

Draft Comprehensive Plan

June 21, 2007

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1.0

INTRODUCTION

2007...Time for Commitment

The 21st century is already in its seventh year as of now, certainly an appropriate moment to deliberate what the near, medium and longer-term goals for our community might be.

Basic to these considerations is the need to:

- Maintain and enhance the special character of the Village; its housing stock and its infrastructure
- Modify present zoning codes so as to assist in realizing these goals
- Institute 'Design Guidelines' that will provide further support for suitable transition by suggesting basic parameters for any future growth
- Attract appropriate new businesses to the Village Center as a way to add 'ratables' to the tax base, and improve the quality of life through a revitalized central district
- Draw visitors as well as residents to our Village by revitalizing the Central Business district, creating a working Façade Incentive Plan, developing passive recreational pursuits along the riverfront as well as recreational boating, and promoting the Trails program created in collaboration with the NY/NJ trails Conference, etc.
- Develop a fresh formula for Workforce Housing, and follow-through

The Cornwall-on-Hudson Master Plan Committee has considered these and other issues since its first Open Meeting, held in January 2005, and is now prepared to make certain recommendations for consideration by the Cornwall-on-Hudson Village Board of Trustees, as well as other involved agencies, including the Orange County Planning Department.

Planning for Our Future...

Central to the goals of this Committee is to identify the several challenges to planning that lie ahead and consider how best to position Cornwall-on-Hudson in the wider picture of the region. This requires an appreciation of a dichotomy that clearly exists.

At the same time that Orange County finds itself ever more integrated into the greater New York Metropolitan Area, the Village remains, to a significant extent, in the mold of a more traditional Hudson Valley community.

Still, the Village cannot view itself separately from the concerns that confront homeowners, businesses and professionals in surrounding communities.

Placed in a local context, these matters include fears of disruptive higher taxation, worries that housing becomes a net negative cost to community taxpayers, how best to provide economic revitalization and sustainability of business activity in the Village Center adding ratables to the tax roll; how to provide Workforce Housing to counter declining affordability, and how to capitalize upon our community's historic waterfront, reconnecting the Village and its visitors to the Hudson River.

And if we are to succeed, and foster broad community support, each and every one of these initiatives must be adapted to the basic desire of an overwhelming majority of Cornwall-on-Hudson residents: to maintain and protect the "character" and quality of our Village way of life.

Toward this end, the Committee has dedicated itself to balance economic, environmental, and citizen needs, primarily among which is to insure that every individual shares in a positive future.

Once Upon a Time...(A Preface)

Every Comprehensive or Master Plan renders a history of the community it defines, an element of the overall document, which, was usually less read than other sections. And in truth, there may have been little reason during the youth of a community to spend time studying the places, events and people everyone knew so well, many of them for their entire lives. “History” was a universal, sometimes written, though more often oral lore of the Village, and was passed on from one generation to the next. That was then.

Now, as demographics and population shifts accelerate across the Hudson Valley, bringing new families and individuals, and new business interests, into our midst, the Committee feels that those who’ve arrived in Cornwall-on-Hudson within the past 20 years, can best understand the efforts now being made to guide the Village through the first years of the 21st century, by taking a brisk—and sometimes exciting—trip into the past of this, our shared home.

Come along. It’s a bit of time-travel worth taking...

Our History...

First-time passengers aboard the steamship Mary Powell in the early summer of 1899 surveyed the west bank of the Hudson River, where they would soon land, and were amazed to see spread out before them one of the busiest river ports in the lower Hudson Valley. Seymour Darling, a deckhand aboard the vessel called out, “Cornwall Landing!” Pilot Guernsey Betts smoothly brought the 300-foot long boat in toward the dock as Captain E. A. Anderson looked out at this scene he knew so well.

On the shore, a cluster of locals came to greet the arrival of this splendid craft. As one observer commented, ‘She walks the water like a thing of life.’

Large brick buildings lined the shore and, further to the west, a giant jetty designed as a railroad-loading platform arrowed some 800 feet out into the river. Counting the mainline and its spurs, which led onto this trestle, there were 27 different tracks, perhaps not so surprising, since Cornwall was the major transfer point for coal that was destined to be delivered to communities all over the northeast.

Above this bustling industrial setting loomed Storm King Mountain, with its hotels and large boarding houses, the destination for many of the passengers who journeyed up from the city seeking cool breezes and clean air. Cornwall was a “safe harbor” in every sense far north of the tuberculosis and other diseases that were a constant threat to urban residents in the late 19th century.

This vignette lies about halfway through the history of Cornwall-on-Hudson, a midterm picture snapped between the founding of our community...and where we find ourselves today.

Let’s go back...Way back to the beginning...

Who Built This Home of Ours?

Isaac Tobias did. And Susanna Bartlett. And Michael Sayler. And Catherine Bogert. In 1788, New Cornwall Town was born, and these hardy settlers above, along with some 600 others, were here to be counted in the first official Census of 1790. This small enclave of New Cornwall Town changed little in the years to come. But when the Town grew commercially, people followed, and by 1840 Cornwall was stable and secure. In that year, Daniel Taft and Charles Mead opened their building construction business, an event that marked the beginning of prosperous times for manufacturing that would span several decades and lead well into the 20th century.

In fact, by the last quarter of the 1800’s, Cornwall Landing had become well-known as the largest river-based coal transit location in the east, as well as for its position as gateway to a famous summer resort offering visitors from New York City and elsewhere, gracious hotel accommodations, unparalleled scenic beauty and clean country air. They stayed at the Cornwall Mountain House, and other resorts with the names of Smith,

Elmer and Glen Ridge.

The Mary Powell left Cornwall Landing at 7:45 a.m. each morning and arrived at West 22nd Street in Manhattan at 10:30AM. The afternoon commuter voyage north left its Manhattan slip at 3:30PM, arriving back in Cornwall at 6:30 p.m.. Trains of the Hudson River Railroad also made daily, round-trips to the city.

Meanwhile, as the Landing became more active, residents and new homeowners sought living space away from all the riverfront bustle, and so they migrated up Dock Hill Road, creating a start to the Village we know today. Open fields were turned into new streets and building lots. Neighborhoods were formed. The place to go in Village Center after 1885 was a proud bandstand, which, 100 years later, was replaced by the current bandstand. Today the bandstand remains the setting for regular summer music programs on Village Square.

At the same time, Mead & Taft built large homes. Calvert Vaux, who partnered with Frederick Olmstead in the realization of Manhattan's beautiful Central Park, designed at least one building in the Village, and the community's pioneering development at Matthiessen Park had already been constructed back in 1868.

Cornwall-on-Hudson finally incorporated in 1884, and opened its first post office that year. Other 'firsts' for the Village included a small electric power company and local telephone service, which claimed four initial subscribers, and a fledgling water system.

As business blossomed, so did the Village population. The 1890 Census counts 760 residents.

Just 10 years later, that number had risen to 1,966, reflecting increased employment at Mead & Taft, as well as on the docks and rails. But this jump was eclipsed even more impressively by 1910, when the Census counted 2,658 Village residents. Many of these newcomers were drawn here by a pair of large public works projects: early-stage work on the Catskill to New York water viaduct, and construction of Rte. 218, as the latter was dynamited into the eastern face of Storm King Mountain and Crow's Nest. (Interestingly, this picturesque country road around the mountains, completed in 1922, preceded by more than a decade, the construction of the Storm King Bypass (Rte. 9W).)

The 1960 Village population rose by 574 and by 347 in 1970. But these were the last major recorded jumps in population, as moves to tighten building codes succeeded in moderating the influx and as density in the Village came closer to critical mass.

Growth turned negative by 1920, as the water tunnel and Storm King Highway (Rte. 218) were completed, while a major fire gutted the Mead & Taft complex at the Landing.

In the 1920 Census, there were 1,755 residents, down 903 from a decade earlier. The decline would have been greater, except that a number of those who came to work on the viaduct and the road stayed to become full-time residents. In any event, the downturn was short-lived. The spread of the automobile began to erase this decline.

Cornwall-on-Hudson: By the Numbers...

Year	Population	Change
1930	1,910	+155
1940	1,978	+68
1950	2,211	+233
1960	2,785	+574
1970	3,125	+340
1980	3,164	+39
1990	3,093	-71
2000	3,058	-35
2004*	3,128	+70

*Estimated

During this span of time, Village residents suffered through the Great Depression with the rest of the nation, and then sent its sons and daughters off to serve in World War II, as they had in World War I, when 107 residents of the Village and town gave their lives in the cause of freedom.

The Second World War exploded with a similar outpouring of patriotism. Young men and women enlisted, and volunteer defense activities sprouted on the home front along with hundreds of Victory Gardens.

Salvage drives for needed war materials were launched, and incentives were offered to enhance public participation. For instance, the Storm King Theatre, on the square, advertised a free matinee ticket for every five pounds of donated scrap. The Cornwall school on Hudson Street rolled out its old iron safe for the war (but held onto its old school bell).

With so many Village residents away fighting overseas, the folks back home were busy replacing the approximately 700 men and women who'd gone off to war. Della Lindemann, for example, became the first woman to 'man' the Ontario & Western Railroad crossing at River Avenue.

Three years and nine months after the attack on Pearl Harbor, the war ended. Cornwall-on-Hudson's post-war era began, and it started with many of the same problems being faced by Village residents at the dawn of the 21st century.

When the tide of returning service and support personnel hit the Village in 1945 and 46, there was an acute housing shortage. The former school on Idlewild Avenue, which had recently been sold, was being converted into 12 apartments. A one-time boarding house on Hudson Street would soon become eight apartments. These and other conversions helped yet didn't solve the problem. Open space was giving way to housing development. Homes appeared on the edges of existing neighborhoods, and one-time estate properties such as Homeland and Idlewild would soon be divided into building lots.

This explosion in housing resulted in the re-activation of Village Planning and Zoning Boards. Stricter rules governing permits for additions and new construction were enforced. Imagine, Building Permits were now required!

Mainly in response to a variety of urban woes, an exodus of life-long city residents further complicated the growing need to house life-long locals. In New York state, suburban communities across the metropolitan area grew dynamically in the 1950's and 60's...all the way from Long Island, through Westchester, Putnam and Dutchess and to the west side of the river, in Rockland and Orange counties.

The 1970's raised the flag of conservation in the area and Cornwall-on-Hudson became what some experts define as the birthplace of the modern "Green Movement" (ecological awareness). The giant utility Con Edison set about to purchase all the remaining buildings and the property that had once comprised the thriving Cornwall Landing.

The company's plan was to construct a hydro-electric plant that would pump water in pipes from the Hudson River, up to a holding area atop 1,500 foot tall Storm King Mountain, and then let the water rush back down through the system to generate electricity at times of peak consumer usage.

The controversial project was opposed by a variety of conservationist groups. After years of pitched legal battle, the plan was officially abandoned in the summer of 1981. Con Ed subsequently ceded the property to the Village and it became Donahue Riverfront Park.

By this time, Cornwall-on-Hudson, like other sub-communities, was changing in ways that were not always subtle.

Commuting distances lengthened, sending locals farther away to find jobs and build careers. This acceptance of expanded travel time between home and work, and the appeal of country living, brought new residents from other places to our Village, mostly from areas closer to the city. Despite spiraling regional growth in Rockland and in Orange counties, population in the Village drifted fractionally lower in the 80's and 90's.

Census estimates project an upswing in the first decade of this century, the result, perhaps, of many elements: larger families, more live-at-home young adults, and perhaps to a certain extent, from the subdivision of existing properties and the subsequent construction of homes on these new lots. How this all plays out, and whether Cornwall-on-Hudson promotes deliberate ultra-densification will depend on the community's willingness to further reform the regulations covering property use.

Cornwall-on-Hudson confronts what may be an unusual dichotomy zoning: the traditional higher density

development within the Village Center and its surrounding neighborhoods on the one hand, and the more open spaces that comprise the “mountain” district. Preserving this scenic area is as important to the public at large, as it is to “mountain” residents. Because of this, separate zoning regulations for the mountain area have existed for decades, and may need to be further strengthened in the face of what’s sure to become concerted efforts in the future to develop this important and unique Village asset.

Pondering an Assessment...

How would Isaac Tobias, Susanna Bartlett, Michael Sayler and Catherine Bogert rate our present day performance? These four, and the approximate 600 other residents who settled in New Cornwall back in 1790, would certainly be surprised by the technologies that make our modern lives more comfortable; the indoor plumbing, hot & cold running water, central heating and the marvel of digital music and TV, cell-phones, jet travel, space exploration, and so much more.

If they walked the Village streets, passed its schools and churches, and saw the hundreds of charming homes we live in, as well as the restaurants where we eat and shops we go to, they’d probably be pleased, even impressed, with progress in the Village. They might encourage the sorts of activities that honor the past, while attending to the needs of the present and the future. In sum, they would probably want what every individual craves: a safe home in a community that cares for all of its citizens.

Early Zoning Laws...

Planning and zoning began in the Village of Cornwall-on-Hudson after World War II with the development of subdivision and zoning regulations, within the framework of a limited basic plan.

Under Section 701 of the Housing Act of 1954 Federal funds became available through the U.S. Department of Housing and Urban Development (HUD) for the preparation and enactment of community plans and implementing regulations. Like most of Orange County’s municipalities, Cornwall-on-Hudson took advantage of this Federal and State-funded program. The planning and urban consulting firm, Raymond & May Associates of Pleasantville, New York, was retained to prepare a Master Plan for the Town of Cornwall and the Village of Cornwall-on-Hudson. For its part, the Village adopted a design plan in 1958 and a comprehensive development plan in February 1960.

Because the 1960 comprehensive plan was undertaken simultaneous with the Town the planning effort considered common elements such as; same school district, water service from the Village to the Town, shared commercial ratables, shared recreational resources, etc. Village and Town Planning Boards participated, as did residents from both communities, resulting in zoning ordinances that were generally consistent between the two municipalities, and coordinated land use at Town and Village borders.

The regional growth pressures outlined in the 1960 plan focused on the increase in manufacturing, primarily in the greater Newburgh area. Relocation of industrial plants, laboratories, and office buildings, was viewed as the impetus for growth in the mid-Hudson area, more so than an extension of the commuting population. As manufacturing increased outward from Newburgh, the plan surmised, population in the Town and Village of Cornwall-on-Hudson combined would climb to 14,000 by 1980. Of that population, 5,100 people were expected to be located in the Village.

At the time, the bulk of Cornwall’s buildable area remained vacant, with “what there is of concentrated development” located in the northwest portion of the Village. The predominant land use in the Village was single family residential, with commercial development along Hudson Street. The prevailing lot size was ¼ acre. The plan concluded that there was “much land available for building.”

That earlier plan outlined goals for the “exceptionally beautiful” Village. It contemplated enabling a variety of housing types to encourage people of different incomes, ages, tastes and backgrounds to settle in the Village, and for children of residents to continue living in the Village; providing a wide range of educational and recreation facilities; protecting natural resources, such as; streams, air, and water; preserving land for future development when needs may be entirely different; insuring healthy economic growth; preventing slums and blight; and guarding the aesthetic qualities of the Village, including its historical buildings.

Development within the Village was envisioned as ranging from low to medium-high density. Medium-high provided for garden apartment type development at a density of 8 to 12 families per acre. Low density equated to one dwelling per acre. The plan concentrated a small amount of medium-high density along Academy and Hudson Streets. Industry bordered the Hudson River, with parcels located east and west of a site designated for a large park. Medium density housing spread through center of the Village. Low-density housing consumed the southern portion of the Village and a small area close to the Hudson River. Public and semi-public space (large parks) traversed the residential neighborhoods, separating low and medium density use, and included a portion of the Hudson River between the industrial use areas. Commercial development remained targeted at Hudson Street.

The 1960 plan also discussed public facilities such as schools, utilities, parks and open space. It analyzed traffic and suggested a road improvement program. A plan for the improvement of the Village shopping center was included, as well as a fiscal analysis and capital improvement program. The capital improvement plan listed projects such as enhancing Village Square, developing Stillman Park, adding a playground off of Bay View Avenue, and extending the sewer line along Bayview. The plan outlined the prerequisites needed by a community including appropriate locations, adequate labor, and ready transportation. The document, hoping to attract industry, presented a proposed land use map and a central area plan for the intersections of Hudson, Duncan, River, and Idlewild Streets. Finally, it laid out a step-by-step implementation approach.

The Present...

In 2004, the Village Board formed a Comprehensive Plan Committee. On December 9, 2004, the Master Plan Committee held its inaugural meeting. A well-publicized and well-attended Vision Forum was sponsored by the Comprehensive Plan Committee on January 13, 2005, in which additional input from the community was obtained, some of which resulted from the Committee's early distribution of an opinion-seeking questionnaire. Several sub-committees were established to consider the following issues: zoning and land use, riverfront development, recreation, land preservation, economic growth and taxes, Village history, regional context, traffic congestion, and other topics appropriate to a comprehensive plan.

On June 10, 2006, the Committee held an "Outreach" public hearing, which summarized a full list of issues the group identified as challenges to the Village, and asked for community input. The public offered many comments, both oral and written, and as a result, the Committee determined to revisit some of its suggestions. A second public hearing was held in November of 2005, at which the Committee suggested directions it most likely planned to take.



What is a Comprehensive Plan

A Comprehensive Plan is a statement of a community's goals and a set of recommendations for achieving them. It is a guide to decision making on important land use issues. This Comprehensive Plan lists goals that give the Village a clear sense of direction, derived from the shared views of a varied cross-section of the community. It also contains background information to establish a context for the Plan recommendations. The process by which the Plan was formulated was designed to build consensus and understanding of planning issues in the community. This Comprehensive Plan is intended for use on the desks of Village officials and citizens, and not to sit idly on a shelf. In reading and using this Comprehensive Plan, it is also important to understand what it is not. It is not a detailed instruction manual that tells exactly what to do or what will happen. It does not predict the future, although it does look ahead and express the Village's goals for the future. It does not prescribe exact courses of action, because these must be developed with care in response to a wide variety of situations that may arise. It would be shortsighted to mandate only one way to accomplish a community's goals in a Comprehensive Plan, when creativity and responsiveness to public input and evolving community needs may result in better solutions. A Comprehensive Plan is a living document,

intended to be reviewed and revised as needed.

A Comprehensive Plan is not the law. The Comprehensive Plan sets the direction and goals for the community and recommends in a general way how these can be accomplished. In contrast, the zoning code is a detailed document that translates the goals into law. All too often, communities think they have gained control over their future merely by adopting a Comprehensive Plan. Although they have taken a major step in the right direction, the adoption of a plan does not change anything. For this reason, the Village of Cornwall-on-Hudson has undertaken the Comprehensive Plan and revisions to the Zoning Law simultaneously. This will help ensure that the Village's land use regulations are in accordance with the Plan, as required by state law.

A Comprehensive Plan is an important step, but to have effect its recommendations must be translated into zoning laws, budget allocations, public investments, and other actions that have the force of law. That is why it is so important that the Comprehensive Plan accurately reflect community consensus. Without strong community support, a Village Board will be reluctant to pass implementing legislation. Although changes to the law must be consistent with the Comprehensive Plan, the Plan is not by itself a legally enforceable document.

This Plan provides guideposts to observe as the Village conducts the complex process of implementation, but it does not provide the details of the implementation process. The Plan is like a sketch of what a house will look like when it is built, not the house itself or the blueprints that tell the builder exactly what to build. The zoning code is the document that actually says what is and is not allowed, and it is the day-to-day decisions of local boards, officials, and citizens that determine what is actually built and what land is preserved. The zoning should reflect the guidance in the Comprehensive Plan, but should not be confused with the Plan.

1.2

Complementary and Synergistic Goals and Actions

The foundation of this Comprehensive Plan is the recognition that the Village must both preserve its fragile and beautiful environment and provide for the needs of its people. To ignore either of these goals, or to pursue one at the expense of the other, is to fundamentally misunderstand what this Plan is all about. The goals of increasing ratables, providing affordable housing, supporting local businesses and developing adequate Village infrastructure and facilities must be pursued simultaneously. There is a popular misconception that the Village cannot simultaneously pursue these objectives, and that measures that support open space detract from the provision of ratables or affordable housing, and vice versa. This is a false conflict. The key to understanding the Plan is that it reconciles goals by recommending actions that are either complementary or that create a synergy between them. Some actions are designed to provide for one without affecting the other (i.e. they are complementary) and others are designed to provide for both at the same time (they are synergistic). An example of a synergistic action that accomplishes all goals at once is the encouragement of mixed commercial first floor and residential second floor in the CBS subdistrict. This type of development provides a setting for new businesses and affordable housing while also protecting scenic open space in other areas of the Village that is important to the Village's character.

By recommending only complementary and synergistic actions, the Comprehensive Plan enables the Village to achieve its most important goals simultaneously. None of the proposed actions is intended to contradict any of the Comprehensive Plan's stated goals. The only way this contradiction could occur would be if the Village were to systematically ignore or selectively implement some of the complementary actions, for example by implementing only the open space protection actions or only the affordable housing actions. The Plan embodies a conscious strategy to balance these goals in a way that enables them all to be fulfilled.

To summarize, this Comprehensive Plan is comprehensive in its scope, not its detail. It is intended to integrate many related issues so that their connections are clear and understandable. The community should, however, have realistic expectations of what a Comprehensive Plan can and cannot accomplish.

It can guide the future, but not determine it. It can recommend actions, but it cannot ensure that they will occur. Only the people of the Village and their elected and appointed officials can chart the future course of

the Village. Citizen commitment to fulfilling the goals of the Plan will be the chief determinant of its success, which depends upon the willingness of all of all residents of the Village to work together to make it happen.

1.3

The Planning Process

In theory, the planning process is linear, with one step following the other in a neat and orderly fashion. Typically, this process begins with an evaluation of existing conditions and trends in a local area. These conditions dictate the necessity for a plan and are weighted against the “vision” of the community regarding future development. The data from these two sources are compiled and a plan is developed. Part of that “vision” includes the regional growth context

Orange County maintains an overall comprehensive plan that includes all the municipalities in the County. The most recent update was concluded in October 2001 with an addendum completed in January 2003 entitled Strategies for Quality Communities in the 21st Century. The Plan discusses patterns of development, utilizing the “urban-rural” concept of previous County plans. This concept encourages development in and around the existing built-up areas. The Plan also describes various “Smart Growth” techniques, outlining specific strategies focusing on open space, housing, economic development, transportation and utilities.

Key Goals of the Orange County Plan include:

- Conserve the County’s natural land resources in a sustainable, linked combination of parks, open space, agricultural lands and waterfront
- Utilize and adequately maintain the County’s existing parks and strategically acquire or facilitate the preservation of additional parkland, or prominent vistas and develop facilities to meet the needs of all users
- Identify undeveloped areas of the County as appropriate for permanent open space, establish acquisition priorities and conserve farmland to enhance the open space character of the County as well as to diversify its economic base
- Utilize the active and passive recreation and open space potential of waterfront resources
- For all built environments of the County, including residential, commercial, industrial, institutional and recreational, utilize infill redevelopment and new development techniques which enhance the advancement of quality communities
- Secure the rural ambiance and community aesthetic of the County through control of land use along its multipurpose corridors
- Maintain the separate and distinct character of different segments of roadway corridors
- Preserve active and inactive rail corridors to enhance transportation, economic development and recreation functions in the County
- Maintain the existing pedestrian and bike trails, while providing for their future expansion in the County
- Promote a multi-modal transportation network that meets the needs of all segments of the County’s current and future population for intra- and inter- County travel, and that adequately supports anticipated economic development
- Strengthen the economy by attracting and supporting businesses that will enhance the County’s economic base and provide jobs, tax revenues, and an orderly and sustainable land use pattern that accommodates the best of the County’s old economy while providing the attributes necessary to build the new economy
- Enhance, support and maintain the County’s quality of life to attract an educated, highly skilled and diversified workforce and high earning businesses demanding a range of skills
- Build the foundation for a knowledge-based economy to capture part of the regions share of the growth in technology and globally oriented businesses
- Promote a broad range of housing opportunities that meet the needs of all segments of the County’s population, and ensures the maintenance and rehabilitation of the County’s existing housing stock
- Encourage the provision of adequate utility systems that meet the needs of Orange County residents and

- businesses while balancing the preservation and quality of the County's natural resources
- Provision of an adequate supply of high quality water in support of the county's residential and business community
- Ensure the availability of environmentally sound sewage treatment systems and disposal techniques appropriate for different land development patterns which serve existing development and provide sufficient capacity to accommodate anticipated residential and business growth
- Identify, protect and promote the County's historical and cultural resources ensuring their ability to enhance the sense of place and quality of life of county residents while providing an important component of overall county economic development
- Preserve and promote the County's historic heritage. Support and enhance cultural values within the County

The County Plan characterizes the Village of Cornwall-on-Hudson as a community center within a priority growth area. Community centers are smaller in scale and less dense than true urban environments. The Plan centers growth within areas already serviced by municipal water and sewer and discourages high-density growth in outlying rural areas. It is important to note that the County Plan is considered advisory only. State law gives the County the right to approve or disapprove projects that have inter-municipal or countywide significance. A municipality's planning, zoning or Village board may overrule the County's decision by a super majority (majority plus one) vote. Nevertheless, the concepts espoused in the County Plan represent fundamentally prudent planning principles and it is the objective of the Village of Cornwall-on-Hudson's Comprehensive Plan to adhere to these principles where appropriate.

2.0 EXISTING CONDITIONS

2.1 Geography

The incorporated Village of Cornwall-on-Hudson, comprised of 1.96 square miles, is located in eastern Orange County and surrounded by the unincorporated Town of Cornwall. The Village is bordered by the Hudson River.

