for City of Kingston

Phase 2

01-28-2025

Kingston Business Park

Housing Study

MVRDV BURO HAPPOLD Assemblage

Index

Assignment

Schedule
Scope Overview
Site Overview
Project Purpose

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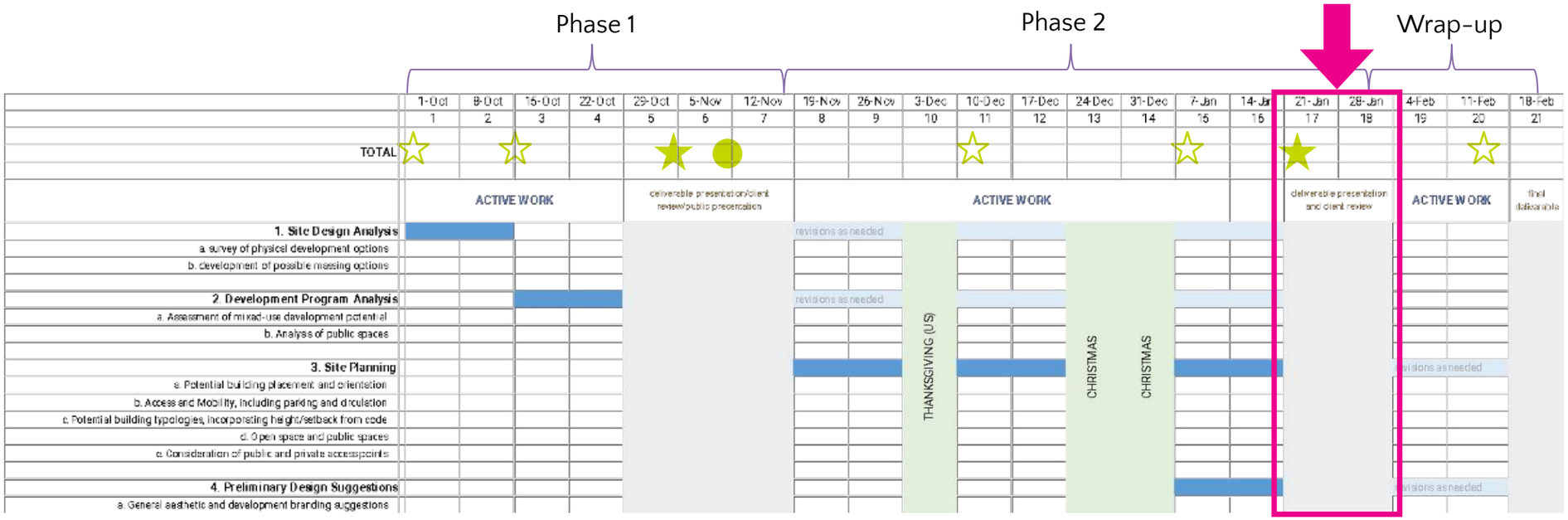
Schedule

- Phase 1 = Task 1 + Task 2 = “Sizing up the Opportunity”
- Phase 2 = Task 3 + Task 4 = “Exploration of Site Potential”
- Wrap-up = Final revisions for digital presentation delivery

Full Client Presentation
Client PM checkpoint
Public Presentation



BURO HAPPOLD

Scope Overview

be developed based on the property's sensitive geology. For reference and more information, see the document links below. However, the City/KLDC intend to update the SEQR with updated design guidelines that incorporate the potential for residential use. The design firm should work on the assumption that the documents will be updated. However, note that the City/KLDC generally do not seek to expand the potential geography that could be disturbed as part of any development activity and believe that residential development could respect the sensitive environmental areas that were identified as part of the original environmental review.

Kingston Business Park SEQR Findings Statement

Kingston Business Park Final Generic Environmental Impact Statement

Kingston Business Park Development Standards (adopted April 11, 1996)

3.0 SCOPE OF WORK

The selected firm will be expected to fully review the opportunities for the site presented by the City's form-based zoning code and any background materials provided to the firm by the City and KLDC. Additionally, the firm will be expected to complete the following:

1. Site design analysis
    a. Survey of physical development options based on topographic features and available space
    b. Full range of residential massing options for the site including:
        i. typologies that maximize the unit count and residential square footage,
        ii. typologies that allow for less residential density.

2. Development program analysis
    a. Exploration of both mixed-use and fully residential programs based on site analysis
    b. Analysis of optional public/public-private/private amenities such as but not limited to:
        i. Parks
        ii. Interior/exterior gathering or event spaces
        iii. Community services
        iv. Neighborhood-serving commercial spaces

3. Site planning
    a. Potential building placement and orientation
    b. Transportation and parking locations/circulation review and recommendations
    c. Open space as required by the form-based zoning code
    d. Open space relationships to existing City amenities and viewpoints
    e. Consideration of public and private access points

4. Preliminary design suggestions

Today's focus is on Tasks 3 & 4

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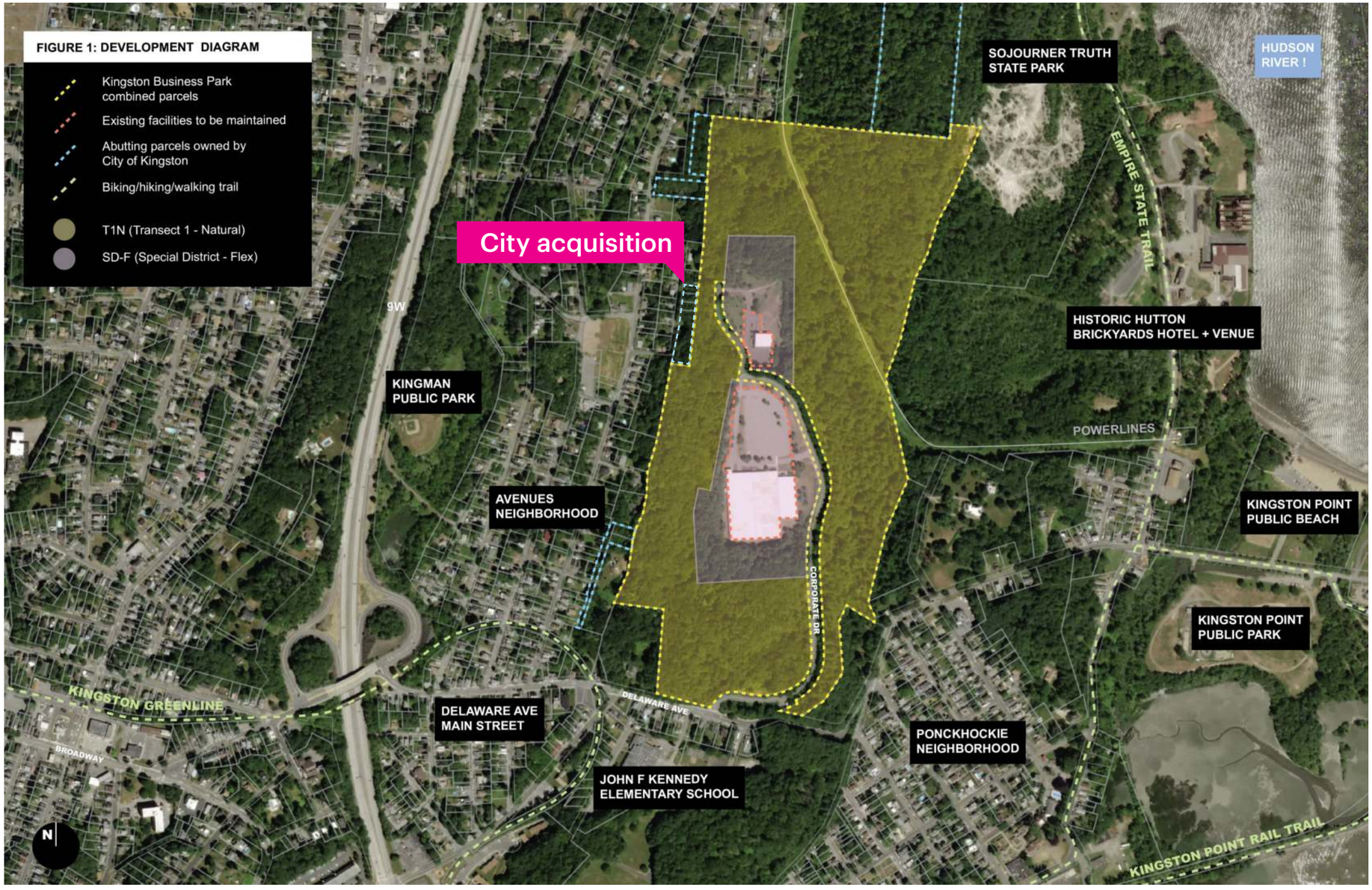
4. Preliminary design suggestions

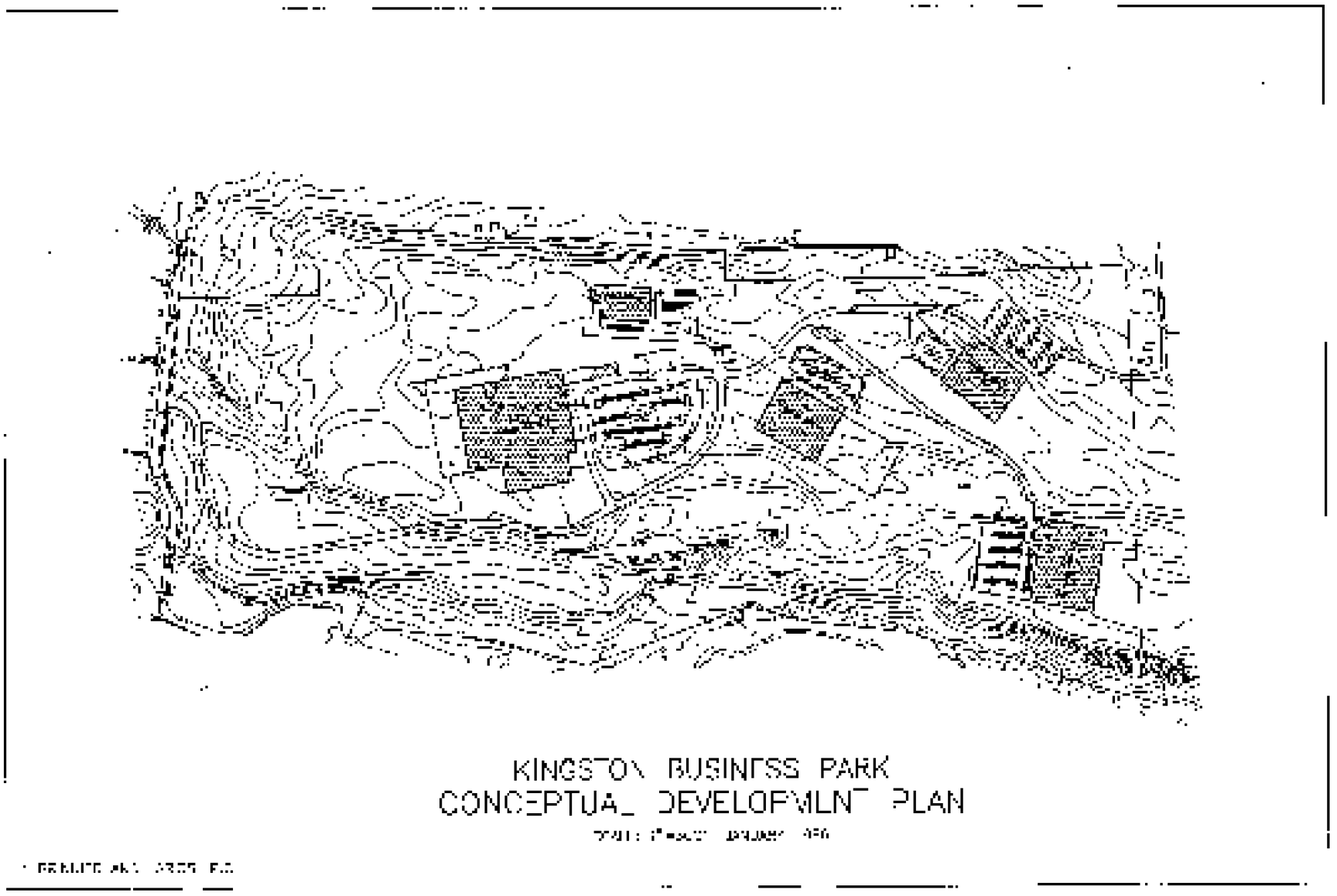
Site Overview: map from RFP



Site Overview: aerial image

Looking south/east away from site

Original site plan (1996)



Building Envelope: SEQRA (1996)

I. DESCRIPTION OF THE PROPOSED ACTION

The proposed action is the development of a business park to be located on a 107.056 acre site off Delaware Avenue in the City of Kingston, Ulster County, New York, which parcel of land is currently owned by Tilcon Materials, Inc. The Applicant intended to acquire title to the site and to construct thereon a business and commercial park that would ultimately accommodate three to five independent facilities totaling up to 500,000 square feet of building footprint and utilizing approximately 54 acres of the site.

Max 500,000 ft^2 of building footprint

Current building footprint: 155,886 ft^2 (14,482 m^2)

= 344,114 ft^2 (37,969 m^2) left as a baseline

at 1000 gross sf/unit, this represents about 344 potential units

Project Purpose

City of Kingston, NY
RFP# K24-10– Architectural and Design Services Kingston Business Park

1.0 PROJECT PURPOSE

The City of Kingston seeks a qualified architectural and/or design firm to assist the City and the Kingston Local Development Corporation (KLDC) in determining major programmatic elements of the potential significant residential redevelopment of the Kingston Business Park. During this exploratory phase, the City seeks a forward-thinking design partner prepared to provide initial analysis for this redevelopment opportunity.

The Business Park, located at 370-384 Delaware Ave, Kingston, NY 12401 ("the Property"), is a 107-acre campus in the City of Kingston currently owned by the KLDC. Historically, the Business Park has been used for commercial uses only. However, the City and the KLDC are interested in redeveloping remaining available parcels for residential and/or mixed-use development. The City of Kingston also owns an adjoining parcel at 250-256 R Third Avenue that could be part of the redevelopment or that could serve as another access point into the Business Park (see Site Map).

The City is seeking design development options for the site that balance factors such as residential density, transportation/parking, existing topography, and site conditions.

The City of Kingston was recently designated as a Pro-Housing Community by New York State and has set a goal for approving 1,000 new housing units by 2029. The redevelopment of the Business Park could contribute to this goal. Further, the City of Kingston recently passed a new form-based zoning code (https://engagekingston.com/kingston-forward). The City has published a guide for development under the form-based code. Part of the business park is zoned T1 Natural and part of the business park is zoned Special District. Redevelopment of the Special District portion of the parcel could occur under the Large Site Standards in Article 7. The Large Site Standards apply to any site over 2 acres and the goal is to "create new, walkable neighborhoods." The City assumes that any redevelopment would happen with a Conservation Village Plan. For further information, see 405.25 C.

Ultimately, based on the site analysis, the City and the KLDC will continue exploring development options, including potentially finding qualified development partners.

2.0 ABOUT THE KINGSTON BUSINESS PARK

First established in 1998, the Business Park has a municipally owned access road and has City water and sewer access. It also has partial seasonal vistas of the Hudson River and the Catskill Mountains, and is partially surrounded by the recently established Sojourner Truth State Park.

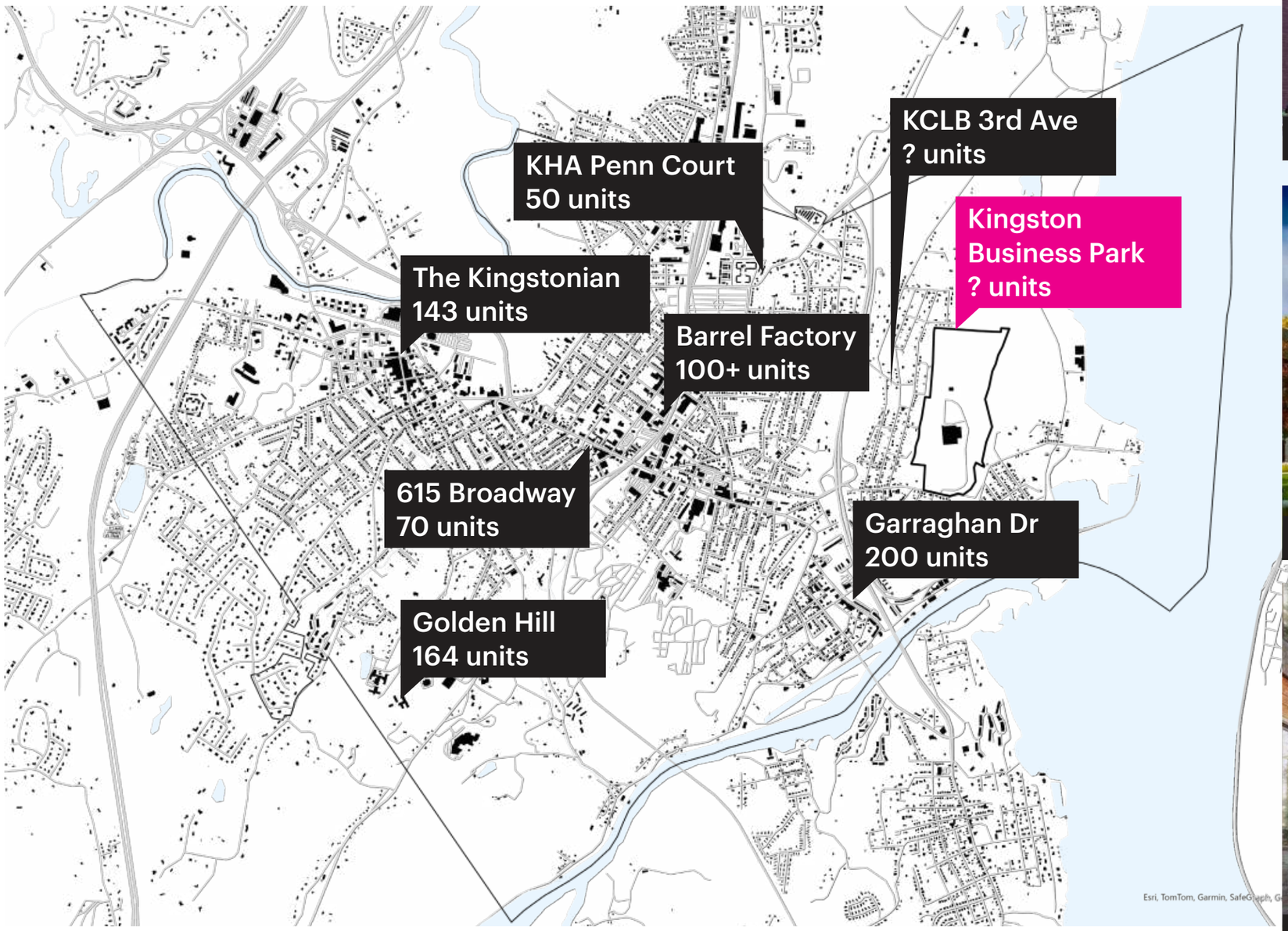
The Kingston Business Park was originally designed to accommodate four to five light manufacturing facilities totaling 300,000-500,000 square feet, utilizing approximately 40-50 acres for commercial development. Currently, there are two active commercial tenants: Howmet Aerospace and Community Manufacturing Solutions.

Development on the site is currently limited by the original State Environmental Quality Review (SEQR) review for the Business Park's creation, which set certain design criteria and limited the sites that could

City of Kingston has set a goal to approve 1,000 new housing units by 2029

The new form-based zoning code intends to "create new, walkable neighborhoods"

Housing pipeline: 720+ units



615 Broadway


Golden Hill *under construction*


Garraghan Dr

Why does Kingston need more housing?

Ulster County saw a huge post-pandemic increase in population and taxable income.

Meanwhile, housing stock citywide had decreased by 8.3% from 2010, 2020 - with **more than half of those units built before WWII**.

This confluence of factors has badly skewed the local housing market, not only driving up home prices, but also inflating rents and causing controversy over HUD's method of setting AMI levels.

In 2024, Kingston was included in the first cohort of municipalities deemed "pro-housing communities" by Gov. Hochul, unlocking priority access to a wide swathe of State grant funding programs, **in exchange for a commitment to produce additional housing units.**

HV Pattern for Progress, "Money Migration: Incomes, Migration, and Gentrification in the Hudson Valley during the COVID-19 Pandemic," 2024

Why should housing be built at the Business Park site?

Kingston Business Park was a major investment in 1996 in order to keep a manufacturer within City limits.

While this was successful, the remaining builtout of the envisioned 500,000 sf was not - almost all of it sits undeveloped 30 years later.

The access road and main utility trunk lines were designed to handle the full buildout load - therefore used at only 30% capacity.

Despite the topographical and ecological challenges, the site is well-placed to host a significant number of housing units due to this investment in infrastructure, as well as accessibility to City amenities.

Development Framework

Ambition / What-if... / Action plan (recap)
Aerial rendering
Walkthru diagrams
Phased approach
Viewshed impact

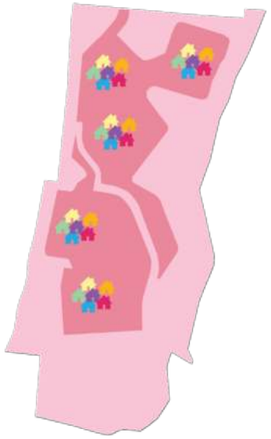
2

Ambition / What-if... / Action Plan

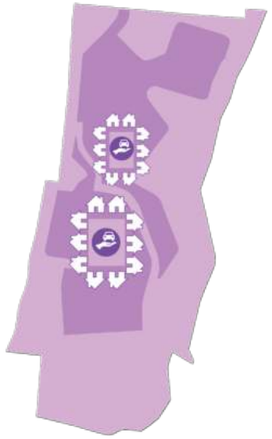
Ambitions

Preserving nature

Integrated community



Program & typology mix



Mobility shift

Sustainable systems

What if...

