



**Town of Wilton Code Revision Committee :**

To: Bob Barrett, Code Revision Chairperson  
From: Lucy Harlow  
CC: Ryan Riper, Amy DiLeone, Mark Mykins, Mark Schachner  
Re: H-1 Hamlet District Code Revisions: 5/16/17 Meeting Synopsis  
Present: R. Barrett, A. DiLeone, C. Ramsdill, M. Dobis, J. Klepetar, D. Gabay, R. Riper, L. Harlow, M. Mykins. Absent: Ron Slone, Steve Streicher

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Summary: **Discussion of Sidewalks, Roadways and H-2.**

Ryan spoke to DOT about roadway in front of Gordon Building and asked traffic safety personnel about sidewalk elevation issues and whether there any standards regarding offset from pavement, vertical differentiation from pavement. DOT will look into it. Federal Highway Administration (“FHWA”) describes the zone between edge of sidewalk and edge of pavement as a “furnishing zone”. A furnishing zone of 4 – 6 feet is preferred for comfort and aesthetics. Width allows for trees, benches and other large furnishing items along the roadway. Speed on the road and volume of traffic are considerations that correspond to sidewalks. In the Hamlet, the buildings are close to the road with the intent of a traffic calming effect. NYSDOT makes the decision based on all the traffic data about speed limit, taking the burden off the municipalities. The installation of curbs becomes a drainage issue, structures like underground piping start escalating the cost. Best practice is infiltration into the ground.

**Density:** The intent of the hamlet is to have a higher density, walkable community to services and amenities. The density in H-1 is 15 units per acres. Higher density is an incentive for developers to build. For developers, commercial space is a risk and is hard to fill. Parking is the biggest consideration for businesses. Discussion of issue of shared parking based on number of residential units and commercial services and relating that to developments on Weibel Avenue and at Exit 12 which have personal service stores and cafes compared to Gordon Residential whose commercial space is being leased by a medical group of 13 doctors with 22± treatment rooms. Gabay: Saratoga Hospital estimates each patient takes between 9 and 14 minutes, approximately 4 patients an hour multiply that by 20 treatment areas, plus staff parking, would be 80 cars per hour. Anticipating parking problems for this use at Gordon Building even though parking spaces for patients of medical group will only be used during the day. Dobis: This kind of use not an asset to hamlet area as it was originally intended.

Citizens expressed concern about size of the Gordon building as did some Town Board members. Was the issue the size of the building or the density? The size was seen to be most problematic. How to cap size of building and keep density. Shrink square footage of living units. Still going to have 55’ tall building unless architectural standards are changed. (20 feet of unoccupied space at top which is mostly the gable and roof peaks) House height is 50 feet in any zone. Height is 55’ town wide. Same façade but could have less depth by limiting number of apartments. Depth of Gordon building not obvious from Rt. 9. Economic feasibility requires

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higher density. Hamlet development must be looked at over the long term-next 10 to 20 years.

**H-2 Zone:** Character: small town look. Will need to create new schedule (See Schedule G) add uses? **Scale down height and density. Density: change to 10 units per acre.** Hamlet Standards (H-1) could be redlined with all the changes for the H-2 zone which would include architectural standards, site lay-out; setbacks and so forth. No on-street parking, County forbade it (where?).

Eliminate Figures 1, 2 & 3 in H-1 and keep Figure 4 which shows the entire lot layout with potential side parking and rear parking with setbacks and sidewalks. Addition of landscape architecture. Take pertinent numbers from Figures 1, 2, & 3 and insert in Figure 4 so that everything is in one diagram.

*C. Architectural design standards and amenities.* Under (a) Use as example photo on page 5 of handout. Eliminate photo from H-1 and show in H-2 style instead.

(1) (d) Eliminate **50% to 75% of the first floor should be of glass surface.** Change to 35% to 50% (minimum would be 35%)

(2) Eliminate: **“Building height shall be increased from maximum 35 feet to a maximum of 55 feet.** Keep “Buildings shall avoid long . . . .

*D. Parking and Vehicle Access.*

(1) To be deleted **“Parking shall be in the side or rear yards of the building only.** Add on-street parking and front parking should be assigned to commercial.

(2) Eliminate paragraph: **The ratio of parking distribution . . .**

(4) Lighting. LED lighting is encouraged. [Similar to use by Gordon building] Eliminate: **The use of low-pressure sodium, fluorescent, or mercury-vapor lighting either attached to buildings or to light the exterior of buildings is discouraged.**

*E. Pedestrian and bicycle access:*

(2) Eliminate **Properties on the East side of Route 9 . . .**

Discussion of whether to allow drive-through services. No drive-through. How far to push buildings back? 40 feet

Miscellaneous: Discussion of Stewart’s plan to reconfigure site at corner of Rt. 9 and Northern Pines. Will have to fit hamlet zoning requirements. Will need variances. Historical sites such as the Pepper (turkey) Farm should be protected.

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