

Evaluation of Town-Owned Parcels for Affordable Housing

Woodstock Housing Committee

Update on Stage 2 Report from Fisher Associates

Who We Are

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WOODSTOCK
HOUSING COMMITTEE

About this Initiative

The Need

The 2018 Woodstock Comprehensive Plan highlighted the necessity for affordable housing, a problem that has grown more severe since the pandemic due to the high cost of housing and an influx of residents.

The Solution

Build more housing to make available at below-market rates.

Project Initiation

Addressing the Financial Constraints

Financial Challenge

Constructing affordable housing is financially challenging. Developers put together funds including federal, state, and local grants and loans, as well as loans from banks and the developer's own capital.

How the Town can help

- 1) ***Donate land***
- 2) Contribute funds from a Community Housing Fund

Understanding financial constraints is crucial to developing affordable housing.

Launching this Process

1. Identified 5 parcels out of a total of 34 town-owned parcels:
 - a. 2441 Route 212
 - b. Mountain View Municipal Parking Lot
 - c. Rock City Road Municipal Parking Lot
 - d. Three Mile Class LT 21
 - e. Zena-Highwoods Road
2. Issued a Request for Proposal (RFP) to engineering firms using ARPA (American Rescue Plan Act) funds that were allocated by the federal government for Woodstock.
3. Fisher Associates was chosen and work began early 2025

Overview of the Three-Stage Process

Stage 1

Site Review – Report delivered 2/14/25

- Site characteristics including topography, vegetation and access to essential services
- Zoning designations
- Water and sewer access information
- Environmental screening review of items that may affect the viability of housing
- Observations from Fisher's site visits
- Conclusions regarding the merits and limitations of each site

Stage 2

Feasibility – Report delivered 10/21/25

- Environmental site visits and studies
- Site geology
- Tree clearing and grading
- Hazardous materials study
- Wetlands delineation survey reports
- Buildable areas
- Threatened and endangered species
- Community connections diagrams
- Summary of site pros and cons

Stage 3

Planning– Report to be delivered in 2026

- Site Plan Development for 1-2 Sites
- Refined unit and parking counts
- For each site, two illustrated plans and two perspective views
- Conceptual building elevations
- Estimated costs

Key Elements of the Stage 2 Report

What the Stage 2 Report Analyzed

1. **Site Summary:** Details on size, zoning code, topography, soil conditions, ecology, access, utilities, and drainage.
2. **Environmental Review:** Summaries of the Stage 1 ESA results, covering Recognized Environmental Conditions (RECs), Historic RECs (HRECs), wetlands, and protected natural resources.
3. **Requirements for Viability:** Necessary steps needed to advance the site, such as rezoning, utility connections, parking reconfiguration, or permitting.
4. **Buildable Area:** Calculations based on physical and zoning constraints, including estimates for hypothetical unit capacity.
5. **Conclusion:** A summary of the site's merits and limitations.

Phase 1 ESA Results

*The Phase 1 Environmental Site Assessments include historic records, site observations and public documents used to identify potential environmental risk or contaminants before development. **No Recognized Environmental Conditions (RECs) were identified for the buildable areas of the three parcels.***

Our Task

Our current task is to **choose two parcels**, out of the three studied, to continue to investigate in Stage 3, which will include architectural renderings of possible designs for affordable housing on each site.