...we could establish the benchmark for co-living with nature?

Preserving nature: action plan

Preserving nature

Utilize existing infrastructure and minimize new infrastructure.

Use typologies that have smaller impact on the natural terrain.

Maximize forest footprint. Smart urban structure in order to minimize footprint of the intervention.

Use a native plant palette. Local species adapt better in climatic conditions and react well with existing ones.

Improve biodiversity. Not only preserve biodiversity but create nature-inclusive design.

What if...

...we could nurture a vivid and diverse community?

Integrated community: action plan

Integrated community

Gathering spaces for all types of user.

Ensuring accessibility for any type of user.

Childen-friendly design. Buildings and public space designed from the perspective of kids in terms of safety, accesibility, and usability.

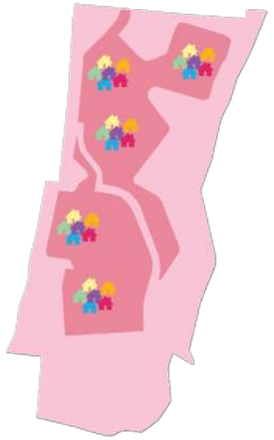
Vibrant communal spaces inside bigger buildings. Spaces where communities can meet and integrate.

Develop high quality affordable housing units and make them an integral part of the whole.

What if...

...we could build a neighborhood that supports the full diversity of its residents?

Program and typology mix: action plan



Program and typology mix

Maximize typology mix in order to address the needs of a diverse group of people

Live next to industrial units. Do all necessary interventions that can allow the development of quality housing next to industrial units.

Amenities such as dentist or a daycare, strategically positioned onsite.

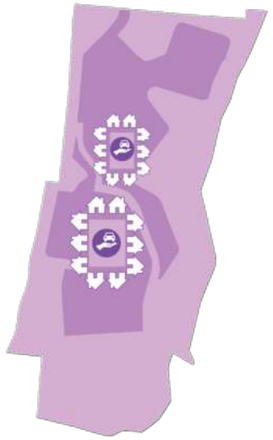
Vibrant public spaces as connectors of people and different housing clusters.

Integrated live-work spaces like flexible working spaces, ateliers and small collab spaces.

What if...

...we could introduce a more holistic mobility strategy?

Mobility shift: action plan



Mobility shift

Shared parking solutions in order to address the needs of a diverse group of people.

Pedestrian friendly neighborhood well connected to its surroundings and public transport.

Bike friendly neighborhood. Easy navigation within the site and convenient connections with strategic places of the city.

Optimize delivery systems and take into consideration new delivery and logistics technologies.

What if...

...we could adopt a robust framework for sustainable development?

Sustainable systems: action plan

Sustainable systems

Maximize rain water penetration in the ground: less impervious surfaces, less paving, roofs that can collect water.

Design with sustainable water cycles: Water collection, storage and management onsite.

Embeded renewable energy sources and passive energy building design.

Use of recycled/nature-based materials and sustainable building techniques.

Aerial rendering

Aerial rendering

*please remember that this image is an illustration of a series of concepts, not a “design” - it is intended to inspire, not to restrict

Walkthru diagrams

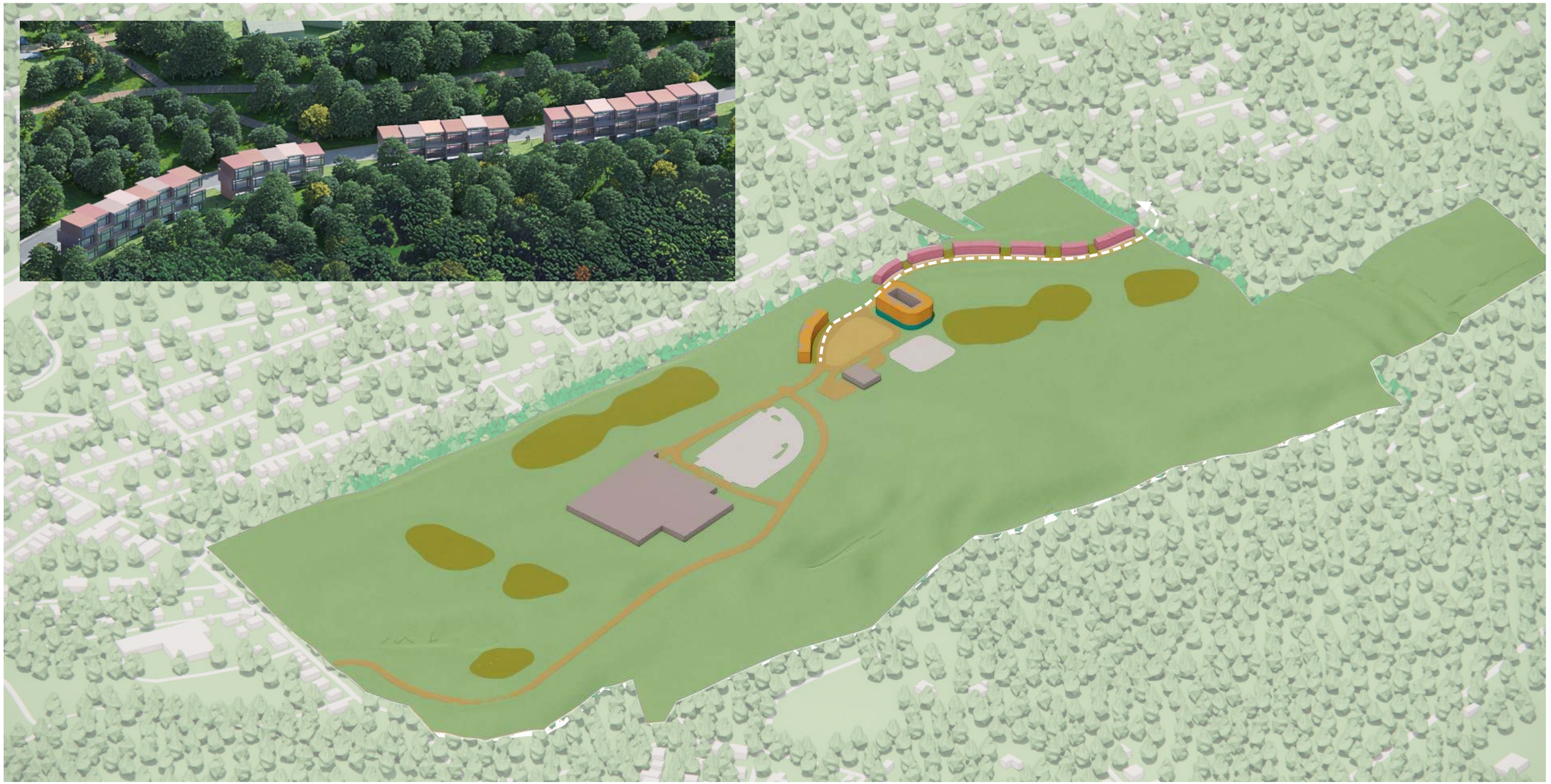
1. Existing

2. Flat areas

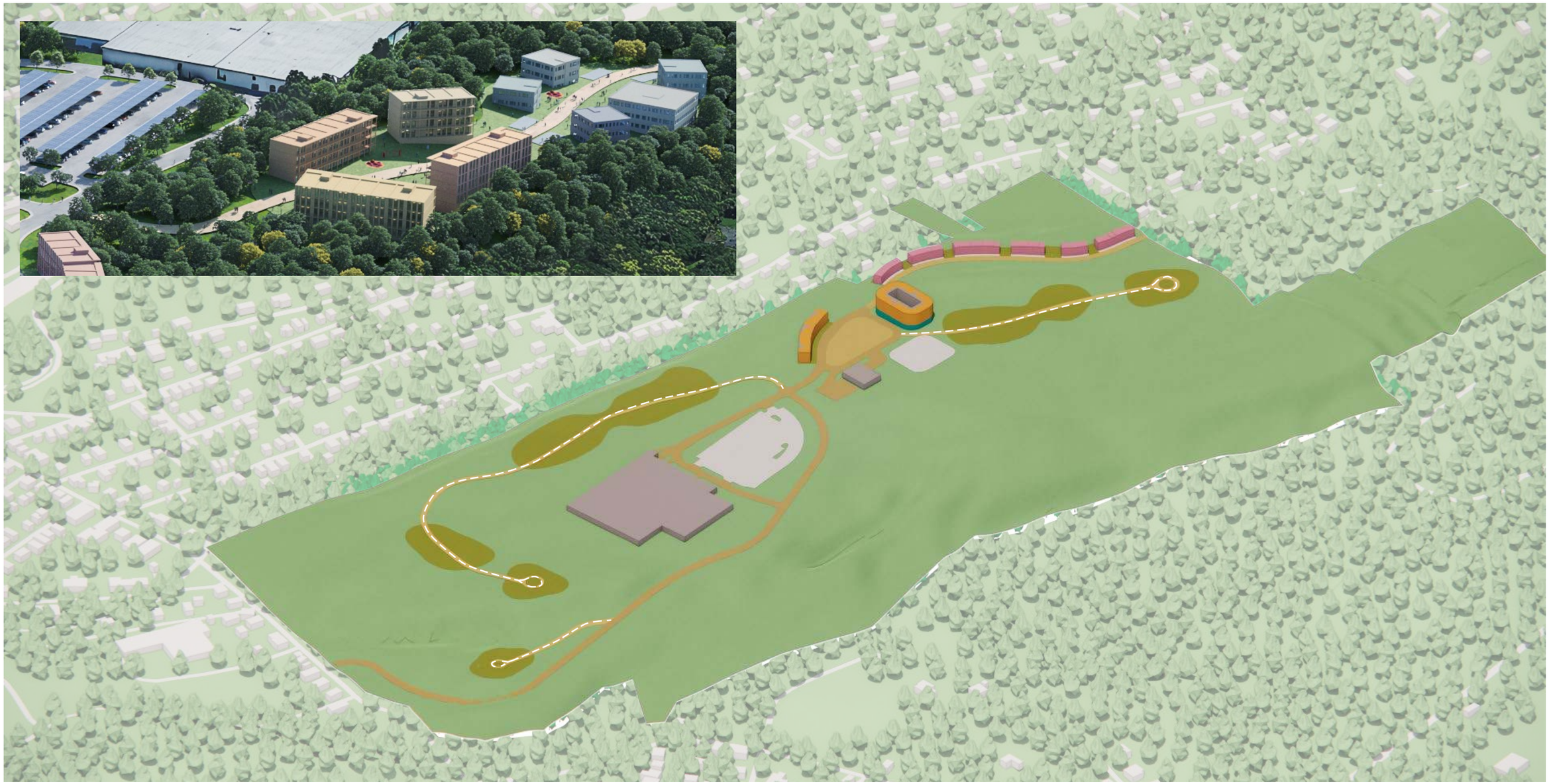
3. Public heart

4. Mixed use building

5. Linear development along thru-road



6. Cluster-connecting branch roads



7. Medium density clusters

8. Low density clusters

9. Pedestrian connections

10. Entrance areas

Massing overview

Phased approach

Site overview

Site overview

Development Parcel A - “The Nose”

zone T4-MS

2.4 acres

up to 60 parking spaces (automated garage)

up to 60 units of housing
1-3 structures

Development Parcel B - “Western Clusters”

zone T4-MS,
T4N-O, T3N-O

13 acres

190-228 parking spaces (mix of cluster lots, paral-lel, and pull-in)

~200 units of housing
4 clusters
~24 structures

Development Parcel C - “Core”

zone T4-MS

~7 acres

~86 parking spaces
(mix of surface lot, par-
allel, and pull-in)

~86 units of housing
2 structures

wet meadow commons

commercial ground
floor

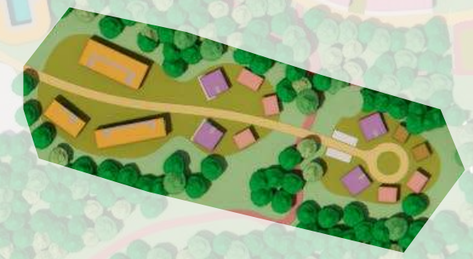
Development Parcel D - “Northern Clusters”

zone T4-MS / T3N-O

~8 acres

56-148 parking spaces (mix of cluster lot, parallel, and pull-in - with potential for plinth)

50-150 units of housing
12-24 structures



Development Parcel E - “Rowhouses”

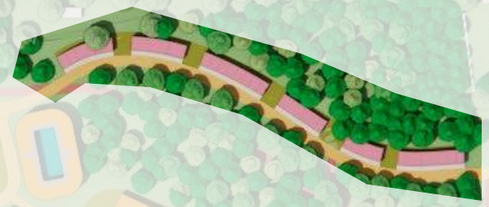
zone T4N-O

~2.5 acres

50-100 parking spaces (parallel)

50-100 units of housing
6-50 structures

live/work units



Viewshed impacts

River view

River view

Drone view (1200ft)

Drone view (1200ft)

Site Analysis

Buildable Area Analysis (recap)
Traffic Analysis
Parking Options
Water Infrastructure
Public Space Opportunities
Ecological Development
Zoning Strategy

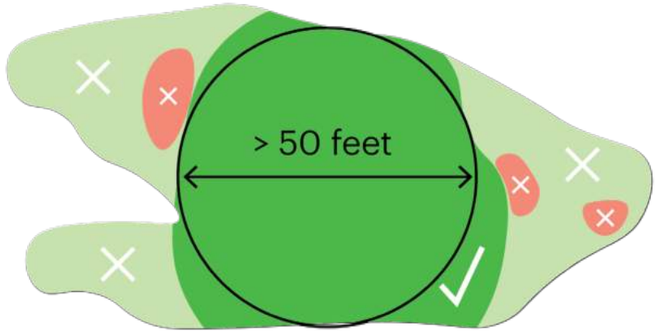
2

Buildable Area Analysis (recap)

The requirements to select the buildable area

< 5% slope inclination

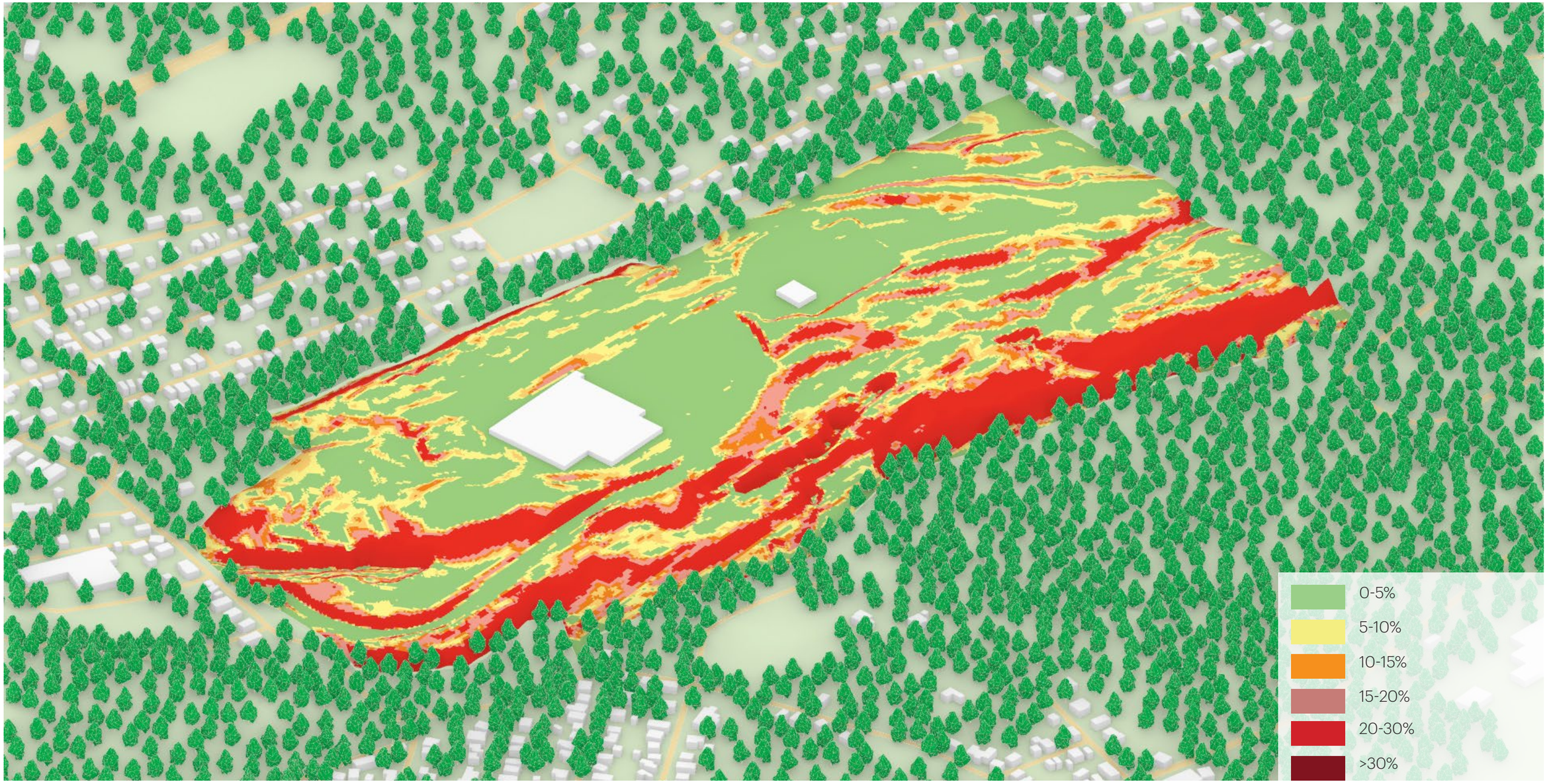
< 20% slope inclination



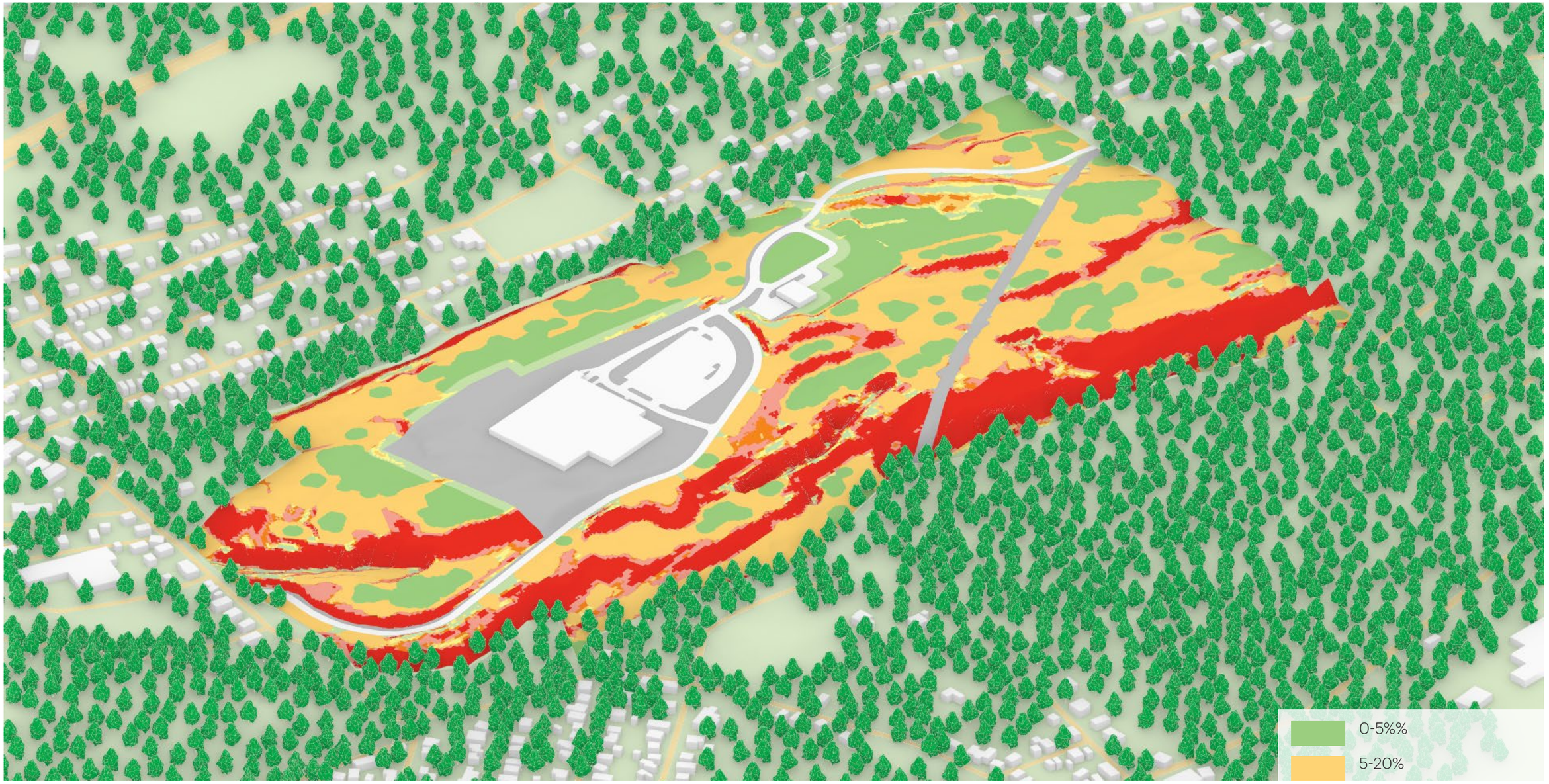
> 50 feet buildable area

Contour lines 2 ft.

