

2021 Proposed Plan Consistency with
§ 108-5.12. Bellefield Planned Development District (BPDD) Standards

§ 108-5.12. Bellefield Planned Development District standards.

- A. The Bellefield Planned Development District is to be developed pursuant to a comprehensive development plan for all or a portion of the property, provided that if only a portion is to be developed, the portion to be developed pursuant to a comprehensive development plan shall not be less than 100 acres, except as provided below in § 108-5.12C. Any application for and approval of development in this district shall be conducted pursuant to the provisions of Article 7, Planned Unit Development, except as modified herein. The Bellefield District shall be treated as an overlay district for purposes of as-of-right density and bulk regulations, the underlying district of which for land east of Route 9 is Greenbelt and for land west of Route 9 is Waterfront. Where the applicant owns or controls a parent parcel of less than 100 acres, the waiver provision in § 108-5.12C shall apply. If the applicant owns or controls more than 100 acres, the comprehensive development plan for less than all of the applicant's acreage shall not be permitted to leave out of the plan a lot less than 100 acres in size, as it would create a substandard lot for development in the Bellefield District.

2021 Proposed Plan: The 2021 Proposed Plan encompasses 339.62¹ acres and is the proposed amendment to the approved St. Andrews PUD (2007 Approved Plan), which is located within the BPDD, with the Greenbelt District (GB) as the underlying district. See Compliance with PUD Overlay 108-7 (submitted separately), for a demonstration of how the 2021 Proposed Plan complies with § 108-7, Article 7: Planned Unit Development (PUD).

- B. The following standards shall apply in the Bellefield Planned Development District, in addition to the standards applicable to all PUDs pursuant to Article 7.
- (1) Uses. In addition to meeting the general purposes of this district as defined in § 108-3.1.1K, developments in the Bellefield Planned Development District shall provide a mixture of uses to:

2021 Proposed Plan: Per § 108-3.1.1K, Bellefield Planned Development District (BPDD). The Bellefield Planned Development District lies to the east of U.S. Route 9 reaching from the Farm Lane development at the northerly end to West Dorsey Lane at the southerly end.

(1) Purpose. Planned development is needed to ensure that the district is developed in a way that preserves the natural beauty of the land, promotes tourism, supports the existing business district in the Town Center and sensitively expands the Town Center with planned mixed-use development. The provisions of this district are intended to streamline permitting and allow greater use flexibility.

¹ Based on the existing conditions plan approved for Inn at Bellefield (Sub-Phase 1-A of the 2007 Approved Plan) on January 3, 2018 the site is comprised of 339.62 ac. The 2007 PUD CDP uses 339.5 ac. This difference results in a negligible change in the calculation.

2021 Proposed Plan: The 2021 Proposed Plan meets the purpose of the PUD Overlay District because it includes a mixed residential and nonresidential development, uses imaginative and creative design to maximize the natural beauty of the site, protect natural resources, and create a unique community centered around culinary and agricultural tourism, with a village core, hospitality area, and several residential neighborhoods offering various housing types. The flexibility of the BPDD is critical to development on this site due to its unique natural and historic and cultural resource character.

(2) Existing character. The district is the largest area of potential development in the southern end of the Town with excellent access from Routes 9 and 9G and St. Andrews Road. North of St. Andrews Road, the land generally lies behind existing development along Route 9. South of St. Andrews Road, the District abuts Route 9 and is virtually unbroken green space. Its planned development must be sensitive to the fact that Teller Hill serves as the southern gateway to the Town Center.

2021 Proposed Plan: The Bellefield development will enhance the gateway to the Town. Traveling north on US Route 9, first by the estate-like main entry complete with stone walls, will be a momentary view of a barn, fields with preserved specimen trees, and the Village core located further east, complementing the CIA development across US Route 9 to the west. The view a bit further north will reveal views of agricultural fields and farmland, followed by a more heavily vegetated natural area, the Maritje Kill basin. The parking area in front of the restaurant off St. Andrews Road will include a planted landscaped area that will partially buffer views from St. Andrews Road toward the parking area on the south side of the road. Further east on St. Andrews Road, views of the conservation area will dominate. The overall design works in tandem with the natural landscape, incorporating the more sensitive areas (e.g., steep slopes, Maritje Kill, specimen trees) in the open space and trail network while introducing agrarian areas with maintained forest where appropriate.

- (a) Promote tourism-related businesses and build the Town's commercial tax base.

