



The Comprehensive Plan of the Town of Hyde Park

Town of Hyde Park Town Board

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INTRODUCTION

The Town Board of the Town of Hyde Park established a committee in the Fall of 1993 to develop a Comprehensive Plan for the Town. Stuart Turner & Associates, in association with A. Neleson Associates, Inc., was retained as the Comprehensive Plan consultant to work with a group of local volunteers. A draft of the Comprehensive Plan was presented to the Town Board in January, 1995, and draft zoning regulations in April. Responses to the Comprehensive Plan were solicited from local and regional officials and organizations. In March, 1996, the Town Board requested that the committee evaluate these responses, revise the Comprehensive Plan and develop supporting zoning material. In 1997, the Town Board reviewed the revisions and conditionally approved and adopted the Comprehensive Plan contingent upon the accompanying zoning being passed.

In 2003, a second attempt was made by the Town Board to further refine and revise the Comprehensive Plan and zoning regulations, however the Town Board at that time failed to adopt the proposed revisions. In April of 2004, the Town Board again formed a new advisory committee to review and revise the said Comprehensive Plan and zoning regulations. This document is a product of that and all subsequent reviews and revisions.

This Comprehensive Plan consists of two parts. The first section expresses the vision of the future held by the Town. It next articulates the underlying issues blocking that vision of the future. Finally, this section suggests a set of strategies which will address those challenges in a practical and systematic way. Part I is entitled *Revitalization Strategies*.

Part II of the Comprehensive Plan, *Land-Use Implications*, moves in the direction of the practical working out of these strategies. This section also recommends mechanisms by which Hyde Park officials can guide development *so as to enhance the sense of place, encourage civic identity, expand economic vitality and capitalize on the Town's wealth of historic, scenic and natural resources*.

Several appendices are included in the Comprehensive Plan. They contain supplemental, illustrative and other supporting material, and are intended to expand and clarify material found in Parts I and II. These appendices have not been altered or changes from their original complexion and are available in the Town Clerk's office.

A set of proposed Zoning and subdivision Regulations has also been prepared to establish the detailed mechanisms to guide development in accord with the strategies of this Comprehensive Plan. The Comprehensive Plan provides the framework for the development of Hyde Park; the Zoning and Subdivision Regulations are one significant way to implement the Plan.

These documents represent the thoughts, concerns and suggestions of hundreds of Hyde Park citizens, distilled by thousands of hours of discussion, refinement and review. Throughout its work, this and previous Review Committees has benefited from the commitment, support and expertise of far to many groups and individuals to be able to thank them all. It appreciates the work of the many consultants, who presented challenging

concepts and facilitated group dialogue; the support from members of the Town Board, Planning Board and Zoning Board of Appeals, all of whom demonstrated their concern for appropriate development in the future; and the encouragement of the public at large, people who came to public presentations, offered advice and showed their commitment to the future of Hyde park.

PART I: REVITALIZATION STRATEGIES

PREFACE

The first aspect of the Comprehensive Plan is the contextual framework of the project. Such a framework offers answers to questions of intent, objectives, and directions. It is necessary to articulate the Town's strategies for the future before determining the particular mechanisms necessary to achieve those objectives. Establishing the strategic directions is the task of this beginning section of the Comprehensive Plan of the Town of Hyde Park.

Strategies, in order to be compelling and effective, must be based firmly on the actual situation. Broad guidelines may guide development in all human communities, but each neighborhood, village, town or city is unique in its history, its present circumstances and its dreams for the future. In order to develop strategies, therefore, the ideas and suggestions of local people themselves must be given form as clearly as possible. Such is the primary task of the planning process and methods used in this part of the Comprehensive Plan of Hyde Park.

There are three sections to Part I of the Comprehensive Plan. Each section corresponds to one phase of the process used. The first section portrays the Operating Vision of the Town, the second describes the Underlying Contradictions, and the last section spells out the Implementing Proposals that indicate the strategic directions of the entire Comprehensive Plan. A description of the methods used in each section is included in the following pages, along with the results of the workshops and writing exercises that went into each one. It was and is important to come to agreement on each section before proceeding to the next, for the relationships between them are indirect and complex. It is not possible, for example, to connect a particular Proposal simply to a single Contradiction. Nor does a single Contradiction relate only to one element of the Operating Vision. Rather, the entire matrix of Contradictions is addressed by all four of the strategic directions held in the Proposals chart. It is when all the Contradictions are dealt with by implementing all the Proposals that all the various aspects of the Operating Vision are fully understood and achieved.

PART ONE

THE OPERATING VISION

I

The first task of the Comprehensive Plan Committee was to formulate the Operating Vision of the future shared by the people of Hyde Park. Such a vision for any community is never totally explicit. It is woven through their hopes and fears, their frustrations and yearnings. It is concealed in their stories and social structures and is suggested by their style, symbols and dreams. All of these are deeply a part of who they are and what they hope to become. Although such a vision may be unconscious initially, it represents a community's attitude toward itself and its future. Effective local development cannot occur unless the vision is brought forth so that the community can visualize it more clearly. The process of identifying this vision in a formal model is lengthy because of its initially latent nature. This is explained in part by the fact that no community alone can grasp its own vision fully. It was only when the residents of Hyde Park engaged in dialogue with outside resources that the Operating Vision of the community emerged.

In order to discern this local vision, the Comprehensive Plan Committee, working with its lead consultants, Stuart Turner & Associates, developed an analysis of existing conditions. A. Neelson Associates, Inc. was retained to conduct a Visual Preference Survey, which gave local residents several opportunities to rank their responses to slides showing a variety of built forms and environmental features. The results of the sessions were compiled and analyzed, and observations and recommendations were generated from them. The committee hosted a workshop to elicit additional community input, and carefully reviewed the report of the 1991 Master Plan Review Committee, which reported results of a Town-wide survey of development preferences. The committee then drafted a vision statement for each of the following areas: overall community image and design; land use; economic development; transportation; utilities; community facilities and services; environmental resources; and scenic and historic resources. The comments of various interested parties were received and reviewed. Taking into consideration all of the community input and its own previous work, the Comprehensive Plan Committee articulated the forty-eight key elements of the Operating Vision which are ordered in the basic categories of the present model. Plate 1 gives rational objective form to the Operating Vision of the future that exists in the understanding of the people of Hyde Park. It is this Vision that the Comprehensive Plan must facilitate.

The Operating Vision Chart (Plate 1) is the result of the first phase of the planning process. Its three major sections indicate the over-arching dimensions of the vision of the people of Hyde Park. Section A, Toward Expanding Economic Opportunities, indicates the residents' desire to expand and maintain an economic base adequate to sustain both employment and municipal funding. Section B, Toward Deepening Village Unity, holds promise for a new sense of cohesion in community organization and for a new spirit of cooperation in community life. Section C, Toward Developing Tourism Industry, points to the people's determination to relate more positively to the scenic, historic and other cultural resources of the community. The vision chart is further broken down into five master categories in which there are twelve components. These components are then subdivided into a total of forty-eight individual items, each representing a facet of the Operating Vision of the people of Hyde Park. It is in these that the practical substance of the vision is held. Two of the five master categories, Future Development and Business Ventures, are related to appropriate growth and are aspects of the Economic Opportunities dimension of the vision. The third master category, Community Forms, deals with citizen involvement as a key to future growth and development. The last two categories, Local Attractions and Support Services, are related to the Tourism Industry, and have to do with utilizing the town's cultural resources more fully.

The residents of Hyde Park are concerned that their Comprehensive Plan encourages development. At the same time, they wish such development be kept to an appropriate scale and not impact the appearance of the community in a negative way. They wish for a streamlined planning process that incorporates existing development, establishes by-right property uses, indicates preferred development sites, and provides an option for out-of-scale projects that includes an appropriate level of public accountability. They also wish to encourage local residents to become entrepreneurs through home businesses, childcare projects, agricultural initiatives and business support services. Clustering shops, developing waterfront landings, allowing industrial parks and professional offices would all offer broader employment options. And they see an enhanced infrastructure, including sewage system, adequate water, access roads and telecommunications links, as essential to attract new ventures.

The people of Hyde Park desire that their Comprehensive Plan deepen all residents' sense of unity, and increase interactions within existing settlement areas and throughout the Town. They see the visual beauty of their home community being enhanced through tree-lined transportation corridors, by relocating distribution cables underground, by means of unified signage, by implementing design guidelines and by preserving the existing stone walls. At the same time, they wish to encourage pedestrianism by providing walkway options between and within housing clusters, by developing integrated street-scapes, by designating scenic roads and by implementing concentrated buffered parking areas. They see clustered dwellings, multi-use buildings, on-street parking and the infill of commercial venues as means to building stronger identities within each "core", or community grouping within the Town's boundaries. Their visions include a village green, community-wide events, period street lighting, and accessible gathering places throughout the community as ways to heighten civic cohesion in Hyde Park.

More and more, Hyde Park residents are coming to see that the tourism industry can play an important part in the local and regional economy. Hyde Park is home to a number of attractions that draw visitors from around the world. Among these "magnet" venues are the sites associated with Franklin and Eleanor Roosevelt, the Vanderbilt Estate, the Mills Mansion and the operations of the Culinary Institute of America. Finding additional ways to promote these attractions is but one part of the vision of Hyde Park residents. They see, also, that the vast scenic resources of this Hudson River community must be guarded: the open spaces, the public parks and the river view-scapes. In addition, they see Hyde Park as the gateway to the great natural beauty of the entire Northern Dutchess region. These tourist facilities could be augmented with cultural activities and seasonal events, trail systems for bicycles and pedestrians, intra-community tours to facilitate travel between sites, and information kiosks and signs. Additional visitor amenities are also envisioned, including a hotel-conference center, transportation linkages by water and by rail with the larger urban centers, additional eating establishments and bed and breakfast lodgings. All of these elements of the vision will serve to further develop economic and social life in Hyde Park.

HYDE PARK

OPERATING VISION CHART

MASTER PLAN COMMITTEE Summary of Existing Vision of the People of Hyde Park

PLATE 1

A. Toward Expanding Economic Opportunities Appropriate Growth		B. Deepening Village Unity Citizen Involvement		C. Developing Tourism Industry Cultural Resources		
I Future Development		II Commercial Ventures		III Community Forms		
IV Local Attractions		V Support Services				
Streamlining Planning Process	Approved-Use Baseline	Encouraging Entrepreneurial Initiatives	Home Businesses	Tree Lined Streets	Roosevelt Sites	Conference Hotel
	By-Right Uses	Broadening Employment Options	Support Cars	Unlit Signage	Vanderbilt Estate	Providing Visitor Amenities
			Experimental Agriculture	Design Guidelines	Mills Mansion	
	Preferred Sites	Assuring Infrastructure Enhancements	Incubator Service	Stone Walls	CIA Operations	Eating Establishments
			Clustered Shops	Walkway Options	Open Spaces	
	L.P.D. Options	Electronic Links	Waterfront Landings	Integrated Streetscapes	Public Parks	Bed & Breakfast Lodging
			Industrial Parks	Scenic Roads	River Viewscapes	
			Professional Offices	Concentrated Parking	Regional Gateways	
			Sewage System	Clustered Dwellings	Cultural Activities	
			Strengthening Core Identities	Commercial Infill	Guarding Scenic Resources	
		Heightening Civic Cohesion	Multi-Use Buildings	Augmenting Tourist Facilities		
			On Street Parking	Information Centers		
			Village Green			
			Community-Wide Events			
			Gathering Places			
			Historic Lighting			

PART TWO

THE UNDERLYING CONTRADICTIONS

The second task of the Comprehensive Plan Committee was to locate the basic social contradictions in Hyde Park. The term "contradiction" as it is used here does not refer to obvious problems, but rather to configurations of underlying blocks to the Operating Vision. Contradictions are closely related to relatively invisible historical trends, and therefore are difficult to discern. They cannot be located directly, but must be approached indirectly through identifying the deterrents and blocks to the Operating Vision. If the contradictions are not discerned, there is little chance of success in effective development. Change in any community does not come about by attempting to achieve the explicit or implicit goals of the Operating Vision in a direct fashion. Rather, such change occurs indirectly, by creating Implementing Proposals to deal with the Underlying Contradictions to the Operating Vision. For this reason, contradictions are not negative categories, but are bearers of significant creativity.

In order to generate data relating to the contradictions, the Comprehensive Plan Committee used two complementary approaches. First, they held a workshop to determine blockages to the whole Operating Vision (Plate 1) and its specific columns. The focus question was: "What has prevented this vision from already having been achieved?" Next, all of the goals that the Committee had previously identified were examined. Here the question was: "What block or deterrent is this goal attempting to deal with?" All these data blocks were grouped together on the basis of the arenas of community life with which they dealt. The fifty-nine pieces of data were then organized into a comprehensive set of Underlying Contradictions facing the people of Hyde Park.

Seven basic contradictions were discerned as indicated by the accompanying chart (Plate 2). Within these seven contradictions are found all of the specific irritants, deterrents and socio-economic blocks identified in Hyde Park by the Comprehensive Plan Committee. The chart's priorities read from left to right according to the number of items listed under each contradiction. This form of prioritizing is not the only criterion for discerning the major contradictions to the Operating Vision. It is, however, an informative way to view the whole matrix of contradictions operating in a given situation. The reader will note that the bottom of the chart delineates the number of responses in each column and reflect four groups of related contradictions. These figures are an additional aid to contradiction analysis. There are fifty-nine items listed on the whole chart. The first contradiction with a total of fifteen items constitutes 26% of the items on the chart. The next two contradictions combined drew 37% of the total responses. Contradictions four and five, taken together, accounted for 22% of the total; and the last two contradictions drew 15%. The first grouping indicates the need to develop more fully the economic, historic, educational and scenic resources already in Hyde Park. The second grouping reflects the importance of ways to strengthen community unity and pride. The third grouping reveals the necessity for effective supporting structures to residential and commercial growth. The remaining group is concerned with more effective operations of public policy and interaction. The following pages contain a concise, one-paragraph statement of each contradiction.

HYDE PARK

MASTER PLAN COMMITTEE

UNDERLYING CONTRADICTIONS CHART

PLATE 2

I	II	III	IV	V	VI	VII
UNACKNOWLEDGED POTENTIAL OF LOCAL ECONOMICS	NEGATIVE IMAGES OF BASIC IDENTITY	DISINTEGRATIVE PATTERNS OF LAND USE	DEBILITATING PROCEDURES FOR DEVELOPMENT APPROVAL	INCOMPLETE INTEGRATION OF INFRASTRUCTURE GROWTH	EXCESSIVE COMPLEXITY OF PUBLIC ACCOUNTABILITY	PARTIAL UTILIZATION OF EXTERNAL RESOURCES
Unused Tourist Potential	Limited Local Attractions	Sprawling Settlement Pattern	Unclear Development Patterns	Inadequate Public Services	Frequent Political Changes	Uncoordinated Infrastructure
Little Entrepreneurial Support	Weak Community Identity	Unprotected Open Land	Uncompleted Master Plan	Lack of Infrastructure	Contending Political Planes	Under-Used External Resources
Few Off-Season Attractions	Little Town-Wide Involvement	Lacking Strong Center	Short-Sighted Planning Patterns	Excessive Automobile Needs	Excessively Politicized Visions	Insufficient Regional Structures
Other-Dependent Economic Base	Unclear Architectural Identity	Vanishing Rural Character	Few New Businesses	Aging Infrastructure Systems	Polarized Public Discourse	Little Regional Interaction
Limited Goods Offered	Unappealing Town Appearance	Unstated Development Goals	Insufficient Local Jobs	Few Automobile Alternatives	Excessive Negative Energy	
Short-Sighted Tourist Promotion	Unattractive Road Shoulders	Endangered Sensitive Areas	Fractured Approval Process	Little Municipal Infrastructure		
Unsupported Local Business	Inadequate Public Facilities	Partial Community Linkages	Undefined Growth Pathway			
Limited Cultural Activities	Few Meeting Places	Single-Use Patterns				
Little Historical Appreciation	Town Image Lacking	Overlapping Jurisdictions				
Marginal Commercial Entities	Undefined Civic Identity	Endangered Wildlife Habitat				
Unprotected Historic Resources	No Community Identity					
Limited Waterfront Access	Missing Community Spirit					
Unrecognized Tourist Potential						
Unknown Local History						
Few Over Night Beds						
15	12	10	7	6	5	4
I	II	III	IV	V	VI	VII

CONTRADICTION I

The Unacknowledged Potential of Local Economics

The first contradiction has to do with the astonishing array of economic resources within Hyde Park. Communities everywhere are coming to see that their economic futures depend, in large part, on identifying and developing the natural, human and technological resources within their boundaries. Hyde Park is internationally known for its historic sites, its scenic beauty and the Culinary Institute of America that lies within its borders. The potential economic benefit of these resources is enormous, and yet within Hyde Park itself, their present and future value to the community is often, at best, ignored, and, at worst, denigrated. Perhaps this has to do with the historical dependency of Hyde Park residents upon outside sources for economic well-being: first, the estates; next, state and federal government agencies; most recently, IBM. Whatever the reason, Hyde Park residents seem to consider that their economic future depends on outside enterprises relocating into or within the community. Many seem not to see the importance of supporting and developing existing businesses and attractions. When more of the people of Hyde Park truly believe that their community is rich in resources, and when the community finds more ways to maximize the benefits of these resources, a healthy economic future becomes more certain.

CONTRADICTION II

The Negative Images of Basic Identity

The second contradiction has to do with Hyde Park's basic identity. One of the great phenomena of the last half of this century has been the realization by groups, nations and communities that being proud of themselves is a prerequisite for effective participation in society and history. Such pride is carried in images, symbols, sayings, and stories: it has to do with self-perception. Hyde Park seems to be perceived, both internally and externally, in a generally negative light. Area news reports focus on public litigation and disagreement. Some merchants believe that local people will not patronize them. There is little town-wide involvement in social or cultural activities; there are few community meeting places. These negative images are manifest in the appearance of the community as well: littering is pervasive and roadside cleanups depend on the dedication of a handful of people. Despite some significant achievements in public architecture -- roadway setbacks, medians and intersections among them -- there is little design or architectural compatibility, especially along the main thoroughfares. Hyde Park residents are challenged to communicate -- both directly and indirectly -- their pride in their community to themselves and to others. This is one of the keys to a vital future.

