



October 16, 2014

City of Ithaca Planning Committee  
108 E. Green Street  
Ithaca, N.Y. 14850

Town of Ithaca Planning Committee  
215 North Tioga Street  
Ithaca, N.Y. 14850

RE: Chain Works District Rezoning Update  
FE Project #2011-104

Dear City and Town of Ithaca Planning Committees:

On behalf of the Applicant, UnChained Properties, LLC, enclosed please find the following rezoning documents for the proposed Chain Works District, which constitutes an update to the PUD/PDZ language and supplemental information regarding the specifics of rezoning the 95-acre property located along the 96B corridor, S Aurora Street / Danby Road where Turner Street and South Cayuga Street meet the Northern edge of South Hill, dated October 16, 2014:

- Chain Works District Draft Zoning Summary
- Chain Works District Draft Zoning Comparison Table
- PUD/PDZ Draft

The project is a mixed-use development consisting of four primary phases: 1) the redevelopment of four existing buildings (21, 24, 33 and 34); 2) the repurposing of the remaining existing Emerson Power Transmission/Morse Chain Factory on South Hill; 3) potential future development within areas of the remainder of site adjacent to the existing buildings/parking areas; and 4) future development with areas of the remainder of the site. This redevelopment project will create a new District consisting of residential, offices, commercial, manufacturing, and open space within the existing 821,200 square foot facility.

The new documents outline more specific metrics in regards to the sub-zones proposed within the District. These numbers are parameters to be followed within the T-zones that identify zoning-based codes for maximum and minimum numbers for existing and future build-out of the overall District. The table compares our proposed metrics with the Smart Code and the Collegetown Area Form Districts. We look forward to continuing to work with you to further refine these specifics.

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Sincerely,

WHITHAM PLANNING & DESIGN, LLC

FAGAN ENGINEERS & LAND SURVEYORS, P.C.



Scott Whitham  
President



James B. Gensel, P.E., CPESC  
President

enclosures

cc: David Lubin - UnChained Properties, LLC  
Paul Sylvestri, Esq. - Harter Secrest & Emery, LLP  
Chain Works District Project Team  
Town and City of Ithaca Planning Boards

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October 16, 2014

# The Chain Works District

## Draft Zoning Outline

Note: The following findings are relevant to both the City and Town of Ithaca and would ideally be coordinated as a single statement shared and adopted by both municipalities. These findings may be further revised following completion of the GEIS.

### A. Findings.

- 1) The City and Town of Ithaca's Comprehensive Plans encourage development of community-oriented, environmentally conscious mixed-use developments; encourages focusing development in areas where adequate public infrastructure and facilities exist; encourages sustainable, dynamic developments designed to minimize the use of energy; encourages avoiding sprawl by focusing development within existing, repurposed structures; encourages the conservation and protection of environmentally sensitive areas by siting potential new development in strategic locations; and
- 2) UnChained Properties, LLC and its assigns and/or successor ("developer") proposes to repurpose existing former industrial buildings for mixed-use consisting of residential, offices, commercial, manufacturing, and open space, with potential future infill development, creating a mix and density of uses greater than that allowed as of right within the current Industrial zone; and
- 3) The developer will strive to attain Leadership in Energy and Environmental Design (LEED) certification for Neighborhood Development (ND), using their structural guidelines for sustainable principles of redevelopment within a vibrant and walkable mixed-use neighborhood; and
- 4) The proposed project will:
  - a) Develop and model a neighborhood district designed to accommodate pedestrians and cyclists, with functional and attractive landscaping;
  - b) Create an identifiable community that bridges the City and Town of Ithaca by reactivating an idle industrial complex;
  - c) Avoid sprawling by repurposing existing structures with potential future development where adequate infrastructure exists, comprised of a greater mix of uses than the existing Industrial zoning allows;