2021 Proposed Plan: The 2021 Proposed Plan would amend the 2007 Approved Plan to incorporate elements of biophilic design, agriculture, and food into the design of all aspects of the project, resulting in strengths in culinary and agricultural tourism and a greater interaction with nature and the native landscape. The Master Plan reduces the total proposed office space, provides more convenience retail, removes large-scale retail and increases hospitality use within the development. Though the total commercial development is reduced from the previous 2007 Approved Plan, it is an improved concept for the plan because it is focused on hospitality and culinary and agricultural themes, which resonates with nearby uses (e.g., CIA and Asahi Shuzo's Sake Facility) and provides services to support tourism. In addition to the two hotels (extended stay and all suite) the commercial uses are anticipated to include retail, restaurants, craft breweries, distilleries, and wineries with associated tasting

rooms. In addition, there would be a spa and event barn. As such, the proposed development provides the connection between the CIA and the sake facility to create a culinary corridor while at the same time providing a beautifully design gateway to the Town, including open and agricultural fields, stately specimen trees, rock walls, view of forest and the undulating topography surrounding the Maritje Kill. The 2021 Proposed Plan will provide net benefits to all taxing jurisdictions and the additional residential density will ensure that proposed commercial uses are sustainable.

- (b) Maintain an estate-like setting along U.S. Route 9 complementing the FDR Home and Valkill National Historic Sites.

2021 Proposed Plan: The 2021 Proposed Plan has been strategically designed to complement the Town’s tourist and culinary industries with a new community that celebrates food, beverage, and agriculture. The site design complements the Culinary Institute of America (CIA) campus and local historic sites (Franklyn D. Roosevelt (FDR) site, Valkill) and is sensitive to the local landscape. The main entry is designed to evoke the estate entrances to the historic site and includes a boulevard entrance with stone walls and majestic trees maintaining a 150-foot setback from the road. As you continue north on US Route 9, views to the Village will be through open fields, with forest views available further north as you travel towards St. Andrews Road. Corresponding to the commercial corridor that begins north of St. Andrews Road will be the commercially focused St. Andrews neighborhood. With the introduction of this new neighborhood and the new sake facility/tasting room, this area will become a “place” worthy of its location. Bellefield will fill the missing link providing connectivity between the CIA and areas north within a master planned community that provides it all: housing, community commercial, tourist-related commercial and hospitality.

- (c) Develop a trail corridor or other transportation link between the FDR Home and Valkill.

2021 Proposed Plan: The 2021 Proposed Plan will include approximately ten miles of trails, approximately five miles of sidewalks, and shared access for bicyclists along roadways providing safe and efficient access throughout the interior of the development. The trails are designed to connect to the properties located south of Valkill and the FDR site, which provide connections to these resources.

- (d) Support the existing commercial activity in the Town Center Historic District.

2021 Proposed Plan: The properties located immediately north of the site have been rezoned to the Corridor Business Zoning District. The site (directly across St. Andrews Road) that was formerly occupied by the Stop and Shop has been redeveloped as a sake facility, which will include a visitor tours and a tasting room. As described above, the Bellefield trail system will provide a north/south connection to properties located to the north. Bellefield will provide the missing

link between the CIA and the sake facility, providing for a culinary themed commercial corridor complete with hospitality provisions to support the Town's growing tourism industry. Remaining commercial uses will be of a convenience scale geared towards supporting the residential community. Accordingly, the culinary themed and convenience style retail will not compete with other Town Center uses.

- (e) Expand the existing mixed use in the Town Center Historic District in a sensitive manner.

2021 Proposed Plan: As described in earlier subsections, the 2021 Proposed Plan is the right fit for this area of the Town because it is sensitively designed and provides for a beautiful gateway and connectivity between important culinary leaders allowing for a culinary corridor. Bellefield also enhances the pedestrian scale of the northwest corner of the site, which is already underway with the sake facility's rice polishing building set 150 feet off St. Andrews Road in the recently rezoned Corridor Business District. The proposed hospitality will support the local culinary leaders, the culinary and agriculturally focused commercial uses within Bellefield, and the rest of the Town's leaders in tourism, including the FDR site and Valkill.

- (f) Maintain and develop an attractive gateway entrance to the Town Center Historic District at Teller Hill.

2021 Proposed Plan: The Bellefield development will enhance the gateway to the Town. Traveling north on US Route 9, first by the estate-like main entry complete with stone walls, will be a momentary view of a barn, fields with preserved specimen trees, and the Village core located further east, complementing the CIA development across US Route 9 to the west. The view a bit further north will reveal views of agricultural fields and farmland, followed by a more heavily vegetated natural area, the Maritje Kill basin. Views toward the St. Andrews neighborhood will respond to and complement the views of recent development that has occurred off site to the north at the St. Andrews/Route 9 intersection. The parking area in front of the restaurant off St. Andrews Road will include a planted landscaped area that will partially buffer views from St. Andrews Road toward the parking area on the south side of the road. Further east on St. Andrews Road, views of the conservation area will dominate. The overall design works in tandem with the natural landscape, incorporating the more sensitive areas (e.g., steep slopes, Maritje Kill, specimen trees) in the open space and trail network while introducing agrarian areas with maintained forest where appropriate.

