

ZONING

245 Attachment 17

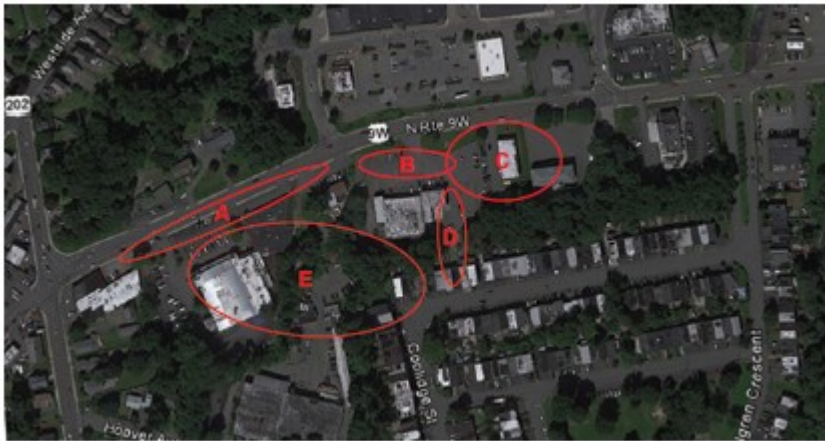
Corridor Retrofit Design Guidelines Village of Haverstraw

Attachment A: Corridor Retrofit Design Guidelines

The corridor retrofit design guidelines are intended to promote change along the Route 9W corridor from an auto-dominated environment to an environment that is friendlier to pedestrian and cyclists. The concepts described herein should be incorporated into any application for development in accordance with the Corridor-Retrofit Development Special Use Permit.

Existing conditions:

The figures below demonstrate the existing layout of buildings and non-building uses along Route 9W and how they interface with the state highway and surrounding areas:



A: Interface with Highway

Multiple curcuts per lot. Inconsistent presence of street trees, and where verge has planting, it typically is just grass. In many places sidewalk is narrow concrete path between asphalt parking and asphalt highway travel lanes. There are generally no crosswalks or visual distinction for crosswalks at curbcut entries

B: Parking in Front

Parking with few exceptions is located between buildings and street. This makes pedestrians walk through parking to get to businesses.

C: Inconsistent Setback of Buildings.

Buildings are setback at varying depths. This clutters the appearance of the streetscape. Where buildings are deeply setback, business signs must be larger to be visible from street. Where closely setback, signs must be presented at right angle to the highway to be visible.



D: Inconsistent Buffer from Residential.

E: Lack of Connectivity

No connectivity between parking requires motorists to pull into Route 9W and pull back off to frequent nearby businesses. Heavy commercial businesses at the rear of the HB district are encouraged to use Hoover Avenue instead of exiting directly to Route 9W. Separation of parking and lack of local on-street parking requires each lot to provide peak parking for its uses and precludes economies of scale.

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Conceptual preferred condition:

The figure below was designed to show a reasonable scenario of how development could occur under Corridor Retrofit provisions. A concept description of each site follows.



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A: Current Vacant Parcels and Law Offices

This property has capacity for expansion of the HB district to include the adjacent residences fronting on Gurnee Avenue. A building three-stories tall is conceived with first floor commercial fronting on Route 9W and the east end of Gurnee Avenue and two stories of residential above. As one travels west, Gurnee Avenue rises to the second floor, where at grade parking from Gurnee Avenue will serve residential uses. At grade parking from Route 9W serving residential and non-residential uses will also extend below second story residential.

B: Current Plumbing Supply

This property is located a highly-visible village gateway and is not ideally located, for a business with high levels of truck generation. Transition to first floor residential with two stories of residential is envisioned, with parking extending onto the adjacent site C property. Because of insufficient lot area, this site would not be eligible for Corridor Retrofit unless Site C is so approved.

C: Current multi-tenant plaza.

This site comprises one of the largest potential redevelopments. It is envisioned that the setback portion of the structure would be demolished and a replacement structure would be built at the “build-to line” attached to the remaining existing structure. The depth of the building would allow for the possibility of some at grade parking along with at-grade retail below two stories of parking

above. The property would benefit from acquisition of the two residential lots behind site D, and the site would be required to interconnect with the heavy commercial use off of Hoover Avenue, which would provide that lot with direct access to Route 9W for trucks heading north.

D: Current Come-Sit-Stay

This property is envisioned as generally adapting to the development around it to allow more green space for outdoor enjoyment of boarded pets.

E: Current Bricktowne Square.

A prime turnkey candidate for demolition and construction with a three-story mixed-use building adhering to major design principals of Corridor Retrofit.

F. Current Vacant Lot.

This property previously contained a pad site for site E. This shows a separate small lot implementation of Corridor Retrofit following corridor retrofit on site E the two sites could be coordinated.

G. & I. Current Midas/ Current McDonalds

These sites demonstrate how successful non-residential sites can be incorporated into adjoining redeveloped sites.

H. Current Chase

Like Site E, this parcel could accommodate an immediate redevelopment incorporating design principles.

Design principles

The design principles for development under Corridor Retrofit Redevelopment follow:

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A. Build-to Line. Buildings should be built parallel to and on or near build-to line established at 35 feet from curb line. No parking or structures should be located closer to the street than the build-to line.

B. Parking Location. Parking should be located to the side or rear of principal structures. Where located within the building footprint in enclosed garages, or open to the air, substantial public view should be screened.

C and H. Residential Buffer. A fifty-foot wooded buffer should be provided between any proposed development and a residential district. At certain points and for limited lengths, the buffer may be reduced.

D. Courtyards or Bays. Long facades along the street shall be broken up by courtyard or bay recesses.

E. Interconnection. Parcels shall allow for ingress and egress onto adjoining lots even those not developed under Corridor Retrofit Development provisions.

F. Extension of Parking. Parking aisles shall be designed to extend onto neighboring sites.

G. Pedestrian-Friendly Streetscape. The area between the street and build-to line shall be landscaped and treed. The sidewalk shall be extended across curbcuts via painted crosswalks, and or concrete sidewalk/curbcut designs approved by the DOT. A second sidewalk shall be located at the build-to line, allowing the DOT to possible expand street-adjacent sidewalks into shared-use bike/pedestrian paths. Generally, there shall only be no more than one curbcut per lot.