

Comprehensive Master Plan for the Village of New Paltz

**Adopted
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Comprehensive Master Plan Summary

The *1994 Comprehensive Master Plan for the Village of New Paltz* is a guide for the improvement of the Village and its future growth, development, and protection. The *Comprehensive Master Plan* reflects the needs and desires of the Village's residents, as expressed in a community values survey conducted during 1988.

In addition to the community values survey, the *Comprehensive Master Plan* builds upon the *1966 Comprehensive Plan* and the *1973 Comprehensive Plan Update*, as well as the *1990 New Paltz Community Comprehensive Plan* (including basic studies) prepared by the Comprehensive Plan Committee of the Village and Town of New Paltz. The *Comprehensive Master Plan* is a synthesis of each of these documents supplemented by an analysis of the existing natural and built environment and current trends in land use, population, housing, and transportation. The *Comprehensive Master Plan*, once adopted under §7-722 of the New York State Village Law, is expected to guide future growth in the Village. Comprehensive planning is an on-going process. Updates should be developed every three to five years to reflect changes in the Village's goals and objectives.

The goals expressed in the *Comprehensive Master Plan* can be implemented in many different ways. Specific approaches to implement the goals, including changes to the Zoning Law, are recommended. It is the purpose of this *Comprehensive Master Plan* to outline a vision for the future of the Village. Modifications to the Zoning Law can help to balance the expressed goals of Village residents with the rights of individual property owners.

1.1 Comprehensive Master Plan Preparation

The Village's prior planning documents are basically sound and this *Comprehensive Master Plan* has been developed from them, from basic research studies, input by Village residents, and

collaboration with the Town and Village Comprehensive Master Plan Committee. It is the intent of the Village Planning Board to involve Village residents in this *Comprehensive Master Plan* as much as possible through a continuing planning process described more fully in Chapter 2. Sources for the *Comprehensive Master Plan* include:

- Community values survey conducted by the Town and Village Comprehensive Plan Committee
- Background studies of population and housing, historic preservation, natural resources, community facilities, transportation, and land use
- Analysis of the trends that affect the growth and potential development of the Village
- The diligent efforts of the Village Planning Board since the *Comprehensive Master Plan* effort began in 1985
- Information and analysis provided by the Village's planning consultants, as well as the consultants retained by the Town and Village Comprehensive Plan Committee

1.2 Comprehensive Master Plan Principles

The most important part of the *Comprehensive Master Plan* is the statement of goals and objectives. Village policy is expressed through these goals and objectives. Recommendations for specific actions are provided in response to each goal. When adopted by the Village Planning Board and endorsed by the Village Board of Trustees, these planning principles become the guide for future land use decisions in the Village.

Changes in land use are largely initiated by the private sector through the individual decisions of landowners, developers, and business owners. The Village of New Paltz has the responsibility of guiding those decisions in a coordinated manner through this *Comprehensive Master Plan*. The Village should ensure that all new development considers the interrelationships among sites particularly with regard to traffic patterns, links between commercial sites, pedestrian and bicycle routes, sidewalks and signage, visual impacts, open space connections, links between housing, employment, and recreation. The Village also makes direct decisions regarding land use through its actions with regard to public roads, parks, and other community facilities and through its policy decisions and regulatory actions protecting important natural and historic resources.

The *Comprehensive Master Plan* supports high standards for all development by permitting and promoting growth that is consistent with the Village's land suitability and capability and its existing community character. A basic assumption of the *Comprehensive Master Plan* is that if the quality of the Village's environment is improved, then land values will increase, and the greatest economic use of the land will be developed while fostering the best environmental and social uses.

1.3 Community Values

The goals and objectives of the *Comprehensive Master Plan* reflect residents' desires for its future. They were developed through a planning process that considered the responses to a public opinion survey (see Appendix C), through committee meetings and other public input, and various planning studies. From this planning process, the Village Planning Board has developed nine overall planning goals. Specific recommendations have been developed to carry out each of

the goals. The recommendations can be found in each chapter of the *Comprehensive Master Plan*.

- Goal 1** *Accommodate a growing residential population with unique needs while preserving the quality of existing neighborhoods and their natural environment.*
- Goal 2** *Protect and enhance the drawing power of the Village's commercial and historic areas.*
- Goal 3** *Ease traffic congestion within the Village, which impedes its successful functioning, without spoiling physical and visual amenities.*
- Goal 4** *Protect the Village's important historic sites, structures, and features and promote tourism development that is based upon its nationally recognized importance.*
- Goal 5** *Protect the natural environment by linking zoning regulations to site capability.*
- Goal 6** *Protect visually attractive land and strengthen scenic views.*
- Goal 7** *Provide a broad range of housing options for present and future Village residents including families with children, students and young people, the elderly, and persons who earn less than the median income.*
- Goal 8** *Provide Municipal facilities and services that will meet residents' basic needs and improve opportunities for community activities.*
- Goal 9** *Make the downtown core a dominant feature of the region by enhancing it as the center for commercial, governmental, and cultural activities.*

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Context for the Plan

2.1 Regional Context

The Village of New Paltz lies in the Wallkill River Valley in New York State's Ulster County. The Shawangunk Mountains rise abruptly to the West of the Village forming a spectacularly scenic backdrop. The Catskill Mountains are visible to the north from the Village as well. New Paltz was originally settled by French Huguenot immigrants in 1677 and was later incorporated as a village in 1887. It is completely enveloped by the larger Town of New Paltz. The Village's 1.7 square mile area is immediately west of the New York State Thruway (Interstate 87) and State Routes 299, 32, and 208 converge in the Village. Limited access across the New York State Thruway and the Wallkill River have confined movement in an east-west direction. The Village lies within the Countryside Area of the Hudson River Valley Greenway. New Paltz is approximately mid-way between Albany to the North and New York City to the South. Both metropolitan areas can be reached in less than two hours. Quick and direct access to either of these metropolitan areas is available via the Thruway. The Village also lies between regional employment and shopping centers in Kingston and Poughkeepsie. New Paltz acts principally as a retail and employment center for the local area.

The State University of New York College at New Paltz serves as a regional education and cultural center. Its presence within the Village has had a profound effect on the Village's growth and development. Approximately one-half of the Village's population is estimated to be students attending the College. Decisions made by the State University College can have long term effects on the Village. However, the Village has no direct land use control authority over the College's growth and development.

The Village's landscape generally slopes down to the Wallkill River. State designated wetlands are found in the far western portion of the Village adjacent to the Wallkill River. Smaller wetlands, that may be under the jurisdiction of the US Army Corps of Engineers, are scattered throughout the Village but are more predominant in its northern portion. The entire Village is within the Wallkill River watershed.

Ulster County has had a steady rate of population growth since 1920. The Village's rate of growth exceeded the County's rate of growth until the 1980 Census. A peak population of 6,058 was reached in 1970. During the taking of the 1980 Census, the College at New Paltz was on

"spring break". Students living within the Village were, therefore, probably undercounted. The 1980 Census indicated a Village population of 4,938. The most recent Census indicates that the Village's population in 1990 was 5,463 which is still less than the high of 6,058 reached in 1970. The Village has potential for growth due to the presence of a number of large tracts of vacant undeveloped land, excellent transportation links to major employment centers, utility infrastructure, proximity to significant recreational resources, and natural scenic beauty. Planned growth can help to maintain and enhance the economic health of the Village. An expanded tax base and growth for local businesses would be the principal beneficiaries of such growth.

2.2 Local Context

The Village is affected by growth pressures that occur outside its borders. The Village acts as the social, commercial, and community core of the Town of New Paltz and to a lesser extent other surrounding towns. Planning policies established by the Town can have an effect on the Village. This was acknowledged recently when the Village and the Town undertook preparation of a joint *Community Comprehensive Plan: Town and Village of New Paltz, New York*. The *Plan* was completed in draft form in January of 1990 and has been undergoing revision since then by the Town of New Paltz Planning Board.

The pressures for growth have come primarily from the South. The suburban areas surrounding New York City have become developed with both residential and commercial land uses and land values have increased. Exurban settlements such as New Paltz, have experienced market pressure for residential growth from people who work within commuting distance and wish to settle where open space is still the norm and where land values are less than Orange County which has seen greater pressure for growth. Since 1970, Orange County has been considered the fastest growing county in New York State.¹ The expansion of Stewart Field to accommodate commercial airlines has fueled Orange County's growth even further. The Village is located a mere 16 miles from Stewart Airport with quick access from Route 32 or the Thruway. Development in the Village will be affected by this new growth generator.

2.3 Prior Planning

In 1966, a *Town of New Paltz, New York Planning Study* was prepared by Brown & Anthony City Planners, Inc. The *Study* regarded both the Village and the Town as a single community:

The physical land forms show no separation between the Town and the Village, the expansion of developed areas ignores the boundary line, the services and facilities in the core are available to, and are utilized by, residents from near and far. Therefore, good planning practice dictates that almost all considerations, analyses, estimates and proposals of this project be done on a community wide (Town and Village) basis.

Subsidized by HUD and supervised by field representatives of the New York State Department of Commerce, the technical elements of the 1966 *Planning Study* provided a broad foundation on which to base future planning. The projections of the 1966 *Study* reflected the prevailing economic optimism of that time while its emphasis on the concept of the "New Paltz Community" reflected the emphasis of State Department of Commerce planners on regionalism. The 1966 *Study* noted that:

¹. Orange County grew 17.1 percent between 1970 and 1980 and by 18.5 percent between 1980 and 1990. Jefferson County actually grew faster between 1980 and 1990 (25.4%) but it was the direct result of the placement of 11,000 additional soldiers at Fort Drum during the 1980's. This led to an increase of 25,000 to 30,000 people in that county.

Such (combined) approach has . . . been encouraged by the State planning authorities who have insisted on parallel and concurrent planning projects with joint meetings by Town and Village officials.

While observing that issues such as traffic, environment and storm water drainage do not respect municipal boundaries, the 1966 *Study* made no policy recommendations for unifying the two municipalities through annexation. Instead, it acknowledged:

The existence of distinct and exclusive administrative and governmental organizations . . . expressed not only in separate municipal budgets, ordinances and regulations, but also in the provision of public services. Yet, because of the proximity and inter-linkage of the two units, there should be at least policy agreements in the above fields.

In acknowledging a balance between local autonomy and inter-local cooperation on issues of mutual concern, the *Study* concurred with the judgment of contemporary writers on regional government who have described a national trend away from annexation toward cooperative policy agreements between neighboring municipalities.² According to Village records, the 1966 *Planning Study* was never officially adopted by the Village of New Paltz.

1973 Planning Study Update

Entitled *Studies, Goals, Plans*, the 1973 update of the 1966 *Planning Study* provided policy guidance for revising the zoning ordinance in effect at that time. In formulating planning policies, the Village Planning Board used 1970 Census data to revise the 1960 demographic information from the 1966 *Planning Study*. The 1973 update also established community development goals and included a revised land use plan consistent with those goals.

The 1973 update showed strong evidence of change between the censuses of 1960 and 1970. According to the 1973 update, population had almost doubled as had the number of housing units. Dwelling units in multi-family structures had increased from 23.4 percent of the Village's housing stock to 65.3 percent. Renter-occupied units, only 36.6 percent of all housing units in 1960, were now dominant, comprising 65.8 percent of all occupied housing units. The total land area of the Village had increased by 125 acres through annexation of SUNY property formerly in the Town. The Regional Plan Association and Mid-Hudson Pattern for Progress co-authored a 1970 study entitled *The Mid-Hudson: A Development Guide*, which identified the New Paltz area as one of seven locations in the Mid-Hudson with special potential as a central place. While approximately 370 acres of vacant land remained within the Village, development for much of it was limited by poor access, location in the historic district, poorly drained soils, or in the floodplain along the Wallkill River. Other consequences of growth became evident as handsome older buildings succumbed to new commercial enterprises along Main Street. These included a small shopping mall at South Manheim, a sports store on Main near Plattekill, and a parking lot near Main Street and Wurts Avenue. Surveys of multiple dwellings and rooming houses documented poor maintenance and housekeeping. New construction in the Huguenot Street Historic District, while sound, was not always architecturally sympathetic to the District's historic buildings. Following a nationwide trend, established retail shops and services other than bars, moved away from the business area on lower Main Street to shopping malls on the Village's perimeter. Traffic congestion along Main Street persisted as a major difficulty causing the following observation by the 1973 update:

The Village of New Paltz has two channels whose potential flooding acts as a constraint to development. One is the Wallkill River where a periodically swollen stream threatens at such times to inundate adjacent land. The second is Route 299 where an ever-increasing volume of traffic periodically becomes a torrent, disrupting activities along the village's main street and severely limiting travel along or across its length.

² John C. Bollens and Henry J. Schmandt, *The Metropolis*, Harper and Row, 1982, 4th edition.

