



**TOWN OF NORTH EAST &
VILLAGE OF MILLERTON
LAND USE PLAN - 1992**

-  Low Density Residential
-  Medium Density Residential
-  The Boulevard
-  Limited Business
-  Land Conservation
-  Hamlet

TOWN LAND USE PLAN

Diverse environments and a variety of land use activities characterize land in the town. The following planning districts are recommended:

- Low Density Residential
- Medium Density Residential
- Office-Industry
- The Boulevard
- Limited Business
- Land Conservation
- Hamlet
- Light Industry

Low Density Residential

Large areas of the town are characterized by lands with limitations on development, such as steep slopes, depth to bedrock constraints, as well as lands in agricultural use. It is recommended that the village and adjacent areas of the town be the focus of residential development in the town.

In the remaining residential areas a low overall density is appropriate. An overall density of one dwelling unit per five acres is recommended. Large lots are not necessarily recommended. The following guidelines are recommended for residential development in this district.

1. Cluster developments are encouraged.
2. Minimum lot sizes on clustered sites should range from 10,000 to 20,000 square feet, subject to Health Department requirements.
3. Density bonuses should be provided when soils of prime or statewide importance are dedicated as perpetual open space.
4. The transfer of development rights should be permitted from areas with limitations on development to areas with little or no constraints.
5. Houses should be clustered close to roadways or in wooded areas. A linear pattern of lots and houses along roads is discouraged.
6. Houses should not be placed on prime agricultural soils or soils of statewide importance.

While much of the Low Density Residential areas of the town have natural limitations or agricultural soils, there are lands which are conducive to clustering. Developers are encouraged to deal flexibly with parcels using varied lot sizes and clustering where appropriate.

To provide for development that would reflect the rural character of the community and avoid a suburban type of landscape, a number of alternative design techniques can be used.

1. Allow cluster with a density bonus if resources are conserved. Provide that development is compact in nature.
2. Conservation subdivision. For developments that have a large minimum lot size (significantly larger than required), allow private roads and modify road frontage requirements.
3. Establish an Agricultural Overlay district. This could allow housing for farm workers, roadside markets and related agricultural activities.
4. Farmland Preservation District. A substantial density bonus could be given if a large portion of agricultural soils is preserved and cluster is used.
5. Historic/scenic overlay zones. Cluster with density bonuses can be used to preserve ridgelines, scenic vistas and historic sites.
6. Average density subdivisions. Lot sizes and dimensions can be varied. The overall density must be no greater than the district maximum.

In order to facilitate the review and approval process for applications, the Planning Board should develop illustrated design guidelines for subdivisions.

Medium Density Residential

A medium density residential district is recommended north of the village between Route 22 and the state line. The northerly boundary of this district includes the properties along Beilke Road and Gay Road. Additional areas include sections of land south of Route 44, east and south of the village line. The areas are planned for future central water and central waste water service. When these facilities are available single and multi-family housing should be allowed at a density of up to four dwelling units per acre. Until such time as this infrastructure is in place, density should be determined in accordance with Dutchess County Health Department regulations.

Office-Industry District-Light Industry

The office-industry district is included in this plan but no area has been designated for this use on the Land Use Plan Map. An application for a zoning amendment to establish an office-industry district shall be guided by the criteria and standards of this section, the Town Comprehensive Plan and the town zoning regulations. The Light Industry area includes Hipotronics.

The goal for this district is that office-industrial development would take place on large tracts of land separated from the surrounding residential/ agricultural uses by large buffers of open space, woodlands and/or agricultural lands.

The main role of Route 22 is to facilitate traffic movement. The role of Route 22 is to move traffic within the community, to move traffic to the village center and to provide for through traffic movements. In order to accomplish these purposes, each development review must be evaluated within the context of the comprehensive nature of the roadway corridor.

To maintain the traffic volume capacity of the roadway, the corridor should not be intensely developed. The intensity of development should be in keeping with the rural character of the town. The intensity of development should also respond to the environmental limitations of specific sites. This is not an area planned for central water or sewer services. Land uses recommended for this corridor are office parks, light industry and manufacturing, and commercial greenhouse and plant nurseries. Other retail uses, drive-in and convenience oriented commercial activities, fast-food restaurants and similar uses should not be allowed. These uses are appropriate for the central business area and the Boulevard.

Service roads are recommended for every development in the corridor. The service road for a site can be integrated with the circulation and parking plan to minimize unnecessary paved areas. These site-specific service roads can be linked to other sites as development occurs.

All parking should be located in the rear or sides of buildings. This will prevent the current scenic viewshed from being replaced with numerous parking lots. Landscaping along the front yards of sites is recommended. The landscaping plan should complement the scenic mountain views that are prevalent on many of these sites.

An application for a zoning amendment to establish an office-industry district shall be guided by the following criteria:

1. The use must have road frontage and adequate access onto Route 22/44. The use must not cause traffic congestion or create a traffic hazard.

2. Land uses allowed in this district should include office parks, laboratories, large offices, light industry and manufacturing, agricultural and horticultural uses, and research facilities. Retail uses and small office businesses are prohibited.
3. The proposed uses must not impose a threat to the natural resources of the town, including watercourses, wetlands, aquifers, steep slopes, prime agricultural soils and designated scenic views.
4. Agricultural and residential uses in the neighborhood should not be adversely affected. Buildings and roadway access points should be located away from clusters of residential use.
5. The location and size of the use and the nature and intensity of the operations should be in harmony with the appropriate and orderly development of the neighborhood and community.
6. Development should be of a scale that would retain the rural character of the town.
7. The impacts of development on local housing needs should be identified. Mitigation measures may include contribution or other assistance to the community's supply of affordable housing.
8. Structures and parking areas should be screened from adjacent roadways by means of natural contours and/or earth berms and landscaping to maintain the scenic qualities of the community. Parking should be located in the rear or side of buildings. The interior areas of parking lots should be provided with landscaped islands and trees.
9. Circulation plans should include connections for service roads.
10. The recommendations for Route 22/44 in the Recommendations section of this plan shall apply.
11. External work areas, outdoor storage areas and operating equipment should not be visible from adjacent roadways or district lot lines.
12. Exceptions to siting criteria should be allowed for the conversion of agricultural barns for permitted district uses.
13. A large district minimum lot size and large setbacks should be required. Significant areas of open space and agricultural land should be conserved. Sufficiently sized areas of agricultural land should be preserved for future production use.

The Boulevard

The Route 44 corridor east of the central business area is referred to as the Boulevard. The boundaries of this district are Maple Avenue on the west and the Connecticut state line on the east. A small portion of this area lies in the village; the large part of this land is in the town.

The Boulevard has been under increasing pressure for commercial development; it is a primary retail shopping area in the town. The issues involved in this district are typical of a developing commercial strip of a major roadway: increasing traffic volumes, applications for proposed developments, an increased number of access points and turning movements, and environmental concerns and aesthetics.

The goal for the Route 44 Corridor is a useful and successful commercial area, with full and careful consideration for:

1. Proper traffic safety, capacity and management, especially on Route 44, for through and site generated traffic;
2. Land opportunities, constraints and limitations having to do with on- site sewage disposal, drainage, flood hazard, wetlands and maintenance of water quality;
3. Adequate water supply for consumption and fire protection;
4. Encouragement of appropriate commercial land use, reflecting the needs and desires of the community and market areas; and
5. Attention to appearance and aesthetics that may promote a successful commercial area, be appropriate for the character of the Town and adjacent neighborhood and have an agreeable streetscape transition to and from the Village.

The Route 44 Corridor will change and grow over a long period of time and as the market and public and private investment justify. These goals constitute a program that is deemed workable and feasible and whereby all of the inter-related features of development can be addressed in a reasonable manner.

The policy for this area was established in Comprehensive Plan Supplement #1, adopted February 25, 1987 and the System Plan - Route 44 Corridor, September 2, 1986. The main points of these plans are summarized below; when appropriate, references are made to the complete report.

Preferred uses and functions by Planning Area are as follows:

- A-1: Continuation of convenience retail and gas station service (adjacent to similar use in the Village); this Area is identified separately from A-2 where gas station and repair services are not recommended.
- A-2: Business and professional offices, including multiple occupancies per lot; single unit retail stores and sit-down restaurants on separate lots; parking should be well set back from Boulevard or to the side and rear, with the buildings up front.
- B-1: An integrated shopping center with multiple stores such as supermarket and junior department store, planned as a unit with interconnecting driveways and parking areas and a limited number of high volume access points onto Boulevard; offices would be compatible as would fast food restaurants that have access solely from the overall parking and driveway system.
- B-2: An open space area for floodway and hillside landscaping as backdrop for B-1 and transition to residential to the south; possible use for sewage sand filters, parking and other services in support of the operation of uses in B-1, if there is demonstrated proper management of the floodway.
- C: Single unit per lot general commercial that includes retail stores, motels, automotive and farm equipment sales and service, building supplies, distribution and wholesaling; maintain front lawn area along highway, and all outside storage of materials to be screened.
- D: Business and professional offices and sit-down restaurants (probable need for further excavation to raise front portion of Area and create pond for landscaped setting in rear); maintain front lawn area along Boulevard; avoid zoning that might encourage uses incompatible with the preferred uses.