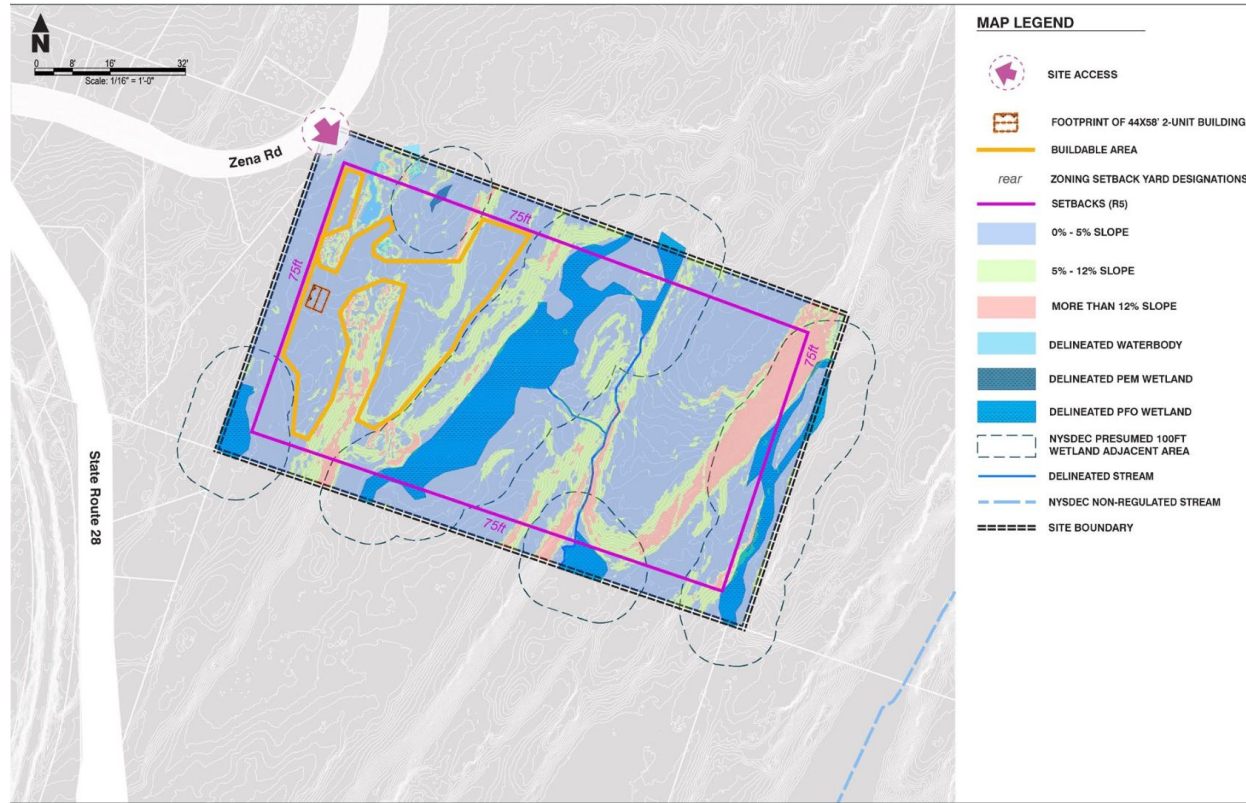
We are not currently making a decision to build housing on any particular parcel.