The 1973 update described planning as "a way of coming to terms with the future", explaining that the process would involve an assessment of present character, a general consensus on the most probable and desirable futures and identification of those goals which might direct local actions toward realization of a most desirable future. Beyond that, goal achievement would involve formulation of, and persistent adherence to, municipal actions to channel development opportunities toward accomplishment of those goals.

Three major goals were presented by the 1973 update:

1. To make room for a growing residential population with special needs while preserving the quality of existing neighborhoods.
2. To protect and enhance the drawing power of the village's commercial areas.
3. To ease traffic congestion within the village, which impedes its successful functioning, without spoiling physical and visual amenities.

Among the recommendations of the 1973 update were reduced densities in the historic district, creation of a B-1 limited business district at the Village's eastern entry to provide economic support for conservation of large, older houses and creation of a B-3 highway business district to accommodate automobile-related commercial activities at the Village's northern perimeter rather than at its core. These recommendations resulted in changes to the Village's zoning, which was readopted as a local law in accordance with New York State Municipal Home Rule Law.

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Natural Resources

The natural resources of the Village have had a profound effect on its development. The presence of the Wallkill River floodplain, steep slopes, unsuitable soils and, more recently, wetlands have effectively determined where development has and has not been placed. Today, approximately one-third of the Village consists of vacant undeveloped lands. The existing natural resources of the Village are valuable and once converted to other uses such as residential, commercial, or industrial development, are gone for the foreseeable future. This section of the Comprehensive Plan will describe the existing natural resource base, including land and water resources, and the policies the Village should carry out with regard to their protection.

3.1 Topography

Portions of this section on topography have been adapted from the *Town of New Paltz Planning Study of 1966*, (Brown and Anthony). The lay of the land, the hills, ridges, streams and valleys that are the natural underlying structure of New Paltz, have influenced its settlement since the days of the Huguenots. Topography is the basis of the scenic attraction of the land and the cause of the many challenges to building on it.

New Paltz is divided topographically into three major areas. To the west are the Shawangunk Mountains, in the center is the broad, flat Wallkill River Valley, and to the east, an area of broken north-south trending ridges. The complex terrain includes rugged mountain slopes, hilly ridges and valleys and a flat river floodplain. The elevation differences in the greater New Paltz area range from over 1,500 feet west of the Village in the Shawangunk Mountains to a low of 170 feet on the banks of the Wallkill River.

The Shawangunk Ridge, crossing the western corner of the Town of New Paltz in a generally north-south direction, dominates the view to the west. The Shawangunks have elevations of only 1,000 to 1,500 feet, but rise steeply from the Wallkill River valley.

The meandering Wallkill River flows from south to north through the community. The river is 170 to 180 feet above sea level, the lowest elevation in New Paltz. The Wallkill River floodplain widens to over a mile in some places in the Town of New Paltz, rising less than 10 feet above the

River. Because of its flatness, the area near the river is subject to periodic flooding (see section 3.4 below), and its development for uses other than agriculture is severely restricted.

Much of New Paltz' scenic beauty lies in the dramatic physical contrast of the steep slope of the Shawangunks rearing up from the flat Wallkill Valley. In some areas, slopes are in excess of 60 percent, where the river valley meets the mountainside, and the elevations rise 300 feet in less than a tenth of a mile.

East of the river, the terrain consists of a series of broken, irregular ridges running in a roughly north-south direction. These shale ridges are steeper and more uneven in the northeastern section of the community. Elevations gradually increase from the Wallkill River in the Village towards the east and reach an elevation of 380 feet in the northeast corner of the Village.

3.2 Geology

New Paltz is part of the Hudson Lowland area of the Ridge and Valley province. It is underlain by Ordovician strata; mainly shale, with lesser amounts of siltstone and shale which have been folded and faulted twice. During the Pleistocene era, Ulster County was covered by a continental glacier, which reached its maximum thickness about 27,000 years ago. Pre glacial land forms were abraded, scoured and plucked by the ice sheet, which withdrew approximately 14,000 years ago. Much of the County was left covered with ground moraine. Pre glacial valleys were filled with glaciofluvial (glacial stream) and glaciolacustrine (glacial lake) deposits. Most soils have formed directly in glacial or glacially related deposits since the ice sheet retreated.

3.3 Soils

The following soils information is derived from the *Soil Survey of Ulster County*. There are two general soil associations in the Village and each major association has minor soil groups. The minor soil groups are illustrated on Figure 3.1.

The soils are plotted on aerial photographs in the *Soil Survey of Ulster County*, which describes each soil type and its suitability for various land uses and the development constraints associated with the soils. Although the *Soil Survey* cannot substitute for on-site soil analysis, it should be consulted each time a development is proposed. If constraints to development are identified in the *Soil Survey*, it is advisable to have a site specific soil analysis prepared by a professional engineer or soil scientist. This type of analysis will suggest structural and site design measures to address the constraints of the soils. In addition, the Ulster County Soil and Water Conservation District provides review services, related to soil suitability and erosion control, for new development. The Village should consult the District in situations where soils constraints may potentially limit construction activity.

The *Soil Survey of Ulster County* classifies soils by name, slope, texture, drainage and behavior. Development on steep slopes may increase soil erosion or slope failure. Some soils have hardpans (layers) called fragipans which restrict drainage or result in horizontal water movement. Both slope and drainage are used to rate limitations to development as slight, moderate, or severe. Although severe limitations may be overcome with appropriate engineering methods, development is often more costly for both construction and maintenance of such development.

The seasonal high water table is the approximate depth below which free water is present in the soil. High water tables make waterproofing of buildings difficult and often result in other drainage problems. Depth to bedrock is an important factor because a shallow depth creates problems in constructing basements, roads, underground utility installation, and establishing vegetation. Blasting is often necessary where bedrock is at or near the surface.

The following is a brief description of the two major soil groups found in the Village:

Bath-Nassau

These soils are medium textured, both deep and shallow, well-drained to somewhat excessively drained, dominantly hilly, and underlain mainly by shale. They were formed in deep and shallow glacial till deposits. The landscape is a series of ridges, knolls and low hills with irregular or rolling relief. This is the result of the various angles of the folded and tilted underlying shale, siltstone, and the slate bedrock. The ridges trend mostly northeast to southwest. The slope is mostly 8 to 15 percent.

Bath soils were formed in glacial till deposits derived from sandstone, siltstone and shale. They are deep, well-drained and have a medium textured surface layer, and a medium or moderately coarse textured subsoil and substratum. A dense fragipan (impermeable layer) starts at a depth of 26 to 38 inches. Water movement is moderate through the surface layer and upper part of the subsoil, but slow in the fragipan and substratum. These gently sloping to very steep soils occupy convex inter-ridge areas.

Nassau soils, formed in glacial till, are shallow, somewhat excessively drained, medium textured and derived mainly from slate and shale. They are underlain by slate and shale bedrock at a depth of about 10 to 20 inches. These gently sloping to moderately steep soils occur on the sides and tops of ridges.

The Bath-Nassau and associated minor soils are commonly used for orchards, meadow crops and pasture. The rolling or hilly topography and rock outcrops are limitations for

cultivated crops. Community development is limited by the slope, variable depth to bedrock and slow water movement through the fragipan. Erosion is a hazard during construction.

Hoosic-Schoharie-Chenango

These soils are deep, somewhat excessively to moderately well drained, gently sloping and moderate to moderately fine textured, and found in valleys and plains. The landscape consists of a series of terraces along valley bottoms; low, complex, sloping hills on lower valley sides and occasionally, dissected rolling plains.

The Hoosic and Chenango soils were formed in glacial outwash deposits with a high sand and gravel content. Water movement through the Hoosic and Chenango soils is moderately rapid and is rapid to very rapid in the substratum. The Schoharie soils formed in coarse glacial lake deposits with a high clay and silt content. Water movement through the subsoil and substratum is slow to very slow. In flatter areas of the Schoharie soils, there is a perched high water table in the lower subsoil in the early spring. The Schoharie soils are found on low convex ridges and knolls, or side slopes adjacent to dissecting streams.

These soils and their associated minor varieties are mostly used for orchards, cultivated crops, hay and pasture. Drought and the potential for pollution of groundwater are the major drawbacks of areas with Hoosic and Chenango soils. Careful site selection and treatment are necessary for community development. Seasonal wetness, slow percolation and instability are the main problems in the Schoharie group. The landscape consists of a series of terraces along valley bottoms; low, complex, sloping hills on lower valley sides and occasionally, dissected rolling plains. Slope is mostly 3 to 15 percent but ranges from 0 to 55 percent.

3.4 Water Resources

We all depend upon an abundant and continuing source of clean water for drinking, recreation, agriculture, industrial growth, and for supporting our diverse environment. Water is a fragile resource, however, and is subject to contamination from a variety of sources. New York State was a pioneer in the protection of water quality through the 1965 Pure Waters program. Since that time, both the state and federal governments have taken increasingly active roles in water resource management. This has included initiatives to regulate not only point³ sources of pollution, but to also protect and preserve rivers, streams, and wetlands. Now that point discharges are regulated, pollution control efforts have shifted to non-point sources of pollution such as stormwater runoff. The following is a discussion of other water resource protection programs that have an impact on development within the Village.

a. Wetlands

Enactment of laws to protect freshwater wetlands has had a marked effect on land development. New York State, since 1975, has regulated land use activities in wetlands and a 100 foot adjacent area. All freshwater wetlands greater than 12.4 acres (five hectares) and wetlands less than that size, that have been deemed to be of local importance, have been mapped throughout the State. Permits are required for any alteration or filling activity from the New York State Department of Environmental Conservation (DEC). The DEC designated freshwater wetlands within the Village can be seen on Figure 3.2.

³ A discharge of wastewater through an outlet or pipe.

The Town of New Paltz Environmental Conservation Commission designated local wetlands of 5 to 12.4 acres for similar protection. One of these areas falls within the boundaries of the undeveloped annexation area. The status of this wetland under Village law should be evaluated. However, the Federal program for wetland protection (see below) may include these wetlands.

In the past wetlands were often considered valueless, or worse, breeding grounds for pests and disease. It was considered a wise practice to fill them or to divert their source of water. Now the devastating impact of such practices is better understood. According to Article 24 of the New York State Environmental Conservation Law (ECL):

Any loss of freshwater wetlands deprives the people of the state of some or all of the many and multiple benefits to be derived from wetlands, to wit:

- (a) flood and storm control by the hydrologic absorption and storage capacity of freshwater wetlands;*
- (b) wildlife habitat by providing breeding, nesting and feeding grounds and cover for many forms of wildlife, wildfowl and shorebirds, including migratory wildfowl and rare species such as the bald eagle and osprey;*
- (c) protection of subsurface water resources and provision for valuable watersheds and recharging ground water supplies;*
- (d) recreation by providing areas for hunting, fishing, boating, hiking, bird watching, photography, camping and other uses;*
- (e) pollution treatment by serving as biological and chemical oxidation basins;*
- (f) erosion control by serving as sedimentation areas and filtering basins, absorbing silt and organic matter and protecting channels and harbors;*
- (g) education and scientific research by providing readily accessible outdoor bio-physical laboratories, living classrooms and vast training and education resources; and*
- (h) open space and aesthetic appreciation by providing often the only remaining open areas along crowded river fronts and coastal Great Lakes regions; and*
- (i) sources of nutrients in freshwater food cycles and nursery grounds and sanctuaries for freshwater fish.*

The United States Army Corps of Engineers, under Section 404 of the Clean Water Act, regulates the discharge of dredged or fill material into wetlands and other waters of the United States, regardless of size. Program oversight is provided by the US Environmental Protection Agency. The EPA has the authority to make final determinations based on the extent of Clean Water Act jurisdiction.

Unlike the DEC, Corps jurisdiction is not tied to a set of regulatory maps showing wetlands. Defining an area as wetlands under federal jurisdiction is done by investigating three different factors including hydric soils, hydrology, and vegetation. The only definitive way to determine whether an area is subject to Corps jurisdiction, and consequently permitting requirements, is to seek a determination from the Corps' New York District Office. The U.S. Fish and Wildlife Service has prepared National Wetlands Inventory (NWI) maps for much of New York State. The NWI maps are based upon stereoscopic analysis of high altitude aerial photographs. Unfortunately, such maps are not yet available for Ulster County. Since federal jurisdictional wetlands are, in part, identified based upon hydric soils, a review of the *Ulster County Soil Survey* provides a good indication of the location of wetland areas in the Village. Hydric soils and soils with potential hydric inclusions⁴ have been mapped and are illustrated on Figure 3.2.

⁴ Soils with potential hydric inclusions are soils that are not hydric but have a high likelihood of small areas of hydric soils that could not be shown on the soils maps.