The Planning Areas A-1, A-2 and B-1 portion (Village Line to Kelsey Brook) become the public activity and service segment of the Route 44 Corridor Planning Area. This is a segment where some pedestrian travel along Boulevard and from building to building can occur. Areas C and D will have more highway or roadside type activities. The zoning floor area ratio should not be exceeded, so that there is room on each lot for landscaping in addition to parking and the comfortable traffic capacity of Route 44 is not exceeded.

Circulation and Roadway

All vehicular access to Planning Areas will be from Boulevard. The number of driveways and driveway geometry, location and sight lines will need to meet New York Department of Transportation (NYSDOT) standards. Connecting driveways between adjoining lots should be provided for fire access and to enable the public to go from one premises to another without circulating on Boulevard.

For Planning Area B-1, a maximum of three (3) two-way driveways are suggested on the System Plan plus a schematic internal driveway system that connects parking areas and Boulevard access. With construction of a new two-way driveway for the easterly part of Area B-1, one of the existing two-way driveways should be eliminated. The internal driveway can be integrated with fire lanes and should have free flow geometry and traffic control signs.

The presumed 66 foot right-of-way on Route 44 is to be affirmed and will be adequate. The current roadway cross section, which consists of 22 feet of pavement and shoulders that vary from 3 feet to 9 feet, will become inadequate for future traffic volumes and safety. The recommended Boulevard cross section is shown on the Comprehensive Plan Supplement, dated February 25, 1987, and will, as a typical or ideal, consist of the following:

- a. 2 12-foot lanes, total 24' of travelway; at driveways for high volume traffic generators, left turn and/or right turn lanes are to be provided as deemed necessary by NYSDOT.
- b. 10' shoulders on each side, except in widened sections referenced in "a", which should have 6' shoulders.
- c. curbs, plus a 5-foot snow shelf area on each side that would also contain traffic signs and any utility and lighting poles.
- d. a 6-foot sidewalk area on each side, within which a 5-foot paved sidewalk is provided.
- e. along, adjacent to but outside the 66 foot right-of-way, a 15-foot "sight-line and landscape easement" that is kept clear of parking, signs and high shrubbery so as to protect sight lines at driveways but also to enable planting of high branching street trees as part of the streetscape.

Additional traffic management systems recommendations are:

1. There may be a future warrant for a protected left turn lane for westbound vehicles entering Planning Area B-1 and/or for a traffic signal. There would be only one such location for area B-1, which has the recommended uses most likely to generate large volumes of traffic. A secondary benefit from signalization is creation of gaps in traffic for more convenient use of other driveways.
2. Posted speed limits on Route 44 can be reduced when justified by engineering analysis. A 35 mph speed limit west of Kelsey Brook would be desirable.
3. Request NYSDOT confirmation and survey of a 66-foot right-of-way for Route 44.
4. Request NYSDOT acceptance of the recommended cross section, or an alternate, as a typical for driveway permits.
5. Employ the System Plan and the above recommendations in site planning for new construction and upgrading of existing development in the overall area.
6. NYSDOT to upgrade the pavement, shoulders and curbs on Route 44 for safety and capacity as warranted.

Water Supply

A central water supply system for the entire Route 44 Corridor Planning Area is recommended in order to assure a safe and managed potable supply and to provide for fire protection hydrants and sprinklered buildings. A central system (wells, treatment, elevated storage, distribution) can be developed within the Planning Area. An alternative is extension of the Millerton Village water system to a district that covers the Planning Area. A source outside the Planning Area may be preferred, considering commercial uses and on-site sewage disposal that are recommended. The following steps should be taken:

1. Prepare an engineering and financial feasibility study of a central water system, including alternate methods of ownership and management by municipal district.
2. Complete a central system by the time any additional major building occurs in the overall Planning Area and by the time Route 44 is upgraded.

Sewage Disposal

Buildings and uses in the Corridor can successfully rely upon on-site sewage disposal systems under the following:

- a. there should be no major water using activities or industry;

- b. Planning Area B-1 can use sand filter systems under an integrated plan for the site;
- c. other Planning Areas can rely upon individual in-ground disposal based upon the soils resources available; and
- d. proper maintenance and management of on-site systems are to be assured and there is avoidance of discharge of toxic and hazardous substances to groundwater, wetlands and water courses.

The Town should seek the cooperation and assistance of the Health Department of Dutchess County in system management, and identification and monitoring of potential sources of pollution.

Surface Drainage

Virtually all parcels of land in the corridor Planning Areas have surface drainage access to Kelsey Brook, another water course or a wetland. A principal concern is Planning Areas A-1 and A-2 for which culverts across Boulevard and outlet water courses exist and need to be maintained with adequate capacity. Upgrading of the Route 44 roadway by NYSDOT will involve design for drainage. Surface runoff may also result in soil erosion and sedimentation in wetlands and streams as well as degradation from discharge of parking lot oils, de-icing chemicals and other wastes. These runoff problems can be addressed at the time of individual site planning. The following steps should be undertaken:

1. Employ the System Plan as a basis for addressing adequate provision for surface runoff outlets for this area, and, in reviewing project site plans, consider the feasibility and desirability of storm water detention.
2. Establish site planning criteria that provides for erosion and sedimentation controls and recognizes the potential for pollutant runoff and degradation of water quality in stream and wetlands.

Wetlands

For the purpose of this Plan and the land use and design recommendations for the Route 44 Corridor Planning Area, the MT-15 wetlands is recognized as permanent land use for functions such a flood storage, wildlife habitat and groundwater protection. While action to modify or degrade MT-15 is subject to New York State Department of Environmental Conservation (NYSDEC) permit, the intent of this Plan is the permanent conservation of the natural function of this wetlands.

Flood Plain Management

The flood hazard area along Kelsey Brook has been studied in detail by the Federal Emergency Management Agency (FEMA). Base flood elevations and cross sections have been established, accounting for the 100-year design flood. The hazard area is mapped as a "floodway" and a "floodway fringe." While there may be encroachment or filling in the floodway fringe and buildings in the fringe can be elevated or flood proofed to avoid being flooded, the "floodway" as depicted on the System Plan is the minimum area necessary to carry the design flood.

There is existing encroachment on the mapped floodway cross section by buildings and grading, particularly in Planning Area B-1. The MT-15 wetlands is a natural flood storage area along Kelsey Brook. Planning Area B-2 has been excavated and lowered in elevation, with the result that additional floodway cross section exists and the floodway fringe is extended on that side. Planning Area D includes an area that has been excavated and is in the fringe but where further borrow can raise the front part for building while creating a pond in the rear.

It is important, for the protection of life and property, that buildings and uses are raised above flood level or be flood proofed and that there be no encroachment upon the floodway as mapped by FEMA. A "Flood Damage Prevention" local law was adopted in 1984 by the Town Board.

The Town should request FEMA for an updating of floodway location, boundaries and elevations taking into account current conditions along Kelsey Brook, particularly in Planning Areas B-1 and B-2.

The Town should administer the Flood Damage Prevention law to FEMA standards, but, on any property, should avoid further modification of the floodway fringe that would cause additional flooding on any other property.

Streetscape

It is the appearance and visual impression along Boulevard that unites the Route 44 Corridor Planning Area and that will determine whether the Corridor is a typical commercial strip or is both a functional and attractive site in the region and the town and adjacent to the village.