2.2 Water Supply

The Village of Cornwall-on-Hudson provides water service to residents of the Village and much of the Town of Cornwall. Municipal water is provided by two wells adjoining Moodna Creek in the Town and a tap of the New York City Catskill Aqueduct. The Village owns and or leases a series of reservoirs in Black Rock Forest, which have not been used in recent years pending completion of a new state-of-the-art filtration plant. The new Black Rock Plant is nearing completion. The Moodna Creek wells each have a capacity of one million gallons per day. The Village's Catskill Filtration Plant, located in New Windsor, filters the NYC Aqueduct water. The Village has contemplated the potential need for additional wells as the Town population increases and preliminarily identified strategies to secure additional well sites.

Sections of the existing infrastructure are old and large portions are located outside of the Village boundaries.

The Village pays town and school property taxes on its water facilities, has substantial insurance costs attributable to its reservoir dams. Meanwhile, New York City's rates for water from the Aqueduct have risen. All of these factors contribute to high water rates and underscore the necessity for a comprehensive approach to resource protection, repair and maintenance.

2.3 Political Structure

The Village is governed by a five (5) member elected Board of Trustees, including the Village Mayor. The Village's land use planning activities are administered by the Village's Planning Board and Zoning Board of Appeals, appointed for terms by the Village Board. The Village does not have a planning department per se, relying instead on planning, legal and engineering consultant firms for technical support when reviewing plans and conducting environmental reviews under SEQR.

Building permits and code enforcement are administered by the Village's Building and Zoning Department.

The Village has its own Police Department, consisting of full and part time officers. Fire service is provided by the Storm King Fire Engine Company #2, a volunteer organization. Ambulance service is provided by the Town of Cornwall Volunteer Ambulance Corp., and the Village is within the Town of Cornwall Ambulance District.

School Districts

The Village of Cornwall-on-Hudson is located in Cornwall Central School District. The Cornwall Central School District extends into portions of the neighboring Towns of New Windsor and Woodbury. Its current enrollment is a little over 3,000 students from kindergarten through 12th grade. There is relatively little impact upon the school population by the Village, however, the recent surge in development proposals in the Towns of Cornwall, New Windsor and Woodbury, will, if approved, result in substantial future growth in school enrollments. To date, the Cornwall Central School District has indicated that it can accommodate the anticipated growth. The very real question remains, however, whether Cornwall on Hudson residents can continue to afford spiraling school taxes. In 2006, the Cost-Per-Pupil (CPP) was \$13,846, and under the projected budget for 2007, that CPP figure would rise to \$14,514.

2.4 Demographics

The 2000 Census revealed that the Village of Cornwall-on-Hudson's population decreased from 3,093 in 1990 to 3,058 in 2000, a decline of 35 people or 1.13 percent. During the same period, the number of households grew from 1,220 in 1990 to 1,233 in 2000 reflecting a 1.06 percent increase.

Population Projections

	2010	2015	2020	2025
Village of Cornwall-on-Hudson	3,311	3,445	3,584	3,730

*Source: US. Bureau of the Census

In terms of ethnicity, the Village is relatively homogeneous, as 96.6 percent of the population is white. However, as noted in the Orange County Comprehensive Plan and expressed in 2000 Census data, the region’s “racial and ethnic diversity is expected to increase”. Thus, it is likely that the next Census will reveal a more varied ethnic profile for the Village of Cornwall-on-Hudson.

The Village’s greatest growth between 1990 and 2000 was in the 45 to 64 age group, with a 4.47% increase followed closely by a 3.2% increase in the under 18 age group. Over the same time period, Cornwall-on-Hudson saw a 2.7% decline in the 65+ age group. Thus, the Village can expect a change in the real estate market. While it is unlikely that the demand for single family homes will be adversely impacted by these changes, since much of that market is driven by forces outside Cornwall-on-Hudson, the Village will have to consider providing for empty nesters, retirement communities and assisted living facilities. Simultaneously, the Village should consider providing affordable housing options as a means of attracting and retaining its young population.

Finally, the rate of growth of median income and household size from 1990-2000 was somewhat larger than that experienced by the County as a whole.

2.5

Existing Land Uses

Existing land use clearly reflects the Village’s residential history. The following narrative describes the existing land uses in the Village and some of the trends for particular uses.

Residential...

There are currently four types of residential densities allowed in the Village of Cornwall-on-Hudson, ranging from 160,000 square feet to 15,000 square feet in size depending on the zoning district and the availability of public water and sewers: CR-3, Conservation Residential (Scenic); CR-2, Conservation Residential (Rural); CR-1, Conservation Residential; and SR, Suburban Residential. Based on the census data there are approximately 1,233 housing units in the Village. These units and residentially zoned vacant land provide a gross anticipated property tax return to the Village based upon 2002 assessment date of \$1,511,877.¹

Over the past 6 years 611 building permits were issued.

New housing consists primarily of larger single-family homes on 2 acre size lots in the \$400,000+ range.

Agricultural...

There is no agricultural industry in Cornwall-on-Hudson.

Commercial...

Hudson Street, or Village Center, serves as the “Main” street and economic heart of the Village. It runs through sections of the Village and incorporates New York State Route 218—a.k.a. Storm King Highway—for a significant segment of its length. Once a vital link to the docks along the Hudson River, the commercial establishments declined and finally disappeared as the waterfront traffic slowed. However, some commercial establishments remain to serve the residents of the Village, as well as businesses that dot Hudson Street as it runs through the Town of Cornwall.

¹ It does not take into account revenue payable to other taxing authorities (such as the County) or the cost of services the Village or these other authorities must provide. For example, residential uses traditionally require more services for schools, fire and police protection and library services than do other uses, such as farmland or other open space, however, the uses which are not as “service intensive” and thereby provide a greater net revenue benefit are not typically found in Villages.

The commercial district is characterized by mixed-use structures. A number of older homes along Hudson accommodate retail establishments on the ground floor and living quarters on the upper floors. Similarly, there is a proliferation of home-based businesses flourishing in residential neighborhoods. Commercial uses include several restaurants, personal service shops, and retail establishments, (including antique stores). Some current economic activity is spurred by our proximity to West Point and commuters' use of Route 218 to the Point.

Our restaurants are popular and at least one draws a considerable clientele from areas outside the Village. Buildings that once housed banks and theaters are being converted by enterprising entrepreneurs into a veritable "restaurant row" at the intersection of Hudson Street, River Avenue, Duncan, and Idlewild, suggesting that Hudson Street continues to be the logical commercial focal point for the Village. This commercial business district is separated from the riverfront by elevation and residentially developed lands.

Based on the ORPS data there are approximately 58 commercial properties developed in the Village of Cornwall-on-Hudson. The commercial sector of the Village provides a gross property tax return of \$14,072,678.

The Cornwall Central School District is the largest employer in the Village outside of the Village's government.

Industrial...

There is only one Industrial Zoning District, which is located along the riverfront. Industrial use in the Village is minimal with only one waterfront industrial property, currently the underutilized Scenic Technologies complex. Additional industrial development is physically constrained by the railroad line which runs parallel to the river, and a steep bluff backing up to houses fronting the river along Shore Road.² These uses, combined with other industrial land, account for \$781,000 of gross property tax return.

While earlier generations viewed rivers as transportation waterways, Village residents today tend to view the majestic Hudson as more appropriate for recreational use and consider scenic view preservation important. Its shores continue to cede its former industrial focus to parks, marinas, shopping areas, and restaurants. Indeed, riverfront revitalization has been a focus of the Village for over a decade.

Community and Public Facilities...

The Village's public facilities, such as the Village Hall, Water Department and Public Works Department, are located in the Village of Cornwall-on-Hudson, as is one public school.

Parks and Recreational Facilities...

The Village is located in Orange County situated on the Hudson River at the base of Storm King Mountain. The Village shoreline extends for approximately one mile along the west bank of the Hudson River at river mile 56. The southern portion consists of Donahue Memorial Riverfront Park (Donahue Park) used for passive recreation, hiking and picnicking, and enjoyed by both residents and nonresidents. Storm King Park, owned by the Palisades Interstate Park Commission, lies to the south of Donahue Park.³ To the north is the

² The property just west of Scenic Technologies is Village owned property used for Village DPW operations.

³ Both the Village and PIPC obtained their riverfront parklands in the Village from Consolidated Edison, in the 1981 settlement pact. The Storm King Park's 48 acres are an ignored and undeveloped portion of that parkland. This area previously contained houses, a hotel, roads, etc., and was an important element of the Village. The PIPC lands contain a number of old roadways and some interesting features, including stone walls, and the construction sites for both the Con Ed project and the New York City aqueduct. The old roadbeds might, with negligible effort, be developed into a lovely and accessible hiking trail that could be safely connected to the Village of Cornwall on Hudson riverfront parklands. And this in turn would enable a connection to be made to the Greenway Trail that the Village is creating in the area of Pagenstecher Park. Development of a trail on the PIPC property would also further the efforts of PIPC and the Museum of the Hudson Highlands to highlight the history of the environmental conservation movement in the United States as it provides access to the construction site for the Storm King Hydroelectric facility. In fact, an historic marker defining this spot as a primary location in the annals of the 'environmental movement' could become an important tourist attraction that would draw visitors to this extraordinary, environmentally sensitive place. Every effort should be undertaken to work with PIPC, Scenic Hudson, and other interested agencies to maximize this property's potential for the community as the site for outdoor recreational activities.

Museum of the Hudson Highlands “Cornwall Coal Yard Wetland Restoration Site”, used since 1989 by the Museum as an experimental test facility for marsh vegetation and habitat improvement projects.

The Village lies in close proximity to the Black Rock Forest (nearly 1,900 acres) and Storm King Art Center (over 500 acres). The Stillman Trail, among others, as well as the Museum of the Hudson Highlands’ Kenridge Farm campus, can be connected to the River via the “Boulevard”, which is an undeveloped and partially preserved woodland roadway currently used for hiking and bicycling. The “Boulevard” also links the Village’s Roe Memorial Park and other Palisades parklands to the riverfront.

The Dock where the Mary Powell once tied up is no longer functional, lying in sections and submerged during high tides. Construction of a similar facility at the waterfront is considered to be the best means to provide a context for the Village to participate in the water-born events planned along the Hudson River for the 2009 Hudson/Fulton/Champlain Celebration. This facility would then become the Village’s part of the State’s “Legacy for Our Children” project, designed to create usable infrastructure to benefit Hudson Valley municipalities all along the river for years beyond 2009. At the same time, a concerted effort should be made to modernize the Village’s boat-launching dock. The Committee fully supports both these initiatives.

Although several residential streets lead to the river, one, Dockhill Road, is lined on one side by Village owned lands, including a small park (Pagenstecher Park). This public area includes an overgrown ancient roadway and is envisioned to become an important physical link between the central business district and the river.

Natural Features...

The Village is rich in natural features. Perhaps its most prominent is its juxtaposition to the Hudson River and its location within the Hudson Highlands. We have an abundance of scenic and recreation areas, which are important visitor attractions. The most notable of these areas include the Black Rock Forest (nearly 1,900 acres) and Storm King Art Center which are linked by the Stillman Trail and other hiking trails. The Schunнемunk Mountain Agricultural/Scenic Area is considered one of the most beautiful viewsheds in Orange County and is singled out as a special planning area in the 1992 Plan. It is also a major regional recreation area as it contains a portion of the New York-New Jersey regional trail system, which links Schunнемunk Mountain with the Hudson Highlands.

Cornwall-on-Hudson is rich in historic places and interesting characters:

Barton and Spooner Souvenir Factory, Duncan Avenue	1890s
Cherry Croft, home of author Amelia Barr	1870s
Cliffside, David Carson-Albert Palmer House	1850s
H.N. Clark House, Clark Avenue	
(*pharmacist Henry N. Clark was very active in Village affairs.)	1843
Nathaniel Brown House, Mountain Road	1700s
Mountain Road Schoolhouse	1700s
George Clark House, off River Avenue	1700s
Robert Cleland House, Idlewild Avenue	1860
Cornwall Bank (former Village Office), River Avenue	1897
Cornwall Professional Building (Power Company)	1907
Cornwall Collegiate School, Hudson Street (Gold Cure)	1860s

Cornwall School District #4 (rear and front), Idlewild Avenue	1868 and 1898
Cornwall School District #4, Hudson Street	1922
Cornwall Local Building, Hudson Street	1840 and 1890
Cornwall Presbyterian Church, Hudson Street	1856
Col. James Duncan House, Duncan Lane	1820s
Duncan Farm Barn, Weeks Avenue	1820s
J. Dunn House, Hudson Street	1860s
Stephen C. Gillis House, Wilson Lane	1800s
Half-Moon House (M. Moony), Bay View Avenue	1750
Donahue Farm (Cold Spring, Clark), Bay View Avenue (*early Clark farm)	
Goodnough House (Hancock) Avenue A	1860s
Dr. Harrison House, c. Hudson Street and Academy Avenue	1860
Idlewild (N/P. Willis, local author), Idlewild Park Drive	1853
The Knoll (home of Re. Lyman Abbott), Clark Avenue (*George Washington Carver and Teddy Roosevelt entertained here.)	1856
Brick Works Stable (James Marsh), Spruce Street	1860
Kernochan House (Maher, Rommy), Hudson Street	1840
Sheridan House, Hudson Street (at blinker)	1840s
Smith House, 60 Duncan Avenue	1855
Preston-Smith House, Hudson Street	1830s
Storm King School	1867
Storm King Arms, Bay View Avenue (*private home now rebuilt after 1980s fire) (*early Clark homestead)	1700s
Storm King Engine Co. (first house), Duncan Avenue (*private home)	1869
Storm King Engine Co. (second house), Hudson Street	1903
Storm King Engine Co. Annex, Mountain Road (*private home)	
Sutherland Estate (Sciple-Cooper), Bay View Avenue	1850
Thomas Taft House, River Avenue	1860s
Ryckman (Glendening), off River Avenue, Fresco's *Early brick, Electric Light & Power Co. plant once on property	1800s
Art Deco Movie Theater, c. River Avenue, Idlewild	1930s
Professional Building, c. Hudson Street, Duncan Avenue (*built to house Hudson Co. Electric Light & Power Co.)	1907

The Grail (Chas. Stillman), Duncan Avenue	1870
Cock's Store (Butterhill Antiques), Hudson Street	1870s
Barn (Dr. Jerry's), part of Homeland Estate	1850s
Montrose Cottage (Dr. Proulx's), Hudson Street	
Levi Terwilliger House, Hudson Street	1820s
Upland Lawn, Duncan Avenue	1860s
This item is awaiting final approval for the National Register	
Village Library (now Cornwall Central School Administration offices)	1930s
*Exact replica (on a smaller scale) of granite shaft	
*Erected to Col. Curie's Hawkins Zovaves in Antietam, MD	
Edward Payson Roe Park, Rayson Road	
*Profile of famous author in plaque on mountainside	
Storm King Highway, engineering wonder opened in 1922	
Village Bandstand	
(*reproduction of Mead & Taft 1884 bandstand that stood in Village square until 1922).	
Camp Olmstead, Bay View Avenue	1901
*Five Points Mission Fresh Air Home	
Site of 1700s gristmill on Idlewild Brook	
Archeological dig at early pottery kiln	1780s
Willow Dell Cemetery, west side of 9W (*early graves)	
Early brickworkers on river	
Site of 1820 dock on river	
Site of coal dock ruins on river	1891
Quaker Chapel on Cornwall Yacht Club property	
Aqueduct crosses river at foot of Storm King Mountain	1914-1917
Cronk Cemetery, off 218, early graves	
Matthiessen Park Historic District	1879 and 1898
*First housing development	
*Adam Jaeger architect, Mead & Taft builders	
Cliffside Park District, housing development	1916
Village Playground, dedicated for 1909 Hudson-Fulton celebration	
Duncan Avenue Historic District	
Village Waterworks	1895-1896
NYMA Historic District (*school rebuilt in 1911 after fire)	1889



Cliffside, David Carson—Albert Palmer House,
1850's



Cornwall School District #4 (rear and front),
Idlewild Avenue, 1868 and 1898



Cornwall Bank (former Village Office),
River Avenue, 1897



Village Bandstand (*reproduction of
Mead & Taft 1884 Bandstand that
stood in Village square until 1922)



Cornwall Presbyterian Church,
Hudson Street, 1856



Smith House, 60 Duncan Avenue, 1855



Storm King Engine Co. (second house),
Hudson Street, 1903



Professional Building, c. Hudson Street,
Duncan Avenue (*built to House Hudson
Co. Electric Light & Power Co.) 1907



Art Deco Movie Theater, c. River Avenue,
Idlewild, 1930's



The Grail (Chas. Stillman), Duncan Avenue, 1870



Village Library, 1930's

Tax Exempt Property...

There are sixty-four (64) parcels in the Village that are fully tax-exempt, including, public and parochial schools, churches or large church properties and parks. While these uses generate other businesses and offices, they do not offset the costs of fire and police protection, road maintenance, recreation and other general services or the educational costs to area residents that would be provided by other taxable business uses.

2.6

2.6 Review of Existing Zoning

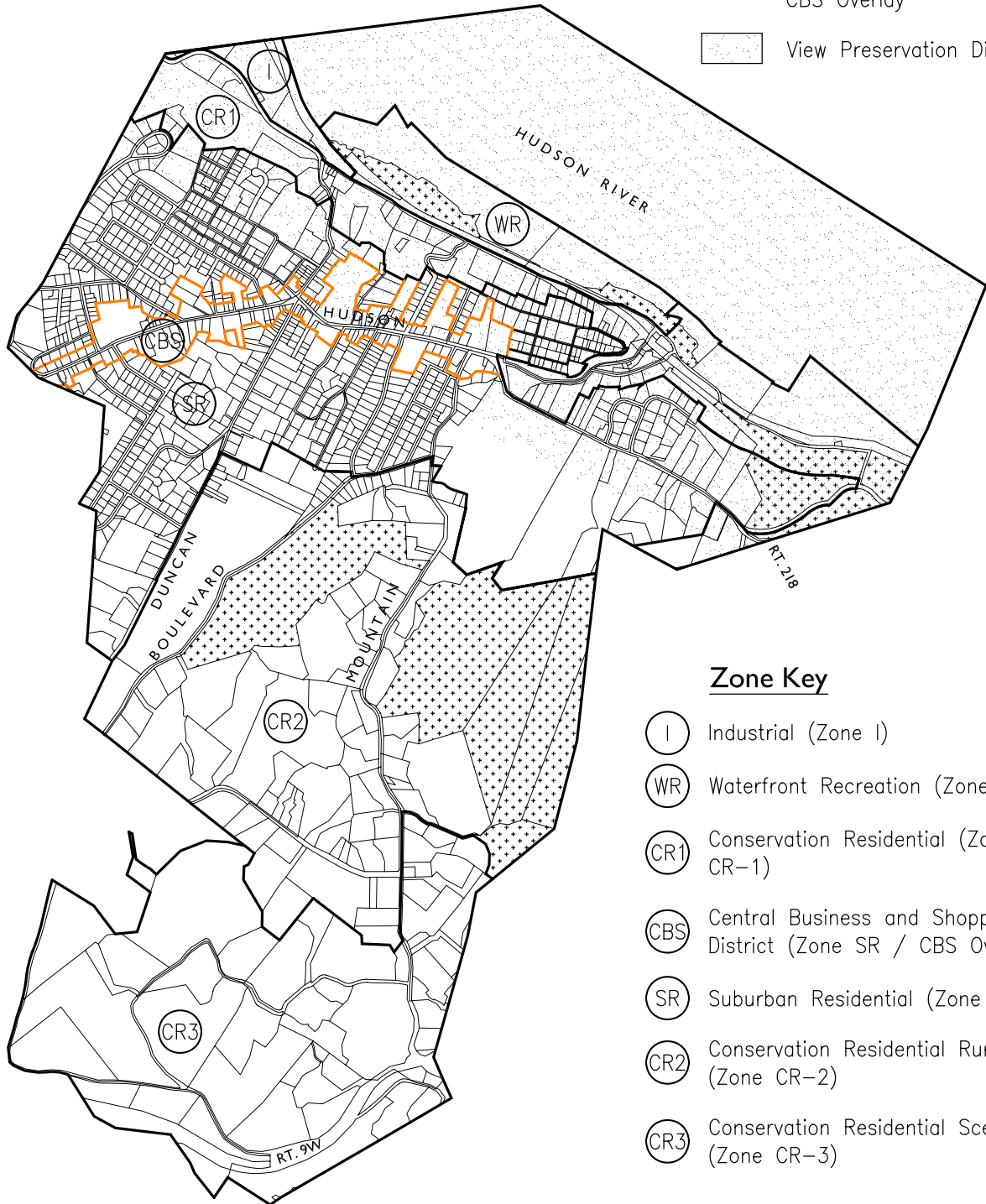
The Village of Cornwall-on-Hudson has six zoning districts, which govern land use in the Village. (See Figures 1, 2 and 3. See also Appendix A.) The purpose of this section is to summarize these districts and to show how they have shaped development in the Village, and what level of future development they allow.

In general, the Village has matured, and while there may be a minimal amount of open, currently unbuilt property available for new construction, there still remains a significant potential for subdividing. The current zoning map delineates an industrial zone close to the Hudson River, a waterfront recreation zone along the river, a central business and shopping district concentrated along Hudson Street, and four residential districts throughout the rest of the Village.

The residential districts are broken into two broad classifications: “suburban”, which allows 15,000 to 25,000 square foot lots depending on Village sewer and water availability; and “conservation residential zones” where lots range from approximately 1 to 4 acres. The Central Business sub district overlays a portion of the Suburban Residential district and exists to facilitate commercial development along Hudson Street and a portion of Academy Avenue.