The Corps directs anyone proposing to place dredged or fill materials into a possible jurisdictional wetland to first delineate the wetland by a qualified professional using the *Federal Manual for Identifying and Delineating Jurisdictional Wetlands*. A report, prepared as part of the wetland delineation, is then submitted to the Corps with a *"Request for Department of the Army Jurisdictional Determination"* for their review. If the wetland is determined to be under Corps jurisdiction, permits for filling are generally required. Certain exceptions apply where the Corps has issued Nationwide Permits for what are considered minor encroachments (such as filling less than one acre of wetland).

b. Floodplains

Floodplain regulation is much less complicated. The federal government's National Flood Insurance program gave the Federal Emergency Management Agency (FEMA), the responsibility for mapping of floodplains nationwide. These maps are the basis for setting up the Flood Insurance program and the regulatory framework that allows municipalities to participate. In order for flood insurance to be available to individuals within a community, that community must enact a flood protection program at a local level that will discourage further inappropriate development in the floodplain. The Village of New Paltz has such a zoning district, named Flood Plain (F). Basically these regulations require that structures built in the floodplain have their habitable level raised to prevent flood damage and require special considerations in the design of utilities and infrastructure. The Federal Emergency Management Agency (FEMA) maps may be consulted for site specific data.

c. Non-point Pollution

In eighty percent (80%) of the state's waterbodies that are currently polluted, the cause can be traced to non-point sources.⁵ While the need to manage stormwater runoff for flood prevention purposes has been recognized from earliest times, pollution problems associated with stormwater runoff have been less widely recognized until recently. Pavement and roof surfaces collect pollutants which are then rapidly washed into drainage systems and surface waters rather than being treated first by vegetative cover and soil. The EPA has calculated that runoff from the first hour of a moderate to heavy storm in an urbanized area will typically contribute more pollution load than would the urban area's untreated sanitary sewage during the same period of time. Studies in New York State have confirmed that contaminants in urban and suburban runoff such as sediments, phosphorus, nitrates, coliform bacteria as well as lead and other heavy metals can impair water quality in streams, lakes, wetlands, and estuaries.⁶

The State of New York has established an approved program to regulate storm water discharges through its existing State Pollutant Discharge Elimination System (SPDES), based upon federal regulations published on November 16, 1990. The EPA issued these regulations (40 CFR 122.26) to establish permit application requirements for stormwater discharges associated with industrial activity. For purposes of the non-point program, industrial activity is defined as *"**construction activity** including clearing, grading and excavation activities except: operations that result in the disturbance of less than **five acres** of total land area which are not part of a larger common plan of development or sale"*.

The Storm Water Discharge program became effective on October 1, 1992. Under the program, the DEC issues permits in accordance with the federal storm water regulations. This program includes two general permits for storm water discharges associated with "industrial activity" including discharges associated with construction. In order to comply with the general permit,

⁵ *Cleaning Up New York's Waters: A Report on New York's Nonpoint Source Program*, New York State Department of Environmental Conservation (DEC), April 1991.

⁶ *Reducing the Impacts of Stormwater Runoff from New Development*, DEC, April 1992.

anyone proposing to undertake construction activities on five acres or more of land must file a Notice of Intent with the EPA's information management system in Newington, Virginia and with the Village. The program requires adherence to certain conditions including the preparation of a Stormwater Pollution Prevention Plan. The Village should support this state and federal effort to reduce water pollution.

d. Stream Disturbance

The New York State Protection of Waters Program (commonly known as the Stream Disturbance program) was established by Article 15, Title 5 of the Environmental Conservation Law. Every water body in the state has been classified according to its "best use," a designation that takes into account such factors as stream flow, water quality, past, present and desired uses of the water and bordering lands. This DEC program is designed to achieve and maintain the best use for each lake, river or stream.

The program regulates activities and requires permits for any alteration or excavation of the bed or banks of protected waterways (river or stream) or any excavation or fill of a protected watercourse. This includes an area up to 50 feet from the mean high water mark of the watercourse. Within the Village, the Wallkill River is classified as a "B" stream and Tributary 13 is classified as a "D" stream. This means the best use of the Wallkill is for primary contact recreation and any other uses except as a source of water supply for drinking, culinary, or food processing purposes. Waters classified as "D" are suitable for fishing and the water quality must be suitable for primary and secondary contact recreation, even though other factors may limit the use for that purpose.

The water quality standards established for "B" waters contain limits for certain chemical, biological, and physical factors such as for coliform bacteria, pH, turbidity, color, temperature, taste and odor producing substances, dissolved oxygen, and 95 toxic substances. The standards specify the minimum conditions that must exist to protect the water for its designated best use. An important aspect of the program is the reclassification process. DEC regularly reviews the classification of all streams and proposes changes. In the Village, any reclassification of the Wallkill River would have an affect on the effluent discharge from the Village's sewage treatment plant.

3.5 Ecology

In the 300 + years that the Village has been inhabited by westerners, its lands and waters have been largely transformed from their natural state to a human oriented state. Large portions of the Village's land area, however, remain undeveloped with roads and structures. On this basis, the New York Natural Heritage Program was consulted to determine whether any records existed with regard to endangered, threatened, or special concern species, rare plant or animal occurrences, or significant habitats. In addition, the New York Statewide Rivers Inventory, maintained by DEC's Division of Lands and Forests, was also consulted.

According to the New York Natural Heritage Program, there are no known occurrences of endangered, threatened, or special concern species, rare plants, or significant habitats within the Village. Several occurrences of such species are known to exist in the surrounding areas of the Town of New Paltz.

Based upon the data collected for the New York Statewide Rivers Inventory, there are reports of three rare fish occurring in the Wallkill River within the Village's jurisdiction. These include the Satfin Shiner, Redbreast Sunfish, and Logperch. Based upon this information, as well as the

general sensitivity to construction activities for water resources identified above, the Village should consider establishment of a Critical Environmental Area (CEA) under the SEQR regulations for all lands within 250 feet of the high water mark of the Wallkill River. Establishing the Wallkill River corridor as a CEA does not subject this area to additional regulation. What it does, however, is to automatically designate all Unlisted Actions, under SEQR, as Type I Actions. Designation as a CEA assures that the more extensive SEQR filing procedures for Type I Actions will be followed by all state and local agencies. CEA designation ensures the fullest procedural assessment under SEQR and serves to alert real estate developers of the Village's concern for the resources contained in the CEA.

3.6 Implications for Planning

The description of the topography, geology and soils characteristics of the Village of New Paltz have changed little over the past decades, but, our understanding of what this data means to the Village has changed. Integration of roadways, buildings, and community land uses into the natural environment must be reflected in this Comprehensive Plan and in the Village's subdivision regulations, zoning, and other laws to be effective.

Every project that comes before the Village for a discretionary approval will be reviewed under the New York State Environmental Quality Act (SEQR). This Act, which has been in effect since 1976, requires that all state and local agencies examine the potential environmental effects of their actions before they are taken. Through the SEQR process, other required permits applicable to the proposal are also identified. The Village may be coordinating review of a proposal with the State Department of Environmental Conservation or Transportation, the Ulster County Health Department or Public Works Department, the Soil Conservation Service, Army Corps of Engineers, or Federal Emergency Management Agency. These agencies can assist in providing specific expertise related to potential impacts in their areas of concern such as the potential for erosion and sedimentation of waterways, wetland loss, curb cuts, stream disturbance, effects on rare fish, and so on. However, there are many areas of environmental concern that the Village should regulate itself and it is often preferable for the Village to do so to maintain some measure of local control.

The following are specific recommendations for ensuring that the Village protects its natural resources:

<i>SEQR Update</i>	The Village should consider elimination of its local Environmental Quality Review requirements, found in Chapter 32 of the Village Code, due to the frequent amendments that are made as well as the case law that is continually evolving pertaining to the State Environmental Quality Review Act (SEQR).
<i>Critical Environmental Area</i>	The Village should consider the designation of the Wallkill River Corridor as a Critical Environmental Area ⁷ under SEQR. This would include all lands within 250 feet of the high water mark of the River or to the nearest road, whichever is further.

⁷ A Critical Environmental Area (CEA) is any specific geographic area designated by a state or local agency, having exceptional or unique characteristics that make the area environmentally important. Any Unlisted action located in a CEA must be treated as a Type I action by any involved agency.

Stream Protection

The Village should strengthen its stream corridor regulations. In particular, setbacks from all streams should be established for all construction activities .

Soil Erosion

The Village should consider enactment of a soil erosion and sediment control law to regulate activities that result in soil disturbance and subsequent erosion. The law should be modified as appropriate from the DEC's model law found in its publication entitled *Reducing the Impacts of Stormwater Runoff from New Development*.

Wetlands

The Village should be a more direct participant in the identification of wetlands smaller than 12.4 acres within its borders.

4

Historic Preservation and Downtown Revitalization

4.1 Village History

The following history is largely excerpted from the *New Paltz Comprehensive Plan: Basic Studies Report*, prepared by Manuel S. Emmanuel Associates, Inc. [November 1989] and from the *National Register of Historic Places Inventory-Nomination Form* for the Huguenot Street Historic District.

New Paltz was settled in 1677 by a group of French Huguenots who fled Europe to escape religious persecution during the reign of Louis XIV. After emigrating to die-Paltz in Germany, they came to the New World. The settlers emigrated to the Kingston (Wiltwyck) area beginning in 1660. Their goal was to found their own religious and civil community. In 1677, land was purchased from five Esopus chiefs and the New Paltz patent was confirmed by a deed from the English Governor on September 29, 1677.

The original 12 patentees, the Duzine, included Louis DuBois and his sons, Abraham and Isaac; Christian Deyo and his son Pierre; brothers Jean and Abraham Hasbrouck; brothers Simon and Andrews LeFevre; Antoine Crispell, Louis Bevier and Hugo Freer. Warned by the Native Americans that the Wallkill River flooded its West bank, the settlers and their families built log houses on the East bank, eventually replacing these with permanent stone structures in the French style. By 1712, the community had six houses, a church, and a fort. Five of the original six houses have remained virtually unchanged and were occupied by the descendants of the builders; the Hugo Freer (1694-1720), Abraham Hasbrouck (1692-1712), Bevier-Elting (1698), Jean Hasbrouck (1692-1712), and DuBois Fort (1705). The LeFevre House (1799), built during the federal period, the Deyo House (1692-remodeled in 1980) and the 1970 reconstruction of the original 1717 French Church complement the core of the historic district.

The Duzine, a form of government unique in colonial America, administered the Paltz until after the Revolution. Membership was hereditary until 1728, when it became an elected body, chosen by the property owners in the community. Up until 1703, the majority of the land was farmed in

common with a house lot assigned to each family. In 1703, the patent was divided equally by deed amongst the original patentees or their heirs.

The first road, built in 1738 from New Paltz to Kingston, increased accessibility, church attendance, and encouraged more Dutch settlers. By the mid-eighteenth century, a cart track connected New Paltz to the Hudson River, where a ferry to Poughkeepsie was established at Paltz Landing (Highland) in 1763. After the Revolution, an influx of settlers from New England as well as neighboring towns increased the population from 1,351 in 1782 to 2,309 by 1790. The increase in population led to the incorporation of the Town of New Paltz in 1785.

During the nineteenth century, transportation links with surrounding communities grew. The New Paltz Turnpike, completed in the late 1820's to the Paltz Landing, together with an improved steam-powered ferry to Poughkeepsie, made it easier for the farmers to market their produce.

The Turnpike became a plank road in the 1830's and was the main commercial link until the completion of the Wallkill Valley Railroad in 1870. The railroad increased traffic from the south, and served mainly to transport students and summer visitors and export farm goods. Commercial activities, including a brickyard, a coal and lumber company, and later, a creamery all located by the railroad. In 1897, a trolley line between New Paltz and Highland was opened. During the nineteenth century, New Paltz' boundaries contracted. Parts of the original patent were taken by Esopus in 1843, Rosendale in 1844, Lloyd in 1845, and Gardiner in 1853. The Village of New Paltz was incorporated in 1887.

In 1925, trolley service was discontinued and New Paltz became a stop on the first bus service from Kingston to New York City. Passenger service on the railroad was discontinued in 1937, although freight operations continued until 1954. The railroad tracks were removed in 1984 and the Wallkill Valley Rail Trail became a reality in 1990. The opening of the New York State Thruway in the 1956 reestablished the road as a major transportation mode.

Education has long played a role in New Paltz. The first school house was opened in 1812, followed by the founding of the Classical School in 1828 on North Front Street. In 1832, the New Paltz Academy, a private school for training teachers, was built on the banks of the Wallkill, just south of the original settlement. This building was destroyed by fire in 1884. The cost of reconstruction led trustees to petition the State to take over the school and in 1886 it became the New Paltz State Normal School. In 1906, the school was again destroyed by fire, and it was decided to move the campus to a site with a more commanding view. Construction of the new facility (now known as the Old Main Building) took over two years, but education went on in rented rooms. Local primary and secondary school children were taught in the upper floors of the school, but by 1920, the building had become overcrowded.