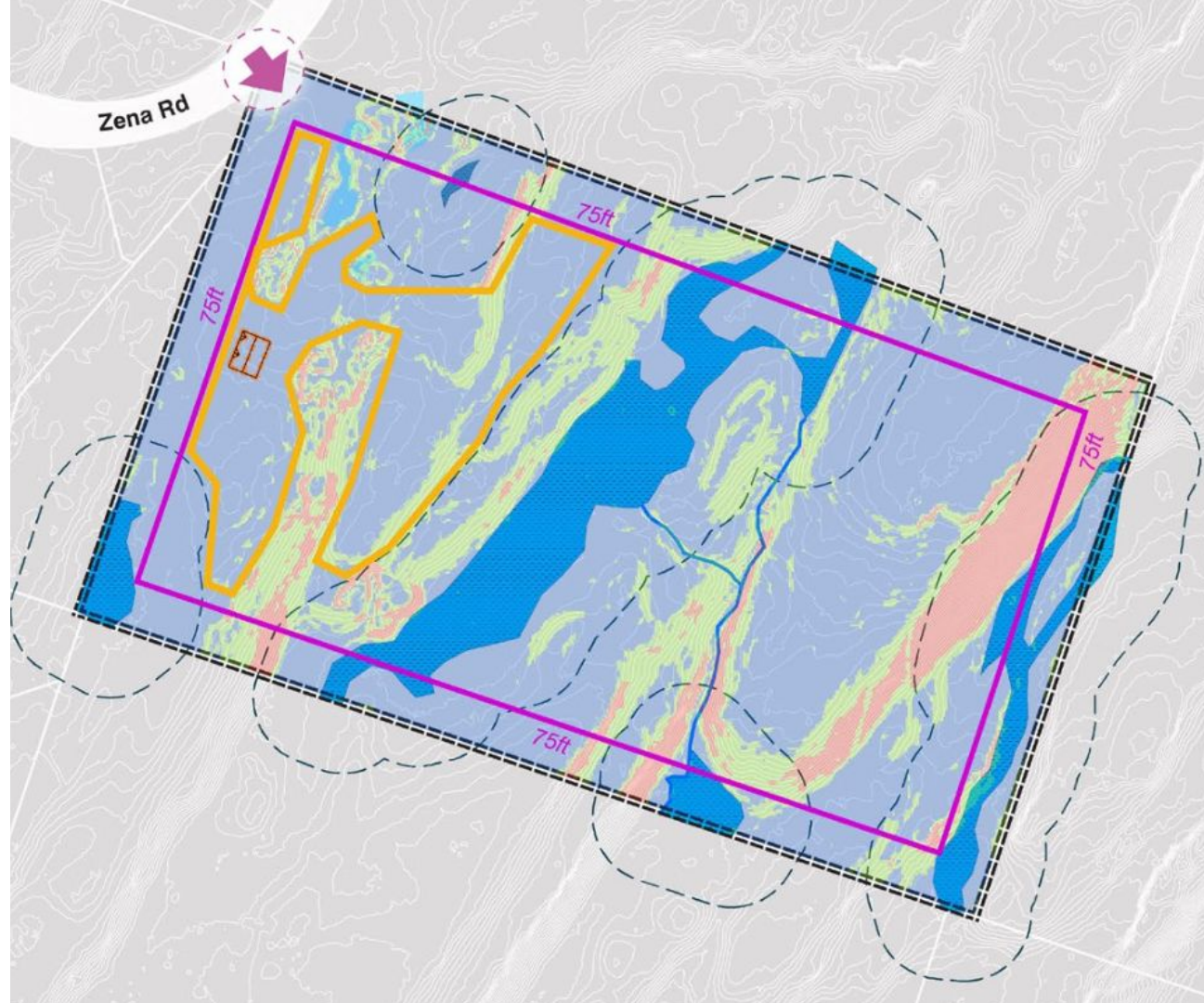
Stage 2 Report

Details for Each Site

Three Mile Class LT 21

- 31 acres with dense woods, wetlands, and steep slopes
- Residentially zoned
- Fisher reports this site could accommodate up to 50 units, depending on water and septic constraints





MAP LEGEND



SITE ACCESS



FOOTPRINT OF 44X58' 2-UNIT BUILDING



BUILDABLE AREA

rear

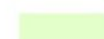
ZONING SETBACK YARD DESIGNATIONS



SETBACKS (R5)



