

Local and Regional Planning Context

REGIONAL PLANNING

The Town of Rhinebeck is located in the historic Hudson River Valley, a region of national significance that has occasioned an unusually large number of studies and plans. In developing *The Rhinebeck Plan*, the Comprehensive Plan Committee reviewed State, regional, and local plans to determine which recommendations supported the community's vision and should be included in the *Plan*. Summaries of these plans are described below. The plans are arranged chronologically under the appropriate heading, and each is numbered. The numbers that appear in parentheses in the following evaluation identify the plans from which the recommendations originate, and direct the reader to the fuller discussion in the summaries.

One common theme in all of the plans reviewed is the need for regional planning. The 2000 Countryside Exchange report (13), for instance, emphasizes the need for “*proactive regional planning to ensure that future growth enhances the region's historical settlement pattern, protects the character of the countryside, maintains a thriving agricultural base, and preserves the many historic sites in the area.*” This recommendation echoes a key element of the Dutchess County comprehensive plan *Directions* (10) to “*adopt a regional perspective on land use, transportation and natural resource protection.*” While Rhinebeck only has legislative control over the land within its borders, it shares common concerns, problems, and resources with other communities in the region. It has often been noted that natural resources span municipal boundaries, and thus will only be effectively protected through regional planning. Roads also cross municipal boundaries, and since land use and transportation are inextricably linked (as noted in a number of the plans), development in one community can impact transportation networks in neighboring towns. These are just two examples that illustrate the crucial need for adopting a regional perspective to ensure that each community realizes its individual goals. The following is a list of issues with the potential for regional impacts that will be most effectively addressed through regional planning:

High Speed Rail Service. Metro-North Railroad, NYSDOT, Amtrak, CSX Transportation, and Canadian Pacific Railway are working together to develop a comprehensive plan for the Hudson Line Corridor between New York City and Albany. The plan will include an evaluation of increased

operating speed on the Hudson Line (16). Metro-North is evaluating the possibility of system expansion to accommodate potential future ridership, including construction of three or four stations with high level platforms to extend service from Poughkeepsie to Rhinecliff [and possibly Tivoli] (14). The NYS Open Space plan notes that a high-speed rail system may result in loss of natural resources and loss of existing public access to the Hudson River (2). Moreover, high-speed rail will have significant growth-inducing impacts that may be detrimental to the goals of Northern Dutchess communities to deter sprawl and enhance their rural character. For these reasons, the *Rhinebeck Plan* does not support high-speed rail service in the region.

Scenic Viewsheds. The *Hudson Valley Scenic Roads Program* (5) recommends protection of lands within the viewshed of designated scenic road corridors that are in other political jurisdictions, generally across the Hudson River. The *Rhinebeck Plan* recommends that the Town work with neighboring municipalities across the River to create an intermunicipal agreement stipulating that each river community will ensure that development along its shoreline will not have adverse visual impacts on its neighbors across the river.

Regional Ecosystem. Since ecosystems often span municipal boundaries, development in one community can have regional impacts on these natural resources. Cumulative impacts of development projects and local site planning decisions should be assessed on the regional ecosystem (8) and the regional landscape (10). Regional watershed associations should be organized to develop intermunicipal corridor management plans (8) and ensure sound long-term management of water resources (11). The *Rhinebeck Plan* supports these recommendations.

Water Systems. The Dutchess County Water and Wastewater Plan (11) states that the plan “strives to be consistent with the land use policies of the County’s master plan Directions, which calls for reinforcing community centers by focusing development in and around them.” However, the Water and Wastewater Plan recommends that existing water systems in the Towns of Red Hook and Rhinebeck, and the Villages of Rhinebeck and Tivoli, be connected. This has the potential to encourage strip commercial and residential development along and adjacent to the Route 9G corridor, which is contrary to the goals of the Rhinebeck community to preserve the historic settlement pattern of the area, and to promote a smart growth land use pattern that reduces traffic congestion. The Rhinebeck Plan does not support this recommendation of the Dutchess County Water and Wastewater Authority.

Land Use and Community Character. Municipalities should work together to strengthen the traditional land use pattern of well-defined centralized settlements separated from each other by farmland and open spaces (9.1) (10) (13).

Land Use and Transportation. Land use and transportation are inextricably linked. As stated in *21st Century Mobility* (14), “*ultimately the only traffic solution is a land use solution.*” The most important feature of that solution is to “*concentrate new growth in and around existing urban centers and preserve the maximum amount of open space*” (9.1) (14). The *Rhinebeck Plan* supports this recommendation.

Corridor management plans should be developed to protect the visual quality of scenic roads (4). The *Rhinebeck Plan* supports this recommendation.

However, the *Rhinebeck Plan* does not support the recommendation to widen Route 9G between St. Andrews Road and the Kingston-Rhinecliff Bridge (approximately 18 miles) from 2 to 4 lanes (14). This recommendation is contrary to the Rhinebeck community’s goal to preserve the Town’s rural character, and to the recommendation to designate Route 9G from Old Post Road in Rhinebeck to the Dutchess County/Columbia County line as a scenic road (4). Instead, the *Rhinebeck Plan* supports the recommendation that transportation and land use planning must be coordinated to prevent new developments from overwhelming transportation infrastructure (14). Local governments should educate themselves about what not to allow to be built so as to preserve the future viability of existing highway corridors (14). New growth should be matched to available or projected transportation capacity (i.e., land use and density determinations should be based, in part, on the level of congestion and available capacity of area roads) (15). Transportation alternatives should be promoted to reduce reliance on the automobile (9.1) (14) (15) (16) (17). Rather than widening Route 9G, the *Rhinebeck Plan* recommends construction of a shoulder for bicycles along this corridor, and a clearly delineated bicycle lane on the Rhinecliff-Kingston Bridge, as recommended by the *Bicycle and Pedestrian Plan* (17).

The *Transportation Plan Update* (15) proposes improving operations at selected intersections on Route 9G in Rhinebeck, Hyde Park, and Poughkeepsie. Rhinebeck should inquire about which intersections and what improvements are being proposed.

Scenic Roads

The following roads have been recommended for or already designated as scenic roads in the Town of Rhinebeck (* indicates roads that have already been designated):

Rhinecliff Road (1); from the intersection with Morton Road to the intersection with River Road (5)

Morton Road (1) (3); from the intersection with South Mill Road to the intersection with Rhinecliff Road (5)

South Mill Road (1) (3)

parts of **County Route 103** (1) (3); from the intersection with Morton Road to the intersection with Route 9G in Red Hook (5)

Route 199 from Route 9G to Rhinecliff-Kingston Bridge (1) (5)

Route 9 (3); from the intersection of South Mill Road to the intersection with Old Post Road (5)

Old Post Road (3)

Fishing Flats Road (3)

Astor Drive from the intersection with River Road to the intersection with Old Post Road (5)

Mt. Rutsen Road from the intersection with River Road to the intersection with Old Post Road (5)

Hook Road (Lower and Upper) from the intersection with River Road to the intersection with Old Post Road (5)

Route 9G from the intersection with Old Post Road in Rhinebeck to the Dutchess/Columbia County line (5)

Recommendations for local jurisdictions to preserve and enhance the visual qualities of scenic roads include the following:

- ❑ Adopt Scenic Road Overlay Districts (5) (14).
- ❑ Acquire scenic easements where necessary to preserve the special aesthetic qualities of their scenic roads (3) (5).
- ❑ Full fee acquisition of key parcels of land by local and State agencies (5).
- ❑ Donation of easements by landowners for tax incentives (5).
- ❑ Develop a corridor management plan to preserve and enhance view of natural and cultural features from scenic roads (4).
- ❑ Adopt scenic road maintenance and management guidelines (e.g., regarding guide rails, shoulders, vegetation, side slopes, and directional signs) (5).
- ❑ To preserve the scenic quality of County Route 103, scenic easements should be considered along the entire length of the road and efforts should be made to preserve the winding, rural quality of the road itself (3).
- ❑ Use buffer zones to integrate development into the landscape without destroying the visual character of the roadways and to provide space for greenways and trails (18).
- ❑ Designate scenic roads as Critical Environmental Areas.

The *Rhinebeck Plan* supports these recommendations.

Critical Environmental Areas

The following areas have been identified as having exceptional ecological, historical, recreational, or scenic values. *The Rhinebeck Plan* recommends that these areas, together with all other areas identified in Chapter 1, be designated as Critical Environmental Areas (CEA):

APPENDIX 7: PLAN SUMMARIES

1. The 18 Mile Historic Estate Area (historic, scenic) (3) (4)
2. Vanderburgh Cove Uplands (ecological) (3) (4) (7). The ecological balance of the cove is threatened by siltation resulting from the erosion caused by forest clearing on the cove's southern shore. The hillsides and streambeds around the cove should be protected and preserved in a natural condition.
3. Suckley Cove (ecological, scenic) (3) (4). The cove and the wooded hillsides bordering it should be acquired and preserved in their present natural condition. Prohibit any of the shoreline or vegetation in or adjacent to Suckley Cove that may result in the introduction of exotics in this high quality area (7); institute watershed management programs for the two Creeks (7).
4. Astor Cove (ecological) (3) (4). The hillsides above the cove are an important part of the entire ecological system. Intensive development and forest removal of the cove's frontage would be very detrimental to its ecology. The presently protected area should be expanded to encompass the significant hillsides.
5. Sturgeon Point Cliffs (scenic) (3) (4). Because of their high scenic quality, the cliff faces and top should be preserved in their natural state. (The Hudson River Valley Study (3) recommends the acquisition of the necessary scenic easements.)
6. Ferncliff Forest Sanctuary/Mount Rutsen/Snyder Swamp (ecological, recreational) (2) (3)
7. Hamlet of Rhinecliff (historic and scenic) (3)
8. Rhinecliff Ferry Landing (recreational potential) (3)
9. Ankony Farms (cultural and scenic) (3)
10. Stream corridors and other water resources (8), particularly the Landsman Kill (ecological, recreational) (3)
11. Wildercliff, Wilderstein, Wyndclyffe, Ferncliff, Leacot (historic) (3).