Legend

- Zone Boundary
- CBS Overlay
- ▨ View Preservation District

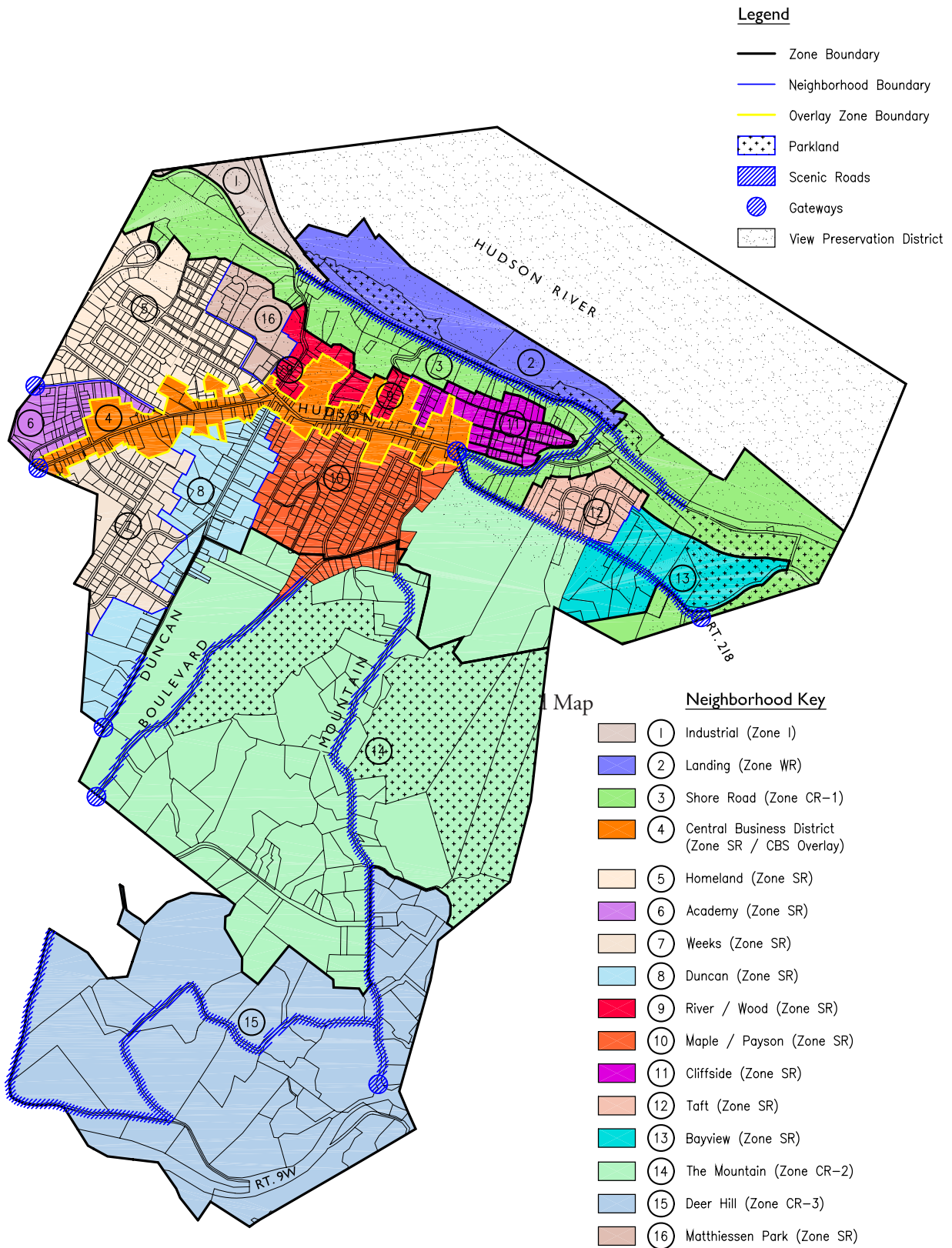


Zone Key

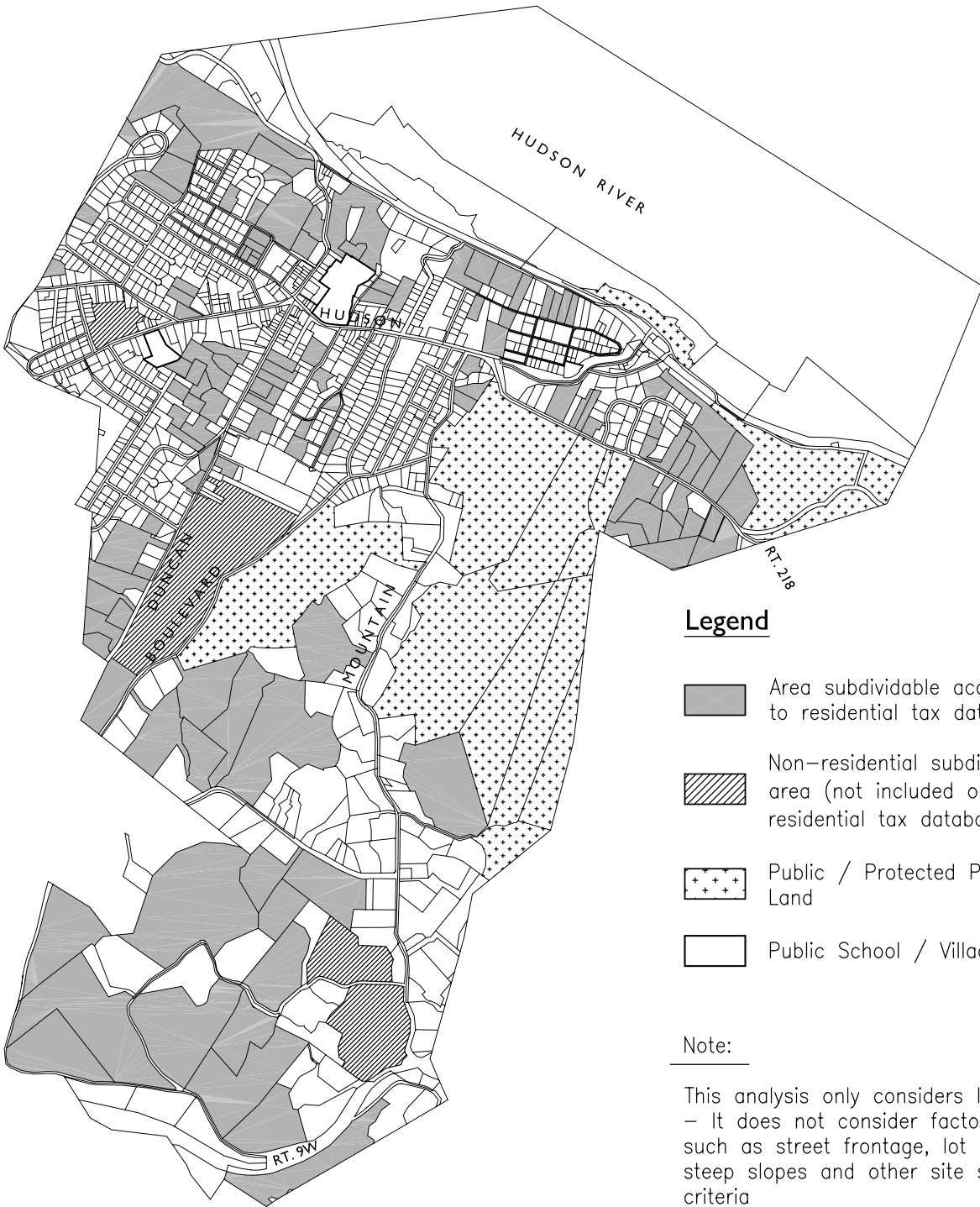
- (I) Industrial (Zone I)
- (WR) Waterfront Recreation (Zone WR)
- (CR1) Conservation Residential (Zone CR-1)
- (CBS) Central Business and Shopping District (Zone SR / CBS Overlay)
- (SR) Suburban Residential (Zone SR)
- (CR2) Conservation Residential Rural (Zone CR-2)
- (CR3) Conservation Residential Scenic (Zone CR-3)

Existing Zoning Map





Cornwall on Hudson Comprehensive Plan
January 25, 2007



Zoning / Neighborhood Map
 Cornwall on Hudson Comprehensive Plan
 January 25, 2007



Legend

-  Area subdividable according to residential tax database
-  Non-residential subdividable area (not included on the residential tax database)
-  Public / Protected Park Land
-  Public School / Village Hall

Note:

This analysis only considers lot area – It does not consider factors such as street frontage, lot width, steep slopes and other site specific criteria

Subdividable Lots
 Cornwall on Hudson Comprehensive Plan
 January 25, 2007

Build-Out Analysis

As development pressures on the Village of Cornwall-on-Hudson increase, it will become essential to have a clear understanding of the amount of space available for development and its potential for growth. The completion of a build-out analysis provides tabular data that demonstrate the potential impacts of growth under the current zoning and other development regulations. This analysis can help measure the long-range effectiveness of zoning laws and visualize the patterns of growth. Build-out analysis estimates the amount of potential development for each zoning district in the Village, based upon the regulations in the existing zoning code. While it measures the total quantity of development, it does not attempt to deal with issues of form, pattern, or the effect of such development on Village character, i.e. the analysis is purely quantitative, not qualitative.

The tables prepared for each zoning district provide the following information:

- 1) The total number of developed lots/zoning district.
- 2) The total number of remaining possible lots for development/zoning district.
- 3) Buildout total by number of lots.
- 4) The percentage of area built out.

Methodology

Build-Out analyses can be conducted in a variety of ways; however they are typically developed using the existing tax parcels as the base for measuring potential. Build-out analyses are also very dependent upon the quality of data being used, that is, there is limited opportunity within such a study to “massage” or “tweak” the final outcome to account for shortcomings in the original data.

The result of this analysis is presented in the following tables. (See also Appendix “B”)

The following tables are derived from the Residential Tax Database:

Table 1: Subdivision Potential for Residential Lots

SUBDIVISION POTENTIAL (according to the residential tax database)				
Neighborhood		Number of Lots	Dividable Lots	Potential Add'l Lots
1	Industrial (Zone I)	2	1	1
2	The Landing (Zone WR)			
3	Shore Road (Zone CR-1)	42	6	31
4	Central Business District (Zone CWS/SR)	78	7	17
5	Homeland (Zone SR)	232	10	25
6	Academy (Zone SR)	56	1	1
7	Weeks (Zone SR)	115	5	6
8	Duncan (Zone SR)	83	25	78
9	River / Wood (Zone SR)	41	6	14
10	Maple / Payson (Zone SR)	194	11	15
11	Cliffside (Zone SR)	77	9	9
12	Taft (Zone SR)	34	6	7
13	Bayview (Zone SR)	27	18	92
14	The Mountain (Zone CR-2)	86	13	63
15	Deer Hill (Zone CR-3)	57	11	32
16	Matthiessen Park (Zone SR)	18	5	21
TOTAL		1142	134	412

Note: This analysis only considers lot area—It does not consider factors such as street frontage, lot width, steep slopes and other site specific criteria.

Table 2: Residential Build-Out, existing

PROPERTY CLASS SUMMARY (According to the tax database)						
	Neighborhood	Avg. Date	No. of Lots	One Family Residences	Two Family Residences	Residential Vacant Land
1	Industrial (Zone I)	0	2	0	0	1
2	The Landing (Zone WR)					
3	Shore Road (Zone CR-1)	1913	42	29	2	9
4	Central Business District (Zone CWS/SR)	1912	78	50	10	8
5	Homeland (Zone SR)	1936	232	212	5	7
6	Academy (Zone SR)	1927	56	50	3	0
7	Weeks (Zone SR)	1951	116	101	0	13
8	Duncan (Zone SR)	1932	83	64	3	12
9	River / Wood (Zone SR)	1897	41	33	5	2
10	Maple / Payson (Zone SR)	1944	195	170	7	12
11	Cliffside (Zone SR)	1939	78	63	1	13
12	Taft (Zone SR)	1956	35	25	2	3
13	Bayview (Zone SR)	1928	28	18	1	3
14	The Mountain (Zone CR-2)	1879	91	58	1	15
15	Deer Hill (Zone CR-3)	1932	62	28	0	8
16	Matthiessen Park (Zone SR)	1953	18	15	0	2
	TOTAL	1928	1157	916	40	108

PROPERTY CLASS SUMMARY (continued)						
Neighborhood		Under-water Land	Three Family Residence	Apartment Building	Vacant Land with Improvements	Funeral Home
1	Industrial (Zone I)	1	0	0	0	0
2	The Landing (Zone WR)					
3	Shore Road (Zone CR-1)	0	0	0	2	0
4	Central Business District (Zone CWS/SR)	0	4	0	2	0
5	Homeland (Zone SR)	0	3	1	3	1
6	Academy (Zone SR)	0	0	0	1	0
7	Weeks (Zone SR)	0	0	0	0	0
8	Duncan (Zone SR)	0	1	1	2	0
9	River/Wood (Zone SR)	0	1	0	0	0
10	Maple/Payson (Zone SR)	0	3	1	0	0
11	Cliffside (Zone SR)	0	0	1	0	0
12	Taft (Zone SR)	0	0	0	0	0
13	Bayview (Zone SR)	0	0	0	1	0
14	The Mountain (Zone CR-2)	0	1	0	0	0
15	Deer Hill (Zone CR-3)	0	0	0	1	0
16	Matthiessen Park (Zone SR)	0	1	0	0	0
TOTAL		1	14	4	12	1

PROPERTY CLASS SUMMARY (continued)						
Neighborhood		Multiple Residence	One Use Small Building	Religious	Special School	State Forest
1	Industrial (Zone I)	0	0	0	0	0
2	The Landing (Zone WR)					
3	Shore Road (Zone CR-1)	0	0	0	0	0
4	Central Business District (Zone CWS/SR)	2	2	0	0	0
5	Homeland (Zone SR)	0	0	0	0	0
6	Academy (Zone SR)	2	0	0	0	0
7	Weeks (Zone SR)	2	0	0	0	0
8	Duncan (Zone SR)	0	0	0	0	0
9	River / Wood (Zone SR)	0	0	0	0	0
10	Maple / Payson (Zone SR)	2	0	0	0	0
11	Cliffside (Zone SR)	0	0	0	0	0
12	Taft (Zone SR)	4	0	0	1	0
13	Bayview (Zone SR)	2	0	0	0	3
14	The Mountain (Zone CR-2)	6	0	2	0	4
15	Deer Hill (Zone CR-3)	2	0	0	0	2
16	Matthiessen Park (Zone SR)	0	0	0	0	0
TOTAL		22	2	2	1	9

PROPERTY CLASS SUMMARY (continued)					
	Neighborhood	Estate	Rural Vacant Land<10	Rural Vacant Land> 10	Seasonal Residence
1	Industrial (Zone I)	0	0	0	0
2	The Landing (Zone WR)				
3	Shore Road (Zone CR-1)	0	0	0	0
4	Central Business District (Zone CWS/SR)	0	0	0	0
5	Homeland (Zone SR)	0	0	0	0
6	Academy (Zone SR)	0	0	0	0
7	Weeks (Zone SR)	0	0	0	0
8	Duncan (Zone SR)	0	0	0	0
9	River/Wood (Zone SR)	0	0	0	0
10	Maple / Payson (Zone SR)	0	0	0	0
11	Cliffside (Zone SR)	0	0	0	0
12	Taft (Zone SR)	0	0	0	0
13	Bayview (Zone SR)	0	0	0	0
14	The Mountain (Zone CR-2)	3	1	0	0
15	Deer Hill (Zone CR-3)	10	0	1	1
16	Matthiessen Park (Zone SR)	0	0	0	0
	TOTAL	13	1	1	1

PROPERTY CLASS SUMMARY (continued)				
Neighborhood		Misc. Community Service	School	Private Forest
1	Industrial (Zone I)	0	0	0
2	The Landing (Zone WR)			
3	Shore Road (Zone CR-1)	0	0	0
4	Central Business District (Zone CWS/SR)	0	0	0
5	Homeland (Zone SR)	0	0	0
6	Academy (Zone SR)	0	0	0
7	Weeks (Zone SR)	0	0	0
8	Duncan (Zone SR)	0	0	0
9	River / Wood (Zone SR)	0	0	0
10	Maple / Payson (Zone SR)	0	0	0
11	Cliffside (Zone SR)	0	0	0
12	Taft (Zone SR)	0	0	0
13	Bayview (Zone SR)	0	0	0
14	The Mountain (Zone CR-2)	0	0	0
15	Deer Hill (Zone CR-3)	2	1	4
16	Matthiessen Park (Zone SR)	0	0	0
TOTAL		2	1	4

Another key element of the build-out analysis is to consider the existing lot area coverages and bulk table limits, which combined give the Village its sense of density, the greater area of land covered, and the closer the structures, the greater the feeling of dense development.

Table 3

BULK SUMMARY (According to the residential tax database)							
	Neighborhood	Avg. Lot Area	Avg. Lot Cov'g	Avg. No. Stories	Avg. Floor Area	Avg. Floor Area Ratio	Biggest Floor Area
1	Industrial (Zone I)	50,673					
2	The Landing (Zone WR)						
3	Shore Road (Zone CR-1)	60,099	4.5%	1.89	1,962	9.2%	4,311
4	Central Business District (Zone CWS/SR)	14,208	10.1%	1.94	1,924	18.6%	4,668
5	Homeland (Zone SR)	12,755	11.2%	1.54	1,718	17.1%	5,798
6	Academy (Zone SR)	10,011	11.2%	1.66	1,453	17.7%	3,504
7	Weeks (Zone SR)	13,854	8.8%	1.45	1,761	12.3%	3,499
8	Duncan (Zone SR)	29,666	6.4%	1.84	2,122	11.0%	4,110
9	River / Wood (Zone SR)	15,450	11.8%	1.92	1,689	20.7%	5,010
10	Maple / Payson (Zone SR)	13,789	8.8%	1.42	1,672	13.4%	5,388
11	Cliffside (Zone SR)	12,593	8.3%	1.65	1,736	12.8%	4,722
12	Taft (Zone SR)	22,112	6.7%	1.48	2,195	10.3%	10,577
13	Bayview (Zone SR)	144,907	2.5%	1.44	2,011	3.3%	6,006
14	The Mountain (Zone CR-2)	199,027	1.4%	1.78	2,268	2.3%	5,508
15	Deer Hill (Zone CR-3)	265,005	0.9%	1.78	2,652	1.5%	7,683
16	Matthiessen Park (Zone SR)	37,894	7.2%	1.56	2,996	10.7%	4,379
	TOTAL	60,812	7.1%	1.67	2,011	11.5%	

Table 4: Existing Bulk Table

EXISTING BULK TABLE									
Zone	Min. Lot Area (s.f.)	Min. Lot Width (ft.)	Front Yard Setback (ft.)	Side Yard Setback (ft.)	Total Side Yard (ft.)	Rear Yard Setback (ft.)	Height (ft.)	Floor Area Ratio	Lot Cov'ge
I	40,000	100	40	20	40	20	45	n/a	50%
WR	As req'd by PB	As req'd by PB	As req'd by PB	As req'd by PB	As req'd by PB	As req'd by PB	35	n/a	As req'd by PB
SR***	15,000	100	30	15	35	30	35	n/a	35%
SR**	20,000	100	35	20	45	35	35	n/a	35%
SR*	25,000	125	40	25	50	40	35	n/a	35%
CBS Overlay	As req'd by PB	As req'd by PB	As req'd by PB	As req'd by PB	As req'd by PB	As req'd by PB	35	n/a	50%
CR1	40,000	150	50	20	50	50	35	n/a	15%
CR2	80,000	250	50	40	80	60	35	n/a	10%
CR3	160,000	250	100	40	80	60	35	n/a	10%

* Note: With neither village sewer nor water.

** Note: With either village sewer or water.

*** Note: With both village sewer and water.

Table: Commercial and Industrial Build-Out

In general, a build-out provides an indication of the degree to which an area may be developed in accordance with the land uses and densities described in its zoning code. More specifically, the build-out indicates that of 1,157 lots, 1,034 or 89.36% are built out. Approximately 6 percent of the lots are available for the commercial and industrial use; the remainder is residential.

Where the build-out analyses indicates that tremendous development potential still exists, the Comprehensive Plan should reflect growth management measures, such as concentrating residential development to avoid sprawl and identifying key areas for parkland development and open space preservation. However, in municipalities such as the Village, which is nearing a complete build-out, the Comprehensive Plan should emphasize the re-use and re-development of existing properties.

2.7

Traffic Analysis

In confirmation of the Master Plan Committee’s comments on Traffic Flow through the Village, the Cornwall on Hudson Police Department conducted a survey covering a variety of routes through our community at all times of day. These figures buttress our observations and concerns.

CORNWALL-ON-HUDSON POLICE DEPARTMENT

325 Hudson Street, Cornwall-on-Hudson, New York 12520

Charles W. Williams
Chief of Police

845-534-8100
845-534-4955 FAX

Master Plan Traffic Survey
December 15, 2005

Rte 218 at Camp Olmstead			
Average Cars per Hour			
	Time	Entering Village	Leaving Village
	0000	5.5	6
	0100	6	3.5
	0200	8.5	5
	0300	6	8.5
	0400	2.5	26.5
	0500	8.5	127
	0600	10.5	179
	0700	34.5	82.5
	0800	40.5	51.5
	0900	35.5	41
	1000	45.5	43.5
	1100	60.5	47.5
	1200	53	48
	1300	67.5	42
	1400	127	44
	1500	241	43
	1600	155	55
	1700	83	37
	1800	52	32
	1900	48	31
	2000	33	21
	2100	23	15
	2200	17	12
	2300	15	7
Average Cars per Day:		783.5	857.5
Average Speed:		31	3

Hudson Street at Columbus			
Average Cars per Hour			
	Time	Entering Village	Leaving Village
	0000	18.5	18
	0100	11	13
	0200	12.5	16
	0300	9.5	11.5
	0400	28.5	19.5
	0500	141.5	59
	0600	204.5	129
	0700	159	178
	0800	177	200.5
	0900	164.5	180
	1000	182.5	199
	1100	205	209
	1200	220	233
	1300	190.5	217
	1400	205.5	246.5
	1500	195.5	296.5
	1600	236	261
	1700	235.5	216.5
	1800	222.5	191
	1900	207	179.5
	2000	154	145.5
	2100	199.5	118
	2200	65.5	69
	2300	31.5	31.5
Average Cars per Day:		3394.5	3434
Average Speed:		29	28

Academy Avenue at Second Street			
Average Cars per Hour			
	Time	Entering Village	Leaving Village
	0000	14	15
	0100	8.5	12.5
	0200	9.5	7
	0300	8.5	5.5
	0400	19	11
	0500	84.5	37
	0600	124	86
	0700	94.5	110.5
	0800	105.5	131.5
	0900	93	117.5
	1000	109.5	133.5
	1100	127	147
	1200	128.5	147
	1300	109	145
	1400	124.5	167.5
	1500	121	224
	1600	143	196.5
	1700	130.5	136.5
	1800	123.5	114
	1900	95.5	116.5
	2000	87.5	86.5
	2100	70	75
	2200	42	39.5
	2300	22.5	26.5
Average Cars per Day:			
		3394.5	3434
Average Speed:			
		29	28

Shore Rd at DPW Facility			
Average Cars per Hour			
	Time	Entering Village	Leaving Village
	0000	6.5	5.5
	0100	3	4
	0200	1.5	2
	0300	3	2.5
	0400	1.5	2.5
	0500	7.5	9.5
	0600	17	21
	0700	27	47
	0800	32	43.5
	0900	36.5	43
	1000	39	44.5
	1100	49.5	50.5
	1200	51.5	51
	1300	50.5	62
	1400	49.5	54
	1500	51.5	66.5
	1600	54	63.5
	1700	54	49
	1800	44	41
	1900	36	32.5
	2000	24	24
	2100	18.5	17
	2200	13	11
	2300	7	7.5
Average Cars per Day:			
		677	754.5
Average Speed:			
		28	29

3.0

COMPREHENSIVE PLAN

3.1

Goals and Objectives

The Comprehensive Plan provides a framework to achieve a number of broad goals:

Goal #1: Provide a long-range plan for sustainable growth and reasonable land use within the Village of Cornwall-on-Hudson

Goal #2: Lay the planning foundation for a range of housing alternatives that will meet the needs of a broad range of socio-economic groups

- Encourage the development of both affordable and senior housing units

Goal #3: Develop a strong and balanced economic base

- The Village should attract tax-positive commercial development to offset existing tax-exempt lands and to help pay for residential services required by a growing population
- Encourage a diverse economic base that provides tax ratables as well as necessary local services
- Encourage neighborhood businesses

Goal #4: Preserve the Village's unique character

- Create design guidelines for structures within the community so as to maintain the "village" scale of new buildings
- Preserve historic and/or architecturally significant structures
- Prepare architectural guidelines to insure quality development and increase property values
- Identify, protect, and capitalize on strategic assets such as trail systems, riverfront amenities, and historic sites so that they further enrich the community and attract visitors

Goal #5: Protect natural resources

- Enhance the quality of life by protecting beautiful natural view sheds including the Hudson River, Storm King Mountain, and other spectacular scenery within the Village and elsewhere
- Conserve open space within the Village and in its surround
- Protect steeply sloped areas from degradation and inappropriately designed development
- Enhance the portion of Storm King Mountain within the Village for the benefit of the community

Goal #6: Enhance quality of life for Village residents

- Limit intrusion from noise, light pollution, and other "urban contamination"
- Propose road design, signage, and traffic flow suggestions that focus on resident and pedestrian safety
- Increase recreational amenities
- Identify strategic natural recreation assets and develop a plan for increasing Village recreation facilities

Goal #7: Develop long-term plans for improving infrastructure

- Identify future infrastructure needs and prioritize likely capital improvement projects
- Review regional infrastructure plans that may impact the Village

3.2

Key Elements

The Comprehensive Plan contains a number of planning concepts central to the goals. The plans key elements are broken down into the following general categories:

- Central Business District
- Design Guidelines
- Government Organization
- Infrastructure
- Public View Shed
- Quality of Life
- Traffic
- Trails Programs
- Volunteerism
- Waterfront
- Workforce Housing
- Zoning

Central Business District (CBS)...

Business activity in the village Center may already be gaining ground, though no one can yet score it a touchdown. Stores and businesses have recently opened, and what may be even more significant is that some established businesses are moving to other locations...but remaining in the Village.

A. Parking—In order to spur further appropriate growth in retail businesses that fit the character of Cornwall-on-Hudson, the Comprehensive Plan strongly urges that special attention be given by the Village to additional parking areas and/or spaces for shoppers and visitors. The success of any commercial revitalization initiative depends to a great extent on the availability of such parking.

B. Façade Program—Another initiative that can help in the promotion of Village Center business activity is the formulation and implementation of a Façade Program. Grant monies could seed such a concept and the Local Development Corporation might be the best group to take on this responsibility. As in other communities, a Façade Program could distribute funds in any number of ways, i.e., as low or no-interest loans or as outright grants. Attractive street lighting could further enhance the appearance of the Village Center. The influence of such a program on the local business scene, and thus on tax relief through increased ratables, could be impressive. In addition, a Façade Program can make the Village Center more attractive for everyone.

C. Incentives—While the Real Property Tax Law (Section 265b) already provides a reduction for commercial improvements, the Master Plan Committee recommends that the Village study the efficacy of additional incentives to attract new retail activity.

D. Marketing—At the very least, the Village should undertake a marketing effort to promote Cornwall-on-Hudson as a 'destination' for visitors and a place where residents can 'Shop Local'.

F. Businesses—The Village Center already attracts hundreds of customers every day of the week—both residents and visitors—to existing restaurants and other eating establishments, which provides an impressive starting point from which to expand this success story into other appropriate types of retailing.

G. First Floor Storefronts—The market will ultimately set the bar for business activity in the Village Center. If our sense of the growth potential is correct, then a program to reclaim first floor storefronts along Hudson Street that were converted to residential dwellings may become desirable to property owners and should then be implemented.

Design Guidelines...

The Comprehensive Plan urges the enactment of modest ‘Design Guidelines’ for all structures in the community.

A. Design Guidelines—The ‘Guidelines’ provide the simplest, least intrusive means to maintain the ‘scale’ of structures across the Village, promote the preservation of the community character, and improve the business climate in the Village Center. The formation of recommended standards can greatly improve the attractiveness of the Village Center. These ‘Guidelines’ are also another way for the community to regulate, for the benefit of all, the construction of excessively dissimilar buildings that do not reflect the character of existing structures in our neighborhoods.

B. Alteration/Demolition Management—The Plan further recommends additional controls, to be administered by the Planning Board, covering renovation, modification or teardown of structures over 100 years old, as of the date of application, which are deemed to have local historical and/or architectural significance.

C. Village support of Historic Restorations—In further support of efforts to maintain and enhance the appearance of the Village, as in the committee’s suggestion to pursue a Façade program, we recommend that in no case should the Village seek to gain tax revenues resulting from increased assessments precipitated by new exterior restoration of historic structures as defined in these Guidelines and which have been approved by the Planning Board. Thus, there should not be any increase in assessment resulting from such work which does not increase the square footage of the building and which is merely in the nature of restoration, repair or maintenance, for a period of two years, after which time the fair market value of the property may be re-examined.

D. Village-Owned Parcels—Overall, the ‘Guidelines’ should be consulted as well in any construction undertaken by the Village on properties that it owns.

E. Stricter Architectural Review—By making its recommendation, the Plan is not suggesting anything that is revolutionary in terms of local law. In fact, if Village residents later determine that these ‘Guidelines’ are insufficient to foster the sort of building that helps maintain the character of the Village, they may decide to enact stricter Architectural Review regulations.