- d) Protect environmentally valuable and sensitive areas by limiting all intense development to approximately one-third of the 95-acre property, retaining open space as an ecological amenity for the neighborhood and surrounding community;
- e) Promote human-scaled development and social connectivity within the project and around the community by creating pedestrian oriented corridors;
- f) Discourage any excess parking above and beyond what is needed in order to encourage walking, biking, car sharing, and public transit;
- g) Utilize a zoning strategy to create an aesthetic, and safe neighborhood district to help foster a sense of community and connectivity with the surrounding communities;
- h) Improve public access to the South Hill Recreation Way and Black Diamond Trail with the planned Gateway Trail through the site;
- i) Celebrate the site's history by retaining the existing industrial character of the structures in their repurposing, while ensuring potential future development is compatible with the established architectural characteristics of the region.
- j) Demonstrate how a meaningful open space network may be created within a former 800,000 sf industrial complex, in conjunction with potential new infill development of mixed use retaining greater open space than is ordinarily required;
- k) Achieve a Floor Area Ratio (FAR), which is defined as a ratio calculation based on footprint and use of land, of 0.8 or greater (of buildable site area) to encourage a vibrant and walkable mixed-use neighborhood consistent with standards of LEED for Neighborhood Development.

## Town of Ithaca Planned Development Zone No. XX

Note: We will develop a similar PUD for the City of Ithaca but there will be obvious differences between the two in how they relate to their own specific chapters/sections.

- B. Purpose. It is the purpose and intent of this Chapter §271-XX to allow, by creation of a Planned Development Zone, an opportunity for the implementation of the foregoing goals and objectives in an environmentally friendly, ecologically sound, sustainable manner.
- C. Definitions. The definitions in §270-05 of the Town of Ithaca Code shall apply to all terms in this section except as otherwise specifically stated in this section.
- D. Permitted accessory buildings and uses. The following accessory buildings and uses are permitted as of right in Planned Development Zone No. XX:
  - 1) Electrical substations

- 2) Home occupations, subject to the limitation on home occupations set forth in §270-219.2 of the Town of Ithaca Code.
  - 3) Signs, as regulated by Chapter 221, Signs, of the Town of Ithaca Code.
  - 4) Off-street garage or parking space for the occupants, users, and employees in connection with the uses specified above, but subject to other provisions of this section.
  - 5) A temporary building for commerce or industry, where such building is necessary or incidental to the development of the buildings within Planned Development Zone No. **XX** including, but not limited to, a construction office and/or sale office. Any such building may be continued through project completion.
  - 6) Accessory buildings such as storage sheds, pump houses, or other small structures such as play structures, clearly ancillary and related to dwelling uses in Planned Development Zone No. **XX** and subject to all other provisions of this section.
- E. Park and open space. The land areas devoted to parkland, open space, and Gateway Trail as shown on the general site plan approved by the Town Board. The Gateway Trail will be owned and maintained by a party other than Developer/Owner, which will provide for public access to the South Hill Recreation Way and the Black Diamond Trail. Parkland and open space within the project boundary will be owned and maintained by Developer/Owner.
- F. Ownership and maintenance of roadways, sidewalks, infrastructure, and stormwater management facilities.
- 1) Common land, roadways, sidewalks, stormwater facilities, and all other commonly-owned infrastructure may or may not be owned by UnChained Properties, LLC and its assigns and/or successor which may include an association of individual landowners within the Chain Works District boundaries (collectively, “Developer/Owner.”)
  - 2) The following infrastructure will be conveyed to and owned by the Town or City of Ithaca: water and sewer mains.
  - 3) Utility companies will own the following infrastructure: electric, gas, cable television, telephone, and communication lines.
  - 4) All water and sewer mains in Planned Development Zone No.**XX** to be dedicated to the Town of Ithaca will be constructed by the Developer/Owner, at such party’s expense, and in accordance with all applicable specifications and requirements (including Town of Ithaca and Tompkins County specifications) to the satisfaction of the Town of Ithaca Town Engineer and Tompkins County Health Departments, will be offered for dedication to the Town upon completion, and when accepted by and conveyed to the Town, will be owned and maintained by the Town.
  - 5) All roadways and sidewalks, all stormwater management facilities, and all infrastructure not privately owned or utility-owned and maintained by the Town as noted in Subsection \_\_\_\_ above will be owned and maintained by Developer/Owner.