Land Use

The following are the recommendations that pertain to land use; all of these are supported by *The Rhinebeck Plan*:

- Require clustering to protect significant resources and to concentrate development within or contiguous to existing hamlet or village settings to support the traditional settlement pattern and take advantage of existing public services (8) (9.1) (14) (18).
- Strengthen the traditional land use pattern of well-defined centralized settlements separated from each other by farmland and open spaces (9.1) (10) (13).
- Use natural resources as the basis for determining opportunities and constraints to development (9.1) (10).

APPENDIX 7: PLAN SUMMARIES

- ❑ Carefully planned mixed-use development is preferable to traditional single-use zoning (9.1) (18)
- ❑ Deter strip commercial development, contemporary suburban housing (especially when it detracts from scenic views), industrial scale and large-scale institutional development, utility lines, and private house construction on the river outside the established river landings (6).
- ❑ Localized commercial centers are recommended in the vicinity of the major higher density residential clusters to provide convenience shopping (9.1) (18).
- ❑ Clustered commercial is recommended, rather than strip commercial, to minimize curb cuts on the main roads (9.1) (18).
- ❑ Siting recommendations (1):
 - Site structures and other development such as highways, power lines, and signs back from shorelines or in other inconspicuous locations to maintain the attractive quality of the shoreline and to retain views to and from the shore.
 - Cluster or orient structures to retain views, save open space, and provide visual organization to a development.
 - Incorporate sound, existing structures (especially historic buildings) into the overall development scheme.
 - Maintain or restore the original landform, except when changes screen unattractive elements and/or add appropriate interest.
 - Maintain or add vegetation to provide interest, encourage the presence of wildlife, blend structures into the site, and obscure unattractive element, except when selective clearing creates views of coastal waters.
 - Use appropriate materials, in addition to vegetation, to screen unattractive elements.
 - Use appropriate scales, forms and materials to ensure that buildings and other structures are compatible with and add interest to the landscape.

Open Space

The following are conservation strategies relevant to the Town of Rhinebeck and supported by *The Rhinebeck Plan*:

- ❑ Purchase or accept donations of conservation easements from willing sellers (2) (9.1).
- ❑ Purchase from willing sellers key river access sites that maximize appropriate multiple use and conserve the scenic and recreational character of the river (2) (9.1).

- ❑ Develop a Town-based purchase of development rights program (2).
- ❑ Transfer of Development Rights (TDR) and incentive zoning should be used to preserve the 18-mile Historic District (3), with historic estates as “sending areas” (4)
- ❑ Rhinebeck should identify small projects eligible for funding through the small project in holdings category from the DEC and OPRHP. The projects are not to exceed \$250,000 in cost or 200 acres in size. Eligible projects include public fishing stream and river access projects, enhancement of public lands (access, in holdings, etc.), significant rare habitats, significant historic and archaeological resources, and trail and greenway connections (2).

Natural Resources

The following are recommendations pertaining to conservation of natural resources; *The Rhinebeck Plan* supports all of these recommendations:

- ❑ Adopt sediment and soil erosion control ordinances (8).
- ❑ Adopt best management practices as part of project reviews and municipal construction activities (8).
- ❑ Conduct ecological baseline studies (8).
- ❑ Require environmental monitors during construction of a project (8).
- ❑ Require the Town Engineer or Building Inspector to make a final on-site inspection prior to issuance of a Certificate of Occupancy to ensure the development conforms to the approved plan (8).

Transportation

The Rhinebeck Plan supports the following recommendations specific to transportation:

- ❑ Develop travel alternatives to the single occupant automobile, such as ridesharing (car and van pooling, park and ride lots) and bus transit (9.1) (14) (15).
- ❑ Provide a multi-modal transportation system that allows a choice of mode, including transit, pedestrian, and bicycle; zoning and site plan regulations should include provision for transit, pedestrian and bicycle usage for all development (9.1) (14) (15).
- ❑ Provide bicycle routes (i.e., a separate trail, a marked bike lane, a road shoulder, or some combination) (9.1) (17).
- ❑ Encourage local businesses to install bicycle parking (9.1) (17).
- ❑ Provide sidewalks and pathways for new streets and subdivisions where connections can be made to the existing pedestrian network (9.1) (17).

APPENDIX 7: PLAN SUMMARIES

- ❑ Sidewalks should be at least 5 feet wide and should be designed to conform to the Americans with Disabilities Act (9.1) (17).
- ❑ Balance employment and housing opportunities to reduce travel duration and intensity (i.e., resulting from the need to commute) (9.1) (14).
- ❑ Adopt traffic zoning restrictions that limit development to the capacity of the existing road system (14) (15).
- ❑ Amend zoning to permit mixed-uses to increase densities in order to support transit, pedestrian, and bicycle modes and to reduce travel and trip lengths (9.1) (14).
- ❑ Use SEQR to assess long-term impacts of major development proposals and cumulative impacts of smaller scale projects; require adequate mitigation for all adverse impacts (15).
- ❑ Adopt parking controls (i.e. both a minimum and a *maximum* number of spaces) that limit the supply of parking to encourage high occupancy vehicles, transit, pedestrian and bicycle modes (14) (15).
- ❑ Manage growth of highway oriented commercial developments (commercial strip) in order to preserve the highway capacities in the region (14).
- ❑ On major highway corridors, limit the number of individual curb cuts (15), require construction of service roads for development or redevelopment projects (9.1) (14) (15), ensure that major activity centers are easily accessible by transit and bicycle and pedestrian facilities (9.1) (15) so that highway capacity and safety will not be adversely impacted.
- ❑ In instances where private development will have a significant impact on the State and local roadways, a method should be in place for the private developer to pay for needed additional capacity as a matter of established policy (14).
- ❑ Use traffic calming techniques such as “neckdowns,” street trees, shorter curb radii, pedestrian amenities, planted medians, and textured or striped crosswalks to slow traffic and encourage greater pedestrian use (9.1) (15) (17).

Trails and Greenways

The following are the recommendations pertaining to trails; these are supported by *The Rhinebeck Plan*:

- ❑ Create a Hudson River Trail (2) (9.1)
- ❑ Bicycle and pedestrian facilities should connect park areas as destinations and serve recreational as well as transportation purposes (2) (9.1)
- ❑ Create greenway parks and trails along stream corridors (8) (9.1).

- ❑ Require linear riverfront lands as parkland during subdivision or use funds paid in lieu of land to acquire and manage similar lands (8).
- ❑ Acquire abandoned railroad corridors for transportation and/or recreational uses.

Public Access to the Hudson River

The following are the recommendations pertaining to public access to the Hudson River. *The Rhinebeck Plan* supports these recommendations:

- ❑ Reinvest in the waterfront for active and passive recreation and scenic enhancement (8) (9.1).
- ❑ Provide public access to the river and the shoreline (2) (9.1).
- ❑ The State should consider full or partial funding of reclamation of public access to the river, such as the abandoned ferry slip in Rhinecliff, which offers the only feasible mass excursion boat landing along the East shore of the River from Poughkeepsie to Hudson (3).

P L A N S U M M A R I E S

State Plans

SCENIC AREAS OF STATEWIDE SIGNIFICANCE (1)

NEW YORK STATE DEPARTMENT OF STATE, JULY 1993

Portions of the Town of Rhinebeck lie within the Estates District Scenic Area of Statewide Significance (SASS), which consists of the Hudson River and its eastern shorelands in Germantown, Clermont, Red Hook, Rhinebeck, and Hyde Park. Most of the SASS is included in the 32 square mile Hudson River National Historic Landmark District designated in 1990 as the nation’s largest landmark district. In addition, the SASS contains three historic districts listed on the State and National Registers of Historic Places: the Clermont Estates Historic District, the Sixteen Mile Historic District, and the Town of Rhinebeck Multi-Resource District.

Subunits of the Estates District SASS located in the Town of Rhinebeck include: Astor Cove subunit, River Road subunit, Mount Rutsen subunit, Rhinebeck Center subunit, Rhinecliff Road subunit, Rhinecliff subunit, Rhinecliff Woods subunit, Mill Road Meadows subunit, and Vanderburgh Cove subunit.

Scenic roads identified in Rhinebeck include: Rhinecliff, Morton and South Mill Roads, and parts of the road also known as County Route 103; Route 199 from its junction with Route 9G west to the Kingston-Rhinecliff Bridge.

Whether within or outside a designated SASS, all proposed actions subject to review under federal and State coastal acts or a Local Waterfront Revitalization Program must be

assessed to determine whether the action could affect a scenic resource and whether the action would be likely to impair the scenic beauty of the scenic resource. Impairments include:

- ❑ The irreversible modification of geologic forms, the destruction or removal of vegetation, or the modification, destruction or removal of structures, whenever such elements are significant to the scenic quality of the resource
- ❑ The addition of structures, which because of siting or scale will reduce identified views or which because of scale, form, or materials will diminish the scenic quality of an identified resource.

