

HDC Montgomery Street 2020

- I. Introduction
- II. Site Description
- III. Development Goals

I. Introduction

Hudson Development Corporation, (HDC), is seeking proposals for the purchase or sealed bid sale for a mixed-use development (Project), of an approximately 4 acre site located at 14-17 Montgomery Street and South Front Street in Hudson, NY. The Site consists of an empty lot and two adjoining buildings, both single-story, which are connected. Also available in this bid is an adjacent parcel that provides direct access from South Front Street to the rest of the property.

Figure 1. Aerial View of Property:

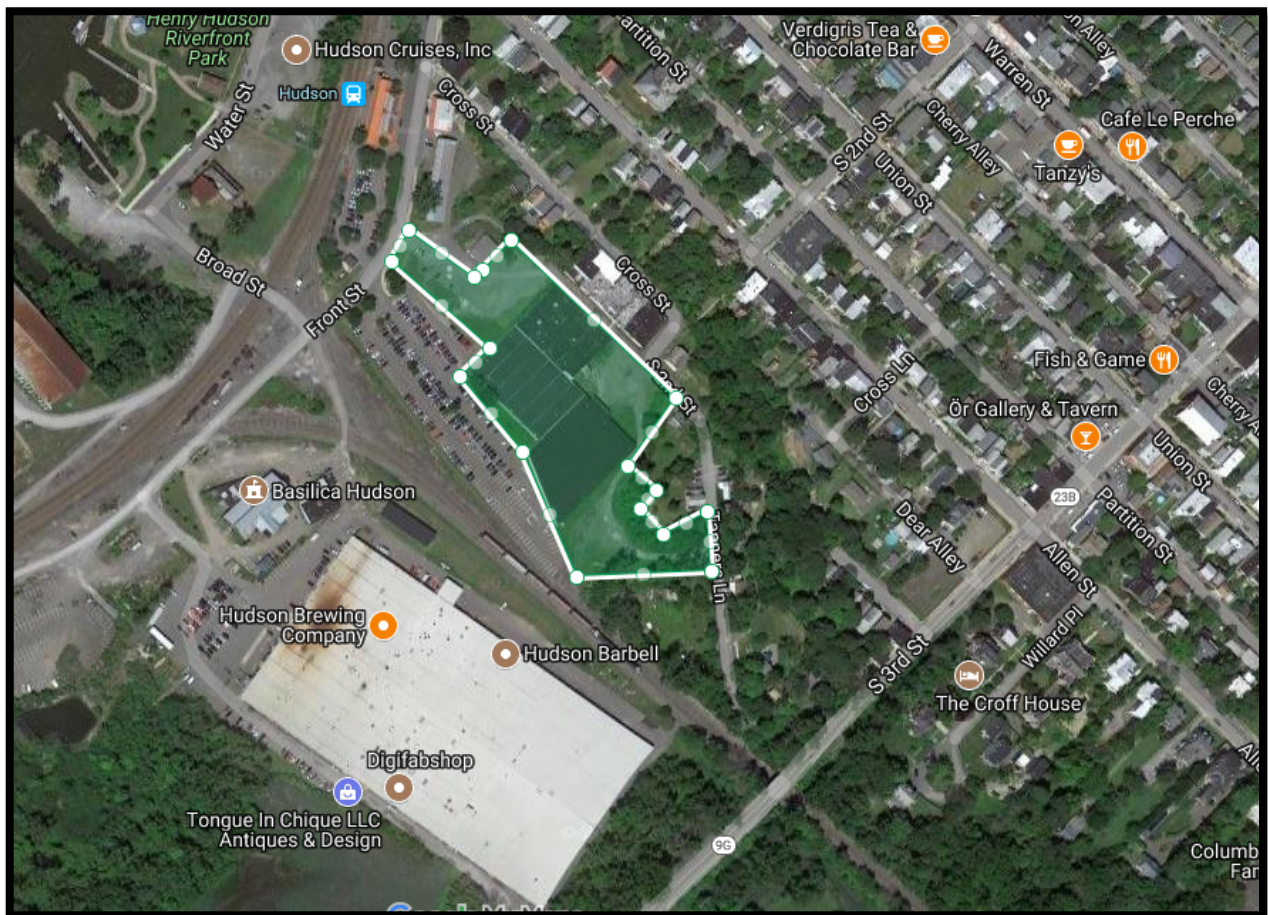
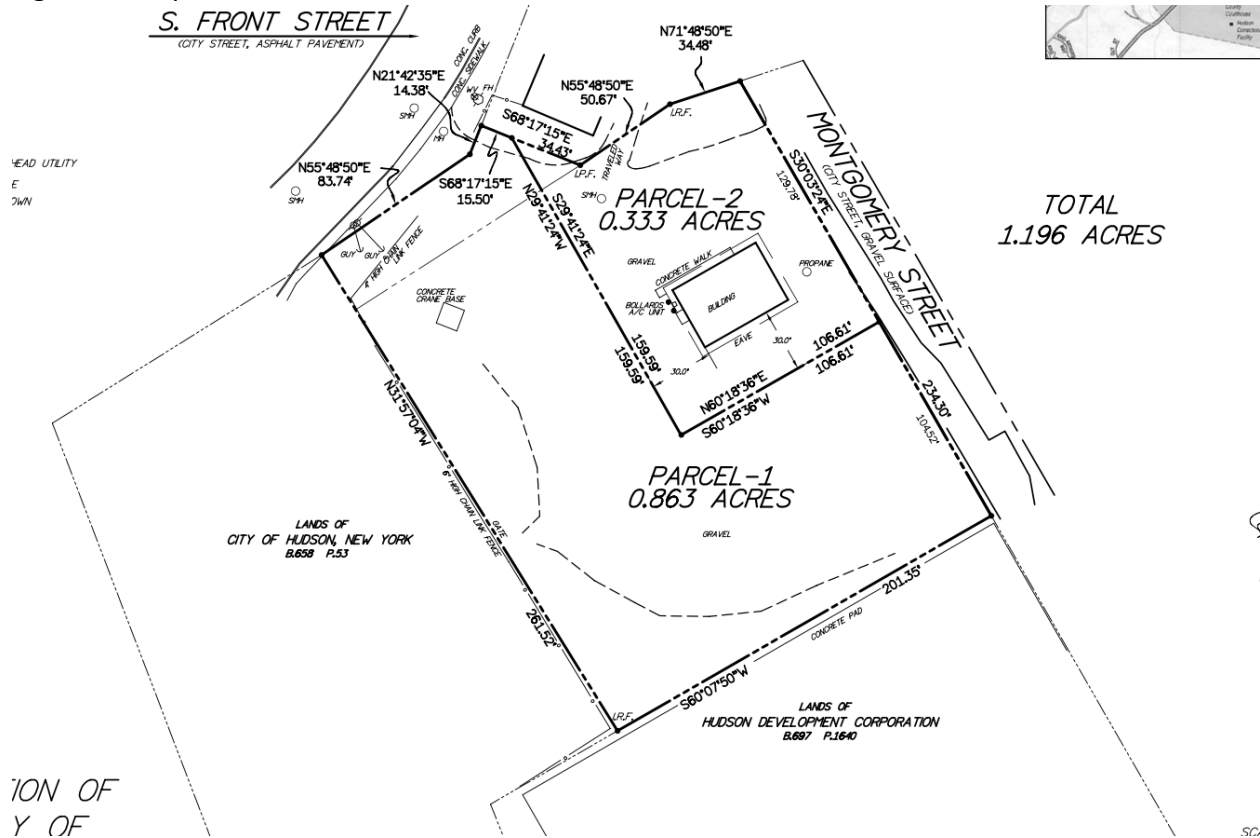


Figure 2: Acquired CSX Parcel



THE SITE Situated on the eastern side of the railroad tracks, the project site, the site of a former warehouse for KAZ Industries, is highlighted in green. The site area is diverse mix of light industry, culture, entertainment, and recreational amenities. The Site is adjacent to several historic buildings: Dunn Warehouse at Henry Hudson Riverfront Park, Hudson Train Station, The Wick (a recently refurbished hotel), and Basilica Hudson. There are several restaurants and other shopping within walking distance.