CONTRADICTION III

The Disintegrative Patterns of Land Use

The third contradiction lies in the patterns of land use in Hyde Park. Many communities, rural, urban and suburban, are discovering the critical nature of land use in building community identity and cohesion. A sense of boundaries is part of a sense of place, a critical dimension of social interaction. When goods and services are available within walking distance of residences, the large numbers and diverse types of meetings and transactions strengthen the social fabric of the community. The land use patterns in Hyde Park, far from supporting such cohesiveness, in fact tend to disintegrate the community. A number of partially completed residential developments are located in cul-de-sacs, cut off from the rest of the town. Residents and businesses along Route 9G feel they are not even part of Hyde Park. The sprawling settlement patterns, along with the absence of a strong town center, make it impossible to talk about the "heart" of Hyde Park in any practical way. Boundaries for the town, the post offices, the school district, the telephone company and various public utilities overlap. Establishing land use patterns that encourage community life will go a long way toward helping future development to flourish.

CONTRADICTION IV

The Debilitating Procedures for Development Approval

The fourth contradiction has to do with the procedures Hyde Park follows to approve development proposals. As communities are taking charge of the future directions of their own growth, they are realizing that they need clear and objective criteria and procedures by which to evaluate proposed projects. At the same time, there is a growing awareness that a community's growth cannot be preplanned in detail. The approval process required for the future must be rigorous in applying its guidelines, but flexible as to what and where growth will occur. In Hyde Park, the approval process is fractured. The last Master Plan was accepted, but zoning regulations to support it were never enacted. This means that a developer has no objective guidelines, and must rely on speculation and personal connections to attempt to gain approval for a project. There is not a pyramid for development and accountability of proposals. Modifications to existing homes or businesses, attempts to move local enterprises to new quarters, and major developments often get mired in procedural details. The results are lawsuits, accusations and counter-accusations, boards at cross-purposes with one another -- and, most importantly, loss of new enterprises and the relocation of existing ones. Straightforward procedures for development approval will facilitate a growing economy for Hyde Park.

CONTRADICTION V

The Incomplete Integration of Infrastructure Growth

The fifth contradiction has to do with the growth of infrastructure in Hyde Park. One of the clearest signs of growth in any community has to do with the way it deals with transportation, drinking water, storm water run-off and sewage. These services establish the plateaus upon which commercial and residential development may grow. Since public roads and water systems require enormous capital, responsibility for their growth is often given over to public or quasi-public bodies that can issue bonds. In Hyde Park, such authorities abound, and, as a result, infrastructure growth has developed in a somewhat piecemeal fashion. Individual wells are still used within the Hyde Park Fire & Water District, which has excess intake, pumping and storage capacity. U.S. Route 9, the major north-south corridor in the town, divides residents in the village from their shopping plazas. There are few crosswalks. Individual residential dwellings and developments use a variety of septic systems, posing a threat to the aquifers from which they draw their drinking water. Long-range business development is effectively on hold in the absence of a municipal sewage system. In order to grow, Hyde Park must develop an integrated infrastructure growth plan addressing transportation, water and sewage, communications technology for the entire community.

CONTRADICTION VI

The Excessive Complexity of Public Accountability

The sixth contradiction falls in the arena of public accountability. People throughout the world have adopted the dream of government "of the people, by the people, for the people." One aspect of that creed demands that public leaders and employees be accountable to those whom they represent. Another aspect requires that such officials have genuine responsibility; that they can do something about the things they are expected to govern. Both dimension of public accountability imply manageability: the notion that channels are straightforward and understood and the idea that there is a "common good" for which people can work together. In Hyde Park, public accountability is a very complex process. In the first place, public jurisdictions overlap at the community and town levels, and taxing authorities operate independently of one another. People's visions of the future are excessively politicized: support is given or withheld based on who is supporting a proposal, rather than on the merit of the proposal. There are pervasive accusations of "cronyism." There is a great deal of negative energy generated from a divided community. When Hyde Park finds ways of making its political processes more manageable, disputes can be settled amicably, and civility will be restored to public life.

CONTRADICTION VII

The Partial Utilization of External Resources

The seventh contradiction has to do with external resources available to Hyde Park. No community can exist in isolation. It must relate itself to its region, to its state, to its nation, and, ultimately, to the world. This set of relationships is important both economically and socially. The community discovers further markets to be developed and additional resources to be used. In the case of Hyde Park, many of the available external resources are only partially used. Hyde Park is the heart of the Hudson River tourist industry and the gateway for Northern Dutchess County. Yet little has been done to work cooperatively with the other communities of the county in joint efforts. The State and Federal agencies whose actions affect Hyde Park dramatically are viewed as enemies more often than as potential allies. The efforts of environmental and historic organizations seem to go unnoticed, or are viewed with suspicion. Available funding sources are under-utilized. Hyde Park does not present a united response to proposals from outside governmental agencies whose assistance might be beneficial in such arenas as tourist promotion or infrastructure development. As Hyde Park continues its efforts toward using its external resources more fully, it will create unexpected opportunities to assist in its own development.

PART THREE

THE IMPLEMENTING PROPOSALS

The next task of the Comprehensive Plan Committee consisted of developing implementing proposals. The term proposal refers to a strategic plan of action formulated in direct response to the Underlying Contradictions. Therefore, from the outset, proposals are grounded in the actual social situation, rather than being abstracted or super-imposed as ideals. A proposal is similar to a goal, yet it is not a goal. While the Operating Vision reveals the conscious and unconscious images out of which the community operates; the implementing proposals represent a clear image of the direction in which the community needs to move relative to the contradictions. In this sense, proposals represent judgment or decisions about the future. A proposal, however, is never something that is performed. Rather, it points to the arenas of activity within which tactical actions are implemented so that social change can occur.

To create the proposals, the Committee continued to work as teams. Working from the statements of the Underlying Contradictions, each team listed a series of proposals that articulated the major actions needed to address the whole matrix of contradictions blocking the Operating Vision. The proposals represent strategic formulations of practical yet inclusive possibilities for the Town of Hyde Park. Then the teams, in plenary session, organized the data into similar proposal arenas. The resulting model is the framework needed to develop specific actions required to create a positive future for Hyde Park.

The Implementing Proposals Chart (Plate 3) is composed of eighteen proposals referred to as projects. These are organized under seven master proposals in four arenas of strategic responses to major contradictions. The first strategic arena includes two master proposals that pertain to enhancing tourism in the Town through attracting more visitors and encouraging longer stays. The two master proposals that comprise the second strategic arena call for new commercial and service ventures, along with the necessary support framework of citizen engagement; these proposals are designed to support economic development. Two of the remaining master proposals relate to civic cohesion, and call for strategic action relating to municipal improvements and community identity in Hyde Park. The remaining master proposal supports the strategy of intentional development through the organic growth of Hyde Park. These proposals are a framework for effective action toward community revitalization.

PROJECT 1: TOURIST SITES PROJECT

INTENT: The Tourist Sites Project will broaden both number of local attractions known to tourists and deepen the support of these attractions by Hyde Park residents. There are four components to the project.

The **Extended District Program** will locate and identify additional portions of the town that are of significant interest, either for their architectural qualities or for their historical associations. The present historic district will be expanded, and other areas in the town will be added to historic district listings. These designations will be considered as part of the review process for any development that might impact them in a significant way.

The **Identifying Markers Program** will design and install appropriate signage on sites of interest to tourists. A brochure will be distributed, indicating a Hyde Park loop to the Dutchess County self-tour. Additional roadway signage will be provided, giving directions to the major tourist sites. Tourist information centers will be marked at the highway, as will additional points of interest. Tourist "ambassadors" will be recruited and supplied with appropriate training and recognition. A tourist map of the town will be produced.

The **Community Days Program** will promote gatherings of Hyde Park people at the historic sites. This is similar to the present community days at Bellefield and Staatsburg, but holding these events at the Roosevelt properties, the CIA, the Mills and Vanderbilt sites will involve educational programs, tours and other activities designed to acquaint Hyde Park townspeople more fully with these tourist resources. Volunteer work projects on the grounds will also be scheduled.

The **Historical Presentations Program** will offer educational and entertainment productions both at the historic sites and throughout the community. Some presentations will be offered weekly; others will be scheduled to coincide with visiting tour groups. In addition to the special holiday decorations at Christmas time in the mansions, other thematic motifs will be implemented. A drama and a video depicting the history of Hyde Park will be produced in consultation with the Town Historian.

IMPLEMENTATION: In order to implement the Tourist Sites Project, a coalition representing the Federal and State Parks Authorities, the CIA, the Chamber of Commerce, other interested public and private organizations and agencies, along with interested volunteers will be formed. Organizations that currently support the sites in various ways will be key players. Musicians and theatrical producers will collaborate in developing dramatic presentations. The Town Historian will be called on to indicate generally known and overlooked historical resources.

BENEFIT: The Tourist Sites Project will encourage visitors to stay in Hyde Park longer, and local residents to see the historic sites as resources for their enjoyment and for the development of the town.

PROJECT 2: SCENIC ENVIRONMENT PROJECT

INTENT: The Scenic Environment Project highlights and guards the scenic resources that help to make Hyde Park attractive to residents and visitors. There are four components to the project.

The **Community Gateways Program** will maintain existing landscaped signage at entry points on Routes 9 and 9G. It will add similar signage on other entering roadways, beginning with county routes. In addition, this program will develop zoning regulations for development adjoining such landscaped signs to insure the continued sense of place that has been established. The gateway signage on the south end of Route 9 will be relocated so that the CIA is clearly established as a member of the Hyde Park community.

The **Public Parks Program** will create pedestrian and bicycle ways throughout the Town, using the Greenbelt designation, waterway setbacks, public lands, quasi-public facilities and easements where necessary. A comprehensive parks management program will be developed, enlisting the cooperative effort of all public and quasi-public entities in the Town. A needs assessment will be conducted in cooperation with educational, religious, state and federal agencies, and a long-range park acquisition and development plan will be created.

The **Stone Walls Program** will support and extend the stone wall restoration project of the Hyde Park Visual Environment Committee. Priority for additional restoration will be given to scenic highway locations. New development will be encouraged to preserve stone walls where they exist, and to incorporate them into the site design where they do not. A pamphlet should be distributed, pointing out the historical phases of stone wall construction, and indicating where good examples of the different phases are to be found in Hyde Park.

The **Waterfront Vistas Program** will obtain rights to designate and develop a waterfront trail, interconnecting the Landings and providing access points to community from core areas. A working relationship with the Hudson River Valley Greenway will be established. Locations, especially north of the Town Center, where particularly striking views of the Catskills may be obtained from Route 9, will be protected from development. Scenic overlooks will be established west of the high ground between Routes 9 and 9G.

IMPLEMENTATION: Implementation of the Scenic Environment Project involves the Town Board, the Recreation Department, the Hyde Park Visual Environment Committee, the Chamber of Commerce, the State and Federal Parks as well as private individuals. Protecting the waterfront vistas will be incorporated into the revised zoning regulations, as will requirements for stone walls related to new development. Service organizations within the town will be enlisted to accomplish the gateway landscaping project.

BENEFIT: The Scenic Environment Project will preserve and enhance the attractive rural character of Hyde Park, one of its greatest assets in attracting new residential development and tourist income.

PROJECT 3: **BUSINESS VENTURES PROJECT**

INTENT: The Business Ventures Project is designed to expand Hyde Park's economic base while minimizing adverse impacts on the rural nature of the community. This project has four components.

The **Business Districts Program** establishes an area at the heart of each type of community – Neighborhood, and Hamlet -- into which commercial development will be channeled. Business enterprises in these areas will be consistent with the population they are intended to serve and with the scale, density and intensity of the community type in which they are to be located. Business areas are intended to encourage pedestrianism and to provide a focal point for community residents; therefore, they should include community open space.

The **Specialty Retail Program** markets Hyde Park to those businesses deemed desirable by residents and visitors, with the objective of developing human-scale concentrations of goods and services. Incentives will be offered to attract the diversity and scope of businesses desired. This program is integral to retro-fitting the historic commercial district in the town center, and to developing one or more of the designated Landings.

The **Home Occupations Program** allows non-residential uses throughout the town, provided that such uses are clearly secondary and subordinate to a residential use; and, that they are conducted within a residence or an accessory structure by a permanent resident; and, that the residential character of the dwelling unit or the vicinity is not changed thereby. When a home occupation outgrows its residential location, it will relocate to a commercial core area.

The **Agricultural Products Program** promotes maintaining and developing the town's farming heritage in new ways. Agricultural District 20 designation is available as a tax incentive for extending lands given over to agricultural production. Farmers' markets will be held in the Business Districts, and commercial and individual farm stands promoted to residents and tourists. This program is intended to encourage agricultural uses as an economic benefit, but also because such uses contribute to the scenic beauty of the town.

IMPLEMENTATION: Implementation of the Business Ventures Project requires the support of the zoning regulations to establish scale and boundaries of the cores and communities of the town. Bringing additional specialty shops to Hyde Park needs a public-private coalition to develop incentives and commit resources. Recreating agriculture as both socially desirable and economically feasible calls for a similar public-private partnership.

BENEFIT: The Business Ventures Project provides directions for economic growth that expand jobs and the availability of goods and services while at the same time fostering a sense of community and place.

PROJECT 4: **BUSINESS SERVICES PROJECT**

INTENT: The Business Services Project will support new and existing merchants to maximize economic benefits to their ventures and to the community at large. There are four components in this project.

The **Cooperative Marketing Program** promotes Hyde Park businesses to residents of the town, to the region and to the world at large. It encourages pooling advertising resources in order to effect greater marketing coverage and lower costs. It develops package incentives to encourage customers of one establishment to patronize others. It fosters awareness and pride in the economic resources already in the community, and new ones that locate here.

The **Space Registry Program** encourages landlords to list vacancies cooperatively, and to refer potential tenants to available spaces within the community that can most closely meet their mutual needs. This program provides a single contact point for potential commercial and professional occupants to obtain information about available space. Community groups and organizations will have access to this data base as well.

The **Merchants Associations Program** supplements the work of the Chamber of Commerce by encouraging proprietors of similar types of business to explore ways of working together. Similarly, geographically-based organizations of merchants can develop joint seasonal and general promotions to draw customers to their particular core. Such merchants' groups might well sponsor and participate in community-wide activities as a group rather than as individual businesses.

The **Development Committee Program** provides a structure to create and oversee economic development initiatives that are consistent with the overall purposes and intents of the Comprehensive Plan. Identifying preferred development locations, mounting efforts on behalf of the community to attract new businesses and residential development, guiding developers and investors through the approval process and providing community linkages are some of the activities of this program.

IMPLEMENTATION: Implementation of the Business Services Project calls for the Hyde Park Chamber of Commerce to encourage merchant's associations to coalesce around lines of merchandise and geographic location. The Chamber could also handle the space registry and cooperative marketing coordination. The development committee will need official designation by the Town Board. It may start as a volunteer group, but will soon need to have some full-time attention.

BENEFIT: The Business Services Project supports economic growth both of existing enterprises and of new ventures through maximizing the effect of investment resources. It supports existing development and generates new ones.

PROJECT 5: TRAFFIC PATTERNS PROJECT

INTENT: The Traffic Patterns Project provides effective movement of vehicles and pedestrians through and between Hyde Park neighborhoods. Four components make up this project.

The **Transportation Corridors Program** will work with the New York State Department of Transportation to provide a bypass road between US Route 9 (Albany Post Road) and NY Route 9G (Violet Avenue) in order to encourage through traffic to avoid the Town Center. This crossover will be the only new limited access, principal arterial in the Town. Other east-west major collectors will be developed to ease traffic flow within Hyde Park. All new transportation corridors will provide for bicycle and pedestrian traffic.

The **Grid Network Program** will require that, wherever feasible, future residential development will be laid out in a street pattern that allows for access to more than one existing or new collectors. In addition, rights-of-way will be obtained and developed to link Neighborhoods to Routes 9 and 9G. A system of parallel service roads will be developed along Albany Post Road to separate local vehicle circulation from through traffic. An Official Map will be developed establishing priorities for all street and highway improvements.

The **Scenic Roads Program** identifies the designated Scenic Roads that exhibit exceptional merit and provide travelers a substantial opportunity to view and appreciate the distinctive cultural, historic and geographical features of the Hudson Valley region. Current Scenic Roads are: Albany Post Road from the southerly border of the Vanderbilt National Historic Site northerly 2.3 miles; the Old Post Road between the southerly and northerly intersections with US Route 9; Golf Course Road between Old Post Road and US Route 9; and the Norrie State Park Roads from the entrance to the camping area. This program develops a Scenic Management Plan for preserving and enhancing these Scenic Roads as required by the Department of Environmental Conservation (DEC). This program also requires that utility cables be buried.

The **Pedestrian Walkways Program** creates a system of pedestrian ways to interconnect existing core areas to one another, to the Business Districts, and to recreation parks. It also provides sidewalks, lighting and tree plantings within the core areas that are of a design and scale that establishes a sense of place unique to each community form. Pedestrian crossings will be located on a major arterial wherever it traverses a core area. Appropriately placed signs and pavement patterns will establish pedestrian rights-of-way across vehicular traffic.

IMPLEMENTATION: To implement the Traffic Patterns Project, the Official Map will be developed, indicating the grid proposal for connecting streets, highways and Scenic Roads. The cooperation of the New York State Department of Transportation is necessary in order to implement the proposed 9/9G crossover, as well as the necessary signage and traffic control devices for crosswalks on the state highways. Requirements for sidewalks, plantings and lighting will be incorporated in the revised zoning regulations.

BENEFIT: The Traffic Patterns Project will establish new priorities for the movement of goods and people within and around Hyde Park. It will make pedestrianism a more viable option, and control the flow of vehicles within the various communities of the Town.

PROJECT 6: **INFRASTRUCTURE SYSTEMS PROJECT**

The Infrastructure Systems Project will stimulate and sustain economic development by establishing water, sewer and storm water systems, on a priority basis, to service the more densely developed areas of Hyde Park. There are four components to this project.

The **Water Systems Program** calls for the town to obtain ownership of the various private water systems within Hyde Park, and to establish an inter-relationship between all municipal and community water systems that will sustain economic development consistent with the proposed land use districts. The more remote areas, where municipal water cannot be supported for some time, will be identified, and standards adopted to insure that surface and bedrock aquifers are protected from pollution and developed to a level supportable by their recovery rate. Community water systems are required for all large projects that exceed a prescribed scale or density.

The **Town Sewer Program** creates a municipal sewer system within the Town Center, serving its core areas and adjacent residential development along the US Route 9 corridor. It also develops community sewer service in each Hamlet, either through municipal action or by cooperative agreements with neighboring entities. The increased development of the cores will create the concentration of uses necessary to support this program.