- (g) Preserve and protect important views and natural features of the landscape.

2021 Proposed Plan: The 2021 Proposed Plan is more architecturally and environmentally innovative than the prior design because it works in tandem with the natural landscape, incorporating the more sensitive areas (e.g. steep

slopes, Maritje Kill, specimen trees) in the open space and trail network, elements of biophilic design, agriculture, and food into the design of all aspects of the project, resulting in strengths in culinary and agricultural tourism and a greater interaction with nature and the native landscape. The overall disturbance area is the same as the prior plan, but the Bellefield design removes the underground parking area drastically reducing impacts to the natural landscape.

- (h) Serve the Mid Hudson region beyond the boundaries of the Town of Hyde Park.

2021 Proposed Plan: The Master Plan enhances its tourism and hospitality base by providing for two hotels, which cater to varied elements of the tourism market. The Village Core includes “placemaking” design to support the center with access to a system of parks and open space, including a greater number, and a wider variety of desirable housing types, including highly-amenitized rental buildings, condominium buildings, as well as apartment lofts over retail. This proposed residential density and variety of unit types provides essential year-round economic support to the restaurant/winery/brewery/food businesses in the Village Center.

- (i) Support and enhance safe and efficient pedestrian circulation.

2021 Proposed Plan: The development will include approximately ten miles of trails, approximately five miles of sidewalks, and shared access for bicyclists along roadways providing safe and efficient access throughout the interior of the development. The system will connect the residential areas, St. Andrews, The Village, and the conservation area. The trail system is designed to link to off-site Town-wide existing and future proposed trail systems leading to Val-kill.

- (2) Density. The permitted bulk regulations and average density for subdivision of the Bellefield Planned Development District, if different from the underlying zone, shall be established by the Town Board.

2021 Proposed Plan: The 2021 Proposed Plan has a 2.58 DU per area of gross site area and a 2.96 DU per net area (less aquatic resources). The 32 hotel villas count as dwelling units. In the 2007 Approved Plan the density was approved at 1.75 DU per area of gross site area; 2.2 DU per net area (less wetlands). Villas were to be counted as dwelling units.

The 2021 Proposed Plan’s additional density is mostly comprised of multi-family buildings. Increased housing will not only increase range of housing choice, but also supply residential support necessary to support Bellefield’s commercial program.

- (3) Mixed use. A mixture of uses is to be encouraged in the Bellefield Planned Development District. All permitted uses as indicated on the Schedule of Use Regulations (§ 108-5.14) are permitted, subject to approval of the PUD concept plan by the Town Board. Tourist-related facilities are encouraged. No more than 50% of the gross floor area of all

development in the district may consist of residential development.

2021 Proposed Plan: The proposed uses are listed in Table 4 of the Project Narrative and the SEQR Comparison Technical Report (provided separately) and include a mixture of uses, with the Village providing the mixed use core, the Crescent neighborhood providing a mix of residential and hospitality uses, the St. Andrews neighborhood comprised of commercial uses, and the Ridge and Terrace neighborhoods comprised of housing. All uses listed are included in the Schedule of Use Regulations.

In the 2021 Proposed Plan the proposed ratio of residential to non-residential uses increases residential use from 53% to 62% and decreases non-residential from 47% to 38%. Increased housing will bring a critical mass of residents to support Bellefield's commercial program. The new commercial program is less focused on office and more focused on culinary and agriculture providing a link between two culinary leaders, the CIA, and Asahi Shuzo's Sake Facility. Remaining commercial supports the residential community and convenience needs of tourists and other visitors.

- (4) Open space. Tree rows, hedgerows, stone walls, and similar features shall be retained when accommodating any new use, for the purpose of maintaining the rural flavor of the district and conserving the value of lots. Any required dedication or reservation of a park or parks for recreation purposes shall be contiguous with other Bellefield Planned Development open spaces in order to maintain the district's character.

2021 Proposed Plan: Bellefield will include 117.6 acres in conservation easement (east parcel and Maritje Kill) in addition to public and pocket parks, trails, agricultural fields, and natural vegetated areas. The development will include approximately ten miles of trails, approximately five miles of sidewalks, and shared access for bicyclists along roadways providing safe and efficient access throughout the interior of the development. The system will connect the residential areas, St. Andrews, The Village, and the conservation area. Public and pocket parks will be located throughout the development and will feature amenities (community buildings or structures, playgrounds, etc.) in addition to agricultural fields and related activities. In addition, there will be interior gardens, courts, and other amenity structures to provide inviting, active areas for residents. Visitors will be able to park within Bellefield to utilize the on-site parks, trail system and bicycle accommodations. The trail system is designed to link to off-site Town-wide existing and future proposed trail systems leading to Val-kill.