Government Organization

Even as our community matures and modern technologies proliferate, the Village also confronts a growing complexity of Federal, State, County and Local laws, regulations and mandates governing all aspects of municipal operations.

A. Efficient Administration—The Plan recommends that a review and analysis be undertaken by the Mayor and Trustees to determine the best, most reasonable and effective distribution of responsibilities for Village governmental employees. For example, the committee is concerned about numerous comments from the public as well as those voiced within the committee itself, about ‘inconsistent enforcement’ of property maintenance and zoning law regulations. We recommend that particular attention be given to this critical activity.

B. Grants—Also, as all communities, large and small, must now depend to some extent on ‘grants’ from the county, state and federal governments, it may be more efficient and productive to consider the use of a contract Grant Writer to develop and shepherd grant proposals, than to rely solely on Village personnel.

C. Annual Report—Finally, we urge that the Village present an annual report to the public on all infrastructure and assets owned by the municipality, under accounting rules known as GASBY-34, and released in a timely fashion so that this assessment can inform budget development.

Infrastructure...

Cornwall-on-Hudson like other municipalities, manages a number activities designed for the benefit of all its citizens. Among these are the local Police Department, the Building Department, Code Enforcement, etc., while at the same time it cooperates in the activities of independent organizations such as the Volunteer Fire Department and Ambulance Corps.

A. Water System Inc.—The Village supplies water to both the Village and the Town. The Village Board of Trustees, acting as the Board of Water Commissioners manages this system. The Plan recommends that an analysis on the water system be done, as sections of the distribution system are old. System leakages have occurred and the network is not fully operational. It must be noted that water rates are high and that much of the network is located outside Village boundaries, which leads to additional pressures on water rates.

B. Water Supply—Additional wells may someday be needed, and planning for this eventuality should be stepped up. Potential water resources should be identified and a plan developed for their use.

C. Maintenance—When asked whether an enhanced, scheduled maintenance program would be beneficial we were told by the official in charge that, ‘yes, it would be’. Therefore, we recommend that the Village study this proposal to determine the most cost-effective means of instituting such a program.

D. Sanitary Sewer Capacity—The Village sewer system presents some of the same concerns as the Water system, including the age and condition of the waste management setup. While we are told that adequate capacity exists now, there is concern that any future capacity limitations at the Town of Cornwall Shore Road Treatment Plant would likely affect the Village.

E. Disaster Response—Given that the only existing Disaster Response study was created in 1993, the Plan strongly suggests that an update to the document be developed. The study should, among other things, determine the best ways to protect our population, and at the same time, draw a roadmap for coordinating the efforts of all Village departments’ responses to any type of catastrophic event. Once completed, this information and response directions should be shared with the public.

Public View Shed...

Village residents place a great value on the protection of its great physical assets of land and water.

A. View Preservation District—These resources include all areas, which fall within the View Preservation District, and in the broadest sweep of the eye, encompass everything around us, from the majesty of Storm King Mountain to the beauty of the Hudson River. What we see...from these places... and as we look at them, represents nothing less than the spirit and personality of Cornwall-on-Hudson

B. Enforcement of the Public View Shed—The Plan recommends creation of a strong mechanism to enforce proper maintenance of the Public View Shed. This would include true enforcement of the limitations upon vegetation and trees in the View Preservation District (VPD). In the first instance, the Village should enhance its enforcement of appropriate property maintenance requirements to encourage property owners to keep their properties, trees, and shrubs trimmed so as to avoid degradation of important public views.

C. Tree Controls—Trees should be trimmed according to existing code and, under most circumstances, no tree removal should be undertaken without reference to an accepted vegetation management plan. Such procedures are essential to resist erosion, particularly in the often-sloped terrain of our community. The Committee further suggests that the community may at some future time consider the creation of an overall landscape plan, to identify views, recommend areas of plantings, as well as sites for the installation of specimen trees, all of which would create a legacy design for generations yet to come.

D. Storm Water—In this regard, careful attention should be paid to the Village’s new Storm Water regulations.

E. Public View Shed Baseline—Once they conform to code, views of the Public View Shed should be photographed to create a baseline for future reference and control.

F. Gateway Appearance—Part and parcel of the face of the Village are those specific places that give visitors their first impression of Cornwall-on-Hudson. Therefore, we propose the creation of at least three Gateway/ Scenic Overlay Zones: at the Bay View entrance to the Village on Rte. 218 along Academy Avenue, and on Hudson Street at the Village boundaries. These locations should be made as attractive as possible. Welcoming signs should be erected.

Quality of Life...

It is not surprising that the greatest population density within the Cornwall-on-Hudson lies in the Village Center. The same situation exists in many other communities. And it's here, in these dense population clusters, that there's a collision between human concerns and business needs. These issues, the committee feels, impact on the general Quality of life for all residents of the community.

A. Dumpster Pickups—Dumpsters and trash pickups may increase in years to come further worsening existing problems. Dumpster emptying and pickups should be restricted to the hours of 7 AM to 6 PM. At the same time, the Plan strongly urges that no pickups occur until after the morning rush hours and after the start of regular school classes, since these can disrupt vehicular traffic and are extraordinarily and jarringly loud.

B. Building Supply Deliveries—The delivery of building supplies to project sites should be restricted to after 6 AM on weekdays and 8 AM on Saturdays.

C. Limit Noise—Residents in Village center have also complained of amplified communications from inside a business to its customers outside, and because of this, such communications should be inaudible beyond the boundaries of that business.

D. Keeping Village Streets Clean—This can be made measurably easier with the assistance of all retail establishments, which sell food, candy, sodas, or any pre-wrapped products. The Committee recommends that these local businesses be required to place a standardized trash can (as defined by the Village) in the immediate vicinity of the point of sale, and further, that they be required to clear the sidewalk and curb areas in front of and around the specific location of all such debris.

E. Public Behavior Control—This has become a major quality-of-life issue in virtually all communities, as well as ours. The Committee recommends that penalties and fines be imposed for infractions of Village Codes, including but not limited to: vandalism, loud foul language in public places, illegal parking, etc. and that these codes be strengthened, and that parental responsibility statutes be enacted and/or enforced.

F. Emergency Signals— The committee reconfirms the value of and supports the periodic sounding of the firehouse siren, the traditional means used to alert Volunteer Fire Department personnel to respond to an alarm, as it does the decades-old daily 5 PM signal. At the same time, the committee recognizes that these soundings, at the existing sound volume level, represent a real potential health hazard for residents who live in close proximity to the fire station. Sound levels exceeding 94 decibels*, equivalent to a subway or motorcycle, have been recorded at a point near Cumberland Farms on Hudson Street. An even higher sound pressure level (SPL) of 99 decibels*, equivalent to a chain saw or pneumatic drill, has been recorded at a point adjacent to the Water Department Building on Maple Avenue. The committee, meanwhile, applauds the Fire Department for addressing this issue by reducing the length of time and cycles in each alarm, and efforts should continue to reduce the peak SPL readings to a point below 80 decibels. If this goal proves impossible to meet, the committee recommends that the Fire Department and Village work together to study the strategic placement of two additional siren towers which would be able to cover the entire community at audibly lower sound volume levels.

*According to the Deafness Research Foundation, sound levels above 80 decibels may be dangerous to health.

G. Light Pollution—Pollution from light also creates a Quality of Life issue for Village Center residents. The Plan recommends that strict cut-off lighting regulations be adopted and enforced.

Traffic...

Considering its location on the rim of some of the area's highest-volume roads (the Thruway, Rtes. 84, 32 and 9W), a large number of cars, trucks and buses pass through Cornwall-on-Hudson on Rte. 218 delivering personnel to and from jobs at West Point. The vehicle count at peak travel times reaches 200 per hour along Hudson St. Unfortunately, only a minority of these drivers and their passengers stop here, but simply use 218 as entrance and escape route. This being said, what is especially interesting and potentially significant to revitalization efforts in the Village Center is the fact that a high level of traffic flow remains remarkably consistent throughout the entire day, and reaches a total of some 2,200 vehicles. It is likely that at least some of these people already driving along Hudson Street could become clients of a renewed Village Center.

A. Enhanced Parking—As stated earlier, enhanced parking is crucial to this effort. The Village should consider the addition of an attractive, low-profile, 2-level parking facility at the existing Municipal Lot. This would greatly expand the lot's capacity. At the same time the Committee recommends that the Village also take a pro-active position involving the purchase or lease of additional parking areas in the Village Center as appropriate properties become available.

B. Pedestrian Safety—The design and installation of appropriately designed 'Calming Controls' will greatly enhance pedestrian safety. Suggested locations for these include: where Hudson becomes Bay View, at Hudson and Payson; at the elementary school on Hudson; at the corners of Hudson, Duncan, River and Idlewild, at Hudson and Avenue A; at Academy and Homeland; and at Hudson and Willis Avenue.

C. Police Presence—Increased police presence can significantly help make the entire Village more pedestrian-accessible to residents and visitors alike. This "presence" will also minimize vandalism and incidents of low-level criminal mischief.

D. Road Design—An interim design for the Hudson-Duncan intersection is viewed as favorable by the Plan (See suggested proposal in Appendix 'F'). While the favored remedy for traffic junctions such as this is construction of a roundabout, the Department of Transportation (DOT) may take as long as five years to make such an 'improvement'. A Task Force of concerned citizens should be formed to work with the DOT on this important issue since corrective action will provide the opportunity to solve a potentially dangerous vehicle traffic problem. It could also help make the Village Center become more pedestrian-friendly and thereby improve the business climate.

E. Sidewalk Conditions—Sidewalks should be properly maintained, and where appropriate, extended, to provide safe foot passage for walkers who comprise a significant element of local activity through the Village Center, and for wheelchair users. Trees should be planted along these walkways of the type with shallow, confined root systems that will not cause heaving or buckling.

F. Pedestrian Signage—Pedestrian Crossing signs, though vulnerable to damage, should be maintained and in place, as the protection of our citizens outweighs any additional costs.

G. The Place for Bicycles—Finally, a study of bicycle usage should be undertaken, particularly in the Village Center. Central to this study is the effort to find and dedicate spaces or areas for bicycle parking.

Trails Programs...

Cornwall-on-Hudson's riverfront is unique partly because of its panoramic views. Views of the Hudson River to its east and Storm King mountain to its west are spectacular. In the waterside areas and heading westward,

are parklands and woods that could easily become some of the most striking sites for hiking and biking trails anywhere in New York State.

A. Trail Planning—Based on numerous discussions, including expert advice, the Plan recommends that the Village liaison with the NY/NJ Trails Conference to begin the planning and construction for trail hiking and walking activities in the Village, the town, and beyond. One example might be establishment of a trail system along the Village-owned Boulevard and Round Top.

B. Disabled Access—Especially, in the shore areas, some of these trails should be accessible to people with disabilities.

C. Partial Route 218 Closings—As an extension of the traditional Trails Program, the Plan suggests that Route 218 around Storm King Mountain be closed for walking on selected Sunday mornings once each month from spring through the foliage season from the hours of 8 AM to 11 AM. This timing would have the least impact on vehicular traffic along 218, and would re-open it in time for Sunday midday and afternoon dining, shopping and travel in and out of the community. Village Center merchants, i.e., shops and eating establishments could offer premium incentives at these events to attract residents and visitors.

D. Maximize the Unused Storm King State Park Property—A suggestion has been made that the Village seek to reclaim unused park property now controlled by the Palisades Interstate Park Commission (PIPC), though any transfer for the purpose of economic development is highly unlikely. The Plan supports recreational use only of the property and the initiation of a dialogue with all involved parties to explore initiatives, which would maximize the benefits to the Village.

E. Historic Site Designation—The riverfront at Cornwall-on-Hudson may reasonably lay claim to being a pre-eminent environmental historical site because of the landmark Con Edison Water Pump Station decision. The denial of a plan to blast away part of Storm King Mountain to accommodate a water pumping station on the Hudson saved Storm King mountain, keeping it “forever green”, we urge that an ‘Historic Site’ application be made to honor this event on some portion of the park property cited above. Such an acknowledgement, created in partnership with the Palisades Interstate Park Commission (PIPC), “Scenic Hudson” and the Natural Resources Defense Council, would become an attractive destination for ecologically-aware visitors.

Volunteerism...

A. Citizen Contributions—Cornwall has often benefited from individual contributions to this place we call home. Shouldn't we all continue this tradition? Giving of our time and expertise and yes, even money. Many residents donating even small amounts can make a big difference.

B. Community Support Fund—And so the Plan recommends the prompt formation of a community-supported non-profit funding mechanism. Through the Community Foundation of Orange County, to pay for smaller projects deemed beneficial to the Village and its residents, and carried out by volunteers.

C. Student Participation—This should include recruitment of students in order to help shape a keener interest in their home and at the same time help them earn community-service credits often required for graduation.

D. Grant Opportunities—It may be possible to credit these volunteer activities to the Village as part of ‘in-kind’ contributions toward so-called ‘matching’ grants.

E. Neighborhood Pride—Another device which would spur local beautification efforts is a ‘Support a Block (or Street) Program’, to be funded by residents and/or businesses in the subject areas.

Waterfront...

The Committee believes that Revitalization of Cornwall-on-Hudson's beloved riverfront park can be accomplished in a manner that will be minimally disruptive to the park's normal uses over the past 30-plus years.

A. Boat Launch—First and foremost is the need for immediate work to improve the Boat Launch. That project should begin forthwith under the guidance of the Riverfront Revitalization Committee.

B. Toilets—In order to make the park more user-friendly, appropriately designed toilets should be installed. At least one water fountain is another basic necessity.

C. Promenade—Make the park more accessible for all residents and visitors. The creation of a Promenade footpath along Dock Hill Road will provide an attractive gateway from the Village Center to the waterfront to the use of the park.

D. Stone Dock—Action should also be taken to rehabilitate the existing stone dock that lies directly to the north end of the park for use as an esplanade for walkers and pier for fishing.

E. 'Mary Powell Dock'—An engineering and design study of an historic 'Mary Powell' dock should be undertaken to determine its feasibility as the park's future centerpiece. The study should be timed to take advantage of statewide interest in the 2009 Hudson/Fulton/Champlain Quadricentennial, and the Village's the longer-term goal of reclaiming its connection with the Hudson River. While the short to medium-term focus lies on the celebrations planned for two years from now, the dock would provide a friendly destination for those who use the river for fishing, strolling, picnicking, etc.

F. Recreational Boating—The interest in kayaking and other forms of recreational boating will continue to grow, and Cornwall Bay is a perfect place to enjoy the river. Thus, the Plan supports using the waterfront for such activity.

G. Greenway Trails—The Village Trustees have unanimously confirmed Cornwall-on-Hudson's willingness to participate in the New York State Greenway's Water Trails program participation will make available to Cornwall-on-Hudson grants that could be used by the Village to further improve the waterfront.

H. O&W Access—Resident access to our waterfront for recreational and culture may be expanded by using the strip of Village-owned land once used by the O&W Railroad. A plan to reclaim this substantial property in its entirety should be undertaken.

I. Yacht Club Cooperation—Finally, as the Village pursues a greater connectivity with the river for its citizens, efforts should be undertaken to improve cooperation between the Village and management at the yacht club.

Workforce Housing...

Increasingly, workers are willing to add to their commutation time in order to purchase a more affordable home than is typically available around the major regional employment centers (New York City, Westchester and the suburban counties of New Jersey). Accordingly, many are seeking new housing in Orange County (as identified in the Orange County Comprehensive Plan). However, new housing development tends to push housing prices up throughout the housing supply. This poses a problem with regard to providing affordable housing alternatives for existing residents, families of moderate income, first time homebuyers, and senior citizens. Further, given the recent increase in the 55+ age group, affordable housing is going to become an even larger issue in the near future.

The Village should encourage the availability of affordable housing by providing an array of incentives to

promote such development including but not be limited to density bonuses for new housing targeted at families whose incomes are at or below the median income level. The Village of Cornwall-on-Hudson should provide for the preservation of affordable housing for individuals or families providing essential services to the community (emergency medical personnel, volunteer firefighters, police, nurses, teachers, etc.).

Those who man our volunteer ambulances, pick up and go when the fire sirens wail, patrol our streets as police officers, nurse us when we're ill and yes, even teach our children in local schools, deserve our acknowledgment, and more. They should be able to find housing they can afford. The alternative is that some of these people are sure to move elsewhere, taking their skills and their dedication to serve with them.

The answer, 'Workforce Housing', is simple in concept but more difficult in execution. The accepted estimate for median family income is \$68,150 in the Newburgh NY/PA metro statistical area, as defined by HUD, the federal housing agency. However, the annual income (% of median income) required to purchase a home would be 50% on a house costing \$92,700, 80% for a house costing \$154,075, and 100% for a house costing \$194,975. These figures were prepared by the Orange County Rural Development Advisory Corporation and they're based on income required to purchase after a 30% down payment.

What can be done about this? The committee recommends that the Village consider revising its existing regulations of 'Accessory Apartments' so as to provide housing for the elderly and young persons just starting out.

Much has been made of spiraling tax burdens with the resulting departure of elderly residents who can no longer afford to live in the Village or of these same tax hardships as they impact on those at the other end of their adult lives, young people who cannot afford to move here in the first place. Therefore, the Plan reaffirms the value of legalized 'Accessory Apartments' in single-family residences in Cornwall-on-Hudson. At the same time, updated and exact regulations to insure that these units will be strictly controlled should be approved. Such dwelling units should not contribute to traffic congestion and parking problems, and they must meet minimum health, fire and safety standards.

The following specific standards are recommended for 'Accessory Apartments':

- An 'Accessory Apartment' shall be located in the principal building or in a conforming accessory building
- Permits must be applied for and granted or not by the Planning Board after a public hearing. An applicant for an 'Accessory Apartment' shall furnish a site plan for the proposed 'Accessory Apartment', as well as the location of existing and proposed off-street parking and ingress and egress to the site
- One (1) Accessory unit shall be permitted in a building
- The minimum floor area for an 'Accessory Apartment' shall be 300 sq. ft., but in no case shall exceed 1,000 sq. ft. or 25%, whichever is less, of the floor area of the principal building
- The applicant property owner must occupy the property as its principal residence
- Every application for an 'Accessory Apartment' permit shall be accompanied by a fee set by the Board of Trustees
- Such permits shall be issued for a period of not more than two (2) years and may be renewed upon application to the planning board
- No more than 15 'Accessory Apartment' permits should be issued in any calendar year for a period of five years after the new legislation goes into effect
- The intent of this proposal is that neighborhoods recognized as single-family maintain that character
- Any person taking title to a building where a currently valid 'Accessory Apartment' permit exists may apply within 60 days for a continuation of that permit, though extension of that permit requires a review by the Planning Board
- Any violation of the regulations for 'Accessory Apartments' would result in revocation of the existing permit and constitute a violation punishable by a fine of not less than \$1,000

Age-Restricted Housing

Municipalities throughout the U.S. encourage retirees to move to their communities, or at a minimum, provide facilities that allow existing senior citizens to "age in place." Realizing that retired people make good neighbors, these communities market themselves to the 55+ age bracket by emphasizing their safety, natural beauty and cultural amenities.

A review of 2000 Census data for both Orange County and the Village of Cornwall-on-Hudson indicates that there is an increase in the senior age group. Accordingly, the Village should evaluate its ability to meet the needs of residents in need of unique housing such as “assisted-living” and “independent living” homes. Current Zoning regulations cover “nursing homes” which are allowed in the CR-2, Conservation Residential (Rural) District zone. Given the possible increased demand for facilities such as these, the language in the zoning code should be amended to adequately incorporate the type of living facilities that senior citizens will require, including nursing, independent living and assisted living.

Zoning...

A. Floor Area Ratio—The Plan favors adoption of a Floor Area Ratio (FAR) plan to include Bulk & Scale proposals. These parameters, now the law in several communities in our region, are designed to restrict over-development; help maintain the character of a community; and eliminate construction of excessively dissimilar buildings. See Appendix C for proposed bulk tables.

Definitions:

1. Building Height

- (a) Old Definition: The vertical distance measured from the average elevation of the finished grade along the side of the building or structure to the highest point of the building or structure, excluding a chimney.
- (b) New Definition: The vertical distance measured from the average elevation of the existing finished grade along the front wall of a building or structure to the highest point of the roof or parapet for flat or shed roofs, to the deck line for mansard roofs, and to the mean between eaves and ridge for gable, hip and gambrel roofs.

2. Floor Area

- (a) Old Definition: The sum of the gross horizontal area of the several floors of a building excluding cellar and basement floor areas not devoted to residential use, but including the area of roofed porches and roofed terraces. All dimensions shall be measured between exterior faces of wall.
- (b) New Definition: The sum of the gross horizontal area of the several floors of all buildings on a lot, excluding floor areas more than three feet below grade, but not including the area of roofed porches, roofed terraces and basement floor areas less than three feet below grade. All dimensions shall be measured between exterior faces of walls.

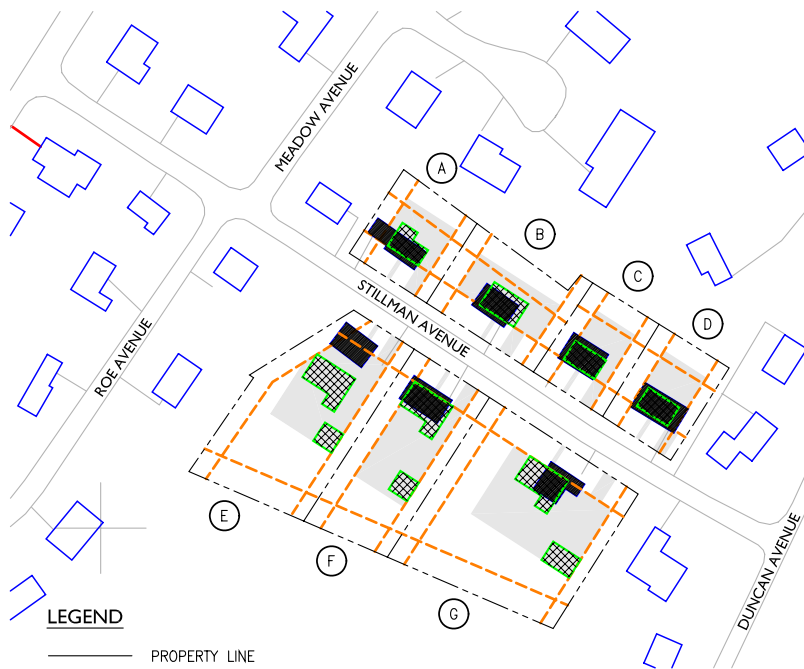
3. Floor Area Ratio: The floor area in square feet of all buildings on a lot, divided by the area of such lot in square feet.

4. Lot Coverage

- (a) Old Definition: The portion of the lot area covered by the area of all building and structures thereon.
- (b) New Definition: The percentage of the lot area covered by the gross area of all buildings, structures and impervious surfaces, including decks, swimming pools, paving and terraces.

B. Density Control—Because the Village has less open land than is available to many other municipalities for new growth, subdivisions often create undesired fill-in lots among existing residences or require variances in order to sub-divide. The Village should consider any appropriate opportunity to annex suitable lands bordering Cornwall-on-Hudson. If Village revitalization attracts growth, residential or otherwise, annexation can enlarge the community’s limited space by expanding into adjoining parcels, which have the need for infrastructure and services, i.e., water and sewer. This, in turn, will add ratables to the Village.

C. Minimum Lot Size—The Plan recommends an increase in Minimum Lot Size (MLS) to 19,000 Sq. Ft., from 15,000 Sq. Ft. No subdivisions should be approved that create non-conforming uses. See Appendix “C” for additional proposed lot coverage examples.



LEGEND

- PROPERTY LINE
- - - SET-BACK LINE

- APPROXIMATE FOOTPRINT OF EXIST'G BUILDING
- ALLOWABLE FLOOR AREA (SHOWN AS TWO STORIES)
- ALLOWABLE LOT COVERAGE (AS REDEFINED)

- 15.5% Max. Allow. F.A.R. for Sample - Proposed
- 66% Max. Allow. F.A.R. for Sample - Current Code
- 7% Exist'g F.A.R. for Sample
- 12.3% Approx. Exist'g Neighborhood F.A.R.

KEY NOTES

- 110-4-14
 (A) LOT AREA: 10,770 S.F.
 ALLOWABLE LOT COVERAGE: 4,308 S.F.
 ALLOWABLE FLOOR AREA: 1,992 S.F.
- 110-4-13
 (B) LOT AREA: 14,445 S.F.
 ALLOWABLE LOT COVERAGE: 5,778 S.F.
 ALLOWABLE FLOOR AREA: 2,672 S.F.
- 110-4-12
 (C) LOT AREA: 10,491 S.F.
 ALLOWABLE LOT COVERAGE: 4,196 S.F.
 ALLOWABLE FLOOR AREA: 1,941 S.F.
- 110-4-11
 (D) LOT AREA: 10,806 S.F.
 ALLOWABLE LOT COVERAGE: 4,322 S.F.
 ALLOWABLE FLOOR AREA: 1,999 S.F.
- 110-5-2
 (E) LOT AREA: 28,572 S.F.
 ALLOWABLE LOT COVERAGE: 8,500 S.F.
 ALLOWABLE FLOOR AREA: 4,000 S.F.
- 110-5-3.1
 (F) LOT AREA: 21,470 S.F.
 ALLOWABLE LOT COVERAGE: 8,500 S.F.
 ALLOWABLE FLOOR AREA: 4,000 S.F.
- 110-5-3.2
 (G) LOT AREA: 37,681 S.F.
 ALLOWABLE LOT COVERAGE: 9,000 S.F.
 ALLOWABLE FLOOR AREA: 4,250 S.F.