The **Storm water Run-off Program** establishes a unified policy for the control and management of storm water run-off in the Town of Hyde Park. This program identifies the principal natural drainage courses within the Town and establishes the best management policies to protect and enhance their ability to remove storm water flows while minimizing flooding, preventing erosion, and supporting the more compact community districts.

The **Mandated Integration Program** requires that new development adapt itself to the Town's long-range plans for water supply, sewage disposal and storm water management. A prerequisite for development in a Hamlet, Neighborhood, Business District, or their Cores, or in a Planned Unit Development (PUD) or the Bellefield Planned Development District is the required construction of such systems in a manner that directly contributes to the integration of infrastructure and the ability of the community form to sustain development. In no case, however, will any development be reviewed in isolation: it must establish a clear contribution to the integration of infrastructure systems.

IMPLEMENTATION: Implementation of the Infrastructure Systems Project requires action by the Town Board to establish an authority and to authorize comprehensive long-range planning. In the interim, existing water systems should be brought under municipal control as the opportunities arise. The proposed Route 9 sewer system, as an inter-municipal cooperative effort, should be pursued and implemented. Requirements for new developments to provide water, sewer and storm water systems related in both nature and extent to the impact of the proposed development will be incorporated into the revised zoning regulations.

BENEFIT: The Infrastructure Systems Project provides a significant symbol and great practical benefit, to those who wish to invest in commercial and residential development in Hyde Park.

PROJECT 7: CAPITAL FUNDING PROJECT

INTENT: The Capital Funding Project provides mechanisms whereby major civic projects may be underwritten and offers incentives to private investors for desired development. There are four components.

The **Volunteer Fundraisers Program** encourages citizens to initiate direct investment in desired projects and activities. This program acknowledges and sustains the many fund-raising projects in place. It affords recognition to civic groups and dedicated individuals, and suggests additional fund-raising opportunities to the town as a whole. This program offers an alternative to municipal bonding for certain desired capital expenditures, and a coordinating function to on-going activities.

The **Tax Incentives Program** serves to guide residential and commercial development toward maintaining the rural character of Hyde Park. This takes a number of forms: encouraging landowners to sell or donate their development rights to organizations interested in land preservation; enacting legislation which fosters clustered commercial development and core infill; offering assessment benefits for preservation and maintenance of stone walls.

The **Project Priorities Program** calls for planning capital expenditures under a long-term town-wide priority scheme. Section 99-g of the General Municipal Law allows a community to plan the capital projects to be undertaken in a six-year period, to estimate their costs, and to propose financing methods. Each project must be described, its financing method specified and its impact on the municipality's operating budget estimated. This program calls for Hyde Park to use this law to deal with all its anticipated capital needs from a long-range viewpoint, and all at the same time.

The **Grant Writer Program** provides expertise to the municipal authorities in the search for sources of capital. As state and national public monies tend to be reduced, skill in finding and developing other sources of funds becomes more critical for Hyde Park. Making sure that requirements are fulfilled and deadlines met are part of the application process. Monitoring funds disbursements and overseeing appropriate reporting are additional functions performed under this program.

IMPLEMENTATION: In order to implement the programs of the Capital Funding Project, enabling legislation may be required to provide tax incentives. The fund-raising activities of existing organizations and institutions should be explored to determine appropriate public recognition. Hyde Park must put in place a long-term planning process for capital expenditures. And the investment required to obtain the services of a grant writer should be recovered quickly.

BENEFIT: The Capital Funding Project expands the mechanisms of raising funds for needed development projects as it offers additional methods of obtaining public participation and building community consensus.

PROJECT 8: LAND-USE DISTRICTS PROJECT

INTENT: The Land-Use Districts Project is designed to guide development in Hyde Park into compact communities and away from suburban sprawl. There are six components in this project.

The **Open Lands Program** designates all land in the Town of Hyde Park outside of Neighborhoods, Hamlets, Business Districts, Landings, and the Bellefield Planned Development District as either Greenbelt (east of US Route 9) or Waterfront (west of US Route 9). The Greenbelt and Waterfront encompass environmentally sensitive areas, historic sites, scenic areas, Agricultural District 20 and other public and quasi-public lands. Agricultural lands contribute to the rural nature of the community. This program generally discourages development in these areas, but does allow for specific projects determined to be appropriate for a particular location through the PUD process.

The **Community Districts Program** establishes a hierarchy of existing settlement patterns based on intended size, purpose, scale of uses and infrastructure. The Neighborhoods are the smallest form of community, serve primarily residential purposes, exhibit a relatively small scale and have limited infrastructure. Next in size are the Hamlets -- Staatsburg, Union Corners, Haviland and Greenbush -- that are characterized by some established commercial uses. The Business Districts are the smallest and most dense districts; and offers commercial services to a town-wide and regional populace.

The **Core Areas Program** identifies the central area in each Neighborhood and Hamlet and where a mix of residential, civic and commercial uses are encouraged at a scale appropriate to their service area. Each community form should have one core area. It is expected that each core has or will develop community commons or similar public gathering place. Development will be encouraged to "infill" these cores, providing a greater diversity of services and encouraging pedestrian movement.

The **Town Landings Program** recognizes the developed cores that provide for the water-dependent and water-related uses in the Town and that have physical access to the Hudson River. Such uses, identified in the proposed Local Waterfront Revitalization Program, will be encouraged to develop in the Landings in order to restore the Town's traditional connection to the River. Because of the limited amount of land west of the railroad tracks, water-dependent uses would be given priority for shoreline location while water-enhanced uses would be encouraged to develop inland.

The **Bellefield Planned Development District** is approximately 1,000 acres of largely undeveloped land lying to the east of Route 9 north of St. Andrews Road and east and west of Route 9 south of St. Andrews Road, reaching from the old drive-in theater at the northerly end to the Culinary Institute of America at the southerly end, including much of the land lying between the FDR and Valkill National Historic Sites. Planned development is needed to ensure that the District is developed in a way that preserves the natural beauty of the land, promotes tourism and the connection between the FDR Home and Valkill, supports the existing commercial districts, and sensitively expands the Town

Center Historic District with planned mixed use development. The provisions of this District are intended to streamline permitting and allow greater use flexibility.

IMPLEMENTATION: Implementing the Land-Use Districts Project depends on the adoption of revised zoning regulations which define the land-use districts and specify their characteristics. Maps and descriptive material will be provided to the Town Board and interested citizens in order to help visualize the community districts, their core areas and their locations.

BENEFIT: The Land-Use Districts Project lies at the heart of developing Hyde Park as an inter-related group of compact communities rather than as a random distribution of dwellings and businesses.

PROJECT 9: **DEVELOPMENT GUIDELINES PROJECT**

The Development Guidelines Project accommodates development in a manner consistent with the Town's sense of place and sensitive to environmental constraints. This project has four components.

The **Landscape Integration Program** establishes design review as a function of the approval process. In addition to scale, any proposed development is subject to regulation of dimensional and physical features such as heights, setbacks, means of access, service roads, parking location, landscaping, screening and impervious pavements. This program is concerned with how the development of such physical improvements is integrated into the existing landscape and their contribution to the sense of place that Hyde Park desires to maintain and enhance.

The **Sign Conformance Program** provides a mechanism to allow for appropriate commercial marketing, while at the same time demanding that signage be of an appropriate scale, location and design that contributes to a sense of community identity and is not simply a commercial advertising. Billboards will be prohibited, and the use of temporary signs, neon and interior-masking window signs will be restricted. A review process for new signs will be established.

The **Environmental Constraints Program** discourages new development within floodplains, in wetlands, aquifer recharge areas and on slopes greater than 20%. The current Environmental Quality Review process of the Town will be fully reviewed and updated to reflect the current State Environmental Conservation Law and this Comprehensive Plan. Specific geographical areas with exceptional or unique environmental characteristics will be designated Critical Environmental Areas (CEA), thereby assuring that sufficient consideration is given to the potential impact of activities within these areas.

The **Architectural Review Program** will, as part of the approval process, analyze projects from the perspective of their impact on areas in Hyde Park that have a special historical or aesthetic value or interest. An Architectural Review Board (ARB) will be established to serve this function. As an example, the ARB will review structures and improvements proposed adjacent to the FDR Home and Library, Val-Kill and the Vanderbilt and Mills Mansions for design in order to insure that they sustain the existing character of these properties.

IMPLEMENTATION: In order to implement the Development Guidelines Project, both zoning and building regulations must be reviewed for clarity and consistency. The Town Board will determine the structures and processes most appropriate to develop the various written guidelines called for in this project.

BENEFIT: The Development Guidelines Project will provide objective criteria to assist prospective developers in preparing proposals that sustain and enhance the vision for Hyde Park.

PROJECT 10: APPROVAL PROCESS PROJECT

INTENT: The Approval Process Project will establish clear pathways and objective criteria for developing new projects and renovating existing uses. This project has four components.

The **By-Right Uses Program** presumes that a use is generally permissible, provided that it is within certain limitations as to scale, density and intensity. It also specifies uses that are permitted accessory to the various uses within the several land-use districts in the Town. This program establishes existing uses as conforming uses, requiring minimal effort. It also allows for expedient subdivision that creates up to four lots from any parcel, classified as a minor subdivision.

The **Single Path Program** establishes and defines the PUD process, whereby uses that are out of scale, or otherwise not permitted, in a particular land-use form, may be developed. If the PUD process does not apply, the Town Board should approve a special permit before the Planning Board can approve a site plan for a proposed use of land or structures which exceeds the scale, density or intensity of use permitted in the applicable district, except where such use is located in the Bellefield Planned Development District. Applications will be subjected to an initial review for need, scale and appropriateness for a particular location consistent with the Comprehensive Plan. Such review, including the appropriate environmental "hard look", will result in a conceptual approval, similar to a special permit or rezoning, permitting the use in the particular district. Subsequent and more costly approvals, such as site plan approval or subdivision approval, may be required prior to any construction.

The **Zoning Administration Program** establishes the focal coordinating structure for all zoning matters. All applications will be submitted to a single office for determination of the appropriate approval pathway. This program will track any proposal from the initial submission, through the review process, through construction, and will receive all fee payments. This program will enforce the zoning regulations by the issuance and removal of Certificates of Occupancy. This program will also keep the Town Board apprised of changes in the land use regulations that may become necessary because of state legislation or inconsistencies or hardship discovered in such regulations.

The **Written Guidelines Program** will publish zoning policies and procedures in a clear, easy-to-understand format. This publication will be available to prospective developers and the public at large for a small fee. Development guidelines and sign regulations will be included, as will the underlying assumptions and development preferences of the comprehensive plan. Specific pamphlets will be available for different targeted audiences and purposes: new homeowners, those who wish to add to or expand existing uses, large project developers, relocating commercial enterprises and the like.

IMPLEMENTATION: Implementing the Approval Process Project is closely tied to adopting the revised zoning regulations. All by-right uses, as well as the regulations governing development and zoning administration are spelled out in those regulations. The

Town Board will restore and fill the position of zoning administrator as a separate function, and will sufficiently fund such office to permit it to function. Volunteers working with Town officials will develop and produce the various pamphlets.

BENEFIT: The Approval Process Project encourages appropriate development while making approval, or denial, of a particular project more objective and less expensive.

PROJECT 11: COMMUNITY PILOTS PROJECT

INTENT: The Community Pilots Project provides a physical focal point for the desired revival of small-town characteristics of a cohesive community. There are four components to this project.

The **Historic Crossroads Program** will create a village square in the traditional center of the Town. Existing municipal structures -- the Town Hall, Library and Post Office -- along with the Episcopal Chapel and the Methodist Church will be linked by a public green. This "commons" will serve as the locus of major community activities. Parking lots will be developed to the east of the commons. This pedestrian-oriented environment will be appointed with flowers, walks, seating and small-scale lighting. An overall architectural plan will be created to guide development in this area. This program will work to redevelop upper West Market Street as well.

The **Staatsburg Hamlet Program** will provide adequate infrastructure to support present and future levels of community life. The water district will meet DEC standards. A sewage system will be developed. Adequate mechanisms to handle rainwater run-off will be implemented. The proposed train station will be supported with innovative parking solutions, appropriate commercial development and improved roadways. Landscaped parking will enhance the visual and commercial appeal of the Hamlet core.

The **Bellefield Planned Development District (BPD) Program** will take advantage of and support the presence of two national historic landmarks—the FDR Home and Valkill—and the Culinary Institute of America to develop the tourist related economy of the Town. The Bellefield PDD is intended to provide for a mixture of uses: promoting tourism related businesses and building the Town's commercial tax base; complementing the FDR Home and Valkill National Historic Sites; developing a walkway or other link between the FDR Home and Valkill; supporting the existing commercial activity in the adjacent Business Districts; sensitively expanding the existing mixed use of these commercial areas; maintaining and developing an attractive gateway entrance to the southern Route 9 area at Teller Hill; preserving and protecting important views and natural features of the landscape; and serving the region beyond the boundaries of the Town of Hyde Park. A development proposal in the Bellefield PDD should include a comprehensive plan for at least 100 acres.

The **Stoutenburgh Landing Program** will develop the Stoutenburgh Landing for water-dependent and water-enhanced uses. These will include sight-seeing boat trips, a marina for pleasure craft, eating establishments and other commercial operations. Dispersed, small scale parking areas combined with use of existing under-utilized parking areas that are connected to the Landing by a shuttle service is the core of this Project. The plan should incorporate the development of a dock facility and pedestrian crossing of the railroad that would be pursued in conjunction with the redevelopment of a new rail station.

IMPLEMENTATION: Implementing the Community Pilots Project calls for a great deal of public-private cooperation. Designating the Main-Market Street area as a development

demonstration project may make federal and state development grants available for capital costs. Artist renderings of the core pilot projects will be commissioned.

BENEFIT: The Community Pilots Project gives Hyde Park practical examples of the various land-use districts; this, in turn, will strengthen the sense of place and motivate the Town to continue its revitalization plan.

PROJECT 12: CORE SYMBOLS PROJECT

INTENT: The Core Symbols Project builds community identity in intangible ways that are, nevertheless, critical to the fabric of community life. There are four components of this project.

The **Local Histories Program** will develop a written history for each community in Hyde Park. Perhaps a model might be the article about communities in the county that often are printed in local newspapers. These histories will be created by groups of people weaving their memories and visions together. In addition, a formal history of the Town of Hyde Park will be written under the supervision of the Town Historian. Historical archives in the Hyde Park and Staatsburg Libraries will be supported. Oral history projects will be coordinated between the schools, the library system, and organizations for senior citizens.

The **Community Names Program** will identify the more densely settled areas of the community by their unique names, and will seek ways to make these names more prominently associated with their respective communities. Community associations will participate in town-wide activities under their community name. Signs and flags will be designed and created for each community, and displayed within the community cores. Official maps and documents will use these community names as well.

The **Schematic Map Program** will provide a graphic overlay of the geography of Hyde Park, identifying the communities of the Town, and indicating geographical and sociological boundaries between them. Within each community, a similar schematic will be developed, indicating the sub-community living patterns. These schematics will be used on T-shirts, displays, letterheads and the like, as indirect visual reminders of community pride and core identity.

The **Special Focus Program** identifies particular characteristics of each community and supports strategic development that strengthens these features. Existing recreational venues, commercial shopping, civic service facilities and cultural resources will provide the foundation for such focused development, and residents of each community will be encouraged to refine the focus for their community. The CIA neighborhood, for example, might focus on collegiate life, with the emphasis on providing services for students from the CIA and Marist College.

IMPLEMENTATION: Implementing the Core Symbols Project involves mobilizing groups and individuals in each of the Town's communities. The Hamlet and Town Center Historic Districts will be the pilots for this project. Support of the Town Board is critical, but the burden of implementation rests on volunteers. The Business Development Committee will assist in guiding development toward the special uses of each neighborhood. Schools and other community organizations will incorporate gathering community stories and developing schematic maps into curricular and extra-curricular activities.

BENEFIT: The Core Symbols Project will enhance citizens' sense of their communities' identities, and will promote a greater sense of well-being and civic cohesion throughout Hyde Park.

PROJECT 13: LOCAL ORGANIZATIONS PROJECT

INTENT: The Local Organizations Project will encourage associations of all types to develop and grow throughout Hyde Park. Four components make up this project.

The **Senior Associations Program** will provide additional opportunities for older citizens to interact with one another and across the generations. Recreational, social and educational events will be organized. A town-wide oral history project will be launched to elicit reminiscences and suggestions for the future. Elders will be invited to participate with the schools as tutors and classroom volunteers.

The **Volunteer Corps Program** will provide the necessary labor for a wide variety of neighborhood projects. Students will be recruited for after-school and vacation time volunteer service work, assisting residents with projects that require physical strength and endurance. T-shirts with the neighborhood and program logos will be available. Existing youth activities will be supported, and additional projects developed. A town-wide Youth Appreciation Day will be held to recognize the individual and group contributions which young people make to the life of the community.

The **Meeting Spaces Program** will identify available locations in each community core where a variety of citizen activities may take place. Schools, fire stations, churches, civic buildings and commercial properties will be inventoried to establish availability and regulations governing use. Tables, chairs and meeting supplies will be provided to local organizations and facilities needing them. Future core development projects will be expected to incorporate public meeting spaces where appropriate.

The **Directory Listing Program** tracks organizations and groups within Hyde Park. Visitors and new-comers will be provided with a booklet describing these groups, their purpose, their meeting times, and their membership requirements if any. Any organization related to the ongoing community life of Hyde Park is eligible for listing. Mailing lists may be shared between the organizations, if appropriate, and other forms of cooperation are expected to emerge quickly.

IMPLEMENTATION: Implementing the Local Organizations Project will build, in large part, on existing organizations in the town. The AARP, as well as various church-related and other groups for seniors already perform some of the activities of this project. Similarly, groups such as DARE offer opportunities for engaging youth in positive patterns. These efforts, and others like them, will be supported and extended. Meeting spaces and organizational listing will be achieved by volunteers within each core community and from across the Town.

BENEFIT: The Local Organizations Project will provide a framework through which all citizens of Hyde Park can become more closely related to their neighbors and to those who share common interests.

PROJECT 14: NEIGHBORHOOD EVENTS PROJECT

INTENT: The Neighborhood Events Project expands and coordinates the opportunities Hyde Park residents have to gather with their neighbors and townspeople. There are four components in this project.

