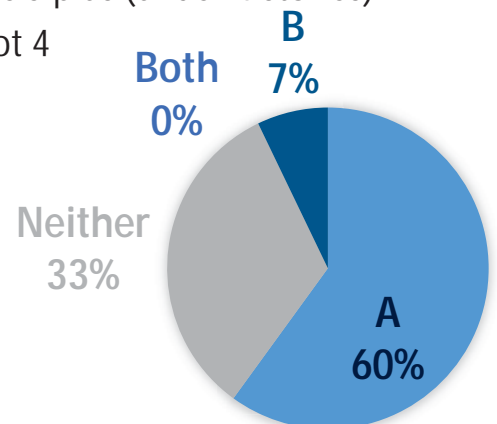
42

23

05

■ A ■ Neither ■ Both ■ B

- Both are too tall/big/massive (x8)
- B is too tall/big/massive (x8)
- Both are awful/ugly (x5)
- B is too ugly/not in character/like a city (x4)
- A is ugly but shorter (x2)
- Emphatically important to have smaller buildings!
- A is well landscaped; like trees; landscaping is vital to breaking up angular lines; more inviting; shade is nice, set back, lower building fits character (x5)
- A - Sing plane on street side is ugly
- A - smaller windows on 2nd floor better, more residential looking
- A - smaller components (tenants) image is more deniable
- I like both, but I can't tell what's on the 3rd floor of A
- A - stepped back on upper stories prefer
- A has large highway in front of it - strip? Auto-oriented
- don't like either, both seem urban
- neither but A if I have to pick
- Don't like 4 stories; like mixed use for both
- lower profile a plus (under 4 stories)
- 3 stories, not 4



SLIDE#:

4

# Size & Mass



A

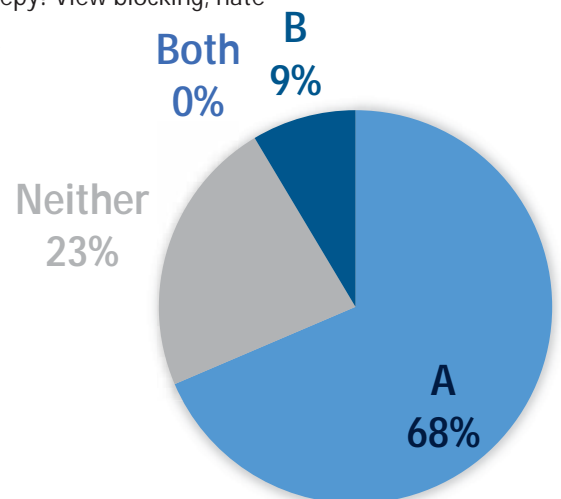


B



■ A ■ Neither ■ Both ■ B

- B is too massive/big (x14)
- B is too ugly/blocky/cold/institutional/anonymous (x7)
- NO chain stores/strip malls/shopping plazas (x7)
- A is more village like
- ugh
- B - I like the walkability factor, but too high
- hard pass on both; /no 4 story
- No ugly signs!
- A - workability and front is better, more interesting façade and color for interest. B is just a behemoth
- A - car parking a problem
- A - comm downstairs; res upstairs
- I prefer B but A is not a good comparison for rt 32
- A is lesser of two evils; B is completely inappropriate scale
- A is terrible, I like B's clean lines and contemporary windows
- A's set back nice
- A ugly and not new paltz vibe,
- REALLY don't like B
- hate solid brick mass in B; really don't like either;
- A is more pedestrian friendly, wide sidewalk, overhang
- A if I have to pick
- very large floors on B
- OMG B is totally inappropriate for New Paltz
- B would not really be feasible bordering Rail Trail on southern end
- not A and bulky - prison like
- But not enthusiastic either
- (A is a bit too quaint)
- so-so for A; - not appropriate here
- B looks like it belongs in a city NOT a village
- B may maximize internal area but flat appearance is a loser in this modest scale town
- B is super creepy! View blocking, hate
- A - too much,





SLIDE#:

5

# Character & Style



A



B

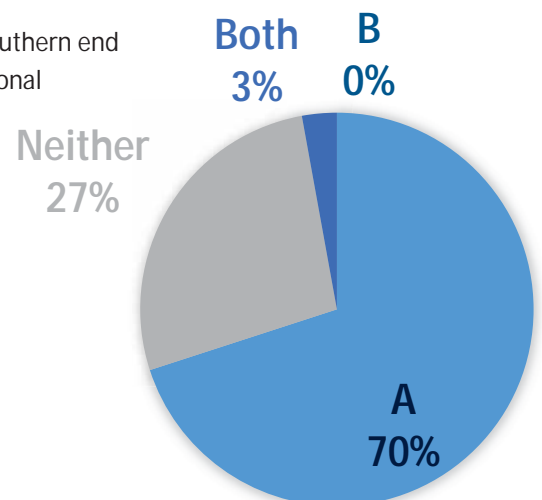
49

19

2

■ A ■ Neither ■ Both ■ B

- Both are ugly (x4)
- A although I do not like bright white (or at least so much of it)
- A too modern
- little character; turret added to "cheat" off a box for character
- A more closely matches colonial feel; modern is too jarring and sadly generic
- A has strange roof; bad 2nd floor here, too many odd angles
- neither architecture fits New Paltz
- height is ok in A but too ugly
- Neither is attractive. Traditional style is best, not modern style
- B is ridiculous. NP is historic so the buildings must fit in
- A looks very cheap and fake; B looks better but a little too modern
- A is much better than B
- I hate fake colonial but prefer it to B for this community
- A - possible; B - ugly and hopelessly unwelcome here - in 2 mismatched pasts
- B feels like Williamsburg
- only prefer A somewhat; both are too blocky and massive in feel
- both are blocky and too massive
- B looks institutional and modern - lacks warmth
- No strip mall/too big
- A is ok
- too big
- ugh! Lacking in character and style
- B is too industrial, I like a village feel
- both unacceptable
- A - parking?
- B not fitting to NP
- B is awful; has nothing to do with our village
- both too massive
- Again I don't love either. B is more modern. A is too hokey.
- not crazy about either; B's 2nd floor is unintelligible
- B looks too "solid", too cold and industrial looking
- both work
- A more so for southern end
- A is more traditional



SLIDE#:

6

# Character & Style



A

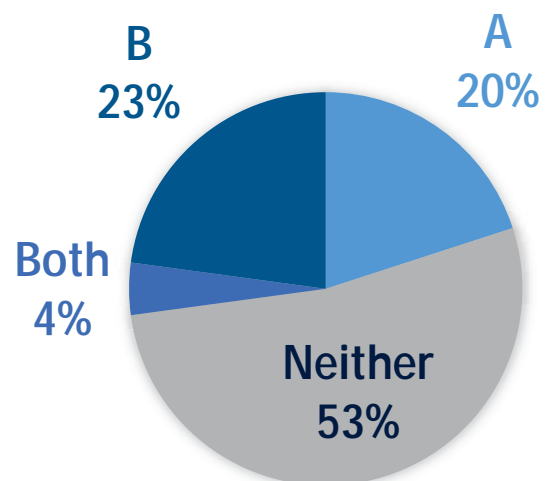


B



■ A ■ Neither ■ Both ■ B

- A is lesser of two evils (x8)
- Both are horrible (x8)
- Should be off-street parking (x2)
- B is less ugly
- B is too bold
- B Because it is lower
- Both work
- Character?
- Difficult because we need repair shops too
- B - everyone groans at the look but they all drove here in cars that need repair sometimes - hypocrites
- Further back better for square structure
- B is marginally better due to set back, style, and landscaping
- Maybe A - but for a larger main highway full of malls; B - NO WAY!!
- B is much better looking for a garage, traditional, not too massive
- Neither - yuck - even a garage can have character with some imagination!
- No new single use story
- B is not preferred but better setback
- B - only on north end and no place for either in south
- Should be a black and white signage law
- That's what's there now! neither!
- What happened to residential over first floor business?
- Would be nice if both were taken at the same time of year



SLIDE#:

7

# Character & Style



A



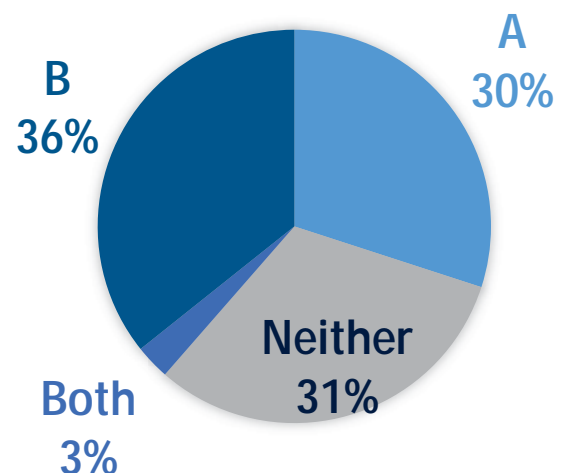
B



■ A ■ Neither ■ Both ■ B

- B is the lesser of two evils (x5)
- Both are horrible (x2)
- B is boring
- HATE! Too too too huge! A is less ugly if shorter
- B looks cheap, A is handsome
- B somewhat better but for Western town
- A is too stark; B looks like it's from a western town
- 2 stories better
- A doesn't look like NP; B fits better with what exists here now
- A is better but too modern style
- A is better style wise but really again we can do better! B is way too cheesy!
- A seems too big, but I like the landscaping in A better
- Again traditional over modernism; integrity rel. to town "image" as muddled as it is
- B - At least it's smaller
- A barely however neither is an attractive design
- Both are bad examples of "main street" architecture
- Both feel new construction; A = Williamsburg, B = outlet stores, neither = 350 year old town that's growing
- It's 2017!!
- B is more village-y
- A - love the vertical look and 2-tone; like close to the street
- Maybe have 3-4 stores on the south side of the district but 2-3 floors on the north side?
- A has more coordinated style and landscape

- No parking area off highway 32
- Not sure - variation on A helps making surface a little more interesting and a place for planning
- Prefer A, more green, like brick - but really don't like either
- Prefer Building materials and design of A
- B is preferred weight
- Should have better choices and better architecture
- A - space for trees; ample side walk' 3 story height
- B - step back again better, appearance of less height
- The southern end of 32No can have less set backs
- Both are too big and close to road
- Both are too big; nothing green, no trees; city like
- A is too bulky and unstylish; B = good fit for other parts of NP (Main and Chestnut)





SLIDE#:

8

# Character & Style



A

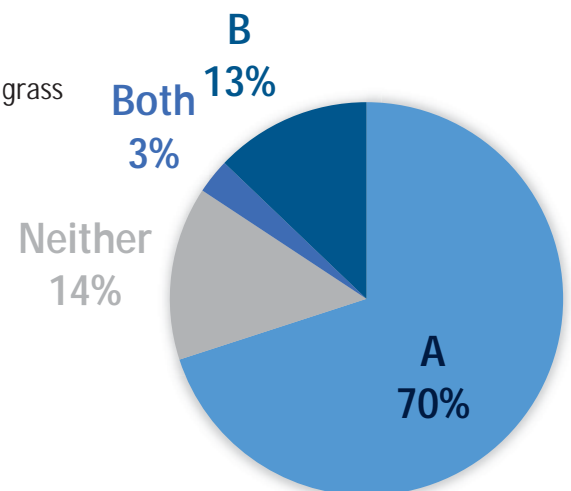


B



■ A ■ Neither ■ Both ■ B

- Dormers work well in A
- A has more charm
- A - would it accommodate residential and business? B - reeks of fast food places
- A because I like the sidewalks, seating and landscaping. Building style is more interesting
- A better fit in NP
- A - Like parking in back; porch is more inviting in front
- A - much better; can live with A; B too large a building and ugly design
- A is much nicer!
- A the brick is more inviting and dormers help break to mass of the roof, more residential feel
- A - we're going in a better direction here. Still lots of room for improvement
- A is ugly and doesn't fit; B is better
- A somewhat better
- B is tasteless
- Bad! A. farm stand look and poor site placement; B. blocky, unimaginative
- Both are horrible, these are not multistory mixed use
- Both nice is off street
- B, but I'm hardly enthusiastic
- A - I guess I like wood construction
- ick
- A has nice style and sets back more rustic
- Neither but the setback makes sense
- Neither has 2 stories but I prefer As character of style; I like the landscaping
- Neither is great; greenery better in A
- Not crazy about B
- A because of over hang and lower
- A for short height, patio space
- A for sweet country style
- A - the overhang softens the front and is inviting
- Both are too small, to close minded
- I like both
- A is nice
- A's not bad
- Needs more grass



SLIDE#:

9

# Character & Style



A

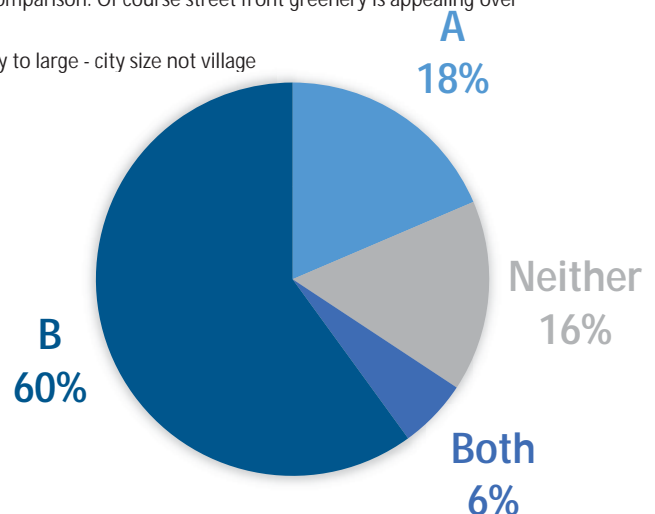


B



■ A ■ Neither ■ Both ■ B

- A - Williamsburg; B - good for south end
- A is too dense looking; B is weird looking but I like the landscaping
- A is too massive, belongs in another village's center
- A nod to "Main Street" decent massing; would look better with some 3 story buildings mixed in; barren streetscape
- A too chunky and bulky; B has some style and doesn't hit you in the face as too large for its space
- actually prefer A but B is ok
- B - possible given distance from main St. and adjacent area but difference between A and B I slight
- B better landscaped but individual site not linked to corridor
- B has better character, but A seems like it would fit better
- B is better but do not like modern character
- B is not multistory mixed use; A is nice design
- B more attractive because of landscaping; A ok but not as good as B
- B nicer but set back and parking needed
- Both look a little like pre-fab shopping malls
- Both ugly
- Both yuck! If I had to live with one it would be A for design w B's landscaping
- B but less busy
- B for green landscape in setback is nice feature
- B has more distinction
- B just barely, the landscaping softens otherwise mall looking building
- Landscaping preferred but A is not bad
- B is less imposing, like greenery
- B for more green space
- A is more like old New Paltz
- A is more of a townscape
- Only if B was larger; A is great
- B for patio, open space, ample parking
- B Porches and greenery make buildings more inviting
- B is Smaller and less bulky
- B smaller, more approachable; pedestrian scale buildings are better
- B style and landscaping
- A, though I do like the idea of outdoor dining
- UGH BOTH TOO TALL again a wall blocking our lovely mountains
- Unfair comparison. Of course street front greenery is appealing over nothing
- Both way to large - city size not village



SLIDE#:

10

# Character & Style



A

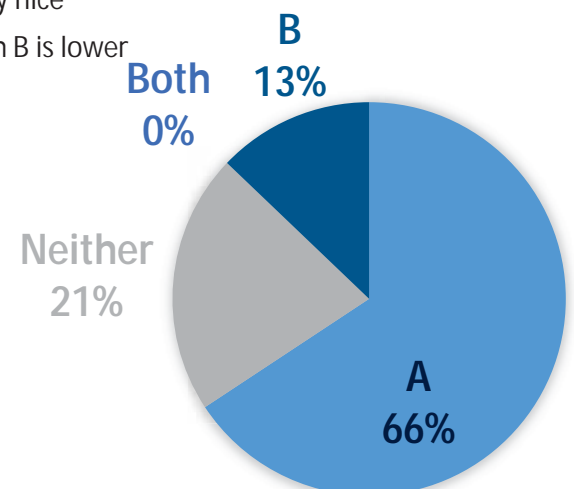


B



■ A ■ Neither ■ Both ■ B

- Hate B (x2)
- The building in A is more interesting (x2)
- A because peaked roofs are more architecturally consistent with the feel of the village
- A - cutesy but good style (and buildings in background seem to fit it); B just business, no housing provided
- A is better but too large
- A Not ideal, but not terrible
- Neither A is a little better
- Though larger, it's a better use of space
- Neither one - blocky and ugly
- Don't like either one
- Neither particularly appealing
- B is too far away from the road, A is better character
- both are horrible and not for NBR
- both are incredibly ugly; prefer B but not on North Chestnut
- B-there is less of it; no colored awning; A if it were B sized
- Business better than housing and okay if park off street 32 and not behind
- commercial downstairs; residential upstairs
- HATE them both. More landscaping with better style please! Both are cheesy! Not B!
- A - like the building better, lawn care better
- A because it's more "country-ish"
- A is more traditional vs commercial strip
- A has nicer roof line adds interest and color is fun and more pleasant; B can't be back enough!
- No 4 stories are acceptable
- A - open space, good parking, sidewalk, lawn, green space
- B because it's shorter
- Size of B is very nice
- UGH x2 though B is lower