THE CITY The City of Hudson is attractive to start-ups, small businesses and niche markets because it offers reasonable rents; quality housing stock; access to consumers and markets due to its central location and the high quality of life available to business owners and households. Tourism in Hudson is robust from May until December, attracting people to unique entertainment options, outdoor recreation, and an eclectic mix of shops and eateries housed in beautifully restored, architecturally significant buildings along the main business district.

Hudson is currently the third most visited on/off destination on the Amtrak Line [[see Amtrak Ridership.](#)] Apart from Hudson's strategic location and role in the Capital District and Columbia County, there is a strong connection between both New York City residents and businesses in Hudson. This symbiotic relationship has garnered national and international press attention and expanded investment and tourism interest from other areas.

THE WATERFRONT On August 1, 2017, Governor Cuomo awarded the City of Hudson \$10,000,000 in funds as part New York State’s Downtown Revitalization Initiative (DRI). The Governor’s announcement was made at Hudson Hall at the Historic Hudson Opera House – an emblematic building in the City’s history and an example of the type of noteworthy public-private partnerships that have already come to fruition. Hudson’s win in this highly competitive application process speaks to the City’s extraordinary, decades-long transformation fueled by significant public and private sector investment and which has received regional, national and international attention. Indeed, Hudson is often cited as a model for the successful mix between locally initiated, organic growth coupled with complementary, targeted planning initiatives that build upon established patterns and trends.

The \$10,000,000 award of DRI funds further enhances the site’s desirability. Hudson’s excellent environmental resources, first-rate historic building stock and grid layout make for a unique urban environment in a rural setting. For a progressive, creative development team, the site offers an opportunity of unprecedented scale to build an innovative mixed-use, mixed-income complex with significant visibility and long-term, positive economic impact¹

Hudson Development Corporation’s important and catalytic site is the only developable property of this size and available near Hudson’s waterfront. The selected developer of this project site will benefit from the State’s and City’s continued investment.

The Hudson Development Corporation and this City Administration is committed to the enhancement and redevelopment of Hudson’s Riverfront area. Replacement of Ferry Street Bridge² will begin Summer 2021, an analysis and feasibility study has been completed for the

Dunn Warehouse, a key waterfront building³ and project that has been awarded both a \$500,000 for a Restore NY grant for the emergency stabilization of the historic building as well as funds from the DRI.