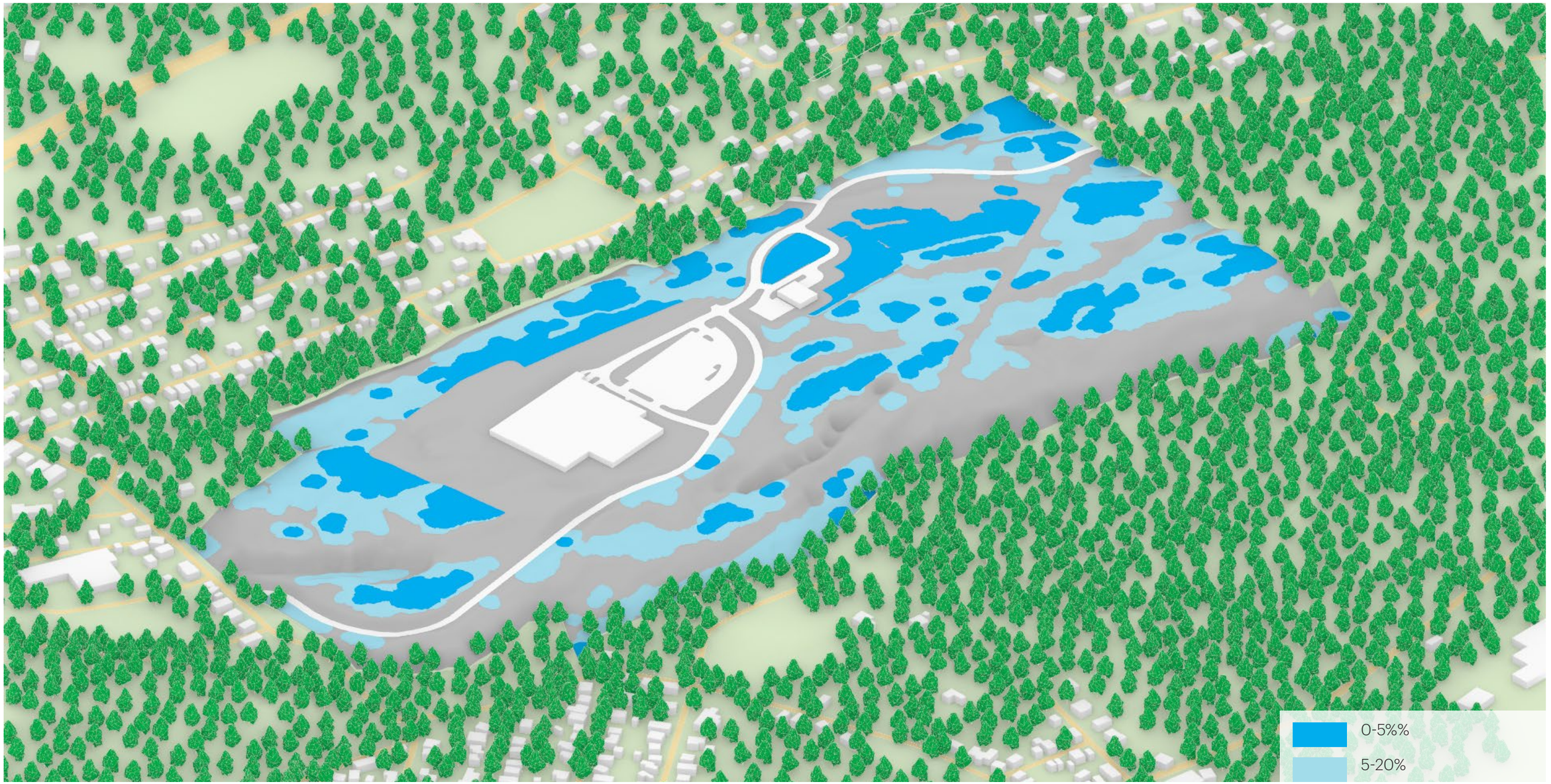
Slope classification



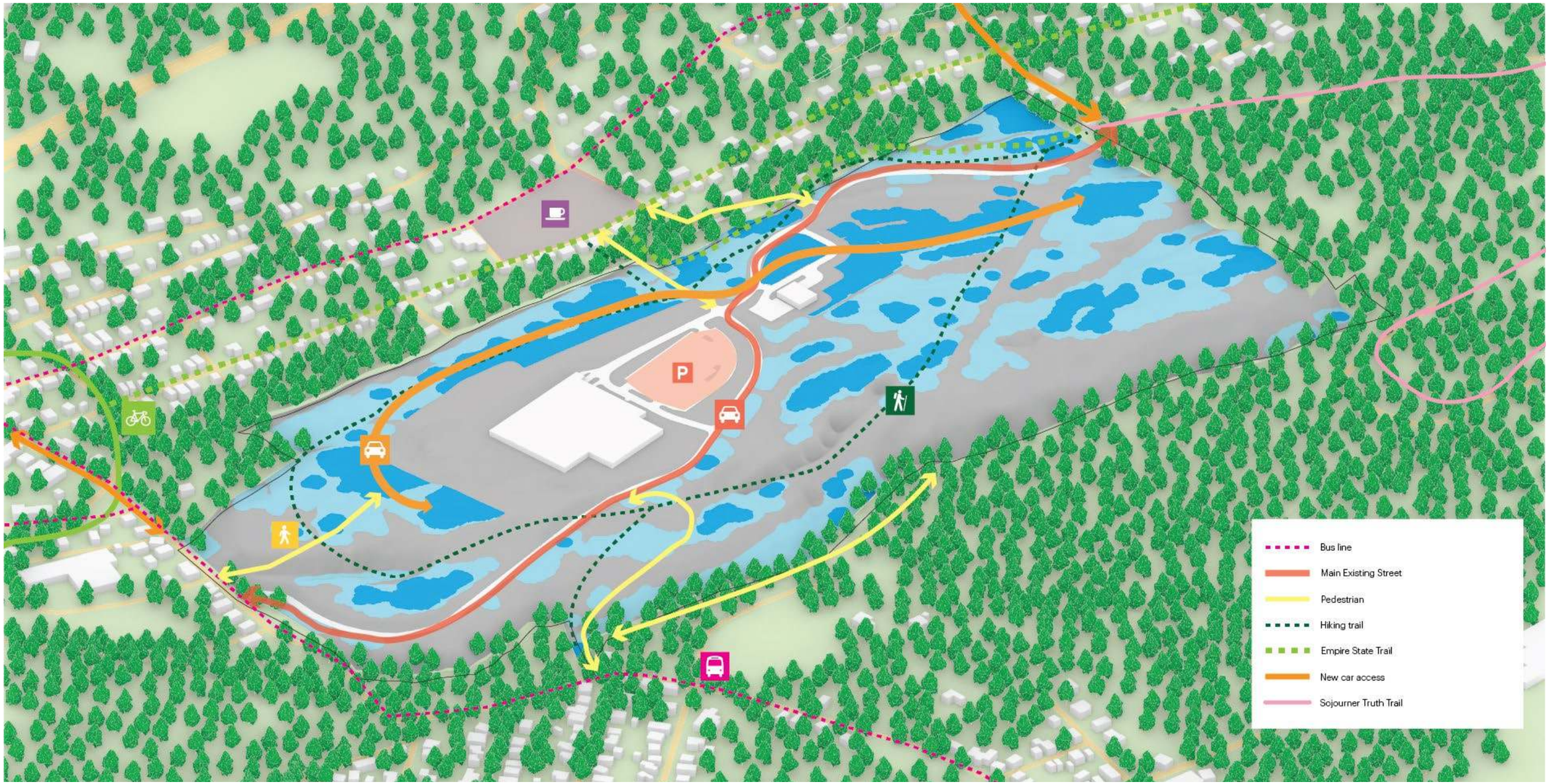
Apply setback from existing properties + infrastructure



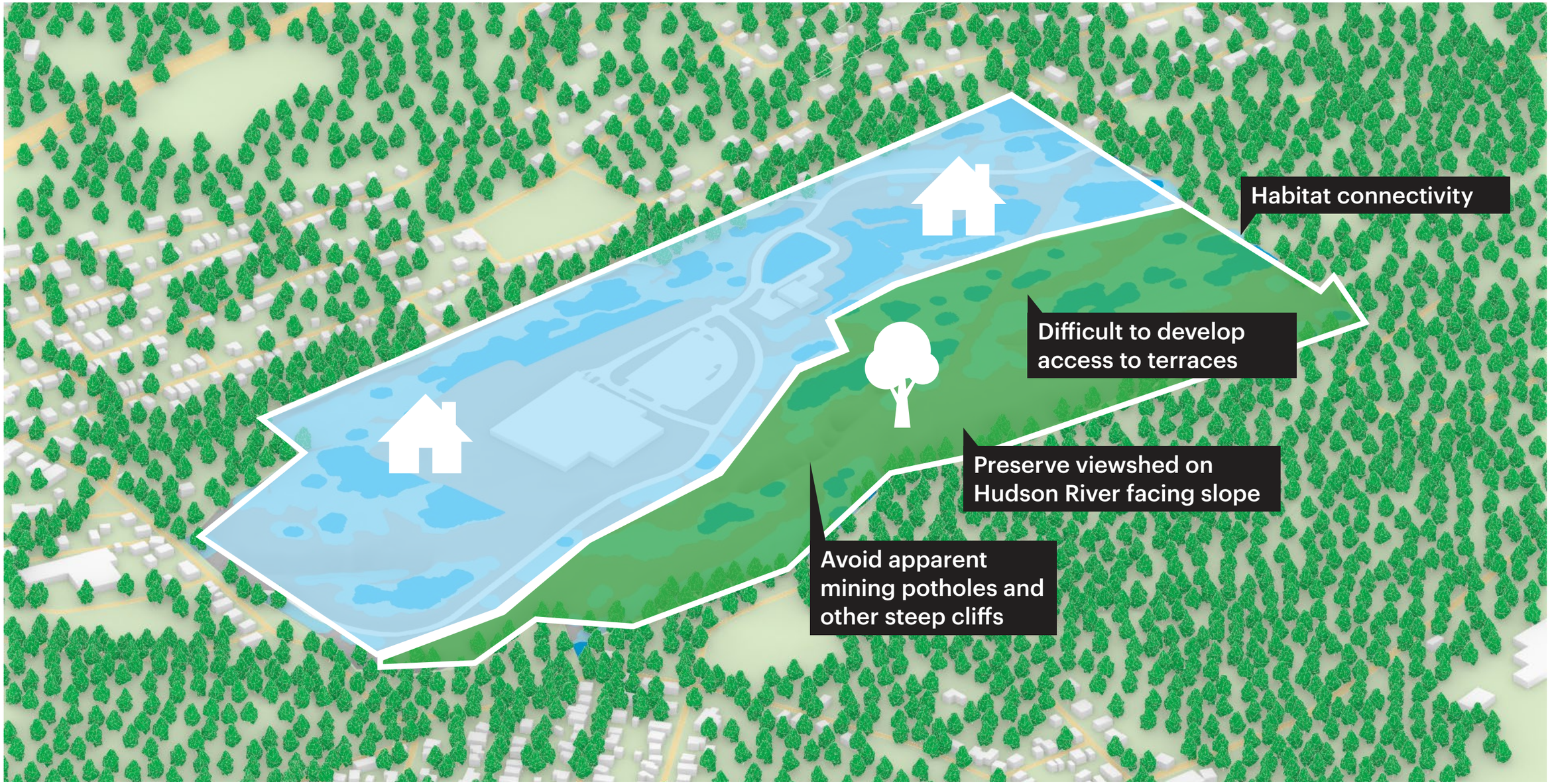
Final buildable areas



Connecting to the surroundings



Preserve forest on the east side

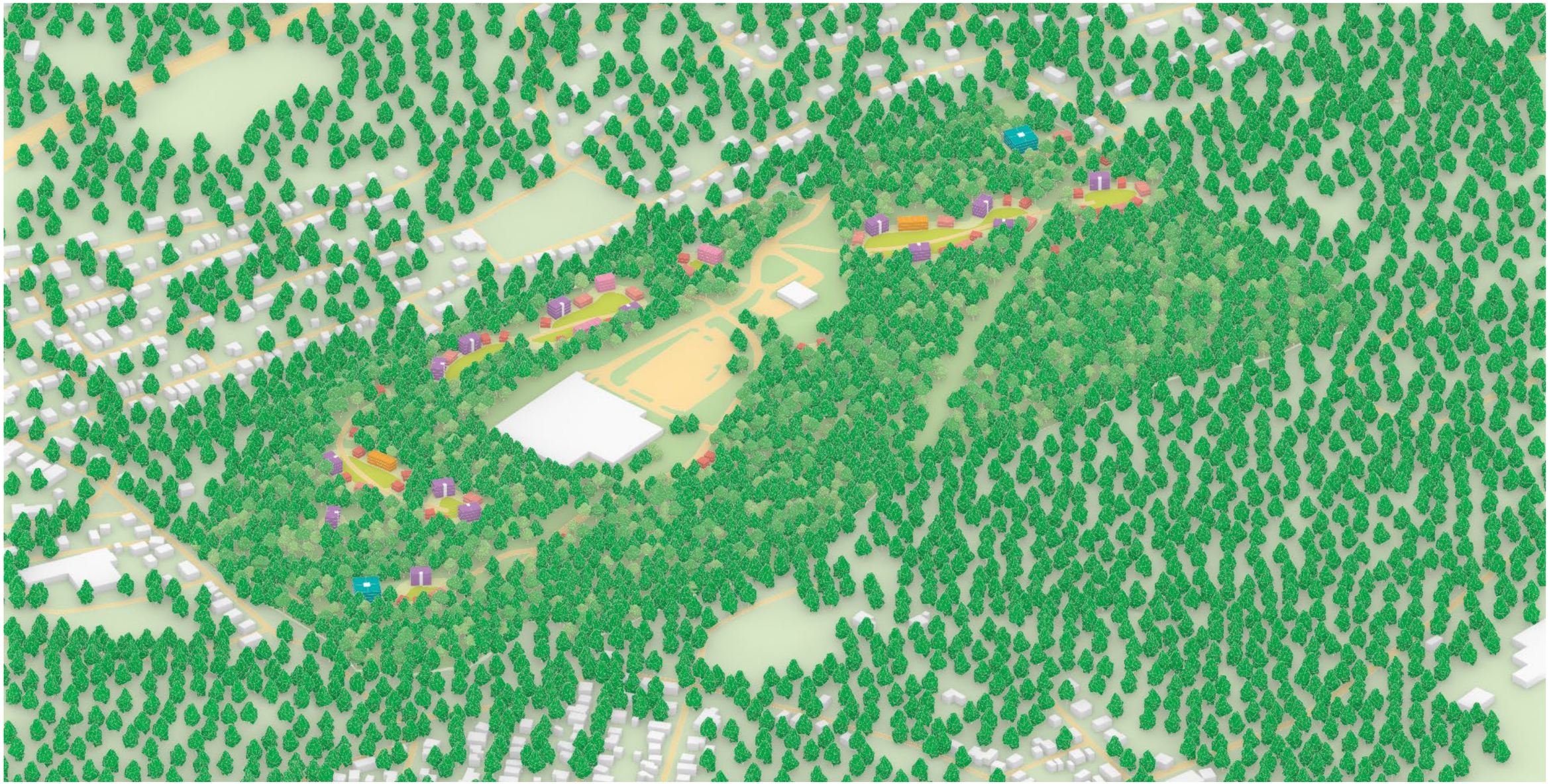


Select clusters and simplify geometry

Introduce new branch roads to connect clusters

Cluster concept

Conceptual massing plan (as of public presenation in November)



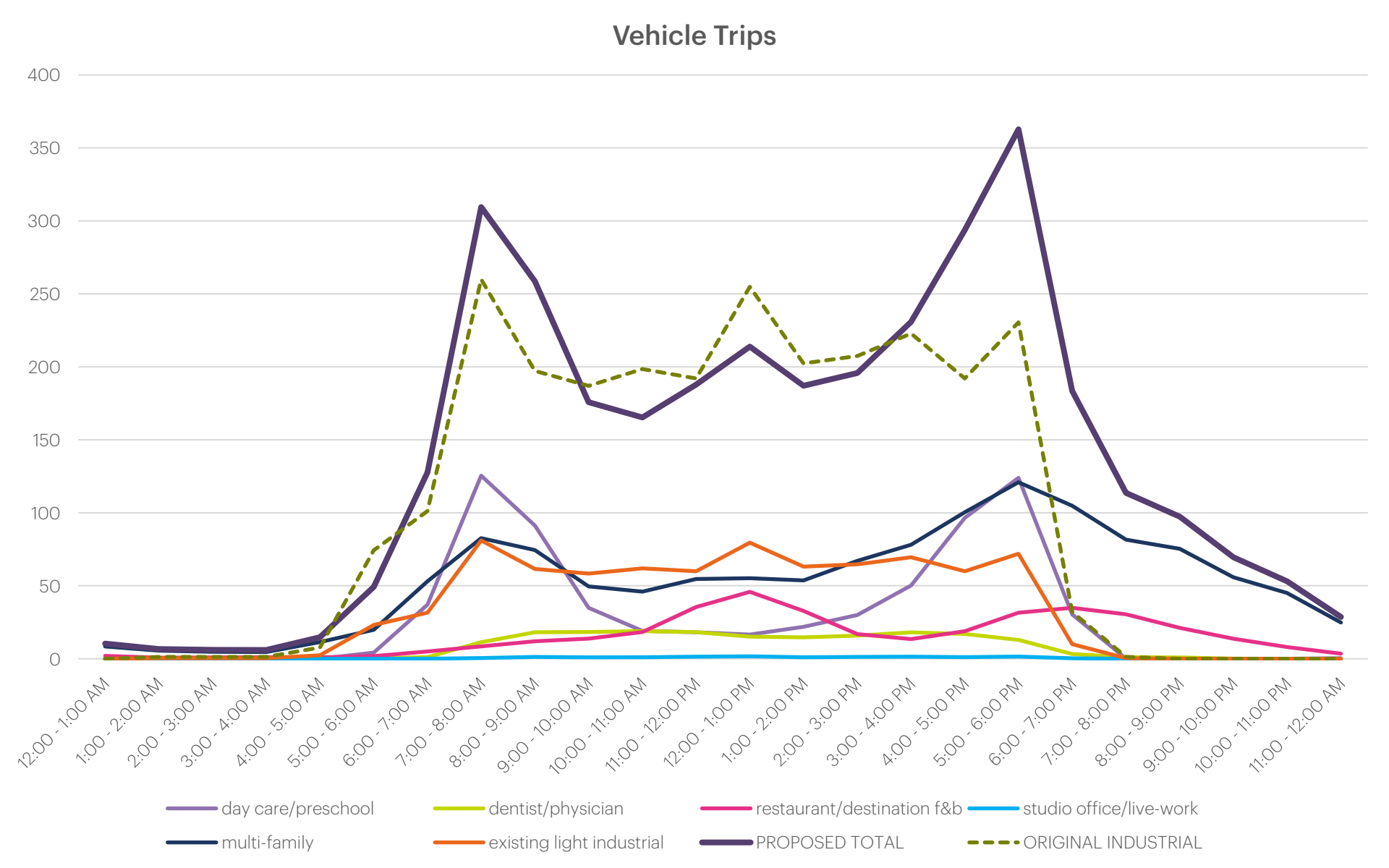
Traffic Analysis

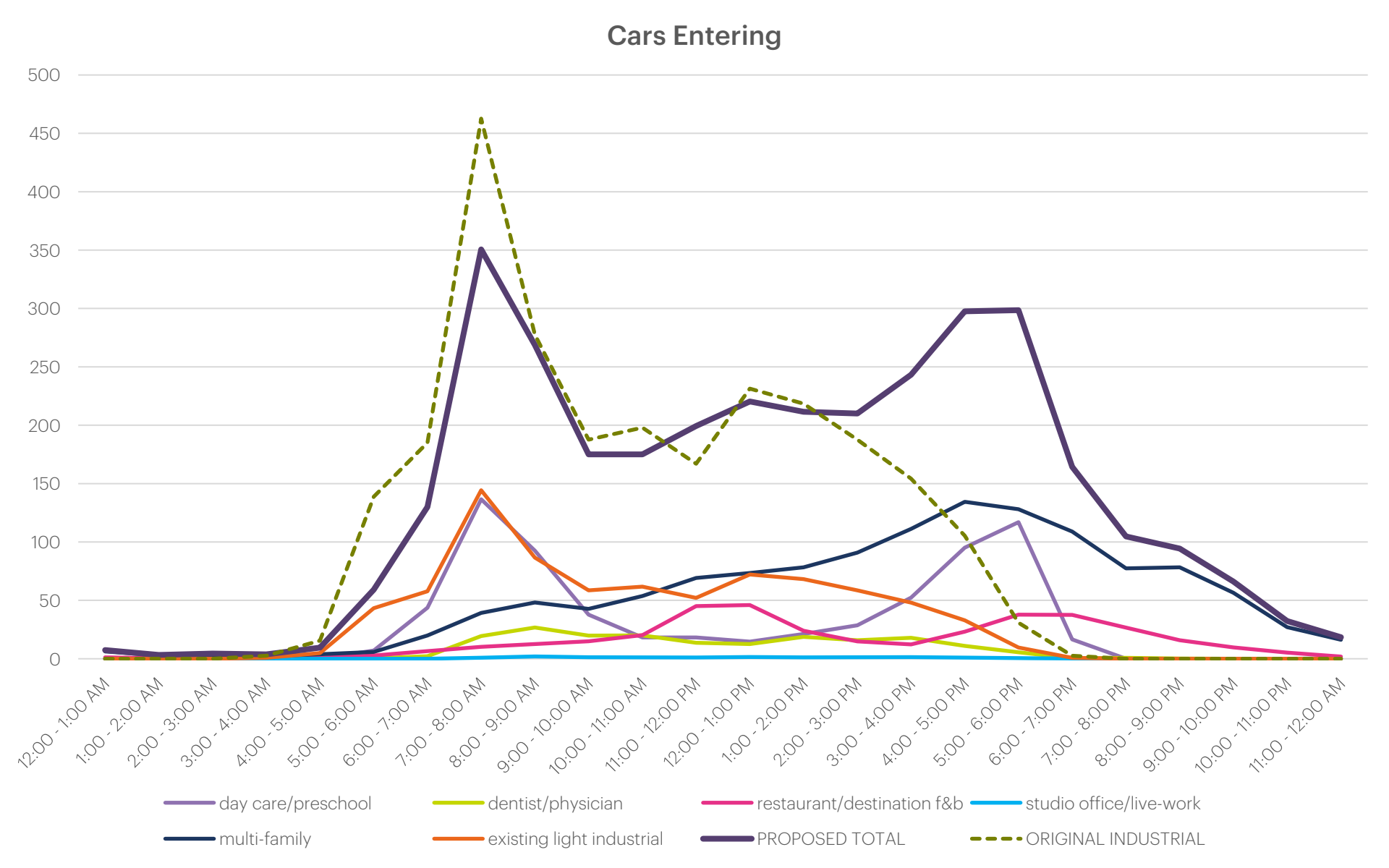
Total trip generation – potential vs original land use plan