A

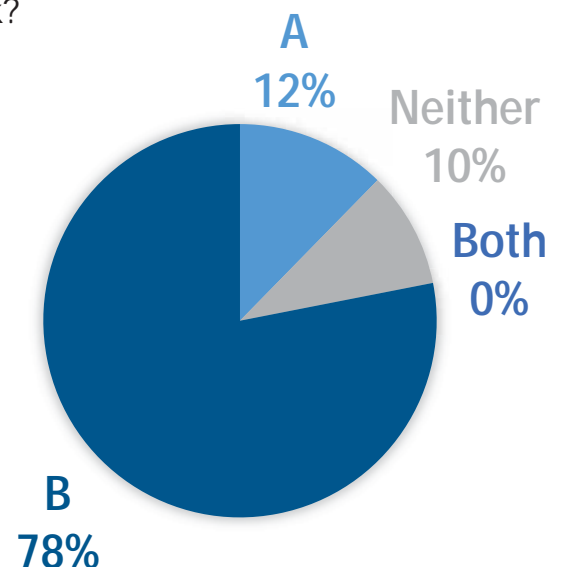


B



■ A ■ Neither ■ Both ■ B

- Hidden parking is better; I like/prefer parking in the back (x12)
- Prefer parking in the rear or on side (x2)
- At least A shows where to park, but is ugly
- B too much landscape in front
- I like hidden parking with trees (shade!)
- Parking - B; my concern is that I don't want all the cars up against the rail trail, maybe some on the side
- Parking in back is always preferable but there's still no sidewalk. This needs to be a residential area
- What's the impact on neighbors? Lights, noise, truck dock?
- If lights face Huguenot street then hurt that at night
- A because parking in rear affects residential area
- Parking around back depends on type of business
- Parking is better in B but both ugly structures
- South end is too thin for parking
- Too different businesses
- Don't care much
- I don't get what I am supposed to be looking at
- Not clear





A

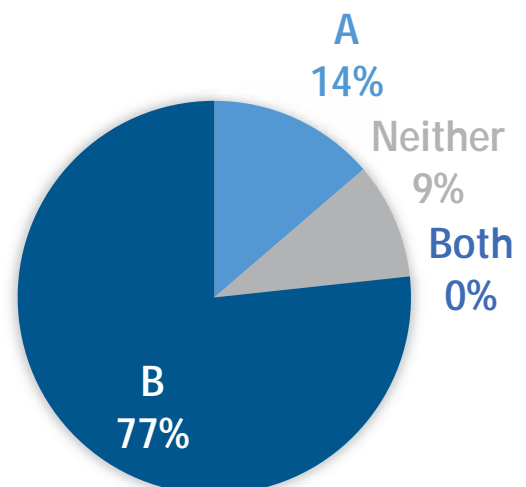


B



■ A ■ Neither ■ Both ■ B

- B but the rail trail Hugrant St view is just as important
- B is more feasible more northern end, though Rail Trail feel needs to be preserved
- B - Parking behind is a problematic when rail trail is immediately behind
- B is the clear winner here; prefer maybe back and side as in last one
- Have to split north and south in NBR - can't shovel snow park behind south end
- B but could be a problem if parking impacts residential
- B is much less harsh; the landscaping improves the curb appeal
- B - parking in back is always preferable but there's still no sidewalk. This needs to be a residential area. A is terrible
- B - parking in back needs to be well screened from adjacent properties
- B with fish, yes
- B if parking is in back
- Parking should be shielded or in rear, so B
- Prefer rear or side parking
- Park in front or behind?
- They're not practical
- A - parking not in back
- A - parking on side for pharmacy
- B but has too much landscape in the front
- What's impact on neighbors?







A

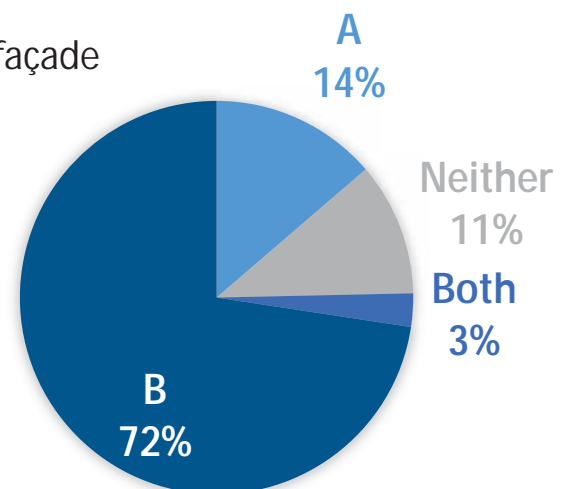


B



■ A ■ Neither ■ Both ■ B

- B is very nice
- B is perfect
- B is better but setback is too deep
- If I have to choose I go with A building but I want more landscaping which makes me think B
- Greenery and courtyards in front are good like B
- B for more attractive roadscape
- B - I like sidewalks
- B if parking is in back
- B but it's hard to see where the parking would be
- B - parking in front can ruin an otherwise beautiful façade
- B - north end no one is lingering; park, shop, go
- Both are unsuitable
- Doesn't make sense, depends on the business
- A fits 32N - the way it really is
- A - parking; business look fine
- What's impact on neighbors?





A

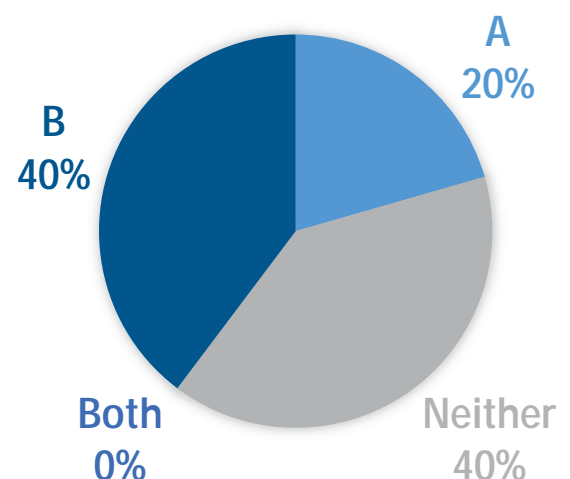


B



■ A ■ Neither ■ Both ■ B

- Do not like on-street parking; not feasible on Rt 32; not visually appealing; not safe (x11)
- A in a village; a village like on 299
- A is slightly better though both are unattractive
- A not a good representation of street parking
- A not applicable - only potentially safe at 30mph (which isn't enforced) - on-street parking nuts in high traffic zone
- I'm ok with on-street parking as long as it's set up for cyclists and pedestrians
- B looks Dutch - probably okay in front on shallower properties
- B, on street not always guaranteed safer with a parking lot
- A, only if there is a protected bike lane
- Prefer on-street parking
- There are no trees; no matter where you put parking, trees and shade make it better. In-street parking is BAD.
- Both have too much black top
- B is ugly but at least it's off-street
- B works for 32N
- Both are ugly but A is preferable
- Both problematic
- Hate them both
- Unclear examples
- Poor examples since all businesses must accommodate handicapped
- Problem slide; hard to distinguish where parking is