Additional Resources

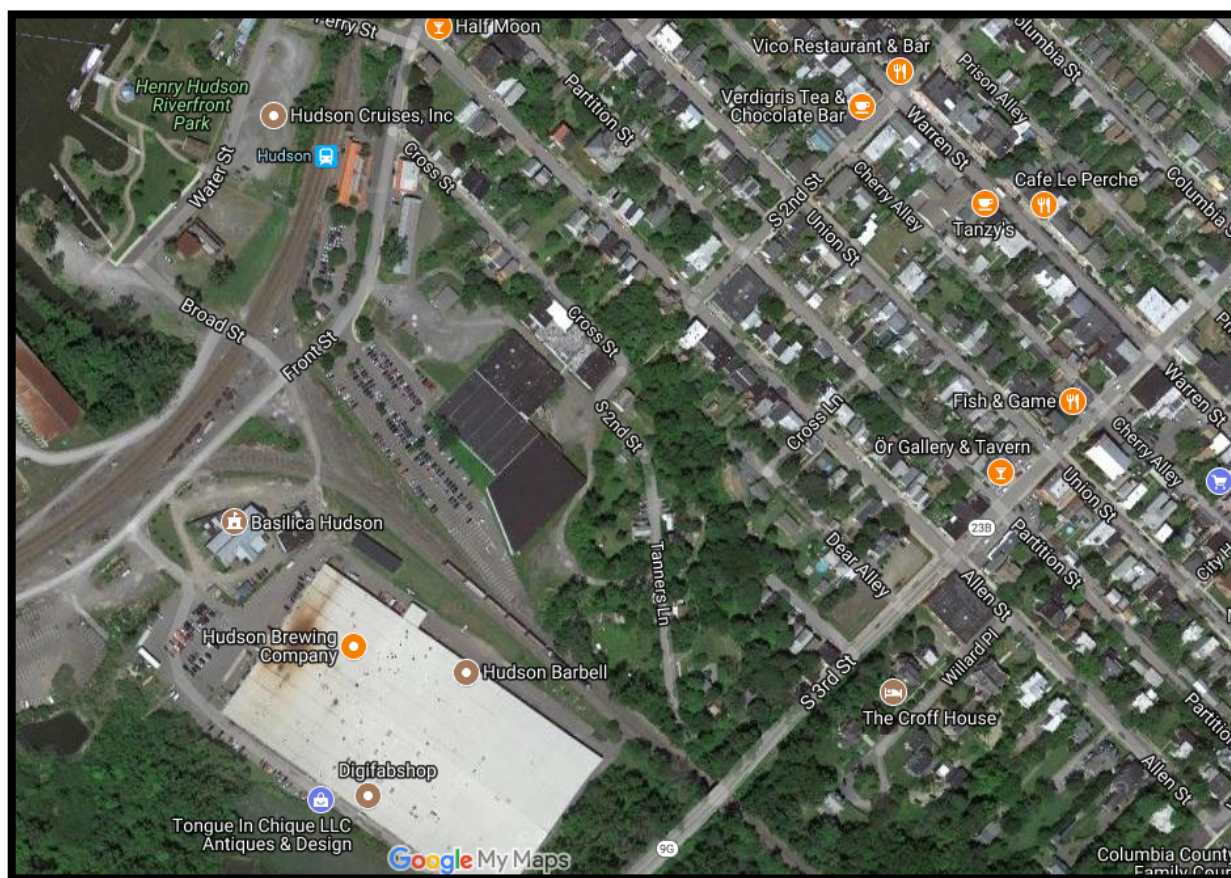
- [*Columbia County Economic Development Strategic Planning*](#)
- [*NCAR Arts Vibrancy Index, April 2017*](#)
- [*Leveraging Regional Assets for a Vibrant Future - CAPTIVATE Report 2015*](#)
- [*Hudson Valley Pattern for Progress - Urban Action Agenda 2015: City of Hudson*](#)

¹ See Winning DRI Application: <https://www.ny.gov/sites/ny.gov/files/atoms/files/DRIHudsonApplication.pdf>

² See 2016 City Budget: <http://cityofhudson.org/content/News/View/183>

³ See Dunn Warehouse Analysis and Feasibility Study: <http://cityofhudson.org/content/News/View/186>

Figure 3: Contextual Image of the Waterfront Area



II. Site Description

Site Summary

Structure The Site's main, one-story building (Building 1) was constructed in 1970s and the Site's annex (Building 2) is a one-story structure that was built flush against Building 1 in 1980s. Doorways were later created through the common cinderblock wall to unify the two structures.

A partial demolition of the Northwest side of the building has been completed to utilize the concrete slab as parking for the The Wick (lease agreement).

Building Materials

The building is composed of a steel frame and sided with common fireproof/composite asbestos-containing material [i.e., Transite] constructed on a concrete slab. One interior wall is constructed using cinderblock. The roof is a flat rubber roof. No lead or Hazardous Materials have been identified in the preliminary assessment.

[\[See Ambient Environmental Bulk Asbestos Report\]](#)

Building Dimensions

The estimated slab-to-slab interior floor area across both buildings 76,672 square feet.

The total combined lot size (including buildings) is 4.32 acres (188,179 square feet) representing a 0.40 FAR.

Land and Uses

The site was used as a storage facility for a now-closed plastics manufacturer. Since the closing of KAZ Industries, the building has remained largely vacant with the exception of a portion of the building being used to store furniture and antiques.