- (5) Parking. The number of parking spaces provided shall be reasonably related to the use being served. Parking shall be adequate for the average daily use, not peak holiday, or seasonal demand.

2021 Proposed Plan: The 2021 Proposed Plan utilizes the parking requirements in the 2007 Approved Plan according to which 2,539 parking spaces are required for the proposed uses. The Master Plan provides for 2,751 spaces (not including on-street parking in the Terrace and Ridge neighborhoods), which is the minimum necessary to adequately serve the intended use.

- (a) On-street parking shall be included whenever any improvements to a street are proposed.

2021 Proposed Plan: The 2021 Proposed Plan meets this standard. On-street parking will occur throughout the 2021 Proposed Plan community to reduce the need for underground parking garages and because the road specifications (as approved within the Open Development Plan) are suitable for this use.

- (b) Large expanses of pavement shall be avoided in favor of dispersed smaller areas separated by landscaping, plazas, and other uses in order to diminish the visual dominance of automobiles or vacant pavement over the buildings.

2021 Proposed Plan: In the Village, parking (approximately 646 spaces) is proposed to be located below residential and commercial buildings, either partially submerged or at grade, but obscured from view by topography, orientation, and adjacent buildings. Access to parking will be oriented away from the traditional street-facing front of the building and oriented to the interior of the parcel from side streets or alleys. Parking will also occur on street (approximately 245 spaces) and within surface parking lots (approximately 764 spaces total). Where appropriate, surface parking will be screened from US Route 9 by architecturally contextual ancillary structures, in addition to landscaping elements. Additionally, two, two-story parking garages are featured. In the Terrace and Ridge neighborhoods, parking is proposed to be located at the dwellings and on street. In the Crescent neighborhood, parking is proposed to be located on street and within surface parking lots. There will be 24 spaces dedicated to public parking for trail use in the Terrace neighborhood. A surface parking area (approximately 316 spaces) is proposed to be located off St. Andrews Road within the 150' setback. This parking is to include a planted landscaped area that will buffer views from St. Andrews Road to the parking area. The Design Guidelines provide locational and design standards for freestanding and integrated parking decks.

- (c) The primary use of any site shall not be, either visually or physically, parking or storage of vehicles.

2021 Proposed Plan: The design is highly integrated with trails and a road network that provides safe accessibility and connectivity. Uses that are less desirable (WWTP, parking) are screened behind buildings, vegetative buffers, and topographical changes. The design is complementary to the nearby CIA with its agrarian theme and celebration of the culinary field as demonstrated by the proposed uses being sought and the site design. Bellefield's St. Andrews neighborhood, at the corner of US Route 9 and St. Andrews Road, provides an easy transition to Corridor Business Zoning District as it is primarily commercial and responds to its crossroads location. This area has become increasingly pedestrian scale with adjacent new development of Asahi Shuzo's Sake facility north of the site, including a rice polishing building close to the crossroads

intersection (at a 150-foot setback) that features a tasting room and visitor tours. Along West Dorsey Lane and the southeast border, the Master Plan will provide ample buffer through vegetative buffers. The 2021 Proposed Plan is thoughtfully designed, with the goal of optimizing natural resources and highlighting the Town's unique culinary and agrarian traits. Furthermore, the Design Guidelines have been developed in keeping with the Town's zoning provisions and policy initiatives to assure the development of a community that is architecturally and environmentally innovative, while also being compatible with the character of the district.

- (d) Off-street parking, other than prescribed, shall be developed away from Route 9, Route 9G, and St. Andrews Road, and shuttle services shall be utilized to transport people to frequently visited locations.

2021 Proposed Plan: The 2007 Approved Plan included potential future shuttle service between National Park Service sites and to and from the Poughkeepsie Train Station. With reduced traffic, increased accessibility/connectivity via the trail network, and available bus service there is little, if any, demand or need for shuttle services. In addition, see the response to the subsection above.

- (e) Multilevel parking structures are inappropriate for this district.

2021 Proposed Plan: The 2007 Approved Plan relied on underground parking to support the larger amount of commercial development, which had a larger proportion of office uses than the proposed 2021 Proposed Plan. With the reduction in office space, the need to incorporate underground parking has been removed. With this change, the overall site plan results in less disturbance to natural resources. The current plan includes on-street parking, partially submerged or ground floor parking under buildings, surface parking areas and two parking garages.