To ensure such impairments do not occur, the following siting and facility-related guidelines are set forth:

- ❑ Siting structures and other development such as highways, power lines, and signs back from shorelines or in other inconspicuous locations to maintain the attractive quality of the shoreline and to retain views to and from the shore.
- ❑ Clustering or orienting structures to retain views, save open space, and provide visual organization to a development.
- ❑ Incorporating sound, existing structures (especially historic buildings) into the overall development scheme.
- ❑ Removing deteriorated and/or degrading elements.
- ❑ Maintaining or restoring the original landform, except when changes screen unattractive elements and/or add appropriate interest.
- ❑ Maintaining or adding vegetation to provide interest, encourage the presence of wildlife, blend structures into the site, and obscure unattractive element, except when selective clearing creates views of coastal waters.
- ❑ Using appropriate materials, in addition to vegetation, to screen unattractive elements.
- ❑ Using appropriate scales, forms and materials to ensure that buildings and other structures are compatible with and add interest to the landscape.

CONSERVING OPEN SPACE IN NEW YORK STATE (2)

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION AND
THE OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION, 1995

The NYS Open Space Plan is a guide for long-term action in conserving open space and historic sites of statewide importance. The Plan identifies open space resources and historic sites that are worthy of preservation for future generations, and lists specific high priority conservation projects.

Rhinebeck is located in the Hudson River Valley and Estuary “Major Linear System,” which is described as: “Extending from New York Harbor to the Town of Newcomb in the heart of the Adirondacks, the Hudson River and estuary are a unique natural, historic

and scenic resource. Among its resources to be protected are its tidal wetlands, scenic beauty, shoreline access, greenway trail system, cultural and historical sites, islands, significant plant and animal habitats, fisheries, endangered species and natural heritage sites.”

Conservation strategies specific to the Hudson River Valley and Estuary and relevant to Rhinebeck include:

- ❑ Purchase or accept donations of conservation easements from willing sellers.
- ❑ Purchase from willing sellers of key river access sites that maximize appropriate multiple use and conserve the scenic and recreational character of the river.
- ❑ Support the work of the Hudson River Greenway Council and Conservancy.
- ❑ Acquire through State action additional public access points in the Hudson River estuary.
- ❑ Work cooperatively with the National Park Service in interpreting the history of the Hudson to visitors and residents.
- ❑ Support federal efforts to designate the Hudson River Valley as a National Heritage Area to encourage sound management of the river corridor. This designation has already occurred.
- ❑ Implement the recommendations of the Hudson River Estuary management Plan prepared by DEC.
- ❑ Create a Hudson River Trail.
- ❑ Improve access via trails, bikeways and transportation alternatives.
- ❑ Enforce the Freshwater Wetlands, Tidal Wetlands, and Wild, Scenic and Recreational Rivers Acts.
- ❑ Encourage local and county government purchase of farmland development rights programs within the Hudson Valley.
- ❑ The work of not-for-profit land trusts has been particularly important in the Valley and should continue.
- ❑ Implement the recommendations of the Governor’s Coastal Resources Task Force for the State Coastal Management Program.
- ❑ Pursue additional local waterfront revitalization and harbor management plans.
- ❑ Transfer state owned lands along the Hudson that exhibit outstanding natural resource or public access values, currently not under the jurisdiction of DEC or OPRHP, to those two agencies.

APPENDIX 7: PLAN SUMMARIES

The Plan lists 90 priority projects that deserve immediate conservation attention from DEC, OPRHP and their partners in land conservation. These are unique and irreplaceable open space resources that include exceptional ecological, wildlife, recreational, scenic and historical values. One project (Ferncliff Forest/Snyder Swamp) was recommended for inclusion on this list by the Region 3 Committee, but it did not make the final cut. The Hudson River Greenway Trail is on the priority project list, but the discussion does not include specific reference to lands in Rhinebeck.

The list of priority projects includes a generic “small projects inholdings” category that enables the Department of Environmental Conservation (DEC) and Office of Parks, Recreation, and Historic Preservation (OPRHP) to purchase small parcels that are not otherwise specifically listed either in the Open Space Plan or in the state budget. This category takes into account the need for protecting small, inexpensive parcels of land (such as inholdings, stream fishing rights easements, and public access parcels) that will never be listed as discrete projects within the Open Space Plan but that are nonetheless critical to the effective management of existing state land holdings. The projects are not to exceed \$250,000 in cost or 200 acres in size. Funds are appropriated annually from the Environmental Protection Fund for the small projects category. Eligible projects include public fishing stream and river access projects, enhancement of public lands (access, inholdings, etc.), significant rare habitats, significant historic and archaeological resources, and trail and greenway connections.

The Open Space Plan recommends implementation of the Statewide Bicycle and Pedestrian Plan and states that the planning and construction of bicycle and pedestrian facilities at the local level should be done in a way that connects park areas as destinations and serves recreational as well as transportation purposes. The plan promotes rail-to-trail conversions; advancing trails as an important part of the State’s recreation, tourism, transportation and conservation heritage; using ISTEA enhancement funds for trail planning and construction to create and enhance trail systems within priority open space areas designated by the Open Space Plan, and for completing a safe and effective system for bicycle and pedestrian transportation across the state as an integral part of the state’s overall open space system, and; including walkways and bikeways in transportation investments within urban areas to develop a safe and effective system of bicycle and pedestrian transportation.

The Plan also recommends implementation of the Estuary Plan for the Hudson River, which sets forth an action agenda on water quality, management of the shoreline, and fish and wildlife management. The following actions of the Estuary Plan are specifically recommended: protecting the scenic quality of the Hudson Valley; providing public access to the river and the shoreline; promoting a coordinated approach to management of public and not-for-profit parks and preserves; protecting habitat and biodiversity, and; open space management.

- The Plan states that impacts of improved transportation technology, e.g., Hudson River high-speed rail system, must be weighed against loss of natural resource values and access to natural resource areas. The Region 3 Committee notes that improvements to a transportation system can produce negative impacts on enjoyment of specific natural resource areas, especially access to those areas; a case in point is the

proposed development of a high-speed rail system along the Hudson River corridor and the potential loss of existing public access to the Hudson River

Regional Plans

HUDSON RIVER VALLEY STUDY (3)

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION, FEBRUARY 1979

A study of the need to protect the scenic, recreational, and ecologically important resources of designated areas of the Hudson River Valley. Specifically, the study identifies and evaluates critical scenic, recreational and ecological areas, including natural and man-made features of historic importance, geological formations, prime and unique farmlands, estuarine areas, areas suitable for recreational development, and areas of outstanding natural beauty. It also develops a priority list and rationale for public acquisition of lands of ecological, scenic, recreational and historical importance, identifies other privately owned sites worthy of protection, and discusses appropriate means for providing a sound overall management framework for preserving the resources of the Hudson River Valley.

The central thesis of the study is that the entire viewshed of the Hudson River Valley is a unique and priceless aesthetic feature of the New York State landscape deserving of protection. This is particularly so given the importance of tourism and the general enhancement of real estate values that is ascribable to scenic surroundings. Within the study area are “nodes of distinction,” natural and man-made features of particular importance which should have singular treatment. These areas are recommended for either preservation (acquisition in full fee by the State) or protection (State acquisition of scenic or conservation easements or the use of local statutory powers such as clustering or transfer of development rights). A special category of site-specific recommendations deals with roads having special scenic attributes, which are recommended for designation in the State’s scenic highway system or by counties and local governments. Local jurisdictions may wish to acquire scenic easements where necessary to preserve the special aesthetic qualities of their scenic roads.

Areas recommended for preservation or protection in the Town of Rhinebeck include:

- The 18 Mile Historic Estate Area. Recommended action: preservation. This 18 mile stretch is of national significance. Historic district designation does not generally protect the historic character of the land, except to the extent that SEQR provides a degree of protection. Nor does it provide tax advantages for owner-occupants not interested in profitable uses of their historic assets. An intermunicipal task force has been instituted by the affected towns to analyze the present problems and potential uses of each individual estate and work toward long term solutions using a full range of preservation planning and conservation techniques. Among other actions promoted should be the development of hiking trail easements and periodic public house tours.
- Sturgeon Point Cliffs. Recommended action: acquisition of scenic easements. The most prominent cliffs in this portion of the river. The cliffs rise 100’ above the river and extend nearly 1½ miles from Suckley Cove to the hamlet of Rhinecliff. Because

APPENDIX 7: PLAN SUMMARIES

of their high scenic quality, the cliff faces and top should be preserved in their natural state through the acquisition of the necessary scenic easements.