Of special note under the analysis are the plain upon which the Planning Area rests, and hills adjacent and the mountains in view. Route 44 east of Kelsey Brook is a "rural boulevard" by reason of broad front lawn areas and tall, mature trees. From Kelsey Brook west there is an open commercial type presentation extending to the Village. Area A-2 on the north side has the advantage of individual buildings set forward on the

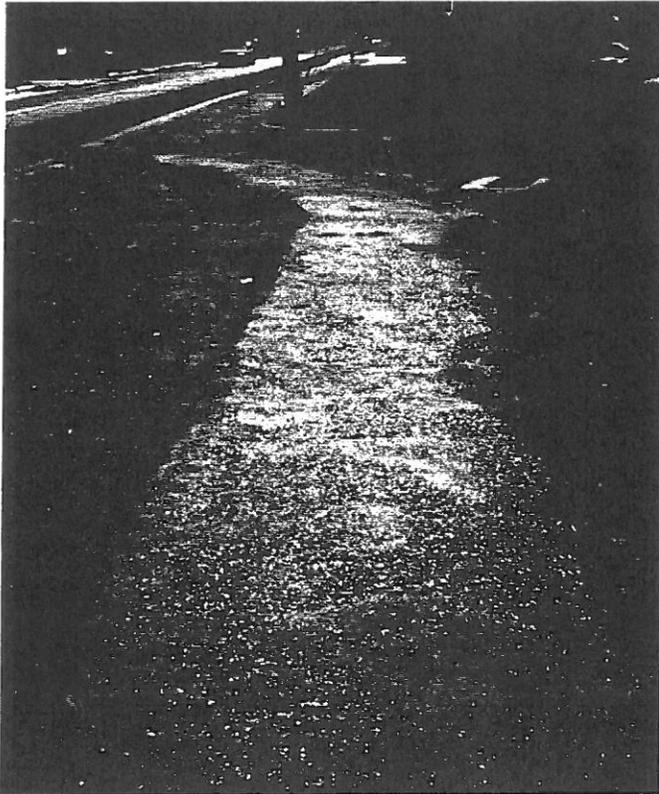
lot and parking to the side or rear. Area B-1 on the south side opens across a parking area to an existing store block having well considered architecture and a site with potential for an organized building group. Focal points along Boulevard are the Baptist Church and Maple Avenue intersection in the Village and the transition point at the Kelsey Brook crossing and curve.

The STREETSCAPE PLAN looks to ways to enhance the Planning Area. Recommended are street trees evenly spaced along Boulevard from Maple Avenue to Kelsey Brook, with breaks for view over Area B-1. Sidewalks are suggested in the section to Kelsey Brook, and trees would be in the "sightline-landscape" easement in the roadway cross section. Evergreen planting areas are proposed on the hillside of Areas A-2 and B-2 for screening and as a backdrop for the view. A planting strip occurs along the west side of Kelsey Brook in Area B-1 as an enclosure for the building layout pattern foreseen on Area B-1.

In support of the STREETSCAPE PLAN, the following are recommended:

1. Protected planting islands, sufficient in size for sound growth of shade trees and shrubs, should be provided within parking lots. Trees within parking lots should be 3" caliper when planted, and at least one (1) tree for each 15 to 20 cars should be provided. About 8 percent of large parking areas should consist of planting islands and landscaping.
2. Along the edge of Boulevard, the grade in Area B-1 can be lowered or a landscaped earth berm can be provided to break the view of extensive parking areas while allowing views of the buildings. Similar treatment can screen parking in other Planning Areas.

3. Sidewalks, preferably 5-foot width, should be provided along both sides of Boulevard in the pedestrian area from Maple Avenue to Kelsey Brook. This section should also be provided with street lights.



Sidewalks should be improved to enhance pedestrian movement

4. On-lot outdoor lighting should be of the type to avoid sky glow for the neighborhood and glare for drivers and pedestrians. Lighting at a human scale appropriate for the site is preferred.

5. Ground signs along Boulevard should be only for identification purposes and need not exceed five (5) feet in height or 25 square feet in area to be effective. A tall pole sign at each lot would be characteristic of a typical commercial strip. A single taller project sign for a major site, however, as on B-1, would not detract. All other signs should be on the face of buildings, not above the top of the wall or on the roof. The area of wall signs should compliment the architecture.
6. Flood lighted, luminous background silhouette and luminous letter signs are preferred. Luminous background internally illuminated panel signs are typically too bright, and all luminous tube, exposed lamp and motion signs are to be avoided.
7. The separate and overhead electric and telephone lines along the south side of Boulevard from Maple Avenue to Kelsey Brook are an obvious distraction and preferably, if financially feasible, should be underground or relocated to the rear of Planning Areas B-1 and A-1/A-2.

Overall, the following steps should be undertaken by the Town to improve the aesthetics of the Boulevard:

1. Initiate a street tree planting project either as a Route 44 Corridor Planning Area program or as criteria for site planning.
2. Modify the site plan review, lighting and sign criteria of the Zoning Law to encourage streetscape support features in site planning and employing the STREETSCAPE PLAN as a guide.
3. Request study and cost estimates from electric and telephone utilities on alternative methods to mitigate the overhead line detracton.

Administration

The recommendations of this Plan are designed to support the stated goals and policy for the Route 44 Corridor Planning Area. Some recommendations involve private or public projects; others are on-going activities. Projects are to be undertaken when warranted and funded and several on-going type activities, such as zoning and flood plain management, should be in place as soon as possible in preparation for the future.

Establishment of the means by which Route 44 Corridor Planning Area property owners can carry out community projects of mutual benefit and cost sharing is recommended. Projects may include the central water supply system, street tree program, sidewalks, street lighting, and utility relocation. Recommended is a broad purpose municipal improvement district that encompasses all of the Planning Areas. Two such districts (A-1/A-2/B-1/B-2 separate from C/D) could be considered if there are insufficient mutual interests for a single district, but the water system should be available to the whole.

Limited Business

A commercial area is recommended for designated areas along Route 22 between Sawchuck Road and the Irondale Hamlet. Businesses in this district should not duplicate services provided in the village center or in the shopping center on the Boulevard. Retail uses are discouraged. Land use activities that require larger spaces than are generally available in the village center are encouraged.

Small scale office/industrial parks are encouraged in this district. This would allow small businesses on separate lots within an office/industrial park; multiple tenants could share a site. Potential uses include service business, mini-storage, autobody, light industry, artisans and similar uses. This type of business park would provide new floor space opportunities and promote better site design with landscaped buffers and limited access points on Route 22. General retail merchandising should not be permitted.

While the types of uses allowed in this district are important, the planning principles that are applied as development/redevelopment occurs are also critical to the area's future. Service roads or common access points are recommended on both sides of the roadway. Landscaped areas should buffer this district from adjacent land uses. Where possible, parking areas should be situated behind or to the side of buildings. Lands along Route 22 should be well planted to enhance the overall environment of the community. This section of the town serves as a gateway to the community center for people approaching from the north.

Existing uses could be given a bonus if they enter into a shared driveway or service road agreement. The bonus could take the form of a reduced number of required parking spaces or a reduction in required frontage or lot size.

Land Conservation

The construction of buildings and associated paved surfaces is discouraged in the Land Conservation district. Lands within this district have natural limitations due to high water tables, designated wetlands, parklands, flooding, and seasonal wetness. Construction in these areas would adversely affect ecological processes and, over time, result in damage to buildings and structures. Lands in this district include classified streams, surface water systems, 100-year floodplains and New York State parklands and designated wetlands. Land uses recommended for this district include parks, agriculture, open space areas and similar uses.

Of wetlands designated by DEC, the highest and best use is as a wetland, and should be assessed for that value of use and none higher. Development reviews should strongly promote preservation of all identified wetlands less in size than those designated by DEC. Protection by land use limitations of EMC designated wetlands is recommended if a Town based exemption (Tax abatement) is provided.

Lands in this district are natural communities; they interact with the ecology of surrounding areas, host wildlife and serve an important role in water resource management. Construction or filling in these areas should be prohibited; the natural

management. Construction or filling in these areas should be prohibited; the natural vegetation should not be disturbed. As development takes place adjacent to these areas, sufficient buffers should be designated adjacent to these sensitive lands.

The Erosion and Sediment Control Guidelines should be applied to any site development in this Land Conservation District. The town and village should review their current flood zone protection strategies to ascertain whether or not these regulations offer sufficient protection to natural water processes. The communities should also initiate the development of regulations to control wetlands within their boundaries.

Hamlet District

Historically, hamlets have played a significant role in the development of the town. The economic vitality of the town's hamlets has declined over time due to changing demographics and locational patterns. This plan recommends the retention of the traditional land use pattern and historic character of hamlets.

The purpose of this hamlet district is to preserve and enhance the historic, rural, and mixed-used character of the hamlets. This would provide small, identifiable centers in the town. The objective is to re-establish the vitality of the hamlet on a small scale to reflect the historic function of hamlets. The rehabilitation of a hamlet's historic buildings can build community pride and foster a sense of place.

Hamlet districts must have clearly defined boundaries and buffer areas at their edges to ensure the identify of the hamlet and limit the creation of a sprawl type of development.