A high school (now the Middle School) was constructed on South Mannheim Boulevard in 1931. The Normal School expanded its facilities in 1932 with the opening of the Lawrence H. van den Berg School of Practice (commonly known as the Campus School). All elementary school students were taught there until 1956, when expansion of the high school enabled some younger grades to transfer. A growing young population led to the construction of the Duzine Elementary School in 1963, and a new high school on South Putt Corners Road in 1968. The Campus School closed in 1982.

The Normal School became the New Paltz Teachers College in 1942, with the power to grant Bachelor of Education degrees. In 1948, the college became part of the New York State educational system. Bachelor and Master of Science degree programs were added to the curriculum in 1951. In 1961, the name was changed to the College of Arts and Sciences at New Paltz to reflect these changes. A major building program during the sixties and early seventies dramatically changed the campus. In the 1980's, the college, now known as the State University of New York College at New Paltz, has added business, engineering, computer science, journalism, and nursing programs. The New Paltz Central School District added a new elementary school in the Fall of 1992. A number of historic maps can be found at the end of this chapter.

New Paltz' unique and rich historic legacy demands protection and enhancement. Huguenot Street was declared a National Historic Landmark in 1966, but this designation does not adequately protect or buffer the historic houses, particularly from the adverse effects of traffic.

Current historic district regulations require strengthening and the District should be enlarged northward to encompass the Locust Tree Inn. Through traffic on Huguenot Street should be discontinued. The core business area deserves recognition of its many significant historic structures. A special design protection overlay district is proposed there. There are also many isolated historic structures (such as Old Main) that also deserve protection where possible. The area within the Huguenot Street Historic District is considered both historically and pre-historically significant for archaeological resources. According to the New York State Office of Parks, Recreation, and Historic Preservation, the only other areas within the Village that would be considered archaeologically sensitive are the undeveloped and undisturbed lands in close proximity to the Wallkill River, which in accordance with predictive models, would be likely areas of pre-historic human activity.

4.2 Districts, Structures, and Sites

Huguenot Street has been called the "oldest street in America with its original houses." As such, it is an unparalleled nationally significant resource. Its value has been recognized formally since 1899, when the Jean Hasbrouck House was purchased by the Huguenot Historical Society. Beginning in the 1950's, the acquisition, restoration, and interpretation of the remainder of the houses began. Still operated by the Huguenot Historical Society, the houses are open to the public. The National Register of Historic Places nomination process began shortly thereafter. The National Register Nomination Form describes the District as follows:

The Huguenot Street Historic District, encompassing approximately three blocks, contains perhaps the most intact concentration of late 17th and early 18th century stone houses in the United States.

Within the Huguenot Street Historic District National Historic Landmark, there are 12 buildings, all but two of which contribute to its sense of time and place and historic and architectural development. The Jean Hasbrouck Memorial House is individually listed on the National Register of Historic Places. The buildings are as follows:

<p align="center">Figure 4.1 Huguenot Street Historic District</p>		
<i>Year Built</i>	<i>Address</i>	<i>Structure Name</i>
1692-1712	Huguenot Street	Jean Hasbrouck Memorial House
1698	Huguenot Street	Bevier-Elting House
1692-1712	Huguenot Street	Abraham Hasbrouck House
1694-1720	Huguenot Street	Hugo Freer House
1799	Huguenot Street	LeFevre House
1692 (1890)	Huguenot Street	Deyo House
1717	Huguenot Street	French Church
1705	Huguenot Street	DuBois Fort
	Huguenot Street	Dutch Reformed Church
	Huguenot Street	Van Wagenen House
	Huguenot Street	Roosa House/Schoonmaker Library
	Huguenot Street	Heyl House
	Huguenot Street	Daniel DuBois House

In 1980, an architectural survey was conducted of a ten block area centered on Main Street. A total of 52 individual structures were examined with the intention of establishing a Main Street Historic District. Since that time, it has been determined that too many incompatible alterations have been made to the structures to qualify for state and National Historic Register District listing. In the mid-1980's, a Historic District Ordinance was proposed that would have created an Architectural Review Commission and designated two districts, the Huguenot Street District and The Main Street Historic District. Although a number of public meetings were held to discuss the adoption of the Ordinance, it failed to be enacted.

This effort was revived in 1989 with revisions proposed to the Ordinance and consideration given to establishing a Lower Main Street Historic District as well. As a result of significant commentary by both the New York State Office of Parks, Recreation, and Historic Preservation and the Preservation League of New York State on the draft Ordinance, it was determined that a complete rewrite was necessary due to the changes in preservation law, and in particular, recent caselaw on historic preservation regulation. No further work has been undertaken since that time. There is no question that the Village contains a number of individually significant structures that warrant some form of protection. As discussed below, a special design overlay district is proposed within the downtown core area. The following are the structures identified for the 1980 Survey and which form the basis for the design overlay district:

Figure 4.2
Downtown Design Overlay District Inventory

<i>Year Built</i>	<i>Address</i>	<i>Structure Name</i>
c. 1844	122 Main Street	Pine House
c. 1850s	102-104 Main Street	China House Restaurant
1935	2 Plattekill Ave.	Bank of New York
c. 1940s	3 Plattekill Ave.	Ariel Books
c. 1950	84 Main Street	Cosmos
c. 1880s	74-80 Main Street	Sweet Thoughts/Vincent's
c. 1880-90s	72 Main Street	J.P. Little's
c. 1880-90s	66-70 Main Street	Kontiki/Gourmet Pizza
c. 1857	62-64 Main Street	Near East/Videos
1893	58 Main Street	Not Fade Away
c. 1860	58-A Main Street	Cabaloosa
1888	54-56 Main Street	Jacks
1887-1908	50-52 Main Street	Chez Joey (original destroyed by fire)
c. 1857 (1890)	48 Main Street	David's Cookies
c. 1864	46 Main Street	Loup Garou
c. 1860	44 Main Street	Rock & Snow (original destroyed by fire)
c. 1860	40 Main Street	Law Offices
c. 1800	36-38 Main Street	Harbor Tavern/Gallery
1870	16 Main Street	Tamney House
c. 1830	107 Main Street	Foley's Square
1750 (1800-1818)	93 Main Street	Elting Memorial Library
1900	89-91 Main Street	P & G's Bar & Restaurant
unknown	83-87 Main Street	Manny's Art Supplies/The Last Stand
unknown	79-81 Main Street	Jack's Deli/Esoterica
1895	73-77 Main Street	Second Hand Store
1894	71 Main Street	Earthgoods
1869	65-69 Main Street	Flat Iron Building
1888	59 Main Street	The Bistro
c. 1891	53-57 Main Street	Hoffman's Deli/Handmade Outlet
1940s	51 Main Street	International Deli
1840s (1891-92)	49 Main Street	Griffon
1891-92	29 Main Street	Intercounty Savings Bank
c. 1880	3 Church Street	Catskill Mountain Bike Shop
c. 1840-60s	11 Church Street	Baseball Card Store
c. 1860, 1880	17-19 Church Street	Residential
	6 Church Street	Renewal
<i>Year Built</i>	<i>Address</i>	<i>Structure Name</i>
1840	8 Church Street	Congregation Ahavath Achim
	10 Church Street	Residential
	18 Church Street	Wildflower
c. 1860s	1 North Chestnut Street	
c. 1860s	9 North Chestnut Street	Locksmith/Residential
c. 1845, 1879	11 North Chestnut Street	Residential
	15 North Chestnut Street	John Dippel
c. 1892	19 North Chestnut Street	Residential

	21 North Chestnut Street	Residential
1892	39 North Chestnut Street	Residential
c. 1890	12 North Chestnut Street	Times Herald Record
c. 1890	14 North Chestnut Street	Crisis Pregnancy Center
c. 1850	18-20 N. Chestnut Street	Residential
c. 1855	24 North Chestnut Street	Residential
	5 North Front Street	
c. 1870	9 North Front Street	Residential
c. 1860	13 North Front Street	Bicycle Rack
1812	15 North Front Street	Classical School/Pack & Send
c. 1880-90s	15 North Front Street	Rickey's Flower Shop
1868	6 North Front Street	Handmade
	4 North Front Street	Residential
c. 1860s	13 Academy Street	
1863	11 Academy Street	Academy Theater/Barnaby's
c. 1880	5 Academy Street	The Sanctuary
c. late 1870s	3 Academy Street	Residential
c. 1840-60s	2 South Chestnut Street	Once Upon a Time
c. 1840-60s	4 South Chestnut Street	Bacchus

The Village of New Paltz has the potential to host a large number of tourists who come to visit their children at the State University, travel through the Village on their way to Lake Mohonk or Lake Minnewaska, visitors to events at the Ulster County Fairgrounds, or who come to visit Huguenot Street. The Village has an opportunity to build upon its existing historic significance by establishing historic preservation as a theme for tourism marketing. Although the recent efforts to establish a downtown historic district were not successful, as indicated by the above list of historic structures, many structures are worthy of rehabilitation. The entire downtown area could benefit by a revitalization effort. The National Trust for Historic Preservation has established a National Main Street Center program that is dedicated to reviving the central business districts of small cities and villages and aims to reinforce and rekindle the economic vitality and values that Main Streets stand for.

The historic revitalization of Main Street and adjacent commercial areas in the downtown core area is proposed as a comprehensive process to improve all aspects of downtown. The program proposed would be designed to improve economic management, strengthen public participation, making downtown a fun place to visit, and recruiting new businesses, rehabilitating buildings and expanding parking. There are four elements crucial to the Main Street revitalization approach, as devised by the National Main Street Center of the National Trust for Historic Preservation. They are as follows:

1. **Organization.** Building partnerships to create a consistent revitalization program and develop effective management and leadership of the downtown. The Downtown Business Association could be a central player to bring business owners together to improve the downtown.
2. **Promotion.** Reestablishing downtown as a compelling place for shoppers, investors and visitors. This means not only improving sales but also rekindling community excitement and involvement. Promotion ranges from street festivals to retail merchandising, from community education to aggressive public relations. The Chamber of Commerce and Downtown Business Association could promote this by adopting and advertising for residents to "reduce your property taxes, shop first in New Paltz".
3. **Design.** Enhancing the visual quality of the downtown. Attention must be given to all elements of the downtown environment - not just buildings and storefronts but

also public improvements, rear entries, signs (not internally illuminated), landscaping, window displays and graphic materials.

4. **Economic Restructuring.** Strengthening the existing economic assets of the business district while diversifying its economic base. Activities include recruiting new stores to provide a balanced retail mix; converting unused space into housing, entertainment or cultural facilities; and sharpening the competitiveness of Main Street's traditional merchants.

Often, critics of historic preservation contend that economic development and historic preservation are incompatible. However, the National Main Street Center has helped over 600 communities to successfully establish programs as described above. Historic preservation is far more than a knee-jerk reaction to new development. It is an attitude about managing change in the built environment. Preservation done properly, accommodates progress and needed changes, but not unthinkingly.

The older fabric of many downtown's has often provided a successful backdrop and symbol for new and renewed investment. Look at Villages such as Rhinebeck, in Dutchess County, or Warwick, in Orange County. The Village of New Paltz has a lot of individual character, at least as much as these other two communities - although much of it is hidden under aluminum slipcovers or garish signs. With relatively minor expense, Main Street's old buildings can serve as a focus for new activity and a symbol of community pride. The Main Street approach, combining history with present needs, helps preservationists, merchants, developers, business people and community leaders live and work together at the downtown's crossroads.

The Village should work with the Downtown Business Association, the Chamber of Commerce, and the Economic Development Corp. to establish a revitalization program. As a first step in this regard, it is proposed that a Design Overlay District in the downtown core be established. The Design Overlay District would establish architectural standards to be applied consistently throughout the District. Emphasis would be placed on preservation of historically significant architectural features of existing buildings and creating an interesting visual impression through the use of different textures, complementary colors, shadow lines, detailing, and contrasting shapes to create an appealing facade for new structures. All proposed new structures would need to be sensitive to existing community character. This would include:

- Maintaining the existing proportional relationship between buildings, open space, and setbacks;
- The color, height, materials, and facade treatment of new development should not dramatically contrast with the predominant style of adjacent buildings;
- Architectural form should retain and strengthen the character of the district;
- Buildings should be inviting in both scale and form.

When new buildings or additions are considered, compatibility rather than conformity is the key. New Paltz represents an eclectic collection of architectural styles spanning centuries. Elements that unify these varied styles can be applied to new construction as well. Design Guidelines for the Village's proposed Design Overlay District can be found below. Such guidelines should be employed by the Village Planning Board, under the SEQR review of proposed site plans and special use permit applications within the downtown core, until amendments are made to the Village Code incorporating such requirements.

4.3 Implications for Planning

The history of the Village of New Paltz is well documented and its historic character is appreciated by the overwhelming majority of Village residents. The public opinion survey found that 92 percent of the survey respondents believe that regulations to protect the historic district should be strengthened while 90 percent believe that the zoning regulations should protect visually attractive land.