- ❑ Vanderburgh Cove. Recommended action: Acquisition of unprotected uplands. The cove, which is classified as an intertidal marsh, is an important spawning and feeding ground for fish and migratory birds. In addition, the Landsman Kill and Fallsburg Creek, which empty into Vanderburgh Cove, are important fish spawning areas. Although most of the Vanderburgh Cove is in public ownership, the cove's wooded frontage is not. The ecological balance is threatened by siltation resulting from the erosion caused by forest clearing on the cove's southern shore. The hillsides and streambeds around the cove should be protected and preserved in a natural condition.
- ❑ Suckley Cove. Recommended action: acquisition. Suckley Cove has high ecological value, in addition to a high scenic and aesthetic quality. Development of the cove's shoreline overlook or a more intensive use of the cove could be extremely detrimental. The cove and the wooded hillsides bordering it should be acquired and preserved in their present natural condition.
- ❑ Astor Cove. Recommended action: acquisition of unprotected upland. A small marsh at the foot of the Ferncliff estate. An important migratory bird feeding area. It contains an abundance of plant species and has possibly the best wild rice stand in the vicinity. The hillsides above the cove are an important part of the entire ecological system. Intensive development and forest removal of the cove's frontage would be very detrimental to its ecology. The presently protected area should be expanded to encompass the significant hillsides.
- ❑ Route 9, Old Post Road, Fishing Flats Road, South Mill Road and Morton Road. Recommended action: designation as scenic roads, preservation.
- ❑ River Road. Recommended action: designation as a scenic road, preservation. In order to preserve the road's scenic quality, scenic easements should be considered along the entire length of the road and efforts should be made to preserve the winding, rural quality of the road itself.

Additional general recommendations:

- ❑ The Hudson River's shores should be given the same limited legal protection that is presently given the boundaries of State parks, and the County should review any zoning action affecting land within 500 feet of the river (as a state park) under 239-m of General Municipal Law.
- ❑ The State legislature should specifically recognize the state-wide and national importance of preserving the scenic resources of the Hudson River Valley by designating as a "scenic area" the entire Hudson River Valley generally within the sight lines along both sides of the river by amendment of Article 49 of the Environmental Conservation Law.
- ❑ The SEQR and/or statewide implementing regulations should be amended to require that, in any area designated as "scenic" pursuant to Article 49 of the ECL, local Type 1 actions or unlisted actions that are determined to require an EIS be referred for

scenic impact review to the planning agencies of the County in which it is proposed and the County from which it would be visible (which would be authorized to comment on the scenic impact of the proposed action).

- ❑ TDR and incentive zoning should be used to preserve the 18-mile Historic District.
- ❑ The DOT should inventory all points along state highways from which visual access to the Hudson River Valley’s scenic resources could be provided and develop a program (scenic overlooks, directional signs to river access points, historic marker “pullouts,” interpretive markers, etc.) for maximizing enjoyment of these resources.
- ❑ Permit DOT to consider the aesthetic impacts of development along a designated scenic state highway, in addition to safety issues of curb cuts etc.
- ❑ The State should consider full or partial funding of reclamation of public access to the river, such as the abandoned ferry slip in Rhinecliff, which offers the only feasible mass excursion boat landing along the East shore of the River from Poughkeepsie to Hudson.

Other significant areas in Rhinebeck that were inventoried by previous studies and reports but not included as a priority in this study include:

- ❑ Landsman Kill (potential recreation area)
- ❑ Rhinecliff (scenic river hamlet)
- ❑ Rhinecliff Ferry Landing (river access/recreation potential)
- ❑ Ankony Farms (cultural/agricultural)
- ❑ Wildercliff, Wilderstein, Wyndclyffe, Ferncliff (cultural/historic/ architecture)
- ❑ Leacote (cultural/historic)
- ❑ Ferncliff Forest Sanctuary/Mt. Rutsen, Snyder Swamp (ecological value, non-tidal swamp, recreation)
- ❑ Kingston-Rhinecliff Bridge (scenic vista)

THE HUDSON RIVER VALLEY: A HERITAGE FOR ALL TIME (4)

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION, 1979

Includes recommendations to protect the Hudson River Valley’s scenic, recreational, and ecologically important resources. Inventories a priority list of particularly significant sites for potential acquisition and preservation. Specific recommendations for the Rhinebeck area include use of Transfer of Development Rights (TDR) to protect historic estates (which would be “sending areas”), and development of a corridor management plan to preserve and enhance views of natural and cultural features from scenic roads.

The report identifies the following as significant resources that should be acquired in Rhinebeck:

- ❑ Ecologically important resources: Vanderburgh Cove, Suckley Cove, Astor Cove. The coves contain significant wetland vegetation and are important fish spawning and migratory bird shelter areas. The hillsides above these coves are critical to the area's ecology and should be preserved in a natural condition.
- ❑ Scenic resources: Eighteen-Mile Historic Estate Area; Sturgeon Point Cliffs (formed of shale, the cliffs rise 100 feet above the river and extend nearly 1½ miles from Suckley Cove to Rhinecliff)

**THE HUDSON VALLEY SCENIC ROADS PROGRAM
VOLUME 1: SCENIC ROAD MASTERPLAN (5)**

THE HERITAGE TASK FORCE FOR THE HUDSON RIVER VALLEY, INC., JUNE 1983

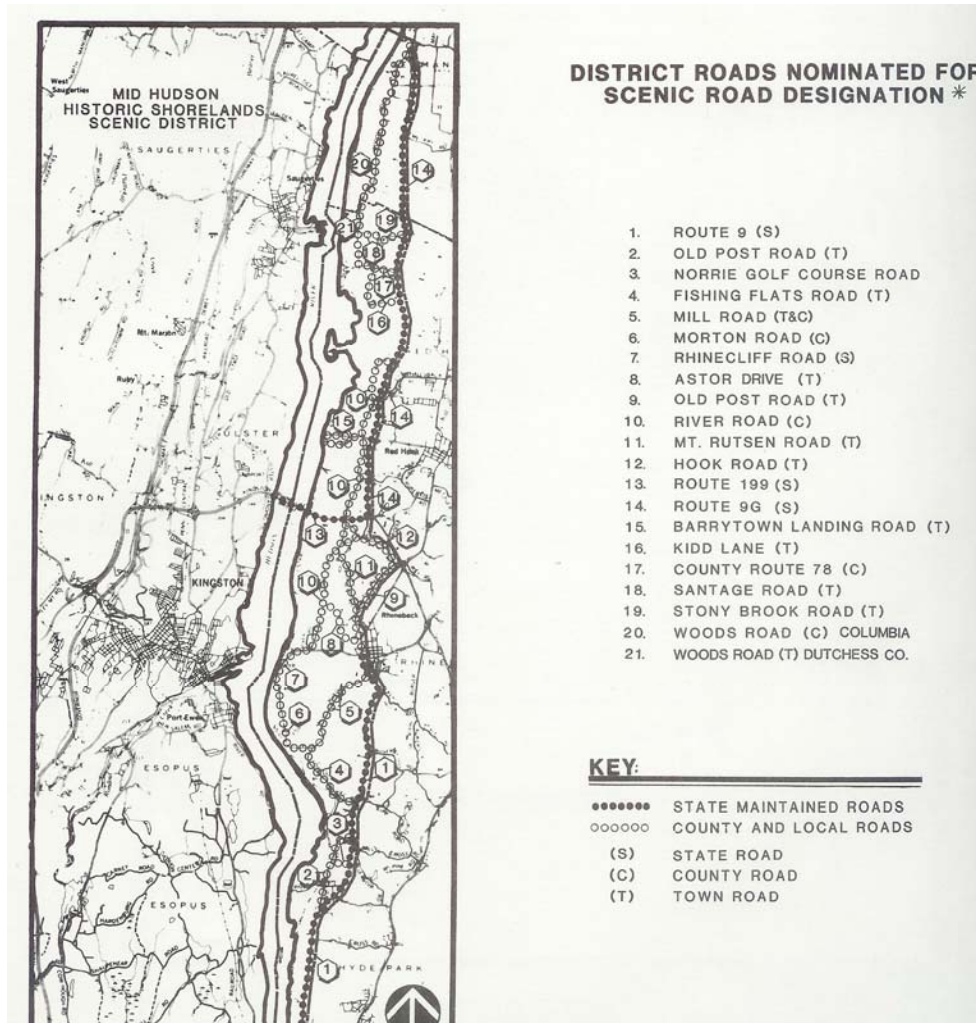
A report of the Heritage Task Force for the Hudson River Valley, Inc., which was established in 1980 by the New York State DEC to prepare a study regarding the protection and enhancement of certain roadways in the Hudson River Valley. The report identifies roads recommended for designation as scenic roads under Article 49 of the Environmental Conservation Law of New York State, along with recommended measures to protect, preserve and enhance the scenic road system, and maintenance and management guidelines. The purpose of the Scenic Roads Program is to assist in protecting, preserving, and enhancing the scenic resources of the Hudson Valley and to nurture a sense of awareness and appreciation of these resources on the part of residents and visitors.

A quality rating system was developed to define the value of visual resources within the road system. A “Class A Scenic Road Corridor” represents the highest scenic quality rating and contains the greatest number of positive scenic elements. For these corridors, the highest degree of protection is recommended. A “Class B Scenic Road Corridor” has a somewhat lower degree of scenic quality, and a “Class C Scenic Road Corridor” serves as an important link between roads of higher scenic quality.

Rhinebeck is located in the Estates Historic District, an 18 mile stretch between the Mills, Vanderbilt, and Roosevelt homes to the south and Clermont to the north. Features of this district, as identified on Map B2, include: exquisite historical estates, recreational importance, historical significance, ecological significance, some strip commercial, excellent views to the River, scenic district class, stone walls and houses, rural farms.