The **Social Activities Program** extends the cultural options in the community through sponsoring concerts, dances, dramatic presentations and festivals in Hyde Park. Both non-profit and commercial organizations will sponsor these events. A "What's Happening in Hyde Park" informational service will provide listing of such activities. New theatrical and musical groups will be formed, with rehearsal and production space available in civic or commercial buildings. Programs offered by the Hyde Park Free Library and the Staatsburg Library will be supported.

The **Roadway Cleanup Program** will expand the ongoing Adopt-A-Highway program to include all the roadways in the town in a regular cleanup schedule. Organizations and individuals will be enlisted to take responsibility for specific stretches of roadway, and signs acknowledging these contributions will be erected. Each community will coordinate spring and fall cleanup days, and such occasions will include a time for the community to celebrate together.

The **Community Gardens Program** will provide locations where neighbors may grow produce on plots in a common area, for their own consumption or as part of a shared farm stand. Fencing and other needed improvements would be the responsibility of all the families sharing the garden. Informal competitions will be encouraged, and prizes will be awarded for outstanding gardening. Each garden might have a section where children would have their own plots. Some gardens will be located in the Business Districts.

The **Recreational Gatherings Program** will encourage people to come together in their communities for relaxation. Picnics, outings, sports days and festivals will be held. Starting in the Hamlet cores, this program will gradually extend throughout the other core communities of Hyde Park. In essence, this program will replicate the existing Hyde Park and Staatsburg Community Days into the core communities of the town. It will also support and expand the availability of various league sports.

IMPLEMENTATION: Implementation of the Neighborhood Events Project can build on a number of existing activities in Hyde Park. A number of businesses and organizations in the town offer entertainment options already. Several sports have league play already established. These efforts will be supported and expanded. One community garden, located in a fairly visible spot, will generate publicity and interest to encourage others. But this project will be promoted and coordinated largely through volunteer efforts.

BENEFIT: The Neighborhood Events Project will promote both neighborhood cohesion and a sense of Hyde Park being a good place in which to live.

PROJECT 15: PUBLIC PARTICIPATION PROJECT

INTENT: The Public Participation Project encourages participation and accountability in the public realm. There are four components.

The **Consensus Forums Program** allows the neighborhoods of Hyde Park to build consensus about their unique identities. Neighborhood modification of village-wide development guidelines might be an appropriate topic for such forums. The methods used in these meetings will be designed to avoid confrontation and conflict; rather common solutions will be developed which all residents can support. When requested, this program can provide input to the Town Board on specific issues of town-wide significance.

The **Ombudsman Office Program** gives individuals a mechanism whereby questions can be answered, complaints listened to, and solutions pursued without disrupting the ongoing course of town business. This program is accountable to the people; therefore, an issue is successfully resolved when the citizen for whom it was an issue is satisfied. The ombudsman office is familiar with all town ordinances and operations, and facilitates communication between officials, employees and the public at large.

The **Employee Performance Program** provides written job descriptions for all town employees and officials. These serve as guidelines for municipal operations as well as for job performance. This program reviews existing town, county, state and federal mandated personnel policies and procedures. It also recognizes individuals who have provided noteworthy public service. Municipal departments evaluate the job performance of their employees and provide appropriate public recognition. Annual award ceremonies, perhaps with awards underwritten or provided by community businesses and service organizations, allow Hyde Park as a whole to take pride in the outstanding civic work of its officials, employees and citizens.

The **Electronic Linkages Program** provides civic information on the Internet. An electronic municipal bulletin board lists public meetings of the Town Board and other public and quasi-public organizations and agencies. E-mail will be used to collect input from citizens on matters of public concern. Workstations with modems will be installed in the Town Hall, the libraries and schools and other community nodes. Introductory adult training programs in computer literacy and Internet operations will be made available at little or no cost to the trainees. This program could interface with other local web sites.

IMPLEMENTATION: Implementing the Public Participation Project requires a phased plan to schedule the community forums and establish their focus questions. Methods used in developing this revision of the Comprehensive Plan allow people with different points of view to work together to create a common decision about what actions and recommendations are required. The Town Board must review the ombudsman program. Written job descriptions and regular awards recognition also depend on Town Board action to be implemented. The electronic linkages program will be a public-private cooperative effort.

BENEFIT: The Public Participation Project provides a means whereby the citizens of Hyde Park can feel their relationship to decision-making to be fuller and more creative.

PROJECT 16: EXTERNAL RELATIONS PROJECT

INTENT: The External Relations Project will further develop Hyde Park's capacity to work in cooperation with public, private and voluntary structures in the region and beyond. There are four components.

The **County Coordination Program** will pursue cooperative activity in a wide range of development arenas. Infrastructure improvements will be tied in to Dutchess County Water Authority plans. Close working relationships will be continued and expanded with county efforts for economic development and tourism promotion. Hyde Park will continue to encourage partnerships among the Northern Dutchess villages and towns, such as a Northern Dutchess Alliance, and will assume leadership in joint planning -- especially regarding the tourist industry.

The **Environmental Protection Program** calls for stronger ties to the large number of groups and individuals who are concerned about scenic preservation and environmental improvements in the Hudson Valley. The Town has joined the Greenway program as a participating community and has adopted the Greenway Connections. A working relationship with the Hudson Valley Greenway Council should include reviewing Hyde Park's zoning regulations for consistency with Greenway criteria. Working relationships will be formed with groups such as the Hudson River Sloop Clearwater and Scenic Hudson to preserve environmentally important sections of Hyde Park.

The **State Cooperation Program** assures that Hyde Park's wishes are made known to state agencies in advance of approval of new projects. This program provides guidance, for example, in the matter of roadway improvements. Another dimension of this program encourages bike and pedestrian paths through state park lands. And yet another seeks to tap state fiscal resources for land preservation, local waterfront revitalization projects and similar endeavors.

The **Federal Partnerships Program** builds closer ties between the Hyde Park community and the national programs which impact the town so dramatically. The activities of various Friends of the Parks groups will be supported and expanded. Federal funds will be sought to protect view-scapes, and to under gird the local economy through block grants for civic revitalization and the town center renovation.

IMPLEMENTATION: Implementing the External Relations Project involves identifying existing liaison functions in both the town government and the private sector as well. Strategies to tap into available fiscal resources are important, but equally necessary are the means to engage in cooperative planning, implementation and review in the region and beyond.

BENEFIT: The External Relations Project will make the resources of the larger community available for the development of Hyde Park along the lines envisioned in the Comprehensive Plan.

PROJECT 17: MASS TRANSPORTATION PROJECT

INTENT: The Mass Transportation Project will offer alternatives to passenger cars as the means to travel to and within Hyde Park. There are four components in this project.

The **Railroad Stops Program** works for the extension of Metro-North service north from Poughkeepsie. At least one of two stops will be developed within the boundaries of Hyde Park: either in the vicinity of the old Hyde Park Railroad Station or one in the Hamlet of Staatsburg. This location will become a multi-modal center, connecting to existing Loop bus service, and providing the potential for river transport linkages as well.

The **Municipal Parking Program** provides landscaped public parking in the Town near, but not necessarily immediately adjacent to public buildings and commercial ventures. This will provide access to facilities with insufficient parking capacities, and yet minimize the total amount of land needed for parking. On-street parallel parking in community cores will provide a buffer between pedestrian walkways and vehicle traffic. New commercial development will find ways to meet the parking needs of their customers while avoiding covering large land areas with impermeable material. All new parking facilities will be appropriately landscaped.

The **Transit Minibus Program** will offer transportation options that do not require the use of individual automobiles. Covered bus shelters will be erected along current bus county bus routes. Cooperative community utilization of the School District Transportation system will interconnect neighborhoods and hamlets, and provide linkages to the county bus system, the proposed rail stops and boat services. A pilot program will be offered in conjunction with Dutchess County's "Festival of Lights" in early December involving a bus service which will encourage people to visit the holiday displays at the historic sites, and to view the lighting displays in homes and commercial locations throughout the community.

The **River Traffic Program** will provide access to Hyde Park and its tourist attractions from the Hudson River. An economic feasibility study will determine the conditions under which regular tour and ferry schedules might be reestablished. In conjunction with one or more of the Landing Districts, this program will provide water-dependent and water-enhanced services. These will include sight-seeing boat trips, loading ramps for recreational rowing, a marina for larger pleasure craft, eating establishments and other commercial operations.

IMPLEMENTATION: Implementing the Mass Transportation Project calls for a high level of cooperation between the various organizations and agencies in Hyde Park and beyond. Creating a multi-modal transit system requires a public-private partnership with the National Park Service, Metro-North and Dutchess County. Parking lot specifications will be adopted as part of the revised zoning regulations. An integrated parking plan for the Staatsburg Hamlet core will be developed and implemented. The Chamber of Commerce and the Hyde Park Central School District will also be called upon to find ways to participate in this project.

BENEFIT: The Mass Transportation Project offers practical alternatives to automobile travel within Hyde Park. By providing pedestrian and bicycle pathways this project will benefit Hyde Park economically and socially.

PROJECT 18: SUPPLEMENTAL ENTERPRISES PROJECT

INTENT: The Supplemental Enterprises Project provides services and amenities to encourage longer tourist stays. There are four components to the project.

The **Cultural Complex Program** calls for establishing one or more sites for artistic, educational, recreational and other social and cultural activities within the town center and Town Center Historic District. Such spaces are necessary to foster community spirit and to attract tourists. Youth and senior activity centers are needed in Hyde Park, and should be centrally located. Activities for the community at large, and a community calendar of events, will be coordinated as an aspect of this project. Housing for historical exhibits will be provided, as well.

The **Seasonal Festivals Program** will provide the mechanism whereby new audiences of short-term visitors may be reached. A flower and garden festival -- "Hyde Park in Bloom" - - will be held annually. Visits to historic homes and other structures will be arranged. Music festivals will be organized, calling upon some of the many fine musicians of the Hudson Valley. Benefits for worthy local and regional causes will be held. Existing organizations will undertake sponsorship of these events, and new organizations will be formed when necessary.

The **Overnight Accommodations Program** offers additional places for visitors to stay. A teaching hotel could be built, integrated with the existing programs of the Culinary Institute of America, or developed in conjunction with some other educational institution. Residents will be encouraged to open bed and breakfast establishments and guest houses. Educational institutions will be encouraged to publish available off-semester housing availabilities. A registry of available guest housing will be established.

The **Tourism Incubator Program** creates a way to support new businesses related to tourism. Functions include needs assessment, management training and assistance, promotional campaigns, coordination of the various facilities and functions already in place in the town. The Hyde Park Home Page set up on the World Wide Web, will become a central clearing house for listing attractions, events and amenities, and offering reservation services.

IMPLEMENTATION: Implementing the Supplemental Enterprises Project requires obtaining funding and staff for the incubator. Cooperation between educational institutions and the town's Economic Development Office is critical. Individual entrepreneurs, however, will play the leading role in implementing this project. The Chamber of Commerce will coordinate the seasonal festivals component. Existing sponsoring organizations must be polled to move further in the direction of the cultural complex.

BENEFIT: The Supplemental Enterprises Project will increase the length of time that visitors stay in Hyde Park, and move tourism in the direction of more than a day trip on a tour bus. The benefits of retaining, within the Hyde Park local economy, more of the money spent by tourists is well worth the investment this project requires.

PART II: LAND-USE IMPLICATIONS

PREFACE

This section deals with the physical expression of the Comprehensive Plan. All future development activities will be guided and evaluated in terms of the four strategic directions identified as the organizing categories of the Implementing Proposals:

- I. Fostering the Organic Growth of Hyde Park,**
- II. Strengthening the Civic Cohesion of Hyde Park,**
- III. Expanding the Economic Base of Hyde Park, and**
- IV. Enhancing Community Identity in Hyde Park.**

Fostering the Organic Growth of Hyde Park is at the heart of the four strategies. It encourages civic cohesion by reinforcing the sense of place of the various districts and of the Town as a whole. It broadens the economic base by simplifying the approval process and encouraging development throughout the Town. And it expands the tourism industry by conserving open spaces while encouraging the development of additional attractions and amenities.

Strengthening the Civic Cohesion of Hyde Park supports economic development through the provision of adequate infrastructure and heightening the perceived desirability of the Town as a place for such development. It fosters tourism by heightening civic pride and supporting tourist-related enterprise. And it encourages organic growth by developing infrastructure to those places where settlement is established and desirable.

Expanding the Economic Base of Hyde Park helps attract visitors and encourage them to stay for longer periods through providing additional shops and services. It fosters organic growth by supporting home businesses. It encourages organic growth by providing business services that will help in strengthening the cores and landings. And it adds to the civic cohesion of the Town by developing additional mechanisms for decision-making and information-sharing among the citizens.

Enhancing Community Identity in Hyde Park contributes to the organic development of the Town by emphasizing the importance of the historic and scenic resources that have shaped the Town's history. It heightens civic cohesion by providing public transportation services and cooperative events to residents and visitors. Finally, it strengthens the local economy by attracting more tourism revenue to the Town and developing means to retain that capital longer and circulate it more frequently before passing it on to other communities.

These four strategic directions are the pillars of the Comprehensive Plan. Each of the four is essential as a support in its own right; yet none can carry the future development of the community by itself: the Comprehensive Plan requires the support of all four of the pillars equally for its fullest implementation. Therefore, all development is expected to strengthen all four of these strategic directions, rather than simply to further one or two of them.

The following sections deal with the implications for development of each of these strategic directions in turn.

I. FOSTERING THE ORGANIC GROWTH OF HYDE PARK

The first strategic direction of the Comprehensive Plan, Fostering the Organic Growth of Hyde Park, is based on several assumptions.

The first of these assumptions is that development is best served by providing guidelines based on density, scale, intensity and mass, and by indicating the preferred locations for development throughout the community. Experience has shown that pre-planning the use of all parcels of vacant land is of limited practical benefit to the land-owner, to the developer or to the Town.

The second assumption is that growth should be encouraged in the places where it has already occurred. There is something to be said for adding to the economic, social and human investment already made in our residential and commercial areas, rather than abandoning such parts of our community in favor of "greener pastures."

The third assumption is that mixed-use, diverse compact communities encourage greater economic and social vitality than do sprawling single-use districts. This is becoming clearer as our region moves from an economy supported largely by industry to one based on service and information businesses.

The fourth assumption is that entrepreneurial creativity will always envision new possibilities for development. Such proposals should be welcomed, and evaluated in a timely fashion for their agreement with the guiding framework of the Comprehensive Plan. They should be granted approval at a conceptual level before being required to undergo a lengthy and costly regulatory process that carries the risk of a project being ultimately denied.

These assumptions, taken together, provide the framework for organic development. It is a pattern of development which:

- concentrates development in a hierarchy of Neighborhoods, Hamlets, the Business Districts and Landings, representing the most cost-efficient use of infrastructure;
- promotes a greater variety of uses within each district;

- integrates jobs and housing within close proximity to each another;
- supports a diverse population by providing a range of housing in a variety of living environments;
- establishes circulation systems that empower pedestrians, particularly the children, seniors and others who do not have easy access to vehicular transportation;
- defines edges between districts, and thereby utilizes open space as formative rather than residual; and
- integrates civic and public buildings within each community.

Fostering the Organic Growth of Hyde Park, therefore, involves the following four elements:

- A. describing the land-use districts that comprise our Town, and the corridor system that interconnects and defines them;
- B. establishing development guidelines that become the basis for growth;
- C. defining the approval process by which any development proposal may receive timely review and disposition; and
- D. designating pilot projects across the spectrum of land-use districts for development.

A. LAND-USE DISTRICTS AND CORRIDORS

Ten land-use districts comprise the geography of the Town of Hyde Park. These land-use districts are:

- The Greenbelt District
- The Waterfront District
- The Neighborhood District
- The Hamlet District
- The Town Center Historic District
- The East Park Business District
- The Neighborhood Business District
- The Culinary Institute of America Neighborhood District
- The Landing District
- The Bellefield Planned Development District

In addition, Hyde Park includes the following four corridors in its transportation system:

- The Waterway
- The Railway
- The Vehicular Ways
- The Pedestrian Ways

1. The Greenbelt and the Waterfront Districts

The first two of the land-use districts, the Greenbelt and the Waterfront, are the basic districts that overlay the geography of the community. They differ from one another because of their location: the Greenbelt comprises Town lands to the east of the Albany Post Road (US Route 9) and the Waterfront includes those to the west of the Albany Post Road.

The Greenbelt and the Waterfront include lands of the Town, County, State and National Park systems, and a National Archives site. The Waterfront and Greenbelt also encompass environmentally sensitive areas that impose significant constraints to building development.

The Greenbelt and Waterfront are intended to retain their open space quality with predominately very low density residential uses. Five factors support the decision to limit uses in this way. In the first place, geologic factors -- bedrock outcropping, slopes, erosion potential -- make development in much of the Greenbelt and Waterfront difficult if not impossible. Second, it is prohibitively expensive to provide infrastructure to the remote areas of the Greenbelt and Waterfront -- both in initial capital outlay and ongoing maintenance costs. Third, relatively open landscapes are a positive economic benefit in light of the increasing role the tourism industry plays in Hyde Park's economy. In the fourth place, Hyde Park's population is projected to grow by less than 1000 in the next twenty years; the degree of development -- commercial and residential -- needed to support this increase could be accommodated within the Neighborhoods, Hamlets and the Business Districts. Finally, the Greenbelt and Waterfront should remain in very low-intensity uses in order to establish boundaries for the other districts, reinforcing the sense of place that is consistently and strongly favored by residents.

For these reasons, and because land is an irreplaceable asset of the Town, large-scale development is discouraged in the Greenbelt and Waterfront

In addition to their respective locations, the Waterfront and Greenbelt Districts differ in several ways:

a. The Waterfront District

The Waterfront District includes lands that have been designated by national and state agencies as scenic and historic areas of significance. In 1987, a Town of Hyde Park Local Waterfront Revitalization Program was proposed which would encompass most of these lands; this program should be revised in light of this Comprehensive Plan, and presented to the Town Board for their consideration.

Within the Waterfront District, retaining open space should be given top priority. Easements or acquisition of property for the extension, expansion and interconnection of the Hyde Park Trail is encouraged. Hyde Park's desire to have physical and visual access to the Hudson River is well-documented.

b. The Greenbelt District

The Greenbelt District includes lands along major streams and wetlands. Mechanisms should be developed to provide public access to these lands, and to integrate them with existing park lands.

The Greenbelt District also encompasses the lands in the Town that were dedicated to agricultural uses historically. Efforts should be made to preserve and expand agricultural operations within the Town. Further, in order to allow for the reintroduction of agricultural uses, subdivisions of traditionally agricultural lands should be made in such a way as to allow for the resumption of agricultural operations in the future.

