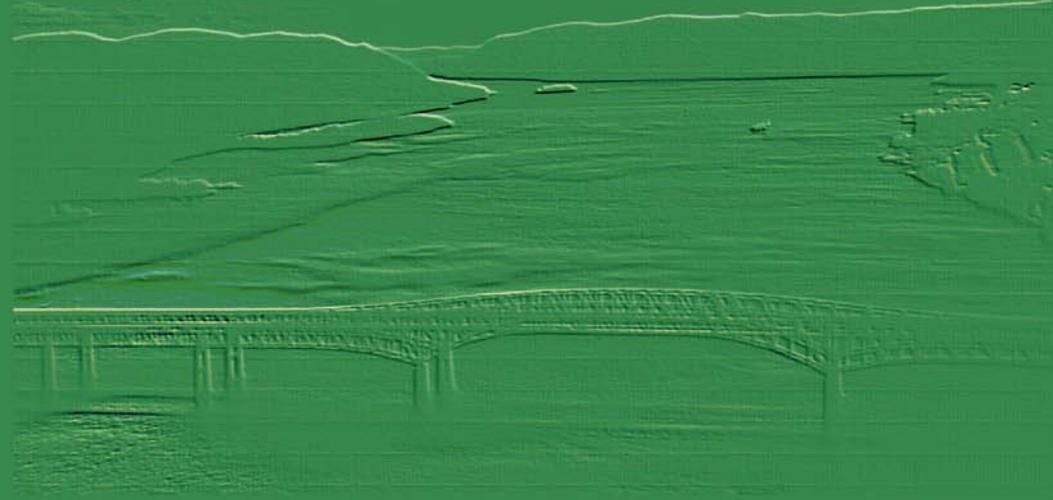


Greenway **Connections**

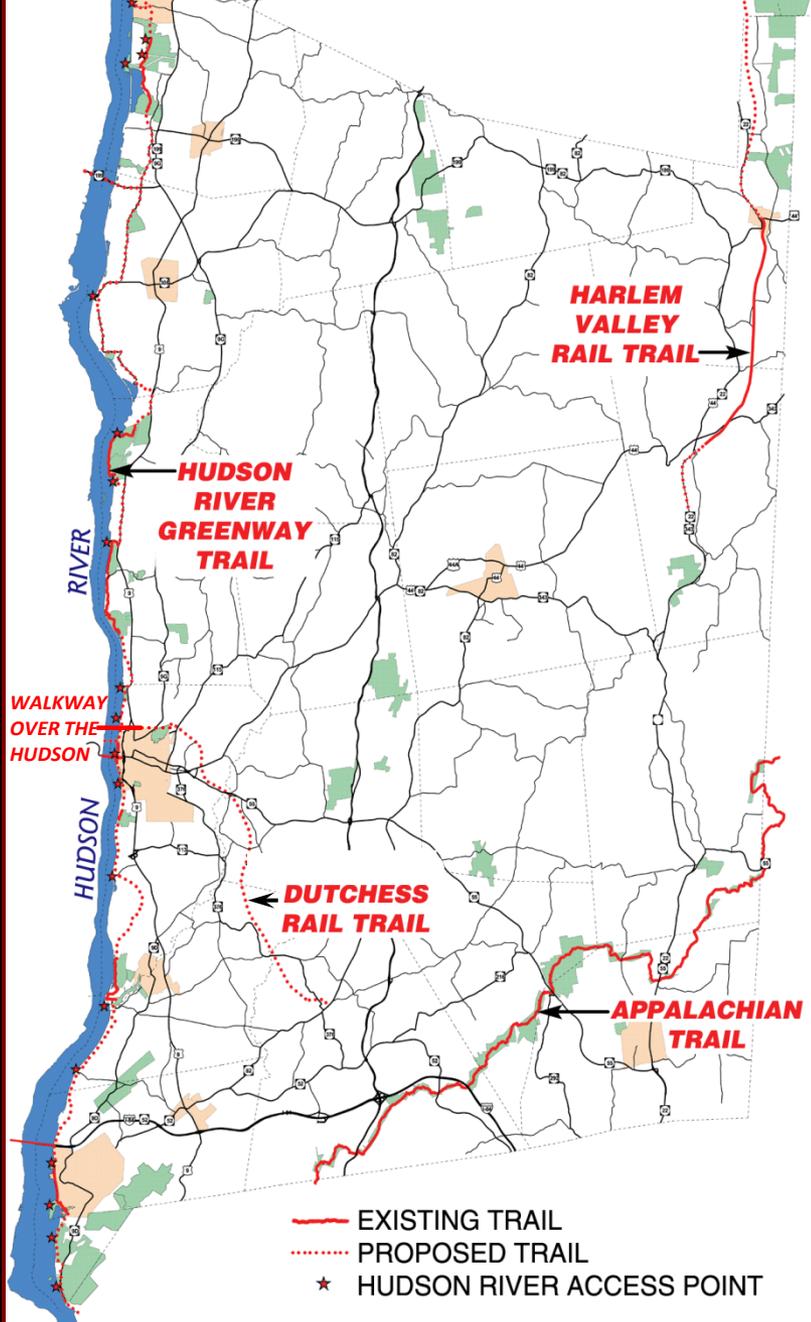


The Greenway Compact

- is entirely voluntary;
- respects home rule; and
- relies on incentives and guidelines, not any state or county requirements.

*Greenway Compact Program and Guides
for Dutchess County Communities*

REGIONAL GREENWAY TRAILS IN DUTCHESS COUNTY





Greenways are paths where the natural and human landscapes coincide



HIGHWAYS INTO GREENWAYS

Treat roads and streets as our most important public open space system and the most visible opportunity to create a network of scenic Greenways.



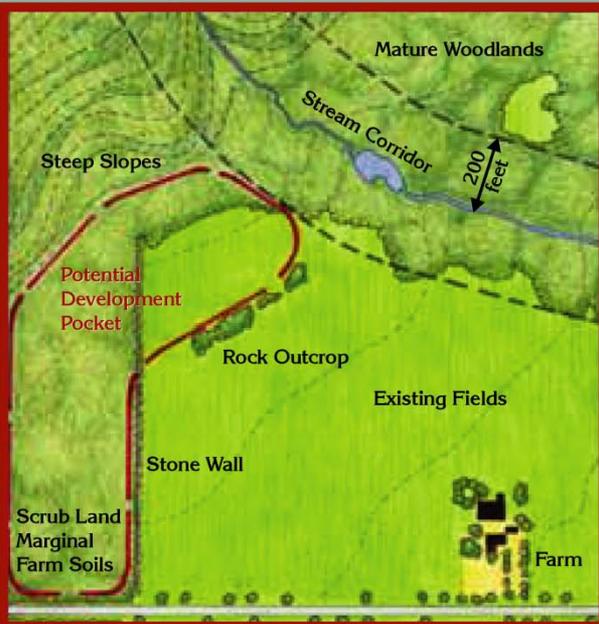
Route 9 Median

FITTING INTO THE LANDSCAPE

Rural development should fit into its natural surroundings, rather than be superimposed as a dominant element in the countryside.

Step 1

Require a map of the open space system for the parcel and surrounding area.



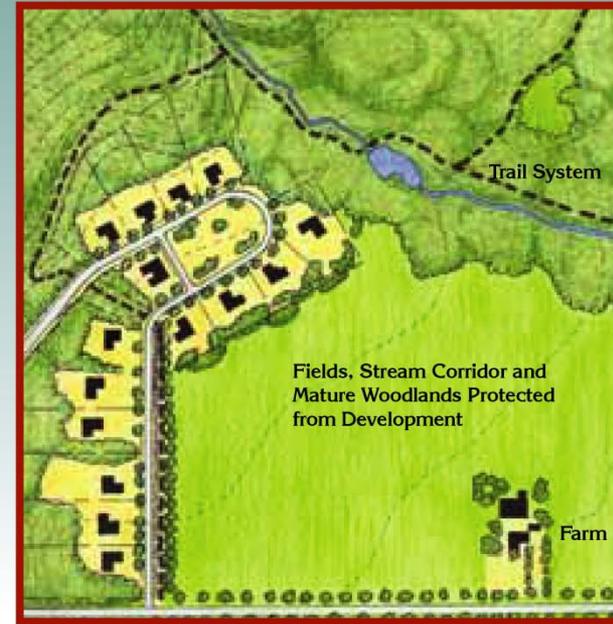
Step 2

Conventional sketch layout determines maximum lot count under existing three-acre zoning.



Step 3

The same number of houses can fit into the landscape while preserving 80 percent of the open space.





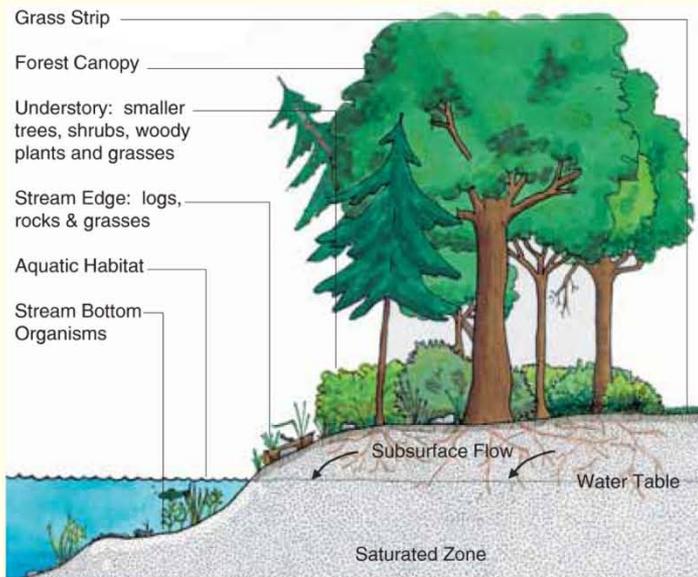
STREAM CORRIDOR PROTECTION

Retain and incorporate natural vegetation as buffers between developed or farmed areas and rivers, streams and creeks.

10 Benefits of Streamside Protection

1. Percolation and groundwater recharge is improved.
2. Sediment is reduced.
3. Excess nutrients and chemical pollutants are filtered.
4. Stream bank erosion is reduced.
5. Nutrients become available for desired plant growth.
6. Flooding is moderated.
7. Water temperatures are lowered for habitat improvement.
8. Woody and leaf debris contribute to aquatic habitat.
9. More visual diversity and beauty.
10. Better habitat and safe corridors for animals.

D.C. Environmental Management Council



Protected stream corridors should include large trees near the stream's edge to shade the water, maintaining dissolved oxygen for successful fish habitats.



COMMERCIAL STRIP REDEVELOPMENT

Stop the spread of strip commercial zones lining our roadways and begin to reclaim the strip into more contained centers with shared driveways and parking, higher quality landscaping and architecture, and a mix of adjacent uses.