The National Register listing for the Huguenot Street Historic District offers little real protection. The Village's Historic District zone in its Zoning Local Law needs strengthening. The Main Street core business district would benefit from designation as a special Design Overlay District to protect existing structures from historically destructive renovation, incompatible infill architecture, and demolition. Historically significant structures would also benefit from local recognition and designation pursuant to General Municipal Law, Section 96-a. The Village should consider local designation of the Huguenot Street Historic District pursuant to Section 96-a of GML. The powers conferred by this statute are in addition to the Village's existing zoning powers. They would involve the establishment of a district or local designation of specific structures or some combination of both. Controls are made applicable to demolition, new construction, and alteration of the buildings within the district.

Recognition of the historic importance of the Village's architecture can focus increased attention on compatibility issues in the site plan review process and potential local landmarks protection provisions in the Zoning Law. Historic markers, awards, model restoration projects, and other education efforts are vital components of an effective preservation program. Consistently applied guidelines or regulations in the Zoning Law will ensure the Village's historic legacy.

In 1991, the Downtown Development Committee created a Draft document entitled *Downtown New Paltz: Recommendations for Restoration and Redevelopment*. Many of these recommendations are appropriate for further consideration by the Village of New Paltz. They are included as Appendix B of this Comprehensive Plan for reference.

The following specific recommendations relate to historic preservation and downtown revitalization:

Downtown Marketing

The Village should encourage the coordination of promotional and merchandising efforts among central business area merchants.

Village Identity

Major gateways to the Village on Main Street, North and South Chestnut Streets, and Mannheim Boulevard should be enhanced to create a distinct visual impression by landscaping, pavement markings, and placement of thematic signs to help define the entrances to the Village and help foster a sense of community identity. The North Chestnut entrance to the Village's National Landmark Historic District should also be enhanced to direct visitors to this area of national significance.

Commercial Zones

In order to maintain the Village as the commercial center for all of New Paltz, the Village should encourage businesses and tourist opportunities that serve the needs of the area and are compatible in scale and character with the existing community. New commercial development should be located in existing commercial areas of the Village and in the recently annexed lands.

<i>Neo-Traditional Zone</i>	Reexamine the zoning for the recently annexed lands to determine whether a more traditional mix of residential, commercial, and office uses, that continue the pattern of a pedestrian oriented development established in the older portions of the Village, is more appropriate than the present zoning designation.
<i>Vacant Buildings</i>	The Village should inventory vacant commercial lands and buildings that are currently available in the B-1, B-2, and B-3 Zoning Districts. The results of the survey should be widely disseminated through the New Paltz Development Corporation and the Chamber of Commerce.
<i>Main Street Revitalization</i>	The Village should investigate the feasibility of a Main Street revitalization program such as the one initiated by the National Trust for Historic Preservation or as funded by the New York State Urban Development Corporation or Council on the Arts.
<i>Downtown Parking</i>	The Village should undertake a parking study to identify locations of additional parking and to determine if any changes are warranted in existing parking arrangements.
<i>College Parking</i>	The College is currently about 2000 parking spaces short of present need. Parking by students in the downtown area can have the effect of creating shortages of parking for the Village's shops and services. The Village should encourage SUNY to build additional parking lots or a parking deck for long term parking. In addition, the College should be encouraged to relax its current parking policy that prohibits overnight parking on campus in the Route 32, Plattekill and Gym parking lots.
<i>Design Overlay District</i>	Establish a special design overlay district for the historic structures in the downtown business area and in conjunction with creation of the overlay district, establish a Design Review Board. Define performance standards for design and materials in the special design overlay district. These standards would pertain to height; bulk and general massing; divisions or rhythms of the facade; proportion of openings; roof treatment; materials, colors, textures and signage; architectural character; relation to street; and parking.
<i>Local Landmark Designation</i>	The Village should consider local historic landmark designation of structures worthy of such recognition.

<i>Gateway Zoning District</i>	The Village should establish a "Gateway" zoning district, as recommended by the New Paltz Development Corporation, along lower Main Street from the Wallkill River to Wurts Avenue. The purpose of the District would be to draw attention to its natural beauty, the well defined "edge" of the Village to the open space west of the Wallkill River, and the need for protection as a resource and valuable open space. Allowable uses would include those that enhance the tourist appeal and natural beauty of the area, and would encourage walking, recreation, window-browsing, and other uses that would be in keeping with these goals. Establish a design code to guide new construction and rehabilitation in this district.
<i>Landscaping</i>	The Village should incorporate a requirement into the Village Code that mandates street trees for all new construction and renovation.
<i>Zoning District Purposes</i>	The Village should clearly state the purposes of each of its nine zoning districts by amending § 30.21 of the Zoning Local Law to provide a description of the intent of each district.
<i>History of Village</i>	The Village should promote its rich and varied history through the use of educational materials in local schools, in a display at the Village Hall, and in conjunction with driving and walking tours.
<i>Historic Survey</i>	The Village should survey and document additional historic structures and features (including street trees, stone walls, bluestone walks, and so on) outside the Huguenot Street Historic District and the Village's commercial center.
<i>Historic Restorations</i>	The Village should encourage historically sensitive rehabilitation of historic properties that are being restored or adapted to new uses. This includes all structures identified in the proposed Design Overlay District above, as well as the existing Historic (H) Zoning District.
<i>Compatible New Development</i>	The Village should require that new development be compatible with the setting, scale, and design of surrounding architecture and landscape elements.
<i>Huguenot Street Traffic</i>	Restrict unnecessary through traffic on Huguenot Street, in particular truck traffic over four tons, to protect the centuries old historic structures from potentially damaging traffic.
<i>Scenic District</i>	The Village should work towards the designation of the Huguenot Street Historic District as a New York State Scenic District under §49-0101 and 0103 of the Environmental Conservation Law. The Village should work with the Town of New Paltz to coordinate efforts to designate this and other potential scenic districts straddling municipal boundaries.

<i>Historic Preservation</i>	The Village, through General Municipal Law §96-a should consider enacting measures, prior to approval for any major exterior alteration, demolition, or relocation of a structure designated as a national or local historic landmark, as well as new construction adjacent to such landmarks, to protect the Village from historically destructive renovation, incompatible new architecture or unnecessary demolition.
<i>Design Guidelines</i>	The Village should adopt design guidelines with recommendations on architecture, streetscapes, signs, and maintenance procedures to define the concept of architectural compatibility, to provide positive guidance to applicants, and to help streamline the development review process.
<i>Critical Environmental Area</i>	The Village should consider designation of the Huguenot Street Historic District for Critical Environmental Area status under SEQR. The CEA designation should also extend along the Wallkill River within the Village due to its identified pre-historic and historic sensitivity for archaeological resources. This has been proposed under Chapter 3, Natural Resources as a corridor extending 250 feet from the mean high water mark of the Wallkill River or to the nearest road, whichever is further.
<i>Sign Regulation</i>	The Village should update and strengthen its sign regulations and provide for a phasing out of non-conforming signs. Business signs should simple and readable, be made largely from natural materials like wood and metal, prohibit internal illumination (except for neon where appropriate), and use harmonious color schemes. Official traffic and safety signs should be installed only if they are of a scale that is appropriate to the Village.
<i>Underground Utilities</i>	The Village should require that all new utilities (electric, cable TV, telephone) to be installed underground and to place all existing utilities placed underground as opportunities arise and where possible and practical. Such opportunities include repaving of existing streets and sidewalks, and modifications to existing structures that require approval from the Village Planning Board.
<i>Scenic Roads</i>	The Village should undertake the design and implementation of a scenic roads program aimed at protecting, preserving, and enhancing the natural and man-made scenic beauty of the Village's scenic roads. Candidate roads include Huguenot Street, Plains Road, Water Street, and Elting Avenue.
<i>Building Codes</i>	Exempt historic buildings from stringent health and building codes that have the effect of preventing or hindering preservation or restoration work.
<i>Facade Easements</i>	The Village should consider, where appropriate, acquiring facade easements (under Article 49 of the New York State Environmental Conservation Law) from owners of historic structures in order to preserve architecturally and historically significant features of such structures.

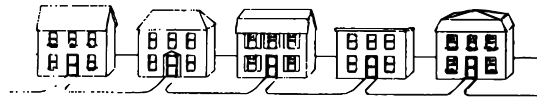
Design Guidelines for the Village of New Paltz Proposed Design Overlay District

In determining the appropriateness of buildings, design elements of proposed buildings should be evaluated in relation to existing adjacent or surrounding buildings. Illustrations showing the elements that should be examined can be found at the end of the Design Guidelines. In most cases, to be considered appropriate, new buildings should be rural in character and similar to existing buildings in the following respects:

1. Height;
2. Bulk and general massing;
3. Major divisions or rhythms of the facade;
4. Proportion of openings (i.e. window to wall relationship(s));
5. Roof treatment;
6. Materials, colors, and textures of buildings and signage. In general, natural materials such as stone, brick, wood siding, shingles, slate, etc. are preferred to industrial or artificial materials such as raw or exposed aggregate concrete, anodized or galvanized metal, tinted glass, plastics, vinyl, etc.;
7. General architectural character:
 - a) Horizontal or vertical emphasis;
 - b) Scale;
 - c) Stylistic features and themes (i.e. porches, cornices, detail and ornament);
8. Relation to street;
9. Except where physical constraints, site configuration, or safety considerations preclude strict compliance, all parking must be accessible by driveway to the parking lots of adjacent nonresidential uses and land zoned for nonresidential uses.

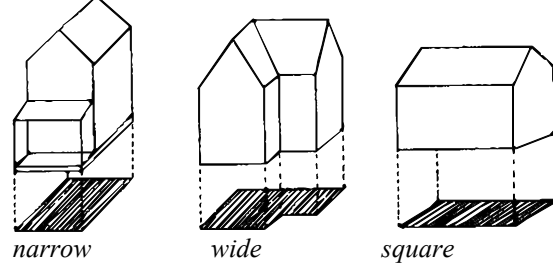
Architectural Compatibility⁸

Roof shapes



gable hip gambrel shed mansard
What is the predominate roof shape in close proximity to the new construction?

Directional expression



narrow

wide

square

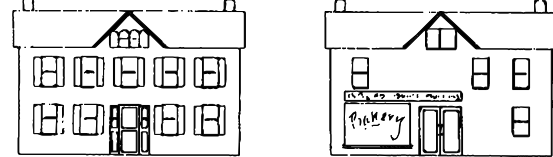
Proportion and scale



out of scale with neighbors

in scale with neighbors

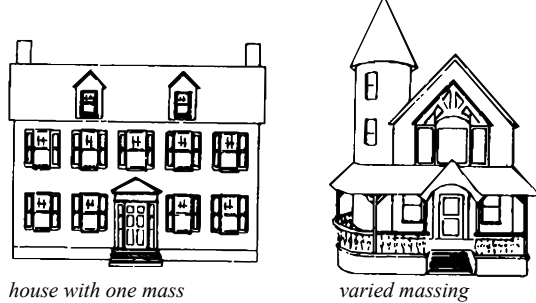
Rhythm of openings



original rhythm maintained

rhythm of openings disrupted

Massing



house with one mass

varied massing

⁸ The illustrations were provided by the Bucks County [PA] Planning Commission's *Village Planning Handbook*.

5

Population and Housing

Understanding the characteristics of the Village's population and housing is vital to the Comprehensive Plan process. Basic information on growth rates, population distribution by age, labor force characteristics, occupancy and type of housing, when compared to the Town of New Paltz, the county and the state provide insight into the Village's uniqueness. By projecting the needs of the Village into the future, essential information will be available to guide community service needs as well as assisting the Village with formulation of land use and other policies. It should be noted that projections are not predictions of the future, but are indications of the direction of trends already in the making.

5.1 Regional Context

The New York Metropolitan Region is defined by the Regional Plan Association (RPA)⁹ as a 31 county area in New York, New Jersey and Connecticut. In the New York State portion of the region, the seven-county Mid-Hudson area includes Rockland, Orange, Sullivan and Ulster counties on the west bank of the Hudson River and Westchester, Putnam and Dutchess on the east. Since the economic health of individual counties and municipalities is dependent upon overall regional economic activity, projections of local population, housing and employment can benefit from the availability of sound regional data. An April, 1989 RPA report entitled "The Region Tomorrow", described the Region's economic decline between 1969 and 1977, an occurrence whose severity went largely unnoticed until 1975. The optimistic population projections for 1980, by the 1976 and 1973 Village planning studies, exemplified this oversight. The earlier population projections for 1980 had not even been reached by the time the most recent Census was taken in April of 1990. Below is a comparison of the projections with the 1980 and 1990 Census counts.

⁹ A private, non-profit regional study agency, RPA analyzes and monitors the social and economic trends of the tri-state region.