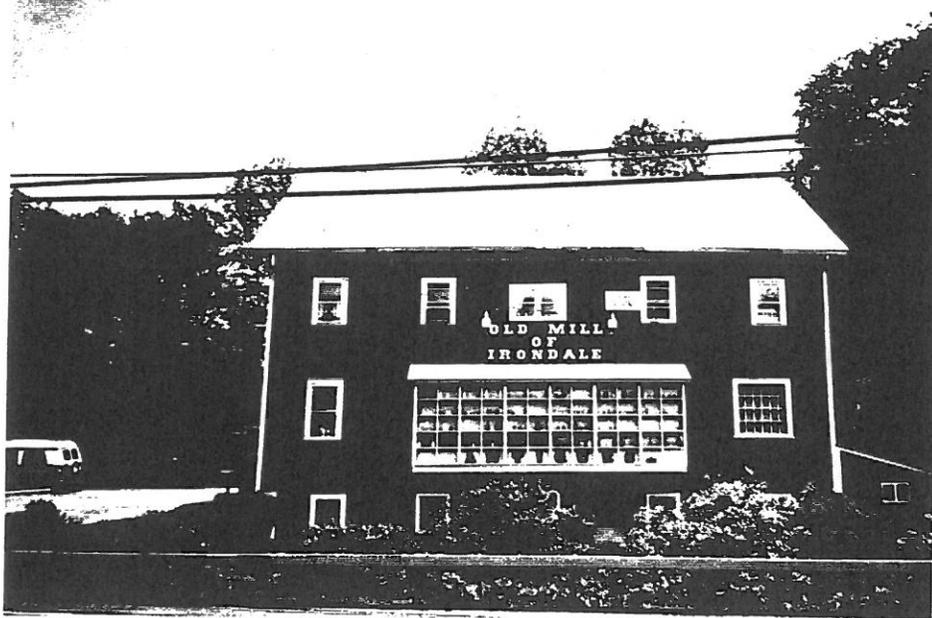


A hamlet district is designated in Shekomeko, specifically in the immediate area of the traditional hamlet. Additional hamlet districts can be designated through the zoning amendment process if they meet the criteria listed below.

Applications for special permit and site plan approvals and any application to the Town Board for a zoning amendment to establish this district in additional areas, shall be guided by the following criteria:

1. A combination of residential and small-scale non-residential uses is encouraged. The hamlet should provide for residential and commercial development at a size and scale appropriate to the hamlet and the surrounding area.
2. Land uses allowed in the hamlet district include residential dwellings and small scale non-residential uses such as antique stores, art galleries, studios and the sale of products made on the premises.
3. All development should be compatible in terms of scale, setback, building materials and function.
4. The rehabilitation and use of existing structures is strongly encouraged.

5. Small clusters of residential units and/or houses on small lots are encouraged, if soil conditions permit.
6. Pedestrian pathways linking residential and non-residential features are encouraged.
7. Any new development should be in harmony with the scale of the area and existing structures.
8. Techniques such as combined driveways and access roads should be considered to encourage connections between uses. A reduction in speed limits through the hamlet should also be considered.



VILLAGE LAND USE PLAN

Residential, commercial, industrial and land conservation areas are planned for the Village. The following planning areas are recommended:

- Central Business
- Planned Residential-Business
- The Boulevard
- Limited Business (Route 22)
- Residential
- Industrial
- Land Conservation

Central Business and Planned Residential-Business

These two districts comprise the community center. There are a mixture of public, commercial and residential uses adjacent to or in the vicinity of Main Street. It is recommended that this traditional mixture of land uses be continued in the future. The role of this area has been and should continue to be the focal point for community activities. This section should be the main commercial area for the town and village. These districts and recommended uses and supporting actions are described in the Central Business Area plan section.

The Boulevard

The Village has a small area of land frontage on Route 44, east of the light at Maple Street. This area is designated as the Boulevard district. The planning principles for the town Boulevard district (noted above) are recommended for this district in the Village.

Limited Business Area

The area along the east side of Route 22 from Wakeman Creek to the town/ village line near Eddie Collins Park is designated as a Limited Business district. Located at the approach to the village center, this section of the village would typically be planned for commercial activities. The environmental constraints and historical development patterns, however, constrain the intensive use of the land for commercial purposes. It is recommended that development of this area be limited to development that takes into consideration natural and historic patterns of the land.

The constraints to development include the variety of lot sizes and roadway frontages that are in place in this district. This pattern makes it difficult to define specific land uses appropriate to the parcels. The existence of flood plains and seasonal high water



VILLAGE OF MILLERTON
LAND USE PLAN - 1992

-  Central Business
-  Planned Residential - Business
-  The Boulevard
-  Limited Business (Route 22)
-  Residential - Medium Density
-  Residential - Low Density
-  Industrial
-  Land Conservation

tables are also a constraint on the development of a significant portion of this district. The proximity of the Webutuck Creek, Harlem Valley Rail Trail and the Village park give rise to concerns about land use activities that will complement these community features.

Development in this district should be guided by the following principles:

- Commercial and appropriate residential uses should be limited in intensity to that which the lot size and environmental features can accommodate.
- Views to and from the village park should be protected through buffer areas and plantings.
- Shared access drives and service roads should be used to limit the number of vehicular access points on Route 22.
- The Creek and floodplain areas should be well buffered from septic disposal systems and other potential pollutants.
- The Harlem Valley Rail Trail should be protected in terms of views with landscaped buffer areas and buildings of an appropriate scale.
- Future central sewer service should be considered for this area.

Residential

Residential land use districts are recommended for areas surrounding the central business area as well as for areas west of Route 22. While all of these lands can support housing at a village scale density, the areas differ in environmental limitations and access to the village center.

The development and maintenance of a strong housing stock in the village is essential to the vitality of the central business area. Housing opportunities in the village are also important to maintaining the rural landscape and natural features of the town.

The area south of the central business area includes developed residential streets and undeveloped areas adjacent to the town. This section of the village has the advantage of direct pedestrian and vehicular access to the central business area. The land in this area has few natural limitations on development. Kelsey Brook and the Webutuck Creek provide constraints on development in some areas due to associated flood plains and areas of seasonal wetness.

A large area of existing housing units exists north of the central business area. The main environmental constraint in this section of the village is the slow permeability of the soil. This is a limitation on density because of the slow absorption rates for the septic systems which now must be used in this area.

West of the Webatuck Creek, south of Fish Street, and south of Kelsey Brook and east of Maple Avenue, land is recommended for residential purposes. The Creek and Route 22 comprise a barrier between these lands and the central business area. Environmental constraints in the form of high water tables and seasonal wetness also prevail in this section of the community.

The housing densities recommended for these residential areas of the village depend on a number of factors. The natural limitations on development of a specific site are an important factor in determining density. The availability of water and wastewater services are major elements in establishing housing densities in the various areas of the village. Vehicular and pedestrian movement from a site to adjacent roads or sidewalks are also a major consideration. The amount of open space planned for a specific site also must be taken into consideration in determining residential densities. Retaining the traditional features of a neighborhood, such as setbacks, yards and landscaping, also influences housing densities as well as housing types. Single family densities could range from one-quarter acre lots to one-half acre lots north and south of the central business area. Central sewerage facilities, however, could increase these densities. Lands south of Fish Street are recommended for housing at a density ranging from one to two units per acre. Areas west of the Webutuck Creek, south of Fish Street, south of Kelsey Brook and east of Maple Avenue are recommended for single family housing densities of one-half acre to one acre per dwelling, when environmental conditions permit. The current and future availability of central water and central wastewater facilities plays a major role in determining residential housing densities.

Housing types in these areas can range from single family dwellings to multifamily structures. A variety of housing alternatives is available within these broad parameters. Accessory apartments, two-family housing units, and ECHO housing units are also recommended for these areas.

In order to maximize the potential for housing in the village, the central water system should be maintained and expanded. The absence of a wastewater system is a severe constraint on development/redevelopment in the village and adjacent areas of the town. It is recommended that the village initiate an engineering study as a first step towards the implementation of a central wastewater facility.

Industrial

An area for industrial land use is designated in the western part of the village, adjacent to Route 22. The land use designation takes into account the historical use of the property for industrial purposes. Due to the location of the site adjacent to a village park as well as an environmentally sensitive area with surface water features, any application for expansion or change of use of the site should be carefully reviewed for its potential impacts.

Land Conservation

The Land Conservation district in the village includes land that is the village park, areas subject to flooding (100-year floodplains), the Harlem Valley Rail-Trail parkland, steep slopes (25% and greater), and wetlands. It is recommended that no development be allowed in the areas that are wetlands or lands that are subject to flooding. This Land Conservation district centers on the Webutuck Creek, the key environmental feature of the village. Conserving these sensitive areas will help prevent downstream flooding and erosion problems. The creek and its associated wetlands and floodplains serve an important drainage function for the village and certain areas of the town. This function must be preserved over time.

Open space areas such as the village park, the land in front of the Town Hall on Century Boulevard and the Rail-Trail are also within this district. These lands complement the high density development pattern of the village by providing areas for recreation, trails or public open spaces.

COMPLEMENTARY ACTIONS

A number of actions must be taken in order to maintain and enhance the community's most important asset--its land and ecology. The following is a list of recommended actions that should be included in development regulations for the town and village.

1. Aquifer protection ordinance
2. Watershed management regulations
3. Shade tree ordinance (planting and maintenance) and tree-cutting regulations
4. Improved sign regulations
5. Improved landscaping regulations
6. Bikeway plan
7. Central utilities plan
8. Cluster regulations
9. Solar siting regulations
10. Private road standards
11. Soil mining regulations
12. Ridgeline and hillside protection regulations
13. A process for working with interested agencies and individuals to review and make recommendations on land preservation techniques and actions.