On-street parking increases the pedestrian-scale of an area because it acts as a buffer between traveling cars and pedestrians on the sidewalk and due to its traffic calming effects. For the parking beneath buildings, within surface parking lots, and within parking garages, the design ensures that these facilities will be screened by topography, adjacent buildings, and landscaped areas.

- (6) Access. The primary means of access are the corridors established by streets.

- (a) All streets shall contain a walkway, including sidewalks no less than five feet in width.

2021 Proposed Plan: Road specifications for the 2021 Master Plan will be consistent with the approved Open Development Plan approved for Sub-phase 1A. See the Open Development Plan (submitted separately), which show that sidewalks are a minimum of five-feet-wide in the Village, Crescent and St. Andrews neighborhoods. In the Terrace and Ridge neighborhoods, the main

roads feature sidewalks, but secondary roads may not. Sidewalks on secondary roads may not be appropriate given the narrower road type and reduced traffic flows on residential streets.

- (b) Vehicular access to a lot shall be via a service alley along the rear of a lot. Direct access from Route 9 shall be kept at a minimum, and entrances from Route 9 that are permitted shall be characteristic of an estate entrance.

2021 Proposed Plan: The 2021 Proposed Plan has the same entrance points on the surrounding road systems and the same general internal road circulation system as the 2007 Approved Plan. The Master Plan will enhance the Town's gateway along US Route 9 with a beautiful estate-like entrance featuring stone walls, specimen trees, views of the Village center coupled with continued views as you drive north of open fields, agriculture, forest, and undulating topography. Alleys will be used in the development to provide utilitarian to various uses and parking areas.

- (c) Wherever the impact of the proposed development warrants, the extension or improvement of identified bicycle routes shall be provided.

2021 Proposed Plan: The Open Development Plan (submitted separately) demonstrates that the major roadways are designed at a width to accommodate cyclists. The Omega Road (major circulation road) is proposed to be the bike corridor for the community providing access throughout and access to major entries. As such, no improvements are needed to Route 9 to accommodate additional cyclists.

- (7) Screening. Any storage other than sheds shall be screened from all walkways and streets.

2021 Proposed Plan: No large-scale storage is proposed for the 2021 Proposed Plan as either a principal or accessory use. Screening of refuse areas, loading areas, and other utilitarian functions will be undertaken.

- (8) Signs. Signs are subject to regulation under Article 24 of this chapter.

As part of the 2021 Proposed Plan, unique signage standards are being sought for the project. A signage master plan will be prepared for each Final Development Plan (site plan) that describes the overall intent of the signage program, types of signage to be employed, graphic examples of such signage with size, position, materials, colors, and lighting identified for approval by the Planning Board. The Design Guidelines stipulate requirements for materials and types that will be suitable for the purposes of the development.

- (9) Landscaping. The perimeters of any off-street parking or loading areas shall be generously landscaped, incorporating any required screening.

2021 Proposed Plan: The Master Plan includes on-street parking, partially submerged

or ground floor parking under buildings, surface parking areas and two parking garages. For the parking beneath buildings, within surface parking lots, and within parking garages, the design ensures that these facilities will be screened by topography, adjacent buildings, and landscaped areas.

- (10) Architectural features. New buildings shall not mimic historic structures that may exist on adjacent lots but shall be designed in a manner consistent with the architectural features of such structures in terms of form, materials, fenestration, and roof shape.

2021 Proposed Plan: The 2021 Proposed Plan Design Guidelines encourage contemporary building designs that draw upon regional heritage and local traditions. Designs draw inspiration from Hudson Valley villages and rustic traditions. The Guidelines provide information on building proportion and façade organization, massing and articulation, lighting, and signage for all building types included in the 2021 Proposed Plan. In addition, the Design Guidelines provide locational and design standards for freestanding and integrated parking decks in the Village and Terrace neighborhoods to accommodate the parking needs of hospitality, multi-family, and/or mixed-use buildings, while assuring that the design and aesthetics of the structures are appropriate for the BPDD District.

- (a) Buildings shall incorporate attractive bays, balconies, cornices, porches, and similar architectural features as well as changes in wall plane to provide visual interest.

The 2021 Proposed Plan will comply. Residential building forms will be designed with a simple massing and façade organization strategy. Commercial and non-residential building forms will be designed to vary from one another and be massed and articulated in a manner fitting to the use within the building.