2. The Neighborhood, the Hamlet and the Business Districts

The Neighborhood, the Hamlet, and the Business Districts (East Park Business District, Town Center Historic District, Neighborhood Business District) comprise the second type of the lands of the Town of Hyde Park. They are the locations where development has occurred historically within the community. Virtually all of these districts include residential development; many of them include trade, industry and other uses as well.

The similarities between a Neighborhood, Hamlet and Business District are as follows:

- Each of these land-use districts is bounded by the Waterfront or the Greenbelt.
- Most of the land area within the boundaries of these settlement districts is taken up with residential uses. Public facilities that are land-intensive (a school, for example) are to be located at or near the boundaries of a Neighborhood, a Hamlet or the relevant commercial district in order to preserve the density, scale and intensity of the District.
- Permitted uses in these districts include most residential uses except camps, which are more appropriately located in the Waterfront or Greenbelt. In addition, agricultural, storage and educational or religious uses are permitted throughout these districts. Normal and limited perception classifications of institutional uses are also permitted.
- each of these land-use districts should be pedestrian-oriented. Uses will be accommodated in a manner that sensitively integrates the pedestrian, links the building to the sidewalk and street, and retains the density, scale and intensity of development that are the hallmarks of a small town, a characteristic greatly desired by residents of Hyde Park.

These land-use districts differ in the following general ways:

- **Size:** The Neighborhood is the basic building block from which the Hamlet and eventually the commercial areas may evolve or connect to. Hamlets are typically found within larger Neighborhoods, and the Business Districts are either located within these Neighborhoods or at the periphery to the Neighborhood areas.
- **Utilities:** The Neighborhoods, the Hamlets and the Business Districts also differ in terms of the level of necessary infrastructure. It is not critical for a Neighborhood to have municipal water and sewers; the absence of these utilities in a Hamlet, however, may restrict development significantly. In the Business Districts, municipal water and sewer systems are of critical importance.

3. The Core and the Landing Districts

The third type of lands of the Town of Hyde Park indicates the preferred areas for future development in the community. These are the Cores of the Neighborhoods, the Hamlets and the Landing Districts, which are specialized Cores along the riverfront. In these areas, mixed uses are encouraged.

In a Neighborhood or a Hamlet, the Core is the mixed-use heart of the settlement. The Core is designed to accommodate a mix of trade, industrial, residential and other uses. In addition to uses permitted throughout the Neighborhoods and Hamlets, the Core in each case permits business, mercantile and industrial uses. It also provides for such assembly uses as dining, entertainment and social functions. It features a common, green, plaza or other similar public gathering place. Ideally, the Core is close to the geographic center of the District, although in some of the Hamlets, such a relationship has not been established historically. Neighborhoods and Hamlets each have one Core.

The following paragraphs describe the differences among the cores in the Neighborhood and the Hamlet. This section concludes with a description of the Landing District.

- **Size:** The linear baseline for a fully mature Core is a suggested radius of \pm 1300 feet, or a suggested distance of about $\frac{1}{4}$ mile. This figure is chosen because it places the center of the Core at a comfortable walking distance from the rest of the Neighborhood or Hamlet. The smallest Cores would be found in the Neighborhoods; here, about 18 acres is the suggested extent of the Core. Hamlet Cores are midway between these two, about at a suggested 70 acres or so.
- **Service Area:** The Neighborhood Core may be relatively undefined; it is intended to evolve to meet the needs of the population within the Neighborhood. A Hamlet has a more developed Core intended to serve residents of the Hamlet and of the surrounding Neighborhoods. In the first instance however, the Business Districts are intended to meet the needs of

residents of the immediate neighborhoods plus those of the other Districts. Because of the Town Center's proximity to National Parks and National Archives sites, however, the Town Center and the Town Center Historic District should also serve regional and national tourist needs.

- **Mix of Uses:** Within a Neighborhood Core, a mix of trade, industrial, residential and other uses is encouraged. A Hamlet Core should accommodate a similar mix of uses, but in larger numbers and with greater diversity. In each of the defined Business Districts, a mixture of trade, industrial, residential and other uses are strongly encouraged. The three defined commercial districts (East Park Business District, Town Center Historic District, Neighborhood Business District) comprise the economic and civic heart of the community.

The Landing Districts are located at certain points where public access to the Hudson River is possible. They vary in size, but should average a suggested size of about 18 acres. These specialized Cores generally do not provide for residential uses; indeed, the only uses allowed in the Landing are those that are either water-dependent or water-enhanced with residential uses being secondary to the primary water use.

Water-dependent uses are defined as those that, by their nature, require access to the water. Such uses include:

- uses which depend on utilization of resources found in the coastal waters, such as fishing;
- Recreational activities that depend on access to coastal waters such as swimming, boating, crew and other water sports;
- Structures needed for navigational purposes, such as docks and lighthouses;
- Flood and erosion protection structures, such as breakwaters and bulkheads;
- Facilities for storing and servicing boats such as marinas, boat repair yards;
- Scientific/educational activity that requires access to coastal waters such as nature education.

Water-enhanced uses are those uses that have no critical dependence on a waterfront location, but the profitability of the use and/or the enjoyment level of users will be increased significantly if the use is adjacent to, or has visual access to, the waterfront.

- Business uses that are enhanced by access to coastal waters, such as restaurants;
- Recreational activities that are enhanced by access to coastal waters such as hiking, camping and wildlife viewing.

Water-enhanced uses are encouraged to reserve a portion of the shoreline for water-dependant uses, since, in the Hyde Park Landings, the amount of land with river frontage on the west side of the railroad is limited.

4. The Bellefield Planned Development District

The Bellefield Planned Development District is approximately 1,000 acres of undeveloped land lying to the east of Route 9 north of St. Andrews Road and east and west of Route 9 south of St. Andrews Road, reaching from the old drive-in theater at the northerly end to the Culinary Institute of America at the southerly end, including much of the land lying between the FDR and Valkill National Historic Sites. Planned development is needed to ensure that the District is developed in a way that preserves the natural beauty of the land, promotes tourism and the connection between the FDR Home and Valkill, supports the existing business district in the Town Center Historic District, and sensitively expands this district with planned mixed use development. The provisions of this District are intended to streamline permitting and allow greater use flexibility. The District is the largest area of potential development in the southern end of the Town with excellent access from Routes 9 and 9G and St. Andrews Road. North of St. Andrews Road, the land generally lies behind existing development along Route 9. In this area the National Parks Service has expressed an interested in reestablishing the walkway between the FDR Home and Valkill. South of St. Andrews Road the District abuts Route 9 on the east and west sides. Except for the Culinary Institute of America, the east and west sides of Route 9 in this area is virtually unbroken green space. Its planned development must be sensitive to the fact that Teller Hill serves as the southern gateway to the Town Center Historic District.

5. The Culinary Institute of America Neighborhood District (CIAN)

The Culinary Institute of America Neighborhood District is located in the southern part of town along the west side of NYS Route 9 and permits a higher density, scale and intensity of development specifically related to the institutional uses of the Culinary Institute of America.

The intent of the Culinary Institute of America Neighborhood District is to recognize the special circumstances of the Culinary Institute of America and to accommodate the orderly growth of its educational campus in a manner that both promotes the educational objectives of the Institute and preserves the presence of an educational campus as existing and projected in its 2003 conceptual Campus Master Plan.

The existing character of the Culinary Institute of America currently encompasses all of the lands associated with this defined district. The campus area is used primarily for the Institute that serves a local, regional, and international student body. The campus maintains several large buildings used for educational purposes as well as student housing. By the nature of the District's location, it also serves as a primary gateway to southern Hyde Park.

6. The Transportation Corridors

Running throughout the Districts is a complex transportation corridor system. This system is both the connector and the separator of the Neighborhoods, Hamlets, Town Center, Business Districts and Landings. These corridors include both natural and technical components, and interface in complex ways. They must be understood not simply in terms of their different engineering concerns -- the types and volume of use -- but also in terms of their distinctive characters -- the visual experience they afford to their users.

The first component of the corridor system is the Waterway. Its distinguishing characteristic is its capacity to handle large volumes of commercial shipping, fishing and recreational boat traffic. The Hudson River is the only Waterway in Hyde Park's corridor system. At present, most Waterway users bypass Hyde Park; one function of the Landing Districts is to make the community a departure and destination point on the Waterway by providing means for the Waterway to interface with other components of the transportation system. The character of Hyde Park's Waterway is based on a kind of majestic expansiveness. The Hudson River at Hyde Park is half a mile wide; the view extends for miles up and down the river. High bluffs and mountains define the edges of this corridor; buildings visible from the river tend to be manorial. Because of the massive character of the Waterway, using it --- or watching it being used --- is perceived as taking place at a leisurely pace. The character of the corridor has a significant natural element --- trees, mountains and the river itself. Human structures adjoining it are dwarfed by it, and therefore must themselves communicate a sense of their own significance in their settings.

The second transportation corridor in Hyde Park is the Railway. Its distinguishing characteristic is that its utilization is rigidly controlled by scheduling. For this reason, and because users typically are traveling at high rates of speed, the Railway is rigorously set apart from other transportation corridors. The present railroad tracks are the equivalent of a wall separating the Town from the River. Allowing vehicles and pedestrians greater access to the River is valued both by residents and by visitors. Overpasses or underpasses are the prudent mechanisms for such interfaces, given safety considerations. At present, there are no Railway stops in the Town of Hyde Park, although there have been several at various points in the community's history. Reestablishing at least one railway station is a priority addressed in more detail in the section of this document dealing with tourism (Part IV). The character of the Railway through Hyde Park shifts from surface to trench-like roadbeds, but its most significant feature is the Hudson River adjacent to the west. Since most users of the Railway only get impressions of the scene passing by on either side, this aspect of the Railway character is highly valued. For the same reason, development immediately adjacent to the Railway is discouraged except in the approaches to settled areas, where rail speed is reduced.

The third type of transportation corridors is the vehicular ways. These are all those corridors that are traversed by all types of vehicles, from the largest tractor-trailer to bicycles. Issues such as design speeds, centerline and curb-return radii and drainage type -- often used to classify these corridors -- are primarily related to functional capacity, and are therefore

engineering issues to be handled by the appropriate State and local authorities. However, since vehicular ways carry the preponderance of movement of goods and people through the Town, their character must be considered as carefully. For these purposes, the vehicular ways are designated as follows: the highway, a corridor which traverses only the open space of the Greenbelt and Waterfront Districts; major and minor streets and roads; and alleys and lanes. Highways should be relatively free of intersections, driveways and adjacent buildings. In Hyde Park, highways are bounded by trees and other natural growth, open lands, bluffs and gorges, and, in some cases, stone walls. The distinction between streets, which are more urban, and roads, which are more rural is highlighted by the fact that streets are bounded by structures, while the boundaries of roads are similar to those of highways. A street or road is classified as major or minor depending upon the scale, density and intensity of the uses fronting it. Alleys and lanes function simply as access corridors to the rear of buildings; consequently they are narrow, with little or no building setbacks. Vehicular ways connect with the waterway and the railway only at a relatively few fixed points; their relationship with pedestrian ways is more complex, however.

These three ways are fundamentally transportation corridors: that is, they are designed to carry goods and people from place to place. Pedestrian ways are somewhat different. Where they parallel and intersect with the waterway, for example, they make possible the experience of transcendence that the Hudson River School of artists sought to capture on canvas. When they connect the Neighborhoods, Hamlets, Town Center, Business Districts and Landings to one another, they give human scale and identity to the community. When they traverse the Cores, they allow the opportunity for social and commercial interaction, a critical factor in community life. And they are the very warp and woof of any District's fabric. Pedestrian ways are, and should be, a key component of every corridor. For pedestrian ways are the primary means by which a sense of place is established.

The distinguishing characteristic of a pedestrian way is the visual interest found in its details. The defining feature of the waterway is its grandeur. The railway is known for speed. Vehicle ways symbolize flexible transience. But the characteristic of the pedestrian way is its particularity, its specificity, and the uniqueness of each of its segments. Here the details of the mass of a structure come under examination, as does the moss on a rock or a ripple of water in a stream. It is this characteristic of the pedestrian way that requires a listing of the numerous stores in a plaza or the practices in a professional building or the points of interest on a scenic route; such signage is of little functional use when targeted at the vehicular ways.

Using a pedestrian way is typically a leisurely pursuit; it requires a sense of security that is established by the walls and elements of the pedestrian way in relation to other ways that may parallel or intersect. The pedestrian way needs variety of texture, color, form and focus. Pedestrian ways are a vital interface with vehicular ways. Pedestrian ways extend into areas where vehicular ways cannot or should not go. Pedestrian ways are usually sidewalks in more urban areas; they take the form of walkways in parking areas and plazas; they become passages between buildings in more densely developed areas, and exist as paths throughout all the Districts. They are an often-overlooked and, therefore, neglected component in the transportation system of a community; their identification and development is strongly encouraged throughout Hyde Park.

There are certain additional ways -- for example, bicycle paths and bridle trails -- which partake of much the same character as pedestrian ways. They may be considered, therefore, as a type of augmented pedestrian way.

B. DEVELOPMENT GUIDELINES

Organic development envisions the Town evolving incrementally within a framework of defined, mixed-use settlement districts where development will be channeled. The Comprehensive Plan rejects the present pattern of large, single use districts that segregates the Town's workplaces, residential neighborhoods, civic uses, and shopping districts from each other. Therefore, its efforts have been focused on defining areas within the Town that have the potential to grow in a manner that provides a mix of residential, civic, commercial and other uses necessary to meet the Town's needs, and to conserve other areas of the community in low density uses.

In the Cores of the Neighborhoods, Hamlets and Business Districts, where the majority of development is intended to be channeled, it is presumed that any use -- residential, commercial, industrial -- may be accommodated if designed in a manner consistent with the Comprehensive Plan. This positive approach to development, whereby uses are assumed to be permitted rather than prohibited, is fundamental to establishing land-use districts within which the use of buildings, structures and land for trade, industry, residence or other purposes can co-exist.

The Comprehensive Plan encourages a mix of uses, but does not pre-determine the exact location for each use. Therefore, criteria must be established to ensure that uses are consistent with the character of the District and its peculiar suitability for particular uses; that such uses will conserve the value of buildings; and that they are the most appropriate use of the land. Maximum and/or minimum values will be established for these criteria in each of the several Districts; these are specified in the Zoning Regulations. This section of the Comprehensive Plan provides an overview of these guidelines.

The development guidelines fall into four categories. The first category applies to permitted uses. The second category is the bulk regulations. The third category includes the elements of site development. In addition to these basic classifications, there are a few criteria that come into play in large project situations; these are discussed below as subdivision guidelines. Historic Districts and Scenic Areas are subject to additional guidelines.

1. Use Regulations: Development proposals will first be evaluated for their appropriateness to the districts in which they are located. These criteria have to do with the use or uses proposed for the parcel.

A. Scale refers to the total area of all uses proposed for a parcel. It includes all floors of any structure and any parking stalls. It is measured by the maximum number of permitted gross square feet (GSF) for all uses; accessory uses have their own maximum permitted scale, which is to be included in the maximum of all uses. Smaller scale development is permitted in the Greenbelt and Waterfront (suggested value: 8,000 GSF); the scale threshold rises throughout the Neighborhoods, Hamlets and Business Districts, and is greatest in the East Park Business District (suggested value: 40,000 GSF).

B. Density refers to the relationship between the proposed use and the acreage upon which it is to be placed. Residential uses are measured in terms of the number of dwelling units per acre (DU/A). A dwelling unit refers to the combination of rooms needed for a family to function. Permitted residential densities are less in the Greenbelt and Waterfront (suggested value: 1 DU per 2.5 acres average density with 30%-40% open space preservation; and 1 DU per 2 acres for minor subdivisions of 10 acres or less), and greatest in the Business Districts (suggested value: 8-12 DU/A).

C. Intensity is a measure of the number of vehicle trips per day generated by each use (DVT). One DVT is understood to be a round trip. Preferred intensity calls for reducing the DVT's in the Greenbelt and Waterfront areas as well as throughout the entire town. Intensity of development should be seriously considered by the Planning Board in the application of all site plan review standards and guidelines.

D. Adaptive Reuse Incentive is a mechanism designed to encourage redevelopment of existing buildings so as to contribute to the architectural, scenic or historic character of the District in which they are located. Such proposals may have a by-right increase of 50% in Scale and Density indicators. In order to qualify for this incentive, written endorsement from appropriate individuals and community groups is required.

2. Bulk Regulations: These criteria deal with the size of buildings and other structures, the percentage of the lot that may be occupied and similar physical factors involved in a proposed development.

A. Height: The height of buildings is controlled by the number of stories and the maximum height of a story (suggested: 15 feet). Buildings in most of the Districts are limited in height (suggested value: 35 feet); in the Business Districts and Hamlet Cores, they may be higher (suggested maximum: 40 feet).

B. Size: The size of buildings refers to the physical and dimensional qualities other than height. There should be a minimum length and width of any structure used as a Dwelling Unit (suggested value: 16 feet for each dimension). Also, both Dwelling Units and Employment Units have minimum square feet of floor area (suggested value: 400 square feet for each).

C. Build-To Line: Build-To Lines are the mechanism by which the corridors of the Transportation Ways may be established and reinforced. Where a structure is located on a lot is largely discretionary to the developer; the Comprehensive Plan wishes to address the way such a structure forms part of the corridor.

D. Coverage: The maximum area of any parcel that may be occupied, surfaced or otherwise covered with impervious material is expressed as a percentage of the total lot area. This figure ranges from a small percent (15% suggested) in the Waterfront and Greenbelt Districts to a larger maximum (70-90% suggested) in the Landings, Hamlet Cores and Business Districts. Adequate provisions must be made to control and dispose of the increased volume of storm water that will result from the coverage.

E. Yards: In order to enhance visual interest and a sense of intimacy between pedestrian activities and neighboring structures, small front yards are encouraged in the Cores of the Neighborhoods, Hamlets and Business Districts.

F. Courtyards: Courtyards are encouraged. Outer courts both provide access to a parcel, and enhance visual interest of the corridor. Storage uses are not permitted in any outer courtyard.

G. Open Space: Open space is desirable between Districts, and along corridors. Certain Uses have been determined to require open space buffers. In certain areas, such as along portions of the Albany Post Corridor and the Railway Corridor, all uses should be buffered. One function of such buffers is to provide room for pedestrian ways. In addition, proposed residential developments of a certain number of Dwelling Units (suggested value: 16 or more) at an established density (suggested as 4 DU/A or greater) are required to provide at least one formal public gathering place of an established minimum square footage (suggested value: 1100 square feet).