The Estates Historic District is located within the 20-mile Mid-Hudson Historic Shorelands Scenic District, the State's first official scenic area designated under Article 49 of the Environmental Conservation Law. All roads nominated for designation in this area are Class A Scenic Roads. Roads located in Rhinebeck nominated for scenic road designation in the Mid-Hudson Historic Shorelands Scenic District Management Plan (1983) include (see the Figure below):

- ❑ Route 9 from the intersection with South Mill Road to the intersection with Old Post Road in the Village of Rhinebeck
- ❑ Morton Road from the intersection with South Mill Road to the intersection with Rhinecliff Road



- ❑ Rhinecliff Road from the intersection with Morton Road to the intersection with River Road
- ❑ River Road/Annandale Road from the intersection with Morton Road to the intersection with Route 9G in Red Hook
- ❑ Astor Drive from the intersection with River Road to the intersection with Old Post Road in the Village of Rhinebeck
- ❑ Mt. Rutsen Road from the intersection with River Road to the intersection with Old Post Road just north of the Village of Rhinebeck
- ❑ Hook Road (Upper and Lower) from the intersection with River Road to the intersection with Old Post Road
- ❑ Route 9G from the intersection with Old Post Road in Rhinebeck to the Dutchess/Columbia County line
- ❑ Route 199 from the intersection with Route 9G to the Ulster County line via the Kingston-Rhinecliff Bridge

Strategies for protection and preservation of these roads include: regulatory mechanisms, such as local land use controls (including overlay zones), scenic easements, and SEQR, which can facilitate review and control of development along a scenic road; full fee acquisition of key parcels of land by local and State agencies; acquisition of scenic

easements; donation of easements by landowners for tax incentives; and encouragement of community non-profit and volunteer groups to promote the awareness of and advantages of participating in the Scenic Roads Program. The report also recommends protection of lands within the viewshed of the designated scenic road corridor that are in other political jurisdictions, generally across the River.

No recommendations for enhancements were made for roads in the Mid-Hudson Historic Shorelands Scenic District. Recommendations for enhancing other scenic roads include: improving the immediate road right-of-way by adopting scenic road maintenance and management guidelines (e.g., regarding guide rails, shoulders, vegetation, side slopes, and directional signs); land use modifications adjacent to and within the viewshed of the road, which impact the visual quality of the road corridor; development of a “visitor contact” system, such as informational and educational signs, scenic overlooks and rest areas, picnic areas, visitor centers, hiking trails, bicycle routes, camping areas, environmental education centers, historic sites, museums and parks, etc.

The Town of Rhinebeck may wish to consider whether enhancements are now required for any of the roads within its boundaries, particularly improving the immediate road right-of-way and land use modifications within the viewshed of the roadway.

MID-HUDSON HISTORIC SHORELANDS SCENIC DISTRICT MANAGEMENT PLAN (6)

HERITAGE TASK FORCE FOR THE HUDSON RIVER VALLEY, INC., 1983

In 1980 the Commissioner of the NYS DEC designated the Mid-Hudson Historic Shorelands Scenic District under Article 49 of the Environmental Conservation Law. Subsequently, the Heritage Task Force for the Hudson River Valley, Inc., commissioned the Hudson River Shorelands Task Force to develop a management plan for the district. The plan makes recommendations for on-going maintenance, enhancement of visual amenity, and preservation of the resources.

Features identified as having the potential to detract from the district’s scenic quality include the following:

- ❑ Modern roadside development, parking lots and commercial signs along Routes 9 and 9G.
- ❑ Contemporary suburban housing, especially where it detracts from scenic views.
- ❑ Industrial scale development and large-scale institutional development, with parking lots and traffic.
- ❑ Utility lines.
- ❑ Private house construction on the river outside the established river landings.

HUDSON RIVER SIGNIFICANT TIDAL HABITATS (7)

NEW YORK STATE DEPARTMENT OF STATE, MARCH 1990

This guide describes the Significant Coastal Fish and Wildlife Habitats of the Hudson River from Troy to New York City. It provides information illustrating the values of the

Hudson River's natural resources and proposes measures to protect those resources. It contains general and site specific information about tidal habitats of the River, which can be used by local authorities and others interested in planning for the future of their section of the River and are concerned with protection and management of the River's resources.

Significant tidal habitats in the Town of Rhinebeck include the following:

- **The Flats:** a very large expanse of shallows stretching for 4.5 miles along the middle of the River from Rhinebeck to Red Hook. Designated as a Significant Coastal Fish and Wildlife Habitat. The site includes the Natural Heritage Program's The Flats site.

Rare species: potential shortnose sturgeon feeding and resting area

Valuable species: primary spawning grounds for American shad, spawning and nursery grounds for striped bass, white perch, resident fishes, significant feeding areas during migration periods for diving ducks and resting areas for all duck species.

Recommended actions relevant to local jurisdiction: recreational boat use over the shallow water areas should ideally be restricted and directed over deeper waters, especially during fish spawning and waterfowl feeding times. Continue efforts to improve the overall water quality of the River. The area should be used as a research reserve and as a sanctuary with limited non-resource related recreational use.

- **Kingston Deepwater:** Very large deepwater area extending over six miles of the River from Hyde Park to Rhinebeck with bottom depths between 30 and 100 feet. Designated as a Significant Coastal Fish and Wildlife Habitat. The site includes the Natural Heritage Program's Kingston Deepwater site.

Rare species: Shortnose sturgeon wintering area and possible spawning grounds

Valuable species: Atlantic sturgeon wintering area, the northern extent of many marine fishes in the Hudson.

Recommended actions relevant to local jurisdiction: River-wide water quality improvements including reducing sedimentation in the area should continue.

Incompatible Use: Large-scale water withdrawals that would alter the chemical characteristics and the seasonal patterns associated with this habitat. Discharges directly into the deep water trough.

- **Vanderburgh Cove and Shallows:** A large shallow water area with some lower and upper marsh area near the mouths of the two tributary streams that are tidal for at least one-half mile upstream. There is a small area of some swamp forest along Fallsburg Creek. The site also includes Suckley Cove, a smaller version of Vanderburgh Cove located to the north, which is an excellent quality lower marsh that has experienced limited disturbance. A large expanse of shallows exists to the west of the railroad track with a silt substrate and beds of aquatic vegetation.

Designated as a Significant Coastal Fish and Wildlife Habitat. The area wholly or partially includes State-regulated freshwater wetlands (KE-29, HP-31). The site includes the Natural Heritage Program's Vanderburgh Cove site.

Rare species: possible shortnose sturgeon feeding grounds, osprey feeding ground during migration, sharp-winged monkey flower.

Valuable species: extensive waterfowl feeding and resting grounds during spring and fall migrations. Important spawning, nursery, and feeding grounds for anadromous fish (striped bass, American shad, white perch, rainbow smelt, alewife, blueback herring) and resident fish (largemouth bass, yellow perch, brown bullhead)

Exotics: extension invasion by water chestnut, limited invasion of the fringes by purple loosestrife.

Recommended actions relevant to local jurisdiction: Maintain the vegetation cover surrounding the site. Institute watershed management programs for the two Creeks. Reduce boating traffic over the shallows and flats.

Incompatible uses: dredging or development that would result in the loss of habitat; further reduction in the tidal flushing of the coves; marinas or other development that would result in boating traffic through the shallows and flats; any disturbance of shoreline or vegetation in or adjacent to Suckley Cove that may result in the introduction of exotics in this high quality area.

THE LOWER HUDSON BASIN TRIBUTARY STUDY: RECOMMENDATIONS ON PROTECTION AND BEST MANAGEMENT OF TRIBUTARIES TO THE TIDAL HUDSON RIVER (8)

THE HERITAGE TASK FORCE FOR THE HUDSON RIVER VALLEY, INC., DECEMBER 1990

The report focuses on the streams and rivers in New York State that are tributary to the tidal portion of the Hudson River. It describes their values, examines existing protection techniques, and makes recommendations for the protection of tributary resources. The report stresses the importance of assessing cumulative impacts of development projects on the regional ecosystem.

Specific recommendations that may be applicable to the Rhinebeck *Comprehensive Plan* include: adopt sediment and soil erosion control ordinances; adopt best management practices as part of project reviews and municipal construction activities; create greenway parks and trails along stream corridors; organize regional watershed associations and develop intermunicipal corridor management plans; conduct ecological baseline studies; designate stream corridors and other water resources Critical Environmental Areas; require clustering to protect significant resources and to concentrate development within or contiguous to existing hamlet or village settings to support the traditional settlement pattern and take advantage of existing public services; require linear riverfront lands as parkland during subdivision or use funds paid in lieu of land to acquire and manage similar lands; require environmental monitors during construction of a project; require the Town Engineer or Building Inspector to make a final on-site inspection prior to issuance of a Certificate of Occupancy to ensure the development conforms to the

approved plan; reinvest in the waterfront for active and passive recreation and scenic enhancement.

HUDSON RIVER ESTUARY PROGRAM (9)

NEW YORK STATE DEC ANNUAL REPORT

APRIL 1, 1998– MARCH 30, 1999

The Hudson River Estuary Program is a regional partnership responsible for restoration of the Hudson River through implementation of the Hudson River Estuary Action Plan. The principal purposes are to: protect and conserve natural resources and ecosystem health, clean up pollution and other impairments, and promote public use and enjoyment of the river. While no specific projects are cited in Rhinebeck, the 20 commitments of the Action Plan are relevant. These include: fisheries management, biological measures, submerged habitat inventory, habitat restoration, tidal wetlands mapping, tributaries/community based conservation, upland biodiversity, land transfers and coordination of State land management, open space acquisition, scenic resources, recreation, boating access, stewardship, interpretation and education about the Hudson River, waterfront revitalization, Brownfields, contaminants/debris clean-up, water quality, source reduction of contaminants, ecosystem monitoring, and core program.