Natural Resources

Natural resources and open spaces are used for various purposes ranging from flood area protection to farms. Appropriate planning protects important resources such as wetlands and steep slopes. Active recreation through nature trails or trails linking residential areas to community facilities can be provided. Open space can provide a view, a pleasant roadway corridor or a buffer area between uses of buildings. In sum, the conservation of natural resources and significant open spaces provides protection for our environment and provides us with aesthetic pleasures.

Some lands are permanently protected through ownership by state or local governments or other institutions. As permanent open spaces, these lands provide a framework around which the communities can structure their future development and open space decision-making. It is recommended that these existing open spaces be retained in open space uses.

Current protected open spaces include the Taconic State Park, town and village owned recreation areas, open areas that are part of town/village facilities, the Rail-Trail and the recreational areas that are part of public school lands.

As the town and village review development proposals, the natural resources/open space network that is planned for the area under consideration must be kept in mind. In addition to development reviews, communities can also take advantage of public and private sector grants to enhance their natural resource/open space network as opportunities arise.

Natural resource planning does not imply the taking of land without compensation. It does mean reviewing applications with community goals as a guide, and protecting environmentally sensitive areas, such as wetlands and floodplains, by abiding by state and local regulations.

Categories of natural resource/open space protection are listed in terms of general priority:

- Ecologically Sensitive Regulated Areas
- Ecologically Sensitive Areas
- Agricultural Soils
- Scenic Resources
- Trails

These categories are overlapping; all of the categories, for instance, can be classified as scenic resources. This listing, however, permits the community to define its policies by the type of resource and identify alternative methods of conservation.

Ecologically Sensitive Regulation Areas

In recognition of the importance of certain lands to our natural environment, regulations have been developed to protect and conserve our ecologically sensitive land and water areas. These areas include:

- 100-Year Flood Areas
- Wetlands (NYSDEC, DCEMC and town/village designated)
- Significant habitats of threatened or endangered species
- Village water supply land area
- Town landfill land area

Floodplain. This is an area subject to the probability of flooding once in every 100 years. These areas are identified on the official FEMA maps. Every community is obligated to establish land use controls restricting and controlling development to minimize the hazards to life and property from flooding. The town and village should strengthen these regulations as appropriate to ensure adequate protection against flooding as development occurs. The town and village discourage landfilling that will raise flood heights, increase floodwater velocities or shift floodplain boundaries on nearby or downstream boundaries.

Wetlands. The New York State Freshwater Wetlands Act regulates activities in regulated wetlands and within 100 feet of regulated wetlands. The 100-foot buffer areas are designed to preserve the function of the wetland. Over 1,400 acres in the town and village have been designated as state-regulated wetlands. The town and village should ensure the enforcement of state-regulated wetlands and designate appropriate non-state wetlands for local protection. The 100-foot buffers may not be sufficient to protect sensitive wetlands adequately. Therefore, site plan and environmental reviews should ensure that wetlands are sufficiently protected from proposed developments.

Significant habitats of threatened or endangered species. No significant habitats of threatened or endangered species have been identified in the town/village at this time. As further research takes place, especially in preparation for proposed developments, such habitats may be discovered. The appropriate board should at that time conserve the habitat by guiding development away from the significant habitat. If significant habitats of threatened or endangered species are identified in the site development process, mitigation measures should be required through the SEQR process.

Village Water Supply Land Area. The village water supply is an asset to the environmental and economic health of the community. The area in the immediate vicinity should be strictly controlled in terms of runoff and pollution protection. Watershed management regulations should be established for areas that supply water to the supply area.

Town Landfill Land Area. The Town landfill is a sensitive environmental area. The environmental conditions on-site should be monitored. Adverse impacts that are identified, on-site or off-site, should be mitigated.

Ecologically Sensitive Lands

Lands which are ecologically sensitive are often protected in plans, zoning ordinances and related regulations; protection is up to each community's policies. These areas include steep slopes (slopes which are 15% or greater).

Slopes over 25 percent should not be developed. Slopes between 15 percent and 25 percent should be developed on a limited basis. Water runoff on steep slopes and ridgelines create erosion problems when land is disturbed or cleared. Steep slopes also tend to be covered by shallow soils which cannot properly filter septic wastes. Providing roads and utilities is expensive. Frequently steep slopes and ridgelines are also a key element of an area's scenic resources.

Agricultural Soils

North East has traditionally been an agricultural community. In the region, state and county agriculture is a declining segment of the economic sector. Agricultural soils represent a resource that can be retained even if agriculture as an industry is not present. Prime agricultural soils and New York Statewide designated important agricultural soils are included in this category.

It is recommended that these soils be conserved as development takes place. Prime agricultural soils should be given the highest priority of protection. This can be implemented through subdivision and zoning regulations. Techniques such as cluster, limited development, placing structures on marginal lands, incentives including density bonuses and waiver of certain requirements and creative site planning can lead to the conservation of agricultural lands.

Scenic Resources

Scenic areas, roads and vistas are found throughout the town and village--at present. Retaining these scenic resources for posterity is a challenge for a community's planning efforts. Responsible development and the conservation of scenic resources can occur with the cooperation of public and private sector decision-making. The abundance of scenic resources in the town and village actually makes it difficult to identify, prioritize and establish a commitment for conservation. It is recommended that an inventory and analysis of town and village scenic roads and vistas be conducted. When complete, the town and village plans should be amended to incorporate this information.

Trails

Just as a network of roads is necessary to an area, a network of trails linking open spaces, recreation areas and community facilities is necessary for pedestrian movement, recreational activities and a coordinated approach to link various land uses in a community. Trails can serve the following purposes:

- Link parts of Town and Village
- Link areas to Rail Trail
- Link Village Center to adjacent areas.
- Link stream corridors
- Link the village with Rudd Pond
- Utility corridors
- Encourage multiple use trails in and around the village

It would appear that many resources have not been developed and that there is an abundance of open space available, especially in the town, at this time. Most of this land, however, is not protected and is subject to development and the potential loss of open space. Many communities become concerned about natural resources/open space when it is too late; they become concerned when large areas of communities have been developed and resource protection opportunities have been lost. The town and village are in an ideal position to plan for their future natural resource and open space needs in a comprehensive manner. Through appropriate planning, regulations and decisionmaking, the town and village can ensure that their future natural resource/open space network will be in accordance with their goals and policies.

Central Business Area Plan

This plan focuses on the central business area, the agricultural sector and limited commercial development in other areas, as the key economic elements of the future.

A community center is essential to the social and economic strength and vitality of an area. The central business area of the village serves this role for the town as well as the village. An essential element of this plan is that the traditional role of the Main Street area be maintained. As development occurs in the town and village over time, the goal of strengthening the Main Street area must be kept in mind. The central business area represents a substantial portion of the tax base of the community. The streets, buildings and services available in this area represent a considerable investment--an investment that should be built upon rather than ignored.

The town and village are undergoing a change to a more service oriented economy. The relatively lower income levels in the town and village call for jobs in a variety of occupations. The central business area meets both these challenges. It is the traditional place to look for this diversity of employment opportunities. The best locations for service-type businesses are community centers.

The survey of commercial establishments indicated the continued vitality of the central business area in the 1970s and 1980s.

Limited development elsewhere in the town and village should complement the role of the village commercial section. Limited development outside the village center should provide for uses which would not be appropriate there, in terms of size, impacts and location.

A plan for the central business area begins with a description of that area. The main spine of this area is Route 44 between the light at Route 22 and the light at the church. Century Boulevard and sections of North Center Street, South Center Street, and Dutchess, Park and Central Avenues are also within the central business area.

This area is an example of the traditional village center. This area has pedestrian and vehicular traffic, an integration of various land uses (residential, commercial, public buildings), good access to major roadways, and a mixture of housing types within walking distance. Overall, the vitality and intensive land uses of a village center are present. The challenge is to ensure the area's vitality in the future.

A commercial shopping area has been constructed east of this area. This area, the Boulevard, should be linked to the central business area activities and uses. These

areas can and should complement each other. The central business area and Route 44 east are a center of economic activity for the town and village.

LAND USE

The Central Business Area should be divided into two complementary districts: a Central Business district and a Planned Residential-Business district.

Central Business District

This district comprises Main Street between the Route 22 light and the vicinity of Park Avenue; sections of North Center and South Center Streets, Dutchess Avenue, and John Street. This section of the village is the traditional center bisected by the community's main roadway (Route 44). The area is characterized by buildings with limited setbacks and abutting structures.