Table 5.1 1980 Population Projections 1966 and 1973 Plans for the Village of New Paltz				
	1966 Projection for 1980	1973 Projection for 1980	1980 Census Counts	1990 Census Counts
Ulster County	214,000	189,000	158,158	165,304
New Paltz (Town and Village)	21,500	11,900	15,121	16,851
Village of New Paltz	10,000	7,238	4,938	5,463

5.2 Population Trends

The data described below is drawn primarily from the U.S. Census of 1990 and earlier Censuses. Other sources are state and county agencies. Since not all Census data was available at the time the Master Plan was prepared, some 1980 Census data has not been updated.

For the first decade since the 1920's, Village population declined in the ten years between 1970 and 1980. According to census tallies, the number of residents fell from 6,058 to 4,938 (see Table 5.2). A major contributing factor was a probable undercount of the student population since college was not in session during the 1980 census tally and many students who reside in the Village were away. By 1990, Census figures indicate a Village population of 5,463.

Table 5.2 Village Population 1960-1990			
Year	Persons in Group Quarters	Persons In Households	Total Village Population
1960			3,041
1970			6,058
1980			4,938
1990	2,246	3,217	5,463

In general, and with the exception of the period from 1970 to 1980, Village population increases and declines have mirrored those of the Town, County and State. Figure 5.2 illustrates population trends for the period from 1920 to 1990 for the Village, as contrasted with the Town of New Paltz, Ulster County, and New York State.

While the Census does not specifically identify non-Village students attending SUNY, various Census data enable estimates to be made of that segment of the population. For example, 87.3 percent of all Village residents between the ages of 16 and 24 were enrolled in school in 1980 (1990 Census data will be available mid-1993), compared with a 50.0 percent enrollment for that age group in Ulster County as a whole. It seems reasonable to assume, therefore, that 37.0 percent of this age group in the Village comes from other municipalities. Figure 5.1 illustrates Village population trends from 1703 to 1990 with an estimated breakdown between students and full time residents indicated for the years 1940 to 1990. Figure 5.2 shows population trends of the Village contrasted with the Town, County and State from 1910 to 1990.

Figure 5.1
Village Population Trends
1703-1990

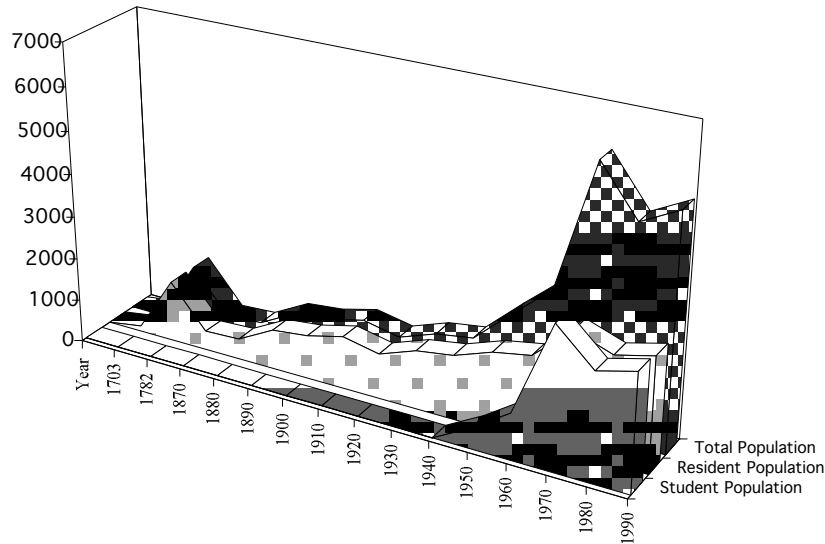
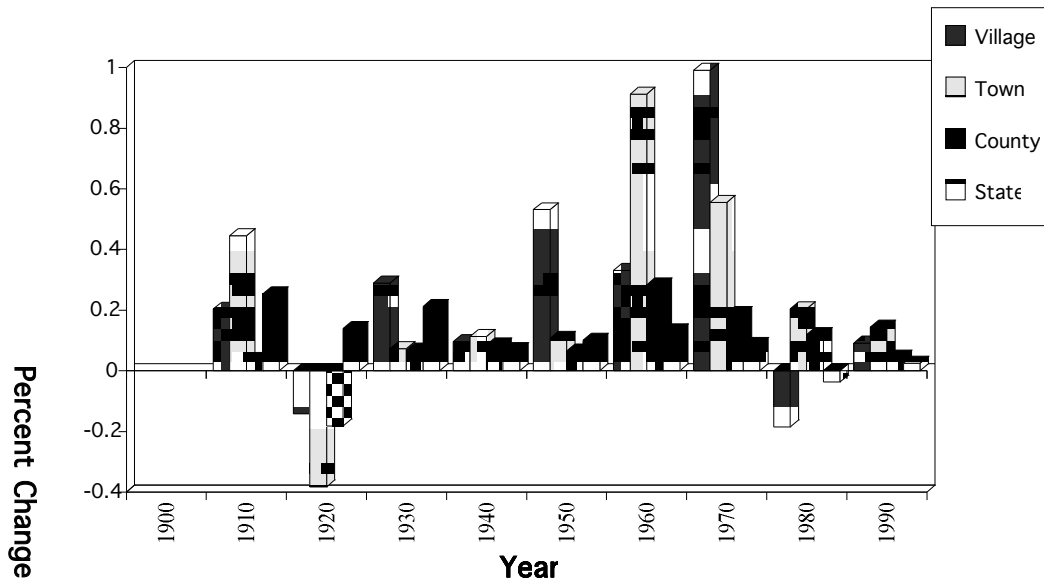


Figure 5.2 Population Trends
1910-1990

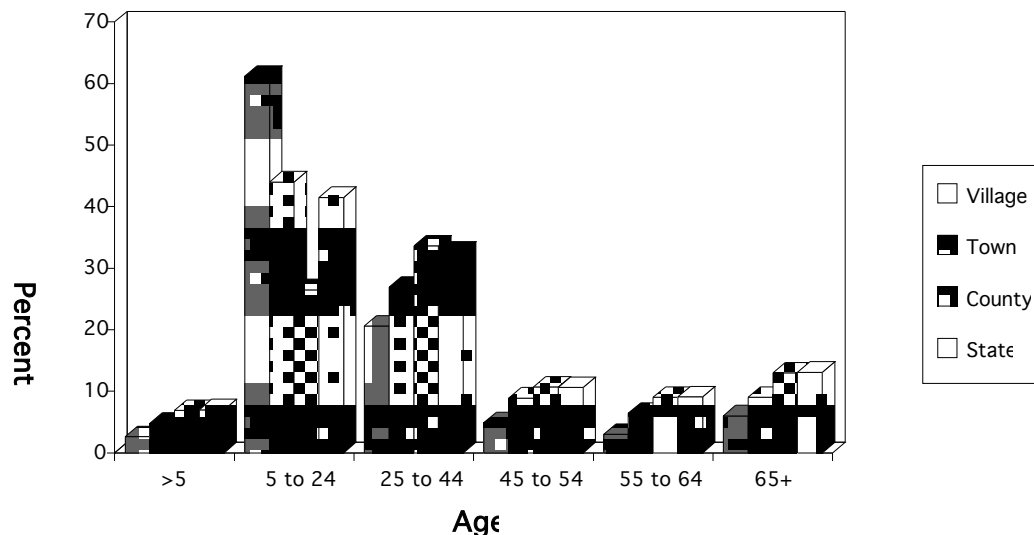


As for the future, SUNY does not anticipate that its New Paltz campus will follow national trends of declining college enrollment as the "baby boom" generation ages. Rather, the college expects to maintain its size as inflation directs students to state schools rather than more expensive private colleges. The College in 1990 was at an all time high of 8,612 students, an increase of almost 20 percent over 1980.

Examination of the population by age shows a larger percentage of persons 5 to 24 years of age (see Figure 5.3) residing in the Village than elsewhere in the Town, County or State. This age group comprises over 60 percent of the Village's population. This is more than double the

County's percentage and approximately two-thirds more than the Statewide percentage for this age group. Further evidence of the college population appears in occupancy characteristics. Owner occupied housing units comprise only 32 percent of all housing units, outnumbered by the 58.9 percent rental units (see Figure 5.5). The large college-age population has, in some cases, burdened the Village with a number of problems including code enforcement, police protection, and substandard housing.

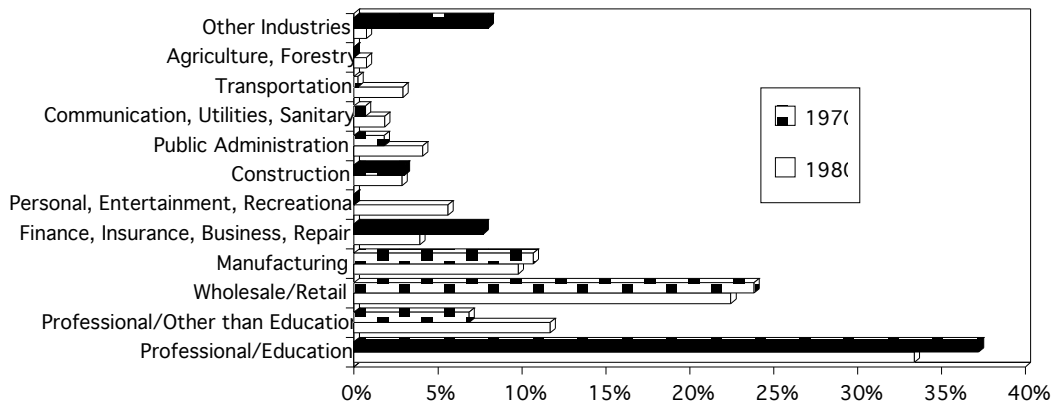
**Figure 5.3 Population Distribution by Age
1990**



Labor force characteristics for 1970 and 1980 do not reveal any major change in occupational mix (see Figure 5.4). The overwhelming number of employed persons are in the Professional/Education category. The small changes that do appear, such as an increase in public administration employees from 1.8 percent of the labor force in 1970 to 4.1 percent in 1980, are probably due to small variations in definitions and categories rather than any substantial change in the employment base of the area.

The New York State Department of Environmental Conservation (DEC) and the Ulster County Planning Board (UCPB) have prepared projections of population for the years 2000 and 2010. The projections do not account for the Village of New Paltz but are provided from these agencies for the County as a whole and for each of the towns. Therefore, current projections are not available for the Village of New Paltz. Projections for the Town of New Paltz and Ulster County are found in Table 5.3 below.

**Figure 5.4
Employment by Industry
1979-1989**



Projected population for the Village has been extrapolated from the Town of New Paltz figures based upon the 1990 actual Census counts. The extrapolation assumes that population growth in the Village and Town will increase at the same rate through 2000 and 2010.

Table 5.3
Population Projections
Year 2000-2010

	1990 Census	Year 2000 Projections		Year 2010 Projections	
Place	Actual	DEC	UCPB	DEC	UCPB
Town of New Paltz ¹⁰	11,388	11,800	11,650	12,200	12,050
Village of New Paltz ¹¹	5,463	5,625		5,817	
Ulster County	165,304	179,126 ¹²	178,400	184,289 ⁴	184,050

5.3 Housing Characteristics

Village housing stock has continued to expand with an increase of 10.4 percent between 1970 and 1980 and 1.1 percent from 1980 to 1990 (see Table 5.4). The number of dwelling units increased from 1,436 in 1970 to 1,602 in 1990 despite an absolute decrease in population during that period. This reinforces the theory that the Village's population was undercounted during the 1980 Census, as described more fully above.

¹⁰ Includes both Village and Town population.

¹¹ Projections are interpolated from the DEC and UCPB projections for the Town of New Paltz.

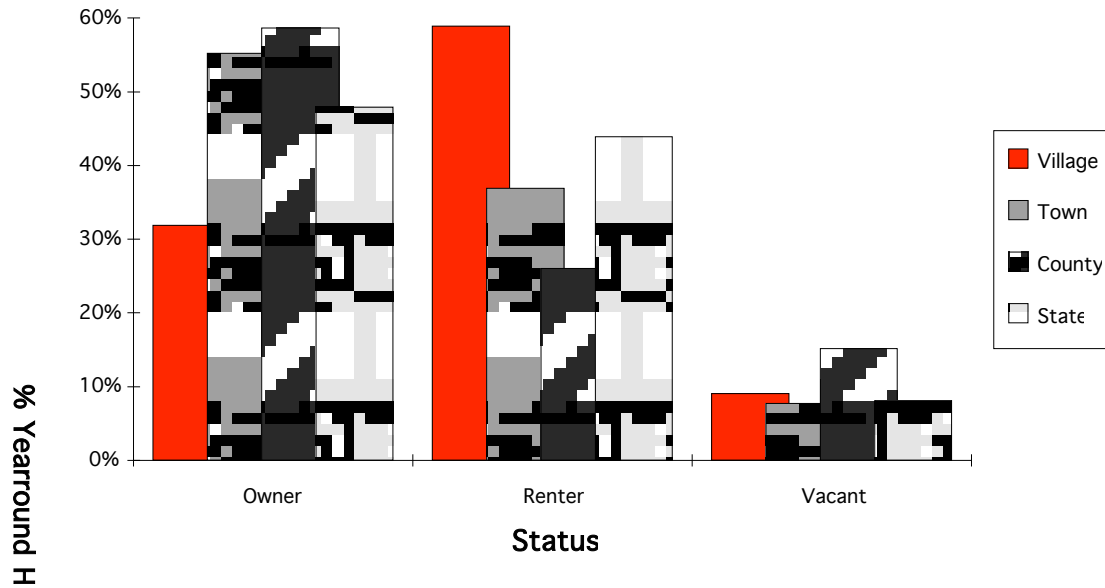
¹² Source is the New York State Department of Economic Development.