	Land Use	Total Size (sqft)	Res Unit Count	ITE code	Rate	Unit	Trips	
PROPOSED MIXED-USE ENVELOPE (to SEQRA limit of 500,000sf)							**4,953**	+42%
	Day care/preschool	12,000		565	79.26	ksf	951	
	Dentist/physician	8,000		630	31.45	ksf	252	
	Restaurant/destination f&b	6,000		932	89.95	ksf	540	
	Studio office/live-work	2,000		710	11.01	ksf	22	
	Multi-family	316,000	316	220	6.65	DU	2,101	Very similar
	Light industrial (existing)	156,000		110	6.96	ksf	1,087	
INDUSTRIAL DEVELOPMENT PROGRAM (original plan)							**3,485**	
	Light industrial	500,000		110	6.96	ksf	3485	

Mode	Occupancy Rate
Car	1.25
Walk	1
Bike	1
Bus	10
WFH	N/A

Mode Split	Day care/ preschool	Dentist	Restaurant	Office	Resi	Industrial
Car	92%	92%	86%	76%	76%	92%
Walk	4%	4%	10%	4%	4%	4%
Bike	1%	1%	1%	1%	1%	1%
Bus	3%	3%	3%	3%	3%	3%
wfh	0%	0%	0%	16%	16%	0%


Vehicle Trips
400
350
300
250
200
150
100
50
0
12:00 - 1:00 AM
1:00 - 2:00 AM
2:00 - 3:00 AM
3:00 - 4:00 AM
4:00 - 5:00 AM
5:00 - 6:00 AM
6:00 - 7:00 AM
7:00 - 8:00 AM
8:00 - 9:00 AM
9:00 - 10:00 AM
10:00 - 11:00 AM
11:00 - 12:00 PM
12:00 - 1:00 PM
1:00 - 2:00 PM
2:00 - 3:00 PM
3:00 - 4:00 PM
4:00 - 5:00 PM
5:00 - 6:00 PM
6:00 - 7:00 PM
7:00 - 8:00 PM
8:00 - 9:00 PM
9:00 - 10:00 PM
10:00 - 11:00 PM
11:00 - 12:00 AM
day care/preschool
dentist/physician
restaurant/destination f&b
studio office/live-work
multi-family
existing light industrial
PROPOSED TOTAL
ORIGINAL INDUSTRIAL


Cars Entering
500
450
400
350
300
250
200
150
100
50
0
12:00 - 1:00 AM
1:00 - 2:00 AM
2:00 - 3:00 AM
3:00 - 4:00 AM
4:00 - 5:00 AM
5:00 - 6:00 AM
6:00 - 7:00 AM
7:00 - 8:00 AM
8:00 - 9:00 AM
9:00 - 10:00 AM
10:00 - 11:00 AM
11:00 - 12:00 PM
12:00 - 1:00 PM
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7:00 - 8:00 PM
8:00 - 9:00 PM
9:00 - 10:00 PM
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11:00 - 12:00 AM
day care/preschool
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restaurant/destination f&b
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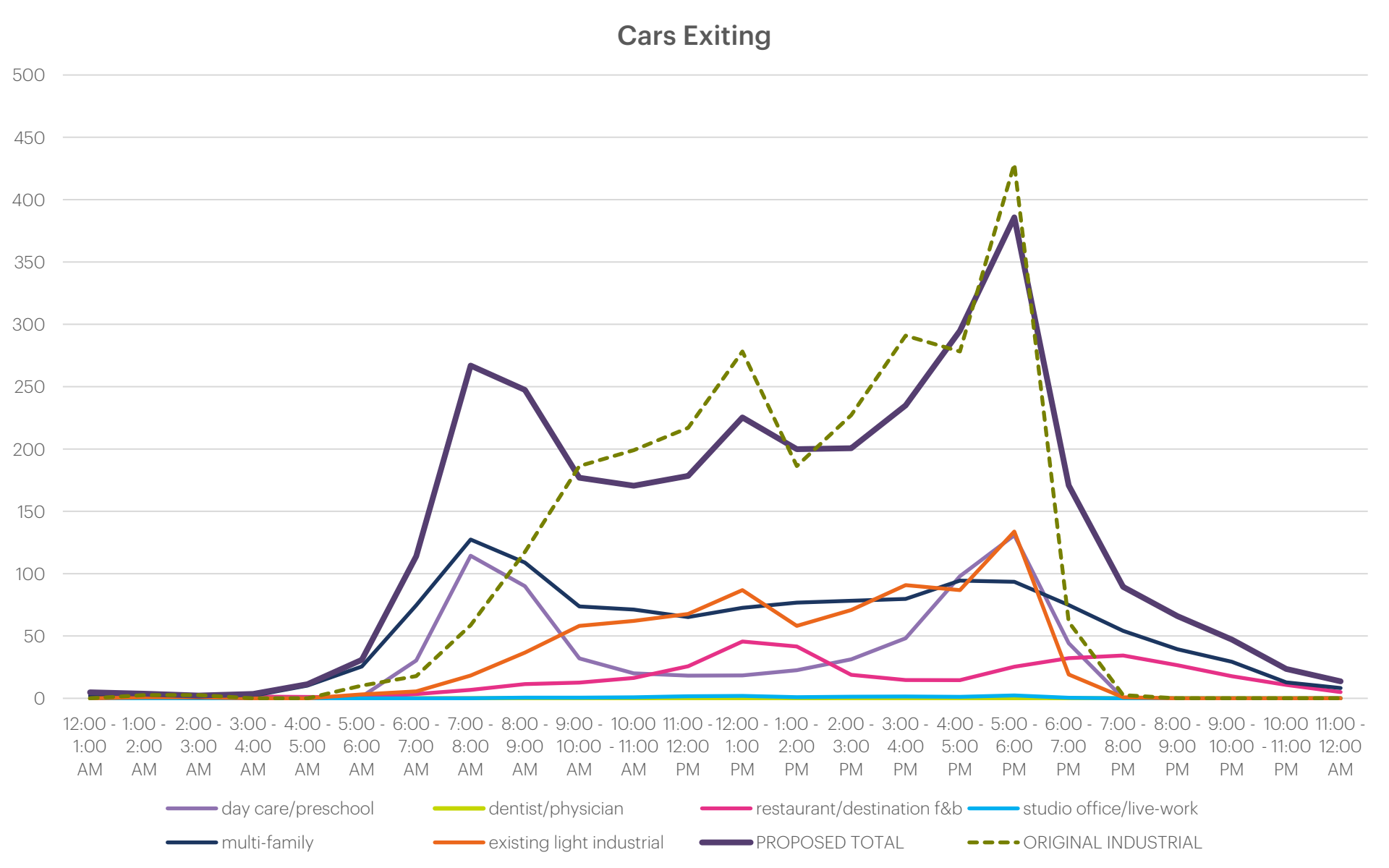
multi-family
existing light industrial
PROPOSED TOTAL
ORIGINAL INDUSTRIAL


Cars Exiting
500
450
400
350
300
250
200
150
100
50
0
12:00 - 1:00 AM
1:00 - 2:00 AM
2:00 - 3:00 AM
3:00 - 4:00 AM
4:00 - 5:00 AM
5:00 - 6:00 AM
6:00 - 7:00 AM
7:00 - 8:00 AM
8:00 - 9:00 AM
9:00 - 10:00 AM
10:00 - 11:00 AM
11:00 - 12:00 PM
12:00 - 1:00 PM
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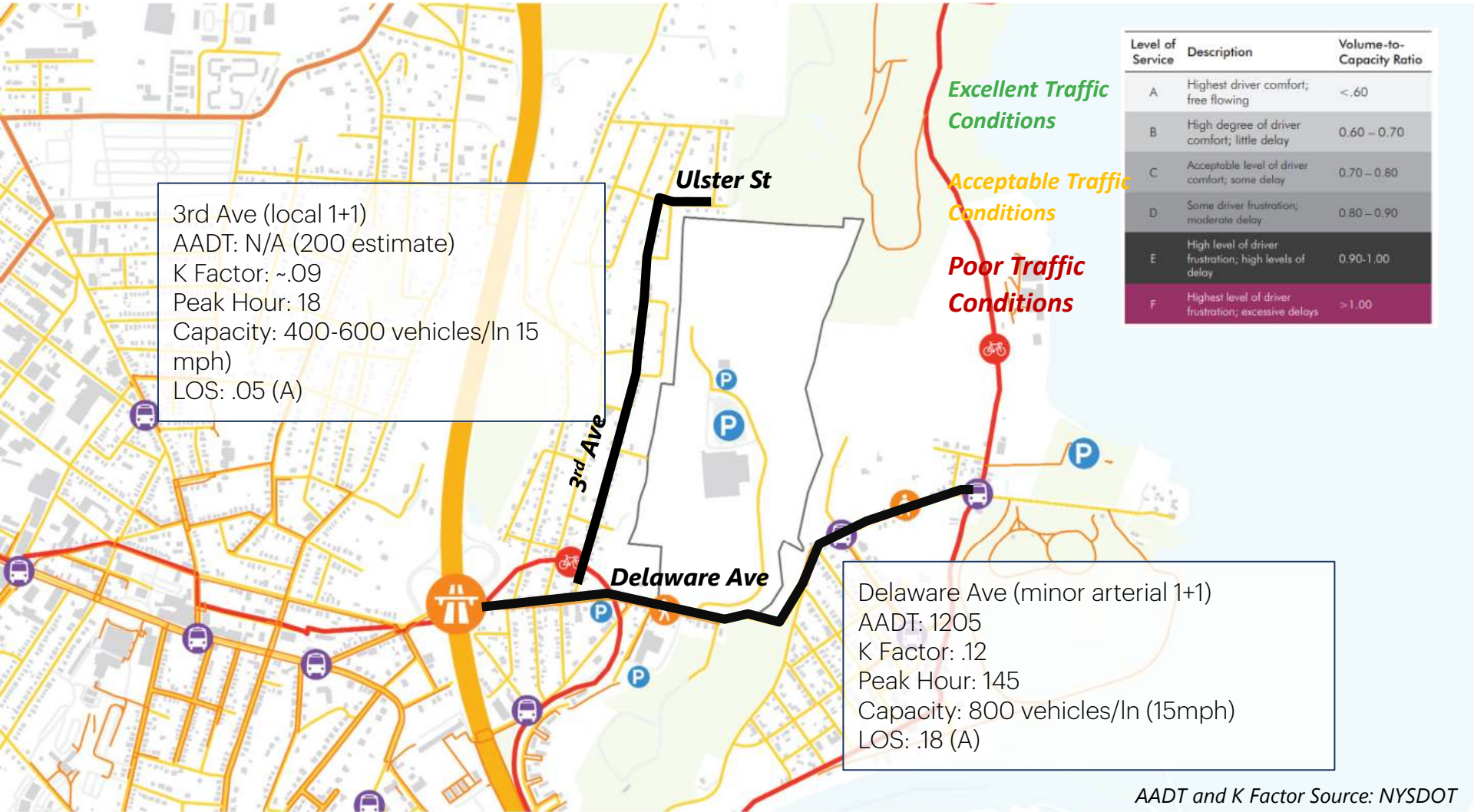
2:00 - 3:00 PM
3:00 - 4:00 PM
4:00 - 5:00 PM
5:00 - 6:00 PM
6:00 - 7:00 PM
7:00 - 8:00 PM
8:00 - 9:00 PM
9:00 - 10:00 PM
10:00 - 11:00 PM
11:00 - 12:00 AM
day care/preschool
dentist/physician
restaurant/destination f&b
studio office/live-work
multi-family
existing light industrial
PROPOSED TOTAL
ORIGINAL INDUSTRIAL

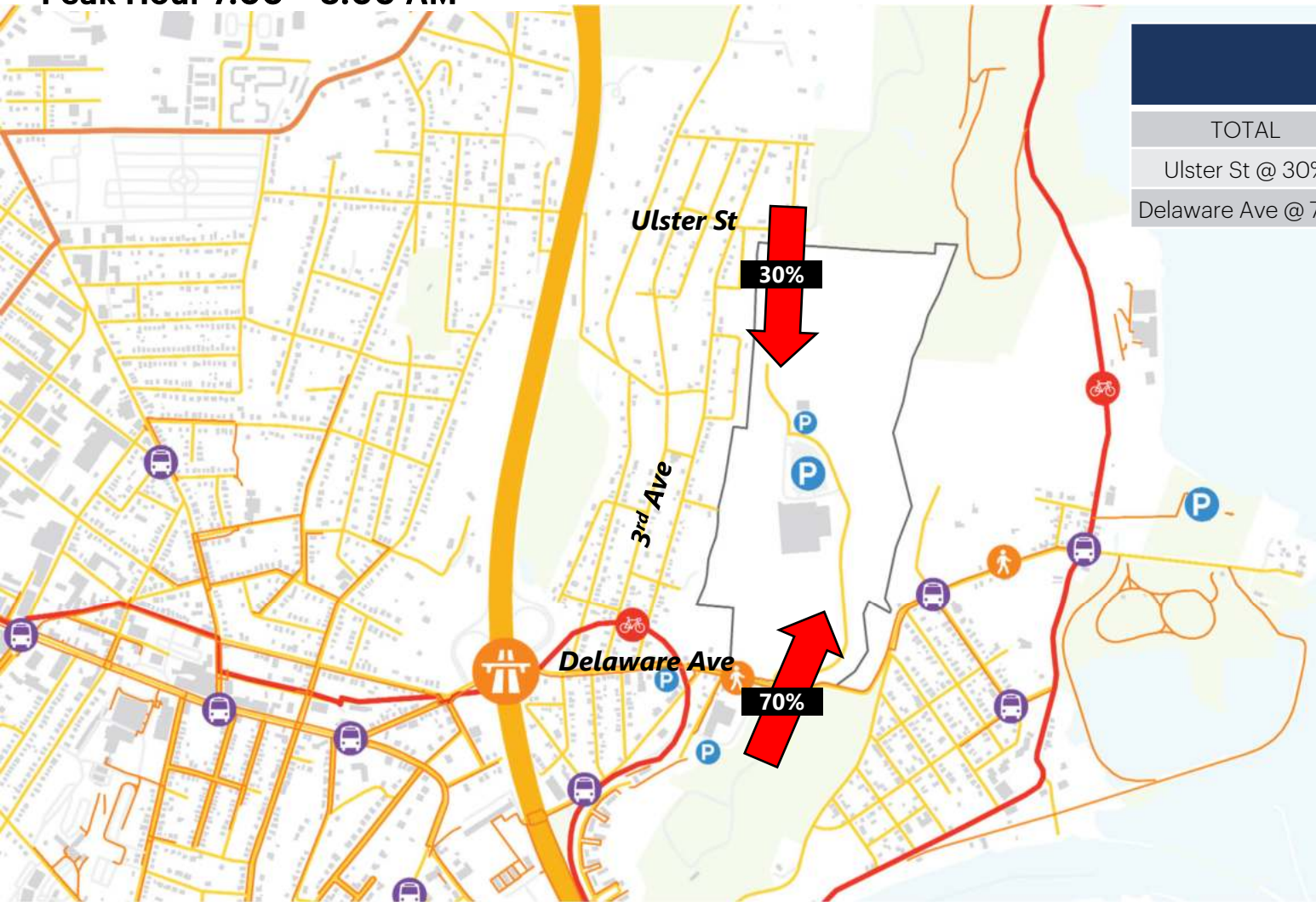
Traffic Volumes (AADT) - current



Level of Service	Description	Volume-to-Capacity Ratio
A	Highest driver comfort; free flowing	<.60
B	High degree of driver comfort; little delay	0.60 – 0.70
C	Acceptable level of driver comfort; some delay	0.70 – 0.80
D	Some driver frustration; moderate delay	0.80 – 0.90
E	High level of driver frustration; high levels of delay	0.90-1.00
F	Highest level of driver frustration; excessive delays	>1.00