3. Site Development Standards

A. Parking: On-street parking should be developed, subject to the approval of the agency responsible for a street or highway, throughout the Town, except in the Waterfront and Greenbelt Districts. The only required off-street parking spaces are those necessary to service the Dwelling Units (two spaces for each DU is suggested) and Employment Units (one parking space for each EU is suggested) involved in the use or uses. These off-street parking requirements *are not* included in the density maximum limits. Any additional parking spaces proposed *are* included in the density maximum limits. Unenclosed off-street parking permitted without Site Plan Approval is limited. Detailed parking standards are contained in the Zoning Regulations.

B. Means of Access: A proposed use is not permitted on any parcel that does not have a minimum frontage on a vehicular corridor. It is suggested that such minimum be 16 feet. Multiple, scattered curb cuts should be consolidated to provide vehicle access should be by means of clearly defined entrances. Sidewalks or equivalent pedestrian ways are required throughout

the Neighborhoods, Hamlets, East Park Business District, Town Center Historic District, Neighborhood Business District and Landing Districts to connect each use to the street and between lots along the street. When adjacent to the street, such pedestrian ways should be of an established minimum width, and should be separated from vehicular ways by a planting strip. Alternatively, existing or new stone walls could provide such a buffer between vehicles and pedestrians. Wherever bicycle paths are indicated on the Official Map, proposed new uses should include a bicycle path across such a parcel. The bicycle path should be separated from both vehicular and pedestrian ways, and should intersect them minimally.

C. Screening: Any off-street parking for more than an established number of vehicles should be screened from direct view from the street and from any point on the water's edge from across the Hudson River. It is suggested that this be required when more than 17 vehicles are involved. A similar screening requirement exists for any storage use other than parking or loading. This requirement is not in force when any such use is fully enclosed within a building.

D. Signs: Consistent with its approach to development in general, the Comprehensive Plan recommends dimensional guidelines and parameters for signs, rather than regulating them by means of detailed descriptions of permitted and prohibited shapes, types and materials. Sign guidelines should be design-neutral and content-neutral.

- A sign, for the purposes of the Comprehensive Plan, should be considered a use; further, it should be permitted only as an accessory use; further still, it should be located on the same lot as the use to which it is accessory. This means that no sign should be the principal or sole use on any parcel.
- Signs should be located within the corridors that serve the use to which the signs are accessory.
- The total area permitted for all signs related to a particular use should be established as a percentage of the gross square feet of that use. The suggested percentage would be from 1.5% to 2.0%. Should there be more than one permitted use on a parcel or within a structure, each such use should have its own permitted maximum total sign area. Accessory uses should be permitted signs as accessory uses to them, provided that such signage is related exclusively to the particular use, and provided that such signage does not exceed the maximum sign area established by the same function of gross square feet. For example, a dumpster, an accessory storage use, could contain signs indicating the removal company responsible and information about types of waste permitted; the total area of all

such signs should not exceed the maximum area allowed to that accessory storage use.

- A maximum area for any one sign should be established (recommended value: 40 to 60 square feet). Within any corridor, the Comprehensive Plan encourages wall signs rather than free-standing or suspended signs; this preference is a matter of the aesthetics of the corridor. Therefore, the maximum area for a single sign should be understood to mean the sum of the areas of all visible surfaces of signs (excluding the areas of edges needed for mounting or stability), *whether or not such surfaces contain lettering, symbols, marking or other design elements.*
- The amount of signage allowed on a facade or other wall of a structure should be limited and should be expressed as a percentage of the area of the surface involved. It is suggested that this percentage be 10-15%.
- A standard of sign density should be established, which would regulate the number of individual signs permitted along the frontage of a parcel (suggested value: two signs per unit of parcel frontage).
- An absolute maximum height for any sign should be established (suggested: 16 to 20 feet), as should minimum clearances for signs above vehicular and pedestrian ways.
- The Comprehensive Plan intends that signs be as unobtrusive as possible in their context. Therefore, signs consisting of information painted on, adhered to, or otherwise mounted on transparent material, should have their permitted area considered as that of the non-transparent material only. Signs consisting of free-standing informational elements should be measured in the same manner.
- The dimensional qualities of any sign, such as size, shape and location, in its setting with other elements of a structure or site, should be submitted together with a sketch or other graphic representation as part of the documentation required for any new use or change of use. Such documentation would be attached to the Certificate of Occupancy. A sign should not be erected or dimensionally modified in any District without having received a permit from the Zoning Office. In order to recover administrative costs, a fee schedule should be established.

E. Landscaping: Any development subject to Site Plan Approval should submit a landscape plan prepared by a landscape architect. Street trees are required at intervals along the frontage of parcels developed for any use

(suggested interval: 32 to 48 feet). Efforts should be made to preserve existing large trees whenever feasible.

F. Architectural Features, Location and Dimension of Buildings: Any documentation describing architectural features, location and dimensions of a building should be prepared by an architect.

1. Architectural Features: Buildings should not mimic historic structures that may exist on adjacent sites, but should be designed in a manner consistent with the architectural features of such buildings. That is to say, new and renovated buildings are encouraged to incorporate the traditional forms, practices and styles found in Hyde Park in creative ways. Materials used for additions to existing buildings should be consistent with the original building. New buildings should use natural materials for exterior finish wherever possible. Flat roofs should be discouraged, as a matter of public safety, throughout the town. Aesthetic concerns should limit low-slope roofs to high-rise buildings in the Cores. Otherwise, steep-slope roofs are called for. The Comprehensive Plan promotes buildings whose appearance is consistent with and enhances the appearance of the existing buildings on a corridor. Primary entrances should be oriented to the parcel frontage. Blank windowless facades facing a corridor are discouraged; also discouraged is the use of materials in a facade which detract from a vertical definition for doors and windows.

2. Location: Public buildings should be prominently located in the Core Areas, and should be architecturally superior. Quasi-public buildings that are not land-intensive should be similarly located; if they require expanses of open space, they should be located at the perimeters or between the Neighborhoods, Hamlets and the Town Center. Any proposed building to be located on the bluffs that define the Hudson River Corridor should be consistent with the manorial character of the existing buildings, or should be located so as not to present a significant presence when viewed from the water. Buildings located below the bluffs should blend into the natural quality of the shoreline. Throughout the Town, areas used for parking should be clearly subordinate in location to other uses on a parcel.

3. Building Dimension: All buildings should be located along the Transportation Corridor in such a way as to provide spatial definition to the corridor. Spatial definition is based on visual perception of the corridor; this in turn depends in great part upon the height-to-width ratio of the space. The ideal minimum ratio is 1 increment of height to 3 of width. This ratio can be achieved by a combination of

building height, build-to line and architectural features. It may also be established by trees or other means. Height to length ratios for facades and other building faces may be established in the Zoning Regulations. Large facades should incorporate changes in plane and architectural features that give the appearance of several common-wall buildings.

G. Protection Features: In order to minimize adverse impacts on adjoining uses, proposed developments should include provisions to deal adequately with storm water runoff, erosion control, solar access and artificial lighting. General and District specifications should be in the Zoning Regulations.

H. Infrastructure: New major subdivisions of 50 or more lots in the Neighborhoods, Hamlets, and Greenbelt should be required to provide adequate water, sanitary sewer and storm water systems. Further, these systems, wherever possible, should be extensions or components of municipal systems. When municipal systems become available in close proximity to such development (suggested distance: 500 feet), connection to the municipal system should be made by the owner of such a system. Power and communication distribution cables should be buried in new developments, rather than strung as overhead lines. In addition, the Town should pursue retro-fitting the Districts, beginning with the Cores, so that the corridors of the Neighborhoods, Hamlets, Landings and Business Districts are made less cluttered in appearance. Road-widening and water and sewer system installation projects might be coordinated with utility retro-fitting where feasible. It is preferred that such cables be installed in alleys.

I. Environmental Standards: The Zoning Regulations should establish standards dealing with soils, wetlands, streams, flood hazard, significant natural areas, Agricultural District 20, and liquid and solid waste disposal.

4. Subdivision Guidelines: This set of guidelines comes into play when subdivisions are being laid out. It typifies organic development when such development is envisioned for a subdivision from the outset.

Basic Plan: The layout of the subdivision should include a site analysis map, which locates natural, cultural and scenic features. The preferred layout is that of a Neighborhood, with its identified Core, on the model of a traditional village. The village is based closely on the site analysis map, and features varying lot sizes, a minimum of disturbance of natural features, and significant open space. Outward vistas are preserved. Public and quasi-public buildings are sited so as to perform their civic functions. A street hierarchy with long routes for through traffic is preferred, with an even dispersal of traffic throughout the vehicular corridors. Service alleys are recommended as the primary means of vehicular access to garages and

service facilities. The grid offers geometric variety, while being responsive to the terrain. Streets are short, and vistas are terminated.

Block Types: There are several possible types of blocks for a newly subdivided Neighborhood. An organic approach would require that, whichever type or mixture of types is used, certain values be held. First, vehicular access in both front and rear is recommended. Next, the terrain should be negotiated gracefully. Third, pedestrian movement is integral, not incidental.

Open Space Types: Public open space is a critical dimension of Neighborhoods. There are a number of specialized types of such space. The developer of a subdivision is urged to consider all of them in designing the specifics of the project. Playgrounds, ideally located within 500 feet of every residence, can be extracted from any block. A traditional "close" design can provide shared space within a block. Attached and detached squares have both practical and symbolic importance as places of gathering and of emphasis. Plazas, greens, commons, parks and buffers all provide a sense of spaciousness.

Building Types: Whether a particular building is to be a courtyard, side yard, rear yard or perimeter yard type is obviously at the discretion of the developer. However, since the traditional 50-foot width for platting lots has become wasteful with the dimensional constraints imposed by parking requirements, lots should be platted based on 16 foot lengths. This is because the basic increment of efficient parking is the double row at 64 feet; dividing this figure by 4 arrives at 16 feet. This is the absolute minimum row house lot that allows one car to be parked. Platting in 16 foot sections, therefore, allows for flexibility and efficiency, no matter which of the building types is selected.

C. APPROVAL PROCESS

The third aspect of promoting organic growth in Hyde Park has to do with assuring that all development proposals are reviewed objectively, consistently and in a timely fashion. It is the intent of the Comprehensive Plan to encourage growth in the Cores and Landings, to govern by-right development largely through guidelines, and to provide a determination of consistency for out-of-scale or otherwise not permitted uses early in the process. The Comprehensive Plan recommends the following two structural modifications along with a modular approach to approval in order to meet these objectives.

1. Certificate of Occupancy. The Certificate of Occupancy would be both the instrument and the symbol of the conformity of the use of the land, water or structure to which it applies. It would be granted at the time when all requirements for conformity have been met on a new or changed use; it would be subject to revocation should any change in use occur, or should the requirements of conformity cease to be met. The Certificate of Occupancy would identify specifically the following elements: each particular use included; any conditions of such occupancy; and the scale, density and intensity of each permitted use. It also would reference all required supporting documentation for the use. Without a complete current valid Certificate of Occupancy, a use would not be a conforming use. This is the first structural modification proposed relating to the approval process.

2. Zoning Office. A zoning office would be established, and a public official accountable to the Town Board would be appointed to coordinate and oversee all zoning and building actions relating to proposed development. (Current Town Code, in its section on Building, identifies a Supervisor of Buildings, whose functions might be modified and clarified according to the model outlined in this section.) The zoning office, in any case, is intended to be a separate and distinct operation from the Building Department. It would be the initial contact for all required approvals, and the single source of all zoning information and services. It would receive and review all applications for -- and issue -- Certificates of Occupancy, permits and licenses required by the Town under the Zoning Regulations. It would receive, review and coordinate the review of all subdivision, special permit and site plan approvals, and all PUD applications. It would interface with other offices and boards as necessary, facilitating a full and timely review of all applications. It would receive any Notices of Appeal, and forward them to the Board of Appeals. It would revoke Certificates of Occupancy when uses are determined to be in violation of the Zoning Regulations, in accordance with established procedure regarding notification, remediation and the like. It would advise the Building Inspector on all zoning requirements relating to applications for Building Permits. It would maintain all records necessary to administer the provisions of Zoning. The zoning office, in short, would be the traffic manager of the entire approval process. It would provide an easily accessible reliable source of information to guide those who wish to pursue development opportunities, no matter how large or how small. It is recommended that the zoning office be equipped with desktop GIS software, in order to work in concert with EMS and County agencies to

update use information and provide speedy baseline data to prospective developers. The zoning office would be the second structural modification proposed for the approval process.

3. Existing Uses. Legally existing uses at the time of the adoption of this Comprehensive Plan and the accompanying Zoning Regulations would be considered to be prior non-conforming uses.

4. By-Right Uses. Any permitted use proposed in a particular District, which conforms to the use, bulk and site development requirements outlined above and contained in the Zoning Regulations, would be designated as a by-right use. Issuing a Certificate of Occupancy for such a proposed use would be done by the Zoning Office without further review if no construction is involved. If such a use requires construction, Building Department certification would be necessary before the Certificate of Occupancy could be issued. Special Permits would be required for those uses which require the exercise of judgment and discretion; in these cases, the Zoning Board of Appeals, with appropriate input from the Planning Board, would issue the Special Permit. Subdivision and Site Plan review may call for the involvement of the Planning Board, if established guidelines were exceeded for certain elements of the site plan.

5. Planned Unit Development (PUD). The general purpose of the PUD Overlay is to allow the planned creation of new mixed use community centers and the transition of existing community centers from Neighborhoods to Hamlets to Business Districts. The PUD process is also intended to encourage and allow more creative and imaginative design of land developments than is possible under district regulations. The PUD process is intended to allow substantial flexibility in planning and designing a proposal. While greater density and more lenient siting requirements may be granted, PUD proposals should reflect the principles of traditional neighborhood development incorporated in the Comprehensive Plan of the Town. Through proper planning and design, each PUD should include features which further, and are in compliance with, the following objectives: to allow for the design of new community centers that are architecturally and environmentally innovative, and that achieve better utilization of land than is possible through strict application of standard zoning and subdivision controls; to encourage land development that, to the greatest extent possible, preserves natural vegetation, respects natural topographic and geologic conditions, and does not adversely affect flooding, soil, drainage and natural ecologic conditions; to provide for abundant, accessible, and properly located public open and recreation space; to encourage uses of land which reduce transportation needs and which conserve energy and natural resources to the maximum extent possible; to lower development and building costs by permitting smaller networks of utilities and streets and the use of more economical building types and shared facilities; to promote the combining and coordinating of land uses, building types and building relationships within a planned development, which otherwise would not be provided under a conventional zoning district; to provide additional convenience

and economy in the location of retail and other commercial enterprises and services, and to provide a wider range of housing costs and settings for Town residents; to promote sensitive development of land adjacent to already settled areas that provides for the orderly and organic transition from neighborhoods to hamlets, hamlets to commercial areas, and creation of new cores.

D. COMMUNITY PILOTS

In order to actually demonstrate the type of development opportunities that the Comprehensive Plan encourages, four community pilot projects have been identified. Each of the settlement Districts is represented by one project, as are the Landings. At least one of the demonstration projects could serve as a prototype in order to test the new zoning law. The four pilot projects are described below in terms of the issues and opportunities which characterize them, as well as the approach and promotion required for each.

1. The Historic Crossroads

Issues: The area of Town defined by the Albany Post Road, West Market Street, Park Place, Main Street, Church Street and East Market Street is the earliest core area of Hyde Park. It includes one of the Town's historic districts, the Town Hall, the Post Office, the Library, three churches, two churchyards, several significant buildings and most of the components of a traditional village. However, it lacks both a public gathering place and the trade facilities that draw people and create a sense of place. The public corridors in this core suffer from a lack of definition and maintenance. The heart and focus of the area is more than two acres devoted to automobile storage, sales and repair. Pedestrian movement is discouraged. With the possible exception of the west side of the Albany Post Road, between Main and West Market Streets, and a short section of East Market Street in front of the Post office, the pedestrian must maneuver through moving or parked automobiles. Vehicular traffic on the Albany Post Road has given the area the thread-worn appearance of an old coat.

Opportunities: The Town's purchase of property fronting on West Market Street and the planned expansion of the Town Hall, combined with the proposed relocation of the present automobile dealership, combine to present a unique opportunity to restore the vibrancy, character and quality of this area. In addition, the recent crossroads improvements can be extended west to the historic train station and waterfront to add interest for residents and visitors alike. Consequently some small-scale neighborhood business uses would be appropriate in the adjoining areas. It is an opportunity for the Town to demonstrate its civic identity and pride by creating a traditional "village green" town center; such a government core strengthens civic cohesion. In fact, this project provides an opportunity to focus all of the components of the Comprehensive Plan on a community project that is a statement of the community's vision and our commitment to its realization.

Approach: This Pilot Project should be undertaken in a comprehensive manner, including the entire area and its immediate Town Center surrounds as the scope. A connection between the intersection of West Market and Main streets with the Stoutenburgh Landing should also be included. A plan for the redevelopment, adaptive reuse and restoration of this area should be prepared that can be modified to reflect proposed and accomplished changes of the existing fabric over time. The plan should include a visual component that is readily adaptable to change, both for

demonstrating the proposed as well as maintaining a record of the existing. This could take the form of a scale model of the area that utilizes simple block forms to represent existing structures and detailed models of those structures that are considered to be particularly significant and worthy of protection. Scale trees and other natural elements should also be incorporated.

Promotion: The Pilot Project should be actively promoted by the Town itself. This could be accomplished by packaging the public space components in reasonably sized packages and soliciting proposals for their development. This would obviously include all improvements to town-owned properties, but could also include properties owned or controlled by other levels of government as well as privately-owned properties. Cooperative ventures for the improvement of county, state and federal properties could be formed where the maintenance of the improvements is undertaken by the Town. Agreements could be made that would assure pre-approvals, increase scale and density and defer or except the assessment of desired improvements.

2. The Staatsburg Hamlet

Issues: Staatsburg is severely constrained from fully maturing as a Hamlet by the lack of infrastructure - sewer and storm drainage. It is located in a natural bowl that has soil characteristics unsuitable for drainage and sewerage disposal. There are no sidewalks in the core area.