**Neighborhood No. 7 - Weeks
 Lot Coverage Sample -- Proposed
 Cornwall on Hudson Comprehensive Plan
 January 25, 2007**



LEGEND

- PROPERTY LINE
- - - SET-BACK LINE

- APPROXIMATE FOOTPRINT OF EXIST'G BUILDING
- ALLOWABLE FLOOR AREA (SHOWN AS ONE STORY)
- ALLOWABLE LOT COVERAGE (AS REDEFINED)

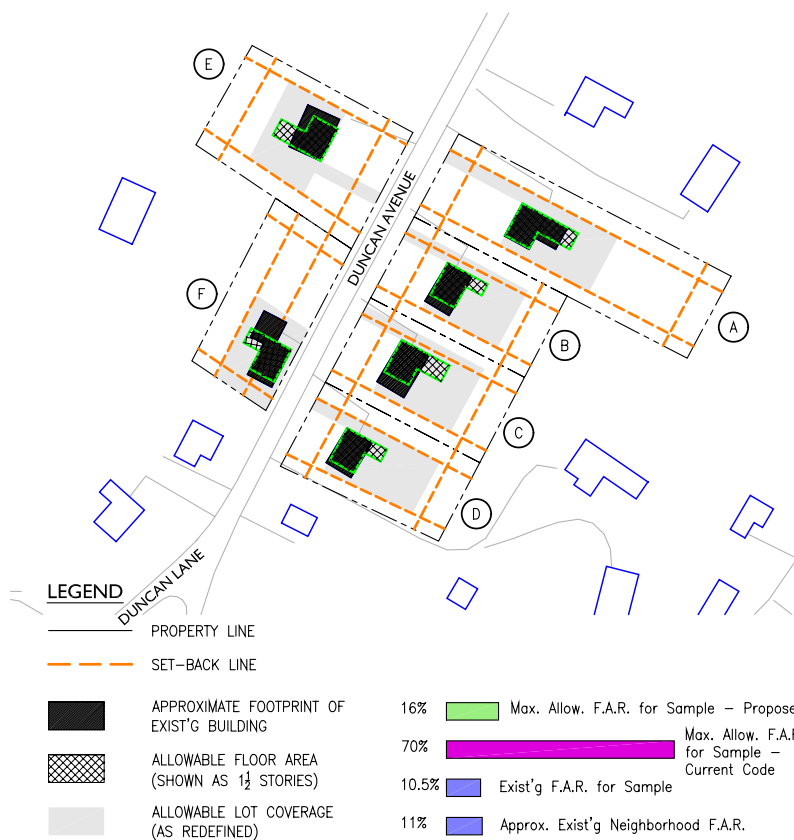
- 21% Max. Allow. F.A.R. for Sample - Proposed
- 50% Max. Allow. F.A.R. for Sample - Current Code
- 19% Exist'g F.A.R. for Sample
- 17% Approx. Exist'g Neighborhood F.A.R.

KEY NOTES

- 102-14-2
 (A) LOT AREA: 8,731 S.F.
 ALLOWABLE LOT COVERAGE: 3,492 S.F.
 ALLOWABLE FLOOR AREA: 1,954 S.F. *
- 102-14-3
 (B) LOT AREA: 8,359 S.F.
 ALLOWABLE LOT COVERAGE: 3,344 S.F.
 ALLOWABLE FLOOR AREA: 1,546 S.F.
- 102-14-4
 (C) LOT AREA: 8,223 S.F.
 ALLOWABLE LOT COVERAGE: 3,289 S.F.
 ALLOWABLE FLOOR AREA: 2,075 S.F. *
- 102-13-2
 (D) LOT AREA: 8,478 S.F.
 ALLOWABLE LOT COVERAGE: 3,391 S.F.
 ALLOWABLE FLOOR AREA: 2,031 S.F. *
- 102-13-3
 (E) LOT AREA: 9,408 S.F.
 ALLOWABLE LOT COVERAGE: 3,763 S.F.
 ALLOWABLE FLOOR AREA: 1,740 S.F.
- 102-13-4
 (F) LOT AREA: 9,686 S.F.
 ALLOWABLE LOT COVERAGE: 3,874 S.F.
 ALLOWABLE FLOOR AREA: 1,792 S.F.

* EXISTING FLOOR AREA GRANDFATHERED

**Neighborhood No. 5 - Homeland
 Lot Coverage Sample -- Proposed
 Cornwall on Hudson Comprehensive Plan
 January 25, 2007**



KEY NOTES

- (A) 107-2-35
LOT AREA: 34,964 S.F.
ALLOWABLE LOT COVERAGE: 9,000 S.F.
ALLOWABLE FLOOR AREA: 4,250 S.F.
- (B) 107-2-34.3
LOT AREA: 19,281 S.F.
ALLOWABLE LOT COVERAGE: 7,712 S.F.
ALLOWABLE FLOOR AREA: 3,567 S.F.
- (C) 107-2-34.4
LOT AREA: 20,253 S.F.
ALLOWABLE LOT COVERAGE: 8,500 S.F.
ALLOWABLE FLOOR AREA: 4,000 S.F.
- (D) 107-2-34.5
LOT AREA: 19,502 S.F.
ALLOWABLE LOT COVERAGE: 7,801 S.F.
ALLOWABLE FLOOR AREA: 3,608 S.F.
- (E) 106-3-38.4
LOT AREA: 27,576 S.F.
ALLOWABLE LOT COVERAGE: 8,500 S.F.
ALLOWABLE FLOOR AREA: 4,000 S.F.
- (F) 106-3-26
LOT AREA: 19,923 S.F.
ALLOWABLE LOT COVERAGE: 7,969 S.F.
ALLOWABLE FLOOR AREA: 3,686 S.F.

**Neighborhood No. 8 - Duncan
Lot Coverage Sample -- Proposed**
Cornwall on Hudson Comprehensive Plan
January 25, 2007

D. Approvals— All municipal construction activities within the boundaries of the Village, even if it be proposed for public property, should be done following advise and recommendations of the Planning Board, applying the standards of the Codes applicable to private development.

E. Restrict Variances—Variances should be sparingly granted and only in strict accordance with the law.

E. Restrict Private Roads—The creation of private roads should be restricted to multiple acre parcels where all other requirements for development, i.e., lot size, setbacks, steep slope limitations, etc. are met under new zoning regulations. Private roads should not be allowed where they are contrived in order to meet minimum frontage requirements for the purpose of subdividing properties.

F. Coverage Limits—The Plan favors adoption of new Lot Coverage Limits, and recommend the elimination of any compliance

G. Fences—All front yard fences as well as those facing the street in any direction should be no higher than 48 inches.

The Committee recommends that these new Zoning Regulations be reviewed in approximately three (3) years to determine whether the regulations should be further strengthened, or revised, to address any unintended consequences.

3.3

Land Use Recommendations

Most land use in the Village of Cornwall-on-Hudson should remain consistent with the Village's current character. This goal must be balanced with the aim to provide a fair return to landowners, as the Village meets its reasonable share of local and regional needs for housing, jobs, and community services. This recommendation is set in the overall regional planning context that seeks to concentrate large-scale growth in urban centers.

The Orange County Planning Department's Comprehensive Plan (OCCP), adopted in April of 2003, favors concentrating new development within areas that are already serviced by public water and sewer. These are identified as "priority growth areas" within the OCCP.

The Village is located partially in a priority growth area, described as a "community center." These "centers" are smaller scale urban centers, typically with a central business district, a mix of civic, community and commercial facilities, and a variety of housing types and densities. Community centers provide opportunities for transportation connections to other communities; and to retail, civic, and employment destinations, including Countywide "centers". Centralized water and sewer services are common. The Village meets these criteria. The land use recommendations included in the Comprehensive Plan are consistent with the OCCP.

3.4

Open Space and Recreation Plan

The new comprehensive plan zoning identifies a number of parks, scenic roads, and view preservation districts. The largest stretch of protected public parkland is located in the central area of the Village, generally between the Boulevard and Mountain Road and on the easterly side of Mountain Road. Parkland is also identified along the Hudson River, near the landing, and to the east of the "Bayview" zone. Boulevard and Mountain are "scenic roads", as is a portion of Hudson Street, and the road running along the river.

Floodplains and Drainage

Floodplains are addressed in the current Village Code, zoning law and subdivision regulations and they should continue to be protected for the benefit of the Village, its residents and its surrounding neighbors.

Drainage issues are addressed in the Village's subdivision regulations, in the current zoning law for site plans and the Village Code provisions implementing State DEC SPDES regulations for stormwater runoff and erosion control. They are also referred to in the Proposed Lot Coverage rules limiting impervious surfaces.

Wetlands

Freshwater wetlands are regulated by both the State DEC and the U.S. Army Corps of Engineers. Local rules controlling freshwater wetlands are addressed in the Plan proposals under the heading: 'Wetlands' (NOTE: Pg. 10 of 'CoH Plan-In Zoning', modified 4/17/06).

3.5

Economic Plan

The primary commercial center as proposed by this Plan will remain the Hudson Street corridor, generally referred to as the Village Center.

3.6

Other Plan Recommendations

To fully implement the principles espoused in this Plan, certain tools should be contained in the Village zoning code, including sign and structure design guidelines. Sample design guidelines are offered below.

Design Guidelines...

‘Design Guidelines’ are established with the aim of protecting the architectural, historic and scenic qualities of the Village as they now exist, and to insure that future changes to structures within Cornwall on Hudson are reasonably appropriate to the specific neighborhood areas in which they are planned.

The Mission Statement: To protect and preserve the aesthetic, architectural and cultural character of the Village, while enhancing property values through improvements designed to increase the general attractiveness of the Village of Cornwall-on-Hudson to residents, visitors and business interests.

Attaining this goal will strengthen the economy of the Village and add to the pleasure and welfare of the people of Cornwall on Hudson.

Guidelines for the ‘Guidelines’

The Village of Cornwall on Hudson is made up of a diverse housing and commercial building inventory. Some structures were built as early as the 18th century. Other notable structures have been far more recently erected. In between are hundreds of structures of no special age or representative style.

Yet, a real architectural legacy exists in our community; in works inspired by the designs promoted by leaders among Hudson Valley architects such as A. J. Downing, A. J. Davis, and Calvert Vaux.

References to many of the features discussed in the publications below would enhance the value of homes being designed or modified today.

New Civic Art: Elements of Town Planning by Andres Duany, Elizabeth Plater-Zyberk & Robert Alminana

The Architecture of Country Homes by A. J. Downing

Victorian Cottage Residences by A. J. Downing

Villas and Cottages by Calvert Vaux

The Village’s ‘Design Guidelines’ will maintain a level of consistency within specific, local areas of the Village and curb the construction of buildings that are excessively dissimilar to those surrounding them. The recent trend of tearing down existing houses and replacing them with larger houses or building large additions to existing houses which alter the existing character of an established neighborhood and should be discouraged.

These 'Guidelines' are meant to materially assist property owners, architects, contractors and those leasing property during the approval process, and provide the Village Planning Board with a road-map to follow in establishing an objective basis for decision-making.

How the 'Guidelines' Work

Your proposal should be presented to and reviewed by the Village Planning Board if you own or lease property in Cornwall on Hudson, and plan to:

- 1 – Make any major changes to existing structures,
- 2 – Demolish any existing structure, or
- 3 – Build a new structure.

Plans should be submitted to and reviewed by the Village Planning Board when:

- 4 – The change is on the exterior of the structure and is visible
- 5 – From the contiguous Village street.
- 6 – The change is not considered 'maintenance', i.e., when the
- 7 – Amount of work to be done requires a Building Permit.

The Process

Determine, early on in your proposed project, if review for 'Design Guidelines' is necessary. Discuss your plans with the Village Enforcement Officer at the Building Department for this purpose. All new construction must comply with zoning regulations and building codes.

Obtain a Building Permit application and if a 'Design Guidelines' review is deemed necessary, a public hearing will be scheduled. Perspective drawings and/or renderings may be required. After public comment, the Village Planning Board shall act either to approve, approve with modifications, or disapprove a building application. No consideration of the 'Guidelines' will proceed if the applicant doesn't meet the basic requirements of the Village Zoning Codes.

If approved, the Village Building Inspector will verify that construction follows the approved plans.

Emergency Exception

See the Enforcement Officer and Village Code for exemptions that result from emergency repairs. In general, emergency repairs are allowed without review when a court or other agent or agency orders them to remedy a dangerous condition. However, if the existing condition, which necessitated the emergency repair, is not being replaced in kind, the Enforcement Officer should be notified, and plans for the final correction of the defect must be submitted to the Planning Board within (60) days of the emergency repair.

This exemption may not be used to circumvent the provisions of the 'Design Guidelines'.

What We Mean

For of clarity, the definitions of basic terms are below:

Structures—include, but are not limited to buildings and fences, pools, pumps, gravestones, light fixtures, outdoor signs, and outdoor advertising fixtures.

Maintenance—is defined as routine repair and upkeep brought about by normal wear and tear, except when such repair work changes that area of the exterior of a structure that is visible from the contiguous Village street.

(Additional Definitions—for further definitions, see Appendix "D" and Village code.)

Signs of the Times

Signs direct our driving, influence where we shop or eat, or even pray. The character of the Village Center will almost certainly be rated in part, on the image and quality of its signs.

While the messages conveyed are often essential, the competition for our attention sometimes leads to inappropriate design. Village codes contain basic rules about signage. This segment of the ‘Design Standards’ addresses other aspects of the matter.

Design Guidelines for Signs:

In all cases, a complete graphic representation must accompany an application for a proposed sign. If uncommon materials are to be used, a sample should be presented at the time of application.

Materials—Wood and metal signs are recommended though plastic boards may be acceptable for certain purposes and places. However, backlit plastic signs are strongly discouraged as are neon signs, and will be considered only on a case-by-case basis.

Lettering—Painted, cut into wood or stamped metal letters are recommended. Applied cut vinyl letters will be considered in certain applications.

Edging—Should be compatible with the signboard.

Shape—Should be compatible with other signs on the building façade, though not necessarily the same shape. Photos of other signs must be submitted with the application.

Size—Should be compatible with other signs on the street.

Texts and Fonts—Should be compatible with the sign that’s being applied for.

Lighting—is covered under ‘Lighting’ in alphabetical order section.

Dressing Up the Village

The way residents and visitors experience our Village is the responsibility of everyone who lives here. Are the streets clean? Sidewalks swept? Homes and businesses maintained and neat? Attention to these matters can make the quality of life in Cornwall on Hudson better for all, and more attractive at the same time, in the same way Design Guidelines limit excessively dissimilar construction across the various neighborhoods of our community.

Of particular interest here is the area between buildings and streets on both sides of an avenue, consisting mainly of trees, street lamps, sidewalks and any street furniture. These Guidelines address only those streetscape elements in the pedestrian space from the front lot line to the curb. If the front of the building is set back from the lot line, the front yard is the responsibility of the property owner. This examination is mainly focused on Cornwall on Hudson’s Village Center.

The Village is responsible for:

Benches—Any benches should be in a pattern consistent with planters and trashcans.

Street Trees and Tree Pits—Efforts shall be made to plant trees at consistent intervals. Pits shall be of a dimension appropriate to the site of planting.

Wooden Barrel Planters—Shall be placed and maintained through a comprehensive plan sponsored by the Village with financial support arranged through the Local Economic Development Corporation and the local business community.

Steel Trash Cans—These trash containers shall continue to be provided by the Village.

Building Owners and Lessees are responsible for:

Adhering to guidelines and regulations issued by the Village from time to time that cover what can and cannot be placed on Village sidewalks. Check with the Village Clerk for further details. In general, anything placed on the sidewalk must be adjacent to the structure's street façade. Items placed in this area must be submitted to the Village for review.

Building Owners are responsible for:

Outdoor Seating and Planters—Must be commercial grade and in keeping with the character of the building they front, as well as adjoining structures.

Sandwich Sign Boards and Displays—See Signage and check Village regulations.

Summary: It is essential that any elements placed along the Village Center streetscape do not impede the path of pedestrians. Also, streetscape elements should be designed to enhance the character of the Village, and preserve its distinctive charm

New Construction

Previously, we have discussed aspects of individual building exteriors. Here, we address the larger questions of the compatibility of large components being added to the fabric of Village neighborhoods. This compatibility will be examined in terms of siting, size, scale, massing, style and character.

New structures, both freestanding and additions, should be compatible with their neighbors and with the overall character of the Village. The new structures should not negatively impact a neighborhood's integrity, standing, and property values. Simple shapes and volumes are preferable to overly ornate structures or the use of conjectural historical or "old-fashioned" styles. Nothing in these standards shall be construed to prohibit the use of modern construction methods and technologies, so long as the appearance is appropriate to the neighborhood.

Zoning and Building Codes: All new construction must comply with zoning regulations and Building Codes. Strict application of the New York State Building Code may be mitigated in some cases for historic structures. Consult with the Village Planning Board and a preservation professional.

Siting: Siting refers to the placement of the new construction on the building lot. The Village is primarily composed of structures two to four stories high. Buildings on any block tend to be of the same scale and present the street with a unified edge. New construction should reinforce the pattern established by its neighbors. Particular attention should be paid to the entry and front porches. Village Zoning Regulations establish setback requirements, which must also be addressed in the siting of any new construction.

Size, Scale and Massing: Size refers to dimensions and scale refers to visual relationships between elements of a structure, for example between window sizes and the overall building volume or between a house and its garage. Massing refers to the arrangement of building volumes. Size, scale and massing all affect overall visual impact. The size and scale of new buildings or existing buildings, which are being altered, shall not be so dissimilar to neighboring buildings as to negatively affect their value or use. Proposals will be viewed with their impact on adjoining buildings in mind. They will be judged on the way in which they take their place in a larger collection of structures that make up each neighborhood.

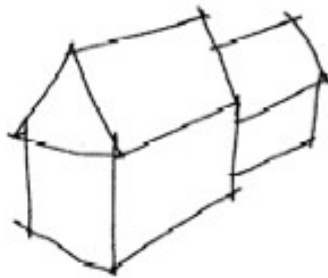
New structures should not overwhelm the SCALE of a neighborhood



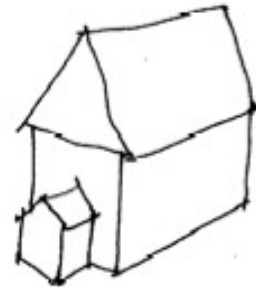
The massing of a typical structure in the Village is most commonly a simple volume with a sloped roof. An accessory building must be compatible with its primary building in scale, placement, style, materials, detail, and color. It must be secondary in size, placement, visual impact and level of detail. Garages, for instance, should not visually outweigh houses to which they are an accessory, or adjoining houses.

Additions should not dwarf or obliterate the original building. Typically, smaller masses are added to existing structures on a building axis or along a surface plane. Large blank walls are discouraged in locations where highly articulated facades are the norm. Proportions of new work should relate to proportions of existing structures. Scalar elements such as cornice lines, rooflines, trim bands, chimneys, and foundation lines should reinforce patterns set in a neighborhood.

Appropriate Rear Addition on Axis

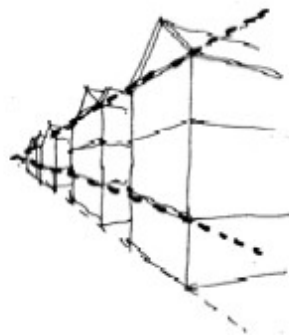


Appropriate Front Addition



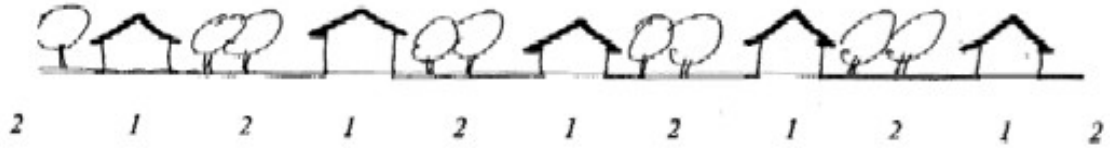
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Cornice, roofline, and trim band patterns



Attention should be paid to the rhythm of building mass to open space, and to the solid and void elements, such as entrances and porches of building facades. Cantilevered masses are generally discouraged. Strange and obtuse angles in building forms and rooflines not normally seen in the Village should be avoided.

Rhythm of building mass and open space



NOT matching solid and void pattern

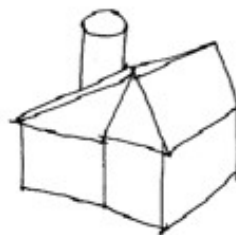


Building elements such as cornice lines, rooflines, trim bands, chimneys and foundation lines have a direct impact on scale. The Applicant is reminded that Village Zoning Regulations have provisions, which establish limits on building bulk, height and lot coverage.

Inappropriate scale & style



Destructive shapes, scale and location



Inappropriate massing



Style and Character: Style and character are attributes of a building's appearance established by various building elements. These include: architectural ornament; the shape and pitch of the roof; window and door proportions, size, spacing and design; the presence and detailing of porches; and the type and detailing of exterior materials.

All new construction should reinforce the style and character that tie a neighborhood together. This does not mean that there is no place for innovation or diversity. The existing buildings, many of them built in the 19th century, show a great range of styles, as well as individual accommodations to specific sites using the same style. Although it is not required that a new structure rigidly mimic one of the existing styles, it should reflect and fit within the context of its neighboring structures. Local patterns or collections within any neighborhood should be reinforced, not disrupted or interrupted by new elements.

New designs should incorporate elements reflecting the style and character of their neighbors. They should

respect and reinforce the directional emphasis in the placement of building elements. Ancillary buildings and additions should repeat or clearly reference the style and character of the primary building, though repetitive “cookie-cutter” construction is discouraged.

Proposals should provide documentation (photographs, drawings, etc.) that illustrates continuity with the neighborhood’s existing strengths or documents the proposal’s historic precedents.

4.0 IMPLEMENTATION

A comprehensive plan is only as useful as its implementation. Therefore, a major focus of this Comprehensive Planning process is the implementation of the Plan’s goals through zoning, other land use regulations, and actions by the public and private sectors to make the goals of this Plan the reality of Cornwall-on-Hudson’s future. To ensure that the Plan is properly implemented, the Committee is simultaneously proposing redrafting of portions of the zoning law with this draft of the Comprehensive Plan. The intent of combining these documents into one integrated process is to put implementation at center stage and enable the community to understand exactly how this Plan would be implemented through regulatory changes.

4.1 State Environmental Quality Review (SEQR)

A first step that the Village must take toward implementing the Comprehensive Plan is to comply with the requirements of the New York State Environmental Quality Review Act (SEQR). This State law requires that government agencies identify the environmental effects of their actions, including the adoption of a comprehensive plan. This action, which is under the sole jurisdiction of the Village Board, is classified as a Type I Action. The SEQR regulations require that the Village Board, as lead agency, identify any potential areas of environmental concern to determine whether an Environmental Impact Statement should be prepared, and then set forth in writing its determination of significance or insignificance of the environmental impacts. The SEQR process can combine an analysis of the Comprehensive Plan with the proposed land use regulations that implement it. This is the most efficient way to comply with SEQR and it also helps to ensure that the Plan and zoning are consistent with each other.

4.2 Adopting and Implementing the Plan

The Comprehensive Plan is adopted by the Village Board under the provisions of § 7-722 of the Village Law. The community’s implementation of its plan rests largely in the hands of the local government, especially the Village Board, Planning Board, and Zoning Board of Appeals. The local government in turn can enlist the participation of private citizens and officials at other levels of government to supplement the work of elected and appointed Village officials

4.3

Maintaining the Plan

Frequent review of the Plan, to make sure that it meets any new conditions arising subsequent to its adoption, is one of the most important elements of the planning process. The Plan must reflect current Village planning goals and policies if it is to be respected and regularly used. A reexamination of the Plan should continue to be undertaken at least once every five (5) years. Future amendments to the Plan can be accomplished by means of meeting minutes, resolutions, studies, reports and other descriptive materials that may be adopted as part of the Comprehensive Plan or through a comprehensive revision process, such as occurred for the preparation of this 2007 Comprehensive Plan. In addition, the Committee recommends that a ‘Village Needs’ survey (see generic sample in Appendix ‘F’) be developed and conducted from time to time, especially when significant issues arise concerning the character of the community at large, as well as within its specific neighborhoods. The Village website is an obvious venue for this outreach. Mailings might also be utilized. For instance, Public Communications outreach could be accomplished with minimal cost, by adding informational inserts to regular mailings of bills, etc. These opinion polls could be augmented by non-binding propositions placed on the annual local election ballot. Undertakings such as this would comprise an orderly and democratic means of assessing the attitudes and desires of Cornwall-on-Hudson voters, and help to strengthen the public’s direct involvement in the civic life of the Village.

4.4

Zoning/Village Regulations

Zoning controls the way in which land is used. While such controls cannot require that land be developed for uses proposed in the Plan, they can prevent land from being developed contrary to the Plan. Concurrent with the adoption of the Comprehensive Plan, a revision of the zoning regulations should be passed in order to ensure that the zoning is in accordance with the Comprehensive Plan. Zoning regulations serve as a major instrument in carrying out the recommendations of the Plan, and the Plan acts as a firm foundation that underpins specific provisions of the regulations. New York State Village Law requires that all land use controls must be adopted in accordance with a Comprehensive Plan. Zoning can be expected to change, as it has in the past, to meet changing needs and circumstances of the Village and its residents. Such changes should be made in accordance with the Village Plan. Special zoning and regulatory controls are often used to accomplish public purposes. They might be formulated to promote good design, protection of sensitive environmental areas, preservation of historic structures, to allow accessory apartments where appropriate, etc. These possibilities are discussed in further detail below. Strict enforcement of zoning regulations is needed to ensure realization of the Village’s goals. Effective enforcement by the Building Department is also vital to the continued success of the Plan’s vision. Finally, performance bonding is a tool that can be used to ensure that proposed site plan improvements, etc. are indeed carried out.

