



248 Tioronda Avenue

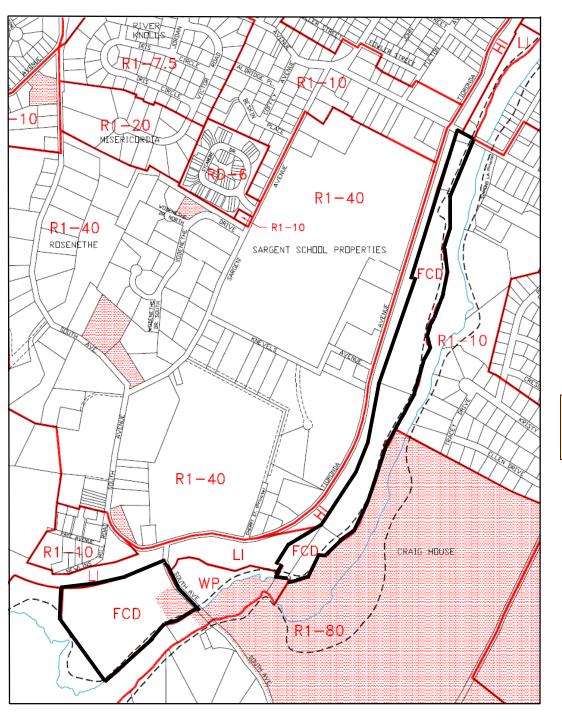


555 South Avenue

Fishkill Creek Development District Created in 2010

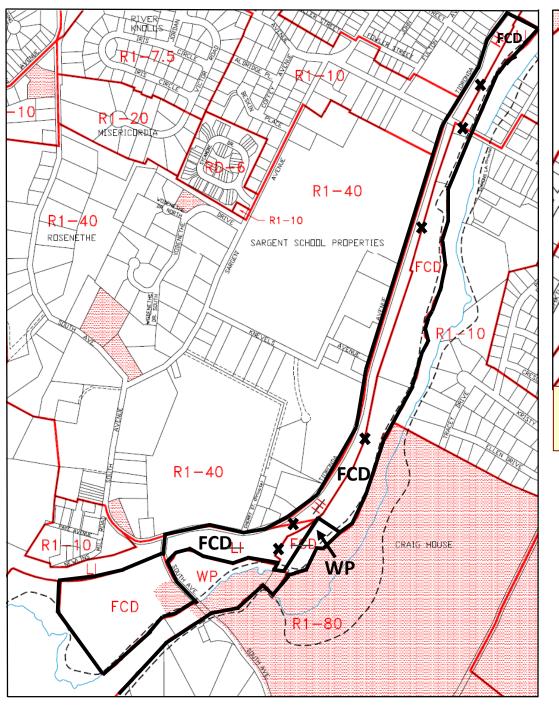
Primary Purposes:

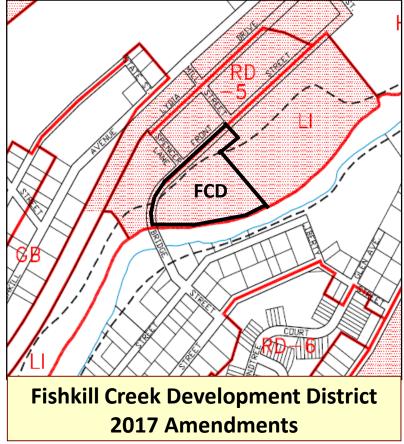
- Encourage the redevelopment of vacant or underutilized industrial properties with a mix of residential and non-residential uses.
- Preserve open space corridors along the Fishkill Creek, including a greenway buffer and trail to be constructed by the developer and maintained by the owner.



Fishkill Creek Development District 2010

- Only six parcels, including 555 South
 Avenue and 248 Tioronda Avenue;
- Lowered development potential from previous 29 units/acre to 11 units/acre;
- Bonus allowed 15 units/acre if commercial is included in the proposal;
- Building Height set at 35 feet, or
 45 feet with extra buffer from creek.





- Expanded FCD district, including vacant Groveville Mills parcel;
- Required 25% non-residential use and removed 15 unit/acre bonus;
- Building Height set at 3 stories/40 feet;
- Added detailed design standards, including illustrative examples.

555 South Avenue and Tioronda Bridge



248 Tioronda Avenue Former Factory Buildings



One East Main Street

FCD Design Standards Illustrative Examples

Industrial artifacts, such as stacks, towers, window frames, loading doors, and docks, should be incorporated into the design.