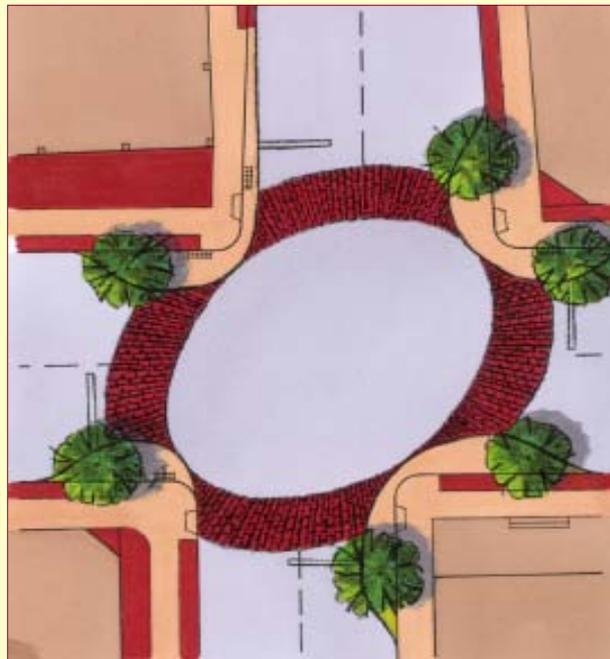


Seven Steps to Retrofit the Strip

1. Limit commercial areas to a walkable length under ½ mile.
2. Consolidate street entrances based on a connected block system.
3. Unify the streetscape with landscaping, medians, and street trees.
4. Build a sidewalk system connecting retail to surrounding uses.
5. Add stores along street fronts, screening parking behind buildings.
6. Feature architecture and sidewalks, not parking lots and pole signs.
7. Mix in housing and other uses above and around stores, gradually transforming a commercial strip into a walkable neighborhood.

WALKABLE COMMUNITIES

Plan for pedestrians as a top priority in all cities, villages, and town centers, creating a safe and attractive network of sidewalks and crossings within a 5 to 10 minute walk of the center.



Redesign for the central intersection with brick crosswalks, trees, and flared sidewalks to slow traffic, increase visibility, and prevent parking too close to the intersection.

Village of Tivoli



SLOWER, SAFER STREETS

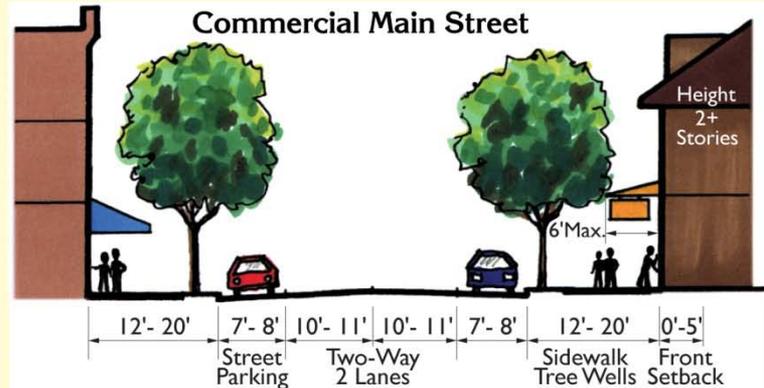
Design narrow streets in cities, villages, and hamlet centers with buildings close to sidewalks, street trees, and other pedestrian-friendly features that promote slower speeds.



Compare two main streets: one looks like a highway, while the other balances car access with walkability.



Main Street, Beacon



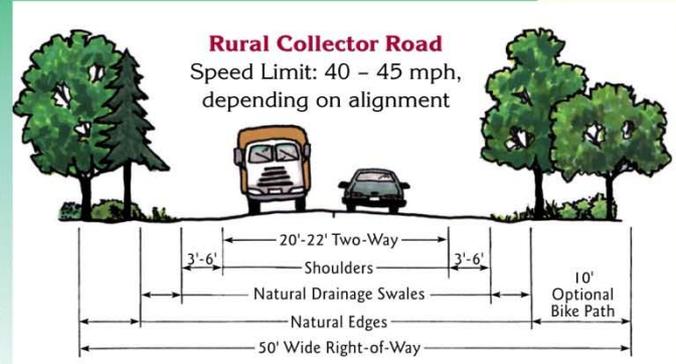
- DESIGN SPEED 20 - 25 MPH
- CURB RADIUS 15'- 25'
- STREET TREES 25'- 30' O.C.
- STREET LIGHTS 15' MAX. 40'- 60' O.C.
- EXTENDED CURBS AT CROSSWALKS
- RIGHT-OF-WAY 56' MINIMUM

Rural Road Guidelines

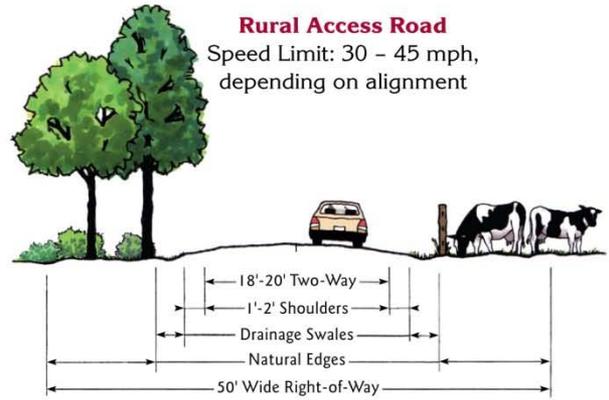
(especially where traffic is under 400 vehicles per day¹)



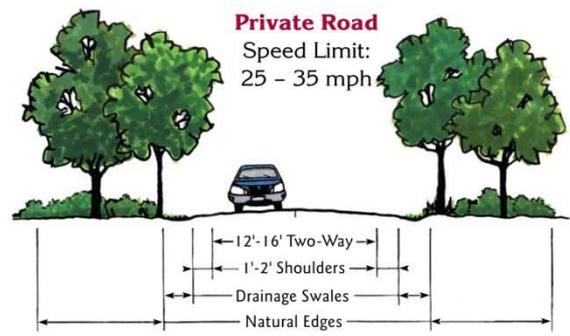
Rural Collector Road, 22 feet wide plus shoulders

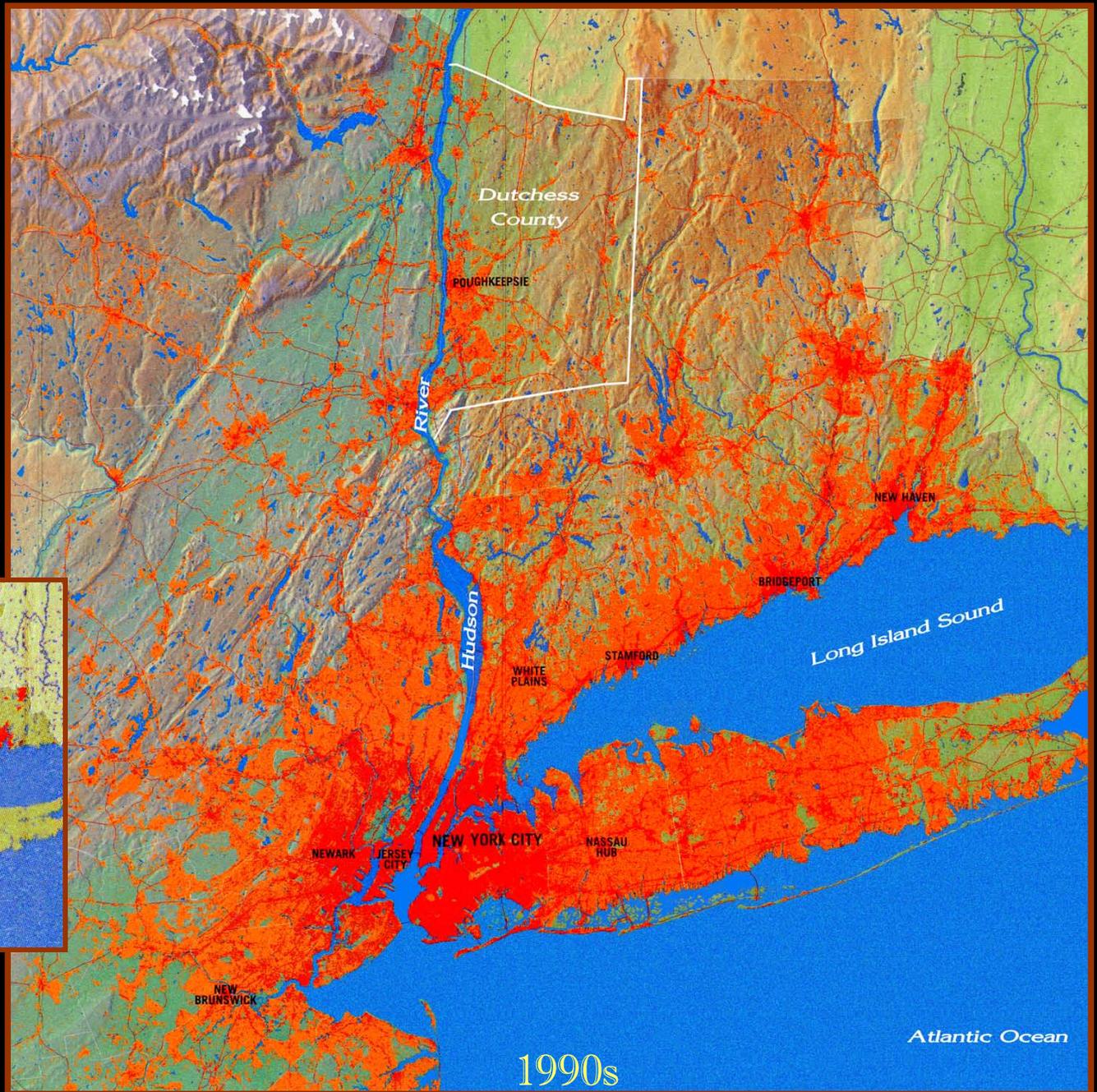
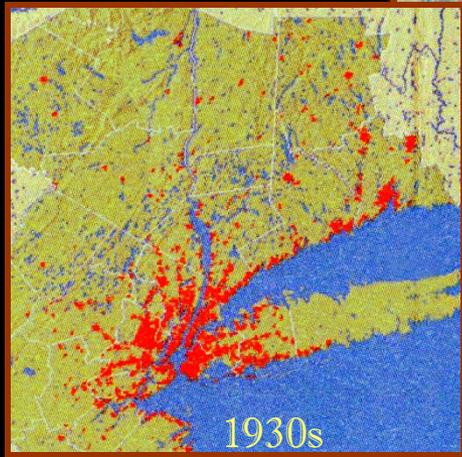