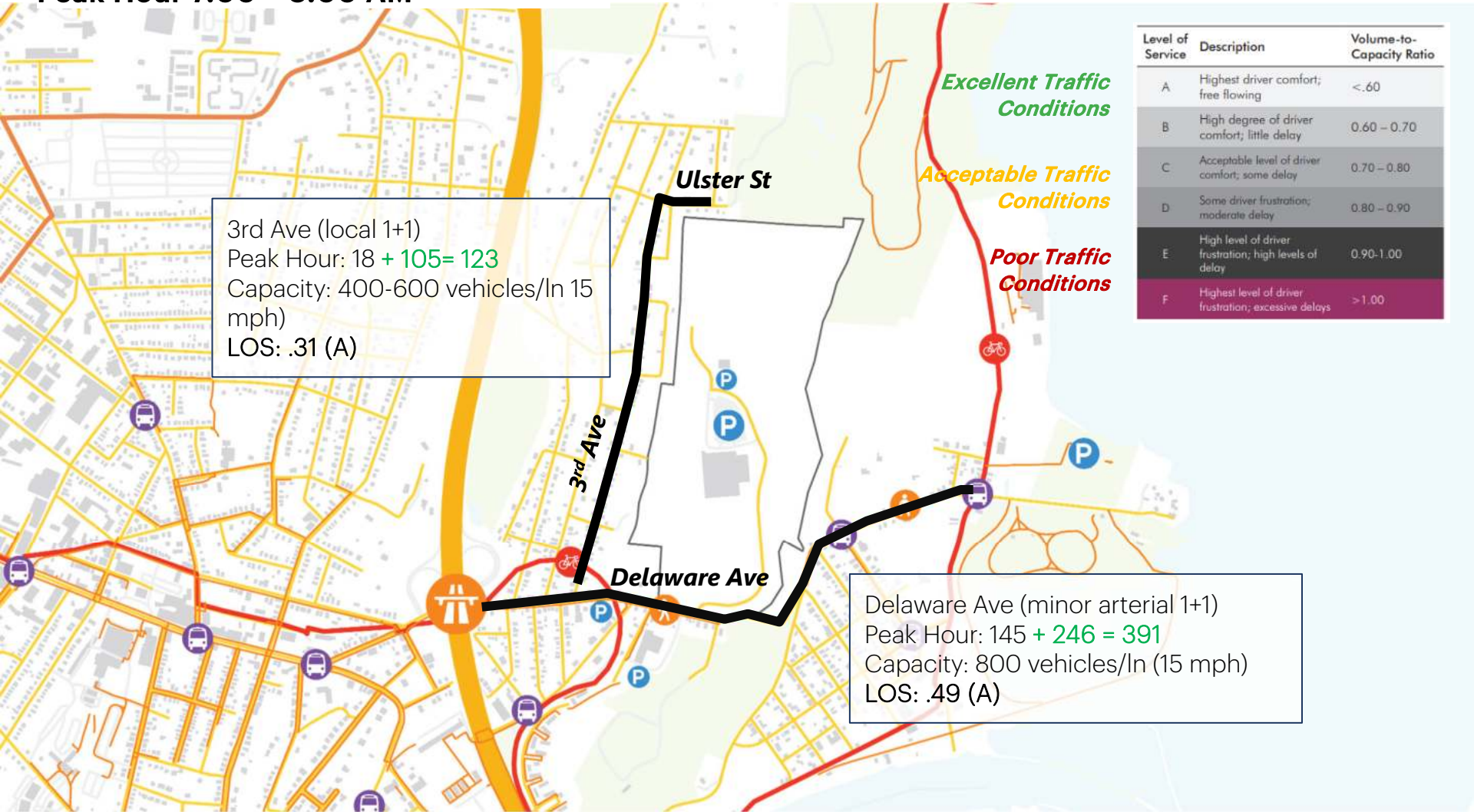
AADT and K Factor Source: NYSDOT

Vehicles Entering
Peak Hour 7:00 – 8:00 AM



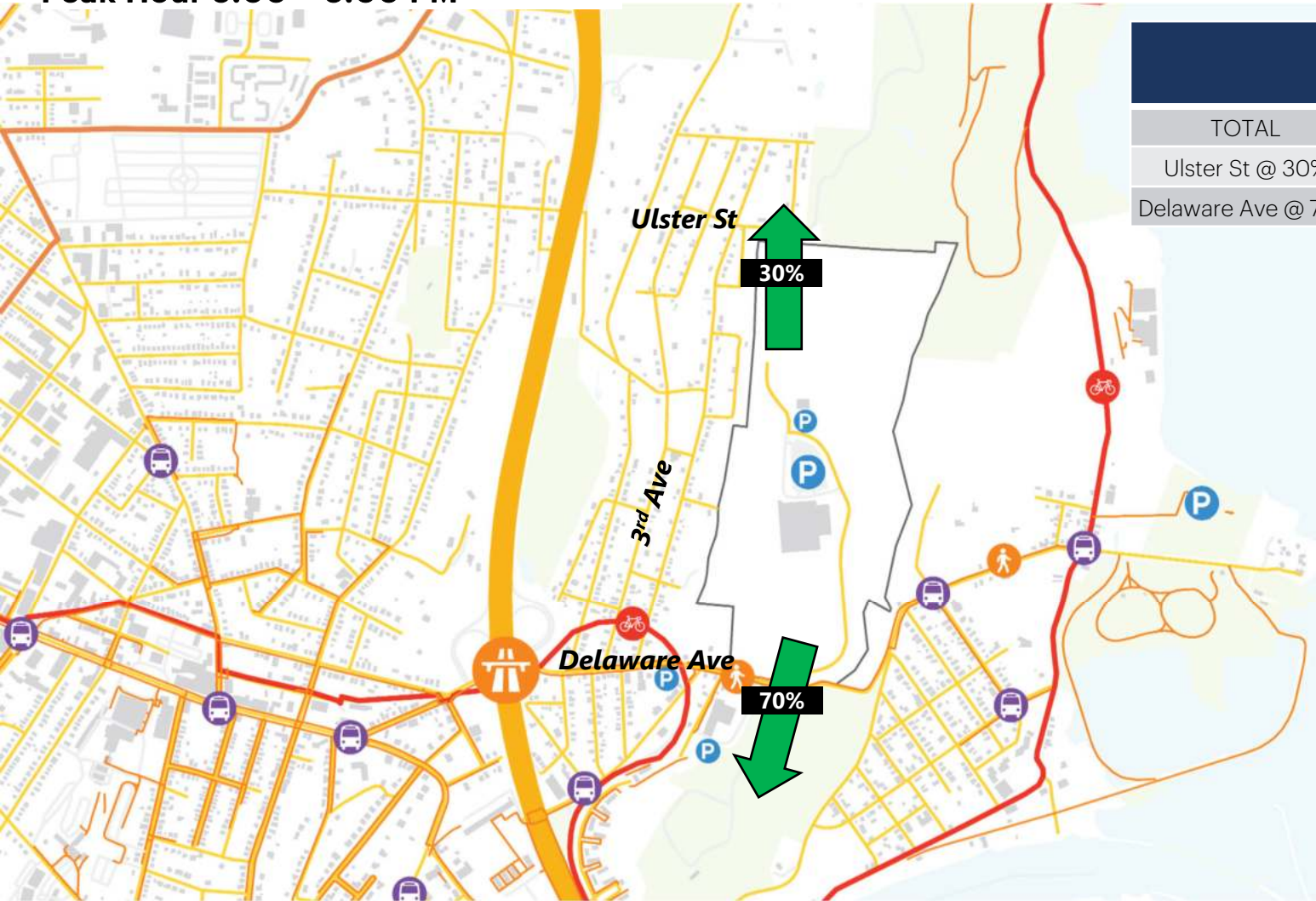
	VEHICLES PER HOUR
TOTAL	351
Ulster St @ 30%	105
Delaware Ave @ 70%	246

Vehicles Entering
Peak Hour 7:00 – 8:00 AM



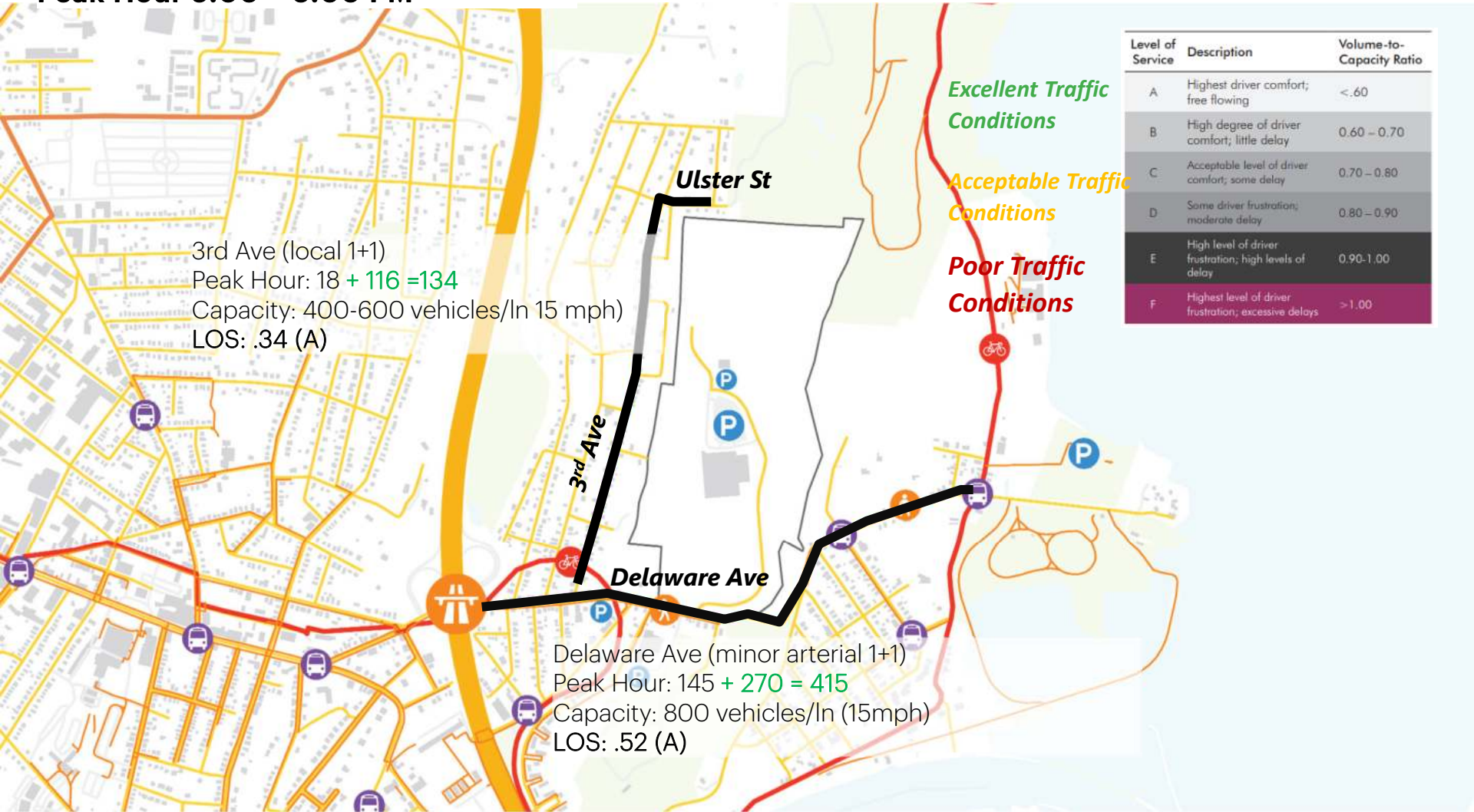
Level of Service	Description	Volume-to-Capacity Ratio
A	Highest driver comfort; free flowing	<.60
B	High degree of driver comfort; little delay	0.60 – 0.70
C	Acceptable level of driver comfort; some delay	0.70 – 0.80
D	Some driver frustration; moderate delay	0.80 – 0.90
E	High level of driver frustration; high levels of delay	0.90-1.00
F	Highest level of driver frustration; excessive delays	>1.00

Vehicles Exiting
Peak Hour 5:00 – 6:00 PM



	VEHICLES PER HOUR
TOTAL	386
Ulster St @ 30%	116
Delaware Ave @ 70%	270

Vehicles Exiting
Peak Hour 5:00 – 6:00 PM



Level of Service	Description	Volume-to-Capacity Ratio
A	Highest driver comfort; free flowing	<.60
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D	Some driver frustration; moderate delay	0.80 – 0.90
E	High level of driver frustration; high levels of delay	0.90-1.00
F	Highest level of driver frustration; excessive delays	>1.00

Traffic Analysis conclusions

- Multi-family trip generation is of a similar magnitude to light industrial, so converting the remaining 344,000 sf to housing would not meaningfully change the traffic impacts, compared to what was already anticipated in the SEQRA.
- Any commercial uses would generate significantly more traffic per ksf.
- The current traffic load on both Delaware Ave and Ulster St/3rd Ave is extremely low as a share of capacity – both roads could handle substantially more traffic while maintaining LOS of "A".
- However, the perceived impacts especially along Ulster St/3rd Ave would be significant, resulting in almost 7x more peak-hour traffic than residents are accustomed to.
- There are various mitigation strategies that could be deployed to minimize this:
  - Limiting this site entrance to passenger vehicles
  - Creating a break in Corporate Dr so only units near Ulster St use that site entrance.
  - Performing a more detailed analysis that accounts for some users traveling N/W on Hooker St and 1st Ave (reducing load along 3rd Ave).
  - Accounting for phasing-in of impacts over time, and planning appropriate infrastructure upgrades .

Parking Options

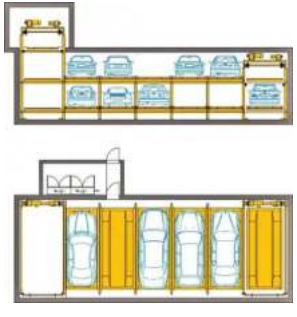
Parking Options

Surface Lot Parking

On-street Parking (parallel)

On-street Parking (pull-in)

Automated Parking



Cluster Parking

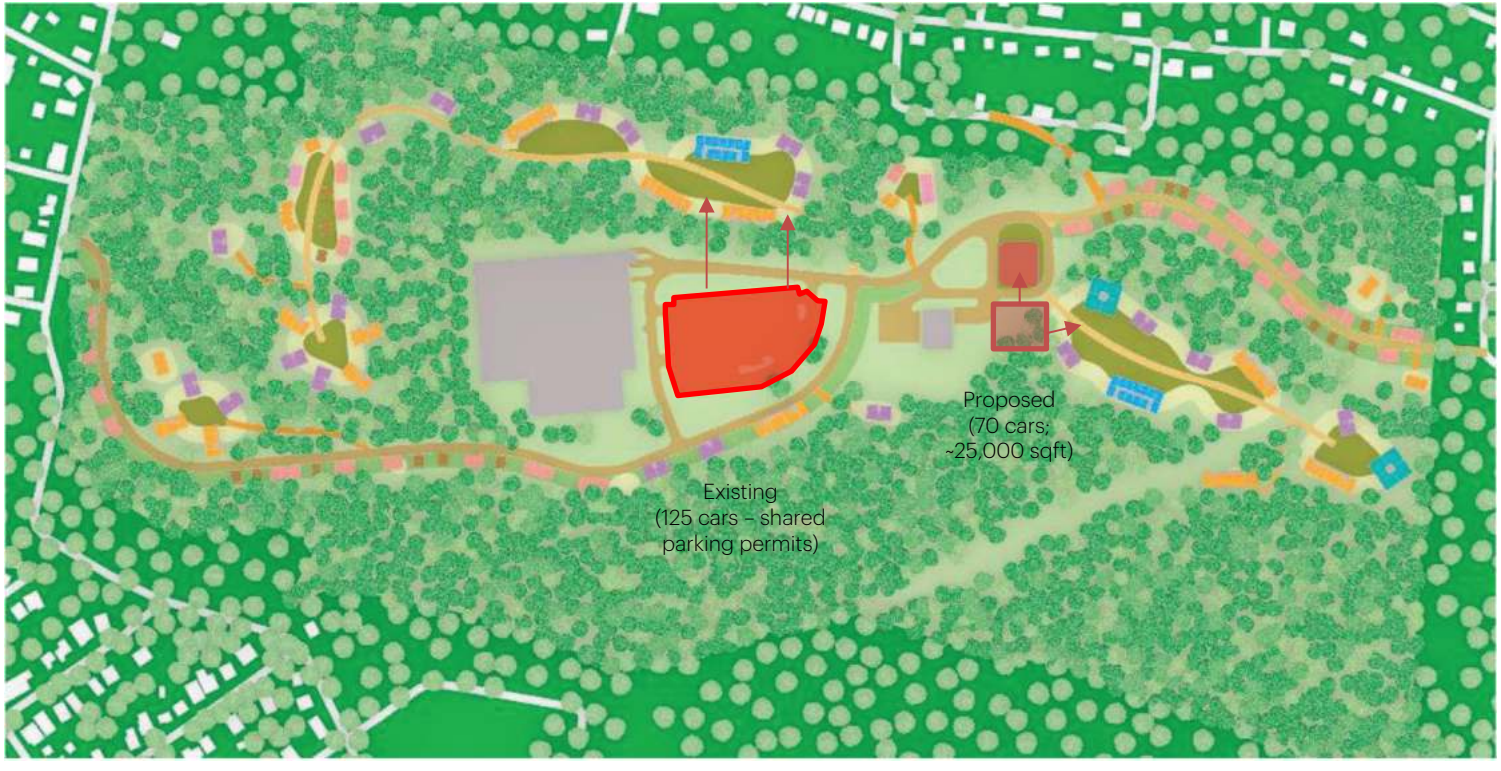
Plinth Parking

Surface Parking

Capacity: 195

Space requirements (new): 350 sqft per vehicle

Sharing ratio for existing lot: 50%

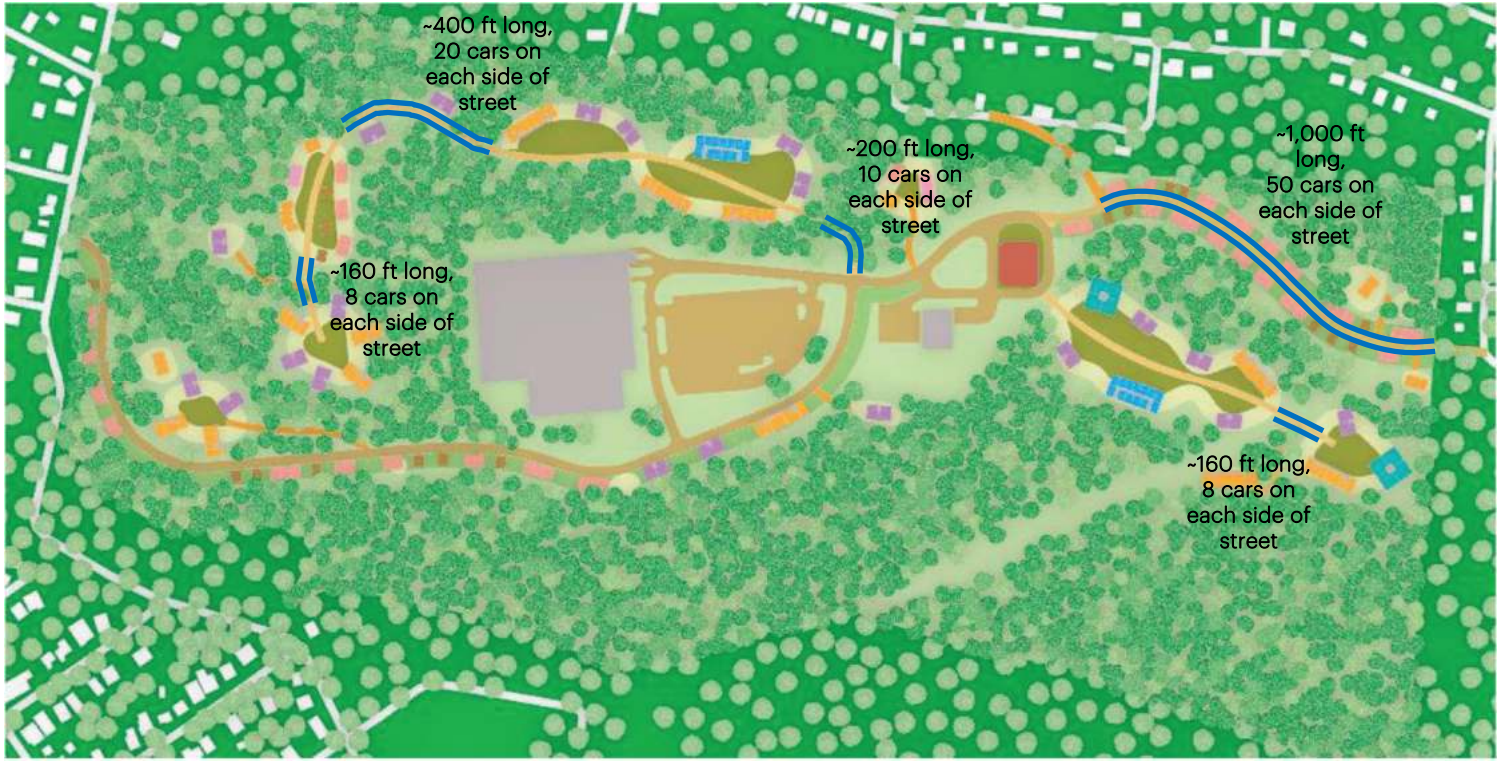


On-Street Parking (parallel)

Capacity: 96-192

Space requirements: (20 ft wide per vehicle)

Range accounts for some areas that may need to be single-loaded.



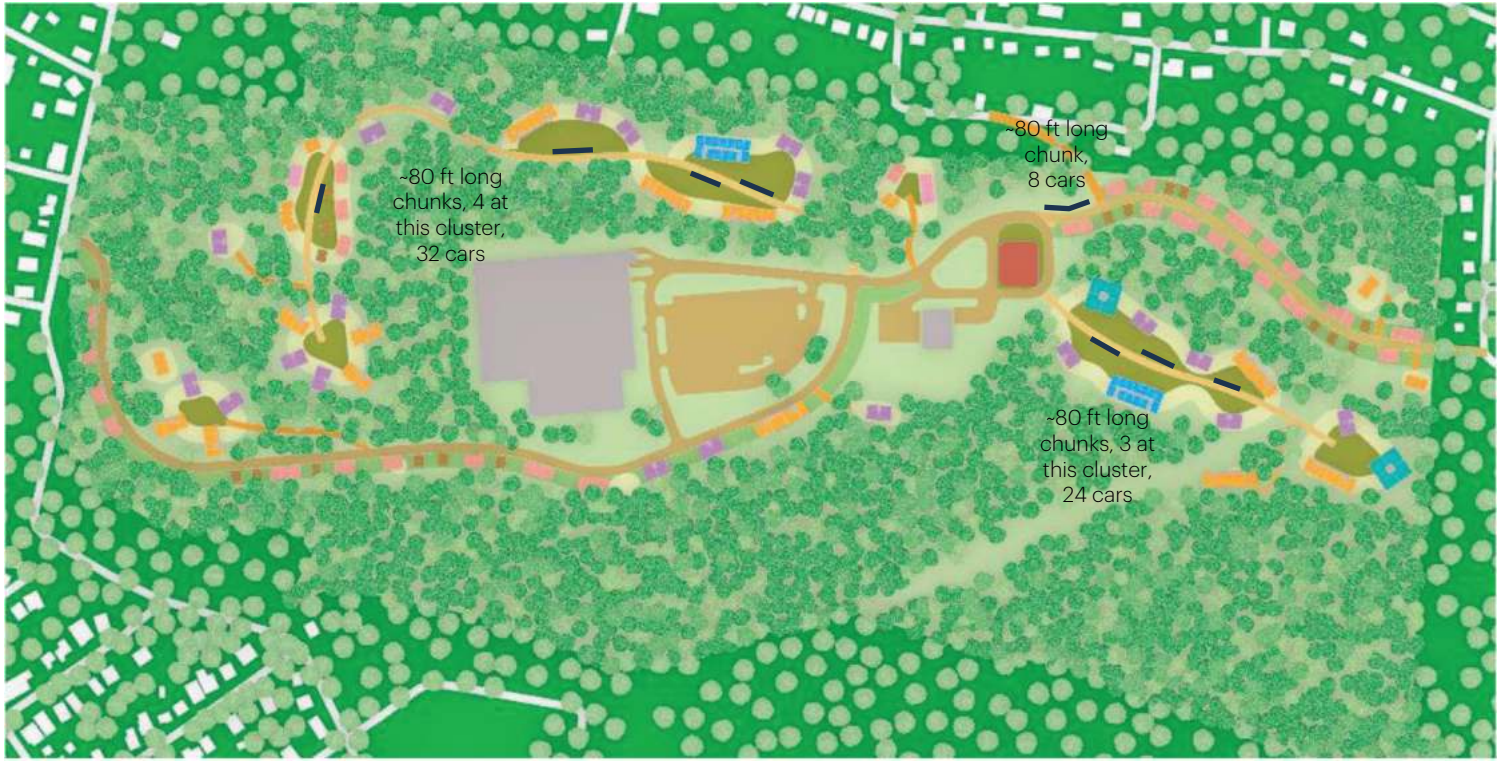
On-Street Parking (pull-in)

Capacity: 64

Space requirements: (10 ft wide per vehicle)

Where flat topo allows wider ROW.