Opportunities: Staatsburg is defined on at least two sides by the Mills-Norrie State Parks complex. It is further defined by two major corridors, the Conrail tracks, to the west, and the Albany Post Road to the east. It is a natural location for tourist industry support facilities that enhance the historic site, marina and golf course that are within walking distance of the core. The abandoned railroad station is within the core and if re-established could provide a Metro North link to New York City and an Amtrak Albany connection. Restaurants, bed and breakfast establishments, inns, specialty shops and similar tourist related facilities would blossom if there were adequate infrastructure to support them. The commercial facilities that are essential for the residents of the Hamlet and the adjoining Greenbelt and Waterfront Districts would be re-established to provide an economically viable Hamlet. Proper investment in corridor definition would result in a unique sense of place and quality of life.

Approach: This Pilot Project should be launched through a series of Hamlet-based planning events, which elicit the input of residents and business people in developing a comprehensive plan for the Hamlet. Growth in Staatsburg requires the development of infrastructure. This includes the development of a municipal sewer system and a storm water management system. The re-establishment of a railroad station and the development of sidewalks and corridor definition are necessary enhancements that should be considered at the same time. The cooperation and participation of the Taconic Region of the State Parks should be pursued for all

aspects of this Project. Conrail must be actively engaged in this Project in order to develop alternative automobile parking solutions that do not adversely impact the core area. Again, the latter phases of this project could be best studied and updated by utilization of a scale model.

Promotion: The key to this project rests with the people of Staatsburg themselves; Town support of this project is essential as well. The participation of New York State Department of Parks and Historic Preservation, Conrail, Amtrak, Metro North and Dutchess County Water and Wastewater Authority must be actively pursued with a high degree of commitment by the Town Board. Public space improvements could be packaged and proposals obtained for their implementation augmented by prioritized pre-approvals for private investments that provide an economic benefit for achievement.

3. The Bellefield Planned Development District

Issues: The Bellefield Planned Development District is approximately 1,000 acres of largely undeveloped land lying to the east of Route 9 north of St. Andrews Road and east and west of Route 9 south of St. Andrews Road, reaching from the old drive-in theater at the northerly end to the Culinary Institute of America at the southerly end, including much of the land lying between the FDR and Valkill National Historic Sites. Planned development is needed to ensure that the District is developed in a way that preserves the natural beauty of the land, promotes tourism and the connection between the FDR Home and Valkill, supports the existing business district in the Town Center, and sensitively expands the Town Center Historic District with planned mixed use development. The provisions of this District are intended to streamline permitting and allow greater use flexibility.

Approach: The Bellefield Planned Development District will take advantage of and support the presence of two national historic landmarks the FDR Home and Valkill and the Culinary Institute of America to develop the tourist related economy of the Town. The Bellefield PDD is intended to provide for a mixture of uses: promoting tourism related businesses and building the Town's commercial tax base; complementing the FDR Home and Valkill National Historic Sites; developing a walkway or other link between the FDR Home and Valkill; supporting the existing commercial activity in the Town Center; sensitively expanding the existing mixed use Town Center; maintaining and developing an attractive gateway entrance to the Historic Village at Teller Hill; preserving and protecting important views and natural features of the landscape; and serving the region beyond the boundaries of the Town of Hyde Park. A development proposal in the Bellefield PDD should include a comprehensive plan for at least 100 acres.

Promotion: The Bellefield Planned Development District should be actively promoted by the Town with the assistance of development consultants to assure that quality development proposals are generated. The Town should work closely with the County Department of Planning and Development on the sale and development of the property owned by the County in the Bellefield PDD.

4. **The Stoutenburgh Landing**

Issues: This area of Town is the historic land that served Hyde Park as its connection to the Hudson River Corridor and the Rail Corridor. These connections to two of the major transportation corridors that established Hyde Park have been abandoned and forgotten. The Stoutenburgh Landing is a logical and strongly related extension of the Historic Crossroads Project. Both Main Street and West Market Street lead to River Road that is the vehicle and pedestrian corridor of this Landing. The Hyde Park Trail utilizes this corridor to link the Roosevelt and Vanderbilt National Historic Sites. This location is the only place where the Town owns land that fronts on the Hudson River. It is served by municipal water and could be incorporated into the proposed sewer district. Pedestrian movement is restricted to vehicular ways.

Opportunities: This is a unique opportunity to re-establish an inter-model transportation node that connects rail, water, and vehicular and pedestrian movement in a manner that presents an example for the Hudson Valley Region. The pivotal consideration is the storage of automobiles and boats. It is an opportunity to demonstrate that parking lots need not dominate and destroy the quality of life and character of such facilities. Implementation of "shuttle" services to connect the Landing to remote, dispersed parking areas is the fundamental element of this Project. In addition, the viability of a safe and serviceable pedestrian crossing of the rail corridor must be demonstrated. This is a unique opportunity to demonstrate the re-connection of the Town to the Hudson River and to the railroad. The economic benefits to be gained from this are unequalled in the Hudson Valley Region. This project would achieve pedestrian access to the National Historic Sites from the New York and Albany markets via the Landing. It would connect the recreational river traffic to the historic sites and the Historic Crossroads core area. It would provide alternative access to the Culinary Institute and it would connect the residents and businesses of Hyde Park with job opportunities and markets in the New York and Albany metropolitan regions.

Approach: Essential to this Project is the demonstration that automobile storage can be accommodated other than at the "front door" of the inter-model connection and that it need not create blight on the Landing or the Town Center Historic District. Dispersed, small scale parking areas combined with use of existing under-utilized parking areas that are connected to the Landing by a reliable shuttle service that is integrated with the schedules of the railroad and river arrivals and departures is the core of this Project. The National Park Service, National Archives, Culinary Institute, Dutchess County Tourism and the Town should cooperatively explore the

solution to this element. A comprehensive plan for development of the support facilities should be created and presented to Conrail, Amtrak and Metro North to ensure their participation in the project. The plan should incorporate the development of a dock facility and pedestrian crossing of the railroad that would be pursued in conjunction with developing any new rail station. The original station building should be retained as a component of this complex with a new station facility located to the west of the tracks in conjunction with the dock.

Promotion: Again, the promotion of this Pilot Project falls to the Town of Hyde Park. The Town must develop the plan and enlist the support of all the potentially involved parties, demonstrating vision and commitment. The cooperation of all agencies can only be enlisted by a demonstration by the Town of its desire to see the Pilot Project achieved. To this end the Town must invest in a comprehensive planning effort to demonstrate the product that is desired. This is a particularly applicable project for utilization of a scale model of this portion of the Town that could be utilized in evaluating and recording the implementation of component development.

II. STRENGTHENING THE CIVIC COHESION OF HYDE PARK

The second strategic direction for growth in Hyde Park involves land-use implications that are designed to strengthen the civic cohesion of the Town. Our Town's civic cohesion is supported by both physical and social connections. Therefore, activities directed toward this end involve both a series of municipal improvements and a group of projects designed to strengthen community identity.

A. MUNICIPAL IMPROVEMENTS

Two general types of municipal improvement contribute to the sense of identity of any community. These are the development of corridors, facilitating the movement of people and goods throughout the community, and the provision of infrastructure systems to meet the needs of the population for reliable water, sewer and storm water management. In addition to these arenas, civic cohesion is strengthened by finding new revenue sources and creative mechanisms to provide services without a significant increase in taxation, especially on homeowners. Obviously, such municipal improvements further the other three strategies of the Comprehensive Plan. They are discussed under the Civic Cohesion Strategy to underline their significant though subtle role in connecting residents to one another and to the community as a whole.

1. Corridor Development

Vehicular Ways: The major north-south highways in traversing Hyde Park are US Route 9 and State Route 9G. The former is most frequently referred to as Albany Post Road, but sometimes as the Post Road. The latter is named Violet Avenue from the border with Poughkeepsie to the intersection of County Road 41 (East Market Street on the west and Crum Elbow Road on the east). Sometimes, Violet Avenue is used for the entire length of Route 9G. The context should clarify the meaning.

The first of several recommendations that deal with vehicular ways in Hyde Park calls for the creation of a limited-access crossover between Albany Post Road and Violet Avenue. This crossover would proceed northeasterly from a point south of the intersection of St. Andrew's Road and Albany Post Road, and would be designed to provide an alternative route for those vehicles wishing to reach the Kingston-Rhinecliff Bridge and other northern destinations. Such a crossover is critical as an alternative to continuing the pattern of widening the Albany Post Road with dividers north from St. Andrew's Road through the Town Center area. The Town Board should urge the New York State Department of Transportation to undertake preliminary studies at once. Should such a crossover not be feasible, an alternative solution to the increasing vehicular traffic must be sought, or the identities of the various settlements in Hyde Park, and that of the Town as a whole, will be further fragmented. At this time, the Comprehensive Plan recommends that no roads within the Town other than this proposed crossover be developed with more than two driving lanes.

Second, the Comprehensive Plan recommends that additional east-west Town roads be designed and built to interconnect Route 9G and the Albany Post Road. High priority should be given to developing the former Woods Road right-of-way as a connector linking the Haviland Hamlet to the Town Center Historic District. An additional connector road is proposed from the Bard Rock Neighborhood to the Greentree Neighborhood. In addition to linking these neighborhoods, such a road would help to reduce the heavy traffic loads along the East Market Street-Pinewoods Road connector. Other east-west roads could be developed in conjunction with the crossover to provide additional access between the Neighborhoods and the commercial areas. In particular, such connectors should be considered in the design of new PUDs.

The third recommendation is that service roads be built and upgraded to increase overall safety and reduce the amount of local traffic on major arterial roads. Several specific service roads are recommended; each should be built behind structures on the main corridors. The first of these service roads is located on the west side of the Albany Post Road in the Teller Hill Core of the Town Center Historic District, connecting the St. Andrew's intersection south of Easy Street to the Hyde Park Mall, with a possible entrance to the Post Road midway in the service road. The second is found on the east side of the Post Road, and would connect Farm Lane to Woods Road, and through any proposed development of the drive-in property to Terwilliger Road, eventually reaching Pinewoods Road.

The fourth recommendation is that the road systems of the Neighborhoods, Hamlets and Town Center be reengineered toward a grid pattern of traffic flow. This includes developing alleys where possible. Such a network of roughly parallel and perpendicular streets allows vehicular traffic to be distributed effectively. Furthermore, such a grid system permits new uses within the Town Center and Hamlet Cores to be introduced on a connector to the Post Road or Violet Avenue or another arterial. Such a pattern of development strengthens the physical sense of place of the Cores, as well as relieves local traffic. Intersections with the Post Road should be reengineered as true cross streets wherever possible. Parallel roads connecting Harvey Street to Kirchner Avenue/Garden Street through Regina Coeli and the Hyde Park Elementary School properties would improve circulation in the Town Core. Connecting East Market Street with Church Street from St. James Chapel through the United Methodist Church property is also suggested.

Pedestrian Ways: The Comprehensive Plan intends to reestablish pedestrianism as the preferred mode of mobility within the Town of Hyde Park. To this end, the following recommendations are made:

- Sidewalks, buffered from vehicular traffic by on-street parking wherever possible, should be constructed in the Cores of the Neighborhoods, Hamlets, the Town Center and the Business Districts. The Town should consider sidewalk maintenance,

including snow-plowing and removal, to be the responsibility of the owner of the abutting property.

- Where streams and other waterways traverse the Town, pedestrian rights-of-way should be sought, and public pathways developed. This is particularly appropriate where such waterways provide linkages between the Neighborhoods, Hamlets, Town Center and Business Districts.
- Existing paths in the Town should be identified and, where appropriate, marked and improved. Certain paths might be further developed to an appropriate level for use by bicycle or horse traffic. Paths in public lands should be linked with these informal paths as well.
- Pedestrian ways should be an integral part of any new development in the Town. This means, for example, that any project which is expected to draw vehicles in quantity must be designed in such a way that the people who arrive at the location have attractive walkways to get from the vehicle to the principal use. In other words, parking lots should be developed for the pedestrians, rather than for the vehicles that they use.

The final and overarching recommendation relates to both the vehicular and pedestrian ways. It is that the Town Board establish and adopt an official map, in accordance with Section 270 of the New York State Town Law, which illustrates existing *and proposed* streets, highways, parks and drainage systems. This map should be drawn in light of all of the sections of the Comprehensive Plan, with special consideration on how its provisions will help to promote civic cohesion. The official map serves to inform the public and other governmental and regulatory agencies of the Town's intentions, and thereby is an important tool in enlisting their cooperation.

2. Infrastructure Systems

Infrastructure systems are essential supporting elements of the civic cohesion strategy. They enable Neighborhoods, Hamlets, Landings, the Town Center and the Business Districts to become more compact, and therefore more cohesive, settlements. They allow PUDs to become integrated into the community as a whole. The Comprehensive Plan recommends the following actions in support of a cohesive approach to infrastructure systems:

- A management program should be developed to collect and disperse storm water runoff. This program should include a filtering

component, to assure that petroleum waste and other contaminants are not returned to the water table.

- The Town should obtain ownership of the eight public and private water systems within Hyde Park. Eventually these should be interconnected. All homes and businesses within the boundaries of these systems should be connected to the systems as soon as feasible and practicable.
- A comprehensive municipal sewer system should be designed and constructed. Such a system would include, but not necessarily interconnect, the following components:
 - the Staatsburg Hamlet, along with adjoining State lands;
 - the Town Center, reaching out to the East Park, Union Corners and Haviland Hamlets, and the Culinary Neighborhood;
 - the Greenbush Hamlet, extending to serve the Madison Neighborhood;
 - the Scenic Drive Neighborhood.
- A Town Water and Wastewater Authority should be created -- or the Dutchess County Water and Wastewater Authority designated -- with full authority for policy, procedures and funding for all such systems in the Town. Such an Authority would allow these issues to be addressed in a comprehensive way, and facilitate cooperation with neighboring municipalities in a regional approach.
- Any PUD will require participating in the construction of new infrastructure or the expansion of existing systems.

3. Capital Funding

In order to underwrite the costs of these recommendations, and to provide monies for other projects and offices recommended by the Comprehensive Plan, several strategies for developing and managing funds are recommended. Some of these recommendations expand efforts that have traditionally been part of the fund generation for the Town. Others may require new local legislation. Town officials, no doubt, will be able to develop additional strategies.

- **Grant Writer:** There is a great deal of private and public money available to municipalities for development purposes. Often, such funding entities prefer to invest in capital improvements, although start-up funds are

available sometimes to support operational costs for an initial period of a project. It is recommended that the Town continue the services of a professional grant writer to take advantage of these sources of capital. Such a person, knowledgeable about funding sources and with a proven track record, should work on a performance basis. The grant writer will work with the Town officials to target and prioritize projects, and will be available to community groups to assist them in grant procurement. The costs for such a position should be recovered many times over; it is recommended that a reasonable trial period should be agreed upon as part of a consulting contract.

- **Long-Term Plan:** In order to structure desired improvements into its overall fiscal program, the Town of Hyde Park should undertake the planning and execution of a capital program, as defined in Section 99-G of the General Municipal Law. This involves a determination of capital projects proposed to be undertaken during a six-year period, the estimated cost of the improvements and the proposed method of financing. In order to create such a plan, a Town-wide process should be developed to generate input and make recommendations to the Town Board. All municipal departments and agencies would be required to participate. Future needs for such things as recreational, civic or cultural facilities should be included. The intent of this plan would be to provide a framework to anticipate all capital needs as completely as possible, and therefore to minimize interim capital requests, except in cases of unforeseen circumstances.
- **Designated Contributions:** Certain projects of the Comprehensive Plan may be supported in whole or in part through voluntary donations. Developing and retrofitting the Historic Crossroads and establishing a Cultural Center come to mind. Historically, private initiatives for the public good have been supported by the Town Board. Looking at the proposed projects, Town officials should determine what role, if any, is appropriate for the Town to play in them.
- **Business Fee:** In order to provide revenue to provide and enhance public amenities in the corridors of the Cores and Landings, it is recommended that any person, partnership or corporation engaged in commerce, manufacturing or providing a service in an attempt to make a profit, be assessed an annual business fee. The fee schedule would be variable, based on a set of objective criteria relating to the location, scale, density and intensity of the use, and to the number of people employed. The business fee for a new use could be added to the fee for a Certificate of Occupancy. It is recommended that revenues generated from this fee be used to underwrite such things as sidewalks, landscaping, gateway development and maintenance and park benches. It is further recommended that those subject to this fee be asked to establish priorities for the projects that the revenue will underwrite. An

additional benefit of the business fee is that it will provide an ongoing record of all businesses functioning in the Town.

B. COMMUNITY IDENTITY

Just as transportation and other infrastructure systems provide physical connections among community residents and businesses, so too there are a number of dimensions of community life that encourage social connections of citizens to their neighbors and to the Town as a whole. Many such dimensions of community life depend on private, voluntary or individual initiative, but there are ways in which Town officials can support and encourage such efforts. The Comprehensive Plan recommends a number of such actions in three general categories: town symbols, local organizations and community events.

1. **Town Symbols:** There are two recommendations that deal with an official Town role in this dimension of the community's social fabric. The Comprehensive Plan has identified the Neighborhoods, Hamlets, Town Center, Business Districts and Landings throughout the Town of Hyde Park. In nearly every case, part of that determination involved a discussion of the most appropriate names. Often this discussion centered on historical factors. It is recommended that the names by which these communities are identified become part of the official designations of the Town of Hyde Park. The second recommendation is that Town officials support all efforts to gather and publish historical material about these Districts and the Town as a whole.
2. **Local Organizations:** There are two recommendations in support of the many local organizations in Hyde Park. The first is that the Town identifies and makes known at least one meeting space in each Neighborhood that community groups may use. The second is that an annual Town Directory be published in which, upon its request, any local group or organization may be listed. Such a Directory would be particularly helpful for newcomers to the Town.
3. **Community Events:** The Town officials should support in any way possible public events like "Staatsburg Day" wherever they occur in the Neighborhoods and Hamlets, as well as in the Town Center. The Comprehensive Plan also recommends that the Town support locally-initiated roadway cleanup days of Town roads. Such support would include providing bags and safety equipment, and collecting and disposing of the collected trash.

It should be emphasized that civic cohesion involves not simply the interaction between citizens with their immediate neighborhoods. In order to encourage a sense of pride in the entire Town, every effort should be made to have the various departments and officers of the Town interrelate with one another and with the citizenry in informal ways, as well as in the performance of their official duties.

III. EXPANDING THE ECONOMIC BASE OF HYDE PARK

The third strategic direction necessary to guide the growth of the Town of Hyde Park is to expand the economic base of the community. Such a strategy has several objectives: creating jobs, expanding the tax base, providing additional services to the community, and attracting, retaining and circulating outside monies as intensively as possible. As the economy of the Hudson Valley continues its development away from manufacturing and agriculture, and toward service and information, economic development must go beyond its traditional role of attracting outside interests to invest in the community: it must strengthen local businesses and foster a greater participation in the local economy by Town residents. The Comprehensive Plan offers the following initiatives to support this strategy.