Rural Access Road, 16 feet wide

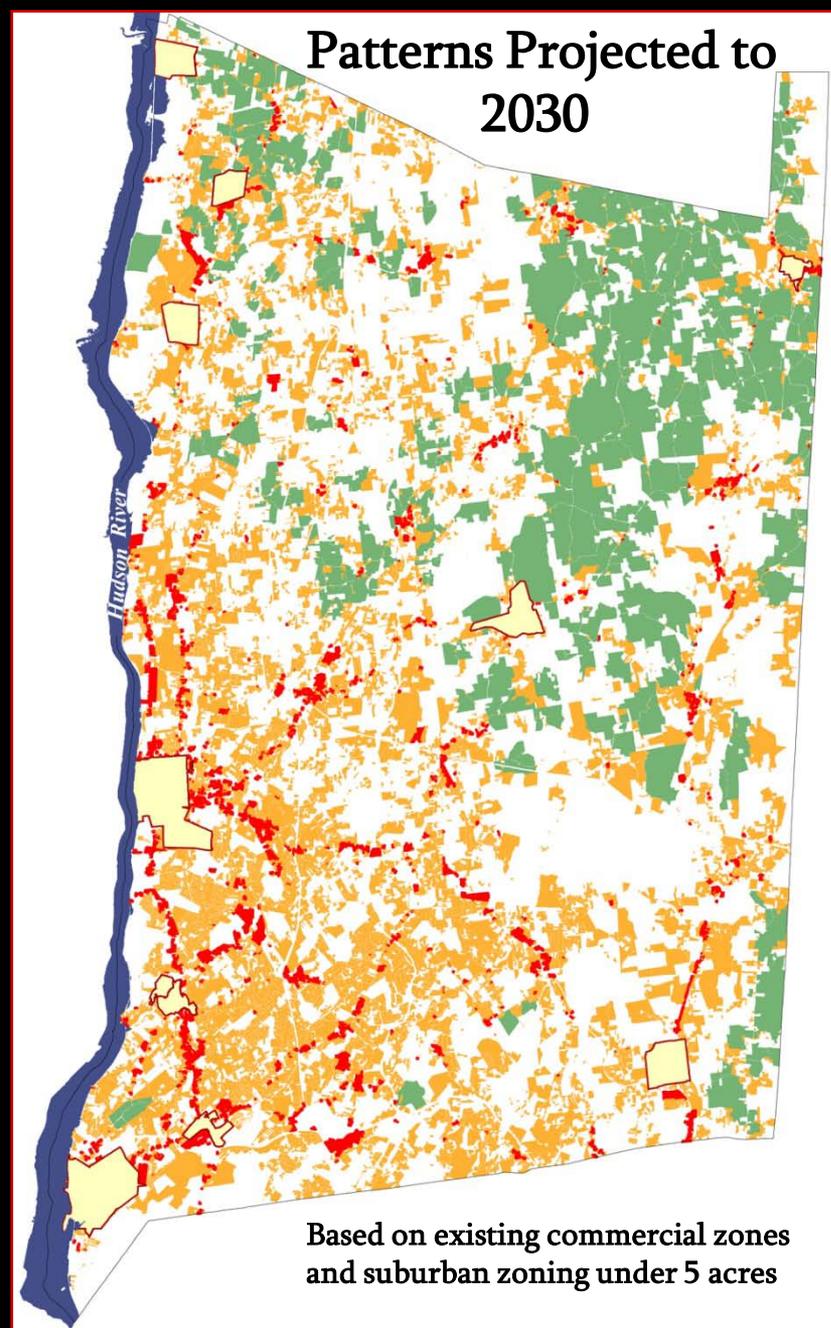
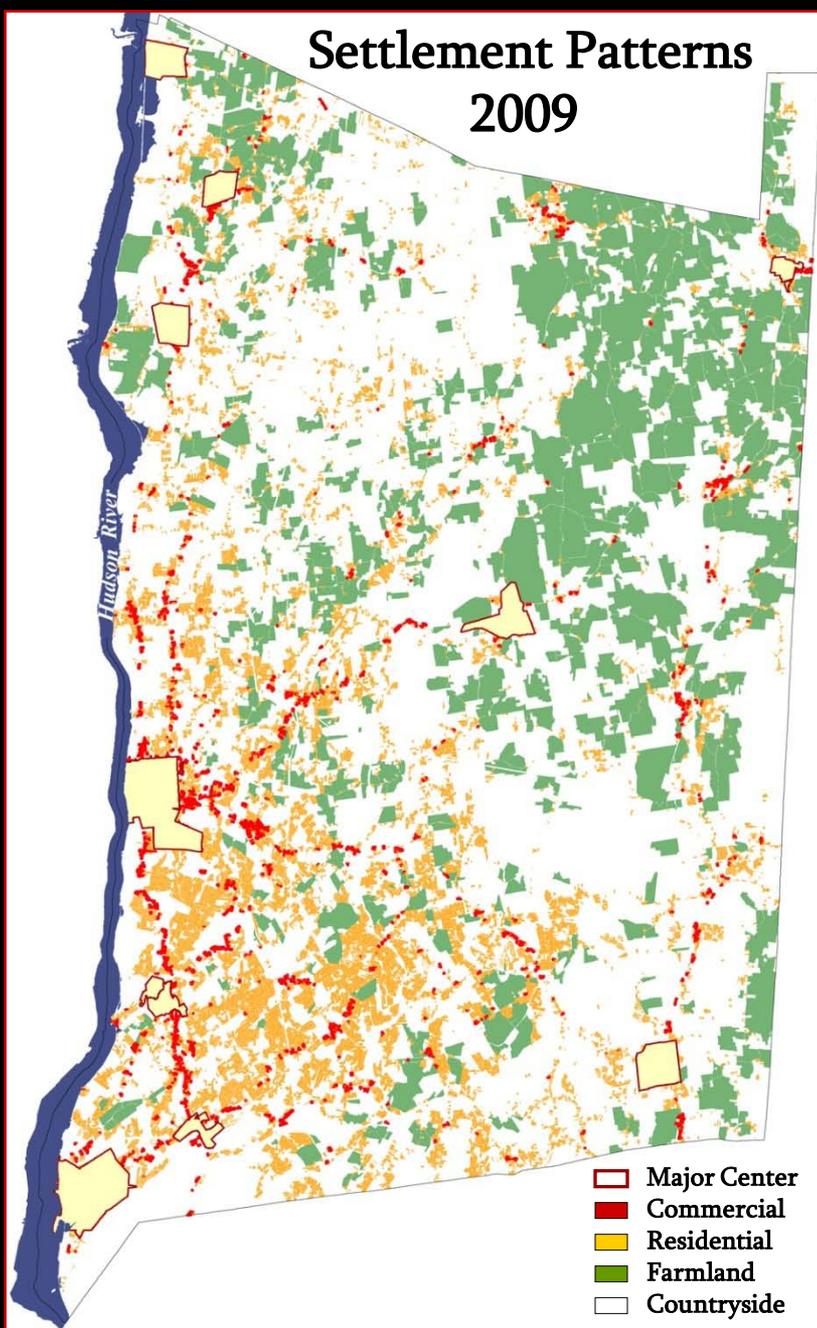


Private Road with pull-outs, 13 feet wide





Regional Patterns



Spreading Strip-and-Sprawl Patterns or the Hudson Valley Greenway



The **Future** of Residential Construction **is Green.**

Leading the
Transformation
of the Market



Green building is more than just a checklist. It's the use of quality building practices that promote sustainability to make a home healthier and more efficient.

CENTERS AND GREENSPACES

Define smart growth within a traditional and ecological pattern of Centers and Greenspaces, where new development should either:

- *strengthen an existing city, village, hamlet, or town center;*
- *transform a suburban strip or subdivision(s) into a center in the form of a walkable, mixed-use neighborhood; or*
- *fit gently into the rural countryside as a background element, preserving continuous natural and agricultural greenspaces.*



Build close-knit, connected centers...

- Reinforce existing centers and main streets;
- Mix uses to promote walking;
- Integrate major centers with transit services;
- Locally identify priority growth areas for close-in expansion and conversion of strip districts or subdivisions into new centers.



To protect our landscape legacy.

- Employ a range of protection measures for farmland and natural wildlife areas;
- Adopt rural and agricultural zoning;
- Plan for continuous greenspace systems;
- Locally identify priority greenspaces for future public or private conservation.

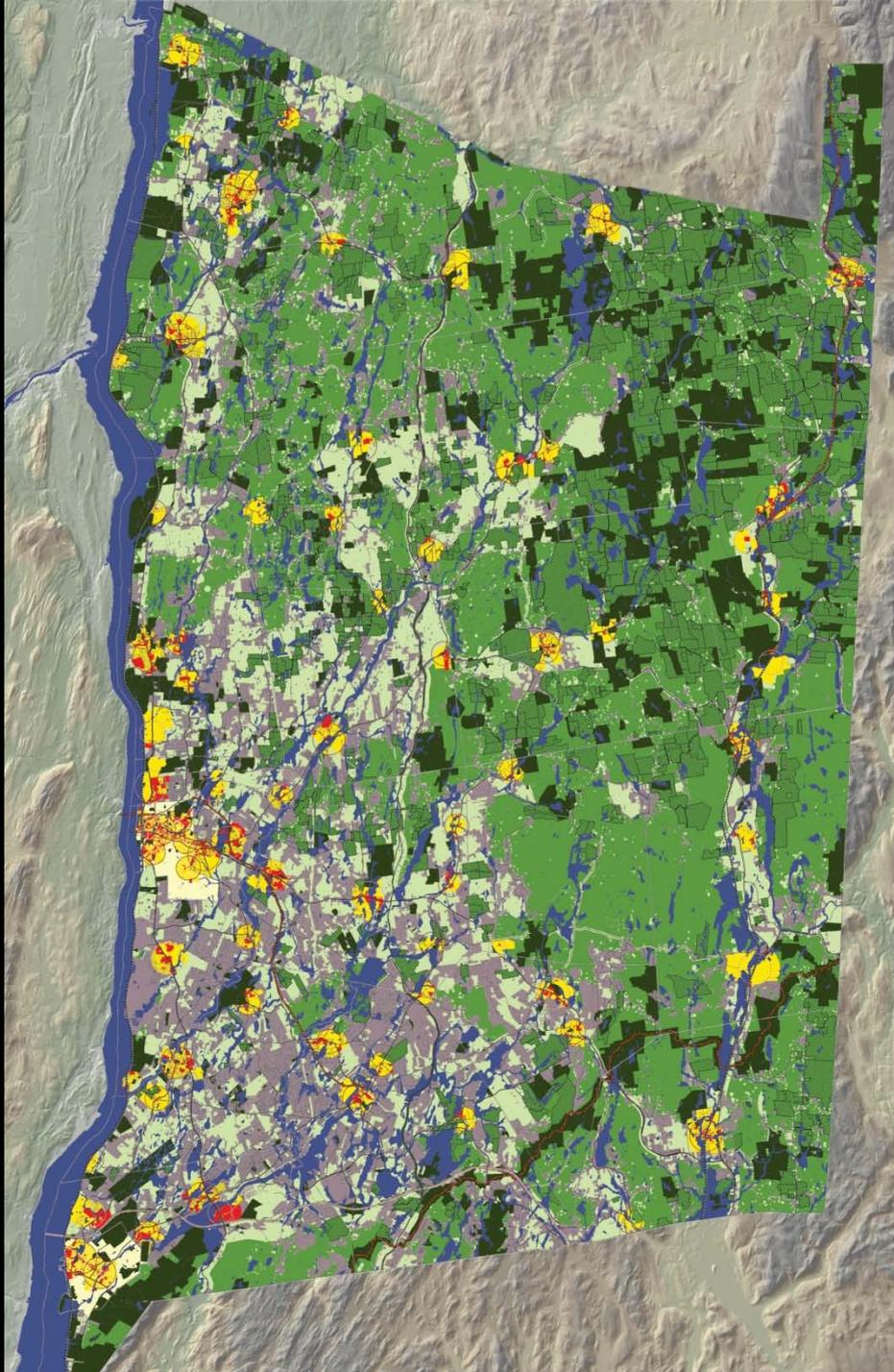
Greenspaces

- Continuous “Biodiversity Blocks” over 1,000 acres;
- Undivided by Roads over 25 Vehicles per Hour.