GREENWAY CONNECTIONS (9.1)

DUTCHESS COUNTY DEPARTMENT OF PLANNING & DEVELOPMENT

APPROVED BY HUDSON RIVER VALLEY GREENWAY

MARCH 8, 2000

Greenway Connections is the sourcebook that describes the Greenway Compact program in Dutchess County. The book describes the benefits of the Compact program, presents inspiring ideas and practical solutions to land use development issues, and illustrates guidelines for everyday design decisions by municipal boards.

The Greenway Compact is a voluntary partnership between the Hudson River Valley Greenway Council and the local municipalities in Dutchess County. The Town of Rhinebeck joined the Compact in 2005. The Greenway works with Compact communities, like Rhinebeck, to accomplish five complementary goals:

1. Natural and cultural resource protection;
2. Economic development, including agriculture, tourism, and urban redevelopment;
3. Public access;
4. Regional planning; and
5. Heritage and environmental education.

The Town of Rhinebeck, as a member of the Compact program, agreed to work with neighboring communities and other Compact members to implement projects that are compatible with the goals and policies outlined in Greenway Connections. The Town also agreed to amend its Zoning Law and Subdivision Regulations to state that planning review of proposed development projects should take into consideration Greenway

Connections and agreed that, whenever appropriate, any new or amended land use regulation should be consistent with the Greenway Compact Program. The Greenway Guides have been reviewed and recommendations for integrating them into Rhinebeck's Zoning Law and Subdivision Regulations can be found herein.

Dutchess County Plans

DIRECTIONS: THE PLAN FOR DUTCHESS COUNTY (10)

DUTCHESS COUNTY PLANNING DEPARTMENT, FEBRUARY 1987

The Dutchess County Plan cites a number of adverse impacts that have resulted from changes in the long-standing land use pattern in the county, including:

- ❑ Inadequate water and sewer facilities in some areas.
- ❑ Loss of some downtown business centers in favor of single purpose consumer centers.
- ❑ Unacceptable traffic congestion on many county and state roads.
- ❑ Decline of established residential neighborhoods, even as housing of lesser quality is sold to increase supply.
- ❑ Loss of many agricultural and open space resources.
- ❑ Development with an unattractive "sameness" about it, because of standardized housing designs and unimaginative lot layouts.
- ❑ Proliferation of strip commercial and residential areas, which drain the vitality of existing centers, impede the flow of traffic, and increase dependence on the automobile.

To remedy these impacts, the *Plan* recommends strengthening the traditional land use pattern of well-defined centralized settlements separated from each other by farmland and open spaces. This land use pattern will promote a sense of place, help conserve resources, reduce traffic congestion, and respect the long-term economic value of farmland.

Key elements of the Plan include: adopting a regional perspective on land use, transportation, and natural resource protection; the use of natural resources as the basis for determining opportunities and constraints to development; preservation of historic and cultural resources; the need to address the cumulative impacts of local site planning decisions on the regional landscape.

DUTCHESS COUNTY WATER AND WASTEWATER PLAN (11)

DUTCHESS COUNTY WATER AND WASTEWATER AGENCY, OCTOBER 1990

The primary goals of the Water and Wastewater Agency are to protect and manage Dutchess County's water resources through a comprehensive watershed management program, and to ensure adequate supplies of water and the proper treatment of

wastewater to meet existing and future needs. The *Water and Wastewater Plan* establishes a framework for the County's role in protecting water resources and guiding future development. The Plan strives to be consistent with the land use policies of the County's master plan *Directions*, which calls for reinforcing community centers by focusing development in and around them.

The Plan notes that:

- ❑ There is little monitoring of individual water supply wells and septic systems to insure they are providing safe water supplies and proper treatment of waste.
- ❑ As population density increases, ground and surface water quality is deteriorating in many areas of the County, threatening both individual and community supplies.
- ❑ Large lot development is reducing the potential for cost effective central systems. The lack of adequate central utilities in community centers, combined with a lack of strong utility planning, has lead to a loss of open space, reduced opportunities for economic development, a lack of affordable housing, and a weakening of community centers.

General recommendations that pertain to Rhinebeck:



County Proposed Water and Sewer Service Areas

- ❑ Encourage municipal/public ownership of all central water and wastewater systems.
- ❑ Since water resources do not recognize municipal boundaries, there is a need for a partnership between the County and local governments to ensure sound long-term management of water resources.

Specific recommendations pertaining to Rhinebeck:

- ❑ The existing Village of Rhinebeck water system should be expanded to serve adjacent areas in the Town and eventually link with the Red Hook systems (see Figure 2).

- ❑ The Town and Village of Rhinebeck should jointly undertake the construction of a new treatment facility, which could also serve the hamlet of Rhinecliff.

MAJOR PROJECTS REPORT (12)

POUGHKEEPSIE-DUTCHESS COUNTY TRANSPORTATION COUNCIL, FEBRUARY 2003

A compilation of selected information about proposed residential and non-residential development projects that could have a significant impact on the area. For rural municipalities (including the Town of Rhinebeck), the threshold for a “major” project is 10 residential dwelling units, or 10,000 square feet of non-residential gross floor area, or a change in use or rezoning for an area that exceeds 25 acres.

Current major projects in the Town of Rhinebeck include:

- ❑ Pet Country, a 14,100 square foot retail use with 27 parking spaces proposed on Route 9 near Route 9G.
- ❑ Baptist Home @ Brookmeade, a 62,796 square foot, 80 unit senior citizen housing proposal with 189 parking spaces on Route 308.

Current major projects in the Village of Rhinebeck include:

- ❑ Knollwood Property Subdivision, 23 single family residences on 12.57 acres on Knollwood Road.
- ❑ Montgomery Row Phase II, 28,111 square feet of retail/office use with 40 parking spaces on Route 9.
- ❑ East Market Mews, 17,811 square feet of retail/office use with 11 parking spaces on Route 308 near Center Street.
- ❑ East Market Mews, 5 apartment units on Route 308 near Center Street.

NORTHERN DUTCHESS: THE 2000 COUNTRYSIDE EXCHANGE (13)

Recommendations of the Countryside Exchange, a team of seven international planning professionals who visited Northern Dutchess communities at the request of the Northern Dutchess Alliance. The report addresses natural and cultural heritage, agriculture, land use and appropriate growth, economic development, tourism, and community building. It emphasizes the need for proactive regional planning to ensure that future growth enhances the region’s historical settlement pattern, protects the character of the countryside, maintains a thriving agricultural base, and preserves the many historic sites in the area.

*Transportation Plans***21ST CENTURY MOBILITY: “MOVING PEOPLE AND GOODS” THE TRANSPORTATION PLAN FOR THE HUDSON VALLEY (DRAFT) (14)**

NEW YORK STATE DEPARTMENT OF TRANSPORTATION, MAY 1990

A long-range, multi-modal regional transportation plan that describes the improvements and strategies necessary to meet the needs of increasing travel demand in the Hudson Valley Region to the year 2010. The plan is a guide to shape transportation facilities for the region in harmony with land use, open space, environmental and economic goals. It stresses that *ultimately the only traffic solution is a land use solution*. To ensure continued quality of life, growth in the Hudson Valley must be concentrated in and around existing urban centers, and careful attention must be paid to preserve the maximum amount of open space. Transportation planning must meet these dual objectives, and should be supported by coordinated land use and development decision-making to prevent new developments from overwhelming transportation infrastructure.

Identified problems in upper Dutchess County:

- ❑ The main roads (usually State Highways) are experiencing the early impacts of increasing development with a proliferation of curb cuts for access and inadequate provision for wider right-of-way for future widenings.
- ❑ Limited capacity of the region’s highways and Hudson River bridge crossings to meet the demands of single occupancy motor vehicle travel during the peak commuter hours.
- ❑ Suburban sprawl, with its low density development, reduces the effectiveness of transit solutions to reduce traffic congestion.

Recommended solutions at the local level:

- ❑ Develop travel alternatives to the single occupant automobile, such as ridesharing (i.e., car and van pooling, park and ride lots) and transit.
- ❑ Provide a multi-modal transportation system that allows a choice of mode, including transit, pedestrian and bicycle. Site planning should provide for transit, pedestrian and bicycle usage for all development.
- ❑ Channel new development in and around existing villages and hamlets where adequate transportation, sewer and water services are available or planned.
- ❑ Discourage development in the open spaces throughout the region.
- ❑ Balance employment and housing opportunities to reduce travel duration and intensity.
- ❑ Growth management on the local level, including: traffic zoning restrictions that limit development to the capacity of the existing road system; phasing growth;

APPENDIX 7: PLAN SUMMARIES

performance zoning; overlay districts; developer incentive programs; advanced land acquisition; mixed use zoning to increase densities in order to support transit, pedestrian and bicycle modes and to reduce travel and trip lengths; parking controls that limit the supply of parking to encourage high occupancy vehicles, transit, pedestrian and bicycle modes.

- ❑ Manage growth of highway oriented commercial developments (commercial strip) in order to preserve the highway capacities in the region.
- ❑ Encourage creation of service roads for access to new developments (commercial, industrial or residential) so that highway capacity and safety will not be adversely impacted.
- ❑ In instances where private development will have a significant impact on the State and local roadways, a method should be in place for the private developer to pay for needed additional capacity as a matter of established policy.
- ❑ Adopt Scenic Road Overlay Districts to protect the visual quality of designated scenic roads.
- ❑ Acquire abandoned railroad corridors for transportation and/or recreational uses.