A

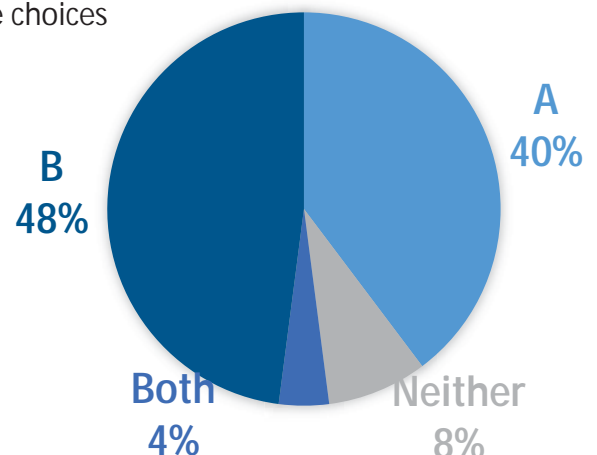


B



■ A ■ Neither ■ Both ■ B

- B is inviting, pedestrian friendly, encourages walking, village-like (x8)
- At least B is smaller and somewhat pedestrian oriented
- B, also like building character, also depends
- B for south; A for north these AREN'T same areas
- problem slide - both would be appropriate in different places – A in more dense areas B in less dense areas or neither
- Depending on where you are, landscaping and street trees are critical, but urban streetscape is nice and well proportioned
- B looks like a nice place to walk; nice sidewalk integrated with building
- Sidewalk showing foot traffic, assume parking in back
- Sidewalk with trees preferred; bike path needed
- B but we need a NO PESTICIDES ordinance. Seriously.
- A, can't judge not residential; park off-street
- B is perfect; what the NBR was designed for
- B is the only one that I can see a clear preference
- B has Inviting landscape, walkway is good!
- B but more greenery would be nice
- B but not really feasible
- More character - less like a strip mall or every other suburb; hate the suburbs!
- Not comfortable with these pics but landscaping between roadway and buildings is desirable
- On-street parking is nuts
- They don't work; A best choice
- Don't like choices





SLIDE#:

16

# Streetscape



A

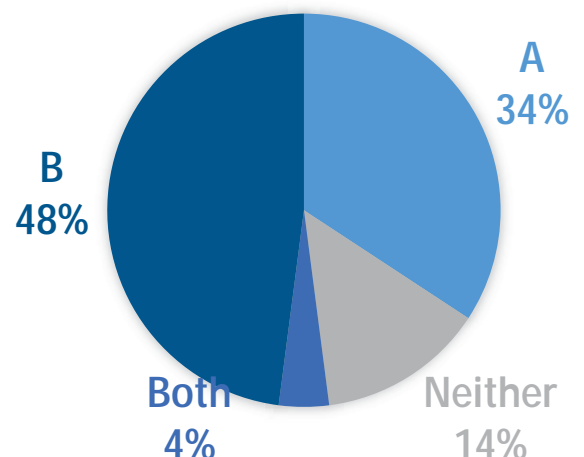


B



■ A ■ Neither ■ Both ■ B

- A looks better but B might be better for space available
- A too big for us
- Either might work in different areas
- Both would work, north and south ends have completely different characteristics
- On street parking weakness
- B is more realistic, given space constraints
- Both are pretty barren and not conducive to people congregating, passing, lingering
- B, can't see buildings park off 32N
- Choice depends on usage of buildings (density of foot traffic)
- I like A better for pedestrians but can't see cyclists in that scenario because it's cut off
- I like the wider sidewalk in A, but don't like on street parking; B is probably more do-able in this area
- Neither but on street parking is essential to protect pedestrians; prefer the narrow sidewalk
- Neither! A is similar to the last slide, I want better landscaping and walkability. Leaning towards B
- A has a nice sidewalk integrated with building (x2)
- B, there is no parking on 32N
- Prefer wide sidewalk, no street parking, bike path needed!
- Sidewalk too wide
- Street parking essential, as well as broad sidewalks
- Traffic needs to be slower with on street parking; more pedestrian walking sidewalk; where is parking in B?
- Like the wide side walk and more trees of A
- Wider walking area but on-street parking won't work on rt 32





A

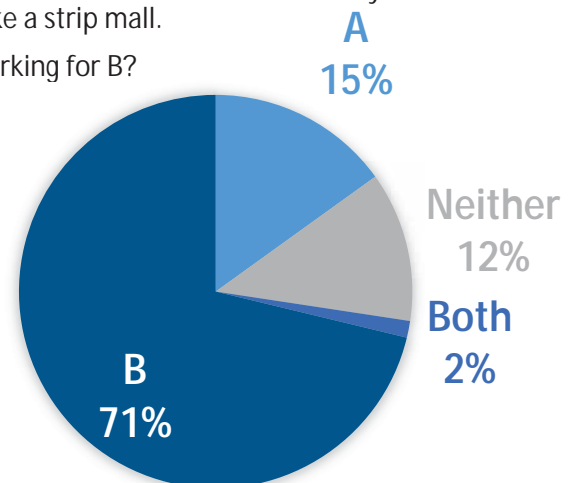


B



■ A ■ Neither ■ Both ■ B

- B, 2 stories good; flat roofs fine if narrow buildings of varied heights
- B, A cluster of businesses lends itself to the broader sidewalks
- A is a bad display of new modern, B is nice mix of street elements
- A is for MUCH bigger shopping center; B but is there room for on-street parking on 32?
- A looks like part of a strip mall
- A looks more "highway-business like"
- B - a wider sidewalk is visually more appealing. Also more conducive to pedestrian traffic
- B is great for walking and shopping, not sure we have the set back
- B seems like a nice neighborhood
- B is better for pedestrians
- B is better landscaped
- Neither, Bike path is needed!
- B's patio a dump fantasy; A is ugly
- B but only in dense areas
- B has nice awning and street furniture and vegetation
- B has nice wide sidewalk and trees!
- A has parking is off-street, more practical
- B is perfect; patio is great
- Prefer B, A looks like a mall
- They both suck
- Tough choice but B doesn't seem right for this site
- Trees are good
- B has walking sidewalk; sidewalk large enough for outdoor seating; patio
- We always want a look that is less like everywhere else. Less like a strip mall.
- Where is parking for B?



SLIDE#:

18

# Streetscape



A

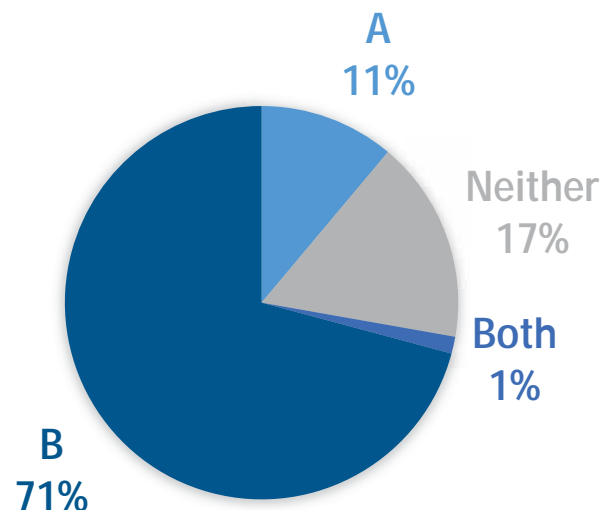


B



■ A ■ Neither ■ Both ■ B

- Bicycle on inside is better/better protection/safer (x11)
- Both have faults but bicycle lane inside of on street marking is much better
- Having a sidewalk with no cars on one side of the bike lane is safer
- B seems safe for bikes but service vehicle use?
- B is safer for bikes and pedestrians! But not for people getting out of cars (40mph) highway at north end
- Neither makes sense given space limits of highway and lot size
- B is better for cyclists; sidewalk is better too
- A as long as bike lane is wide enough so car doors don't open into cyclists
- I do NOT like bike lane between parking and road
- A is homicidal
- A is a recipe for "dooring"
- No way for A - does open onto bicycle lane
- A if you have the space
- Neither, we have a rail trail. 32 is narrow
- A with no bike lane
- Passionately hate both
- B, yes very good (x2)





SLIDE#:

1

# Visual Preference Survey



A

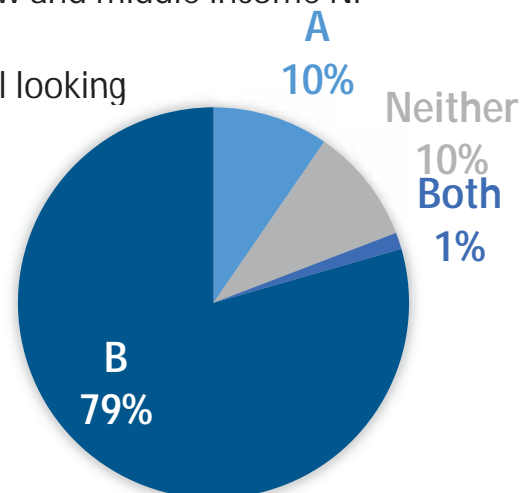


B



■ A ■ Neither ■ Both ■ B

- 3 stories are better than 4 / 3 stories max! / no 4 stories (x8)
- 2 stories is enough (x3)
- A is too high/tall (x2)
- Both are too tall (x3)
- B because of building height and proportions
- Building is ugly but 3 story better than 4
- Depends on where you are in zone
- B but I could live with A
- Of course a box like this looks weird at 4 stories adjacent to nothing; not a good comparison
- A because I want to see quality housing options for more low and middle income NP
- A is perfect.
- Shorter 3 story building; box shape is hideous; too industrial looking
- Shorter the better!!! View shed is crucial
- This is a village not a city
- No context, no preference
- What is the function of these buildings?



SLIDE#:

2

## Visual Preference Survey



A

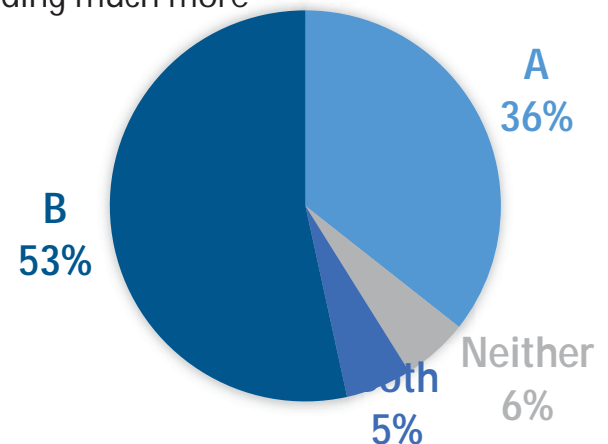


B



■ A ■ Neither ■ Both ■ B

- A with more setback
- I can't see setback, judging by height, B
- B seems to be set back more?
- Depending on where North/South
- A in south; B in North; Both would work in different areas
- No preference but generally 2 floors seem adequate unless 3rd floor is residential
- B is nice size
- Still hideous box
- Needs a more interesting roof
- Need at least three stories, I prefer the closer setback
- B is even better shorter and fits with new existing building much more
- B for height
- A for both height and building proportions
- 3 stories ok
- 3 stories could be ok with less mass





SLIDE#:

3

## Visual Preference Survey



A

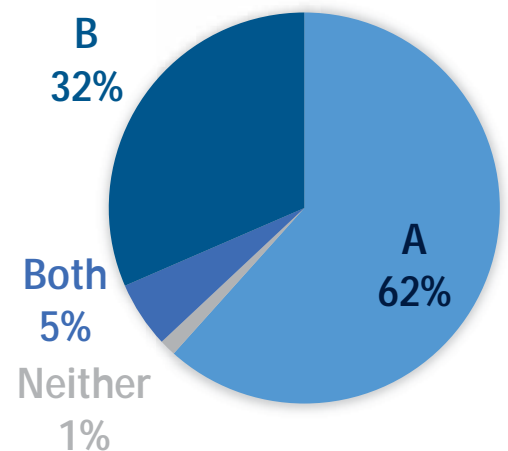


B



■ A ■ Neither ■ Both ■ B

- 3 stories could be ok with less mass
- 3 stories better than 2
- At least three stories needed
- Depends where North/South (x2)
- Both good with heights, but set back (from this angle) isn't great (prefer closer to street)
- A for height only - generally prefer wide sidewalk and landscaping
- I can't even; out of place
- Shorter!
- The flat roof line is really ugly!



SLIDE#:

4

## Visual Preference Survey



A

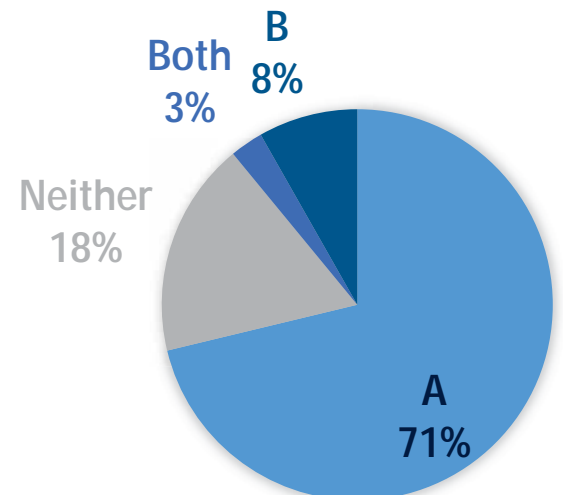


B



■ A ■ Neither ■ Both ■ B

- 4 stories / B is too tall/big (x9)
- Both are too tall, even A (x3)
- A is better but still too large/tall for environment (x3)
- Too small of a building to be 4 stories
- B - impossibly high on large lot - no way appropriate
- Too tall, although with proper styling, 2 stories and dormers
- I like four stories but that corner is not really for that yet!
- Very big lot so building is really massive
- A between the two. Needs to be more graceful
- I can't even; out of place
- Neither, move from town
- Come on!



SLIDE#:

5

## Visual Preference Survey



A

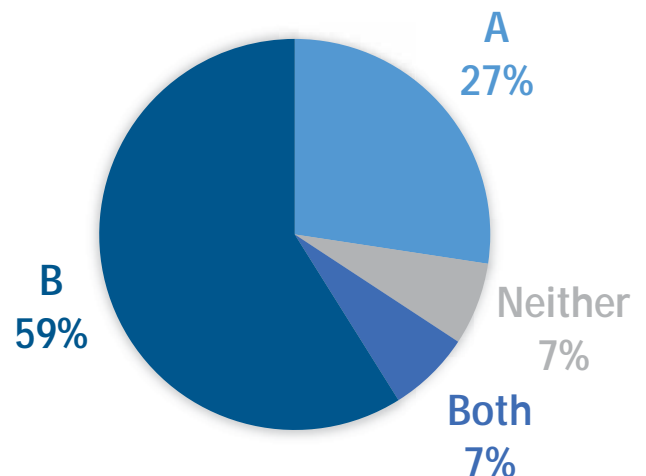


B



■ A ■ Neither ■ Both ■ B

- 3 stories needed in at least the southern half of rt 32N
- Really big difference between 3 and 4 floors!
- B looks too tall here although I chose this height earlier
- A, building too small to be 4 stories
- I chose B but A would be ok
- Both could work depending on what is next to the building
- Do we even need this type of facility in the area??
- The building is just too ugly and set back is not sufficient
- I want grass, sidewalk, bike lane, trees on street
- Even the 3 story seems to high in that spot
- B is hideous but lower
- Both are too tall
- ugly ugly ugly



SLIDE#:

6

## Visual Preference Survey



A

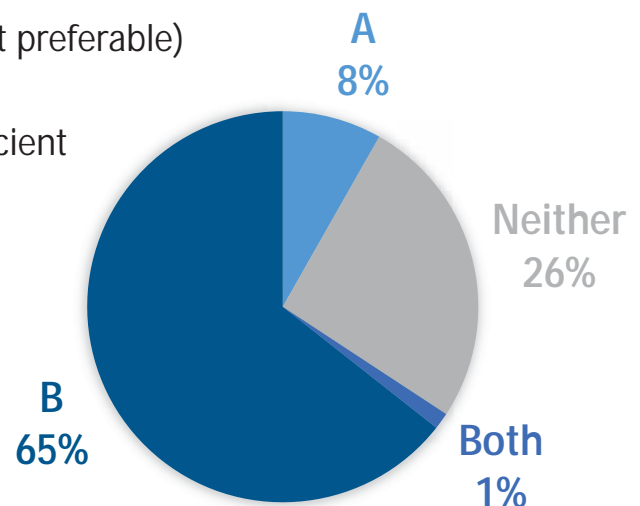


B



■ A ■ Neither ■ Both ■ B

- A is definitely too tall/big (x4)
- Both are too big/tall (x4)
- Why did people approve 4 stories?
- 3 stories easier to take than 4
- The 4 stories are strikingly too large in comparison
- My preference is for three stories south of Mulberry
- Between the two, B too quant, A too high
- Too tall, but with dormers might work
- Dormers
- Neither is good - needs way bigger setback (B height preferable)
- Still too close to the street in both cases
- The building is just too ugly and set back is not sufficient
- Still hideous box; come on! Where are the options?
- Never A, B is awful too
- Hard to judge next to smittys!