CONTIGUOUS BIODIVERSITY BLOCKS
OF DUTCHESS COUNTY

CENTERS & GREENSPACES PLAN
Draft 21 September 2009





Compact, Complete, & Connected Centers

- 1/2-Mile Walking Radius
- Sidewalk System
- Transit Services
- Mix of Housing Types
- Grocery Store
- Pharmacy
- Medical Offices
- Jobs, Shops, & Services
- Restaurants & Lodging
- Library & Post Office
- Parks & Schools

Centers and Greenspaces

Dutchess County, NY

A Greenway vision map for local planning initiatives, featuring four indispensable patterns for an interconnected ecosystem:

- variety of walkable, mixed-use Centers;
- large natural and agricultural Greenspaces;
- naturally connecting Greenway Corridors;
- transportation network of Greenway Routes.

GREENSPACES

Contained Greenspaces

Outlying Lots Over 5 Acres

Continuous Greenspaces

Active Farms & 1000-Acre+ Habitat

Conserved Greenspaces

Public & Private Protected Land

CENTERS

City, Village, & Town Centers

½-Mile Walking Radius

Emerging Centers

Potential or Planned Centers

Hamlet Centers

2,000-Foot Walking Radius

Landscape Patterns



Suburban Development

Outlying Lots Under 5 Acres

Greenway Corridors

Floodplains and Wetland Systems

Greenway Routes

Major Roads, Trails and Railroad Lines

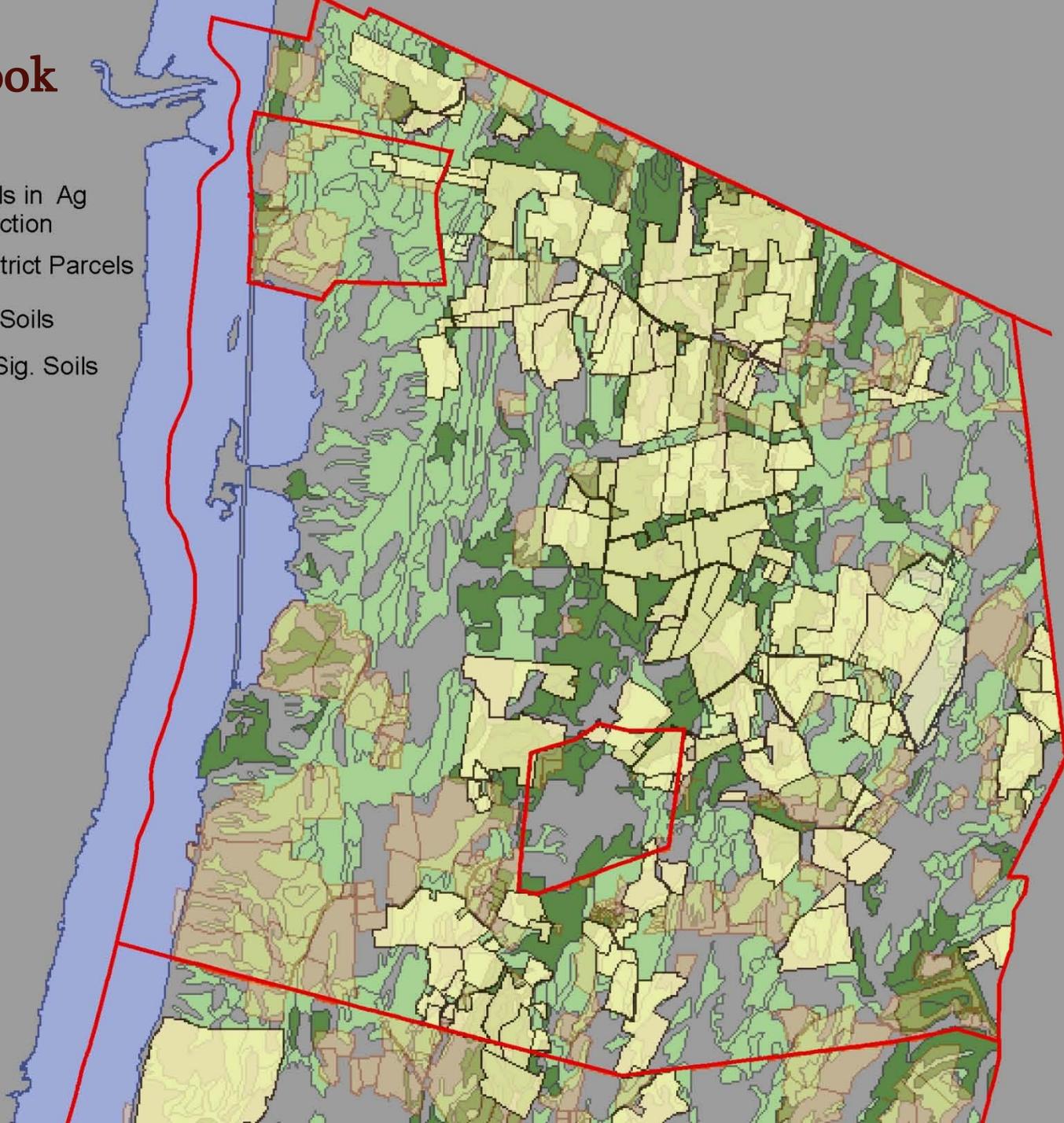
DRAFT
January 2010

Centers and Greenspaces Guide to be linked to the County website, featuring:

- full range of digital map layers;
- County, Town, and Center levels;
- best local planning examples.

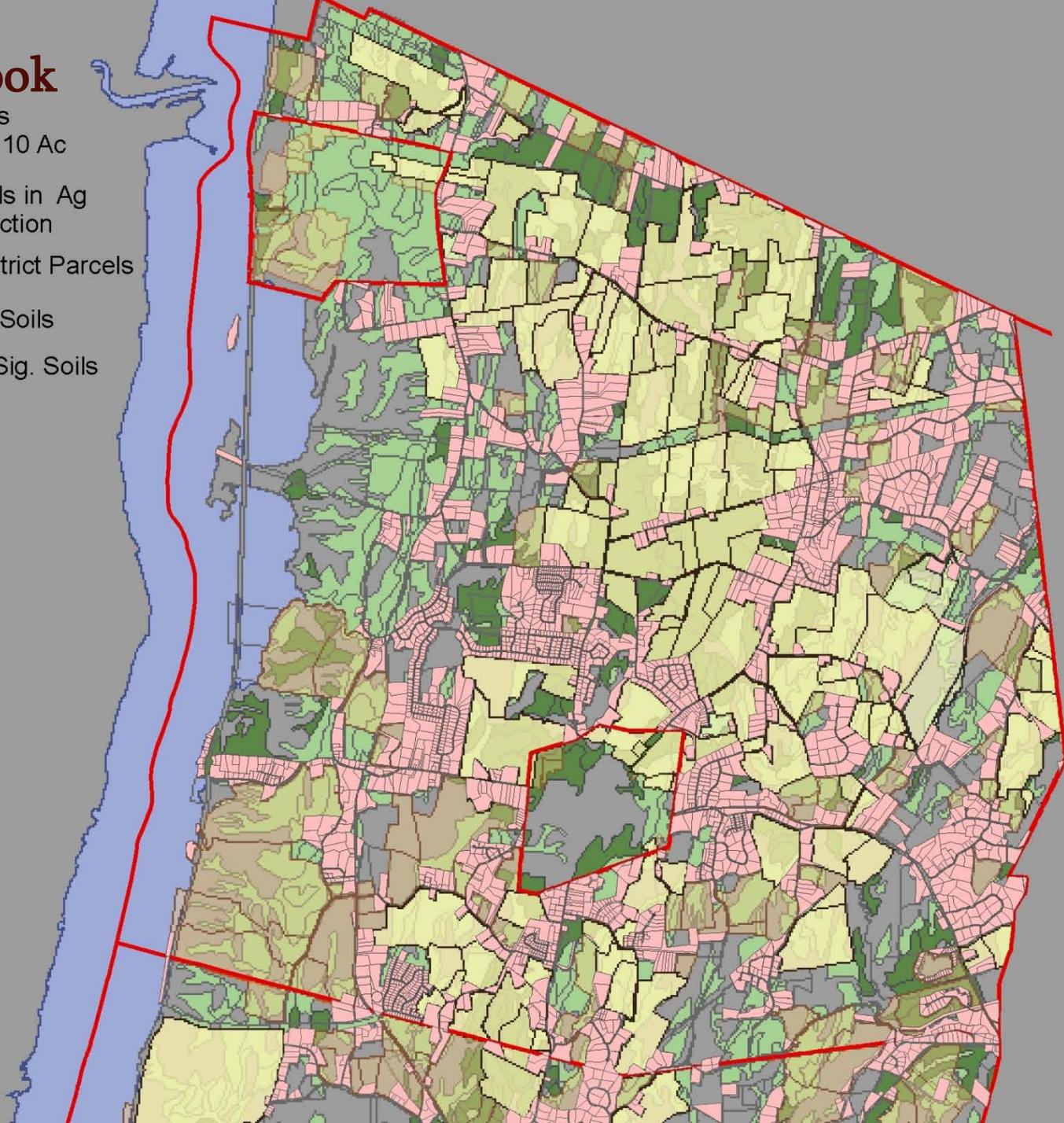
Red Hook

- Parcels in Ag Production
- Ag District Parcels
- Prime Soils
- State Sig. Soils