G. Building permits, site plan approval, and subdivision approval

- 1) In accordance with the provisions of Chapter 270, Zoning, of the Town of Ithaca Code, a final site plan for any proposed use of any existing or proposed structure shall be submitted to and approved by the Town of Ithaca Planning Board before issuance of any building permits.
  - 2) Notwithstanding the foregoing, the Planning Board is authorized to permit modifications of the general site plan approved by the Town Board in granting final site plan approval provided that:
    - a) Any approved site plan shall be in general conformity with the purposes and objectives of this section creating this Planned Development Zone; and
    - b) Any approved site plan shall be in accordance with the provisions of this section, and with the provisions of Chapter 270, Zoning, and Chapter 234, Subdivision of Land, of the Town of Ithaca Code (except to the extent the preliminary site plan approval and subdivision approval do not comply with these two chapters); and
  - 3) Building permits shall be required for any construction except as otherwise provided by Chapter 125, Building Construction and Fire Prevention, §125-4, of the Town of Ithaca Code. In addition to the building permit requirements specified elsewhere in this §271-XX, such permits shall not be issued unless and until the exterior design, specifications, and plans for the building(s) along with its related improvements proposed for construction, including all related outside facilities such as lighting and signs shall have been shown on a final site plan approved by the Planning Board, and any construction hereafter shall be in accordance with the said site plan as finally approved. Notwithstanding the foregoing, building permits may be issued for solar collectors (see Subsection E(1)) not shown on the final site plan, and for items not shown on the final site plan if they are listed in Chapter 270, Zoning, §270-191, of the Town of Ithaca Code as not requiring Planning Board approval of a site plan modification. In determining whether to approve the site plan, the Planning Board shall employ the same considerations it would employ in approving a site plan pursuant to Chapter 270, Zoning, Article XXIII of the Town of Ithaca Code.
- H. Maintenance of stormwater facilities. Developer/Owner shall own and properly maintain stormwater management facilities, storm sewers, and inlets that serve Planned Development Zone No. XX. Maintenance of the storm sewers shall be pursuant to a separate agreement between the Town and Developer/Owner.
- I. Construction requirements. All construction for which a permit is required or granted shall comply with all applicable laws, codes, ordinances, rules, and regulations.
- J. Modification of final site plans. Any change in any site plan as finally approved by the Town Planning Board shall not be made until an application for a modification of site plan is provided to and approved by the Town Planning Board pursuant to §270-191 of the Town of Ithaca Code. Site

plan modifications are not required for those items listed in Chapter 270, Zoning, §270-191, of the Town of Ithaca Code as not requiring Planning Board approval of a site plan modification.

- K. Violations. Any violations of the terms of this section shall constitute a violation of the Town of Ithaca Zoning Ordinance and shall be punishable as set forth in said ordinance and in §268 of the Town Law of the State of New York. Each day's continued violation shall constitute a separate offense. Notwithstanding the foregoing, the Town reserves for itself, its agencies, and all other persons having an interest, all remedies and rights to enforce the provisions of this section, including, without limitation, actions for any injunction or other equitable remedy, or action and damages, in the event the owner of the parcel covered by this section fails to comply with any of the provisions hereof. If any building or land development activity is installed or conducted in violation of this section, the Code Enforcement Officer may withhold any building permit or certificate of occupancy and/or prevent the occupancy of said building or land.
- L. Compliance with Town Code. Except as otherwise specified in this section, or as otherwise shown on the final site plan or final subdivision plat, all provisions of the Town of Ithaca Code shall apply to all development, structures, and uses in Planned Development Zone No. **XX**.
- M. Area rezoned. The area encompassed and rezoned in accordance with this section as Planned Development Zone No. **XX** is described on Schedule A to this section. The Official Zoning Map of the Town of Ithaca is hereby amended by adding such district at the location described.