SLIDE#:

7

## Visual Preference Survey



A

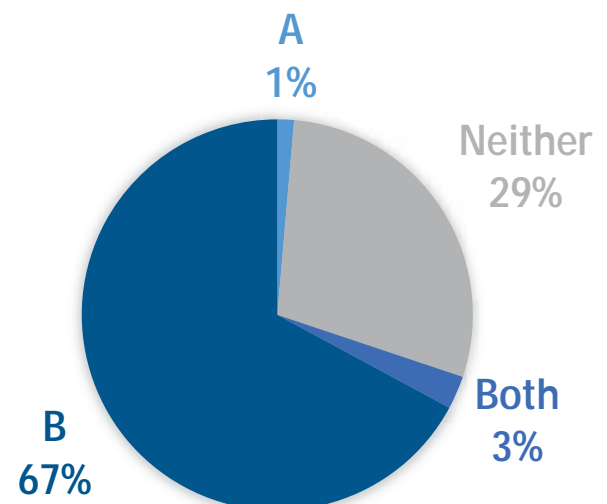


B



■ A ■ Neither ■ Both ■ B

- Both are bad/too big/too high/ugly/nasty (x10)
- I like the dormers but still looks too tall (x2)
- Adding the dormers decreases what I like about the building; B slightly
- B but with reservations about the 1/2 story dormers - not good
- Dormers provide visual variation which is a plus
- I like interesting roof line in B, A is too tall!
- Prefer roofline of B, but both too high
- Roof treatment is better
- I don't care about gables - height ruins it
- Though about the same height, visual of B is better
- Both too close to the street.
- 3 stories is max
- I like the three and a half stories
- B is less desirable than A but both are rejected
- B, getting better
- B maybe
- Neither are okay, B less egregious



SLIDE#:

8

## Visual Preference Survey



A

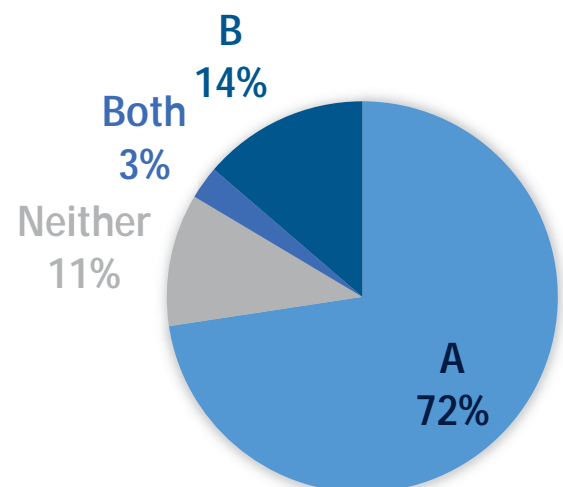


B



■ A ■ Neither ■ Both ■ B

- Both are too tall/massive/big (x3)
- A is much better/now we're getting somewhere! (x2)
- I'm ok with dormers on the fourth story instead of the third, but here I think B is better
- A, again, needs much more setback
- A, anything but the box, ugh!
- A is better if business
- Both look awful
- A but building is still too large, dormers don't help!
- A - Finally closer to 2 stories!
- I like the interesting roof line of A.
- I worry that A is too generic in shape still
- A has a more traditional roof line
- A is nauseating but...
- A but need larger 3rd floor
- Neither are okay, A less egregious
- Dormers break up blocky building
- Still too close to street
- B is too tall
- With 2 stories the dormers are acceptable





SLIDE#:

9

## Visual Preference Survey



A

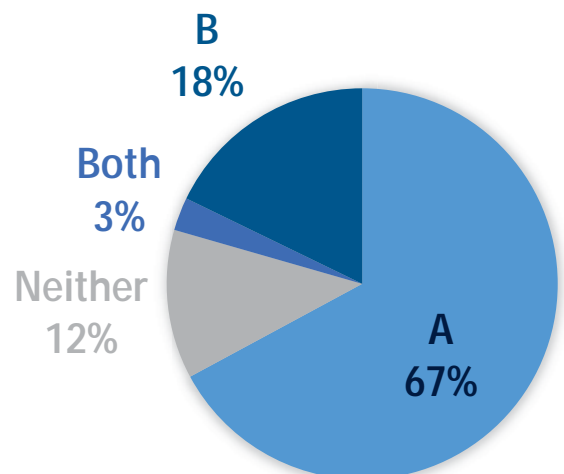


B



■ A ■ Neither ■ Both ■ B

- Both are too massive/tall (x2)
- 4 stories is too high! (x2)
- B could work but it needs more work
- B is too imposing, even with the dormers
- A is more in keeping with the existing building; where small fits
- B is ugly
- Prefer 1 or 2 stories for business
- Dormers much better! Heights ok
- B is fine, The cheese box has holes.
- Neither, I'm running out of synonyms for ugh
- A is less egregious
- Prefer shorter building
- Roof doesn't help
- With dormers, shorter is better!



SLIDE#:

10

## Visual Preference Survey



A

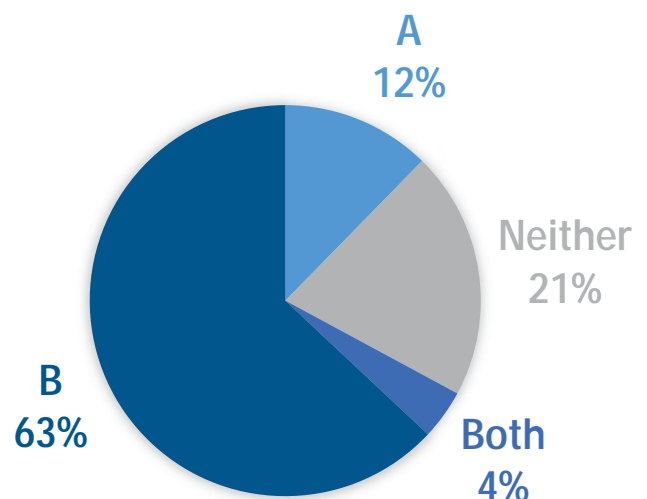


B



■ A ■ Neither ■ Both ■ B

- A is too tall/massive/big (x2)
- Both are too tall/massive/big (x3)
- B somewhat less repulsive/less egregious
- Both are really ugly (x2)
- Dormers are clever but cancels solar?
- Make it stop
- B is more in keeping with existing
- Not business
- Dormers and height better B
- Roof doesn't help
- With dormers, shorter is better!





■ A ■ B ■ C ■ D ■ None ■ All

- 2 stories best, 1 story better, business not residential
- A standalone box of these dimensions looks very weird as it climbs 4 stories. Need also a simulation of a longer building. Plus, peer solar possibilities
- All terrible
- All unacceptable in NP with a building that size
- B is better visual character; good size
- Cheese box - no shape. It's hard to tell in isolation what this building is for. The whole corridor cannot be a cheese box. Variety
- Does Cs 3rd floor have residents? Or just for décor?
- Dormers and peaked roof improves dramatically
- Dormers help to breakup mass but makes the building too high and massive
- Flat roofs are just too ugly
- Height is better in D but mars and roof with dormers are at least a little less insulting in presence
- All hideous
- I want better, Higher is not bad, but I hate the shapes, The colors are awful! All too generic!
- C is the least offensive
- None of the building designs are good. I found C least offensive
- None, garages on first floor? Buildings all boxes
- D only if less boxy. I prefer two stories
- B is perfect
- C - please help our village feel!
- The dormers look cheesy
- C is the least ugly and most practical / not terrible
- The lower the better!
- They all work
- Wish this was done prior to zoning...A was approved - curious how many citizens chose this