0% - 5% SLOPE



5% - 12% SLOPE



MORE THAN 12% SLOPE



DELINEATED WATERBODY



DELINEATED PEM WETLAND



DELINEATED PFO WETLAND



NYSDEC PRESUMED 100FT
WETLAND ADJACENT AREA



DELINEATED STREAM



NYSDEC NON-REGULATED STREAM



SITE BOUNDARY

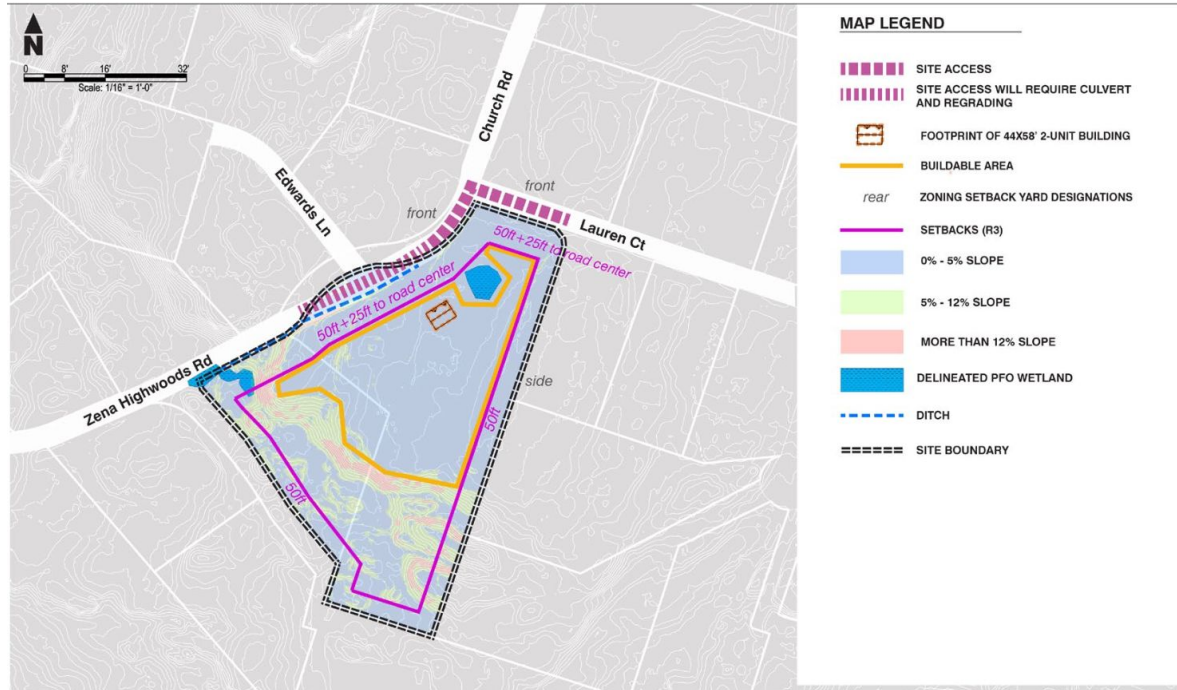
Pros: Three Mile

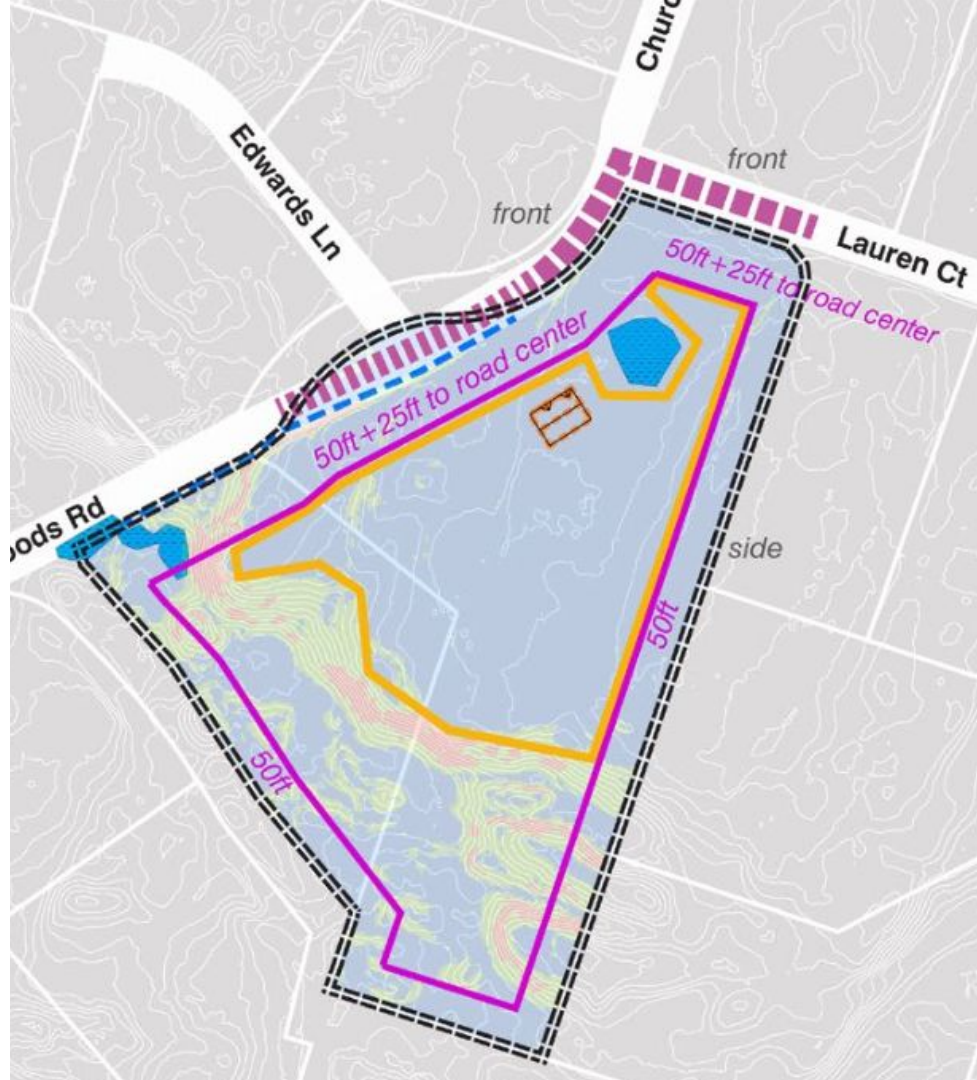
- No recognized environmental concerns in the outlined buildable areas