Schedule A  
Description of Area Rezoned:  
Planned Development Zone No. **XX**

Note: We will create a similar description of area rezoned for the City of Ithaca.

ALL THAT TRACT OR PARCEL OF LAND situated in the Town of Ithaca, County of Tompkins, State of New York, being bounded and described as follows:

Description goes here...



## Schedule B

# Chain Works District Form and Use Regulations:

Town of Ithaca Planned Development Zone No. XX

City of Ithaca Planned Unit Development Zone No. 1

Note: This is a preliminary outline for what will become the graphic “form-based” regulations that are shared between both the town and city as one coordinated guiding document. Both the PDZ and PUD could reference this single document.

### A. Definitions

- 1) List all new terms not already defined in either the Town or City zoning.

### B. General regulations

- 1) To be discussed.

### C. The following areas are defined with their permitted uses and applicable definitions to be as of right:

- 1) Natural Zone / T1: These areas consist of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology, or vegetation. The Natural Zone is intended to permanently protect areas from development that would damage the contiguity, quality, character, and ecological function of natural areas. These are permanently preserved as natural, open space with the following permitted uses: passive recreation, stormwater management facilities which may consist of constructed wetland or other water cleansing and stormwater practices, gardens, walking trails / recreational trails that may provide pedestrian connectivity to other zones, and other alike or corresponding non-intrusive uses. New structures are only allowed if they serve as auxiliary to a permitted use. Sheds, park restrooms, pavilions, gazebos, visitor centers, or affiliated buildings needed to maintain this area (with a maximum square footage of XX), are examples of permitted auxiliary structures allowed in the Natural Zone / T1.
- 2) Neighborhood General Zone / T4: These areas will consist of mixed-use but primarily residential buildings. They may have a wide range of building types: detached single-family, multi-family, and rowhouses. Setbacks and landscaping are variable. Streets with curbs and sidewalks define medium-sized blocks. Development is limited to 4 stories in height along the Route 96 corridor to match existing adjacent residential zoning, an additional 1-2 stories are allowed on the downhill side below Route 96 consistent with the adjacent T5 zone. NYS building codes will dictate side yard setbacks to allow for

rowhouses (e.g. zero lot line ). In the Neighborhood General Zone / T4, no building shall be erected or extended, and no land or building or part thereof shall be used for other than any of the following purposes, under the following building and zoning restrictions:

- 3) Neighborhood Center Zone / T5: These areas will consist of higher density mixed-use buildings that accommodate manufacturing, retail and other commercial uses, offices, rowhouses, apartments, and any use other than adult or noxious industrial uses. It has a tight network of streets, with sidewalks, and buildings set close to the sidewalks. Open spaces consist of plazas in addition to green space. The T5 zone will limit development to 6 stories, and allow for an additional 1-2 stories on the downhill side. The NYS building codes will dictate building separation distances. In the Neighborhood Center Zone / T5, no building shall be erected or extended, and no land or building or part thereof shall be used for other than any of the following purposes, under the following building and zoning restrictions:

END

Schedule B: Table 1

		Zone	Max. Blank Wall (New Bldgs)	Minimum Glazing (New Bldgs)	Density Min-Max (FAR)	Frontage Buildout Min	Min. # of Stories	Min. Lot Size (SF)	Min. Lot Width (ft)	Min. Lot Depth (ft)	Max. Facade Length (New Bldgs) (ft)	Max. # of Stories	Max. Building Height (ft)	Max. Lot Coverage by Building (%)	Minimum Green Space (%)	Front Yard (ft)	Rear Yard (ft)	Side Yard (ft)	Side Yard (ft)
Existing	City	Industrial (I-1)	-	-	-	-	-	5,000 sf	50	-	-	4	40	50	n/a	20	12	6	20 (or 15%)
	Town	Industrial (I)	-	-	-	-	-	2 acres	150/200	300	-	-	36	30	30	150	60	60	-
Proposed	Subzones	T1	None	None	-	-	-	-	-	-	-	2	-	2	-	-	-	-	-
		T4	8'	30%	0.5-0.8	50%	2	-	-	-	TBD	4(6)	-	60	-	6min., 18max	-	0	-
		T5	12'	30%	0.8-1.0	70%	2	-	-	-	TBD	6(8)	-	80	-	0min., 12max	-	0	-
Collegetown Area Form Districts		MU2	12'	65%	-	-	4	2500	25	-	-	6	80	100	0	0	10	0	-
		MU1	12'	-	-	-	3	3000	30	-	-	5	70	70	10	5	10	0-5	-
		CR4	8'	-	-	-	2	3000	30	-	-	4	45	50	25	10	20 (or 20%)	0-5	-
		CR3	8'	-	-	-	2	3000	35	-	-	3	35	40	30	10	20 (or 20%)	5	-
Smart Code		T1	-	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		T4	-	30-70%	12	60%	2	-	18min., 96max.	-	-	3	-	70%	25	6min., 18max.	3	-	-
		T5	-	30-70%	24	80%	2	-	18min., 180max.	-	-	5	-	80%	10	2min., 12max.	3	-	-

October 16, 2014

Prepared by:

STREAM Collaborative w/ Randall-West Planners in collaboration with CJS Architects, Whitham Planning & Design, and Fagan Engineers.

Re: Chain Works District Zoning Comparison – See attached Table

## *DRAFT - For Discussion Purposes Only*

### **Introduction**

The Chain Works District Zoning Comparison Table places the parameters proposed for the Chain Works District in the context of local and national standards designed to create vibrant, mixed-use neighborhoods that harmonize mixed-use mid-rise blocks with smaller scale residential areas. For reference, the table includes the existing zoning regulations, the SmartCode (an open-source zoning code designed to reproduce the best qualities of small pre-war American cities), and the Collegetown Area Form Districts.

### **Zoning Metrics Explained**

This memo will address each metric in the table and describe the reasoning behind the proposed standards for the Chain Works District.

#### **Maximum Blank Wall:**

Maximum blank wall requirements are intended to create pedestrian scale detail in buildings and prevent long blank walls from creating unsafe and unsightly corridors. The Collegetown Area Form Districts use a maximum blank wall standard to achieve this goal.

#### *Proposed max. blank wall standards:*

T1 - None

T4 – 8 feet

T5 – 12 feet

These standards are similar to the maximum blank wall standards for Collegetown's zones. Because of the factory uses in the T5 it is appropriate to allow the largest amount of blank wall at 12 feet. Certain buildings within the T5 may need to be grandfathered if they don't currently meet this standard so this requirement will only apply to new buildings. In the T1 "natural zone" only buildings such as a visitor center, or ranger's office are permitted, the natural landscape in this area provides the bulk of pedestrian interest and projects will be subject to site plan review so greater flexibility is allowed.

### **Glazing Requirements**

In addition to the Maximum Blank Wall, the Chain Works District proposes using the complementary glazing standard to create compelling and vibrant streets. Glazing requirements are also intended to create pedestrian scale detail in buildings and prevent long blank walls from creating unsafe and unsightly corridors. The SmartCode achieves this objective by requiring the first floor of street facing facades to have a minimum percentage of window space.