Could be particularly helpful for ADA/handicap spots.

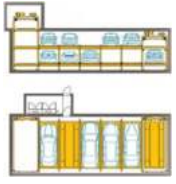


Cluster Parking

Capacity: 128

Space requirements: (350 sqft per vehicle)

Automated Parking

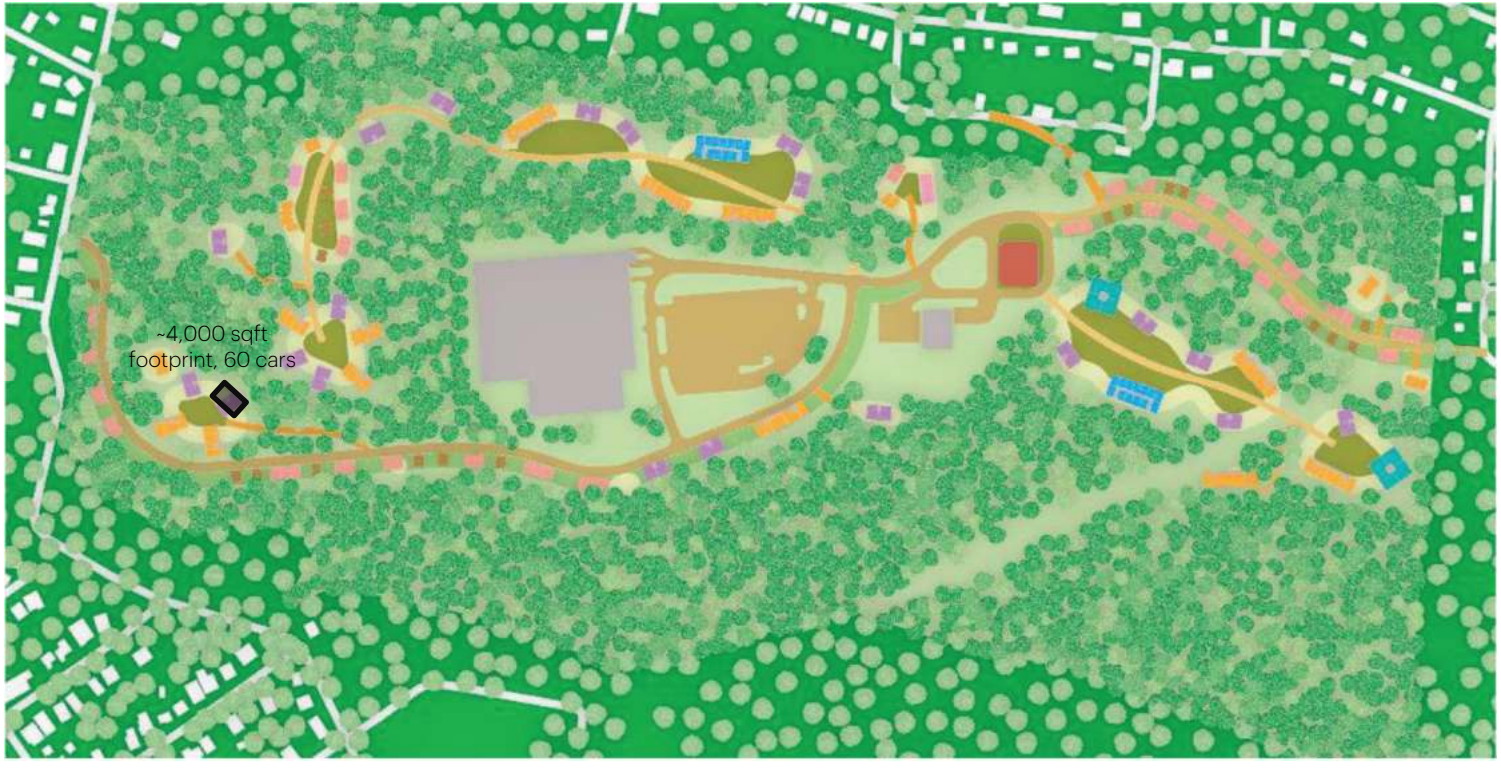


Capacity: 60

Space requirements: (200 sqft per vehicle)

Assume 3 floors high

Particularly useful where lack of flat topo precludes enough surface parking or wide enough ROW for parallel/pull-in parking.

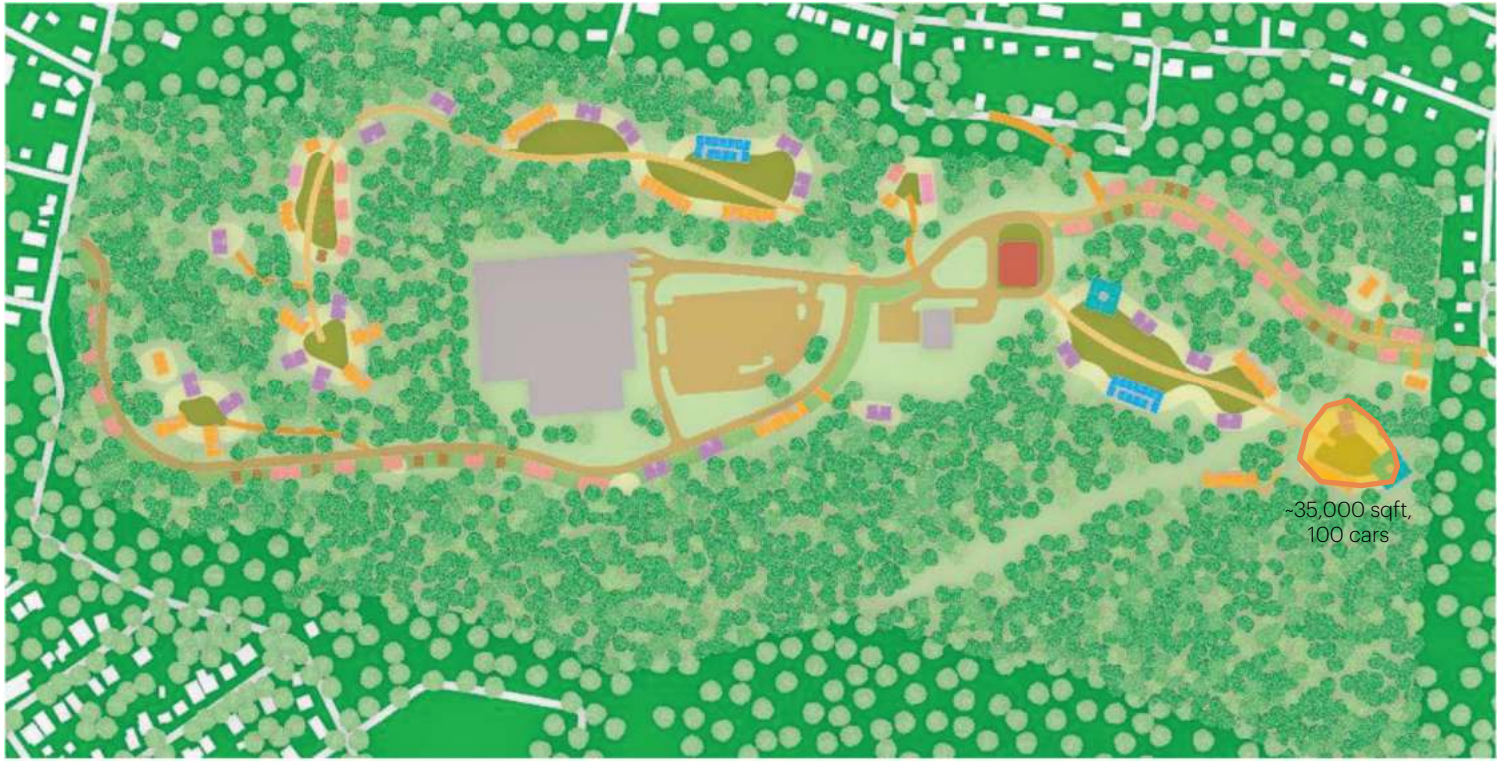


Plinth Parking

Capacity: 100

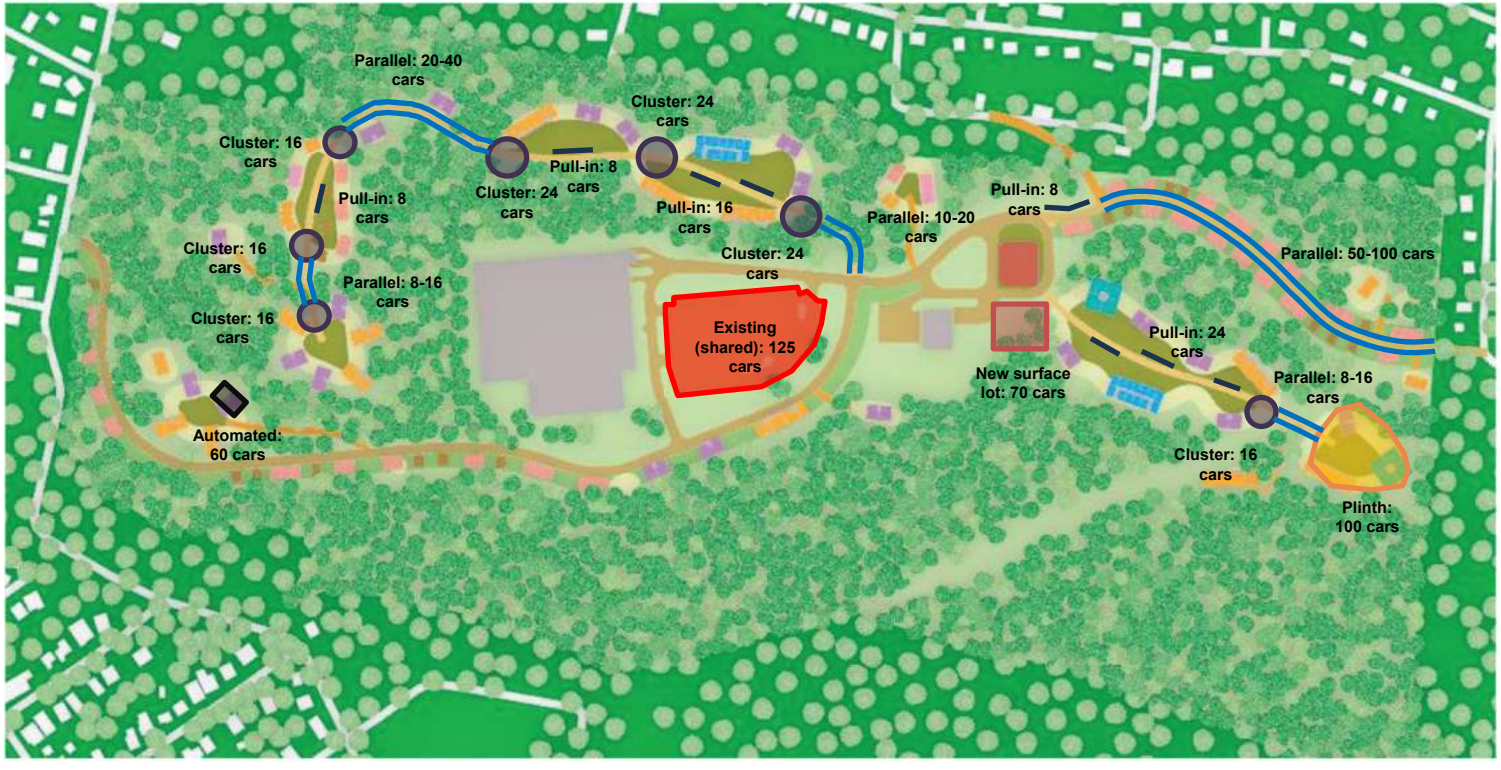
Space requirements: (350 sqft per vehicle)

Single-level surface parking under plinth structure – car-free cluster space above.



Total Parking Capacity

Parking Type	Capacity
Surface Parking (existing)	125
Surface Parking (new)	70
On-street Parallel	96-192
On-street Pull-in	64
Cluster Lots	136
Automated	60
Plinth	100
TOTAL	**650-750**



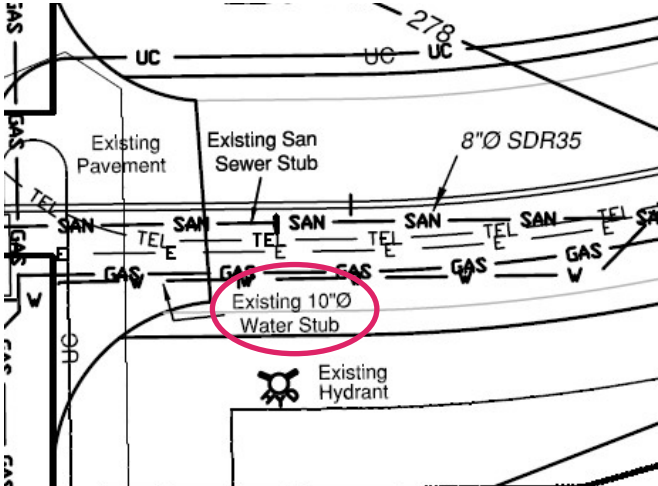
Water Infrastructure

Total water use – potential vs original land use plan

	Land Use	Total Size (sqft)	Res Unit Count	WUI (gal/sf/yr)	Total Use (gal/day)
PROPOSED MIXED-USE ENVELOPE (to SEQRA limit of 500,000sf)					**48,953**
	Day care/preschool	12,000		10.8	355
	Dentist/physician	8,000		23.4	513
	Restaurant/destination f&b	6,000		230.5	3,789
	Studio office/live-work	2,000		29.9	164
	Multi-family	316,000	316	45.2	39,132
	Light industrial (existing)	156,000		11.7	5,001
INDUSTRIAL DEVELOPMENT PROGRAM (original plan)					**16,027**
	Light industrial	500,000		11.7	3,485

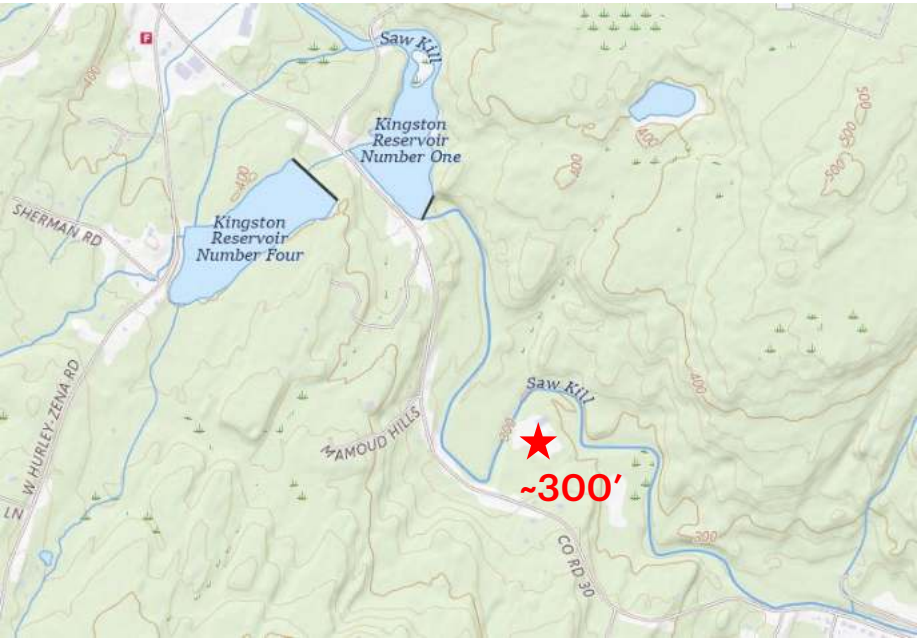
~3x

- Overall water use would roughly triple if remaining 344,000 sf built out as residential / mixed-use.
- City's water supply generally can easily handle this.
- Water mains built out onsite are 10" – also more than adequate.



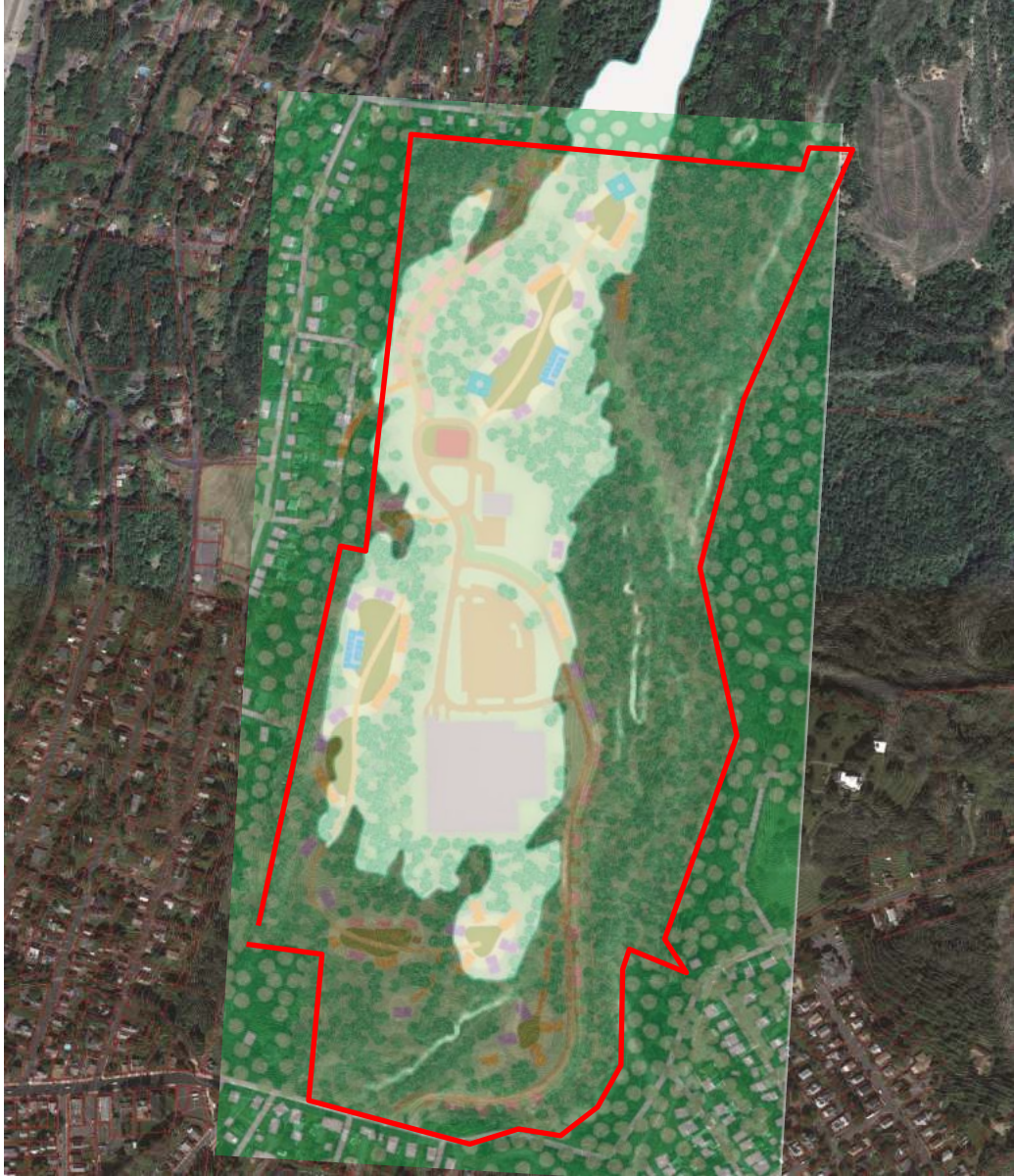
Water pressure – topography challenge

- While water supply is not an issue, getting the water up the hill creates challenges.
- Gravity pressure in the system is provided from the treatment plant on Sawkill Rd, which is at roughly 300′ elevation.
- The highpoint on the KBP site is roughly 280′ – a system of 3 pumps currently maintain water pressure.
- There is no cistern or standpipe – pumps activate every time water is used.