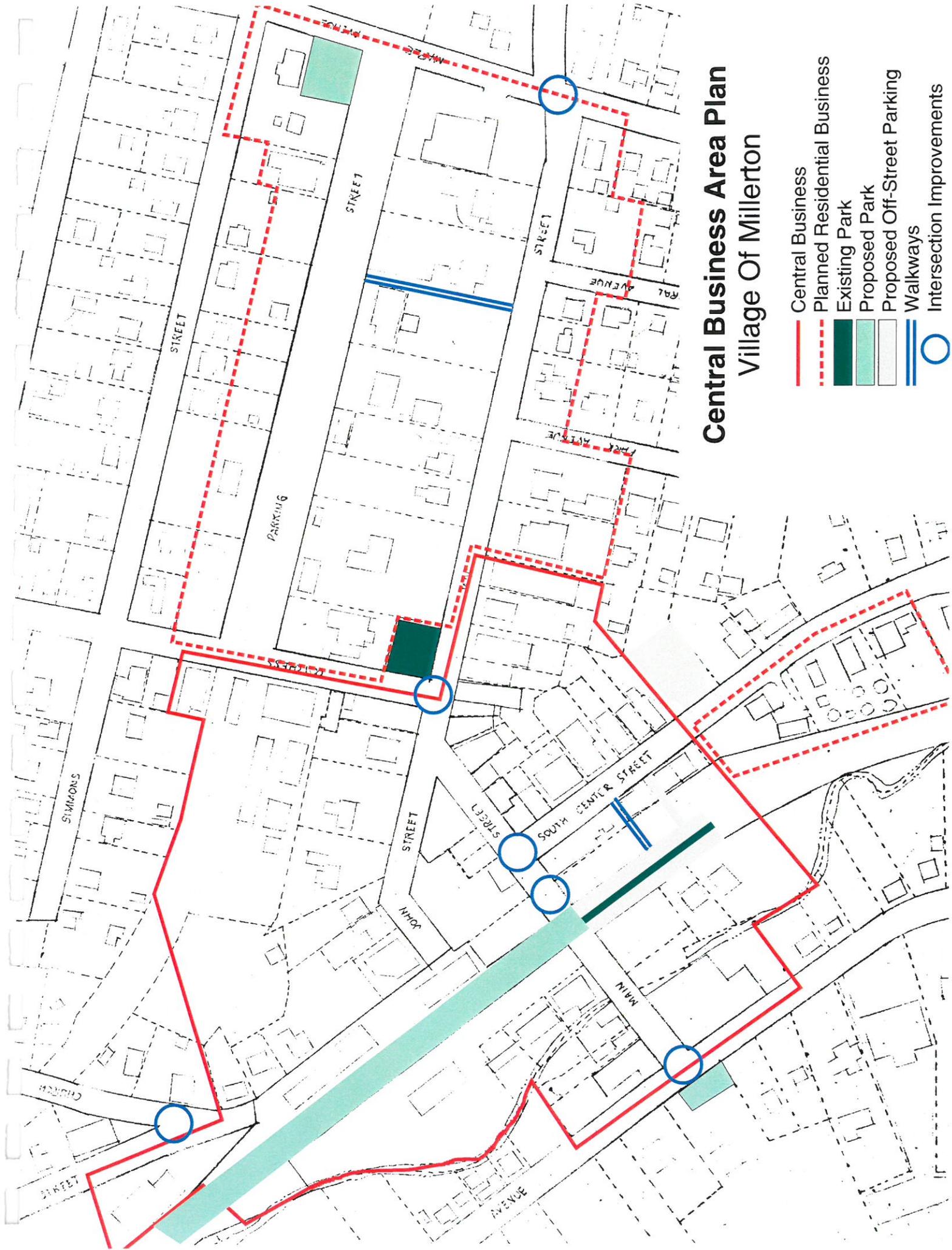
The existing mix of land uses--commercial, residential, public, semi-public-- create the traditional village center atmosphere. This mixture of uses should be encouraged. Existing buildings should be retained as redevelopment occurs over time. Existing building setbacks should also be retained as uses change in this area. The mixture of uses, existing buildings and setbacks provide a vitality to this focal point of the community.

A key to making this mixture of uses work is the pedestrian environment. Sidewalks must be maintained, walkways to parking areas must be constructed, and amenities, such as landscaping and benches, must be provided to encourage pedestrian movement within the area.

This area has limited parking facilities available on individual sites. Future off-street parking areas could include the area in the vicinity of the Harlem Valley Rail Trail, south of Main Street, and the area between South Center Street and Park Avenue. As opportunities arise through site plan reviews, the community must keep in mind its long-term goal of providing parking in these areas. Convenient pedestrian walks should connect these off-street parking lots to sidewalks or store entrances. Walkways should also be provided between Century Boulevard and Main Street to take advantage of the convenient parking spaces on Century Boulevard.

Central Business Area Plan Village Of Millerton

- Central Business
- Planned Residential Business
- Existing Park
- Proposed Park
- Proposed Off-Street Parking
- Walkways
- Intersection Improvements





This walkway/driveway between Main Street and Century Boulevard could become part of a pedestrian network

The mix of uses concept applies not only to the district as a whole, but to the individual structures as well. The two and three story buildings in the district could have mixtures of commercial uses as well as the typical mixture of commercial uses on the first floor and residential units above. The large houses between Dutchess Avenue and Maple Avenue could have a mixture of uses; the existing facades, however, should not be hidden by advertising signs or ornaments.

Planned Residential-Business District

This district consists of the properties fronting on Century Boulevard, Main Street between Dutchess Avenue and Maple Avenue, and an area west of South Center Street. This area already contains uses that require significant parking areas, such as the post office, the fire station and the town hall. Century Boulevard, a former rail right-of-way, provides on-street parking for these and other existing uses. Century Boulevard has two assets--its width, which allows ninety degree parking, and less traffic, which makes parking movements easier than is the case on Main Street.

The district should accommodate those uses which are an important part of the community center but which require more parking than general commercial activities. Recommended uses include multi-family residential structures, medical clinics, child care centers, bed and breakfast establishments, a bus station, and public uses. Single-family residences and offices would also be appropriate in this area. Inns and small scale hotels would also be compatible.

The vision for this district is that the current desirable development pattern is to be maintained through the use of high standards for site development, including:

- Providing large yard setbacks to retain the 'village green' streetscape appearance (off-street parking would be located to the rear of buildings)
- Maintaining architectural styles
- Ensuring that commercial uses are compatible with residential uses through the use of landscape buffer, appropriate scale lighting and similar site plan requirements.

A sense of spaciousness and open space prevails on Century Boulevard today. This sense can be retained and enhanced in several ways. Landscaped areas should be provided among the parking spaces on the Boulevard itself. This would break up the paved appearance and provide a more pleasant environment. The area in front of the town hall could be provided with benches and play equipment to become a combination open space and active recreation area. Care must also be taken, where necessary, to provide landscaped buffers for the residential structures on Simmons Street. Commercial frontage or commercial access should not be allowed on Simmons Street.

Sidewalks must be provided along Century Boulevard to facilitate pedestrian movement and encourage people to park there and walk to Main Street. As noted above, pedestrian walkways between Main Street and Century Boulevard should be provided to link these areas together.

COMPLEMENTARY ACTIONS

Traditional community centers did not just happen. History tells us that a variety of factors were at work to develop our village and hamlet centers. Today, we can see that now and in the future numerous ingredients are necessary to maintain and enhance our traditional centers.

The development of an entry gateway to the central business area on Route 22 is recommended. A small mini-park landscape with other focal point fixtures, including a greeting sign to act as identifier of the business district is envisioned. This could include an upgrade of portion of private cemetery drive to a public street to provide improved access and traffic control at the light.

Water and Sewer

The maintenance of the existing central water system is important to continued vitality of the central business area as well as the village as a whole. Expansion of the water

system into the town would provide the opportunity to construct a variety of housing in proximity to the village; this would complement and reinforce the traditional role of the village central business area.

A major need that has been identified in the comprehensive plan process is a wastewater treatment facility and sewer system for the central business and adjacent areas.

A central sewerage system for the village is a necessity if the village is to maintain its existing quality of life and character of mixed land uses. Without such a system, investment in the central business area would be discouraged and alternative business areas in the town or adjacent communities would serve the needs formerly provided by the village center businesses.

Redevelopment of the former milk plant pond through restoration of storage capacity and addition of dry hook-up for emergency water supply for fire fighting needs in central business area is recommended. Development of attractive landscape surroundings, providing opportunities for passive recreational use along the rail trail and adjoining village street is part of this recommendation.

Housing

In order to continue the traditional role of the village center, housing must be focused in and around the village. This allows people to easily reach the variety of services available in the central business area.

Water and sewer systems provide the infrastructure necessary for high and medium density housing. Housing in the vicinity of the village enables the public and private sectors to provide the products and services in a community center. The mixture of housing units and commercial enterprises within the the central business area itself also serves this purpose and adds a vitality to the area after normal business hours.