Red Hook

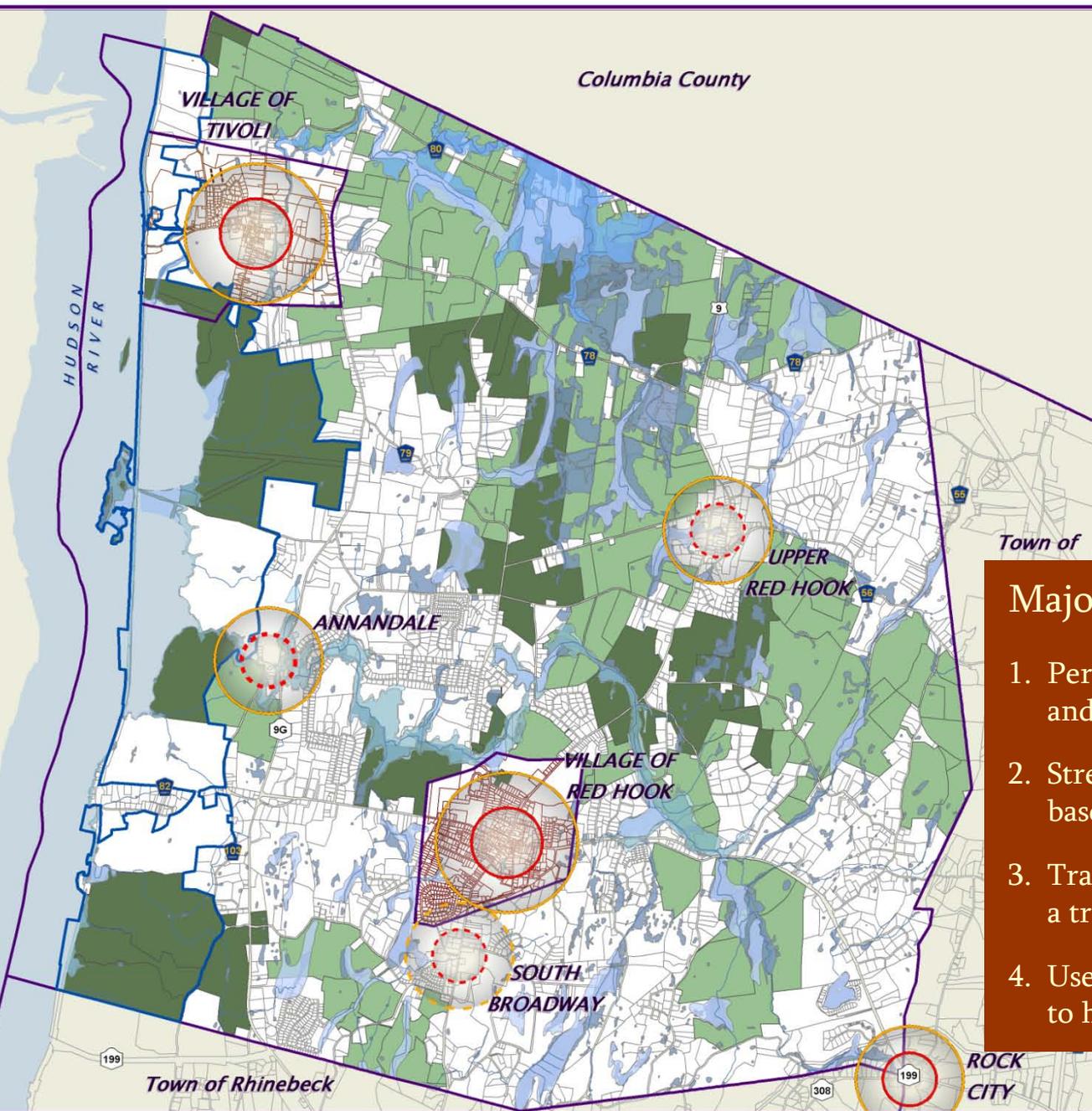
- Parcels Under 10 Ac
- Parcels in Ag Production
- Ag District Parcels
- Prime Soils
- State Sig. Soils



Centers and Greenspaces Plan Draft

Red Hook Intermunicipal Task Force

January 2009



Major Goals:

1. Permanently protect important farmland and the rural countryside;
2. Strengthen the residential and commercial base of the existing villages and hamlets;
3. Transform the South Broadway strip into a traditional village entrance-extension;
4. Use close-in smart growth development to help finance village sewer systems.



Town of Red Hook
Village of Red Hook

1/2 Mile Radius

1/4 Mile Radius

Village of Red Hook
Town of Red Hook

1000' Radius

1000' Radius

LEGEND:

- Streams
- DEC Wetlands
- Federal Wetlands
- Steep Slopes 15-24%
- Steep Slopes 25%