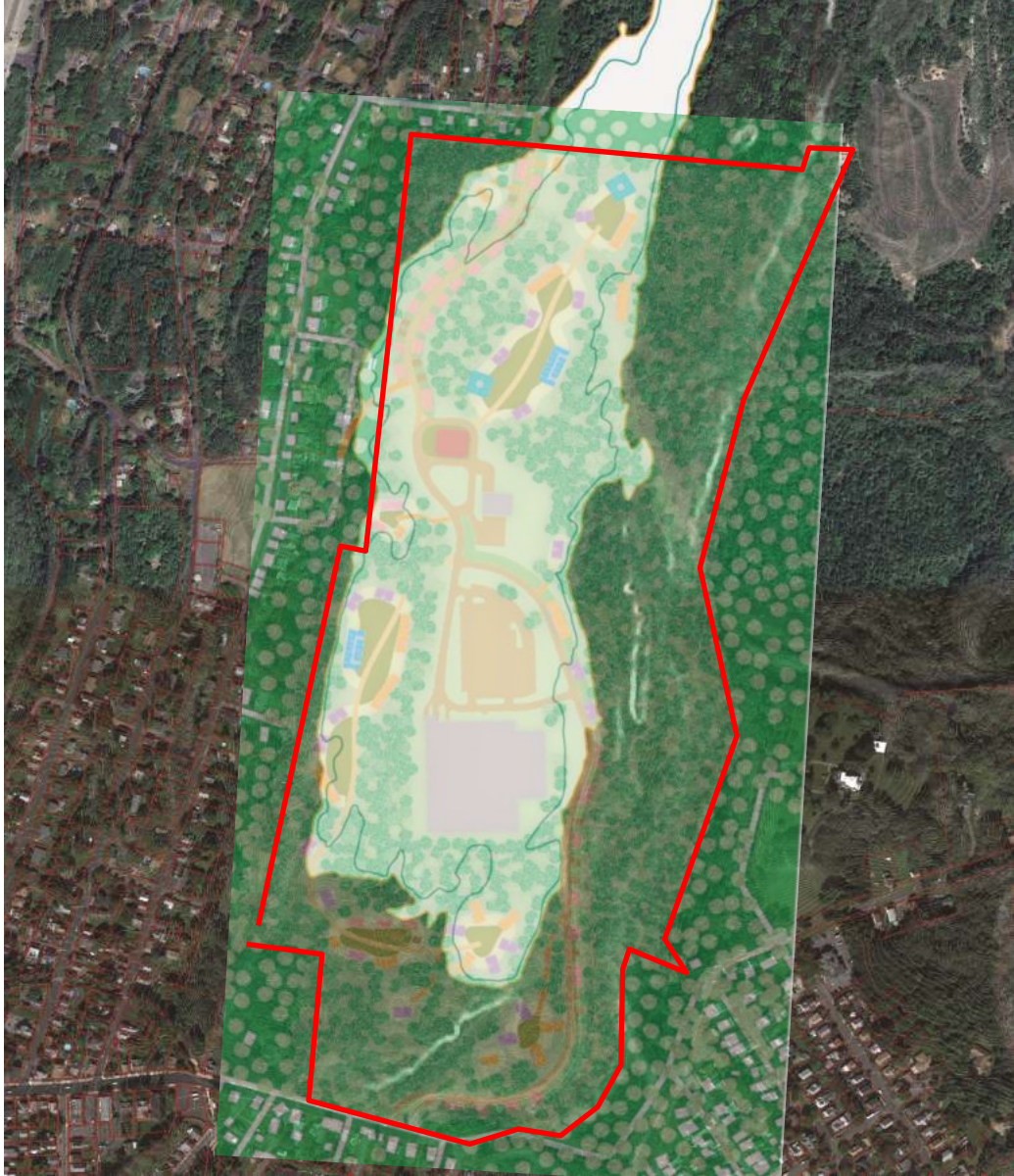
Areas low enough for gravity pressure – 1 story building

- Areas at or above 260’ blanked out.



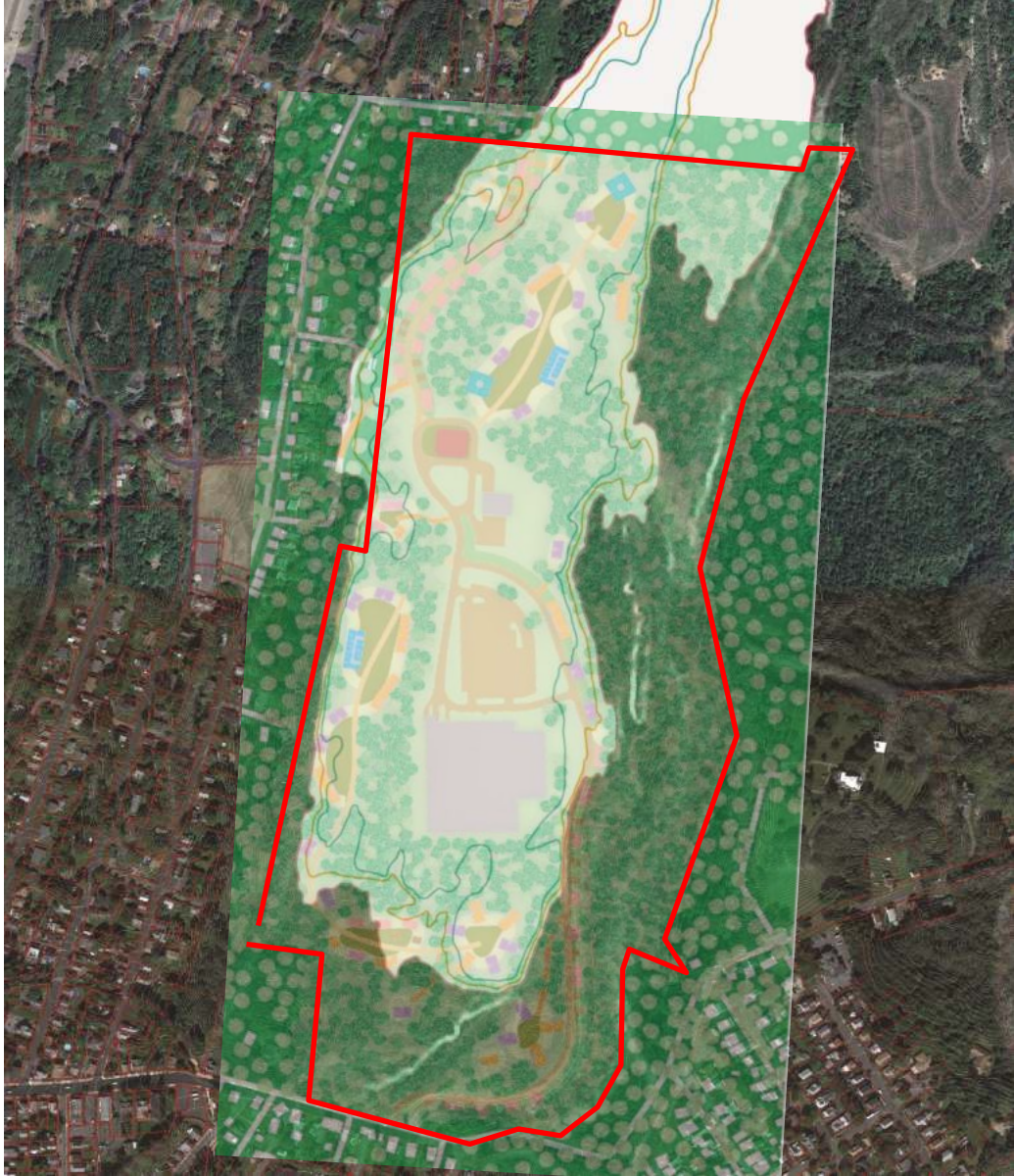
Areas low enough for gravity pressure – 2 story building

- Areas at or above 250′ blanked out.



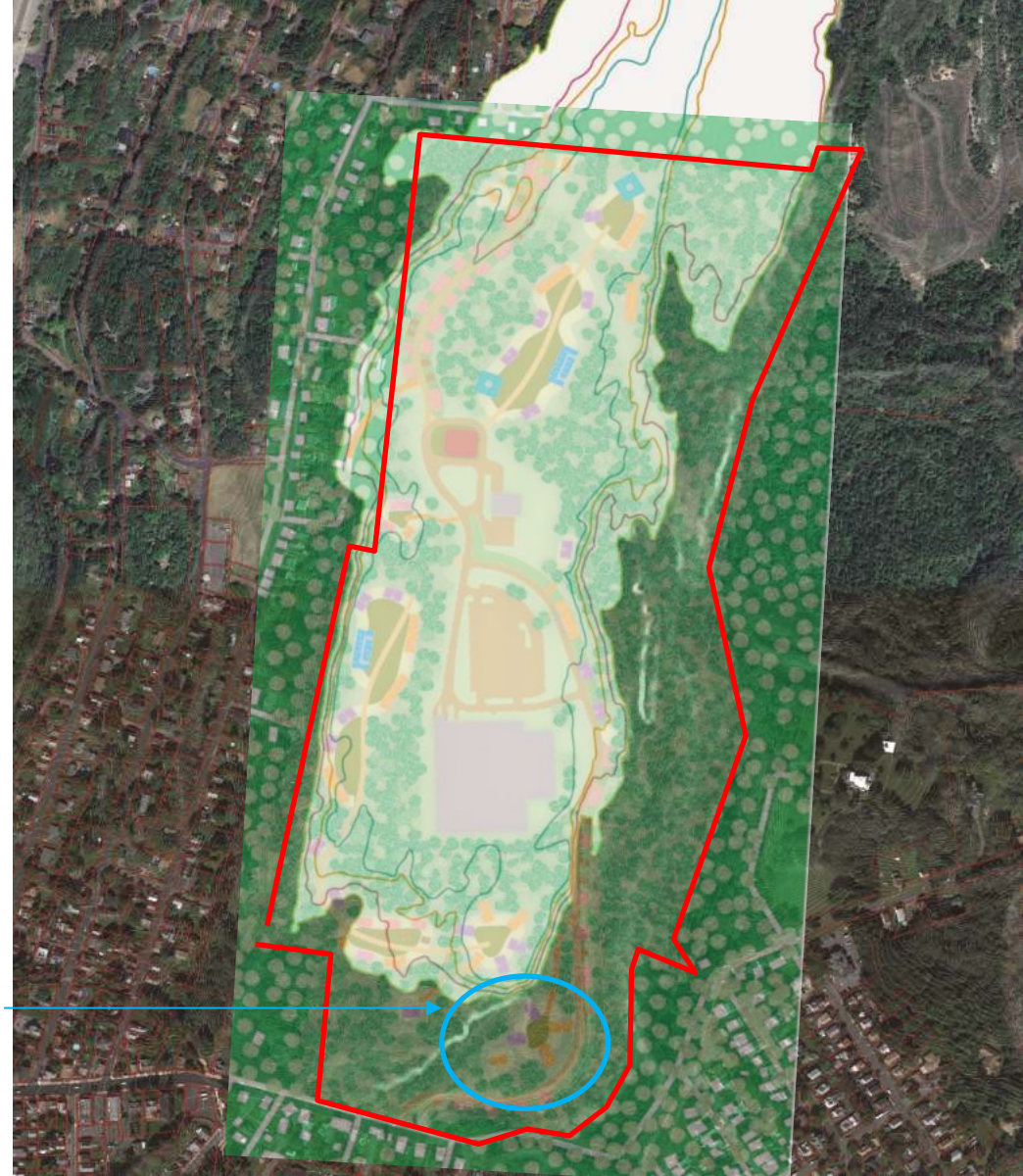
Areas low enough for gravity pressure – 3 story building

- Areas at or above 240’ blanked out.



Areas low enough for gravity pressure – 4 story building

- Areas at or above 240’ blanked out.



Water strategies

- For almost all of the envisioned development, new pumps would be required.
- Building-scale storage tanks and/or standpipes would also be advisable, for resilience and to reduce wear-and-tear on pumps.
- Enhanced water-conservation, collection, and re-use standards could be incorporated into the updated site design standards or as stipulations in development RFP's/contracts.

Public Space Opportunities

Major public spaces

1 Sojourner Truth trailhead/pocket park

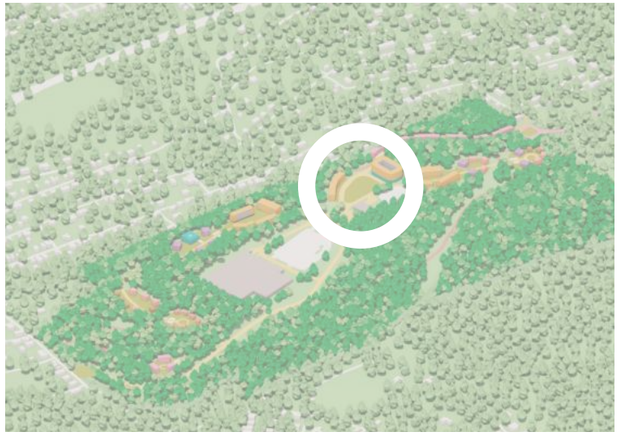
2 Central Wet Meadow

3 Pedestrian Loop Trail

4 Cluster Parks

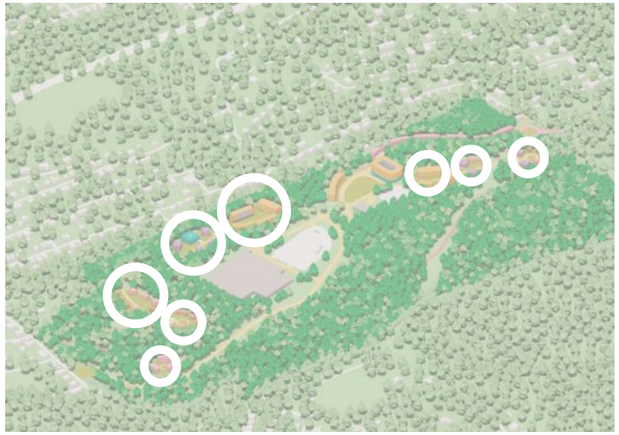
Sojourner Truth trailhead / pocket park

Central Wet Meadow



Pedestrian Loop Trail - Pulaski Scramble

Cluster Parks



Ecological Development

Ecological methods

- selective clearing
- protection of key species
- biodiversifying & regenerating site ecosystems
- long term management & care for biodiversity

Regenerative approach

- regenerative design does better than “do no harm” - aspires for “net positive” impacts
- plan and prepare for future landscape disturbance
- restore disturbed land thru ecological methods
- create and enforce long-term maintenance plan

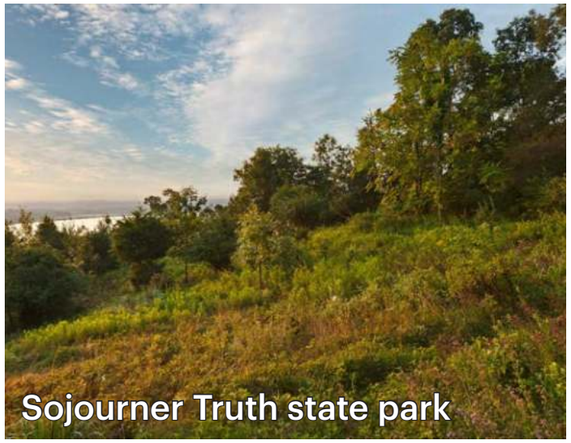
Selective Clearing

- Strategic & precise clearing
- Maintain forest connectivity & avoid fragmentation

Protection of Key Species

- Identify & protect trees during planning & construction

Biodiversifying & Regenerating Site Ecosystems: Planting Framework



Unsupported Regrowth: Non-Regenerative

Strategic Native Planting: Regenerative

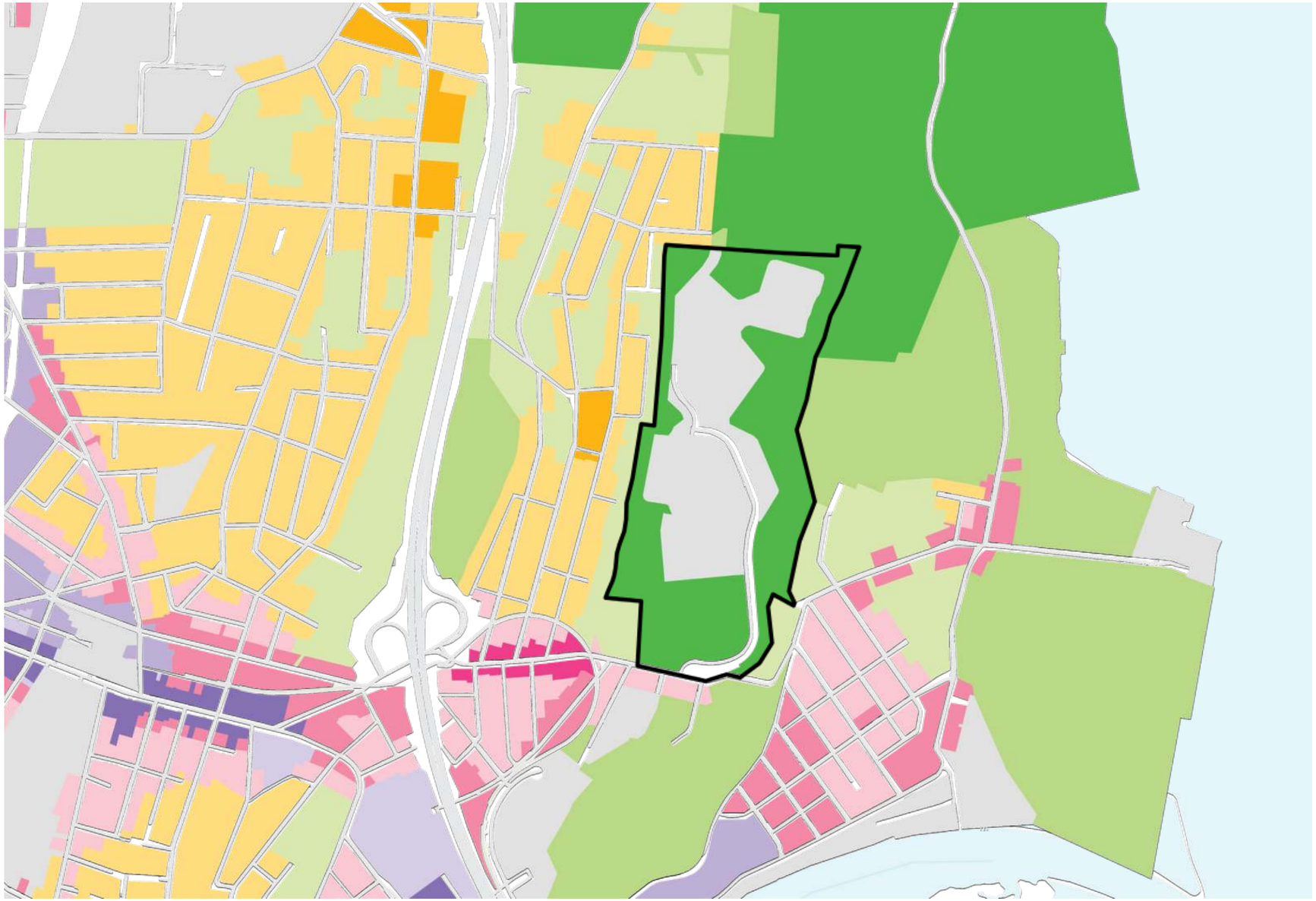
- Steward areas of development disturbance to productive native ecosystems

Long Term Management & Care for Biodiversity

- Establish best management practices to meet biodiverity goals & ensure native forest re-establishment
- Foster community connection to forest with ecological management for health, vitality, and recreation

Zoning Strategy

Existing zoning



Urban Center
T5 Main Street
T5 Flexible
T5 Neighbourhood
Neighborhood
T4 Main Street
T4N Neigborhood
T3N Neighborhood
T3N-O Neighborhood
T3 Large Lot
T2 Conservation
T1 Natural
SD Special Districts

Large Site Standards

Site will be developed under a Conservation Village Plan

50% or more of site must be set aside as T1N

Other 50% quite flexible

To maximize density, strategy would be to allocate the minimum required 10% towards T3, and the remaining 40% towards T4.

T5N is an option with affordable housing provision

Overall limit of 3 stories, with potential exceptions

TABLE 405.25.C.1: TRANSECT ZONE ALLOCATION

Base Zone	Permitted Neighborhood Design Plan	Transect Zone	Transect Zone Proportion [1,4]
T2C	CVP	T1	50% min. (includes area pre-served due to steep slopes)
		T2 / T3L	0-20%
		T3N / T3N-O	10-30%
		T4-MS / T4N / T4N-O [2]	10-40%
T3L	CVP	See T2C	See T2C
T3	CVP	See T2C	See T2C

[2] If 80% of the proposed housing units are AFFORDABLE HOUSING UNITS, a CVP may include 10% to 40% T5N with approval of a MAJOR WAIVER. Within a CVP, buildings in a T5N district shall be limited to 3 stories plus one bonus story.