Table 5.4
Number of Housing Units
1970-1990

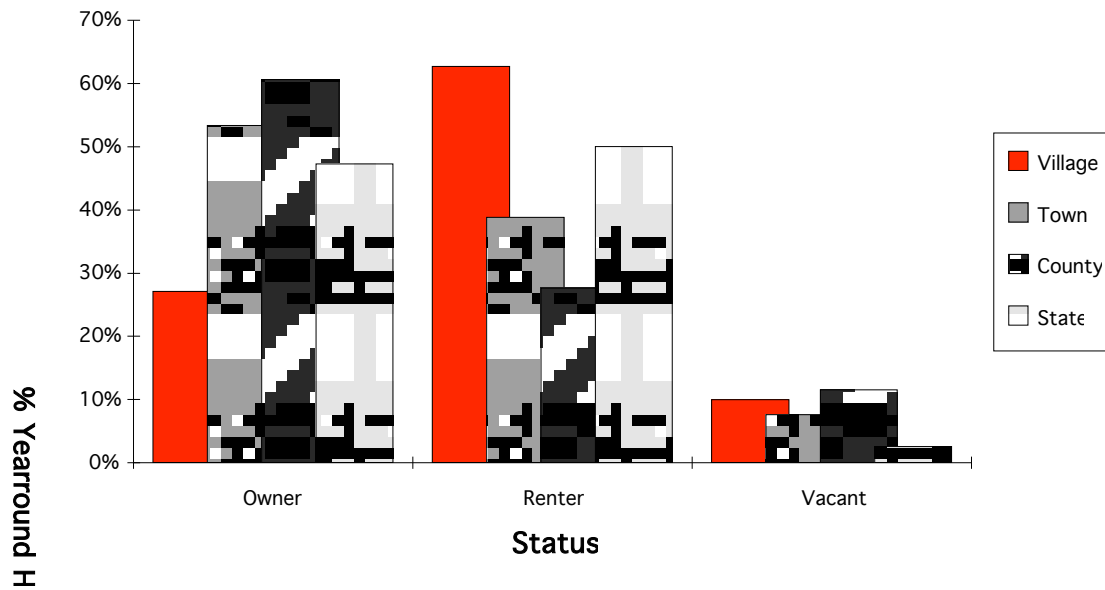
Year	Housing Unit Count
1970	1,436
1980	1,585
1990	1,602

Renter occupied housing units represent the majority of housing units in the Village with owner occupied homes accounting for approximately one-third. This is in contrast with the Town and County where owner occupied units account for the majority of housing units. For New York State, there is an almost equal number of owner occupied and renter occupied units which is due to the large urban population in New York State. Figure 5.5 shows the differences from 1980 to 1990.

Figure 5.5
Housing Occupancy and Tenure
1990

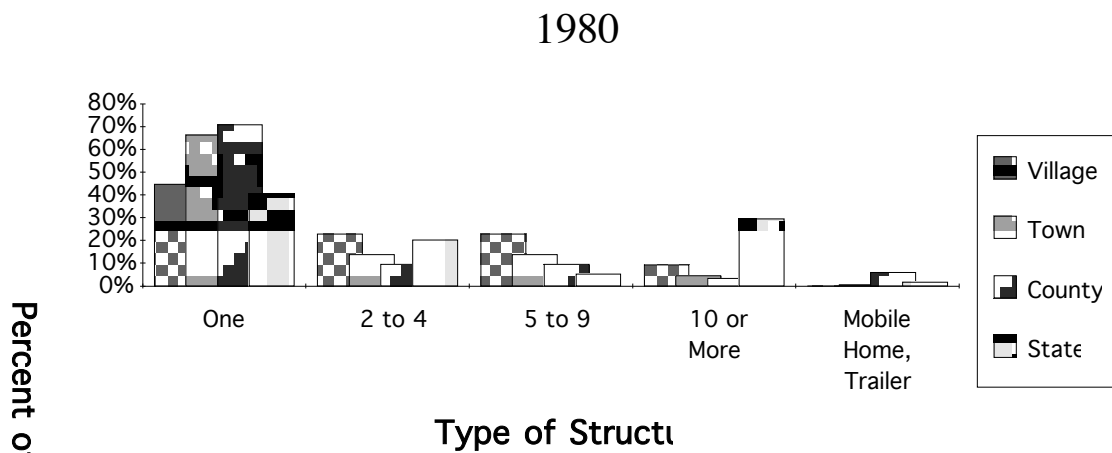
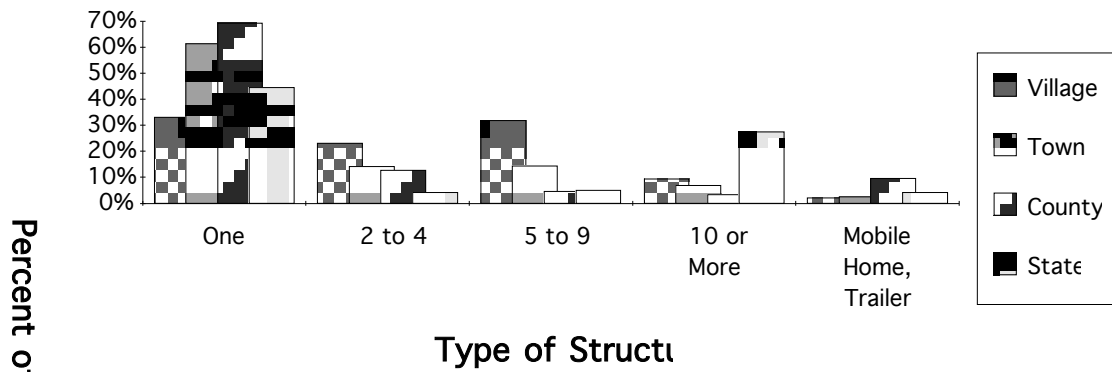


1980



There was a decline in the number of single-family units between 1970 and 1980. The number of single family dwellings, as a percent of the total number of housing units in the Village, has continued to decline through 1990. Figure 5.6 illustrates the housing mix for the Village in 1980 and 1990 as contrasted with the Town, County and State.

Figure 5.6
Units in Structure
1990



The cost of buying a single family home escalated substantially between 1980 and 1990 (see Table 5.5 and Figure 5.7). Real housing costs between 1980 and 1990, adjusted for constant 1990 dollars, show an almost doubling in housing costs in the Village. This exceeded the Town, County, State, and national increases during the same period. Rental costs remained more stable, increasing 14 percent (adjusted figure) to a median of \$537 in 1990. Nevertheless, this median rent figure exceeded the median rent costs for all other jurisdictions (i.e. Town, County, State, and nation).

Figure 5.7
Housing Values 1980-1990

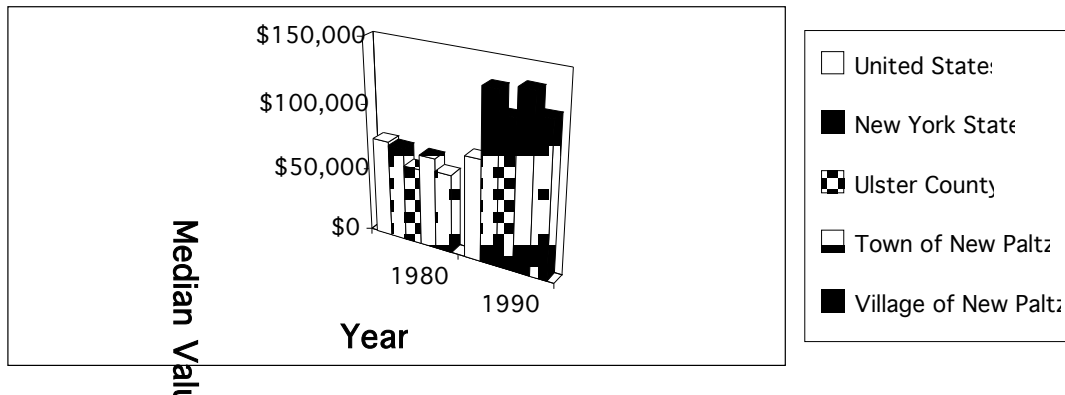


Table 5.5
Housing Values¹³
1980 to 1990

	Actual 1980	Adjusted ¹⁴ 1980	Actual 1990
United States	\$47,200	\$75,048	\$79,100
New York State	\$45,600	\$72,500	\$131,600
Ulster County	\$37,500	\$59,625	\$114,300
Town of New Paltz	\$44,700	\$71,073	\$135,600
Village of New Paltz	\$38,700	\$61,533	\$119,100

The surge in housing starts since 1986 has leveled off under the current real estate slowdown (see Table 5.6). After averaging almost forty new residential building permits a year between 1980 and 1985, the Village building department issued permits for a total of 94 new residential units between 1986 and 1993.

¹³ Source is the US Bureau of the Census.

¹⁴ Adjusted for constant 1990 dollars (59% rise in CPI from 1980-1990)

Table 5.6
New Residential Building Permits
1986-1993

Year	1986	1987	1988	1989	1990	1991	1992	1993
Single-Family	10	34	0	0	1	2	1	3
Multi-family			2 (12 du)	1 (24 du)	0	1	5	1

5.4 Implications for Planning

Summarizing the decade of 1980-1990, the population of the Village increased slightly, but still showed a decline from 1970. The SUNY College student population increased; the total number of housing units increased by a modest one percent and the predominance of multi-family, renter-occupied housing continued.

An August, 1985 RPA publication, "Analysis of Regional Projections", included the Mid-Hudson Region in its forecast of employment and economic development for the New York Metropolitan Region to the year 2000. It pointed out that the Mid-Hudson Region's 1980 population of 1,931,300 persons represented 8.2 percent of the total population of the Metropolitan Region. Actual 1990 population figures for the Mid-Hudson Region were 2,025,972. A Mid-Hudson population of 2,375,000 was projected in 1985 for the year 2000 at which time it would comprise 11.1 percent of the total Metropolitan Region's population. Comparable increases were predicted for employment, personal income and gross regional product:

- The Mid-Hudson's share of total regional employment was expected to rise from 9.0 percent in 1982 to 10.4 percent in 2000;
- Personal income (in constant 1982 dollars) was projected to increase by 37 percent between 1982 and 2000;
- The Mid-Hudson's share of gross regional product was expected to increase from 8.0 percent in 1982 to 8.6 percent in 2000.

Population projections (based upon the 1980 Census) by the Ulster County Planning Board predict that the county will follow regional growth trends. Ulster County's population grew by 19 percent between 1920 and 1950, from 74,979 to 92,621 persons. Over the next forty years, population increased by 44 percent, reaching 165,304 persons in 1990. Forecasts by the County Planning Board predict a county population of 178,400 by the year 2000---almost double that of 1950. Since the county's population will grow at a faster rate than that of the Mid-Hudson Region, it will represent a larger percentage of total regional population.

Based upon the 1990 Census counts, to date, the only statewide population projections that have been prepared have been for counties¹⁵. The projections for Ulster County for the year 2000 and 2010 are shown on Table 5.3. The more recent projections indicate that the County's population will reach 179,126 by 2000 and 184,289 by 2010.

Projected population gains for the County could be exceeded if Ulster County residents' access to employment in the Poughkeepsie area is facilitated by construction of an additional bridge across the Hudson River. RPA predicts that jobs in the Mid-Hudson Region will increase at the fastest rate of any of the sectors of the Metropolitan Region, growing by 40 percent between 1982 and 2000. Expansion of Stewart Airport has and will continue to create additional area employment. Scheduled commercial flights, corporate aviation facilities and the Stewart Industrial Park should further job creation and regional growth. However, the downsizing of IBM's workforce in Dutchess and Ulster Counties was not predicted and will undoubtedly cause a reassessment of this optimistic growth prediction.

Based on projections of county population by the County Planning Board, State Department of Economic Development, and the State Department of Environmental Conservation, population of

¹⁵ New York State Department of Economic Development.

the Village should increase steadily over the next twenty years. Extrapolations made for the Village from these projections indicate that population can be expected to be approximately 5,625 in 2000 and 5,817 in 2010. It should be kept in mind that these projections can and will be affected by future changes in the employment picture at IBM as well as by the growth and stability of the SUNY College at New Paltz. In addition, projections are merely an educated guess of what population may be in the future. Many other factors could affect the actual Village population in the Year 2000 and 2010.