A. Zoning and Other Land Use Controls/Zoning Regulations

This Comprehensive Plan has recommended a number of revisions to the Village of Cornwall-on-Hudson Zoning Law. These are sufficiently far-reaching that a comprehensive revision of the Zoning Law has been prepared and is recommended for adoption simultaneously with this Plan. To ensure consistency and comprehensiveness, it is recommended that this new Zoning Law be considered, studied under SEQ, and enacted into law at the same time as the Plan.

Zoning...

Subdivision Regulations

While zoning regulates the use of land, subdivision regulations guide the layout and design of lots and new roads and help to ensure that all improvements required within subdivisions are properly accomplished. Each subdivision, whether residential, commercial, or mixed-use should be designed so that it will fit into the planned overall pattern of roads, pedestrian walkways, bicycle paths and other related facilities. It is recommended that the Village Board and Planning Board consider and adopt amendments to the Subdivision Regulations at the same time as the new Zoning Law and Comprehensive Plan are adopted.

B. Natural Resource Protection Regulations

Land use controls dealing with natural resource protection are now firmly established in the State law and use of such measures by local government has been increasingly upheld by the courts.

These controls include:

Wetlands, Lakes and Stream Area Buffer Protection—Special application procedures can be required whenever a development proposal involves construction adjacent to a water body. Buffer areas can be utilized as a means of keeping development away from areas such as a wetland, lake, reservoir, pond or streams and out of flood prone areas as a means of protecting water quality, recreational access, and scenic beauty.

Drainage Controls—“Zero runoff” is a relatively recent concept in drainage control which requires that the rate of water runoff from any land tract should be the same or less after the completion of development as it was before construction began. This should be expanded to other areas of the Village together with appropriate enforcement mechanisms.

Steep Slope Protection—Steep slopes in the Village of Cornwall-on-Hudson are environmentally sensitive landforms and valuable natural resources, which are of benefit to the entire Village and the surrounding region. The environmental sensitivity of steep slopes often results from such features as shallow soils over bedrock, bedrock fractures, groundwater seeps, watercourses and other wetlands found on or immediately adjacent to steep slopes. Experience has demonstrated that effective protection of steep slopes requires preservation wherever possible. Steep slopes, including vegetation and rock cliffs, are an important environmental and aesthetic feature that contributes to the character of the Village. Overdevelopment or improperly managed disturbance is detrimental to the character of the village.

The intent of the Village of Cornwall-on-Hudson is to preserve steep slopes to the greatest extent practicable, ensuring the maximum benefit to the residents of the Village, visitors to our community, and the beauty of the region. Every effort should be made to maintain the picturesque character of the landscape, and avoid degradation of the environment, yet allow reasonable and practicable use of private and public property.

Means for controlling development in steep slope areas could involve complete prohibition or, alternatively, a program of regulation wherein the degree of development permitted is related to the amount of slope involved, construction techniques, soils data and vegetation cover and runoff.

For proposed revisions to the existing Steep Slopes regulations see Appendix “E”

4.5

Official Village Map

The Official Village Map is a foundation for the Village to base decisions and policies upon, such as reserving rights-of-way in subdivisions, providing appropriate locations for parks, drainage facilities, or providing new roads. Once adopted by the Village Board, an applicant for a subdivision or other development cannot develop the land except as indicated on the Official Map. The Village Board may also require developers to locate roads or provide rights-of-way for future roads, trails and infrastructure that connect to adjacent parcels.

4.6

Capital Improvements Program/and Transactions

The ways and the places in which Cornwall-on-Hudson spends money for public improvements —parks, recreational facilities, open space, roads, municipal buildings, etc.—and the standards to which they are built have a major effect upon the development of the Village. The Village may undertake what is known as a public or capital improvement program. This is a systematic scheduling and projecting of various public works and land acquisitions that will be needed over a period of years. The development of an infrastructure plan, as described in Section 3.2 of this Plan, is recommended as part of such a capital improvement program. Projects scheduled for the first year should be incorporated into the Village's proposed budget for the next fiscal year. Each year the program should be restudied and revised in light of the changes in priorities, which may be needed due to changing conditions, and extended another year into the future. Such a program would provide a continuously updated picture of estimated future improvement needs and costs facing the Village. It could also help to give greater stability to the tax rate by spreading improvement costs systematically over a period of years.

Although the Village has no direct control over the school district, the Town, County, or the State, cooperation by these units of government should be requested and encouraged. This will benefit these agencies, as well as the Village. It is also now required that such units of government consider the policies and recommendations made in this Comprehensive Plan in all their capital projects.

4.7

Recreation/Open Space Fees

Residential developments are required to provide recreation areas (10 percent of the land cover) or fees contributed to a general park fund. The Village has rarely collected these funds and it should develop a recreation plan and adjust its recreation fees per dwelling unit based upon that study. The Village should periodically update that study and adjust its recreation fees as needed, taking into consideration present and anticipated future needs for park and recreational facilities resulting from projected population growth.

4.8

Private Development and Philanthropy

Neither the Comprehensive Plan, zoning or subdivision regulations, nor the Village agencies, which administer these regulations, can force any private individual or agency to develop a particular piece of land for a particular use. But where there is a good Comprehensive Plan, and it is followed on a continuing basis, private enterprises have a more reliable foundation upon which to plan and build. This encourages good development, as well as helps to accomplish some of the specific recommendations in the Comprehensive Plan. The active solicitation of donations of conservation easements to a non-profit conservation organization is an increasingly successful open space and landmark preservation implementation device. For many landowners, such donations can be the source of a significant tax benefit. Current Federal income tax regulations permit the write-off of up to the full market value of the donation or easement. Donors can guarantee that their property will be preserved as they desire. Private organization such as the Orange County Land Trust, Trust for Public Land, Open Space Institute, The Nature Conservancy and the Audubon Society have played an active role in open space and landmark preservation by seeking land or easement donations or, alternatively, by purchasing properties.

4.9

Village-Town Cooperation

The recognition of the close interrelationship between the life of the Village and the life of the Town of Cornwall must continue during the implementation of this Comprehensive Plan. Every available mechanism should be used to maximize the coordination among local governments with regard to land use planning, transportation infrastructure, economic development, provision of recreational facilities, expansion of water and sewer systems, purchase of goods and services, sharing of governmental equipment and facilities, regulation of utility, communication and power franchises, solid waste disposal, and any other aspects of community life with which local governments have the potential to materially interact.

4.10

Village Cooperation with County and State Agencies

The implementation of many of the goals of this Comprehensive Plan also depends on cooperation from County and State agencies whose decisions affect the Village of Cornwall-on-Hudson. This is especially true of decisions about highway improvement, which can significantly affect quality of life, traffic conditions, noise, and the livability of a community. In particular, the state or county roads that pass through areas that the Village may choose to designate as hamlet centers will need very different treatment than usual highway design practices, in order to slow traffic and create a pedestrian-friendly environment. Section 272-a of New York State's Village Law requires that all governmental agencies take a local comprehensive plan into account when making decisions on capital projects. This Comprehensive Plan can therefore serve to guide other agencies when they make important decisions that affect the Village of Cornwall-on-Hudson.

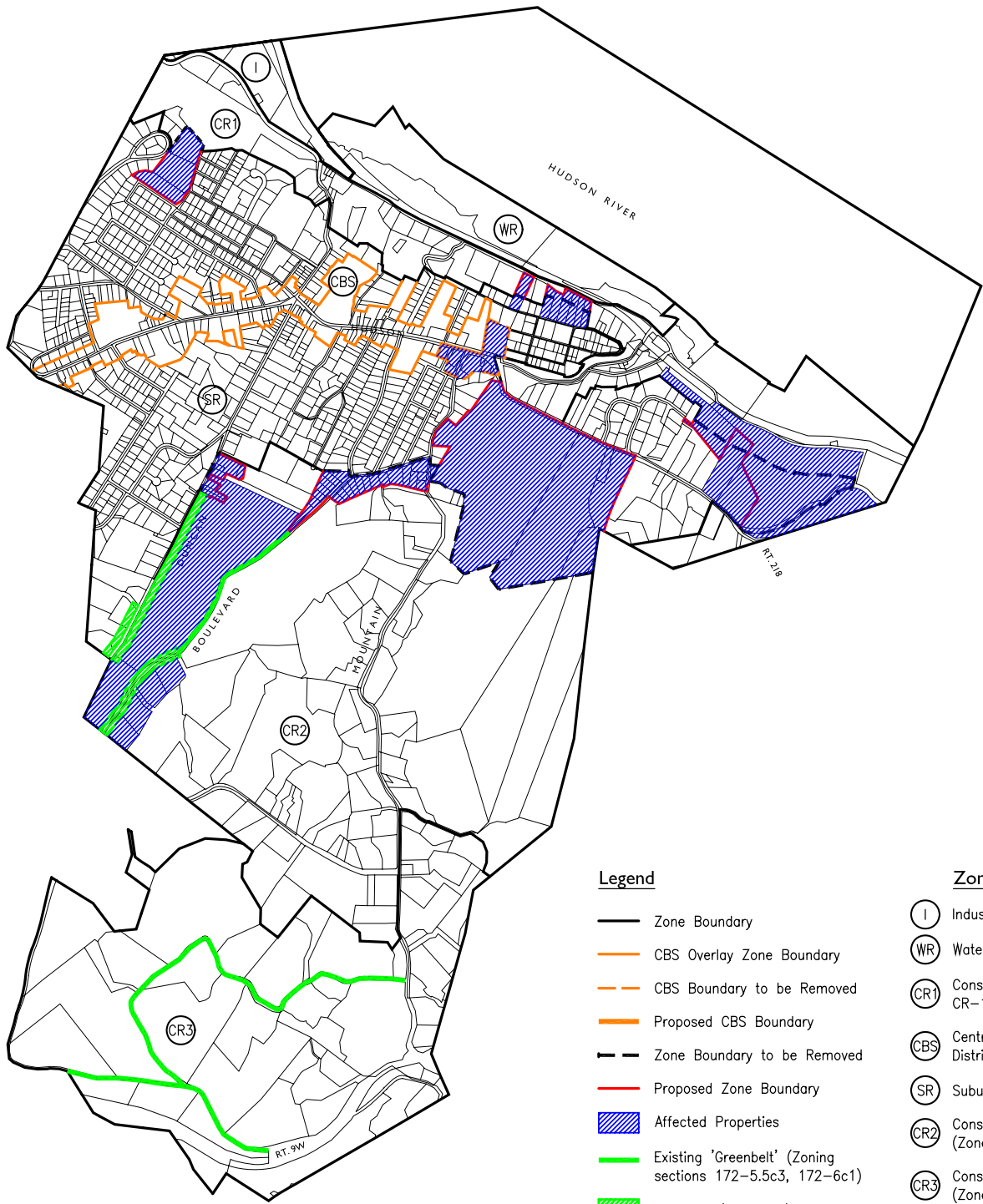
4.11 Public Notice(s)

The committee understands that the Village is diligent in the distribution of Notices and Public Hearings, both as published in the official newspaper of the Village and as mailed to individual homeowners, and fully follows the letter of the law in construction of these notifications. It suggests, however, that wording be added which alerts the public to what may be the broader ramifications of approval of any application that triggered such a Notice in the first place. While any reinforcement may not be required, the committee proposes that wording be developed which would convey a sense that ‘ . . . the issue above to be considered at this Public Hearing could be of particular interest to surrounding properties. . . ’

4.12 Summary

The Comprehensive Plan in itself neither changes the zoning or other land use control regulations of the Village, nor assures implementation of the proposals, which it recommends. A community is developed over the years by hundreds of individual and group decisions—decisions by private citizens to build houses, by corporations to locate in the Village, by Village officials to create new public facilities, and so on. The ultimate accomplishment of the Comprehensive Plan, as modified from time to time, requires the cooperative action of many people and agencies. All interests, whether public or private, have a stake in an attractive, orderly and environmentally sound community. The Comprehensive Plan is designed to be a guide for achieving this shared goal.

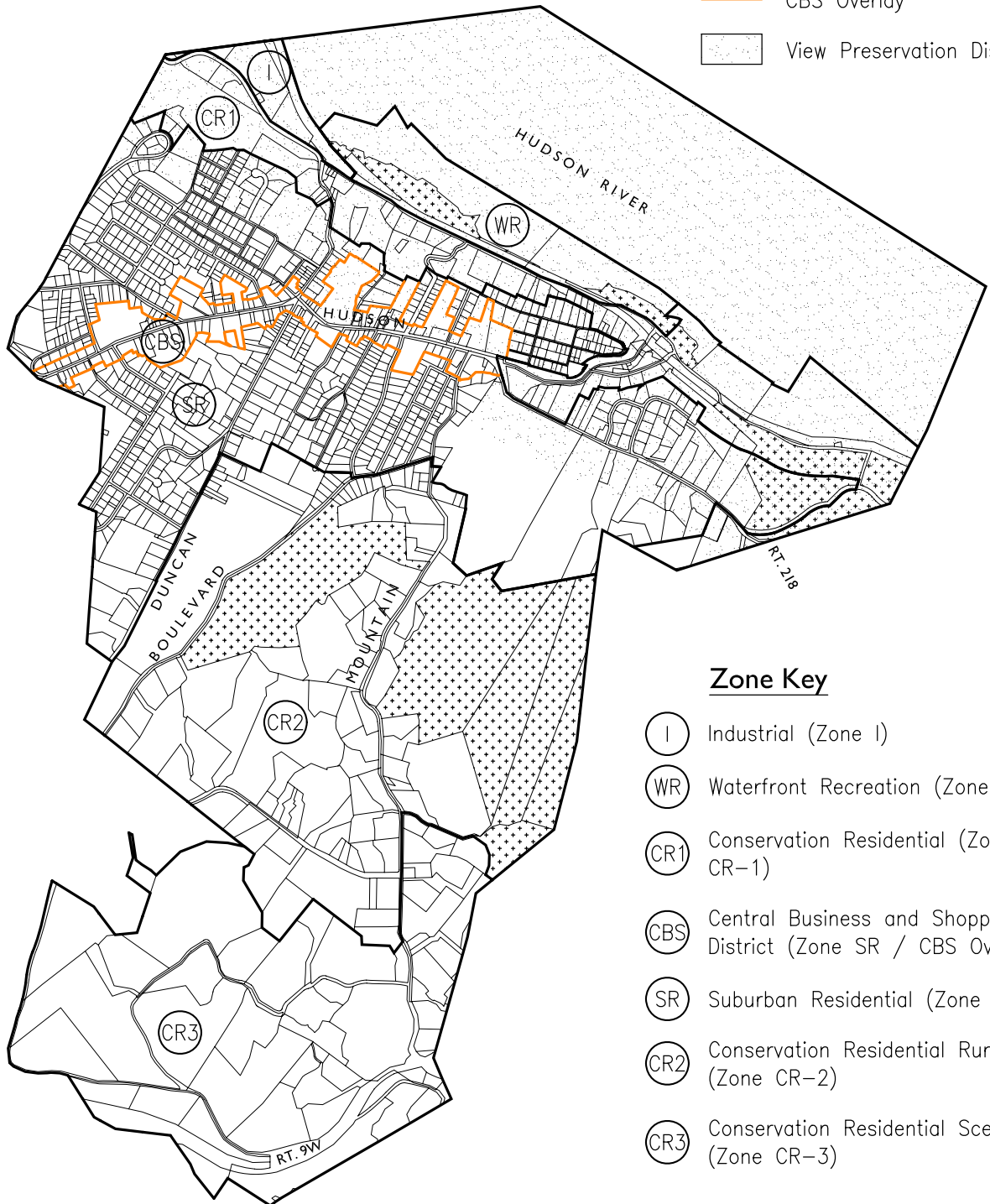
Appendix A



Proposed Zone Revisions
 Cornwall on Hudson Comprehensive Plan
 January 25, 2007

Legend

- Zone Boundary
- CBS Overlay
- ▨ View Preservation District

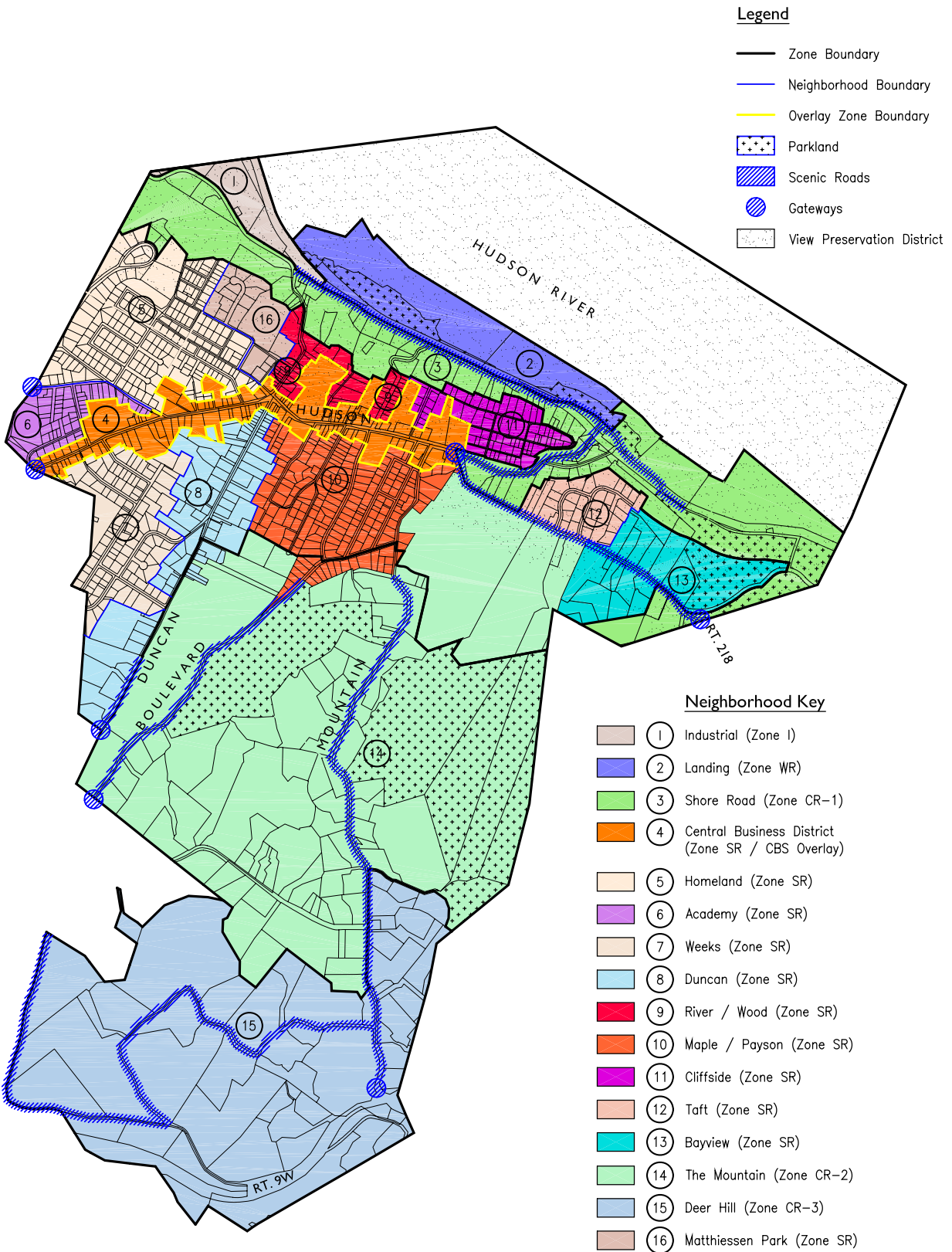


Zone Key

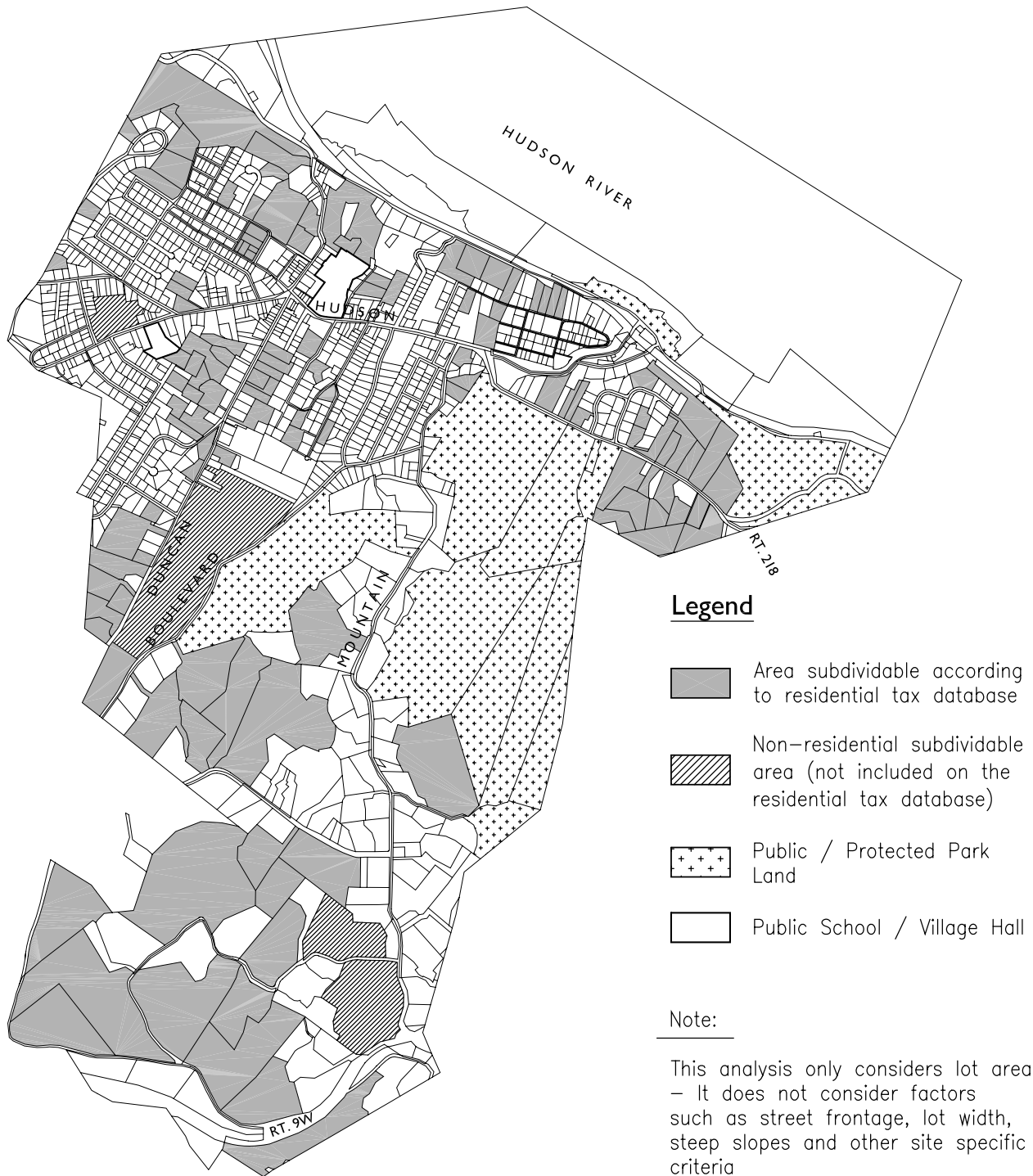
- (I) Industrial (Zone I)
- (WR) Waterfront Recreation (Zone WR)
- (CR1) Conservation Residential (Zone CR-1)
- (CBS) Central Business and Shopping District (Zone SR / CBS Overlay)
- (SR) Suburban Residential (Zone SR)
- (CR2) Conservation Residential Rural (Zone CR-2)
- (CR3) Conservation Residential Scenic (Zone CR-3)

Existing Zoning Map

Cornwall on Hudson Comprehensive Plan
January 25, 2007



Zoning / Neighborhood Map
 Cornwall on Hudson Comprehensive Plan
 January 25, 2007



Subdividable Lots
Cornwall on Hudson Comprehensive Plan
January 25, 2007

Appendix B

SUBDIVISION POTENTIAL (according to the residential tax database)				
Neighborhood		Number of Lots	Dividable Lots	Potential Add'l Lots
1	Industrial (Zone I)	2	1	1
2	The Landing (Zone WR)			
3	Shore Road (Zone CR-1)	42	6	31
4	Central Business District (Zone CWS/SR)	78	7	17
5	Homeland (Zone SR)	232	10	25
6	Academy (Zone SR)	56	1	1
7	Weeks (Zone SR)	115	5	6
8	Duncan (Zone SR)	83	25	78
9	River / Wood (Zone SR)	41	6	14
10	Maple / Payson (Zone SR)	194	11	15
11	Cliffside (Zone SR)	77	9	9
12	Taft (Zone SR)	34	6	7
13	Bayview (Zone SR)	27	18	92
14	The Mountain (Zone CR-2)	86	13	63
15	Deer Hill (Zone CR-3)	57	11	32
16	Matthiessen Park (Zone SR)	18	5	21
	TOTAL	1142	134	412

Note: This analysis only considers lot area—it does not consider factors such as street frontage, lot width, steep slopes and other site specific criteria.

