

902 Dryden Road Town Homes

Town of Dryden, New York

Date: 11-13-2015



Project changes 11-13-2015

- The basis for allowed number of units, lot coverage and greenspace has been adjusted so as to not include the Route 366 right of way. It has been reduced from 2.08 acres to 1.878 acres.
- The revised acreage allows for 11 units (at 6 per acre) plus 3 additional as part of the redevelopment bonus (at 2 per acre). As a result, the number of proposed units has been reduced from 16 to 14.
- The reduction in number of units, reduction of the length of fire access road, and the exclusion of public road from the lot area has brought the project into compliance with the 70% greenspace requirement.

Project Description

902 Dryden Road will be a new multi-family townhome development on a 1.878 acre plot along Dryden Road, built around an existing duplex. The project will add twelve (12) townhomes (three buildings) clustered around landscaped grounds and a central landscaped parking area. Site amenities will include a central trash and loading area, covered bike parking area, landscaped grounds and open space fronting on Fall Creek.

Site Improvements

The site is currently occupied by a duplex, gravel parking area, an above-ground swimming pool, and miscellaneous accessory structures in varying states of disrepair. Some larger trees exist at the perimeter and along Fall Creek. There is an existing curb cut and 4-5 vehicle gravel parking area off Dryden Road, and an additional curb cut off Forest Home Drive.

The gravel parking area and curb cut off Dryden Road will be eliminated and the area landscaped. The curb cut off Forest Home Drive will be expanded to provide safe access to a 29 vehicle paved and landscaped parking area. Depending upon the status of TIPP funding for pedestrian improvements on Dryden Road, public sidewalk will be extended along the entire road frontage.

The accessory structures, pool and deck are to be removed as part of the redevelopment. Townhomes will be designed to address and enhance the streetscape in keeping with the intentions of the Varna Design Guidelines, and create a village aesthetic. New street trees will be added along the road frontage.

Program

Zoning allows 11 dwelling units on the 1.878 acre parcel which lies in the Varna Hamlet Traditional District (VHTD). Because the project involves redevelopment of an existing tax parcel, a bonus of 2 units per acre is allowed under Section 707, allowing up to 14 units on the property.

The project proposes a total of 14 units on the property: twelve (12) new single-family townhomes in three (3) separate buildings, added to the existing duplex on the site, for a total of four (4) buildings. The existing building contains (2) 3 bedroom units, and the new townhomes include (6) 3 bedroom, 1-1/2 bath units, (4) 2 bedroom, 1 bath units, and (2) 4 bedroom, 2 bath units, for a total of 40 bedrooms. The mix of units can appeal to a wide demographic of potential renters. Required parking is one space per dwelling unit, or 14 spaces. However, parking will be provided at a ratio of just over 2 spaces per unit (29 spaces). Six (6) additional parking spaces can be provided if needed, without violating greenspace requirements. A bike parking structure will accommodate 20-24 bikes.

Stormwater

The site is situated adjacent to Fall Creek, and as such special attention will be paid to filtering stormwater runoff from buildings and the parking area. Landscaped areas between buildings will utilize rain gardens and bioswales where practical to allow roof drainage to infiltrate the subgrade. Other runoff, primarily from the parking area, will be intercepted by a large vegetative swale and infiltration basin.

An existing 30" diameter pipe running through the site drains Dryden Road runoff into a ditch on the property. This ditch runs to Fall Creek across adjacent properties. The new driveway and parking area will be graded in such a manner as to not add to the current volume of water carried by this pipe and ditch. All stormwater generated by the new development will be directed to the vegetative swale and infiltration area.

Landscape

A planting plan will be developed to address the street edge and common space between buildings, such that these spaces are a lush experience with interest throughout the seasons. All plantings will be selected to be naturally drought tolerant with no irrigation installed, and manual watering only required during the period of initial plant establishment. Strong consideration will be given for native plants. Shade trees will be used along the parking area to minimize the impact of the large paved surfaces.

Evergreen screen plantings and privacy fences will be installed along the property edges that face residential properties, as recommended in lieu of the buffer distance requirement for multi-family development.

The proposed project allows for 70% greenspace as defined in the ordinance (The area of a development not occupied by structures or paved areas for vehicles).

Site Lighting

Lighting will be installed to allow for safe pedestrian travel across the site, and provide a sense of security between buildings and in the parking area. All light fixtures will be sharp cut off and dark-sky compliant. All porches will have resident controlled lighting.

Utilities and Energy

The water, sewer and electricity usage will be typical of residential development in the Town of Dryden and the current systems are more than capable of serving the new demand. The new buildings will not use any fossil fuels, and thus not require a natural gas connection.

As a firm, STREAM Collaborative has accepted the Architecture 2030 Challenge, which means every project we design begins with a conversation about how we can achieve a net zero fossil fuel usage. In the year 2015, most of our buildings are being designed to reduce the overall fossil fuel usage by at least 70% compared to a conventional building of the same type and by 2030 all of our buildings will have zero carbon emissions. The primary strategy for this is to install a high performance thermal envelope well beyond the minimum energy code requirements along with high-efficiency electric air-source heat pumps which provide both heating and cooling. The townhouse configuration, with shared walls, also reduces the overall energy demand in comparison to a freestanding home of similar size. The owner is exploring the possibility of installing a ground mounted photovoltaic system adjacent to the parking area, which will be sufficient to power the needs of the entire development.

Traffic

The impact on automobile traffic of the twelve new units is expected to be negligible. The site is on a bus route, offering access to Cornell, Downtown and other prime destinations. It has been confirmed by TCAT that its busses will stop directly in front of the development (flag stop), and a sidewalk out to the road pavement will be constructed within the public right of way, and maintained by the property owner to allow for safe boarding. As such, residents are likely to make fewer than the average number of car trips.

Site Photos



Figure 1: Existing duplex, gravel parking area and frontage along Dryden Road



Figure 2: Existing frontage along Forest Home Drive



Figure 3: Google Earth view of site.