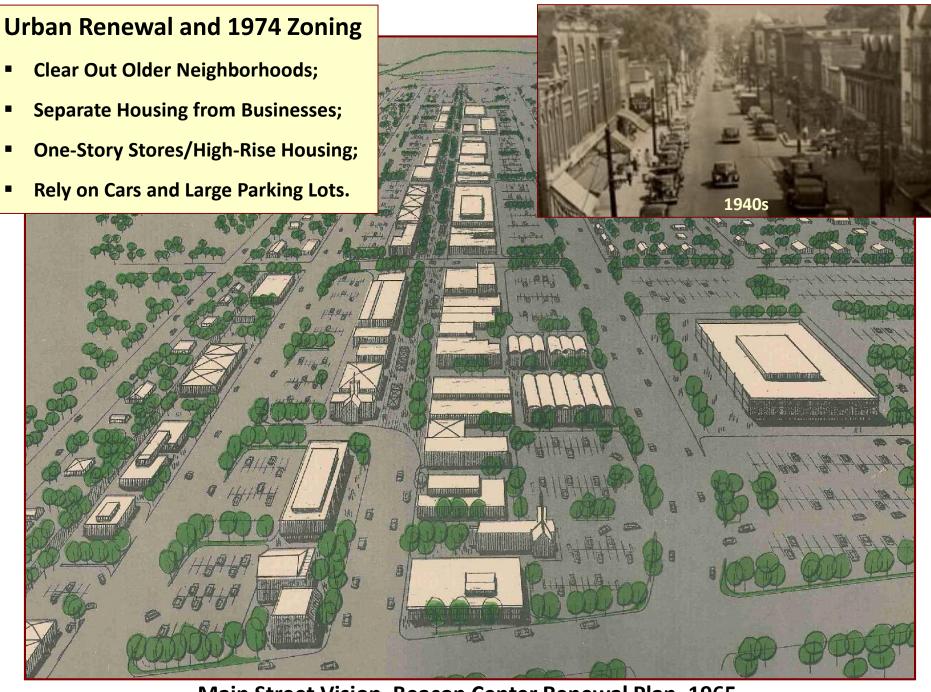
·Historic mill buildings generally had simple forms and repetitive window openings with flat or lowpitched gable roofs.

A tower one story above the building height may add architectural interest and encourage access to rooftop gardens.

Buildings shall have an emphasized entrance doorway to visually connect the building to the street and sidewalk.

New construction should have rooftop cornices, capstones, parapets, railings, or projecting eaves.

Commercial buildings shall have at least 70% glass on the first-floor facades. Residential floors shall have at least a 30% glass to wall ratio.



Main Street Vision, Beacon Center Renewal Plan, 1965



Eastern Main Street Historic District



Western Main Street Historic District

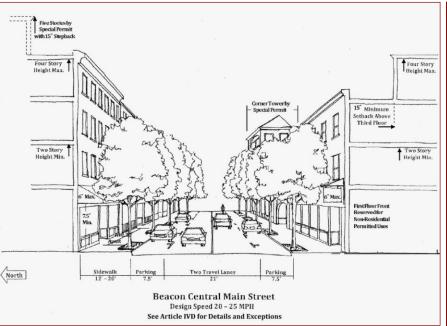
Central Main Form-Based Code:

- Build On Historic District Precedents;
- Integrate Residential with Commercial;
- Multi-Story Housing Over Storefronts;
- Make Pedestrian Activity High Priority.



Central Main Street





Central Main Street District 2013

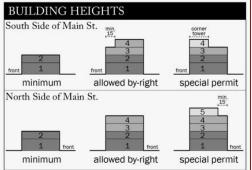
- Increased building height to 4 stories with a minimum of 2 stories;
- Allowed 5th story with stepback on north side or corner tower by Special Permit;
- Required 0- to 10-foot front setbacks;
- Lowered minimum parking requirements;
- Included street and sidewalk standards;
- Added illustrated design standards.