Cons: Three Mile

- Presence of wetlands reduces availability of the easily developable land
- Significant tree clearing required
- Shallow bedrock will increase the cost of septic infrastructure installation
- No direct public transit to the site, although within walking distance to the UCAT Bus.
- Topographic conditions discourage compact development, increasing infrastructure costs
- Limited site access
- Development on site includes erosion concerns due to topography
- Prohibitive cost of development given rock and uneven terrain

- 11.1 acres with woods on former farmland
- Residentially zoned
- Fisher reports this site could accommodate up to 40 units





MAP LEGEND

-  SITE ACCESS
-  SITE ACCESS WILL REQUIRE CULVERT AND REGRADING
-  FOOTPRINT OF 44X58' 2-UNIT BUILDING
-  BUILDABLE AREA
-  ZONING SETBACK YARD DESIGNATIONS
-  SETBACKS (R3)
-  0% - 5% SLOPE
-  5% - 12% SLOPE
-  MORE THAN 12% SLOPE
-  DELINEATED PFO WETLAND
-  DITCH
-  SITE BOUNDARY

Pros: Zena-Highwoods

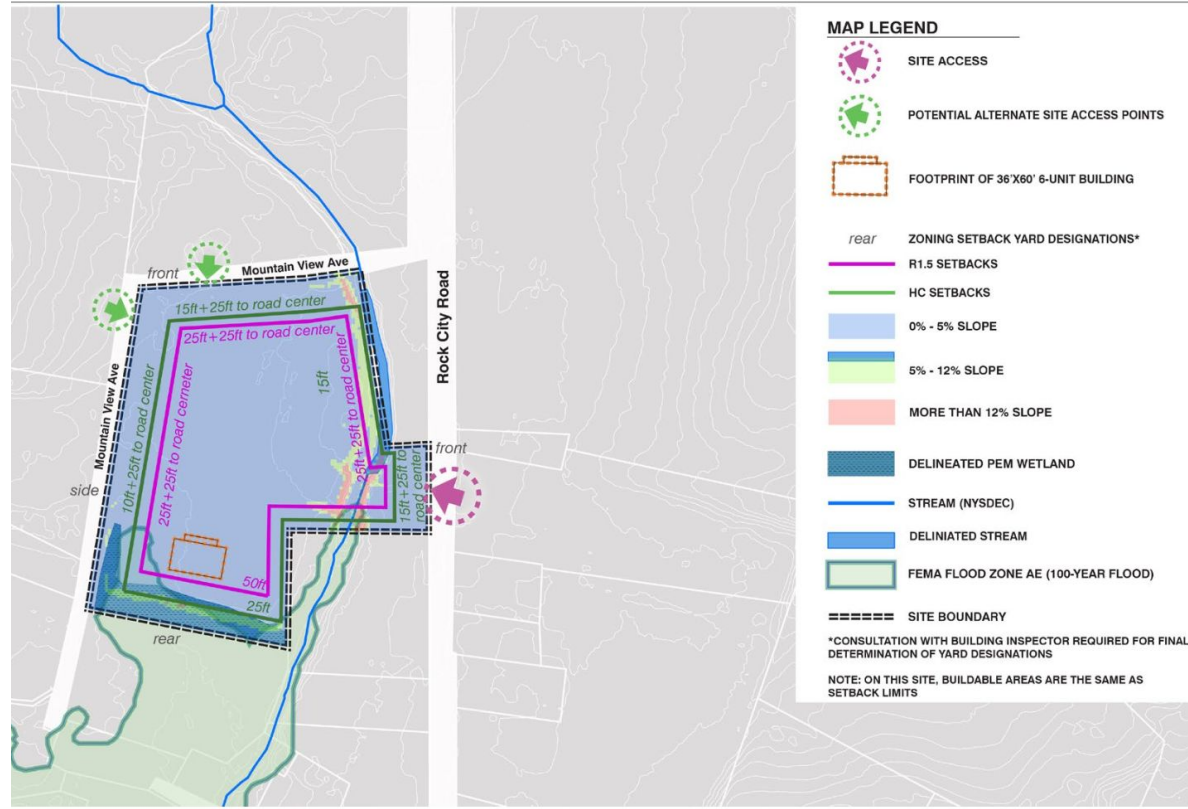
- No recognized environmental concerns in the outlined buildable areas
- Relatively flat
- Access to two streets enables efficient vehicular circulation on site