- **Multi-family residential buildings will incorporate overhangs, balconies, and porches to facilitate and reinforce the public atmosphere of the Village center. Building architecture will be contemporary, with each building maintaining a distinctive identity. Buildings will be articulated to reduce massing effects using varied roof forms and heights and massing breaks (full building height, approximately every 100 feet) and a focus on vertical proportions. Multi-family residential buildings will be three stories in height over one story of parking spanning a total of 51 feet high.**
- **Townhouse units will be attached with units located side-by-side (no units above) featuring ground floor entries off a street or common open space and garages loaded from the street or alley. Townhouse buildings will be three stories in height and 46 feet tall.**
- **Estate homes will be detached single-family homes with front, side and rear yards with entry will be primarily from the street. Estate Home buildings will be 2.5 stories in height and 35 feet high.**
- **Cottages are smaller detached single-family homes with front, side and rear yards with entry will be primarily from the street. Cottage buildings will be**

2.5 stories in height and 35 feet tall.

- **Patio homes are duplexes (attached, containing two dwelling units). Similar to the townhouse units, no units will be stacked above. Garage access will be front or rear loaded. Patio home buildings will be 2.5 stories in height and 35 feet tall.**
- **Mixed-use buildings will be designed to encourage storefront retail on the ground floor with residential loft units above. Residential entries will be separate from public entries to non-residential or commercial spaces. Buildings will be 3 stories in height with a height of 51 feet to the parapet, and 59 feet to a shaped roof, which accommodates a 20-foot high retail floor on the ground floor and 10 foot ceilings for residential floors.**
- **Retail, community buildings (housing amenities for either residential or non-residential uses), and educational buildings will be designed to encourage year round village-type public activities of various types. Using elements such as arcades, overhangs and awnings, the retail experience will be designed for the pedestrian, creating sheltered outdoor areas that provide fluid transitions between the street, parking areas and internal spaces. Glazing will be maximized to enhance visibility of storefronts. Sidewalks, streets and plazas will be designed in concert with ground floor non-residential uses. Retail and community buildings will be 2.5 stories in height and 35 feet tall and culinary/educational/agricultural center buildings will be three stories in height and 46 feet tall.**
- **Hotel and conference center, event barn and spa will be designed to reflect the traditions of the local architectural vernacular, but contemporary architecture and will address entries and circulation needs depending on use with seasonal variations in indoor and outdoor function space. Hotel and conference buildings will be five stories in height and 75 feet tall. The event barn and spa will be 2.5 stories in height and 35 feet tall. Note that the Village Hotel design, including proposed height of 5 stories, is approved pursuant to Sub-Phase-1-A.**

Proposed building lengths range from 80 to 300 feet to create the scale and sense of place that are integral to a successful village core. Building length along Main Street is used to create a walkable pedestrian experience without large gaps or ‘missing teeth’ in the walkable Village-core framework. The proposed hotel/conference center in the Crescent neighborhood is proposed to have a maximum 600 feet maximum length, which is consistent with appropriate size of these facilities.

Ground-level or partially submerged parking will be designed to reduce visibility. Where parking is exposed on an interior court or drive the façade of the parking level will be articulated as part of the overall massing and façade articulation for the structure. Openings at the parking level will be louvered or screened to allow natural light and air. Parking structures will not front or be accessible from main

streets, pedestrian ways, or recreational areas unless that exposed parking structure façade is above the second story and is designed and architecturally treated to resemble the façade of an occupied building. Freestanding surface and structured parking will be constructed with a 20-foot landscaped buffer, which can include the use of small structures (“parking sheds” see page 85 in the Design Guidelines) to assist in screening and softening views toward the parking area.

Amongst the various use groups, a wide variety of roof styles (including front and side-facing gable, gambrel, hip, mansard, shed roofs, and flat roofs) will assist in varying building forms. For larger buildings, vertical roof plane breaks, changes in ridge height or other roof accent forms will be used to reduce the overall perceived scale of the building. Flat roofs with parapet walls may be utilized as roof decks. Building proportions will be further controlled through vertical (regular rhythm of bays, component vs. larger masses, alternate materials) and horizontal (establishment of base, middle, and top, use of arcade/gallery, use of step-backs) articulation strategies. Other massing strategies will employ corner massing (change of material, tower elements, lantern effect) and massing breaks (full building height, approximately every 100 feet), including recessed building portions to create depth in the façade, step backs, change in materials, and variation in size.

New height provisions applicable in the Bellefield PUD are being sought to allow a 20-foot high retail floor and 10-foot high ceilings in the residential units, which are critical to the design aesthetic and advantageous to developing a sense of place within the Bellefield Village center. The proposed height provisions which determine how height in feet is calculated for a building with one shaped roof, multiple shaped roofs, or parapet roofs. The provisions also identify permitted height encroachments deemed appropriate by the Planning Board, including architectural features (e.g. parapets, equipment screening elements), stair and elevator bulkheads, and utility and telecommunication equipment. The provisions also specify that height in stories shall include all habitable or occupiable stories from the first habitable floor of the building. Note that an area below the first habitable floor of the building shall not count as a story.