The immediate adjacent property, to the north, has been rehabilitated into a 50 room boutique hotel, The Wick. <https://www.thewickhotel.com/> to be operated by a Marriott brand.

The adjacent property to the south, an uncovered metered parking lot, is owned by the City of Hudson.

A CSX owned maintenance building immediately adjacent to the lot remains inactive. HDC was able to purchase .67 acres adjacent to this building to provide direct access to South Front Street.

A new market, restaurant, and event space, Miss Kitty's opened in 2020 with much accreditation. <https://www.kittyshudson.com/>

Behind the building to the east are several single-family detached homes.

Soils & Geology

Geology: Underlying the City's coastal area are shales, cherts and conglomerates and limestones of Cambrian and Ordovician ages. The Mount Merino Shale is often found with three other rock units: the Ordovician age Indian River Shale and Stuyvesant Falls Formation and the Cambrian age Germantown Formation. Together, these rock units comprise the Van Buren thrust sheet of the late Ordovician Taconide Orogeny. The Stuyvesant Falls and Germantown Formations are exposed in Claverack and Stockport, but their occurrence within the City can only be inferred from the presence of the Mount Merino Shales and the shape of the thrust sheet contact. The south and west contact of this thrust sheet trends northerly into the City near Academy Hill, thence westerly towards the lighthouse, and thence northerly across the river and along the western shoreline in Athens. See Draft Local Waterfront Revitalization Plan, Generic Impact Statement, page 44, for more detail.

Soil: The soils in the Hudson coastal area can be divided into two basic groups: those along the shoreline of the Hudson and the bays, and those on the upland and escarpments.

The soils along the shoreline and bays consist of riverine deposits, dredge and fill material,

organic wetland deposits, with some silty loam of the Limerick series occurring at the south end of South Bay. The wetland deposits and some of the riverine deposits are often submerged and difficult to develop. The Limerick soils are deep, nearly level and moderately well drained soils which form in floodplains.

The predominant soil type found on the uplands and escarpments of the coastal area are the Hudson silt loams. See Draft Local Waterfront Revitalization Program, Generic Impact Statement⁴, page 45, for more detail.

Zoning

The Site is located in the Residential Special Commercial zone⁵.

In short, the Permitted Uses under R-S-C Zone:

Any use permitted in, and as regulated in, the Three-Story Multiple Residence R-4 District, § 325-11, except schools and churches. Uses include:

- (1) Multifamily dwellings owned and operated by a municipal housing authority providing housing for low-income families pursuant to any federal or state law; a limited dividend nonprofit or cooperative corporation for low- or moderate-income families pursuant to any federal or state law.
- (2) Multiple Dwellings, attached or row dwellings.
- (3) One or two family dwellings

Conditional Uses:

The following conditional uses are permitted, subject to the approval of the Planning Board in accordance with Article VIII hereof:

- (1) Any use conditionally permitted in, and as regulated in, the Three-Story Multiple Residence R-4 District, § 325-11.
- (2) Retail stores and banks.
- (3) Personal service stores such as, but not limited to, barbershops, beauty parlors and tailors.
- (4) Professional, government or business offices.
- (5) Schools, churches, libraries, museums and art galleries.
- (6) Theaters, assembly halls, bowling alleys, eating and drinking places.
- (7) Service establishments, furnishing services other than of a personal nature, but excluding gasoline filling stations, motor vehicle storage and repair, auto body works or auto service establishments.
- (8) Outlet and pickup stations for laundries and dry-cleaning establishments, excluding commercial laundry; self-service automatic laundry and dry-cleaning establishments.
- (9) Assembling, converting, cleaning or any other processing of products within a fully enclosed building. Such processing shall be confined to light industry only.
- (10) Public and private parking lots and garages and garages for noncommercial vehicles.
- (11) Bus station.