Cons: Zena-Highwoods

- No water or sewer
- Tree clearing required
- May require additional state or local board approval for development
- Shallow bedrock will increase the cost of well and septic infrastructure installation
- No transit to the site
- Cost of development: Moderately expensive

Mountain View Parking Lot

- 2.5 acres
- Residentially zoned
- Fisher reports this site could accommodate up to 36 units and maintain some parking



MAP LEGEND



SITE ACCESS



POTENTIAL ALTERNATE SITE ACCESS POINTS



FOOTPRINT OF 36'X60' 6-UNIT BUILDING

rear

ZONING SETBACK YARD DESIGNATIONS*



R1.5 SETBACKS



HC SETBACKS



0% - 5% SLOPE



5% - 12% SLOPE



MORE THAN 12% SLOPE



DELINEATED PEM WETLAND



STREAM (NYSDEC)



DELINEATED STREAM



FEMA FLOOD ZONE AE (100-YEAR FLOOD)



SITE BOUNDARY

*CONSULTATION WITH BUILDING INSPECTOR REQUIRED FOR FINAL DETERMINATION OF YARD DESIGNATIONS

NOTE: ON THIS SITE, BUILDABLE AREAS ARE THE SAME AS SETBACK LIMITS



Pros: Mountain View

- No recognized environmental concerns in the outlined buildable areas
- Relatively flat
- No trees need to be removed
- Walkable to businesses and community services
- Transit options available
- Access to municipal utilities such as water and sewer
- Least expensive option of three parcels

Cons: Mountain View

- Relocation of Farmer's Market
- Reduced parking

Addressing Parking Concerns

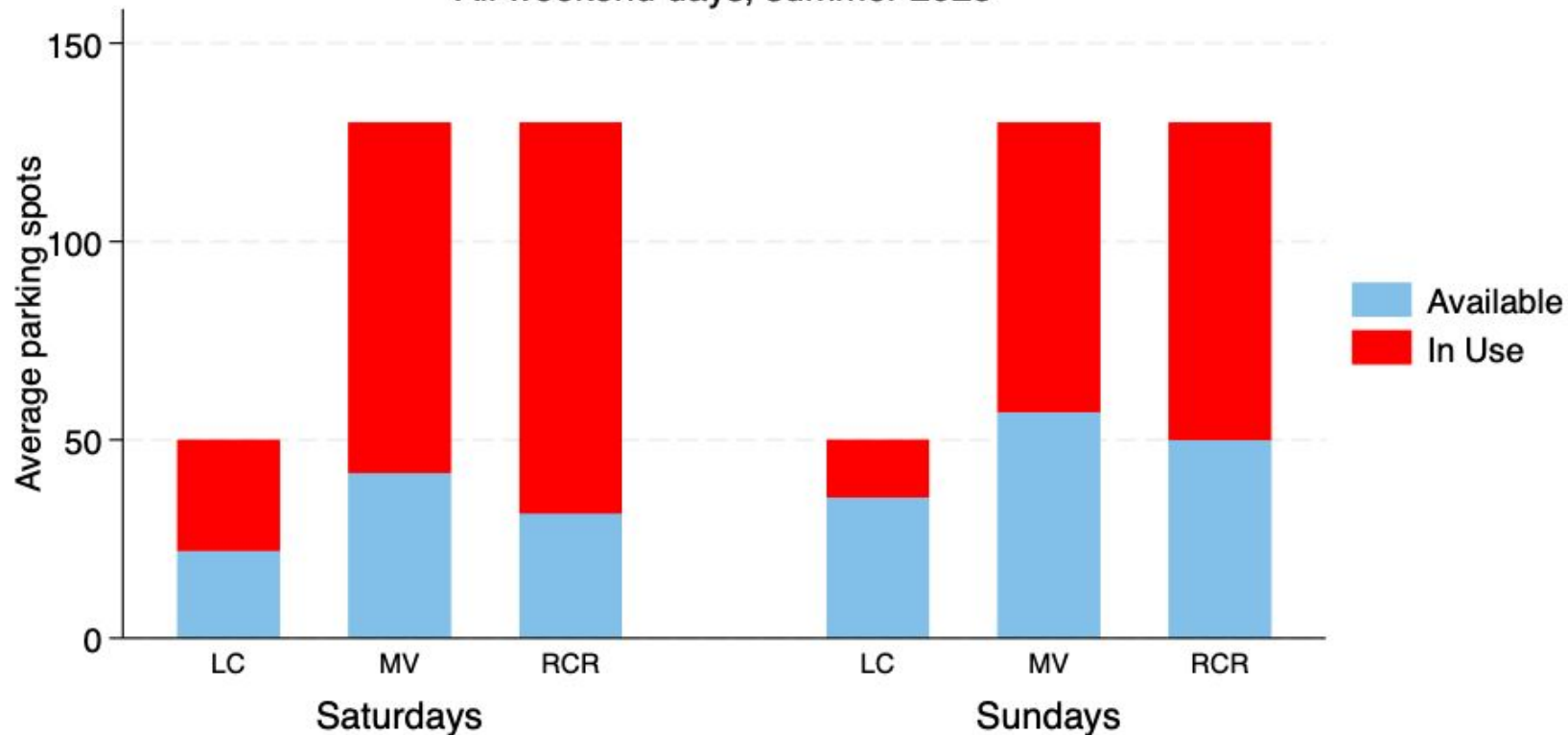
Could the Town afford to lose parking spaces in Mountain View?