The plan also stresses that intergovernmental cooperation and legislative initiatives are needed to coordinate land use and transportation infrastructure. New York State should enact growth management and comprehensive planning legislation similar to the states of Florida, Vermont, New Jersey, and Maine. A special regional impact law for growth corridors might be enacted that requires consistency with adopted corridor plans, regional and State goals. The county role in local planning should be strengthened to implement area wide planning, permit county veto power over local land use plans and development in major transportation corridors, and help localities shape development plans that have long-range, multi-jurisdictional implications. The Department of Transportation (DOT) should be granted powers to resolve public service needs that cross municipal boundaries. County health departments should be given the power to deny building permits for plans that endanger an overall county plan or a comprehensive municipal plan. State and county governments must begin an active campaign to educate local communities on what not to allow to be built so as to preserve the future viability of exiting highway corridors. Transportation planning must be supported by coordinated land use and development decision-making to prevent new developments from overwhelming transportation infrastructure.

No major new highways or new right-of-way are proposed. Instead, the region's major growth and commuter highway corridors will be widened in order to accommodate increasing travel demand, manage growth, minimize adverse impacts and optimize limited financial resources. In the Rhinebeck area:

- ❑ Route 9G from St. Andrews Road to the Kingston-Rhinecliff Bridge (approximately 18 miles) has been identified as a strategic corridor that should be widened from 2 to 4 lanes.

Under Study:

- Metro-North will evaluate the possibility of system expansion to accommodate potential future ridership, including construction of three or four stations with high level platforms to extend service from Poughkeepsie to Rhinecliff.

GUIDELINES FOR RURAL TOWN AND COUNTY ROADS: REPORT TO THE GOVERNOR AND THE LEGISLATURE (14.1)

NEW YORK STATE LOCAL ROAD CLASSIFICATION TASK FORCE, DECEMBER 1988

The New York State Local Road Classification Task Force was created by the Legislature to develop guidelines for the design, maintenance and operation of rural town and county roads. The Task Force was composed of rural town and county highway superintendents, rural business people, state government officials, and a representative from Cornell University.

The Guidelines that were prepared by the Task Force, were intended to provide an appropriate legal and technical basis for rural road decisionmaking. The Task Force recommended a classification system for low volume rural roads that is based on road use. This is consistent with the approach adopted in the *Residential Streets* publication discussed in the Transportation subsection of this Chapter above. The recommended classifications are as follows:

The recommended design guidelines considered the appropriateness of using the American Association of State and Highway Transportation Officials (AASHTO) guidelines for low volume rural roads. The Guidelines also considered the operational and financial aspects of rural roads as well as the need to provide a “safe, functional and consistent design for all low volume roads.” As stated in the Guidelines:

Because of a lack of generally accepted guidelines for rehabilitation of rural low volume roads, AASHTO new construction and reconstruction guidelines are often inappropriately applied. The indiscriminate application of these guidelines is not appropriate for rehabilitation design on the low volume rural system because it is not necessary to comply with them from a functional, safety or operational standpoint. Further, local highway departments do not have sufficient financial resources to improve all their roads to comply with these guidelines. The AASHTO new construction and reconstruction guidelines should be used for the purpose that they were intended — for the design of new roads and the design of major reconstructions of existing roads.

The recommended guidelines are as follows:

APPENDIX 7: PLAN SUMMARIES

Design Guidelines for Road Rehabilitation By Road Type			
	Type A All Purpose Road	Type B Area Service 2 Way 2 Lane Road	Type C Area Service single lane 2 way Road
Minimum Width Traveled Way Shoulder	18 feet 2 Feet	16 Feet 2 Feet	10 Feet
Opposing Vehicle Interactions	All vehicles pass with no speed reductions	1. Trucks cannot meet without reducing speed 2. Cars cannot meet trucks without reducing speed. 3. Cars pass with almost normal speed	All vehicles require special widening for passing.
Operating speed	45 mph or greater	25 mph to 45 mph	40 mph or less
Typical surface material	Asphaltic Concrete > 150 ADT Aggregate < 150 ADT	Asphaltic Concrete > 150 ADT Aggregate < 150 ADT	Usually unsurfaced
Surface condition	No adverse effect on operating condition	May cause reduction in operating speed	Reduced operating speed

TRANSPORTATION PLAN UPDATE (15)

POUGHKEEPSIE-DUTCHESS COUNTY TRANSPORTATION COUNCIL, JULY 1998

The Transportation Plan Update was developed to guide transportation program development for the next 20 years in the Poughkeepsie metropolitan area. It examines all aspects of the area’s surface transportation system (highways, bridges, bus transit, rail transit, freight movement, bicycles, and pedestrians) and makes recommendations regarding system improvements and changes. The main goal is to develop and maintain a transportation system that will meet the needs of the region’s residents, businesses, and travelers.

Transportation in Dutchess County is highly automobile dependent and there is concern that road and highway needs may outstrip the available financial resources during the next twenty years. (In addition, Dutchess County’s status as a non-attainment area for ozone means that all new transportation projects must meet the requirements of the Clean Air Act.) It is becoming clear that there are limits to our ability to construct a solution to every identified need. Roads can be widened only so far before the cost of acquiring the right-of-way becomes prohibitive. Non-traditional methods of improving mobility, financing major capital improvements, and managing growth and development will be critical tools for transportation planning.

The plan recommends expanding the range of transportation options and reducing reliance on single occupancy vehicles by integrating bicycle and pedestrian facilities into the transportation network, expanding the range of transit services, and promoting ridesharing. It also recommends implementation of parking restrictions to encourage people to use alternative modes of transportation.

Improving the overall environment for pedestrians and bicyclists will result in increased use, and the PDCTC intends to allocate funds for pedestrian and bicycle projects that are identified through community planning activities. Walking is common in identified

“pedestrian zones,” including the Village of Rhinebeck and the hamlet of Rhinecliff, and these areas are prime candidates for pedestrian facilities improvements (such as filling missing links in the sidewalk network) and traffic calming techniques. The implementation of traffic calming techniques will slow automobile traffic and encourage greater pedestrian use. Techniques include road “neckdowns,” street trees, shorter curb radii, planted medians, and textured or striped crosswalks.

The vast majority of bicycle routes are along existing state and county roads and will be accommodated with wider lanes and/or shoulders. NYS Route 9 is a signed bicycle route between New York City and Montreal. NYS DOT and Dutchess County Department of Public Works have adopted policies of providing paved shoulders on roads and bridges wherever possible to provide for bicyclists and pedestrians. Recent reconstruction and paving projects have included wider shoulders, new sidewalks, and designated bicycle lanes. For those roads identified as Bicycle Routes, the plan recommends, at a minimum, a four-foot paved shoulder or, in urban areas, a 14 foot curb lane.

The plan repeatedly emphasizes that transportation and land use are inseparable. It stresses the need to coordinate land use and transportation planning to ensure that they are mutually reinforcing. Early and ongoing contact between local decision makers and state and county highway and transit agencies are needed to insure the proper coordination of land use development to the transportation system. At the local level, the plan recommends:

- ❑ Local governments should analyze land use plans to determine the potential transportation impacts of full buildout. New growth should be matched to available or projected transportation capacity. Land use and density determinations should be based, in part, on the level of congestion and available capacity on surrounding roads.
- ❑ Zoning and site plan regulations should include provision for transit, bicycle and pedestrian access in all major development projects.
- ❑ SEQR should be used to assess the long-term impacts of major development proposals on existing and proposed transportation facilities. Adequate mitigation should be required for all adverse impacts, including the cumulative impacts of smaller scale projects.
- ❑ Develop access management strategies to protect capacity of major highway corridors. Potential actions include limiting the number of individual access points, requiring the construction of service roads for new development or redevelopment projects, ensuring that major activity centers are easily accessible by transit and bicycle and pedestrian facilities.

Specific transportation projects identified in the Rhinebeck area include:

- ❑ Salisbury Turnpike Bridge (restoration of bridge in Town of Rhinebeck).
- ❑ CR 19 (Slate Quarry/Bulls Head Road) Rhinebeck, Clinton and Stanford (realignment and reconstruction between Route 9G and the Taconic State Parkway).

- ❑ Route 9G in Rhinebeck, Hyde Park and Poughkeepsie (improve operations at selected intersections).
- ❑ Rhinebeck Rail-Trail Conversion (conversion of abandoned railroad right-of-way to a rail-trail in the Town of Rhinebeck).

CONNECTIONS 2025: THE LONG-RANGE TRANSPORTATION PLAN FOR DUTCHESS COUNTY (16)

POUGHKEEPSIE-DUTCHESS COUNTY TRANSPORTATION COUNCIL, AUGUST 2003

Connections 2025 represents the long-range vision of transportation planning for Dutchess County. It builds on the previous long-range plans adopted in 1994 and 1998, and expands the horizon to the year 2025. The major issues and goals remain consistent with those in the previous long-range plans.

Additional recommendations include: telecommuting and electronic links between home and office could help to decrease travel and pollution emissions in the region.

Additional future studies include: Hudson Line Railroad Corridor Transportation Plan. Metro-North Railroad, NYSDOT, Amtrak, CSX Transportation, and Canadian Pacific Railway are working together to develop a comprehensive plan for the Hudson Line Corridor between New York City and Albany. The plan will focus on capacity improvements, increased flexibility to ensure reliability of all train operations, and increased operating speed on the Hudson Line.