Village of Red Hook
and South Broadway

Mixed-Use Expansion
within Village Edge

Town of Red Hook
Village of Red Hook

1/2 Mile Radius

Infill Development
in Historic Center

1/4 Mile Radius

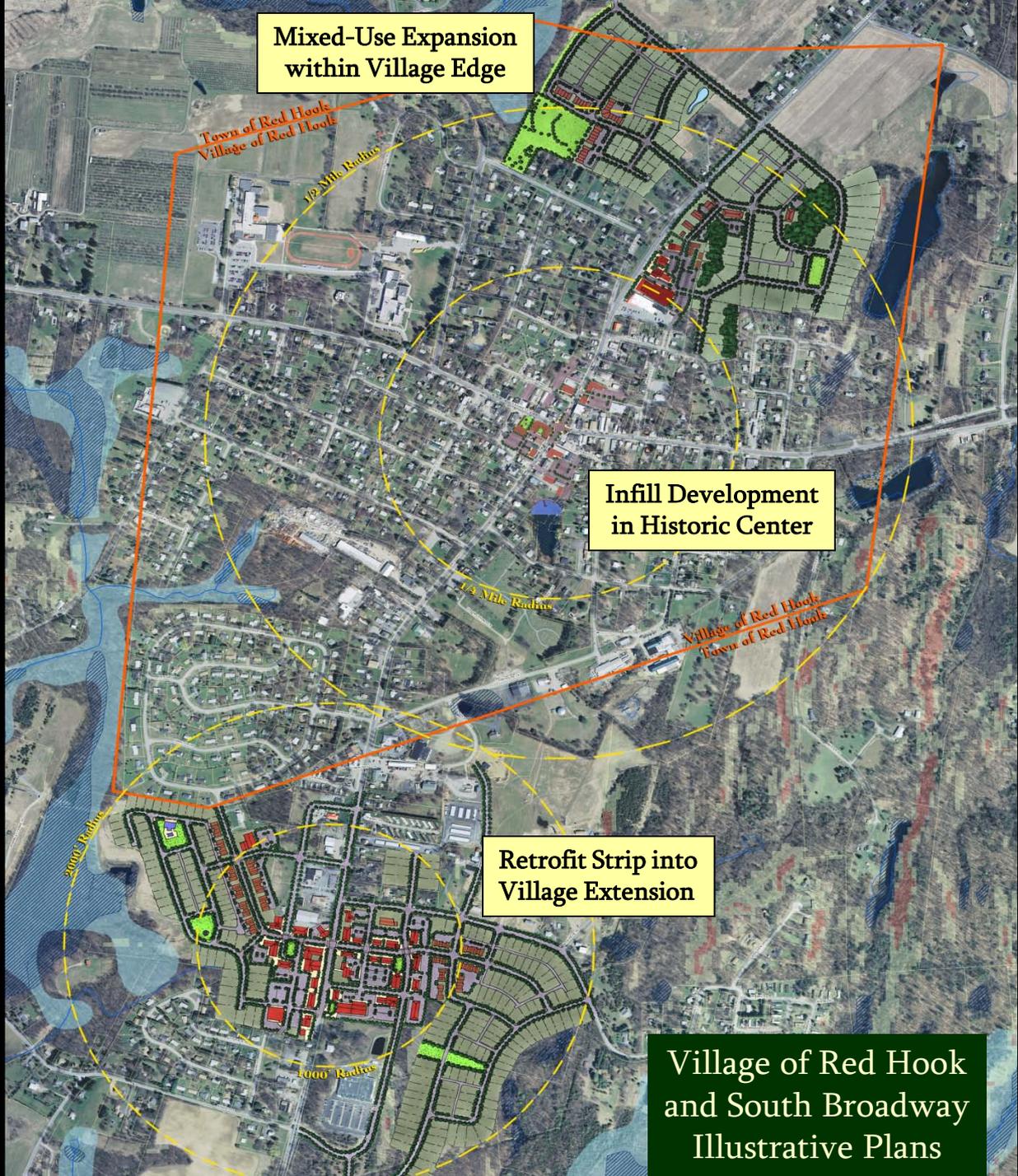
Village of Red Hook
Town of Red Hook

Retrofit Strip into
Village Extension

2000' Radius

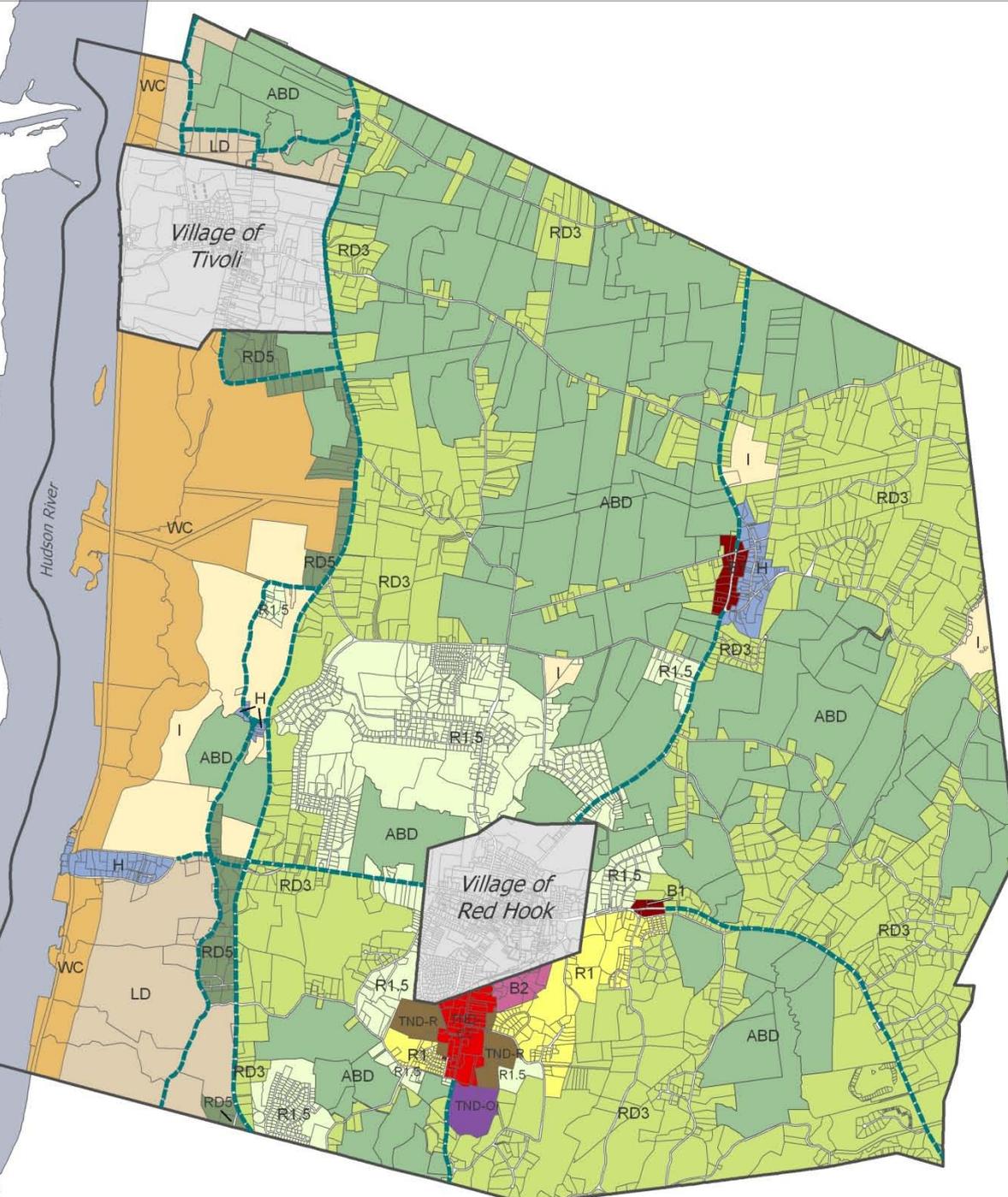
1000' Radius

Village of Red Hook
and South Broadway
Illustrative Plans



Town of Red Hook Proposed Zoning Map

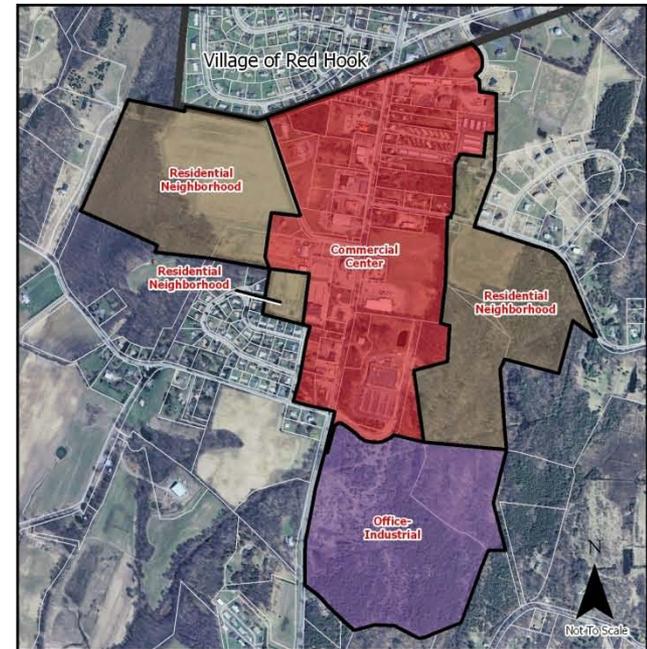
Prepared by Dutchess County
Department of Planning & Development
January 2009



Legend

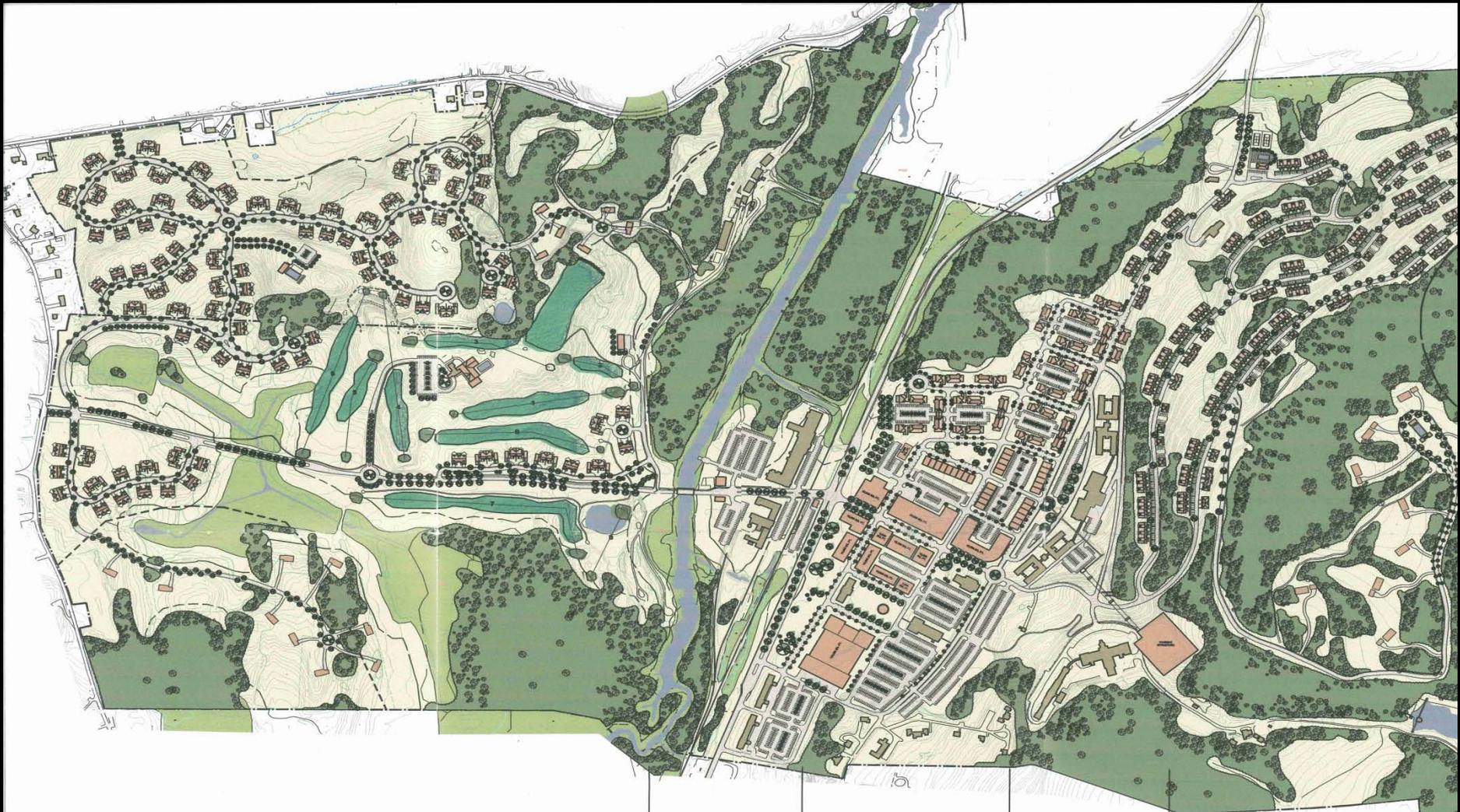
- | | |
|-------------------------------------|------------------------------|
| Municipal Boundaries | R1- Residential 1 |
| Parcel Boundaries | R1.5- Residential 1.5 |
| ABD- Agricultural Business District | RD3- Residential 3 |
| B1- Business 1 | RD5- Residential 5 |
| B2- Business 2 | TND-CC Commercial Center |
| H- Hamlet | TND-OI Office-Industrial |
| I- Institutional | TND-R Residential |
| LD- Limited Development | WC- Water Conservation |
| | SC-O Scenic Corridor Overlay |

Proposed Traditional Neighborhood Development (TND) District





**Former Harlem Valley State Hospital
Wingdale Station, Town of Dover**



Age Restricted / Age Targeted Golf Course Community

- 260 AGE RESTRICTED / AGE TARGETED VILLAS & TOWNHOUSES
- 15 SINGLE FAMILY HOMES
- NEW CLUBHOUSE
- 9 HOLE GOLF COURSE

Train Station

- ADAPTIVE RE-USE
- STOREHOUSE TO RETAIL/COMMERCIAL
- POWER PLANT TO RETAIL/COMMERCIAL
- "T" BUILDINGS TO OFFICES

Mixed-use Village Center

- 450 AGE RESTRICTED APTS.
- 82 TOWNHOUSES
- 340,000 SQ. FT. RETAIL/COMMERCIAL
- 35 SECOND FLOOR APARTMENTS
- 35,000 SQ. FT. SECOND FLOOR OFFICES

Adaptive Re-use

- ADAPTIVE RE-USE
- HOSPITAL TO CONF. CENTER/HOTEL
- INSTITUTIONAL BLDGS. TO BE DETERMINED
- PARKING STRUCTURE

Hillside Village

- 590 AGE RESTRICTED APARTMENTS & TOWNHOUSES
- 10 SINGLE FAMILY ESTATES



4 DEVELOPMENT STANDARDS

4.5-D: TYPICAL FRONT YARD GRADING

- The ground shall strike a horizontal line at the building facade.
- Attached buildings shall transition slope as shown below.

Attached Buildings Typical Front Yard Grading

4.6: COMMERCIAL AND MIXED-USE STREETSCAPES

- Commercial and Mixed-Use streetscapes should have a different character than residential streets. They are designed to accommodate the higher level of use and the additional activities that typically take place on them.
- Sidewalks should be paved from building face to street curb.
- Street trees should be provided on all streets at approximately 40' spacing.
- A furnishing zone should be established between the edge of the sidewalk and the curb.
- Outdoor dining and seating should be encouraged along commercial sidewalks.
- Curbs should be vertical (not rolled).

4.7: RESIDENTIAL STREETSCAPES

- Where applicable, there should be a minimum 4' wide sidewalk and a 5' minimum street tree planting strip with grass.
- Ornamental street lights should be used.
- Residential street lights should be a 12' maximum pole heights.
- Are a 12' maximum pole height.
- Street trees should be planted in all transit zones except rural and conservation and should have approximately 40' spacing.
- Transformers and all other equipment should be located behind the buildings, on the side of buildings, or otherwise screened.
- Driveway aprons should match sidewalk material and pattern.

5 THOROUGHFARE STANDARDS

5.2 STREET TYPES

TYPE 2
Main Street (Retail)

TYPE 3
Main Street (Residential)

6 ARCHITECTURAL STANDARDS

6.2 COMMERCIAL AND MIXED-USE

The character of the architecture on the street reinforces the idea of a pedestrian scale. Buildings should be articulated to create a human scale and have the varied look of a number of buildings built over time. Building masses and edges along the street should be articulated with windows and entryway that provide interest. The following guidelines apply to all Commercial and Mixed-Use buildings.

6.2-A: USES

- Mixed-Use Buildings should have commercial uses located on the first floor. Mixed-Use Buildings should have office or residential uses on all other floors.
- One story structures should be limited to large format stores, such as grocery stores and specialty buildings such as the existing administration building, proposed railroad station, etc.