Types of Stores

Because of its role as a community focal point, the central business area must provide the types of services that residents need. The basic products and services that people need on a daily or weekly basis should be provided in the village center. As development and redevelopment occur, businesses which provide basic needs and services should be encouraged to locate in the central business area.

Transportation

The central business area developed around Main Street because of traffic; now, however, traffic threatens the amenities available in a community center. Solutions are readily available to mitigate the problems caused by vehicles.

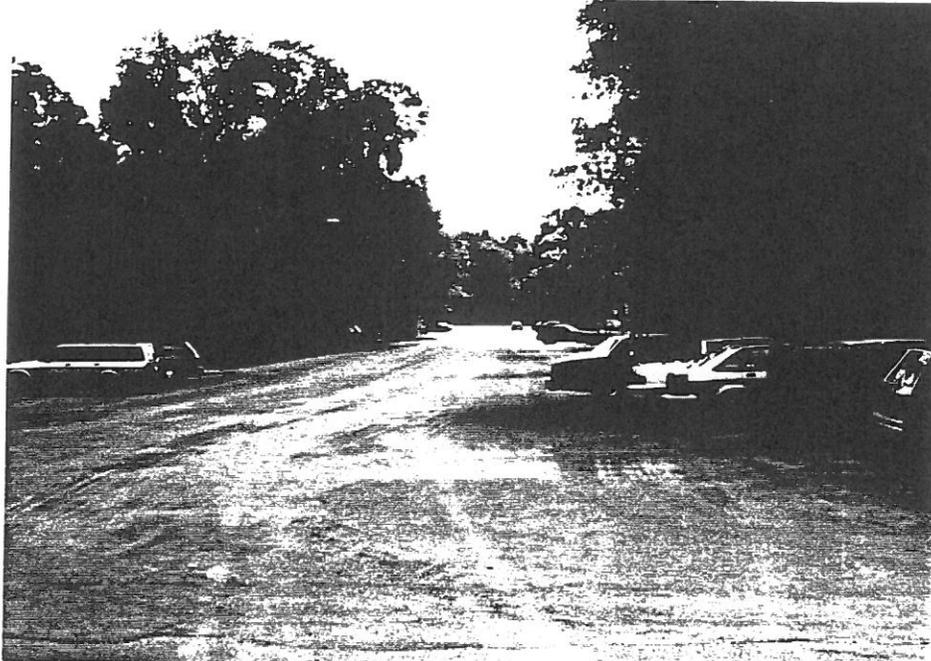
Appropriate signage at the entrances to the central business area can direct drivers to off-street parking lots and Century Boulevard, thus reducing some traffic on Main Street. A pleasing pedestrian environment will encourage people to walk a little further to parking areas.

Intersection improvements are recommended at several locations. Crosswalk areas are recommended for easier pedestrian use and traffic control at key crossing points on Main Street: Route 22/44 Junction; Elm Avenue; Center Street intersection; Dutchess Avenue intersection; and Maple Avenue (DC Rt. 62) intersection. Street intersection realignment is recommended for North Center Street at Main Street creating landscape areas to better define traffic flow, incorporating adjacent land areas into improved on-street parking next to the rail trail. Intersection improvements at Church Street on North Center Street are recommended to improve intersection visibility, this includes widening North Center Street for traffic flow needs.

A pedestrian walk should be developed with proper surface, illumination and provision for maintenance along the drive path of the library and fire house, to meet pedestrian 'cross block' traffic pattern needs in the vicinity of the Post Office.

A new parking area is recommended for the open area on the east side of South Center Street next to the central business area to provide additional off-street parking and a vehicle turn around area for improved traffic flow.

Improvement of on-street parking on Century Boulevard should include the development of the north-westerly section and extending to the driveway of the Inn on the east, providing curbing, sidewalks, drainage, marked parking slots, and human-scale lighting fixtures, with phased extension eastward in the future as necessary to meet downtown parking needs.



Pedestrian movement and parking on Century Boulevard should be improved.

Appearance

An essential ingredient of a community center is aesthetics. An attractive appearance is not only good for business itself, it also attracts quality businesses. The appearance of a community also gives residents a sense of place. The fact that many of the structures are historic provides a link to the past; this provides a stability so necessary in a fast changing world.

It is recommended that an appearance code be enacted for the central business area. As development and redevelopment take place, an appearance code can contribute to the overall community aesthetics on a case by case basis. The appearance code can be integrated into the site development review process. The elements that are addressed in such a code could include:

- Relationship of the project to adjacent properties
- Relationship of the building to the site

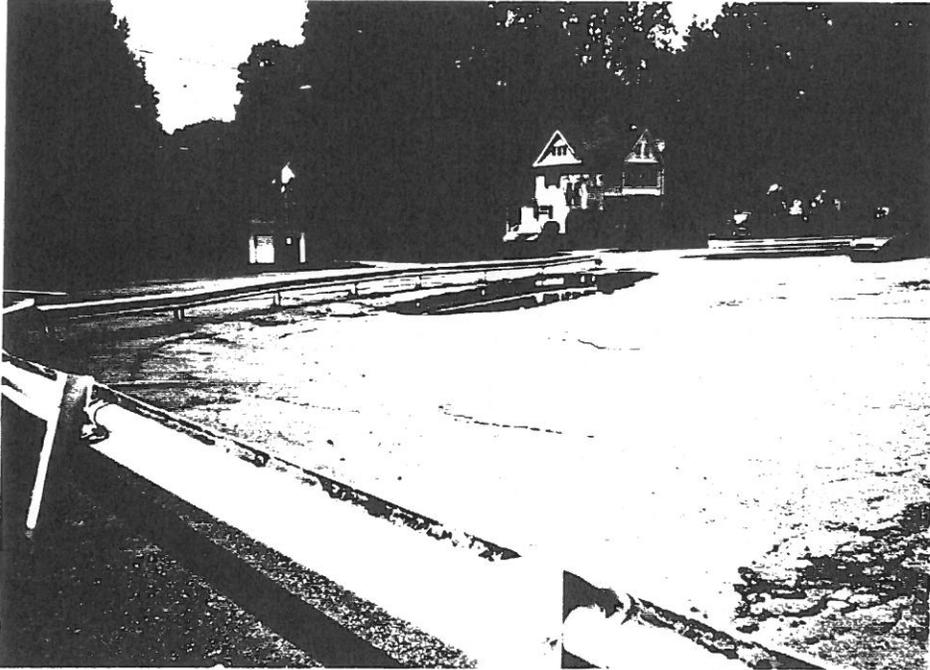
- Building design
- Landscaping
- Lighting
- Street furniture

The appearance code would provide an opportunity to ensure that the elements of design and landscaping are in keeping with the overall plan for the community and the integrity of the site itself. Design standards that could apply in the central business area include the provisions noted below.

Central Business Area Design Standards

- Development in close proximity to designated historic and cultural resources should be compatible, to the extent possible, with their architecture and setting.
- Essential architectural elements should be protected.
- All sidewalks in the central business area shall be constructed and repaired with concrete. Paving stones, slate, cobbles and brick may be substituted for concrete, but asphalt is discouraged.
- The use of natural wood, brick, stone or stucco materials is encouraged on new and rehabilitated structures.
- New and renovated buildings should be compatible with the prevailing architecture. Window patterns, roof pitch, color, materials, and other factors should be considered in the design. Site plan applicants should be prepared to discuss and justify architectural compatibility.
- The village wants to maintain a safe and pleasant environment for pedestrians. Site plans should place a premium on the convenience to pedestrians and on linkages with the village's system of sidewalks.

- The Planning Board shall review design elements as an integral component of its assigned responsibilities. The Board reserves the right to consult on matters of compatibility and other design elements with community organizations and professionals.