A. LOCAL ENTERPRISE

Two specific aspects of the Comprehensive Plan will stimulate development and encourage entrepreneurship. Two other recommendations require separate enabling action by the Town Board.

- 1. Planned Unit Developments (PUDs):** The Comprehensive Plan supports development in the Cores of the Neighborhoods, Hamlets and the existing commercial districts and in the Landings as its first priority. Such development preserves and recreates the sense of place of a traditional town, an objective desired by residents and visitors alike. For the same reasons, the Comprehensive Plan encourages additional development in the many appropriate additional locations within the boundaries of the Neighborhoods, Hamlets and Business Districts.

Such available locations, however, cannot serve to support all the development projects necessary for growing the economic base of Hyde Park. In particular, large single-use projects, or multiple use projects developed as a single plan require large tracts of land. Therefore the Comprehensive Plan allows for the development of PUDs.

The general purpose of the PUD Overlay is to allow the planned creation of new mixed use community centers and the transition of existing community centers from Neighborhoods to Hamlets to Business Districts. The PUD process is also intended to encourage and allow more creative and imaginative design of land developments than is possible under district regulations. The PUD process is intended to allow substantial flexibility in planning and designing a proposal. While greater density and more lenient siting requirements may be granted, PUD proposals should reflect the principles of traditional neighborhood development incorporated in the Comprehensive Plan of the Town.

Through proper planning and design, each PUD should include features that further, and are in compliance with, the following objectives:

1. To allow for the design of new community centers that are architecturally and environmentally innovative, and that achieve better utilization of land than is possible through strict application of standard zoning and subdivision controls;
2. To encourage land development that, to the greatest extent possible, preserves natural vegetation, respects natural topographic and geologic conditions, and does not adversely affect flooding, soil, drainage and natural ecologic conditions;
3. To provide for abundant, accessible, and properly located public open and recreation space;
4. To encourage uses of land that reduce transportation needs and which conserve energy and natural resources to the maximum extent possible;
5. To lower development and building costs by permitting smaller networks of utilities and streets and the use of more economical building types and shared facilities;
6. To promote the combining and coordinating of land uses, building types and building relationships within a planned development, which otherwise would not be provided under a conventional zoning district;
7. To provide additional convenience and economy in the location of retail and other commercial enterprises and services, and to provide a wider range of housing costs and settings for Town residents;
8. To promote sensitive development of land adjacent to already settled areas that provides for the orderly and organic transition from neighborhoods to hamlets, hamlets to commercial districts, and creation of new cores.

2. **Home Occupations:** Home occupations are nonresidential uses that are secondary and clearly subordinate to an existing residential use, conducted within a home by a permanent resident of that home in such a manner that the residential character of the home is not altered.

The Comprehensive Plan allows home occupations throughout the Town in order to support and encourage individual entrepreneurial efforts. Once these establishments reach a certain scale, however, they have the potential to:

- disturb the residential character of neighborhoods due to increases in employees, vehicular trips, deliveries, and building size and scale;
- discourage the establishment of commercial uses within the Cores by allowing businesses to grow in the home.

If a home occupation does not encourage any customers or clients to enter or leave the premises, is conducted entirely by members of the family occupying the dwelling unit, has no exterior display, exterior storage of materials or other exterior evidence of any home occupation, requires no exterior alteration, addition or change to the structure that would require a building permit in order to accommodate such use within such structure, and does not occupy more 30% of

the floor space of the dwelling unit or accessory structure, it is suggested that the home occupation should be deemed a use permitted by right in all districts for which no Certificate of Occupancy or review by the Planning Board or Zoning Board of Appeals is needed. Such uses should be deemed to be “No Impact Home Occupations.”

By permitting Home Occupations, the Comprehensive Plan encourages the growth of one-person consultant business and employee offices-in-the-home. The citizens of Hyde Park are one of its greatest resources. Their individual or family economic initiatives are encouraged. Home Occupations serve as incubators for such initiatives: from them may develop the larger commercial ventures that will provide additional services to the Town, and add to its tax base as well.

3. **Tax Incentives:** The Comprehensive Plan recommends that the Town provide tax incentives for business, commercial and industrial investment in the life of the Town. One such incentive is offered by Section 485-b of the Real Property Tax Law of the State of New York. This law offers partial abatement on new taxes imposed as a result of property improvements. It is possible for a municipality to target particular enterprises and to designate preferred locations for these abatements. Appendix E contains the recommendations of the Comprehensive Plan Committee regarding the types and locations of the commercial ventures that would be eligible for Section 485-b incentives. Town officials, working with responsible agencies at the State, County and School District levels, may be able to extend these incentives, and to identify and implement others.
4. **Economic Development Committee:** The Comprehensive Plan recommends that the Town reorganize an advisory committee to recommend strategies and structures to attract new development and to broaden the support of existing business, commerce and industry in the community and the region. The committee should be comprised of a broad cross-section of the citizens of Hyde Park. Its initiatives should be taken in the context of all four of the strategies of the Comprehensive Plan.

B. CITIZEN ENGAGEMENT

Sustained economic development requires citizen engagement. Economic health and social vitality are interwoven to become the fabric of a community. One of the greatest challenges to the economic vitality of Hyde Park is finding ways to elicit and engage the human creativity of its people. Most often, the initiative of private individuals and service organizations is required to achieve these ends. The Comprehensive Plan recommends that the Town stimulate and support such efforts in two ways.

1. **Local Modification Process:** The general development guidelines discussed above will be detailed in the Zoning Code, and will specify basic standards for ensuring that development projects are consistent overall with the character that the Town is trying to achieve within the various land-use districts. Several existing Districts, however, express an architectural unity because the majority of buildings were constructed during a particular time period, and modern infill is not prevalent. In these Districts, in particular, additional development guidelines may be appropriate.

But such design flexibility is appropriate in other Districts as well. Therefore, although these general design guidelines should be considered as the baseline criteria throughout the community, residents of the various Neighborhoods and Hamlets are encouraged, should they deem it appropriate, to create supplemental development guidelines specific to the areas where they work and live. However, such supplemental guidelines may not be simply a direct modification of the guidelines articulated in the Comprehensive Plan.

Rather, in order to develop such guidelines, the District must use the methods employed in creating the Comprehensive Plan. In general, it would hold workshop sessions to generate public input on the vision, challenges and proposals specific to the District. When its document was drafted, it would circulate the documents, along with proposed modifications to the zoning regulations and other ordinances. Finally, it would petition the Town Board to incorporate such recommendations, in the format of the Comprehensive Plan, as a modification to that plan; supporting amendments to the zoning regulations would be developed as part of the same process.

The District-specific development guidelines may deal with such features as architectural recommendations, streetscape elements and public space. But the process itself would do much more: it would promote unity and give residents a sense of genuine participation in their own districts and the Town as a whole.

2. **Projects Coordination Office:** There are more than 70 projects specified in the Comprehensive Plan. Many of them cannot and should not be implemented by direct action of the Town. However, it is recommended that the Town establish a Projects Coordination Office in order to assist in prioritizing the projects, and to encourage and coordinate the efforts of the people of Hyde Park to implement the strategies of the Comprehensive Plan. The office would lead the revitalization effort

by guidance, not by mandate: it would function as both a catalyst and a resource. It should take advantage of regional resources and opportunities to benefit Hyde Park, and to make them known to interested residents. The office should be available to existing groups and organizations, and should be committed to working toward broad consensus in its activities. One of its mandates would be to make that sure that projects became self-supporting to the greatest degree possible. It is recommended that such an office be established for a trial period of two years, after which an evaluation would determine what structural support would be required for the next phase of implementation of the Comprehensive Plan.

IV. PROMOTING THE TOURISM INDUSTRY IN HYDE PARK

The fourth strategic direction recommended by the Comprehensive Plan is enhancing community identity in Hyde Park. The Town is situated at the balance point between the more urbanized southern portion of Dutchess County and the more rural areas of the northern part of the County. The Comprehensive Plan recommends that the Town of Hyde Park firmly identify itself as the southern gateway to Northern Dutchess County. The Town is home to several of the most-frequently visited tourist destinations in the entire Hudson Valley. In order to attract more tourists, and to keep visitors in the Town longer, spending more of their vacation dollars here rather than elsewhere, a number of specific actions are recommended in two general areas. The first of these has to do with protecting and expanding those features of the Town that attract visitors; the second urges that tourist-related amenities and infrastructure be given the highest possible development priority.

A. VISITOR ATTRACTION

The first dimension of this strategy involves guarding those elements that attract visitors to our community. In addition to historic sites, these elements include open spaces, recreational lands, and a sense of place that is welcoming. All of these have been addressed in other sections of the Comprehensive Plan, but they may be reinforced by several additional recommendations.

- 1. Historic Overlay:** Certain areas of the Town have been identified as being of particular historic significance; development in these areas is subject to additional regulation and restrictions. Such areas include the Hudson River National Historic Landmark District, National and State Registered Historic Places, Estates District Scenic Area of Statewide Significance and the Hyde Park Historic Districts. Any use within or abutting such areas should obtain Site Plan Approval. Certain other restrictions apply to ensure conformance with specialized design elements of the districts.
- 2. Scenic Overlay:** Certain areas of the Town have been identified as being of particular scenic importance, and therefore warranting additional requirements and restrictions. Such designated lands include the Mid-Hudson Historic Shorelands Scenic District, the New York State Designated Scenic Roads and the Stone Walls on the Albany Post Road and in Staatsburg. Uses within, fronting or abutting these areas should be subject to Site Plan Approval; other restrictions should be specified in the Zoning Regulations.
- 3. Critical Environmental Area:** It is recommended that the designation of Critical Environmental Area be applied to other areas of the Town which are deemed to be of particular historic, scenic or cultural significance. The purpose of such designation is to assure full review of any development proposed for these areas. It is recommended that the understanding of "environment" specifically include aesthetic, scenic, historical, cultural and ecological elements.

4. **Town Gateways:** There are particular places along the vehicular ways at which the traveler has the sense of entering a new settlement of the Town. These are designated as the Gateways of the Town. These gateways make important statements about the quality of life and the sense of place associated with the various Neighborhoods, Hamlets and Landings, the Town Center and the Business Districts. Appendix F describes the Gateways specified by the Comprehensive Plan. Others may be designated by the Neighborhoods and Hamlets themselves. Arguably the most important of these gateways is the vista from the Culinary Institute of America northward to the top of Teller Hill. This Gateway, the Teller Hill Gateway, establishes the fact that Hyde Park offers travelers something different from the urbanized development to the south. Development proposed for this gateway area should be subject to the most rigorous review.
5. **Open Land Incentives:** The Comprehensive Plan encourages landowners in Hyde Park to explore participation in Agricultural District 20. In addition to being able to take advantage of land tax benefits, such a move would encourage the preservation of open lands and the reintroduction of agricultural uses the Town.
6. **Coordinated Park System:** The Comprehensive Plan recommends that the Town work to establish a mechanism to coordinate the operation and maintenance of the various parks and recreational venues within the Town boundaries. Obviously, such a mechanism would require the cooperation of national, state and county entities, as well as existing public and private Town organizations. Several tasks lend themselves to such a coordinated approach: to analyze existing recreational resources in terms of land, amenities and organization; to link communities with paths and bicycle trails; to conduct needs analysis and community wishes in order to develop an overarching development plan; and to devise effective management and use schemes.
7. **Hudson River Valley Greenway:** The Comprehensive Plan recommends that the Town enter into formal association with the Hudson River Valley Greenway, an organization that represents the 10-county region bordering the Hudson River from Manhattan to Rensselaer County, north of Albany. This structure brings local governments into a regional alliance to support their efforts to achieve economic development, to provide technical assistance in agriculture and open land preservation and to promote a sense of place for the region and an appreciation of the Hudson River for residents and visitors alike. The Comprehensive Plan and zoning regulations should be reviewed by the Hudson Valley Greenway Council for its consistency with the Greenway program. The Town could become eligible for funding to support a number of the projects of the Comprehensive Plan. In 2002 the Town adopted the Greenway Connections as a statement of principles to be considered in discretionary decisions under its zoning and subdivision laws.

B. EXTENDED AMENITIES

For many tourists, Hyde Park is a day trip. They come to particular sites, sometimes stay for a meal, and then leave. The Town gains minimum benefit from such patterns. In order to encourage visitors to stay for longer periods, additional facilities must be encouraged. The Comprehensive Plan strongly supports efforts to offer bed-and-breakfast and other overnight accommodations in appropriate Districts throughout the Town. There are several additional recommendations that the Comprehensive Plan supports.

- 1. Multi-Modal Transportation Center:** The Comprehensive Plan recommends the creation of a multi-modal transportation center at Stoutenburgh Landing at the base of West Market Street. This Center would interconnect rail, ferry, bus and pedestrian ways. A railroad stop would be an important element of the Center. A public transportation system first could be implemented within the Town Center and between the Town Center and Staatsburg, linking the multiple tourist attractions located along this corridor. In this manner, tourists will have access to each of the facilities without having to utilize their automobiles. Such a system could be expanded to provide access to numerous recreational, commercial and employment facilities for children, teenagers and seniors. A shuttle system from the Multi-Modal Transportation Center to dispersed parking lots would eliminate the need for cars in the immediate vicinity of the Center. This multi-modal transit system could be initiated through a public-private partnership with the National Park Service, Metro-North, and Dutchess County. Funds could be secured using monies made available by the Intermodal Surface Transportation Efficiency Act (ISTEA). The transit system should be linked to the larger regional system providing access to major employment centers within Dutchess County, as well as other transportation nodes.
- 2. Hyde Park Cultural Center:** The Comprehensive Plan encourages the development of a cultural center for the Town of Hyde Park. Such a center would include several functions. It would provide office and display space for historical organizations. It would be a performing venue for local and visiting artists. It could serve as an incubator for tourist-related businesses. It would be a resource center for community groups and organizations. It would have space available for community meetings. It would offer seminars, workshops and programs for residents. It would highlight the creativity of local writers, craftspeople and artists. In short, it would be a place for the community to gather, a place where differences are respected, where diversity is seen as enriching, where creativity is honored. And it would become an additional magnet for visitors to the Town.
- 3. Tourism Development Office:** The Comprehensive Plan recommends that the Town establish an office, in cooperation with Dutchess County Tourism and the Hyde Park Chamber of Commerce, to stimulate and coordinate efforts related to this strategy. One component of the office would be to provide accurate and timely information about events and other resources available in Hyde Park. This would be an appropriate venue for public Internet access and a World-Wide Web page. This office would work with other local communities, as well as with County and State

organizations and officials in promoting and advertising the Hudson Valley, as well as in efforts to develop additional attractions, venues and services. Establishing such an office would underscore the Town's commitment to economic development in general, and the tourism industry in particular.

V. COMPREHENSIVE PLAN CONCEPT MAP

The Concept Map for the Comprehensive Plan was established to provide a contextual viewpoint from which one can visualize and identify with existing and preferred growth areas throughout Hyde Park. The Concept Map is not intended to act as a specific growth recommendation guide, but is intended to provide the foundational underpinnings for identifying where and how the existing and preferred land use areas and districts can and should originate from and grow into. In contrast, the Zoning Map is intended to provide a more detailed analysis of the Concept Map, illustrating on a parcel-by-parcel basis where certain land use districts are located across Town, thereby establishing definitive districts boundaries.

The 2005 Comprehensive Plan Concept Map identifies several areas across Hyde Park where growth centers have either been located historically, or are emerging as new centers of growth. The primary growth center identified on the Concept Map is the Town Center Historic District. It is located in the general vicinity of the historical cross roads section of Hyde Park, in between the Vanderbilt and FDR National Historic sites along Route 9. This area is widely recognized as the historic center and heart of Hyde Park, and is identified in the Comprehensive Plan as the preferred primary growth center for the Town.

Following the Town Center Historic District in the hierarchy of importance are three identified village centers and one small business district located adjacent to and around the Town Center. They are: the East Park Village District which is located in the general vicinity of the intersection of Route 9G and East Market Street/ Crum Elbow Road; the Haviland Village Center which is located further south on Route 9G near the Valkill National Park site; the St. Andrews Village Center located in the general vicinity of the Culinary Institute of America and the St. Andrew's Road area in the southern portion of Town; and the Salt Point Neighborhood Business District which is located in the southeastern portion of Town along the Salt Point Turnpike.

In each village center, it is recognized and acknowledged by the Comprehensive Plan that there are both existing and emerging centers of commerce that need to be nurtured and defined. In addition, these three village centers provide a proper balance of business and commerce necessary to support adjacent neighborhoods and act to focus more concentrated residential and commercial development towards the preferred Town Center. Village centers also have potential to develop as pedestrian friendly areas. The Comprehensive Plan further recognizes the importance of defining these areas so that when the necessary infrastructure progresses up in to Hyde Park from the south, the existing concentrated growth areas are appropriate to meet the business demand that is sure to follow.

Another historically important area of Hyde Park is the Staatsburg Hamlet located in the northwestern portion of Town along Route 9. This area of town has historically been identified as a center of compact residential development, interspersed with neighborhood-

scaled commercial uses. It is one of the last remaining intact, true hamlets in Hyde Park and is therefore considered a very important pedestrian oriented settlement center.

Surrounding the more intense village and hamlet centers of Hyde Park are its numerous existing and emerging residential neighborhoods. These areas have developed into typically small, compact residential areas and provide a range for housing options for the residents of Hyde Park. The Concept Map recognizes twelve primary residential neighborhood areas as follows from south to north: Greenbush Neighborhood, Pinebrook Neighborhood, Greenfields Neighborhood, Haviland Neighborhood, Pinewoods Neighborhood, Bard Park Neighborhood, Hill & Hollow Neighborhood, Dutchess Estates Neighborhood, Greentree Neighborhood, Quaker Hill Neighborhood, Golden Meadows Neighborhood, and the Staatsburg Neighborhood.

In addition to the village centers and the residential neighborhoods of Hyde Park, the Concept Map also recognizes five landings or riverfront centers where river-related activities are encouraged by the Comprehensive Plan. These areas are intended to be used for a mix of water-dependant business and recreational purposes, further providing necessary and expanded connections to the waterfront for the residents of Hyde Park. They are identified as follows from south to north: The Riverpoint Landing, the Rogers Landing, Stoutenburg Landing, Blunts Island Landing, and Norrie Point.