6.2-B: ORIENTATION

- Primary Building Facades should be oriented to the street.
- Buildings should line the Build-to-Line in a continuous edge and should meet the minimum frontage occupancy requirements.
- Blank walls should not face streets. Limer buildings with primary building facades should be used to screen blank walls from the street.

6.2-C: FACADES

- Mixed-Use Buildings longer than 60' should be designed to look like more than one building.
- Commercial first floors should have a 12' minimum height for mixed-use buildings.

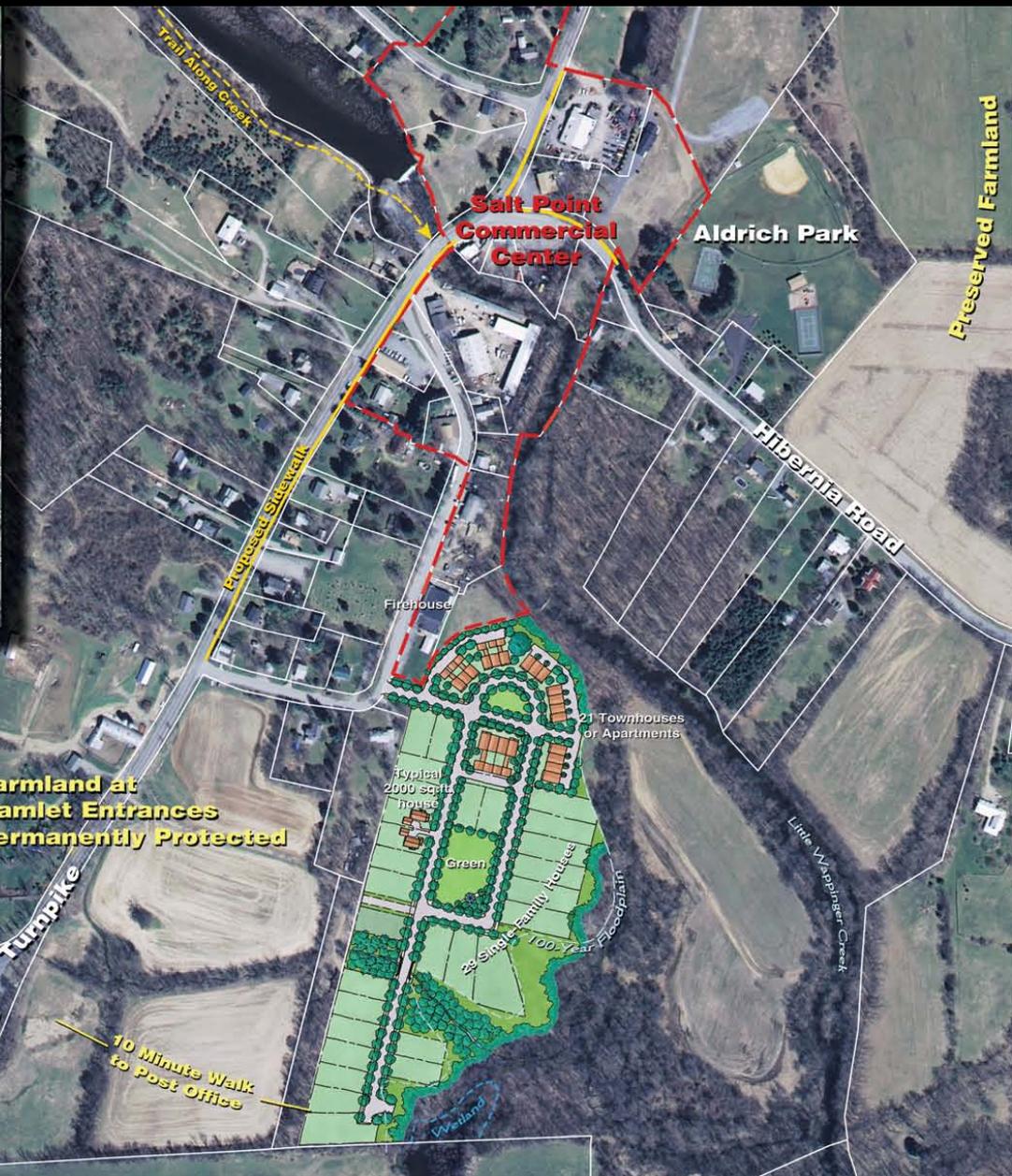
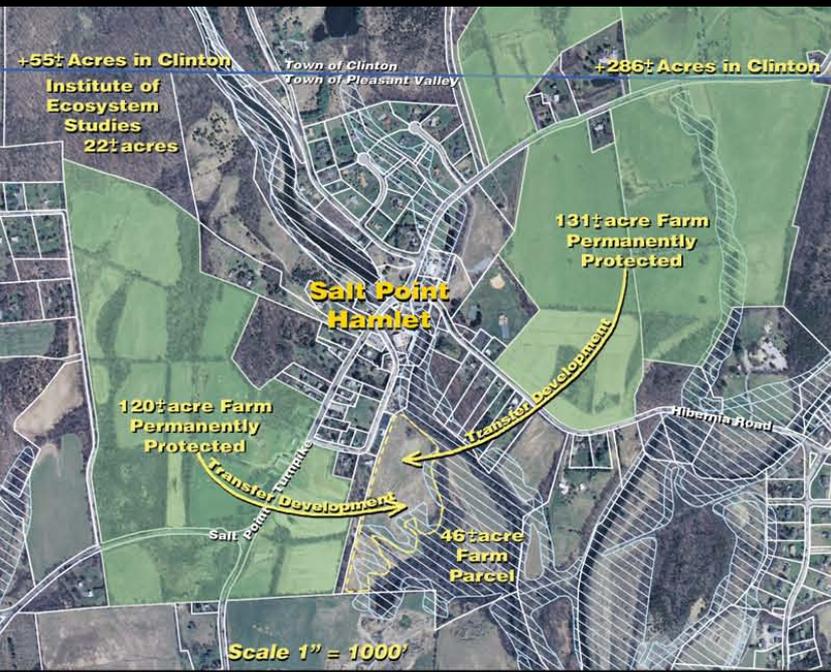
Town of Dover Transit-Oriented Development

An aerial photograph of the Hudson River valley during sunset. The sky is filled with soft, orange and pink clouds. The river flows through the valley, with a large bridge spanning across it in the foreground. The surrounding hills are silhouetted against the bright sky. The text 'Hudson Valley' is written in a yellow, cursive font in the upper left quadrant.