BICYCLE AND PEDESTRIAN PLAN (17)

POUGHKEEPSIE-DUTCHESS COUNTY TRANSPORTATION COUNCIL, MARCH 1996

The *Bicycle and Pedestrian Plan* fulfills the recommendation of the 1994 Poughkeepsie-Dutchess County Transportation Council's (PDCTC) *Transportation Plan* to complete a separate plan for bicycle and pedestrian issues that identifies projects and actions to increase the number and improve the condition of sidewalks, crosswalks, paths, walkways, bike lanes, shoulders and other facilitates used for non-motorized transportation. It has been adopted by the PDCTC as part of the *Transportation Plan* and is used to guide decisions about programming federal capital funds for various transportation plans. The principal goal of the plan is to encourage the use of modes of transportation other than the single occupant vehicles.

The major obstacle to the use of bicycles and walking for transportation is the lack of appropriate facilities. The most essential strategy to promote walking and bicycling is to ensure a compact land development pattern with a wide mix of uses, as opposed to current suburban style developments that are entirely auto-dependent (see Figure 3).

General recommendations to improve facilities for bicyclists and pedestrians and encourage increased use include the following:

- ❑ Provide bicycle routes (i.e. a separate trail, a marked bike lane, a road shoulder, or some combination)

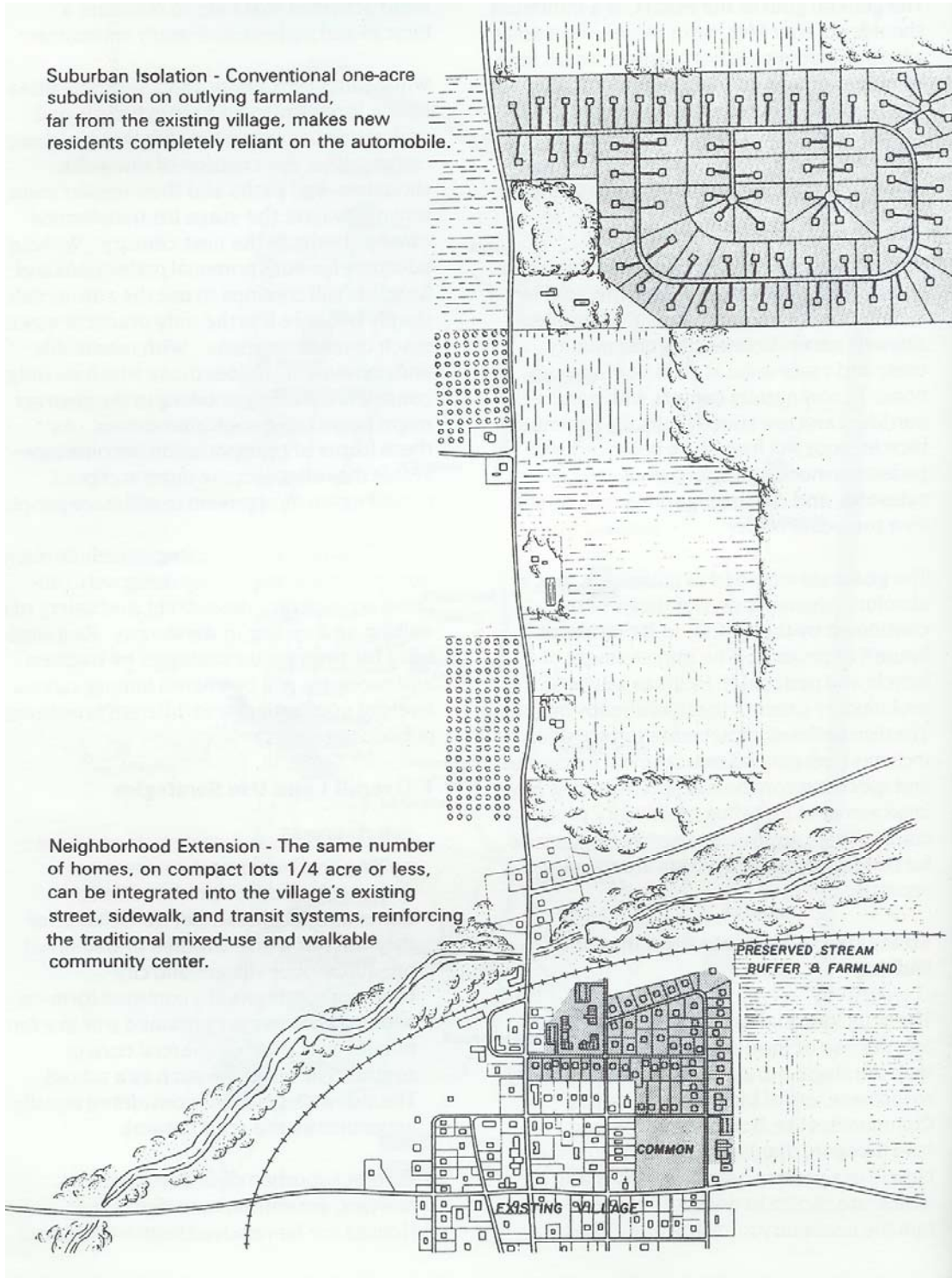
APPENDIX 7: PLAN SUMMARIES

- ❑ Encourage local businesses to install bicycle parking for their customers and employees, and provide bicycle parking in new developments, in high usage areas, and at major destinations such as schools, offices, retail centers and transportation hubs.
- ❑ Provide “Share the Road” signs on roads where heavy bicycle use is expected.
- ❑ Inventory existing pedestrian facilities and remedy deficiencies in these facilities.
- ❑ Provide sidewalks and pathways for new streets and subdivisions where connections can be made to the existing pedestrian network.
- ❑ Sidewalks should be at least five feet wide and should be designed to conform to the Americans with Disabilities Act (ADA).
- ❑ Clearly mark pedestrian crosswalks with visible patterns, textured or colored materials.
- ❑ Use traffic calming techniques such as buffer zones or landscaped strips between sidewalks and street traffic, flared sidewalks (neckdowns) at crosswalks to reduce the distance from one side of the street to the other, and pedestrian amenities such as benches, trash cans and pedestrian scale (10-14 feet high) lighting.

Specific recommendations that pertain to Rhinebeck:

- ❑ Clearly delineate a bicycle lane on the Kingston-Rhinecliff Bridge.
- ❑ Provide a bicycle lane or path, bicycle sensitive traffic signals, and replace drainage grates on Route 9 in the Village of Rhinebeck.
- ❑ Provide wider shoulders, bicycle sensitive traffic signals, and replace drainage grates on Route 9G.
- ❑ Improve the shoulders on Route 9G between Route 9 and Route 199
- ❑ Recondition Route 308 between Route 9G and Route 199, including improvements to shoulders.
- ❑ Rhinebeck Rail Trail Conversion (Winnakee Land Trust/Town of Rhinebeck): conversion of 6 miles of abandoned railroad corridor between the Rhinebeck Dock and the Old Stone Church on Route 9 to a multi-use trail.

APPENDIX 7: PLAN SUMMARIES



Alternative Development Patterns
(from: PDCTC, Bicycle and Pedestrian Plan)

*Local Plans***RHINEBECK DEVELOPMENT STUDY (18)**

LANDSCAPE ARCHITECTURE GRADUATE PROGRAM, CORNELL UNIVERSITY, SPRING 1976

While most comprehensive plans are based upon economics, transportation links or other man-imposed functions, this study begins with an analysis of the natural environment as the basis for recommended land uses and densities. The objective of the study is to provide Rhinebeck residents with a compendium of information regarding their environment, both naturally occurring and man-made, which can be used as a basis for land use decisions and proposed alterations of the Rhinebeck landscape.

The study begins by mapping existing natural conditions, including soils, slopes 15 percent and greater, wetlands and watersheds, forests, and visual corridors. An inventory composite identifies lands unsuitable for development.

Also included is a buildout (“dot zoning”) map, which shows the potential residential development under the current zoning. (Natural constraints, roads and drainage do not appear to have been deducted in the calculation.) The map shows a maximum development of over 7,000 new homes, a population increase of nearly 28,000 persons, generation of an additional 58,000 vehicle trips per day, and the destruction of visual and ecologically valuable resources.

The desired location and densities of residential, commercial and industrial uses is then mapped based on ecological limitations and preservation of town character. After determining those lands suitable for development, potential greenbelt open space areas and pedestrian ways are mapped on lands that are sensitive to development.

The study notes that:

- ❑ Land use should be compatible with a natural system’s capacity to absorb growth.
- ❑ Carefully planned multi-use planning is preferable to traditional single-use zoning.
- ❑ Commercial, industrial, and residential development can be connected through a network of pedestrian greenways and bike paths, which also provide recreational opportunities. These can be provided along stream banks and power lines.
- ❑ Clustering is recommended for residential development.
- ❑ Localized commercial centers are recommended in the vicinity of the major higher density residential clusters to provide convenience shopping.
- ❑ Clustered commercial is recommended, rather than strip commercial, to minimize curb cuts on the main roads. Commercial strips are visually and functionally confusing due to uncontrolled signage and access.

APPENDIX 7: PLAN SUMMARIES

- Development can be integrated into the landscape without destroying the natural character through the use of buffer zones, particularly along roadways. These protect visual integrity and also provide space for greenways.