PROPERTY CLASS SUMMARY (According to the tax database)						
	Neighborhood	Avg. Date	No. of Lots	One Family Residences	Two Family Residences	Residential Vacant Land
1	Industrial (Zone I)	0	2	0	0	1
2	The Landing (Zone WR)					
3	Shore Road (Zone CR-1)	1913	42	29	2	9
4	Central Business District (Zone CWS/SR)	1912	78	50	10	8
5	Homeland (Zone SR)	1936	232	212	5	7
6	Academy (Zone SR)	1927	56	50	3	0
7	Weeks (Zone SR)	1951	116	101	0	13
8	Duncan (Zone SR)	1932	83	64	3	12
9	River / Wood (Zone SR)	1897	41	33	5	2
10	Maple / Payson (Zone SR)	1944	195	170	7	12
11	Cliffside (Zone SR)	1939	78	63	1	13
12	Taft (Zone SR)	1956	35	25	2	3
13	Bayview (Zone SR)	1928	28	18	1	3
14	The Mountain (Zone CR-2)	1879	91	58	1	15
15	Deer Hill (Zone CR-3)	1932	62	28	0	8
16	Matthiessen Park (Zone SR)	1953	18	15	0	2
	TOTAL	1928	1157	916	40	108

PROPERTY CLASS SUMMARY (continued)						
Neighborhood		Under-water Land	Three Family Residence	Apartment Building	Vacant Land with Improvements	Funeral Home
1	Industrial (Zone I)	1	0	0	0	0
2	The Landing (Zone WR)					
3	Shore Road (Zone CR-1)	0	0	0	2	0
4	Central Business District (Zone CWS/SR)	0	4	0	2	0
5	Homeland (Zone SR)	0	3	1	3	1
6	Academy (Zone SR)	0	0	0	1	0
7	Weeks (Zone SR)	0	0	0	0	0
8	Duncan (Zone SR)	0	1	1	2	0
9	River/Wood (Zone SR)	0	1	0	0	0
10	Maple/Payson (Zone SR)	0	3	1	0	0
11	Cliffside (Zone SR)	0	0	1	0	0
12	Taft (Zone SR)	0	0	0	0	0
13	Bayview (Zone SR)	0	0	0	1	0
14	The Mountain (Zone CR-2)	0	1	0	0	0
15	Deer Hill (Zone CR-3)	0	0	0	1	0
16	Matthiessen Park (Zone SR)	0	1	0	0	0
TOTAL		1	14	4	12	1

PROPERTY CLASS SUMMARY (continued)						
	Neighborhood	Multiple Residence	One Use Small Building	Religious	Special School	State Forest
1	Industrial (Zone I)	0	0	0	0	0
2	The Landing (Zone WR)					
3	Shore Road (Zone CR-1)	0	0	0	0	0
4	Central Business District (Zone CWS/SR)	2	2	0	0	0
5	Homeland (Zone SR)	0	0	0	0	0
6	Academy (Zone SR)	2	0	0	0	0
7	Weeks (Zone SR)	2	0	0	0	0
8	Duncan (Zone SR)	0	0	0	0	0
9	River / Wood (Zone SR)	0	0	0	0	0
10	Maple / Payson (Zone SR)	2	0	0	0	0
11	Cliffside (Zone SR)	0	0	0	0	0
12	Taft (Zone SR)	4	0	0	1	0
13	Bayview (Zone SR)	2	0	0	0	3
14	The Mountain (Zone CR-2)	6	0	2	0	4
15	Deer Hill (Zone CR-3)	2	0	0	0	2
16	Matthiessen Park (Zone SR)	0	0	0	0	0
	TOTAL	22	2	2	1	9

PROPERTY CLASS SUMMARY (continued)					
	Neighborhood	Estate	Rural Vacant Land<10	Rural Vacant Land>10	Seasonal Residence
1	Industrial (Zone I)	0	0	0	0
2	The Landing (Zone WR)				
3	Shore Road (Zone CR-1)	0	0	0	0
4	Central Business District (Zone CWS/SR)	0	0	0	0
5	Homeland (Zone SR)	0	0	0	0
6	Academy (Zone SR)	0	0	0	0
7	Weeks (Zone SR)	0	0	0	0
8	Duncan (Zone SR)	0	0	0	0
9	River/Wood (Zone SR)	0	0	0	0
10	Maple / Payson (Zone SR)	0	0	0	0
11	Cliffside (Zone SR)	0	0	0	0
12	Taft (Zone SR)	0	0	0	0
13	Bayview (Zone SR)	0	0	0	0
14	The Mountain (Zone CR-2)	3	1	0	0
15	Deer Hill (Zone CR-3)	10	0	1	1
16	Matthiessen Park (Zone SR)	0	0	0	0
	TOTAL	13	1	1	1

PROPERTY CLASS SUMMARY (continued)				
Neighborhood		Misc. Community Service	School	Private Forest
1	Industrial (Zone I)	0	0	0
2	The Landing (Zone WR)			
3	Shore Road (Zone CR-1)	0	0	0
4	Central Business District (Zone CWS/SR)	0	0	0
5	Homeland (Zone SR)	0	0	0
6	Academy (Zone SR)	0	0	0
7	Weeks (Zone SR)	0	0	0
8	Duncan (Zone SR)	0	0	0
9	River / Wood (Zone SR)	0	0	0
10	Maple / Payson (Zone SR)	0	0	0
11	Cliffside (Zone SR)	0	0	0
12	Taft (Zone SR)	0	0	0
13	Bayview (Zone SR)	0	0	0
14	The Mountain (Zone CR-2)	0	0	0
15	Deer Hill (Zone CR-3)	2	1	4
16	Matthiessen Park (Zone SR)	0	0	0
	TOTAL	2	1	4

BULK SUMMARY (According to the residential tax database)							
	Neighborhood	Avg. Lot Area	Avg. Lot Cov'g	Avg. No. Stories	Avg. Floor Area	Avg. Floor Area Ratio	Biggest Floor Area
1	Industrial (Zone I)	50,673					
2	The Landing (Zone WR)						
3	Shore Road (Zone CR-1)	60,099	4.5%	1.89	1,962	9.2%	4,311
4	Central Business District (Zone CWS/SR)	14,208	10.1%	1.94	1,924	18.6%	4,668
5	Homeland (Zone SR)	12,755	11.2%	1.54	1,718	17.1%	5,798
6	Academy (Zone SR)	10,011	11.2%	1.66	1,453	17.7%	3,504
7	Weeks (Zone SR)	13,854	8.8%	1.45	1,761	12.3%	3,499
8	Duncan (Zone SR)	29,666	6.4%	1.84	2,122	11.0%	4,110
9	River / Wood (Zone SR)	15,450	11.8%	1.92	1,689	20.7%	5,010
10	Maple / Payson (Zone SR)	13,789	8.8%	1.42	1,672	13.4%	5,388
11	Cliffside (Zone SR)	12,593	8.3%	1.65	1,736	12.8%	4,722
12	Taft (Zone SR)	22,112	6.7%	1.48	2,195	10.3%	10,577
13	Bayview (Zone SR)	144,907	2.5%	1.44	2,011	3.3%	6,006
14	The Mountain (Zone CR-2)	199,027	1.4%	1.78	2,268	2.3%	5,508
15	Deer Hill (Zone CR-3)	265,005	0.9%	1.78	2,652	1.5%	7,683
16	Matthiessen Park (Zone SR)	37,894	7.2%	1.56	2,996	10.7%	4,379
	TOTAL	60,812	7.1%	1.67	2,011	11.5%	

EXISTING BULK TABLE

Zone	Min. Lot Area (s.f.)	Min. Lot Width (ft.)	Front Yard Setback (ft.)	Side Yard Setback (ft.)	Total Side Yard (ft.)	Rear Yard Setback (ft.)	Height (ft.)	Floor Area Ratio	Lot Cov'ge
I	40,000	100	40	20	40	20	45	n/a	50%
WR	As req'd by PB	As req'd by PB	As req'd by PB	As req'd by PB	As req'd by PB	As req'd by PB	35	n/a	As req'd by PB
SR***	15,000	100	30	15	35	30	35	n/a	35%
SR**	20,000	100	35	20	45	35	35	n/a	35%
SR*	25,000	125	40	25	50	40	35	n/a	35%
CBS Overlay	As req'd by PB	As req'd by PB	As req'd by PB	As req'd by PB	As req'd by PB	As req'd by PB	35	n/a	50%
CR1	40,000	150	50	20	50	50	35	n/a	15%
CR2	80,000	250	50	40	80	60	35	n/a	10%
CR3	160,000	250	100	40	80	60	35	n/a	10%

* Note: With neither village sewer nor water.

** Note: With either village sewer or water.

*** Note: With both village sewer and water.

Appendix C

PROPOSED BULK TABLE							
<i>Height, Area and Setback Requirements (Bold type indicates changes).</i>							
Zone	Min. Lot Area (s.f.)	Min. Lot Width (ft.)	Min. Front Yard Setback (ft.)	Min. Side Yard Setback (ft.)	Total Side Yard (ft.)	Min. Rear Yard Setback (ft.)	Height (ft.)
I	40,000	100	40	20	40	20	45
WR	As req'd by PB	As req'd by PB	As req'd by PB	As req'd by PB	As req'd by PB	As req'd by PB	35
SR***	19,000	100	30	15	35	30	30
SR**	24,000	120	35	20	45	35	30
SR*	29,000	150	40	25	50	40	30
CBS Overlay	As req'd by PB	As req'd by PB	As req'd by PB	As req'd by PB	As req'd by PB	As req'd by PB	35
CR1	40,000	150	50	20	50	50	30
CR2	80,000	250	50	40	80	60	30
CR3	160,000	250	100	40	80	60	30

* Note: With neither village sewer nor water.

** Note: With either village sewer or water.

*** Note: With both village sewer and water.

Floor Area and Lot Coverage Requirements:

The maximum permitted floor area is 18.5% of the lot area, for the first 20,000 square feet of lot area plus 250 square feet for each additional 10,000 square feet of lot area.

The maximum permitted lot coverage is 50% of the lot area, for the first 20,000 square feet of lot area plus 500 square feet for each additional 10,000 square feet of lot area.

Lot Area (s.f)	Max Floor Area	Lot Coverage
≤ 20,000	18.5% Floor Area Ratio	50%
20,001–30,000	4,000	10,500
30,001–40,000	4,250	11,000
40,001–50,000	4,500	11,500
50,001–60,000	4,750	12,000
60,001–70,000	5,000	12,500
70,001–80,000	5,250	13,000
80,001–90,000	5,500	13,500
90,001–100,000	5,750	14,000
100,001–110,000	6,000	14,500
110,001–120,000	6,250	15,000
120,001–130,000	6,500	15,500
130,001–140,000	6,750	16,000
140,001–150,000	7,000	16,500
150,001–160,000	7,250	17,000
≥160,001	7,500 plus 250 s.f. for each additional 10,000 s.f. of lot area	17,500 plus 500 s.f. for each additional 10,000 s.f. of lot area

No individual residential structure shall have a floor area greater than 6,000 s.f. without special permission from the Planning Board.





LEGEND

- PROPERTY LINE
- - - SET-BACK LINE

- APPROXIMATE FOOTPRINT OF EXIST'G BUILDING
- ALLOWABLE FLOOR AREA (SHOWN AS ONE STORY)
- ALLOWABLE LOT COVERAGE (AS REDEFINED)

- 21% Max. Allow. F.A.R. for Sample - Proposed
- 50% Max. Allow. F.A.R. for Sample - Current Code
- 19% Exist'g F.A.R. for Sample
- 17% Approx. Exist'g Neighborhood F.A.R.

KEY NOTES

- 102-14-2
 (A) LOT AREA: 8,731 S.F.
 ALLOWABLE LOT COVERAGE: 3,492 S.F.
 ALLOWABLE FLOOR AREA: 1,954 S.F. *
- 102-14-3
 (B) LOT AREA: 8,359 S.F.
 ALLOWABLE LOT COVERAGE: 3,344 S.F.
 ALLOWABLE FLOOR AREA: 1,546 S.F.
- 102-14-4
 (C) LOT AREA: 8,223 S.F.
 ALLOWABLE LOT COVERAGE: 3,289 S.F.
 ALLOWABLE FLOOR AREA: 2,075 S.F. *
- 102-13-2
 (D) LOT AREA: 8,478 S.F.
 ALLOWABLE LOT COVERAGE: 3,391 S.F.
 ALLOWABLE FLOOR AREA: 2,031 S.F. *
- 102-13-3
 (E) LOT AREA: 9,408 S.F.
 ALLOWABLE LOT COVERAGE: 3,763 S.F.
 ALLOWABLE FLOOR AREA: 1,740 S.F.
- 102-13-4
 (F) LOT AREA: 9,686 S.F.
 ALLOWABLE LOT COVERAGE: 3,874 S.F.
 ALLOWABLE FLOOR AREA: 1,792 S.F.

* EXISTING FLOOR AREA GRANDFATHERED

**Neighborhood No. 5 - Homeland
 Lot Coverage Sample -- Proposed
 Cornwall on Hudson Comprehensive Plan
 January 25, 2007**



LEGEND

- PROPERTY LINE
- - - SET-BACK LINE

- APPROXIMATE FOOTPRINT OF EXIST'G BUILDING
- ALLOWABLE FLOOR AREA (SHOWN AS 1 1/2 STORIES)
- ALLOWABLE LOT COVERAGE (AS REDEFINED)

- 16% Max. Allow. F.A.R. for Sample - Proposed
- 70% Max. Allow. F.A.R. for Sample - Current Code
- 10.5% Exist'g F.A.R. for Sample
- 11% Approx. Exist'g Neighborhood F.A.R.

KEY NOTES

- 107-2-35
 (A) LOT AREA: 34,964 S.F.
 ALLOWABLE LOT COVERAGE: 9,000 S.F.
 ALLOWABLE FLOOR AREA: 4,250 S.F.
- 107-2-34.3
 (B) LOT AREA: 19,281 S.F.
 ALLOWABLE LOT COVERAGE: 7,712 S.F.
 ALLOWABLE FLOOR AREA: 3,567 S.F.
- 107-2-34.4
 (C) LOT AREA: 20,253 S.F.
 ALLOWABLE LOT COVERAGE: 8,500 S.F.
 ALLOWABLE FLOOR AREA: 4,000 S.F.
- 107-2-34.5
 (D) LOT AREA: 19,502 S.F.
 ALLOWABLE LOT COVERAGE: 7,801 S.F.
 ALLOWABLE FLOOR AREA: 3,608 S.F.
- 106-3-38.4
 (E) LOT AREA: 27,576 S.F.
 ALLOWABLE LOT COVERAGE: 8,500 S.F.
 ALLOWABLE FLOOR AREA: 4,000 S.F.
- 106-3-26
 (F) LOT AREA: 19,923 S.F.
 ALLOWABLE LOT COVERAGE: 7,969 S.F.
 ALLOWABLE FLOOR AREA: 3,686 S.F.

**Neighborhood No. 8 - Duncan
 Lot Coverage Sample -- Proposed
 Cornwall on Hudson Comprehensive Plan
 January 25, 2007**

Appendix D

Definitions:

1. Building Height

- (a) Old Definition: The vertical distance measured from the average elevation of the finished grade along the side of the building or structure to the highest point of the building or structure, excluding a chimney.
- (b) New Definition: The vertical distance measured from the average elevation of the existing finished grade along the front wall of a building or structure to the highest point of the roof or parapet for flat or shed roofs, to the deck line for mansard roofs, and to the mean between eaves and ridge for gable, hip and gambrel roofs.

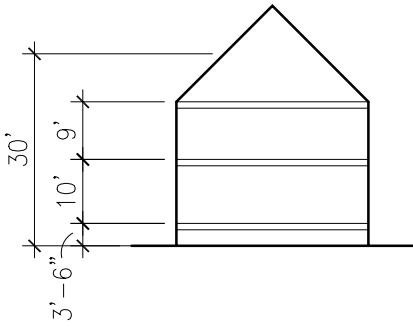
2. Floor Area

- (a) Old Definition: The sum of the gross horizontal area of the several floors of a building excluding cellar and basement floor areas not devoted to residential use, but including the area of roofed porches and roofed terraces. All dimensions shall be measured between exterior faces of wall.
- (b) New Definition: The sum of the gross horizontal area of the several floors of all buildings on a lot, excluding floor areas more than three feet below grade, but not including the area of roofed porches, roofed terraces and basement floor areas less than three feet below grade. All dimensions shall be measured between exterior faces of walls.

3. Floor Area Ratio: The floor area in square feet of all buildings on a lot, divided by the area of such lot in square feet.

4. Lot Coverage

- (a) Old Definition: The portion of the lot area covered by the area of all building and structures thereon.
- (b) New Definition: The percentage of the lot area covered by the gross area of all buildings, structures and impervious surfaces, including decks, swimming pools, paving and terraces.



SECTION

Scale: 1"=1'-30'-0"

Lot Area = 20,000 s.f.
 Allowable Floor Area = 3,700 s.f.
 Allowable Lot Coverage = 8,000 s.f.
 Maximum Height = 30 ft.

Floor Area Break-Down:

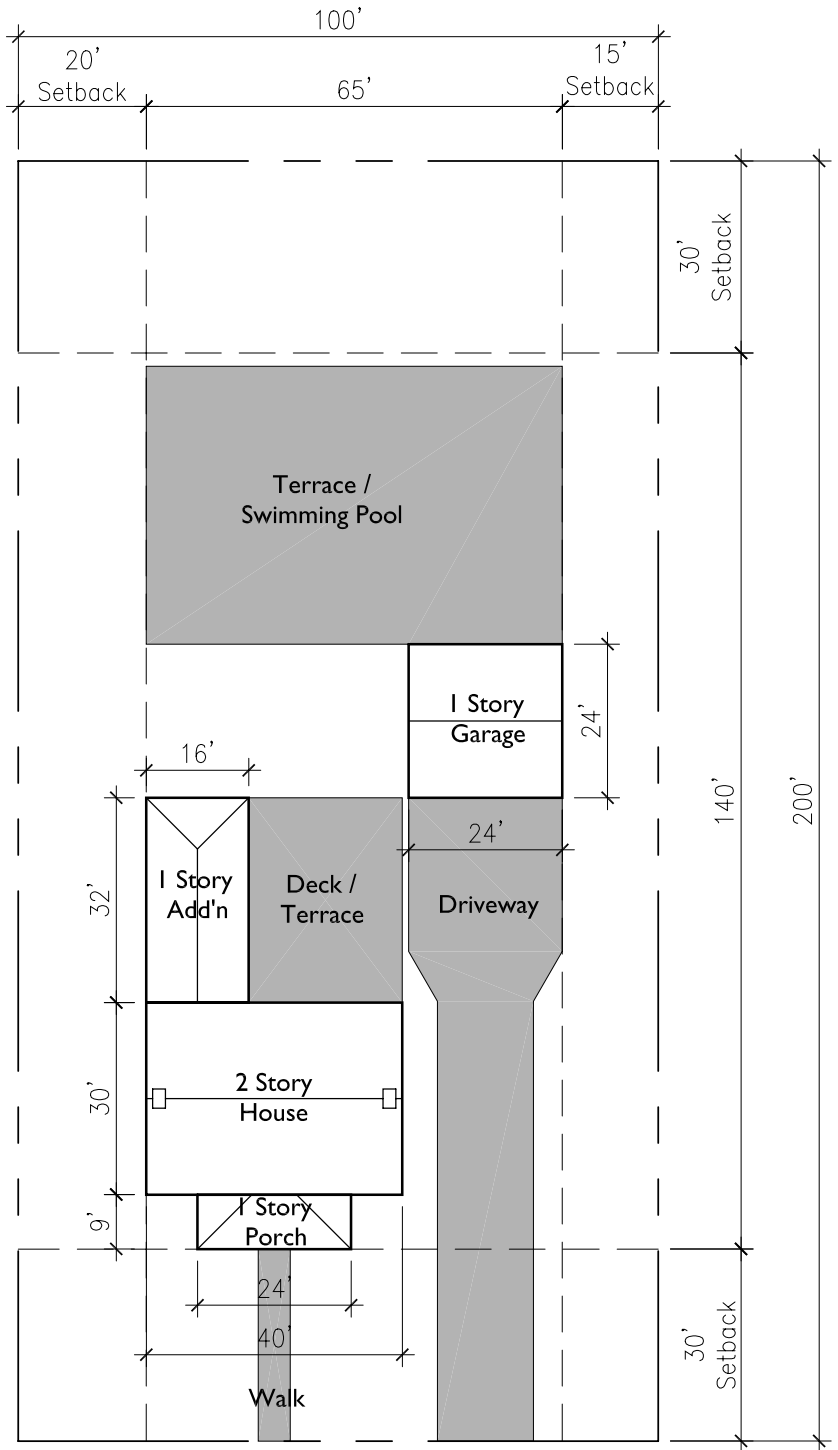
2 Story Section (1,200 s.f. ea floor) = 2,400 s.f.
 1 Story Addition = 512 s.f.
 1 Story Porch = 212 s.f.
 1 Story Garage = 576 s.f.

Total Floor Area = 3,700

Lot Coverage Break-Down:

2 Story Section = 1,200 s.f.
 1 Story Addition = 512 s.f.
 1 Story Porch = 212 s.f.
 1 Story Garage = 576 s.f.
 Walk = 150 s.f.
 Driveway = 1,759 s.f.
 Deck / Terrace = 768 s.f.
 Terrace / Swimming Pool = 2,823 s.f.

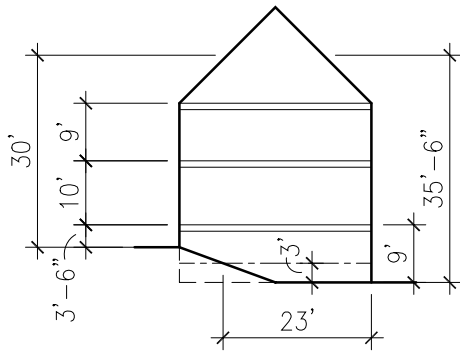
Total Lot Coverage = 8,000 s.f.



SITE PLAN

Scale: 1"=1'-30'-0"

Hypothetical Example -- Flat Site
 Cornwall on Hudson Comprehensive Plan
 January 25, 2007



SECTION

Scale: 1"=1'-30'-0"

Lot Area = 20,000 s.f.
 Allowable Floor Area = 3,700 s.f.
 Allowable Lot Coverage = 8,000 s.f.
 Maximum Height = 30 ft.

Floor Area Break-Down:

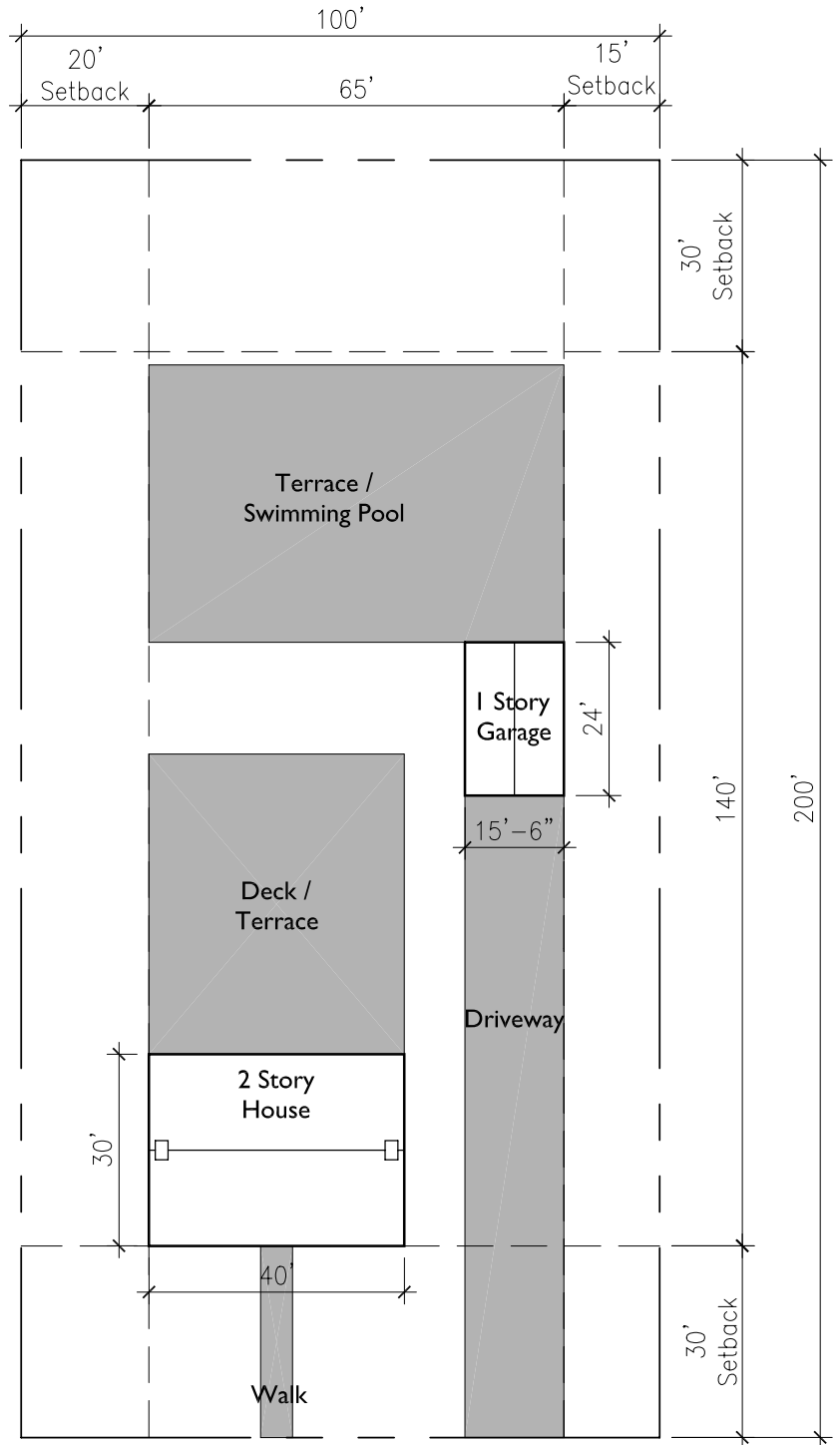
2 Story Section (1,200 s.f. ea floor) = 2,400 s.f.
 Walk-Out Basement (23'x40') = 920 s.f.
 1 Story Garage = 380 s.f.