Hudson Valley

Greenway

Connections



Salt Point Hamlet
Illustrative Sketch Plan

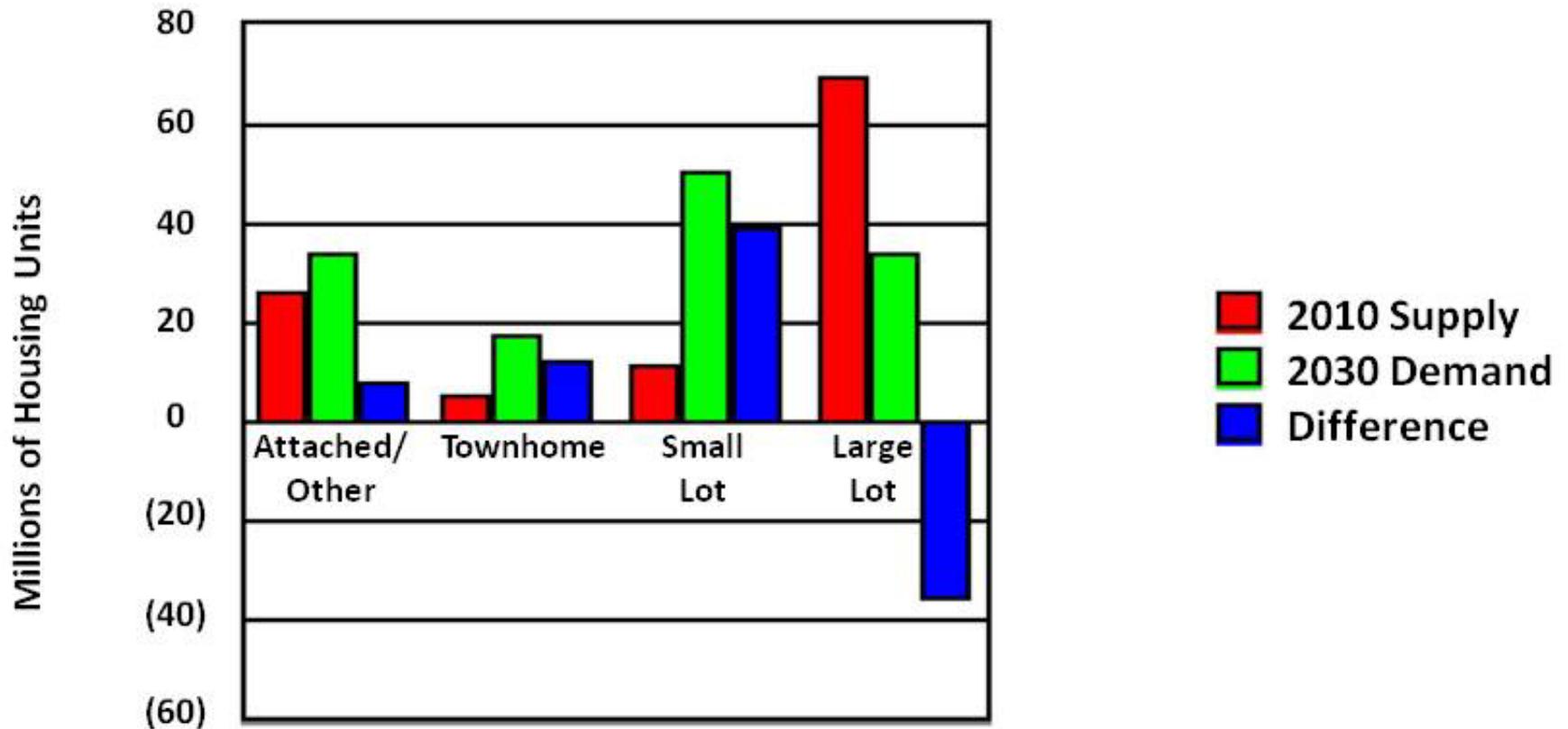
Parcel Lines

FEMA Floodplains

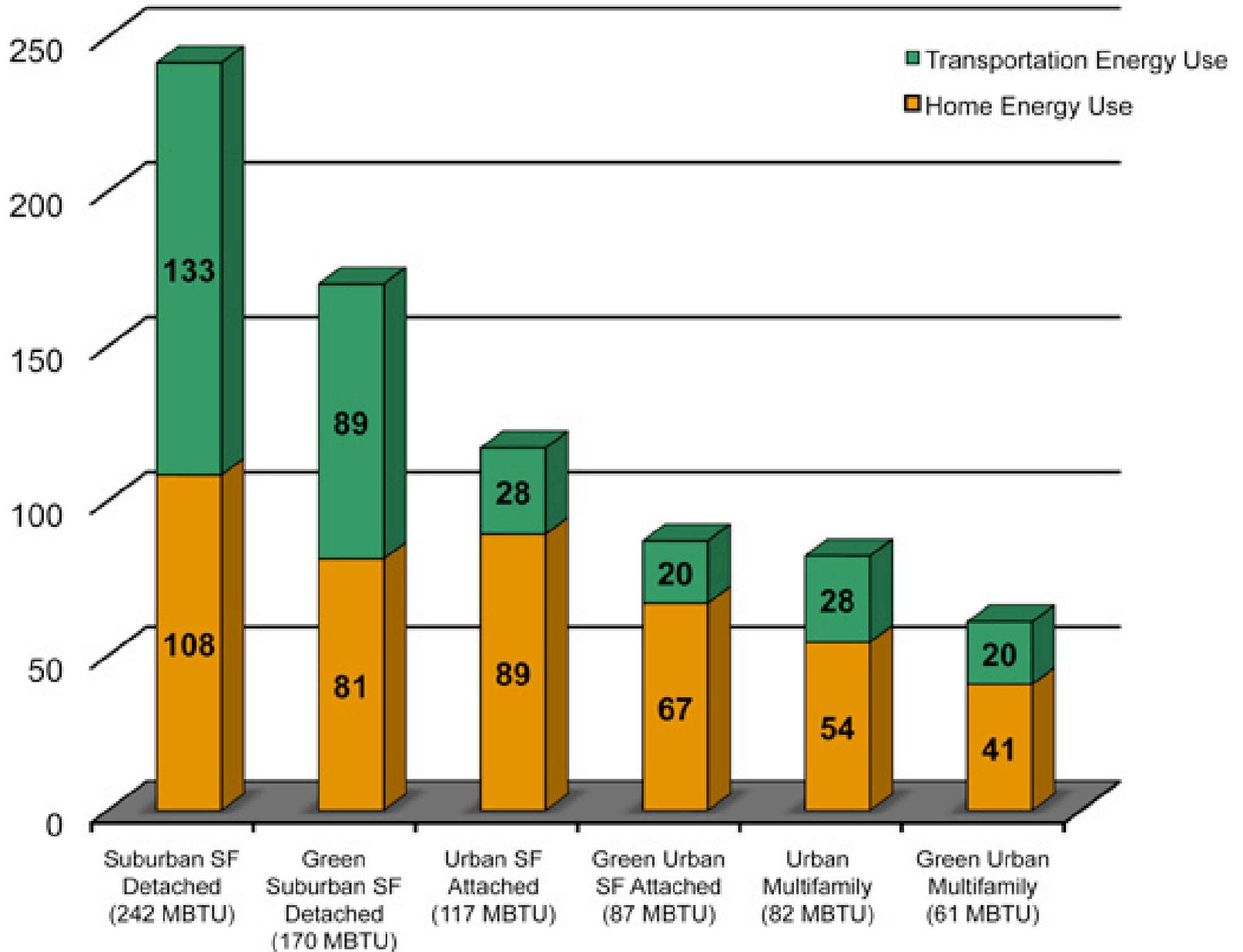
North

Scale: 1" = 300'

Housing Demand Shift 2010-30

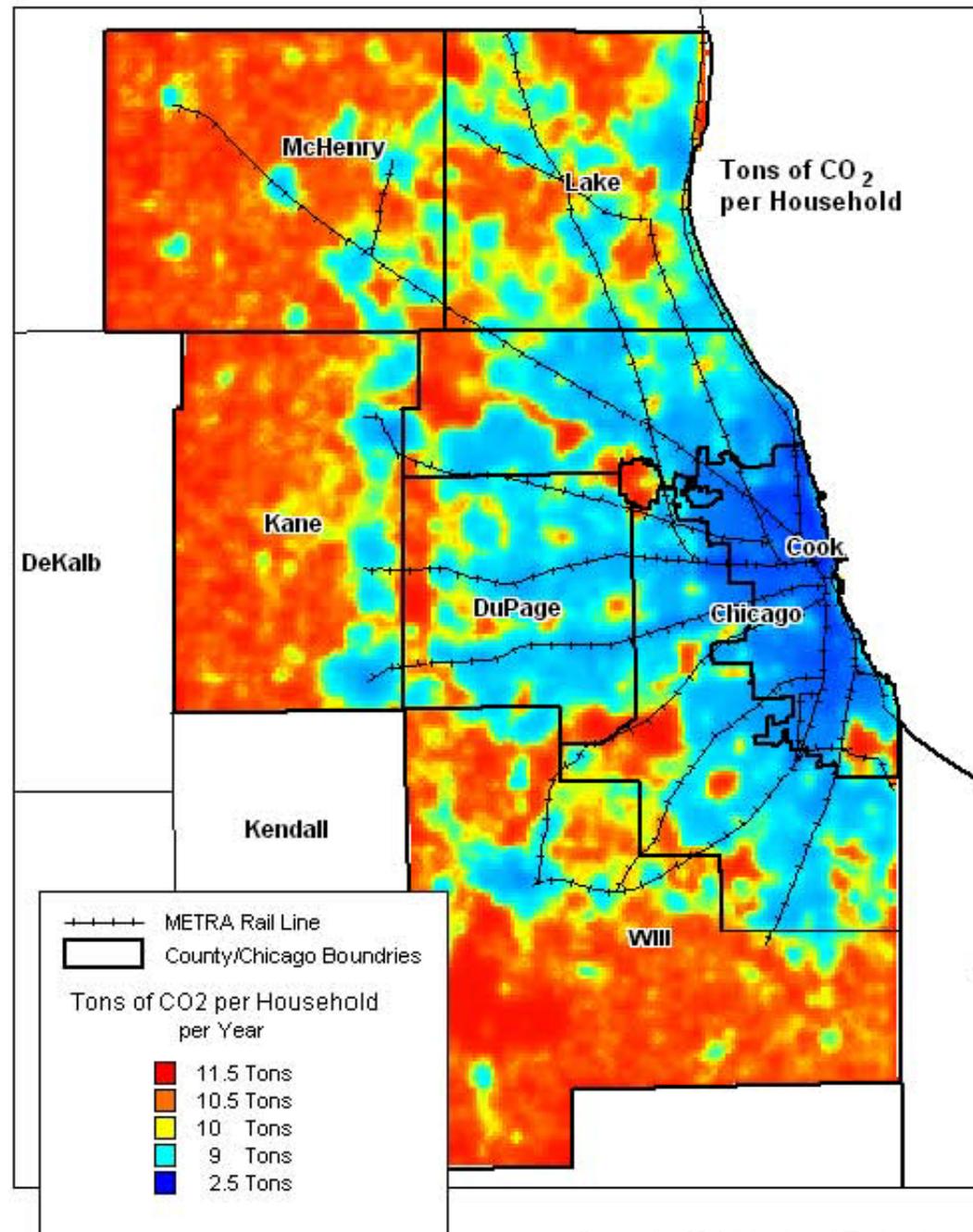


Million BTU per Year

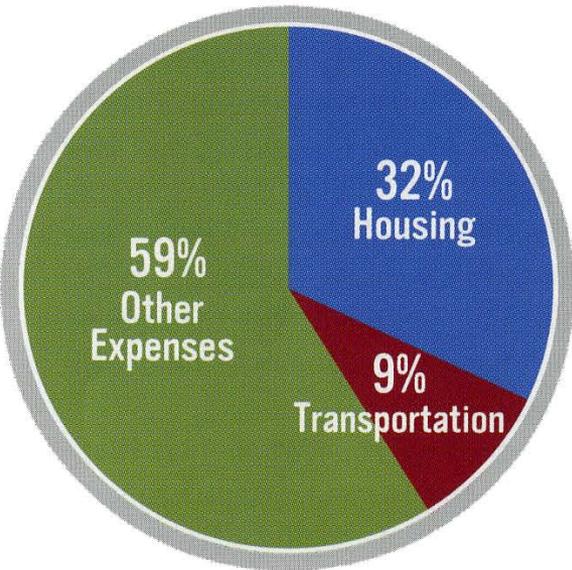


Single Family Household Type

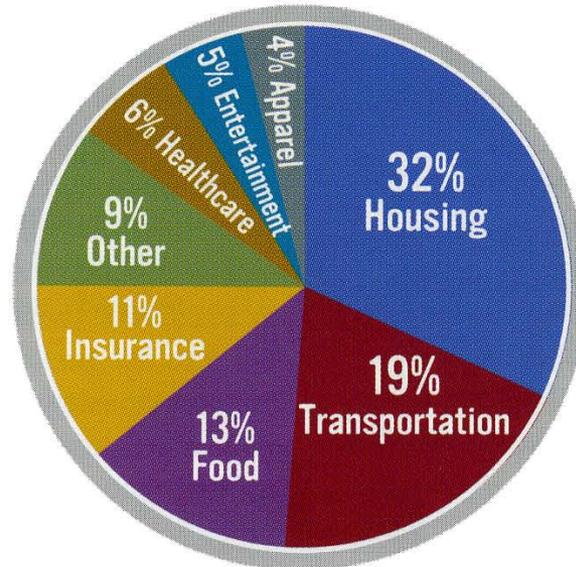
City dwellers produce relatively low amounts of GHGs.



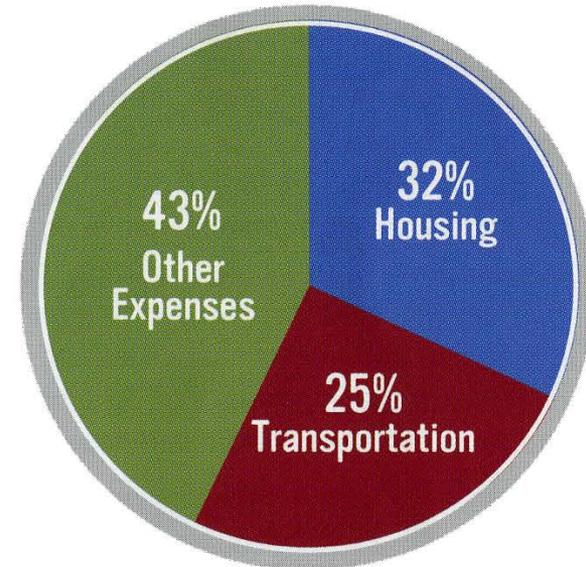
TRANSIT RICH NEIGHBORHOOD



AVERAGE AMERICAN FAMILY



AUTO DEPENDENT EXURBS



While the average family spends 19 percent of the household budget on transportation, and households in auto-dependent neighborhoods spend 25 percent, households with good access to transit spend just 9 percent. This savings can be critical for low-income households.

Source: Center for TOD + Transportation Affordability Index, 2004 Bureau of Labor Statistics