As shown in HH Figure 4 (submitted separately), the proposed heights within the Village are typical of those found in other historic Hudson Valley villages. In addition, the proposed heights for the 2021 Proposed Plan are consistent with existing building heights at the CIA campus (located across NYS Route 9).

- (b) New and renovated buildings shall utilize creative design to incorporate the traditional building forms, practices and styles found in the Town.

The 2021 Proposed Plan will comply. New buildings will utilize creative design to incorporate traditional building forms, allowing for contemporary application of materials and uses, implementing a contemporary vision rooted in the traditional styles of the Town’s architecture.

- (c) Building facades shall contain a variety of well-articulated forms, arranged, and interrelated in a manner that creates a unified composition of visual interest.

The 2021 Proposed Plan will comply as described above.

- (d) New buildings shall utilize natural, recycled, or synthetic materials such as wood, stone, masonry, recycled products, and tile to provide the exterior finishes whenever practicable. Using stone in the manner characteristic of the major buildings of the Town shall be preferred.

The 2021 Proposed Plan will comply. New buildings will utilize natural, recycled, or synthetic materials such as wood, stone, masonry, recycled products, and tile to provide the exterior finishes whenever practicable.

- (e) The major/minor axis of any new building plan form shall be related to the site frontage in the same manner as existing buildings in the Bellefield Planned Development District.

The 2021 Proposed Plan will comply. The major/minor axis of any new building plan form shall be related to immediate context and where applicable the public street frontage.

- (f) Building facades shall vary one from another, but not excessively or dramatically.

The 2021 Proposed Plan will comply. Buildings facades should recognize and contribute to a larger pattern and sense of place making. A diversity of design and individual expressions are encouraged, provided that the overall result creates a visually and spatially cohesive community.

- (g) The materials and details used on any new building shall present an appearance in proportion, texture and application that is consistent with, and of no less quality than, that presented by the majority of buildings fronting on the same corridor.

The 2021 Proposed Plan will comply. The materials and details used on any new building shall be subject to the Design Guidelines.

- (h) Building height shall be appropriate for an historic area.

The 2021 Proposed Plan will comply. The 2021 Proposed Plan would be developed according to the following height maximums:

- **Hotel*/conference center: 5 stories, 75 FT**
- **Standalone condominium and rental buildings: 3 stories over a 1 story parking level, 51 FT**
- **Townhouses: 3 stories, 46 FT**

- **Single-family, duplexes (patio homes), and hotel villas: 2.5 stories, 35 FT**
- **Retail and Restaurant: 2.5 stories, 35 FT**
- **Office: 2.5 stories, 35 FT**
- **Spa: 2.5 stories, 35 FT**
- **Event barn: 2.5 stories, 35 FT**
- **Mixed-use buildings: 3 stories, 51 FT to parapet, 59 FT to shaped roof**
- **Community, sales office buildings: 2.5 stories, 35 FT**
- **Culinary/Educational/Agricultural Center buildings: 3 stories, 46 FT**

***Note the height of the proposed five-story Village hotel is approved pursuant to Sub-Phase-1A.**

For buildings with parking, the non-inhabited parking level is not proposed to be counted towards the maximum stories. Furthermore, the Village includes buildings with multiple roofs in one building, roofs with parapets rather than shaped/peaked roofs, and for buildings that feature parking below the building, at least 50% of the garage perimeter must allow natural ventilation. Therefore, new height provisions applicable in the Bellefield PUD are being sought, which determine how height in feet is calculated for a building with one shaped roof, multiple shaped roofs, or parapet roofs. The provisions also identify permitted height encroachments deemed appropriate by the Planning Board, including architectural features (e.g. parapets, equipment screening elements), stair and elevator bulkheads, and utility and telecommunication equipment. The provisions also specify that height in stories shall include all habitable or occupiable stories from the first habitable floor of the building. Note that an area below the first habitable floor of the building shall not count as a story. The proposed height provisions are included separately in Attachment A of the SEQR Comparison Technical Report. As shown in HH Figure 4, the proposed heights within the Village are typical of those found in other historic Hudson Valley villages.

Pursuant to 108-5.12B(10)(h), building height shall be appropriate for an historic area in the BPDD Overlay District. The Bellefield Property does not include any historic architectural resources listed or eligible for listing the National or State Registers of Historic Places, but the proposed Village neighborhood does include the historic water tower and the property is located opposite the CIA, which is a listed historic architectural resource. The CIA is located within the St. Andrew's District where height limits allow 45-foot tall dormitories, 60-foot tall lodging and conference facilities, and 60 feet tall educational buildings (with some exceptions). According to the Town's code the height limits for any PUD are set as part of the PUD determination by the Town Board. The Applicant is seeking a modification and clarification of the maximum heights approved in the 2007

Approved Plan to allow for building functionality, contemporary design, and market demand. The proposed heights are consistent with existing building heights at the CIA campus, which is home to a National Register listed historic architectural building.