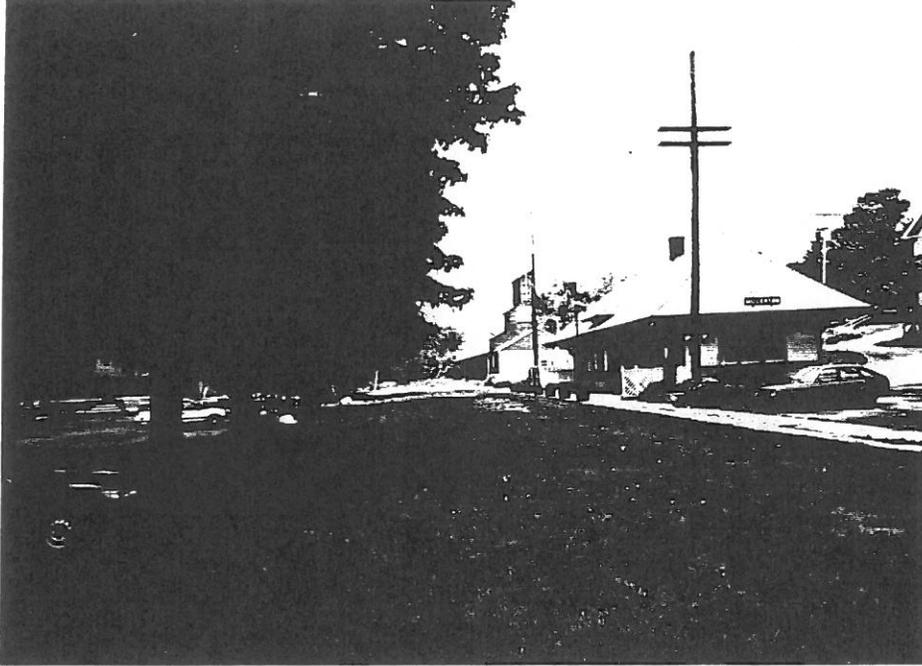


Entrances to downtown shall be attractively landscaped

- Development of central business streetscape should include improvement of street fixtures (signs, human-scale lighting fixtures), landscaping and trees, and should include possible rerouting or undergrounding of electric, phone, and cable utilities to create a more attractive appearance.

Harlem Valley Rail Trail

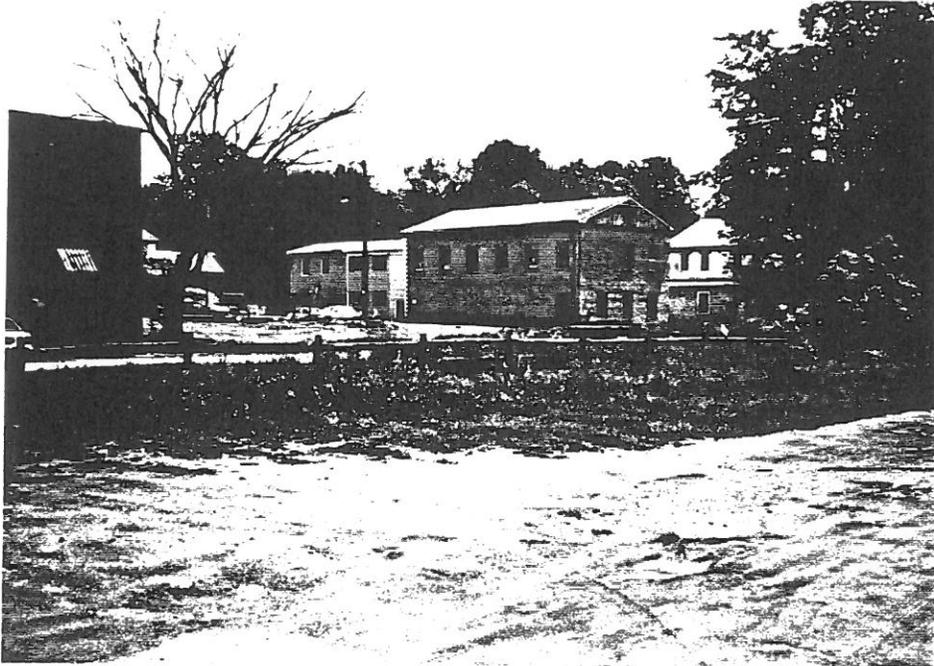
The Harlem Valley Rail Trail is an asset to the village's recreation program, but it is also an opportunity for the central business area to complement the trail. It is recommended that, as opportunities arise, the trail be connected in the village. Businesses can provide service for those who might be using the village as a start or end point for use of the trail. The provision of additional off-street parking areas adjacent to the trail would facilitate use of the trail and allow trail users to walk to stores and restaurants in the central business area.



The Rail Trail north of Main Street

Development of the area north of Main Street into a linear park setting, possibly incorporating features typical of urban cultural parks (i.e. historic railroad motif), quiet sitting areas, activity areas (picnicking, exercise/ stretching stations) and areas suitable for public assembly (i.e. community events or performances) is recommended.

Development near the Rail Trail south of Main Street includes the creation of a parking area in coordination and/or merger with other adjacent private land to create unified, easy access area, including both vehicular and pedestrian access paths to Center Street. New streetscapes should be developed in conjunction with private landowners to open business access to rail trail, creating an integrated open plaza blending rail trail use with central business area uses.



The Rail Trail and adjacent areas south of Main Street

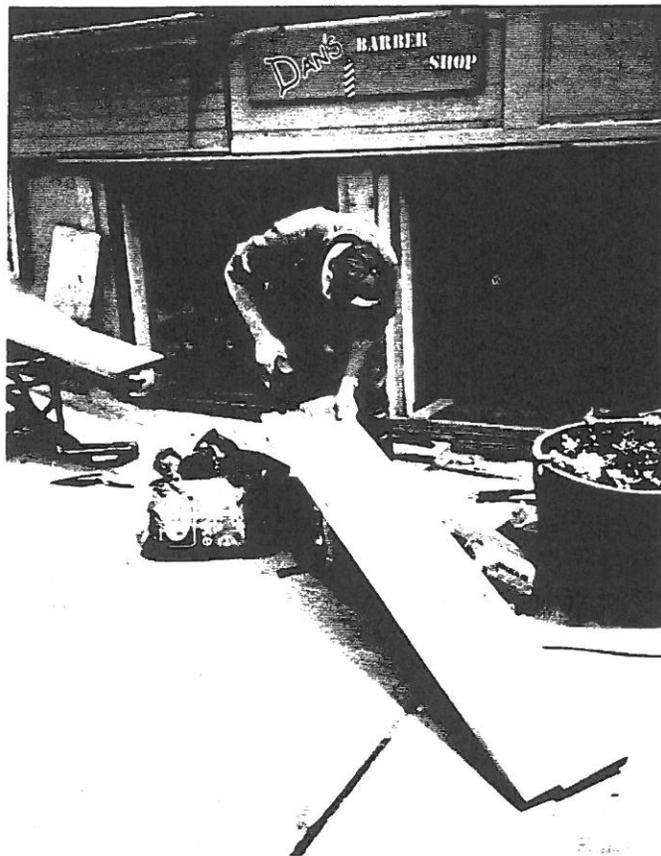
CONCLUSION

The ingredients noted above will provide the central business area with the strength to maintain its traditional role of a public use and commercial center. Without an active commitment to a continuing program of retaining and enhancing its current qualities, the role of the village center will gradually decline. With an active commitment, the center will retain its sense of place for residents and be competitive with other commercial locations.

The next step in the planning process for the central business area would be formation of a committee to prioritize needs and advocate the resolution of limitations on future development. The committee should include merchants, residents and town and village government representatives. The committee would define the proper role of the private and public sectors in central business area plans, establish short-term and long-term priorities, explore coordinated marketing opportunities and provide input for central business area development and redevelopment efforts.

Community Design

A community is a special place. Each community has special elements that make it unique. Every structure, from street signs to buildings, and every element of landscape, from farms to a row of trees or flowers, contribute to the design of a community. Many elements of community design, such as hamlets, roadway corridors, the central business area, and new developments, are discussed in other sections of this plan. The focus of this section is on the built environment, including structures and neighborhoods. The issues involved in the built environment comprise the construction of compatible structures and landscapes and the rehabilitation of existing buildings. The objective of the town and the village is the development of an historic preservation plan and ordinance to protect these historic features which enrich the quality of life for residents.



The first step towards an historic preservation plan is the identification of the community's historic and cultural resources. The county historic survey has identified potentially historic sites and structures. The town and village should initiate the next step in the process and develop a more detailed description of these places in order to achieve historic register status for sites, buildings or groups of buildings. The communities could then establish a historic district or districts and identify individual structures and sites for designation. A historic preservation ordinance could then be developed to facilitate the review and approval of changes in and around historic districts or sites.

A historic preservation ordinance would preserve and enhance the distinctive historic elements of the town/village. These distinctive elements represent the communities' cultural, architectural, social and economic history. Retaining these characteristics will foster a sense of place among residents. A historic preservation ordinance will also conserve and improve the economic value not only of historic places themselves, but also of areas adjacent to historic properties.

In lieu of historic preservation ordinances, the town and village could utilize overlay protection zones for historically significant structures, districts, scenic areas and hamlets. This could be accomplished within the framework of the zoning regulations. An overlay protection zone would ensure that design elements were carefully reviewed in any development or redevelopment proposal. The overlay zones would apply to sites or areas designated in this plan or in the zoning ordinance. The standards would apply to all new development (in overlay zones) and structural alterations and exterior modifications of existing buildings. The standards would ensure that the key elements of the structure, site or area are identified and protected. The overlay zone procedure could provide that expert advice be obtained in the review process.

Design guidelines can be a useful tool for proposals affecting historic places in the town and village. A community's design guidelines can be used in the review of development and redevelopment applications within places that are designated as historic or have the potential for such designation.