■ A ■ B ■ C ■ D ■ None ■ All

- Prefer the largest/furthest setback (x9)
- All terrible; too close to road; too big, awful (x9)
- Set back is important. However, parking in the back is important (x2)
- All too massive; even the largest 25' setback does not make up for the mass. I would pick the largest setback though.
- All unacceptable! New paltz is not Yonkers!
- Back farther because on the corner ok to have less setback in middle of block
- Bigger setback is better but no 4 story is acceptable
- Can't choose without knowing nature of business and overall tenant mix;
- I like walkability, so being able to visit
- More setback is better, especially as more buildings go up. Having string of buildings 10ft from road would make you feel like you were in a canyon/corridor
- Larger set back allows for café seating
- More setback but larger setback should have grass/bushes/etc.
- Prefer closer setback; many people seem to be having trouble focusing on the task of each slide
- Setbacks could be less at southern end, in keeping with buildings a bit further south, setbacks should be more at northern end of district
- Still not enough setback' need change setback in different areas; west different than east as well; need look setbacks at rear of buildings - visually and noise; impact in rear on residents and Rail Trail
- The height in all cases 10', 15', 20', 25' set backs are not enough for 4 stories. 4 stories should only be used in deep lots, way to large to be close to the road
- The setbacks don't matter because of the mass of the buildings. I can't say which example would be ok, they're all bad.
- They all work, D is best
- They are all hideous. No sidewalk, where is the "green" foot traffic. Where is the parking? Where is the bicycle parking?
- Too close is Henry DuBois Rd - all bad, setbacks for what? - Smitty's a great example for business
- Very little discernible difference

# Additional Comments

- 1. difference between southern and northern ends 2. difference between west and east parcels 3. impacts on rail trail 4. streetscape details 5. uses 6. collected massing of buildings and corridor-long streetscapes
- Big difference between the southern and northern ends of this district; need to transition from more rural feel at the north heading south. As well as transitioning from C1900 architecture from village heading north
- I agree with the comments made that the west side of the road is more sensitive due to proximity to rail trail, historic area, and residential neighborhood
- I like larger buildings and shallow setbacks on the southern end, could open up here as we go north. I like sidewalks right next to the buildings, like Rhinebeck - at least in the southern end.
- I would like to see this for the northern half of the district. Perhaps 3 stories there and 4 stories in the southern half. It seemed that this scenario of slides made the large building on the corner of HW DuBois and rt 32N is a bad choice for it. The bigger lots on the west side of rt 32N should allow for more height there.
- Many of the slides show blocky buildings which are more appropriate for cityscapes rather ; need smaller footprints on lots
- No on-street parking
- No on-street parking!!! The southern end of the corridor is very narrow - feet from the Rail Trail and feet from the Historic District. Very Important!
- Northern corridor has more space for larger buildings, but the west side bordering the Rail Trail needs lower roof height so as not to impose on the trail
- Note - we really are talking about changing, drastically changing, the character of the town
- So because the NBR zone is so different from South to North, different heights and set backs could be appropriate in different places; can't show setbacks at this scale' should adjust building to the lot size
- The mansard roofs with dormers are distracting. Plain gables or broken like Smitty's, more in line with local aesthetic. 1. Sothern and northern ends should be changed. 2. major concern - impacts on neighbors!
- This simulation exercise is poorly conceived. The buildings are ugly in color and so boxy that of course you want to minimize the eye sore. Added to this, it only explores one lot size...a very small one. What about other variations? I agree with the comment of one of the attendees who said we should look at the north and south end differently. I would like to see this simulation improved with 1. more lot sizes 2. prettier building and less offensive colors 3. more location
- Your examples do not fit New Paltz!





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**NBR District Visioning**

April 3, 2017  
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# MEMO

## **NBR Review Committee – Meeting Notes**

**Kickoff Meeting - March 22, 2017**

**Attendees:** **Jo Margaret Mano**, Committee Chair  
**Don Kerr**, Village Board  
**Dennis Young**, Village Board  
**John Litton**, Planning Board  
**William Murray**, Planning Board  
**Sue Wynn**, Historic Preservation  
**Brad Barclay**, Community Member  
**Floyd Kniffen**, Community Member  
Jacob Lawrence, Community Member  
**Michael Allen**, Behan Planning and Design  
Various members of the community in the audience

### **Meeting Notes:**

1. Meeting started with an invitation for members of the public in the audience to make any comments, which are summarized below:
  - a. Historic Huguenot Street is contiguous with the district which the committee is working on. It is important to find ways to protect this historic area. It should be visible, not hidden however. Height of new buildings is a concern, as is traffic. Trucks and buses already cause noise and vibration. Concerned that if there is insufficient parking for commercial businesses on Chestnut, that people will park in the residential neighborhood instead.
  - b. Wallkill Valley Rail Trail is immediately adjacent to study area. The long term transportation needs of this corridor is very important, and planning and zoning should take this into account. The New Paltz Transportation Plan outlined many potential improvements, and even though many of its recommendations have not yet been implemented, they should be considered.
  - c. Thanks to the Mayor and the village for starting this project. The Town of Lloyd has a great list of goals which are informative for this effort. These goals, or something similar, could be applied to the planning work here with regards to future zoning which is in scale with the community and the historic district. The future plans for the Empire State Trail and recommendation of the Comprehensive Plan should be considered, as well as potential design overlay guidelines. The land use boards are volunteer efforts – need to make sure that the zoning is user friendly for them and applicants to use and understand. Scale is very important, however the current NBR district does not

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provide differences in scale. A height limit of 50', if applied everywhere, wouldn't be compatible with much of the village. The parking formulas in the NBR district are also largely designed for more urban settings which assume more walking. There aren't really any design standards, and much of it is left to the discretion of the review boards.

2. The committee reviewed minutes of previous meeting.
3. Zoning District Boundary. The extents of the zoning district (formerly the B-3 district) have since been expanded in the new NBR district.
4. The allowable building footprint and size of buildings is a general concern. The larger the building, the less room there may be for parking. The scale of new buildings has to be addressed somehow – how to break up a large mass into smaller parts that fit the character of the village.
5. There were 3 important changes in the zoning: The increase from 70% to 85% coverage; the increase from 3 to 4 stories; and the reduction in permitted front setback distance. Although the individual changes seem relatively small, the cumulative effect of all three together makes a noticeable difference.
6. May be helpful to look at the Gateway District development standards.
7. The current parking requirements may be inadequate for some uses. Current requirement for half a parking space for each residential unit seems insufficient.
8. Current development proposals which are on the horizon for this area include ZeroPlace (Former STS Auto), and the NAPA Auto Parts property.
9. Future Street Design. It is important to look at the future zoning for this area in the context of what the future street may look like. The current configuration may likely change. How do we accommodate bike and pedestrian improvements, and what does this do to the design of the street? Is there enough space to make these improvements?
10. At the public workshop, would like to give people visual samples of different development types to find what they think fits best with the community.
11. It would be useful to illustrate for people exactly what different zoning limitations look like with regard to building height and setback using computer models. Can show them a range of options to choose from and get input from the public on which options are most appropriate – this may be the most empirical method of determining basis standards.
12. Wallkill Valley Rail Trail – Need to look at how to provide safe and easy access to and from the trail. It is currently hidden, is it possible to bring a connection right out to the street? While the road is the primary travel path, the trail is a secondary access.
13. Empire State trail link would potentially converge at Mulberry Street. Should think about these connections. Look at the Lloyd walkway zone. There is currently no dedicated Rail Trail parking.

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14. Incorporating a larger front yard setback to make wider sidewalks/streetscape can have an equal and opposite effect on the back. There would potentially be less room for parking, and development would be pushed toward rail trail and historic district.
15. Discussion on available venues for the public workshop. Village Hall is probably too small. BOCES and Town Community Center are good candidates. Jo Mano to investigate availability of these spaces around end of April, will get back to everyone with potential dates.
16. Should look at the New Paltz Gateway District, as well as the general design standards found in the Comprehensive Plan, for consideration here.
17. Current moratorium was enacted around Feb 22<sup>nd</sup>, lasts for 6 months.
18. Target date to wrap up this project – on or before June 1<sup>st</sup>.

#### Next Steps:

- Next Committee Meeting: April 4<sup>th</sup>.
- **MAllen** will develop draft Press Release, Posters and workshop ideas. Will send these for review by the committee at their next meeting.
- **JMano** to investigate potential dates / locations for public workshop.