(11) Building location. Buildings and tree plantings shall establish the spatial definition of streets in the Bellefield Planned Development District.

(a) Buildings shall not be located so as to appear secondary to parking lots or automobile storage areas.

2021 Proposed Plan: The Master Plan includes on-street parking, partially submerged or ground floor parking under buildings, surface parking areas and two parking garages. For the parking beneath buildings, within surface parking lots, and within parking garages, the design ensures that these facilities will be screened by topography, adjacent buildings, and landscaped areas. There will be no instance of buildings appearing secondary to parking lots or automobile storage areas. Within the St. Andrews neighborhood, the surface parking area is located within 150 feet of the roadway due to topographical challenges and the desire to maximize the view of the Maritje Kill for the proposed restaurant in this area. The parking area will be screened by a landscaped area so that the restaurant and other commercial uses will not be visually diminished.

(b) Any new buildings, structures or parking shall be set back from Route 9 or Route 9G so as to be visually unobtrusive when viewed from said roads. Along Route 9, 150 feet shall be the minimum setback for all structures and parking.

2021 Proposed Plan: In the 2021 Proposed Plan, a 150-foot setback is maintained along the US Route 9 face of the project and a 250-foot setback is maintained at the northwest corner where US Route 9 and St. Andrews Road intersect. The proposed St. Andrews neighborhood will be a good complement to the recently developed sake facility across the road that includes a tasting room and facility buildings at 150 feet setback off the road. The pedestrian scale is increasing in the area and with Bellefield's integrated trail system and reduced traffic flows there will be an easy transition between neighborhoods and north to the recently zoned Corridor Business District and other trails beyond.

(12) Protection. Any improvements or other modifications that alter significant portions of the existing rural and undeveloped landscape, by clear-cutting, major grading and similar landscape altering activities, shall be avoided.

2021 Proposed Plan: The 2021 Proposed Plan is more architecturally and environmentally innovative than the 2007 Approved Plan because it works in tandem with the natural landscape, incorporating the more sensitive areas (e.g. steep slopes, Maritje Kill, specimen trees) in the open space and trail network, elements of biophilic design, agriculture, and food into the design of all aspects of the project, resulting in strengths in culinary and agricultural tourism and a greater interaction

with nature and the native landscape. The overall disturbance area is the same as the prior plan, but the Bellefield design removes the underground parking area drastically reducing impacts to the natural landscape.

- (13) Infrastructure priority. The Bellefield Planned Development District has no priority for the provision of infrastructure, as infrastructure will be developed as part of the PUD process.

2021 Proposed Plan: The 2021 Proposed Plan has the same entrance points on the surrounding road systems, the same general internal road circulation system, and the same general overall area of disturbance, although it eliminates the proposal for excavation for underground parking. Similar to the 2007 Approved Plan, project roads remain privately owned and maintained, but accessible to the public. As part of the Sub-Phase 1-A approval in 2018, the WWTP was relocated to a more suitable location on the site which allowed for a reduction in the number of pumping stations from eight to three.

C. Waiver.

- (1) The Town Board may waive the requirement that the portion of the Bellefield Planned Development District to be developed pursuant to a comprehensive development plan shall not be less than 100 acres, upon application of an owner of property upon which development would have been permitted in the district but for the minimum acreage required, provided the applicant can demonstrate, and the Town Board can find, based upon competent evidence, that:

2021 Proposed Plan: This waiver is not being sought as part of this application.

- (a) Application of the minimum acreage threshold to the applicant's property will cause the applicant substantial economic hardship; and
- (b) The proposed development of the property is consistent with the purposes, standards for the Bellefield Planned Development District and with the Comprehensive Plan.
- (2) Upon submission of a written application to the Town Clerk by the property owner seeking a hardship waiver to the one- hundred-acre threshold, together with the fee set forth in the fee schedule adopted by the Town Board, the Town Board shall, within 30 days of receipt of such application, schedule a public hearing on the application and request a report and recommendation from the Planning Board. The Planning Board shall provide its report and recommendation to the Town Board within 30 days of receipt of the Town Board's request, although the failure of the Planning Board to do so shall not prevent the Town Board from rendering its final decision on the application. Notice of the public hearing shall be given at least five days prior to the hearing by publication in the official newspaper of the Town. The Town Board shall, within 62 days of the close of the public hearing, render its decision either granting the application, with or without conditions, or denying it.

2021 Proposed Plan: This waiver is not being sought as part of this application.