Total Floor Area = 3,700

Lot Coverage Break-Down:

2 Story Section = 1,200 s.f.
 1 Story Garage = 380 s.f.
 Walk = 150 s.f.
 Driveway = 1,558 s.f.
 Deck / Terrace = 1,889 s.f.
 Terrace / Swimming Pool = 2,823 s.f.

Total Lot Coverage = 8,000 s.f.



SITE PLAN

Scale: 1"=1'-30'-0"

Hypothetical Example -- Sloping Site

Cornwall on Hudson Comprehensive Plan
 January 25, 2007

Appendix E

Steep Slopes Regulations

§172.12 Intent; compliance required

It is the intent of this Article not to preclude development but to ensure that development and uses in all village zoning districts fit the topography, soils, geology, hydrology and other conditions existing within these areas of the village.

A. Steep slopes protection. It is declared to be the intent of the Village of Cornwall-on Hudson to conserve the value of land and buildings, and thereby protect the Village's tax base, by preserving steep slopes to the greatest extent practicable and to regulating their use to protect the public interest by ensuring the maximization of benefits provided by the preservation of steep slopes and by ensuring the minimization of detrimental effects through the practice of proper management of the disturbance of steep slopes.

B. All applications for subdivision, site plan or building permit approval shall be subject to these requirements.

§172.12.1 Legislative findings

The Board of Trustees of the Village of Cornwall-on-Hudson makes the following findings regarding steep slopes, as defined below, of the village:

A. Steep slopes in Cornwall-on-Hudson are environmentally sensitive land forms and valuable natural resources which are a benefit to the village and the surrounding region. The environmental sensitivity of steep slopes results from such features as shallow soils over bedrock, bedrock fractures, groundwater seeps, watercourses and other wetlands found on or immediately adjacent to steep slopes.

B. Protection of steep slopes is a matter of concern to the village. The establishment of regulatory and conservation practices in this critical area are needed to protect the public health, safety and general welfare. Experience has demonstrated that effective protection of steep slopes requires preservation, wherever possible, and careful regulation, including mitigating measures relative to disturbance of soil and vegetation on steep slopes.

C. The improperly managed disturbance of steep slopes can aggravate erosion and sedimentation beyond rates experienced in natural geomorphological processes. Erosion and sedimentation often include the loss of topsoil, a valuable natural resource, and can result in the disturbance of habitats, degradation of the quality of surface water, alteration of drainage patterns, obstruction of drainage structures and intensification of flooding.

D. The inadequately controlled disturbance of certain steep slopes can lead to the failure of slopes and the mass movement of earth; damage to the natural environment, man-made structures and personal safety; and aesthetic degradation.

E. Steep slopes, including vegetation and rock cliffs, are an important environmental and aesthetic feature that contribute to the character of the Village of Cornwall-on Hudson. Over development or improperly managed disturbance are detrimental to the character of the village. F. Regulation of steep slopes is consistent with the legitimate interests of landowners to make reasonable use of their land. Regulation can prohibit the degradation of steep slopes and allow reasonable use of private property by encouraging flexible design of development so as to avoid disturbance of steep slopes. Regulation can also permit environmentally sound disturbance of steep slopes conducted in accordance with acceptable engineering practices to permit reasonable use of private property.

G. Preservation of natural terrain coupled with policies that strictly regulate development of steep slope areas conserves the value of land and buildings within the Village.

§172-12.2 Definitions

Access Corridor—A private driveway or private right-of-way providing vehicular access to the buildable area of a proposed subdivision.

Disturbance—Site preparation, including the removal of vegetation and/or the filling, excavation, regrading or removal of soil, rock or retaining structures in areas of steep slopes, whether by labor, machine or explosive. The condition of disturbance shall be deemed to continue until the area of disturbance is returned to its original state or to a state complying with a steep slopes permit.

Steep Slope—Any geographical area, whether on a single lot or not, consisting of at least 10,000 square feet, having a topographical gradient of 15% or more (ratio of vertical distance to horizontal distance) and a minimum horizontal distance of 10 feet, whether man-made or not and whether created by a retaining structure or not. If the land area of one of these three categories is less than 10,000 square feet, that land area shall be considered as part of any adjacent land in the next slope category. Steep slopes are further categorized as:

A. Class I (Moderately Steep) Slope—A slope equal to or greater than 15% but less than 25%.

B. Class II (Very Steep) Slope—A slope equal to or greater than 25% but less than 35%

C. CLASS III (EXTREMELY STEEP) SLOPE—A slope equal to or greater than 35%.

Steep Slope Buffer Zone—A setback of 30 75 feet extending above a Class III (extremely steep) slope.

§172-13 Policies for evaluating land use applications

In order to achieve the purposes of this Article, the following policies shall be utilized in evaluating an application for a subdivision site plan and building permit:

A. Review objective.

- (1) Every effort shall be made to maintain the beauty of the landscape, to avoid degradation of the environment and to allow reasonable and practicable use of a property.
- (2) Every effort shall be made to seek the permanent preservation of steep slopes by such means as the use of imaginative and innovative site design.

B. Approval standards. Where a proposed disturbance cannot be avoided so that reasonable use of a property may occur, such disturbance shall be minimized and shall be in accordance with the standards set forth herein.

C. The provisions of §172.14.1 of these regulations are not applicable to the redevelopment of previously disturbed sites where the proposed area of disturbance is limited to the same previously disturbed footprint.

§172-14 Density formula

Where up to twenty-five percent (25%) of the total gross area of the parcel to be developed consists of land with slopes equal to or greater than twenty-five percent (25%), one-half (½) of the total of the land with slopes equal to or greater than twenty-five percent (25%) shall be subtracted from the total gross area. Where more than twenty-five (25%) of the total parcel to be developed consists of land with slopes equal to or greater than twenty-five percent (25%), one-half (½) of twenty-five percent (25%) of the total gross area, together with the amount of land with slopes equal to or greater than twenty-five percent (25%) in excess of the initial twenty-five percent (25%) of the total gross area, shall be subtracted to determine the adjusted gross buildable areas to compute the maximum number of dwellings units or building lots permitted

§172.14.1 Criteria for development

A. Criteria for Planning Board approvals.

- (1) Before the approval by the Planning Board of any plat showing lots, blocks or sites, with or without streets or highways, or the approval of an entirely or partially undeveloped plat already filed in the office of the clerk of the County, the Planning Board shall require that the land shown on the plat be of such character that these minimum criteria have been met. Each lot, block or site shall demonstrate the following capabilities:
 - (a) A minimum potential buildable area of at least three thousand five hundred (3,500) contiguous square feet having a minimum dimension in all directions of fifty (50) feet. For purposes of this Article, "potential buildable area" shall mean an area which is exclusive of lands proposed for a sewage disposal system in accordance with regulations established by the Orange County Department of Health and shall contain no Class II and Class III steep slopes as defined herein in §172-70.
 - (b) A proposed access corridor within the proposed subdivision of which no part of said corridor contains any Class III II steep slopes as defined herein §172-70.
- (2) Whenever the preparation of a conventional subdivision plan is required to establish a dwelling unit lot count, as in a conservation subdivision under provisions of §7-738 of the Village Law, such plan shall be prepared in accordance with the above requirements of this section.

B. Criteria for lots or sites created not requiring Planning Board approval. Each lot or site not requiring approval from the Planning Board shall be subject to the provisions of this Article.

C. Criteria for building permit approval. Prior to approval of a building permit on any lot or site created, the Code Enforcement Officer shall find that the following minimum criteria have been met:

- (1) On Class I (moderately steep) slopes:
 - (a) Land disturbance shall be restricted up to a maximum of twenty-five percent (25%) of existing ground areas.
 - (b) Land disturbance shall not take place within one hundred (100) feet of a watercourse or wetland.
- (2) On Class II (very steep) slopes:
 - (a) Land disturbance shall be restricted to existing ground areas only as needed for roads and driveways.
 - (b) Land disturbance shall not take place within one hundred (100) feet of a watercourse or wetland.
 - (c) Any land disturbance shall be pursuant to a vegetation management plan approved by the Planning Board
- (3) On Class III (extremely steep) slopes, land disturbance shall be restricted to existing ground areas only as needed for footpaths and essential utility corridors. Any land disturbance shall be pursuant to a vegetation management plan approved by the Planning Board
- (4) Within steep slope buffer zones, land disturbance shall be restricted to cutting existing vegetation pursuant to a vegetation management plan approved by the Planning Board. having a diameter of less than eight (8) inches at breast height.

§172-14.2 Standards for disturbance

A. In denying, granting or granting with modifications any application, the Planning Board reviewing agency shall require consistency of the proposed activity with this Article, and the standards set forth below.

Where the Planning Board reviewing agency finds that because of the special circumstances of a particular

case, strict compliance with the following standards is not practicable, the Planning Board reviewing agency may adjust the standards so that substantial justice may be done and the public interest secured, provided that such adjustment will not have the effect of nullifying the intent and purpose of these regulations. In granting any adjustment, the Planning Board reviewing agency shall attach such conditions as are, in its judgment, necessary to substantially secure the objectives of the standards or requirements so adjusted.

B. Disturbance of steep slopes shall be consistent with the current understanding of good architecture, design, landscape architecture and civil engineering such that, to the maximum extent possible:

- (1) The planning, design and development of building design shall provide the maximum in structural safety and human enjoyment while adapting the building site to and taking advantage of the best use of the natural terrain.
- (2) The padding or terracing of building sites, including the mounding of septic tile fields, shall be minimized so that the site conforms to the natural contours of the land.
- (3) Roads and driveways shall follow natural topography, minimize regrading and comply with the design standards for maximum grade.
- (4) The natural elevations and vegetative cover of ridge lines shall be disturbed only if the crest of the ridge and the tree line at the ridge remain uninterrupted by positioning buildings and areas of disturbance below the ridge line.
- (5) Any regrading shall blend in with the natural contours and undulations of the land.
- (6) Cuts and fills shall be rounded off to eliminate sharp angles at the top, bottom and sides of regraded slopes.
- (7) The angle of cut-and-fill slopes shall not exceed the natural angle of repose of the soil or rock materials in the cut or fill, except where retaining walls or other structural stabilization is used. Generally for soils, cut-and-fill slopes shall be no steeper than two (2) horizontal to one (1) vertical [fifty percent (50%) slope]. An approved subsurface drainage system shall be provided as necessary for stability.
- (8) Fill slopes shall not be located on natural slopes of two (2) horizontal to one (1) vertical [fifty percent slope] or steeper or where the fill slope bottoms out within twelve (12) feet horizontally of the top of an existing or proposed cut slope.
- (9) Tops and bottoms of cut-and-fill slopes shall be set back from existing and proposed property boundaries a distance of three (3) feet, plus one-fifth (1/5) of the height of the cut or fill, but need not exceed a horizontal distance of ten (10) feet.
- (10) Tops and bottoms of cut-and-fill slopes and retaining walls shall be set back from structures a distance that will ensure the safety of the structure in the event of the collapse of the cut-and-fill slopes. Generally, such distance shall be considered to be six (6) feet, plus one-fifth (1/5) the height of the cut or fill, but need not exceed a horizontal distance of thirty (30) feet. Nevertheless, a structure built on a slope or at the toe of a slope is permitted if it is properly designed to retain the slope and withstand the forces exerted on it by the retained slope.
- (11) Disturbance of rock outcrops shall be by means of explosives only if labor and machines are not effective and only if rock blasting is conducted in accordance with all applicable regulations by a person holding a current Class A or Class B certificate of competence from the New York State Department of Labor.
- (12) Disturbance of steep slopes shall be undertaken in workable units in which the disturbance can be completed within one (1) construction season so that areas are not left bare and exposed during the winter and spring thaw periods.
- (13) Disturbance of existing vegetation ground cover shall not take place more than fifteen (15) days prior to grading and construction.
- (14) Temporary soil stabilization must be applied to an area of disturbance within (2) days establishing the final grade and permanent stabilization within fifteen (15) days.
- (15) Soil stabilization must be applied within two (2) days of disturbance if the final grade is not

- expected to be established within sixty (60) days.
- (16) Measures for the control of erosion and sedimentation shall be undertaken consistent with the Orange County Soil Conservation Commission's Practices Manual or its equivalent in a fashion that is acceptable to the Planning Board.
 - (17) All proposed disturbance of steep slopes shall be undertaken consistent with the soils limitations ratings contained in the Orange County soil survey, as prepared by the Orange County Soil and Water Conservation Commission, in terms of recognition of limitations of soils on steep slopes to development and application of all mitigating measures and as deemed necessary by the Planning Board.
 - (18) Topsoil shall be stripped from all areas of disturbance, stockpiled in a manner to minimize erosion and sedimentation and replaced elsewhere on the site at the time of final grading.
 - (19) No rubbish, organic frozen, or soft compressible material or rock with a diameter that will not allow appropriate compaction or cover by topsoil shall be used as fill material.
 - (20) Compaction of fill materials in fill areas shall be compacted to 95% or more of maximum density, as determined by ASSHO-T99 or ASTM-D698 such as to ensure support of proposed structures and stabilization for intended uses.
 - (21) Sanitary sewage disposal systems shall be prohibited on Class II and Class III steep slopes.
 - (22) Prior to, during and after site preparation and construction, an integrated drainage system shall be provided which at all times minimizes erosion, sediment, hazards of slope instability and adverse effects on neighboring property owners.
 - (23) The natural drainage system shall generally be preserved in preference to modifications of this system, except where such modifications are necessary to reduce levels of erosion and sediment and adverse effects on neighboring property owners.
 - (24) All drainage systems shall be designed to adequately anticipate flows, both within the site and from the upstream drainage basin, to achieve no net increase in peak rate runoff from the site.
 - (25) Sufficient grades and drainage facilities shall be provided to prevent the ponding of water, unless such ponding is proposed within the site plans, in which event there shall be sufficient water flow to maintain proposed water levels and to avoid stagnation.
 - (26) There shall be provided, where necessary to minimize erosion and sediment, such measures as benches, berms, terraces, diversions and sediment, debris and retention basin; however, all site development shall conform to the natural contours of the land.
 - (27) Drainage systems, plantings and other erosion or sediment control devices shall be maintained as frequently as necessary to provide adequate protection against erosion and sediment and to ensure that the free flow of water is not obstructed by the accumulation of silt, debris or other material or by structural damage.
 - (28) Site preparation and construction shall not adversely affect the free flow of water by encroaching on, blocking or restricting watercourses.
 - (29) Excavation on the same site for fill shall be prohibited unless the material is obtained from a cut permitted under an approved grading plan.
 - (30) All retaining walls or cuts with a total vertical projection in excess of three feet and associated with cut or fill surfaces shall be designed as structural members keyed into stable foundations and capable of sustaining the design loads.

§172-14.3 Additional information to be submitted

A. Simultaneously with an application for subdivision, site plan or building permit review, where required, the applicant shall submit information containing the following elements:

- (1) Location of proposed construction or area of disturbance and its relationship to any areas of prior disturbance, property lines, easements, buildings, roads, walls, sewage disposal systems, wells, watercourses and wetlands within one hundred (100) feet.
- (2) Estimated material quantities of excavation/fill.
- (3) Location and size of areas of Class I II and Class III slopes, under existing and proposed conditions, in the area of proposed disturbance and within a distance of one hundred (100) feet, including the steep slope buffer zone.
- (4) Existing and proposed adjusted contours at two-foot intervals in the area of proposed disturbance and to a distance of one hundred (100) feet beyond.
- (5) Cross sections of critical slope areas.
- (6) Retaining walls, with details of construction signed and sealed by a qualified professional.
- (7) Erosion and sedimentation control plan.
- (8) Other details, including specific reports by qualified professionals on soils, geology and hydrology, as may be determined to be necessary, including:
 - (a) Other geological characteristics of the area proposed for development. The report shall include an adequate description of the geology of the site, conclusions and recommendations regarding the effect of geologic conditions on the proposed development and opinions and recommendations of the adequacy of the area to be developed.
 - (b) Other hydrological characteristics of the area proposed for development. The report shall include an adequate description of the hydrology of the site, conclusions and recommendations regarding the effect of hydrologic conditions on the proposed development and opinions and recommendations of the adequacy of the area to be developed.
- (9) Vegetation management plan/Revegetation plan, which shall include a complete description of the existing trees and vegetation, the trees and vegetation to be removed and method of disposal, the trees and vegetation to be planted and slope stabilization measures to be installed. The plan shall include an analysis of the environmental effects on slope stability, soil erosion, water quality and fish and wildlife.

B. For sanitary sewer disposal systems (“SSDS”) on Class I (moderately steep) slopes, the following information must be included in mandatory on-site soils investigation:

- (1) Deep test pit observations downslope from the proposed system, to check for the presence of ledge outcroppings, springs or groundwater seepage which may indicate horizontal movement of groundwater.
- (2) Documentation of the texture of the soil and whether any impermeable layers (i.e., clay, hard pan) or soil mottling, indicating seasonable high groundwater, are present.
- (3) The renovation capacity of the soils.
- (4) Evidence of ownership or control of the zone of influence of the SSDS.

C. Special Submission Requirements for Applications Involving Class II and III Steep Slopes, in addition to those set forth as A and B above, shall include:

- (1) A drainage plan and soil report prepared by a professional engineer to protect natural features. The drainage plan shall describe the temporary (during construction) and permanent measures to collect, direct and discharge stormwater drainage from the site, indicating the direction of drainage flow and providing detailed analysis of plans and locations for all drainage structures, walls, dams, sediment basins, stormwater detention and retention facilities, and the like. Such report shall include an estimate of runoff from the site after completion of improvements, and provide a description of the manner in which the proposed improvements comply with applicable statutes and this section.
- (2) An erosion and sedimentation control plan by a licensed professional engineer showing the

selection of erosion and sedimentation control measures from among those that are identified below, and detailed analysis how the selected control measures will be implemented and that the selected control measures are adequate.

- (a) Benches and Berms.
 - (b) Diversion Channels.
 - (c) Debris or Settlement Basins.
 - (d) Retention Ponds.
 - (e) Grassed Waterways or outlets.
- (3) A landscape plan prepared by a registered landscape architect or arborist that shows the location and species of all new plantings of trees, shrubs and ground covers and the means of preserving existing vegetation.
 - (4) Other information as deemed necessary by the Planning Board or Building Inspector.

§172.16 Review by other agencies

The Village Engineer, Soil Conservation Service and any other agency deemed necessary by the reviewing agency to evaluate the proposal shall review and submit recommendations during the course of application and review.

Article V Cluster Developments

§172-17 Cluster developments authorized.

The Planning Board may approve a cluster development in any residential district in accordance with site plan review and subdivision approval procedures and the requirements specified below. The purpose of such development is to provide flexibility in the design and development of land in such a way as to promote the most appropriate use of land, to facilitate the adequate and economical provision of streets and utilities, to preserve the natural and scenic qualities of open space and to protect local ecology, major stands of trees, steep slopes, geological features and other areas of environmental value.

§172-18 Number of dwelling units permitted.

The maximum permitted number of dwelling units or building lots shall be determined by dividing the land area of the subject property by the normal minimum required lot area for singlefamily residence for said district as may be adjusted pursuant to this aChapterction and Article IV, Steep Slope and Soils Preservation. Prior to determining the number of dwelling units or building lots, the parcel to be developed shall be adjusted as follows:

- A. Lands utilized by public utilities or structures or rights-of way may be considered as part of the total gross area, provided that such will not preclude development.
- B. Water bodies, marsh areas and alluvial and organic hydric soils shall be subtracted from the total gross area.
- C. Areas containing Class III slopes and one half of the area of Class II slopes.
- D. The adjusted total gross area of the parcel, as determined in Subsection A, and B & C above, shall then be used to compute the maximum number of dwelling units or building lots permitted.

§172-19 Types of dwelling units permitted.

The type of dwelling unit permitted within a cluster development shall be single-family residence, including attached or row dwellings owned in fee simple or any other arrangement. Specifically, excluded are multifamily residences. The Planning Board may require perspective drawings of all proposed structures to ensure innovation and variety in the design and layout of dwellings.

§172-20 Tree Preservation

To the maximum extent practicable, existing trees and vegetation shall be preserved. Trees of 6 inch caliper measured four (4') from the ground or more may be removed or destroyed only provided that:

- a) Such trees are in areas where buildings, roads, parking areas or driveways are to be built, or within a distance of 15 feet of such structures, provided that it is not possible to avoid such removal by modifications in the site layout;
- b) The continued presence of each such tree would create a hazard to persons or property, which may not be mitigated other than by removal of the tree(s);
- c) The continued presence of such tree would interfere with the growth or health of other trees of six inch caliper or more;
- d) The Planning Board approves the removal of all such trees.

Any tree of 6 inch caliper or more that cannot be preserved as a result of proposed improvements shall be replaced pursuant to the provisions of the next section entitled "Botanic and Tree Planting Requirements".

§172-21 Botanic and Tree Planting Requirements.

Any vegetation that cannot be saved as a result of the construction of improvements shall be replaced with alternate vegetation to be approved by the Planning Board. All improvements shall comply with the tree planting requirements set forth in this section, whether or not existing trees are removed as a result of such improvement.

The replanting of elements of vegetation that are parts of an association or community shall be such as to reestablish, as rapidly as is reasonable, the vigor and character of the association. When necessary to establish ecological balance, the Planning Board may also require additional vegetation to be planted.

A. Tree Planting.

For the purposes of this section, the following minimum standard shall apply for tree planting:

- 1) For any development, trees of at least three inch caliper, pre-existing or newly planted, shall be provided on the zoning lot at the rate of one tree for each 1,000 square feet of lot area or portion thereof.
- 2) Single-trunk trees, newly planted to meet this requirement, shall be of at least three inch caliper at the time of planting. Multiple-trunk trees and low-branching coniferous evergreens shall be at least 10 feet in height at the time of planting.

The Planning Board may grant a waiver of the tree planting requirements where it finds that the ecology of the site is such that the substitution of other plant material would be more appropriate than the tree planting requirements and a detailed plan for planting has been filed with the Planning Board and approved.

B. Botanic Environment Planting.

For the purpose of this section, the following minimum standard shall apply for the planting of vegetation:

Any vegetation or topsoil that cannot be preserved as a result of a proposed development, enlargement or site alteration, and is not permitted to be removed pursuant to the regulations of Section 21 (Botanic Environment and Tree Preservation Requirements), shall be replaced as follows: for every square foot of lot area of removed vegetation or topsoil, there shall be provided the following plantings of the size and number indicated in paragraphs (1) through (4) of this section. The area of removed vegetation shall be measured so

as to include any portions of the zoning lot that were located within the critical root zone of a removed tree of six inch caliper or more.

- (1) Ground cover shall be planted one at one-foot-on-center and at the rate of one plant for every square foot of lot area of removed vegetation; and
- (2) Large trees shall be planted at the rate of one three inch caliper tree for every 500 square feet of lot area of removed vegetation; and
- (3) Small trees shall be planted at a rate of one eight foot high tree for every 100 square feet of lot area of removed vegetation; or
- (4) Shrubs shall be planted at a rate of one gallon container-grown material for every 25 square feet of lot area of removed vegetation.

The planting of species shall not be limited to woody plant materials, but shall include trees, shrubs, vines, ferns, grasses, herbs, annuals, biennials, perennials, mosses, and other associated vegetation. All vegetation to be planted shall be either of the species which characterized the area's native biological community prior to site alteration, enlargement or development, or of an alternate biologic community found in the area. Species selection shall give particular attention to the relationship of the species to each other and to the surrounding plant community and to the quality of the soil and the vertebrate and invertebrate populations associated with and dependent upon the proposed plants.

ARTICLE VII

Relief from Requirements

§172-22 Relief from Requirements.

Any substantive requirement provided for in this chapter may be waived by the Planning Board after a public hearing, if the Planning Board finds a) that the proposed improvement will not be feasible without such modification or that the modifications, if granted, will permit the construction of improvements that satisfy the intent and purpose of this chapter; b) such modification is the least modification required to achieve the purpose of the applicant requesting the modification; c) the modifications that are requested will not result in substantial negative environmental impacts that may not be mitigated on the site of the improvements; and d) the benefit derived by the applicant, by the modification of requirements and the necessity for such relief exceeds the measure of impact on the community and the environment.

Erosion and Sediment Control

Approval of erosion control plans by the Village Planning Board or Building Inspector should continue before building permits are issued. Erosion control plans are currently prepared and submitted by potential developers along with their applications for subdivision or site plan approval and should include maintenance plans. Ideally, the Village should encourage designs which will avoid potential difficulties and preserve natural drainage to the greatest extent possible, rather than devising expensive engineering solutions.

C. Existing Non-Conforming Uses

As the zoning revision process moves forward, some existing uses may become non-conforming. The reasonable use and reuse of these facilities should be the prime consideration for any rezoning.

D. Environmental Impact Statements

The State Environmental Quality Review (SEQR) process requires the preparation of Environmental Assessment Forms (EAF) at a minimum before approving any land use development project. The Village may require a full Environmental Impact Statement (EIS) to be completed where a development has the potential to cause one or more environmental impacts. The SEQR review process can be exceedingly helpful in identifying and resolving the environmental and planning issues which affect the proper development of a major or environmentally sensitive site.

Draft Comprehensive Plan

June 21, 2007