⁴ Draft Local Waterfront Revitalization Program and Generic Impact Statement can be accessed at the City of Hudson Website <http://cityofhudson.org/content/Generic/View/3>

⁵ City of Hudson eCode: Residential Special Commercial Zone can be accessed here: <http://ecode360.com/5082422?highlight=residential%20special%20commercial,commercial%20residential,residential,commercial,special>

- (12) Wholesale, storage or warehousing, within a fully enclosed building.
- (13) Public utility uses and structures.
- (14) Telecommunications towers.[1]
- (15) Parking Lots and garages

Accessory uses.

- (1) With respect to any permitted use, such customary accessory uses as are permitted in, and as regulated in, the Three-Story Multiple Residence R-4 District, § 325-11.
- (2) With respect to any conditional use, customary accessory uses, including required off-street parking and loading facilities and signs, subject to Articles IV and V and the following conditions:
 - a) Not more than one such sign shall be permitted for each tenant on the premises on each wall fronting on a street.
 - b) The aggregate area, in square feet, of all signs on any wall shall be not greater than two times the length in feet of such wall.
 - c) In addition, where the building is set back from the street line a distance of 25 feet or more, not more than one freestanding sign for each 50 feet of frontage may be erected with a total area on all faces of not more than 40 square feet.

All conditionally permitted uses, including all uses accessory thereto, other than off-street parking and public utility uses and structures, shall be carried on in buildings fully enclosed on all sides.

Further information on the Hudson Zoning Districts is available in the City's website, <http://cityofhudson.org/content/Boards/View/11>

Flood Plain

The Site is located in a flood zone, as designated by the U.S. Federal Emergency Management Agency. Respondents are encouraged to research this designation and observe Flood Resilience Development practices.

Transportation

The Site is across from an Amtrak station with Empire Service to Albany and New York City.

Water Service

The Site is served by municipal water mains. The system includes standpipes and sprinkler heads at the Site that provide fire protection to the two adjoining buildings. Water is provided by the City of Hudson municipal water supply system.

Sanitary Sewer

The Site is served by municipal underground sanitary sewer piping and manholes.

Stormwater System

The Site is served by a stormwater collection system consisting of roof drains.

Note: The Site has not historically fallen under the regulatory requirements of the New York State Department of Environmental Conservation Municipal Separate Storm Sewer System

(MS4) for stormwater management, but may be subject to such requirements under private party ownership.

Electrical Service

Electric service for the Site is provided by National Grid delivered is 200 volt 3 phase power, main breaker 3000 amps. Power is then distributed throughout Building 1 and Building 2.

Emergency and Life Safety Systems

Emergency Life and Safety Systems include standpipes, fire alarm, and emergency exit and lights. These systems will remain in both buildings, but compliance with applicable law and regulation will be the responsibility of the Designated Developer. The systems are not currently in operation.

Refrigeration Systems

Existing air conditioning and refrigeration systems at the facility are unknown.

Ownership and Taxes

The Site is currently owned by HDC and is exempt from property taxes.

Under a purchase and private re-use of the Site, property taxes would be assessed by the Hudson Tax Assessor. As of 2014, unimproved the building and lands carry an assessment of \$2.66M. More information on property taxes and the assessor can be found at

<http://cityofhudson.org/content/Assessment>

III. Development Goals

HDC invites Respondents to submit Proposals that maximize the benefits to the New York State, the Capital Region and City of Hudson economies through redevelopment of the Site.

HDC is seeking Proposals that are responsive to, but are not limited to, the following development priorities:

1. Maximizing economic impact through workforce development and job creation;
2. Providing opportunities for community use and/or recreation;
3. Visibly and strategically linking the site into the existing fabric of the city;
4. Creating a transportation oriented development project that reduces car dependency, facilitates ADA access and encourages pedestrian traffic and/or train ridership;
5. First-rate design and aesthetic quality in harmony of surrounding buildings & community;
6. Incorporating sustainable building practices and employing LEED, Passive House, Zero Net Energy or Energy Star features.

Proposals should ideally include a mix uses and transit-oriented design principles to encourage commuter and tourist traffic via Amtrak as well as parking (covered or uncovered) to accommodate additional business, residential and recreational activity.