**Proposed Minimum Glazing Standards:**

- T1 - None
- T4 - 30%
- T5 - 30%

The proposed minimum glazing areas for new buildings are based on similar concerns as stated above. The SmartCode recommends between 30% and 70% as a good range for both T4 and T5, depending on context. The CAFD requires a minimum of 65% glazing in the most dense MU2 area but does not include requirements for other zones. The MU2 requirements are great where the entire street front is likely to be retail, but a lower minimum allows the Chain Works District flexibility in areas where office and other uses are on the street and where alterations to existing buildings may preclude larger percentages of glazing.

**Density (gross units/acre):**

Controlling density directly, rather than through building envelope, setbacks, parking requirements, etc. avoids unintended consequences that come with other metrics and provides consistency necessary for understanding the impacts of development on such a large parcel. None of the town or city's current zoning districts control density directly. The SmartCode directly addresses minimum density as a way to ensure vibrancy and walkability within neighborhoods. The SmartCode recommends 7 units/acre minimum and up to 12 units/acre maximum for a T4 context and 12 units minimum and up to 24 units/acre for a T5 context. However, these minimums and maximums are based on gross calculations for subdivisions of land. Since the Chain Works District is one larger parcel with development clustered in distinct subareas it is difficult to measure density by gross units/acre. Additionally, it is not clear how much of the site will be developed as residential versus commercial. We are therefore proposing to measure minimum and maximum density by the gross square footage of building floor area or what is commonly referred to as the Floor Area Ratio (FAR).

$$\text{Floor area ratio} = \frac{\text{total covered area on all floors of all buildings on a certain plot}}{\text{area of the subzone}}$$

**Proposed Density:**

- T1 - 0
- T4 – 0.5 min. 0.8 max.
- T5 – 0.8 min. 1.0 max.

The proposal is consistent with the SmartCode as well as LEED ND standards and creates a compact neighborhood with the minimum overall density needed to support frequent transit service.

For the calculation we are proposing to use the gross area of each individual subzone. For example, the T5 subzone area is approximately 1.9 million square feet of land area. Using the minimum and maximum FAR proposed above, we end up with a range of 1.52 million square feet to 1.9 million square feet of gross building area.

**Minimum Frontage Buildout:**

Creating a safe and walkable neighborhood requires that streets include frequent buildings rather than large empty expanses of surface parking lots or greenspace so that there are sufficient “eyes on the street” from within the buildings to provide safety for pedestrians. The SmartCode recommends a minimum of 60% of frontage built out in T4 and 80% in T5.

The Chain Works District proposal has reduced each of these requirements to 50% and 70% respectively due to the topographic constraints of the site. In addition, there will likely be streets that cannot practically be built out on one side or the other due to topography so those stretches of street

will be exempt from the minimum frontage buildout requirement.

**Minimum Number of Stories:**

The City’s CAFD requirements are very high - as much as 4 stories minimum, the extremely high value of land in collegetown enables development at that scale to be possible. For the rest of the city more flexibility is required for the right variety of large and modest buildings to be incorporated. The SmartCode recommends a minimum of 2 stories in both T4 and T5 zones, in fact some practitioners recommend reducing that in markets that are not booming. Two story buildings can support very good urbanism, especially when infilled around larger existing buildings, for that reason and to provide flexibility in the future, Chain Works has proposed a minimum of 2 stories for all new buildings in T4 and T5. Because T1 is a conservation area there is no minimum story requirement.

**Minimum Lot Size, Width and Depth:**

Generally minimum lot sizes are used as a secondary control on density, along with building parameters, but that is not necessary where density is controlled directly. In industrial zones minimum lot sizes help to separate noxious industry from other uses. In a mixed-use context, minimums of this kind hurt walkability and the potential for creative infill development. The SmartCode does not include minimum lot area or depth requirements because it controls density directly, but it does include both minimum and maximum recommended lot widths to control the rhythm of buildings on the street and the maximum length of buildings.

The CAFD includes minimum lot area requirements, to stand in for the lack of direct density controls, and minimum lot widths between 25 and 35 ft.