## Minutes

### NBR Review Committee

Wednesday 22 March 2017, 5 p.m.

Members Present: Jo Margaret Mano, Brad Barclay, Dennis Young, William Murray, Don Kerr, Floyd Kniffen, Sue Wynn. Absent: Jacob Lawrence, John Litton

Behan Planning and Design: Senior Planner Michael Allen present

1. Chair Jo Margaret Mano opened the meeting at 5.05pm.

The meeting began with Public Comments.

Mary Etta Schneider (Historic Huguenot Street) noted that that Historic Huguenot Street area was contiguous to the NBR zone. Since the NBR zone stated mission is encouraging mixed use, HHS needed protection from adverse impacts. She stressed other American places (like Charleston) with historic districts embraced and celebrated their heritage, but New Paltz was not. She asked the committee to carefully examine the issues of excessive building height, and making sure new buildings were compatible with the neighborhood, community character and in "height, scale, mass, architectural rhythm, siting and materials." Traffic is also a concern as the structures of the historic houses are threatened increasingly by heavy traffic. Overflow parking from the NBR district due to limited parking requirements can threaten already stressed HHS parking and neighbors along Huguenot Street. Noise and glare impacts from roof decks allowed in the current NBR are also significant potential problems.

Michael Reade (President of the Wallkill Valley Rail Trail Association) noted the importance of transportation issues, including bicycle and pedestrian concerns in the NBR district, and thoughtful planning was imperative for the safety and welfare of the community. He cited important community Transportation-Land Use studies done in 2006 that addressed these concerns and suggested plans.

Cara Lee (20 year New Paltz Village resident) thanked mayor Tim Rogers and the Village Board for funding the opportunity to re-examine the NBR zoning regulations with a view to employing design-based zoning more responsive to environmental and neighborhood concerns. She stressed the need for zoning that is sensitive to the size and shape of land parcels in the zone, environmental limitations and available infrastructure. This approach would allow the Village to achieve the mission of increased density and mixed-use development here, without proposed growth outstripping resources while maintaining New Paltz' community character. She cited the 2013 adoption of Town of Lloyd's Gateway Zoning District and its thoughtful design/form based zoning, responsive to community concerns while supporting appropriate mixed-use growth,

spurred by the Walkway over the Hudson linking regional rail-trails. She stated this is a key time for New Paltz to take a leadership role in crafting far-sighted rules like Lloyd's that chart a thoughtful future.

She supplied a detailed document, with 4 key concerns to help the committee focus on major concerns in zoning the Route 32 North corridor: Building Scale, Parking and Traffic, Design Standards, Sensitivity to Environmental and Historic Assets. She also listed significant community assets that relate to the North Chestnut/Rt.32N corridor that should be integrated into holistic community planning for this zone, and deserve consideration for the committee: Historic Huguenot Street (a National Historic Landmark) and NPV Historic Zoning District, Wallkill Valley Rail Trail, the Historic Downtown, Moriello Park, Millbrook Preserve, Nyquist/Harcourt Sanctuary, and proposed Empire State Trail route.

Another comment was received by email from Mary-Jo Johnson (New Paltz Village resident), prior to the meeting, outlining concerns about wetlands and flooding in the NBR and adjacent area, how their impact will be addressed, and if an overlay is used to identify them, how that will be addressed in the zoning code. Another concern was the control of light and noise impacts from uses in the NBR, when those generated from commercial uses conflicted with residential. She was concerned on the new NBR impact of existing commercial uses (essential to village residents) if those uses needed to make future modifications that might now be prohibited. The footprint of the NBR, expanded in Oct 2015 from a proposal in Sept. 2015 (without notifying residents) means zoning districts in the northern sector don't conform to lot lines, causing confusion as to uses/regulations in the zone. (Digital copies of supplied comments are appended to the minutes distributed to committee members).

2. The minutes of the March 21, 2017 meeting were amended and approved.

3. Consultant Michael Allen (Behan Planning and Design) then explained his familiarity with the community and previous work with New Paltz Village, particularly on the B-3 (North Chestnut) corridor. (Found on NP Village Website under *Public Records-Resources* as: [http://www.newpaltzvillage.org/download/archives/planning\\_zoning\\_resources/zoning\\_recommendations/B3-District-Zoning-Recommendations.pdf](http://www.newpaltzvillage.org/download/archives/planning_zoning_resources/zoning_recommendations/B3-District-Zoning-Recommendations.pdf))

He went over the Scope of Behan's contracted responsibilities for this part of the NBR Review committee's work-detailed in the agenda, and in previous documents (see agenda).

4. Mr. Allen noted in the Scope there were 3 next steps to the NBR Review Committee 's work:

- 1) Reviewing the current NBR zoning and making findings about problems and possible changes,
- 2) Preparing for the public workshop and the materials for that meeting, and 3) Behan Planning



preparing a detailed recommended approach for redoing the zoning with design guidelines/form based codes.

5. Mr. Allen explained the public meeting to be held in late April would involve an interactive New Paltz Village community workshop employing a visual preference survey and using 3-D computer modeling to query community residents on their preferences for different scenarios for building form, height and setbacks. In this way participants can envision a "streetscape" of buildings plus street that can inform zoning provisions. He noted that 3 stories had been previously judged "about right" by this community. The goal in planning is finding a "Goldilocks solution" for each unique community on a continuum from broad design guidelines to strict form based codes.

6. Mr. Allen asked committee members to consider what were the most important changes made in the former B-3/now NBR zone since 2007. (Note the Design Guidelines formerly incorporated in the 2013 North Chestnut Gateway were removed in the 2015 NBR rezoning. The B-3 District became the North Chestnut Gateway district in July 2013 and then an expanded footprint became the current NBR in October 2015. This recent history described in the committee's emailed digital resources in a document titled Design Guideline History in the B3/North Chestnut Gateway/NBR zone previously distributed to committee members.

A table in his agenda considering some of the zoning changes will be considered in future NBR Review committee meetings.

7. Mr. Allen then asked for comments from committee members.

- Don Kerr noted the footprint of the now-NBR zone was changed in October 2015 from the initial change proposed in September 2015, and that too was a change from the previous B-3 zone, and such changes needed consideration. The increased footprint of allowed building site coverage in the 2015 rezoning required increased parking requirements.
- Floyd Kniffen stated that the size and massing of allowed buildings in this zone should be comparable to other village locations at 3 stories.
- Dennis Young noted that a current NBR parking requirement of 0.5 parking spaces per unit was a really low requirement in a community like New Paltz, and a more realistic ratio due to New Paltz' specific issues was important. He stated the reduced setback in the 2015 NBR rules posed issues for pedestrians and cyclists. Large visual impact changes were allowed by the zoning changes. Raising impervious surface to 85% was also high, and some adjustment for pervious surface could be included.

8. Mr. Allen asked if other than Zero Place, were there any proposed developments upcoming, recognizing there was a current 6 month moratorium for the NBR zone?

Committee members cited the former Napa Auto Parts site as a probable future proposal for development. Allen will produce picture "mock-ups" and a Birds' eye view to show what build-out might look like in the current NBR and thus consider how to buffer negative impacts.

9. Others issues raised by the committee members and by the public in attendance included the importance of the WVRT to this NBR zone and other transportation issues (bicycle/pedestrian/parking/traffic etc) and comprehensive consideration of the general streetscape and connectivity-including sidewalks, bike lanes, curbs, curb-cuts and landscaping etc.)

Mulberry Street is the key linkage to the Hudson Valley Rail trail in Lloyd and thus to the Walkway over the Hudson, and is slated to be connected in Kingston (as well as to the south) in the future state-wide Empire Trail. Route 32N is a designated state bike route by DOT. Access to the WVRT should be limited to clear access points with appropriate safeguards. Parking for users of the WVRT is in limited supply and provisions should be made for that public amenity.

Another major issue of concern is the availability and capacity of water and sewer infrastructure in servicing the NBR zone. New development north of Tributary 13 would have to install new sewer lines, and pump stations. The Village is currently searching for new water sources, and the sewage treatment plant has peak usage spikes that approach capacity during storms with heavy precipitation.

10. The next NBR Review committee meeting will be Tuesday April 4th at 5.00 to 6.30pm in the Village Hall.

The meeting was adjourned at 6.21pm.