- The Housing Committee studied the parking issue this past summer
- Counted available spaces at peak times* on weekends from Memorial Day through Labor Day:
 - Lower Comeau
 - Rock City Road (the pay lot)
 - Mountain View
 - (Upper Comeau – some data but little used)

**Parking was only observed during the daytime hours*

Figure 1: Parking by day in the three central lots

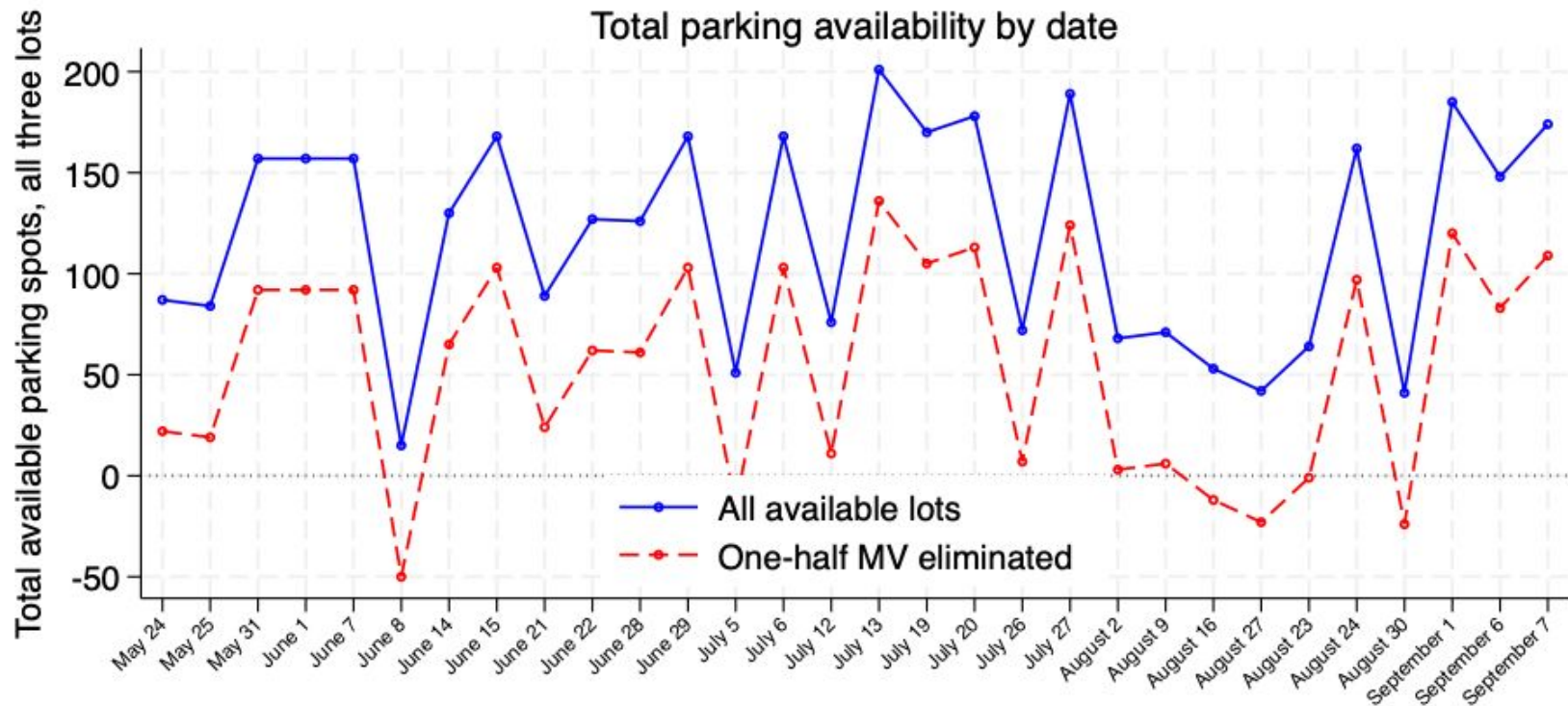
All weekend days, summer 2025



The figure plots the average spots available and in use across all Saturdays and Sundays in the Lower Comeau (LC), Rock City Road (RCR), Mountain View (MV) parking lots. Data are based on counts taken at the busiest time of day.

Figure 2: Parking availability if half of Mountain View spaces are eliminated

Total parking availability by date



Note: The figure plots the total available parking spots in Rock City Road, Mountain View and Lower Comeau parking lots if half of Mountain View's 130 spots are eliminated. Data are based on counts taken at the busiest time of day.

Findings and Interpretation

- Genuine parking crunches are very rare
 - At busiest time of summer weekends, on average over 100 spots are available
 - Only one day where lots were essentially full (Pride Day)
- Losing half the spaces in Mountain View would have created a genuine parking crunch on 11 of 30 summer weekend days (especially in August)
- There are ways to offset the lost parking in Mountain View:
 - Restriping existing lots
 - Adding to Lower Comeau and utilizing Upper Comeau
 - Running shuttles (e.g., to Woodstock Elementary) on busiest days
- Recommendation: Continue studying parking and traffic issues while Fisher continues studying Mountain View as site for affordable housing

Preliminary Assessment

Preliminary Assessment

Based on considerations of the engineering studies for each site, the Housing Committee believes two sites should be further investigated:

- Zena-Highwoods
- Mountain View Parking Lot



However, before any decision is made...

1. Public webinar with developers
2. Community feedback

Public Webinar with Developers

Webinar in January 2026
featuring a panel of affordable
housing development experts

Practicalities of Development

*Moderated by Scott Townsend,
Fisher Associates*

Panelists

- NYS Homes and Community
Renewal (HCR) representative
- Adam Bonosky, Fisher Associates
- 2 Developers (TBD)

Community Feedback

The Housing Committee will host ***listening sessions*** with willing businesses and community stakeholders
and
a larger, in-person, open-to-the-public
community meeting to receive further input.

During these sessions...

- Hear your questions and concerns
- Discuss potential scenarios for designing housing on each site
- Think about:
 - how buildings should fit into the specific location (in the village hamlet or rural);
 - how concepts connect with nearby streets and infrastructure and enhance sustainability;
 - how public spaces can be emphasized; and
 - planning for future flexibility.

Next Steps

- 1) Learn from developers about financial and engineering constraints
- 2) Receive community input through listening sessions and community meeting
- 3) Town Board makes the decision on two parcels for Stage 3
- 4) Fisher develops plans and designs for Stage 3

Call to Action

- Read Fisher's Stage 2 report, which will be posted on our [Committee Page](#).
- If you are a business owner, employee, or community stakeholder and want to be involved in these listening sessions, please reach out to us!
- If you are a resident "neighbor" of any of these sites, and want to be involved in this process, please reach out!
- Let us know what questions you have!

Reach out to housing@woodstockny.org to get involved!

Public Be Heard

Questions? Write us at housing@woodstockny.org.