In the case of the Chain Works District, because subdivision is not anticipated, administering lot dimension requirements does not make sense for this project.

**Maximum Facade Length:**

Most conventional zoning codes neglect this metric and by doing so allow parcel consolidation to result in massively out of scale buildings. The SmartCode controls the maximum building length by setting a maximum lot width. Because we do not anticipate that the Chain Works District will be subdivided, parcel size should not be used to control the length of new buildings, instead maximum facade length could be based on the SmartCode’s maximum parcel length recommendations. Increasing the maximum lengths to adjust for the challenging topography, efficiency of stair/elevator cores in relatively low buildings, and the nature of the existing buildings requires more discussion.

**Maximum Number of Stories and Max. Height:**

Controlling the height of buildings is best done by capping the number of stories rather than setting a maximum height. Setting a maximum height provides a perverse incentive for developers to build undesirable low ceiling heights to fit more stories under the same roof, allowing some flexibility by controlling stories rather than height will still prevent excessively tall buildings but also creates an organically varied roof line.

The Chain Works District site includes significant topography, the proposed height requirements reflect that topography by including maximum heights on the up-hill sides of buildings where they are likely to interact with surrounding context, particularly the neighborhood along Route 96, while allowing additional stories to be set into the downhill side.

*Proposed Max. Stories:*

T1 - 2

T4 - 4 (up to 2 additional non-habitable stories allowed below the uphill grade’s 1st story for storage including parking)

T5 - 6 (up to 2 additional stories allowed below the uphill grade's 1st story for storage including parking)

These heights are consistent with the MU2 and CR4 maximums of 6 and 4 stories on the uphill side of the building, but because they are not embedded in a neighborhood grid the way that the core of Collegetown is, allowing additional stories down the steep slopes to accommodate parking and storage is reasonable.

### **Maximum Lot Coverage by Building:**

The CAFD caps lot coverage at 100% in the MU2, 70% in the MU1, 50% in CR4 and only 40% in the CR3. The SmartCode recommends a maximum of 80% in a T5 and 70% in a T4. Due to site constraints in the Chain Works District and a desire to preserve significant open-space, the proposal is for maximum building coverage of 60% in T4, 80% in T5, and 2% in the T1 conservation area. This allows significant coverage in the mixed-use center of the district while preserving significant habitat in the conservation area.

### **Minimum Green Space:**

The Town's Industrial Zoning includes a requirement of 30% usable open space, and the CAFD requires between 0% for MU2 and 30% for CR3. The SmartCode does not include green space requirements. The Chain Works District proposal to include significant area dedicated as T1 providing a similar guarantee of significant green space, means additional requirements are unnecessary.

### **Front, Rear and Side Setbacks:**

As a massive parcel, determining where the front, side, and back of the Chain Works District occurs is relatively arbitrary. Such metrics are generally intended to control the way buildings address the street, but would not do so in the case of a large parcel with many buildings. Because this is one larger parcel we are proposing to use a network of private streets to define frontage for the existing and proposed buildings. The site's design and building placement will also be determined by front setback requirements set forth in the PUD/PDZ and the site's limited buildable area. To control development that occurs along the private streets, front setbacks of 6 ft. minimum and 18 ft. maximum in T4 and 0 ft. minimum and 12 ft. maximum in T5 are included. This proposal is in the same ball-park as the 0, 5 and 10 ft. minimum setbacks in CAFD and the 2 ft and 6 ft minimum suggested in the SmartCode.

### **Buffer:**

To control the intensity of development near existing residential areas a buffer easement may be added. The exact dimension and location of this easement needs further discussion.

## **Summary**

The proposed zoning parameters for the Chain Works District are all closely aligned with both the Collegetown Area Form District and the SmartCode. The specific metrics chosen customize widely accepted parameters to the unique context of this site to create the conditions necessary for a high quality and vibrant district.