CMS: SECTION 223-41.18 REGULATIONS

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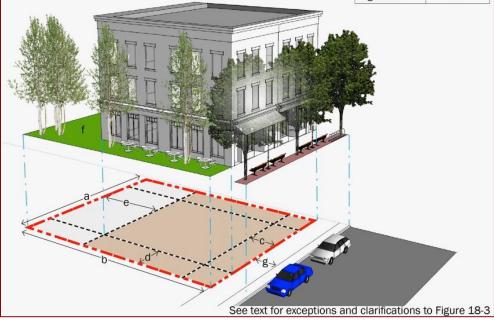
FIGURE 18-3: LOTS THAT FRONT ON MAIN STREET

		Min.	Max
	Lot Area	_	-
(a)	Lot Width	-	-
(b)	Lot Depth	75'	
	F.A.R.		-
(c)	Front Setback	0'	10'
(d)	Side Setback	0'	-
(e)	Rear Setback	25'	-
(f)	Landscaped Area	10%	-
	Frontage Occupancy, detached building	80%	-
	Frontage Occupancy, buildings w/shared side wall	100%	_
(g)	Pedestrian Clearway	8'	-

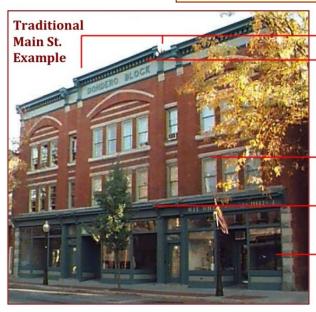


	Allowed	
Storefront	yes	
Forecourt	yes	
Stoop	no	
Porch	no	
Lightwell	no	

Dimensional Regulations



Illustrated Design Standards (CMS and L)



Façade and roof line breaks at intervals of no more than 35'

Top floor cornice feature

Bay windows, balconies and open porches may encroach up to 4' over the sidewalk

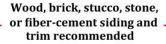
Primary window proportions greater in height than in width

Secondary storefront cornice or first floor articulation

Commercial first floor facing Main Street



Design Standards Consistent Examples



Metal, glass, or canvas-type awnings and canopies or projecting signs may encroach up to 6 feet overthe sidewalk above 7 feet

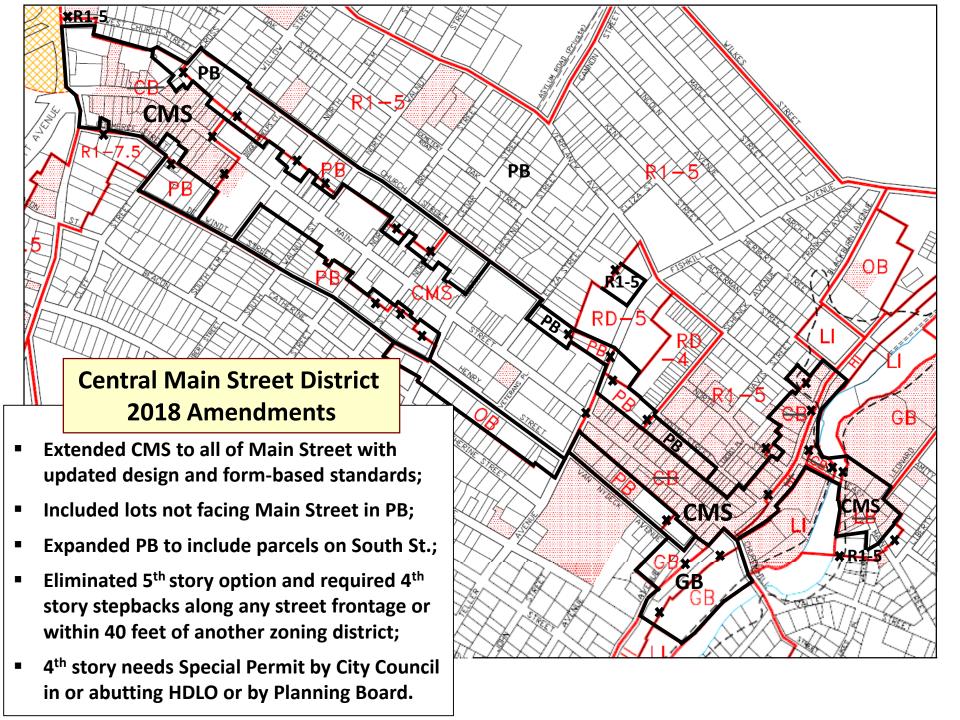
Street trees planted on average 30' - 40' apart

Commercial buildings shall have at least 70% glass on first floor facades between 2' and 10' above the sidewalk











2013 Linkage District and 2020 Implementation Update

Primary Purpose:

Ferry Dock

- Increase the vitality, attractiveness, and marketability of the area between Main Street and the Train Station by providing more residential development along with flexibility of land use and enhanced urban form;
- 4 stories with 4th floor stepback;
- Similar form-based streetscape and design standards as CMS district.

Train **Station**

Approved