TABLE 405.12.A: ALLOWED BUILDING TYPES

	T5		SD	T4			T3			T2
		T5N		T4-MS	T4N-O	T4N	T3N-O	T3N	T3L	T2C
Building Types										
Main Street Building				X						
Flex Building										
Liner Building		X		X						
Live/Work Building		X		X	X					
Stacked Flats		X		X						
Courtyard Building		X								
Multiplex		X			X	X				
Small Multiplex		X			X	X	X	X		
Neighborhood Business		X		X	X	X	X	X		
Rowhouse		X		X	X	X				
Cottage Court					X	X	X	X	X	
Duplex		X			X	X	X	X	X	X
Detached House		X			X	X	X	X	X	X
Carriage House		X			X	X	X	X	X	X

Potential Conservation Village Plan Layout

LEGEND

- T1 Natural (T1N)
- T2 Conservation (T2C)
- T3 Large Lot (T3L)
- T3 Neighborhood (T3N)
- T3 Neighborhood-Open (T3N-O)
- T4 Neighborhood (T4N)
- T4 Neighborhood-Open (T4N-O)
- T4 Main Street (T4MS)
- T5 Neighborhood (T5N)
- T5 Flex (T5F)
- T5 Main Street (T5MS)
- Special District (SD)
  See Special Districts Map

Potential Conservation Village Plan Layout

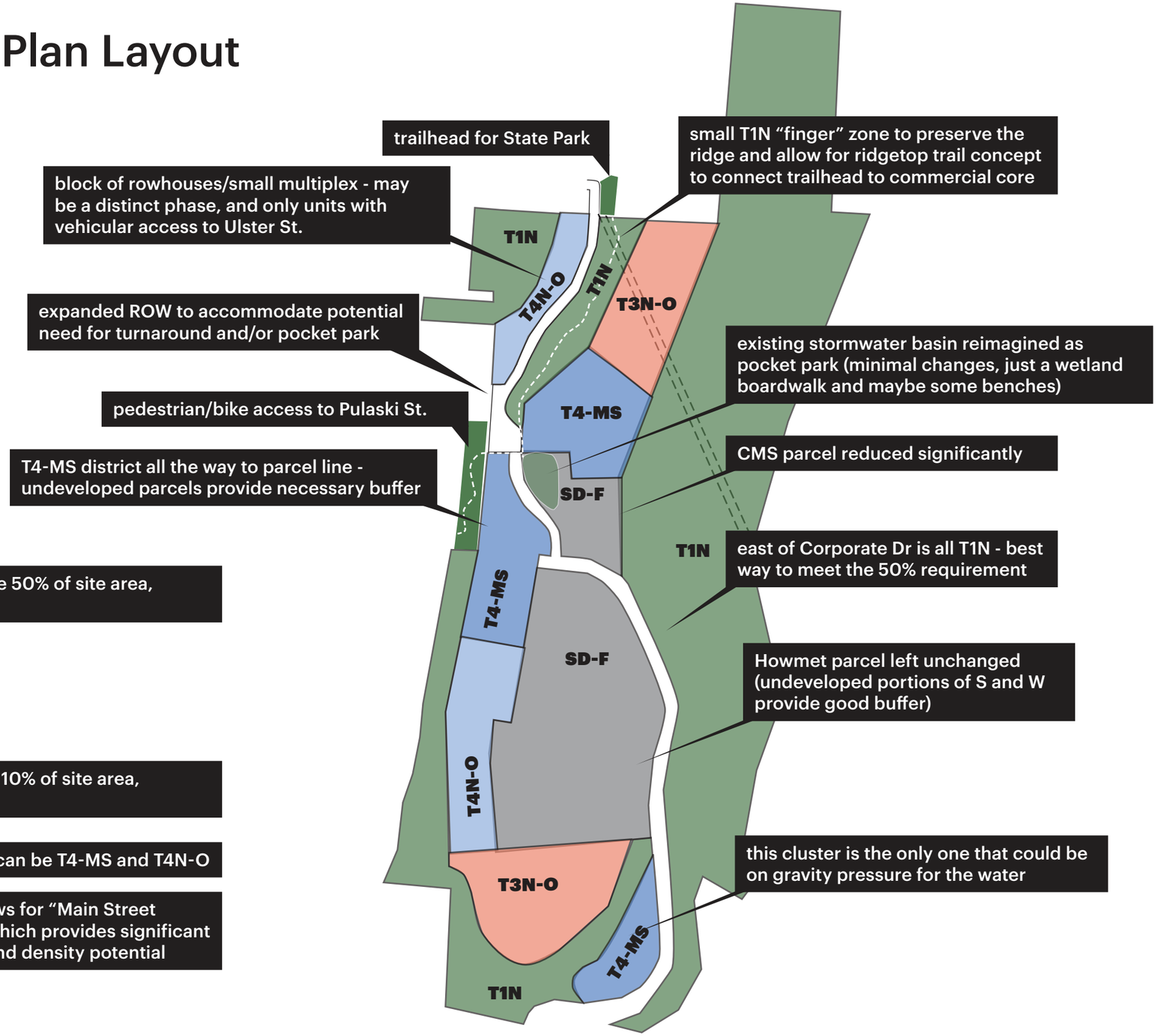
	"official" acres	"expanded" acres		
TOTAL "OFFICIAL" SITE	**108**	**108**		
extra N parcel		10		
extra W parcels - wetland/City		1.5		
extra W parcels - acquired		1		
TOTAL "EXPANDED" SITE		**120**	92.90%	93.60%
			% of official	% of extended
T1N	**52**	**65**	**48.50%**	**53.90%**
eastern bloc	37	37	34.40%	30.80%
south & west	10	10	9.40%	8.40%
northern ridge finger	3	3	2.90%	2.60%
northwest corner	2	2	1.90%	1.70%
extra N parcel		10		8.30%
extra W parcels - wetland/City		1.5		1.20%
extra W parcels - acquired		1		0.80%
T3N / T3N-O	**11**	**11**	**10.20%**	**9.10%**
northern cluster	5	5	4.50%	4.10%
southern cluster	6	6	5.60%	5.10%
T4N / T4N-O / T4-MS	**18**	**18**	**16.90%**	**15.20%**
northern rowhouses	2	2	2.10%	1.90%
central core	5	5	4.20%	3.80%
western clusters	9	9	8.40%	7.50%
southern nose	2	2	2.20%	2.00%
SD-F	**19**	**19**	**17.30%**	**15.50%**
CMS rump	3	3	2.80%	2.50%
Howmet	16	16	14.40%	12.90%

T1N must be 50% of site area, minimum

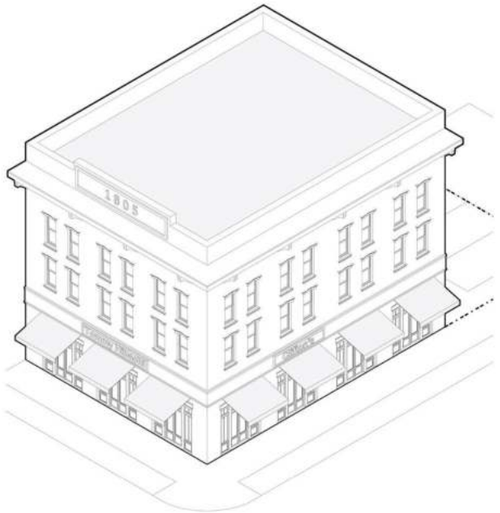
T3 must be 10% of site area, minimum

remainder can be T4-MS and T4N-O

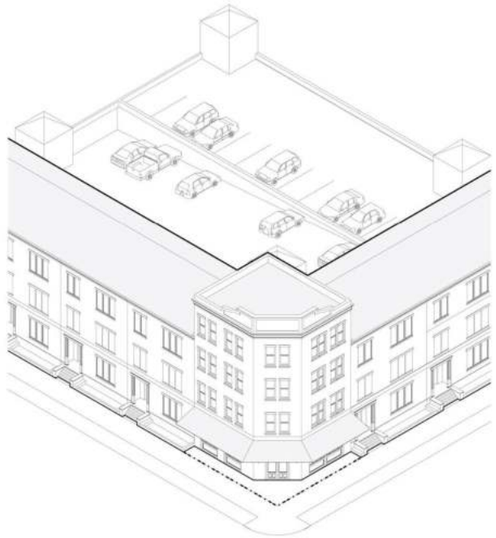
T4-MS allows for “Main Street Building” which provides significant flexibility and density potential



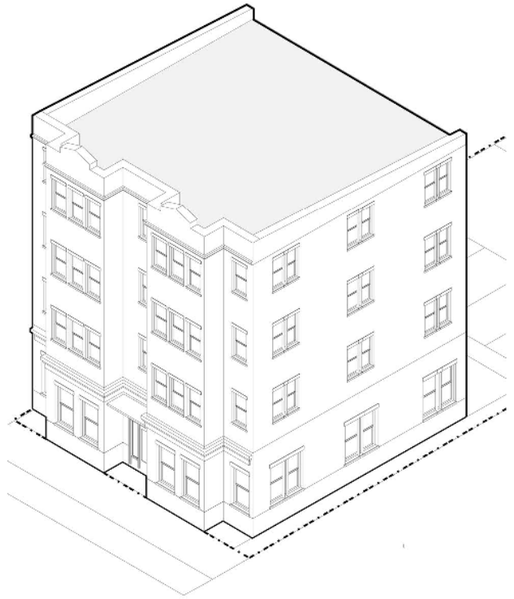
Expected typology layout



Main Street Building

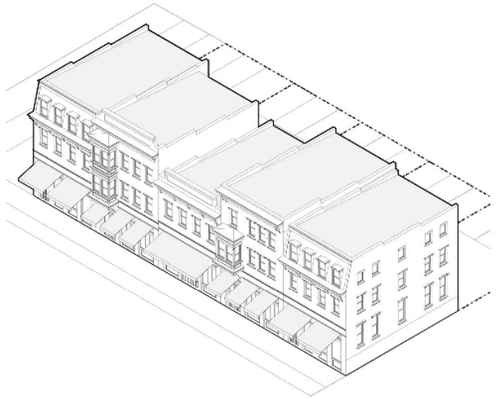


Liner Building

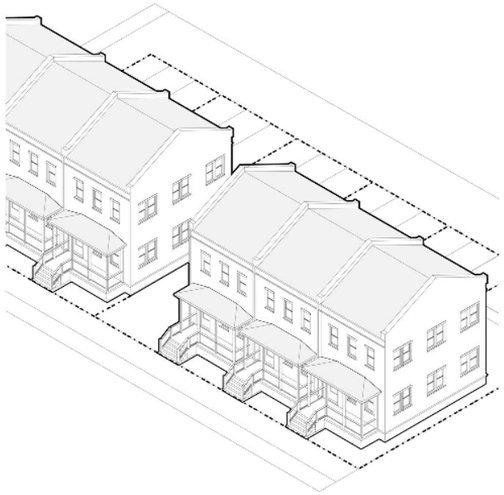


Stacked Flats

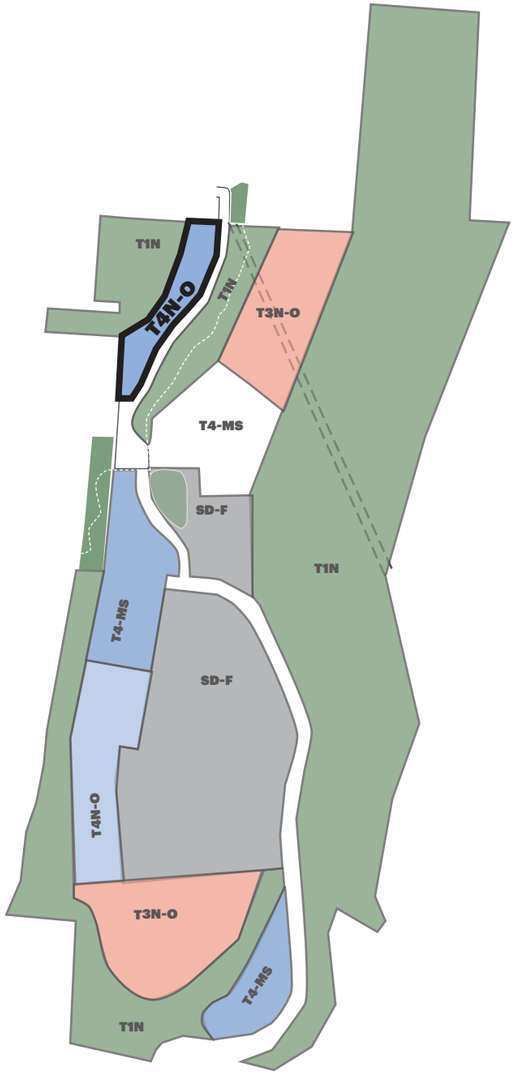
Expected typology layout



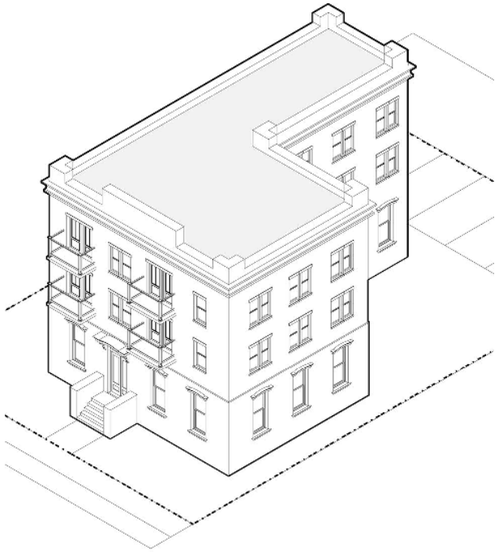
Live-Work Building



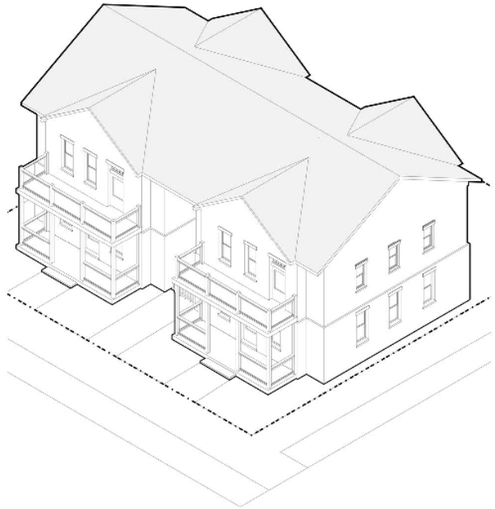
Rowhouse



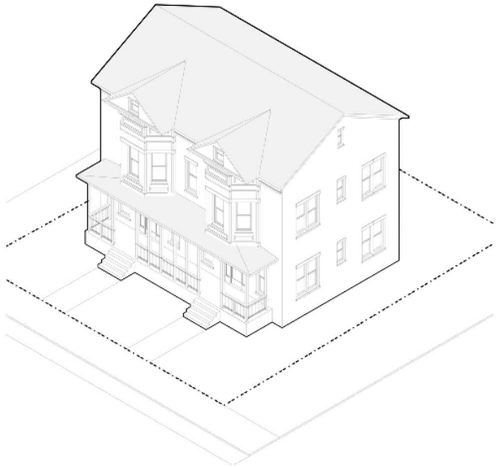
Expected typology layout



Multiplex

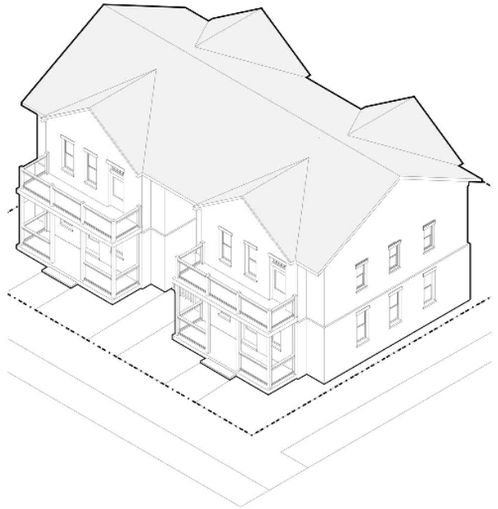


Small Multiplex

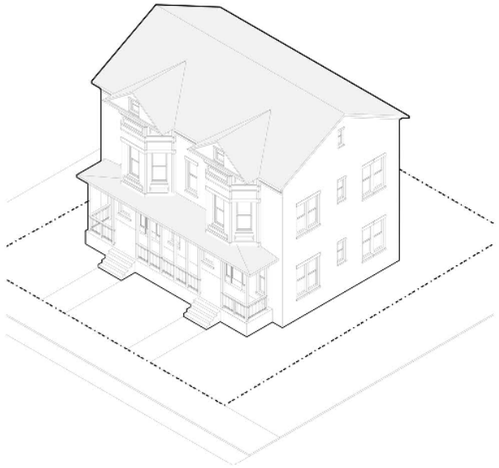


Duplex

Expected typology layout

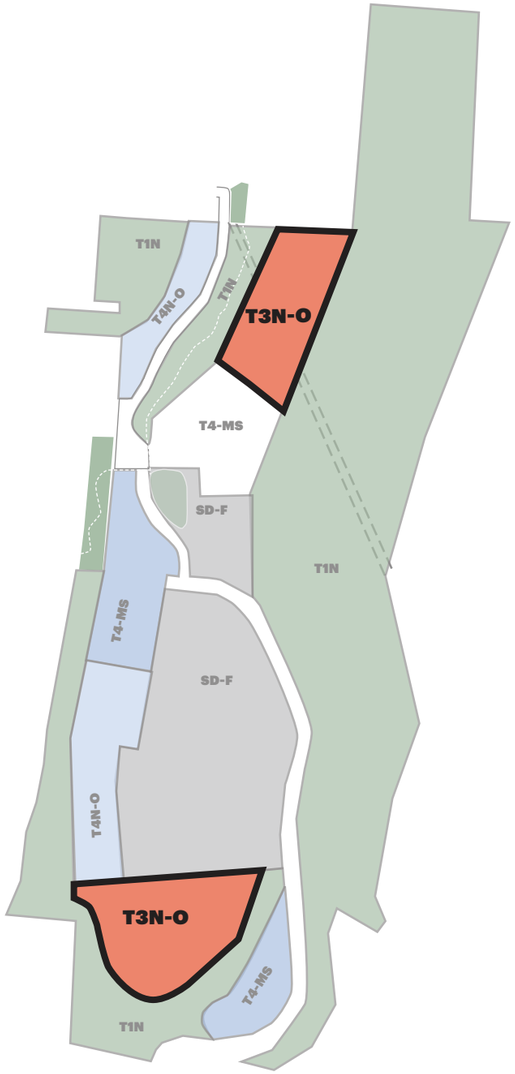


Small Multiplex



Duplex

Cottage Court



Thank you!

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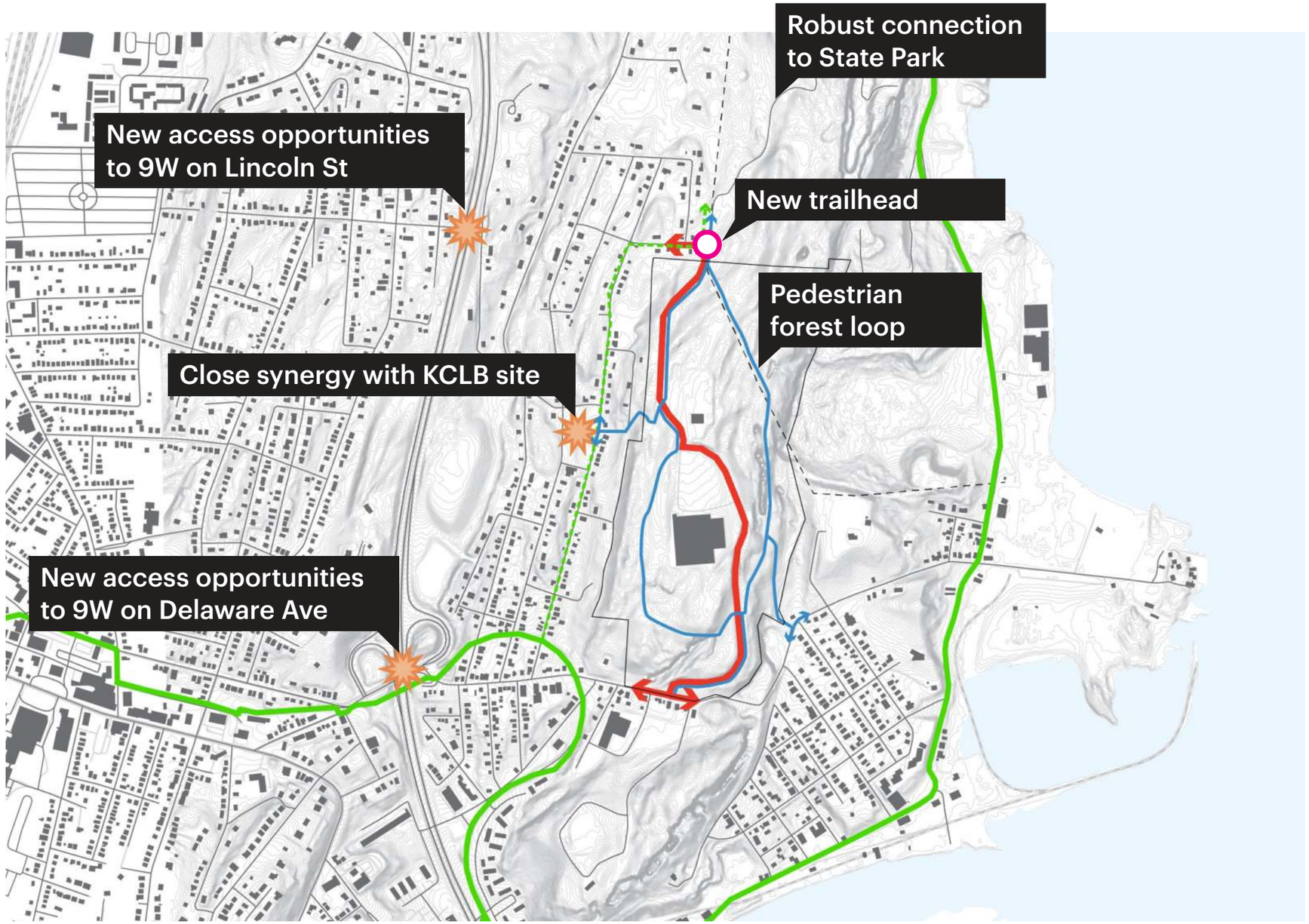
Restrictions & challenges

Strengths & opportunities

Connectivity opportunities



Vehicular thru road
Pedestrian loop
Empire State Trail