Housing units should increase in proportion to the projected population. Assuming a continuation of 1990 average household size, the 1602 units recorded in 1990 should increase by approximately 50 housing units by the year 2000 to reach a total of approximately 1650 units.

Opportunities for major development on the Erman lands provides the Village with space for substantial additional growth. A continuation of the slow real estate market, continuing cutbacks at IBM and/or the College, and a lack of availability of water and sewer in the Village could hamper this modest outlook even further. In addition, a lack of affordable housing could also impede this growth or make it impossible for more moderate income households to find available living places in the immediate area.

5.5 Population and Housing Recommendations

<i>Housing Task Force</i>	Implement the applicable recommendations of the New Paltz Housing Task Force from their " <i>Report and Recommendations</i> " dated July 28, 1988.
<i>Rental Law</i>	The Village should develop a comprehensive rental law as a replacement for its rooming house regulations.
<i>Code Enforcement</i>	Strengthen building and safety code enforcement and take legal action where necessary.
<i>Affordable Housing</i>	Use the Village's Zoning Law and SEQR to encourage and maintain affordable housing.
<i>Density Bonuses</i>	Provide density bonuses for affordable housing as defined in the " <i>Report and Recommendations</i> " of the New Paltz Housing Task Force and in accordance with §7-703 of the New York State Village Law governing incentive zoning.
<i>Condominiums</i>	Include condominium conversions under the site plan review requirements of the Village Zoning.
<i>SUNY Housing Options</i>	Encourage SUNY to expand on-campus housing options and off-campus opportunities through partnerships with the private sector to provide multi-family student housing.
<i>Community Wide Survey</i>	Update as necessary, the 1990 survey of residential properties in the Village according to type, age, condition, and occupancy. Update the survey regularly to create a better understanding of the Village's housing situation, monitor changes, identify trends, measure impacts of specific actions, to use to support state and federal housing grant applications, and to generally assist in the decision making process.
<i>Housing Plan</i>	In conjunction with the Town of New Paltz, develop a comprehensive community housing plan to minimize losses to the community's rental housing stock through condominium conversions, to increase the number of available apartments and affordability levels, to assure rental housing meets community housing and safety code requirements, and to increase affordable home ownership opportunities.

6

Community Facilities

Community facilities and services are of primary importance in maintaining the security and quality of life in the Village. Basic services, police and fire protection, and education all require a commitment of land, buildings, equipment, and personnel. Community facilities also bring the water to each tap and treat the sewage that is generated. In addition, open land, in a natural state or developed for active recreation is a useful and highly visible part of the mosaic of facilities and services that support a well functioning community.

The Master Plan for the Village of New Paltz will review existing infrastructure and levels of services of those community facilities that are directly impacted by the functions of the Planning Board. The Planning Board supports the Village Board in the management of the Village through land use planning, zoning, subdivision regulations and input into the capital improvement programming process. Community services such as education, police and fire protection are important and are considered in light of the balance between the capacities available and the rate of growth of business, industry, and neighborhoods in the Village. Other Boards and policy makers however, have the primary responsibility for these services.

6.1 Municipal Facilities

The Village Hall, Highway Department, Police Department, and Fire Department headquarters are located in a municipal complex on Plattekill Avenue. The Village offices are in a brick structure that formerly housed both Town and Village departments. Needed room for Village functions has become available as the Town has moved its operations to the former American Legion building located on North Chestnut Street. A second floor was added to the Village Hall with Federal Funds obtained through a grant from the U.S. Economic Development Administration. As additional space is needed in the future, the Town and Village may choose to move the Police Department, which serves both municipalities, to another central location.

The New Paltz Fire Department serves both the Town and Village of New Paltz and provides coverage for approximately 12 miles of the New York State Thruway. The Fire Department has about 55 active volunteers. The main station is equipped with four vehicles; two initial attack pumpers, a ladder truck with an 85 foot aerial ladder/platform, and one hose supply pumper truck. A second Fire station was constructed in 1985 at the intersection of North Putt Corners Road and Henry DuBois Drive. Equipment includes a pumper/rescue truck, a mini-pumper/brush truck, and a tanker with a 2300 gallon capacity. This subsidiary fire station is well located to serve future development which may occur within the vacant lands in the annexation area.

The Fire Department is undergoing a need to replace four trucks before 1995 due to wear and age. A new tanker truck is especially needed. The cost of replacing these four trucks is estimated to be approximately 1.5 million dollars.

The New Paltz Police Department serves both the Town and the Village. In 1985, the Town assumed responsibility for providing police protection for the community and the Village force was disbanded. The Department has 19 full-time and eight part-time officers, eight dispatchers, and other support staff. Before 1987, the Department occupied space rented from the Village, but in that year, the force was moved to a Town-owned portion of the building. The Police Department requires more space than is presently available, and various proposals have been made for improved facilities in several locations. The solution is complicated by the Department's hope to remain close to the community Court facilities. The most cost effective solution may be enlargement of the present premises.

The New Paltz Rescue Squad, a volunteer ambulance and emergency services provider, is located in a building on the college campus on Route 32. The Squad consists of 40 to 50 active volunteers and maintains two ambulances, an emergency "fly-car" and Jaws-of-Life equipment. It provides Level 4 paramedic service with a response time of three to five minutes from the 24 hour duty crew. The back-up crew response time is eight to ten minutes. Should there ever be a need to relocate this service, special care will need to be taken in siting this type of municipal use. Because of the nature of ambulance driving, it is best to provide some separation from areas of high volume pedestrian and vehicular traffic.

Educational facilities in New Paltz play important roles in relation to land use planning. The college campus and the student and employee population greatly affect the demographics of the Village. The presence of the campus generates demands for community services through the many students that live off-campus within the Village and the need for fire protection, rescue squad services and police protection.

It is also true that a significant block of residential growth, which may be anticipated with the future development of the vacant land in the annexation area, will generate demands on educational facilities in the area. During the subdivision review process, the Village Planning Board should consult with the School District to ascertain the school system's capacity to absorb the number of students that may be generated by new residential development.

Of the four schools operated by the School District, only the High School is experiencing a space problem. The current community schools and their capacity are as follows:

Table 6.1 School Capacity		
School	Approximate Capacity	Number of Students¹⁶
Duzine Elementary (K-2)	575	550
Lenape Elementary (3-5)	650	558
New Paltz Middle (6-8)	600	528
New Paltz High (9-12)	600	593

6.2 Recreation and Open Space

The following discussion of recreation and open space is largely excerpted from the *New Paltz Community Comprehensive Plan*, prepared by Manuel S. Emmanuel Associates, Inc. (January 1990), the *Report of New Paltz Town Board Ad-Hoc Parks Committee*, New Paltz, NY. (August 1987) and the *Wallkill Valley Rail Trail Advisory Committee Report* (November 1990).

The quality of life in New Paltz is greatly enhanced by its scenic setting and surrounding open space. The challenge lies in planning ahead now for open space preservation in a community where there are still large areas of vacant and undeveloped land. "If New Paltz is to retain its aesthetically pleasing character and maintain a sound balance between development and environmental protection, there must be a commitment to channel future growth into the most appropriate areas. Open space and recreation sites and facilities should be required as a component of the development process, in much the same way as roads and utilities are now required."(NPCP)

"Open space is public, semi-public or private land where little or no building development has taken place. Open space may be land that is currently in agricultural use or private preserve, wooded or non-wooded, underdeveloped or vacant. Lack of development sometimes reflects existing environmental constraints, such as floodplains, wetlands, steep slopes, lakes, ponds, and watercourses."(NPCP)

"Open space needs cannot be determined by calculating acreage standards, for it is location and quality rather than quantity which are the key elements. Strategies for maintaining adequate open space must be carefully employed to protect landowners' legal rights."(NPCP)

In the future choices will need to be made as development proposals come in. How can the Village best balance the need to encourage conservation of environmentally fragile land and also encourage retention of open land for active use, to create greenways and linkages through the Village and Town for bike paths, walking and jogging? The Huguenot Path is a successful example of this type of use. The Village should ensure that a continuous network of open space is established throughout the Erman lands when they are developed in the future.

¹⁶ According to the New Paltz Central School District, November 1992).

The Wallkill Valley Rail Trail is a wonderful example of creative reuse of a former freight railroad bed for active recreational use. Equally important is the way in which the Village, the Town of New Paltz, private landowners, and conservancies cooperated to purchase the right of way, implement improvements to provide for public access, and plan for overall administration and maintenance. The Wallkill Valley Rail Trail Association Inc's Report (November 1990) was a solid foundation for the work that established the trail system and provides for its enhancement over the years.

The main park site for active recreational use in the community is the 12 acre Moriello park. It is located in the Village and owned and managed by both the Village and the Town. Other Village parks include the John Vett Memorial Garden Park near Huguenot Street, the Huguenot Nature Path, and Hasbrouck Park. Existing and proposed facilities at these parks are as follows:

Table 6.2 Existing Parks Proposed Improvements		
Park	Existing Facilities	Recommended Improvements
John Vett	1 bench, 2 tables	Install 7 benches from Huguenot St. to between gardens and the River. Erect scenic park sign and signs between park and gardens "Look but don't pick"
Peace Park	5 benches, 2 tables	Landscape area by adding flower gardens
Wallkill Valley Rail Trail	12.2 mile linear park along the former ConRail right-of-way from the Town of Rosendale to the Town of Gardiner, Railroad Station Park with 4 park benches	Develop a recent Village purchase of a 1.5 acre waterfront parcel on Water Street into a linkage with the Rail Trail, install signage directing people to parking areas, install signage for parking areas, pave a strip near the Railroad Station to provide for handicapped access, develop an exercise course (Par Course) along the Rail Trail
Huguenot Nature Path	2 bridges over streams and educational markers	Install more educational markers, increase maintenance, extend path north along river, establish a sign to identify path, widen path and bridges to allow for handicapped use
Hasbrouck Park	Baseball field, water fountain, playground equipment, tennis courts	establish toddlers playground, modernize playground equipment, redesign tennis courts, develop volleyball court, construct band shell, provide landscaping
Moriello Park	Pool and pool house with restrooms, 2 basketball hoops, playground swings, and 1 picnic table with 3 grills	Rebuild Moriello dam when the opportunity arises, provide landscaping, develop a multi-purpose pavilion, a path around the restored lake, lighting and benches, basketball/volleyball courts, and acquisition of adjacent lands when they are available for additional recreational development

No form of open space is older than the square. The Village should establish a Village "green" or Village "common" for sitting, social gathering, and other events. The Village may wish to develop vest pocket parks where opportunities arise, especially in the downtown commercial area. These small parks would compliment the existing smaller Village Hall and Hasbrouck Parks. Another type of park unique to the Village of New Paltz is the John Vett Memorial Gardens park with its communal garden plots reminiscent of English Village allotments.

In addition to the facilities provided by the Village and Town, residents may purchase permits to use college athletic facilities. The Village should seek coordinated use of the College's facilities. The recreational facilities of the School District are also available for use with the District's permission.

6.3 Storm drainage

Surface water, storm drainage and flood control are essential considerations in the design and development of any parcel of land within the Village. Unlike other infrastructure, storm water control design may take on a variety of forms that must be uniquely designed for a given site. The design is dependent upon the effects that specific construction proposed will have on the natural topography and hydrology of the land. If a surface drainage and storm water plan for a site is not adequate, it may cause erosion and flooding problems within the development as well as to off-site areas. Poor design may also lead to wet basements, a serious problem for individual homeowners.

Because of the great variety of variables involved, and their site specific nature, it may not be appropriate for the Village to create a detailed surface water and storm drainage plan. However, it is very important to consider the cumulative effects of the designs and structures on the overall hydrology of the area and the capacities of the floodplains draining the area. In this regard, the Village has already established a requirement that proposed developments not cause a net increase in off-site runoff.

As the Village Planning Board reviews future development proposals in areas impacted by wetlands and floodplains, it will need to constantly evaluate the impacts of the proposed designs and the future maintenance of the storm water control facilities on a Village wide basis. What are the long term liabilities and costs associated with dedication of these facilities to the Village? It may assist in this process to have some basic policy guidelines and professional assistance to evaluate the calculations and designs presented by the developers. At a minimum, it is recommended that the Village use the New York State Department of Environmental Conservation's (DEC) *Reducing the Impacts of Stormwater Runoff* (Division of Water, April 1992) during SEQR reviews to ensure that runoff during and after development is not substantially altered from pre-development conditions. Incorporated into these guidelines are also Erosion and Sediment Control Guidelines for new development which should also be consulted to minimize the effects of development.

The use of water quality measures, both structural and vegetative, is now becoming commonplace. An example of a structural measure is an oil-water separator while vegetative measures include the design of grassed swales. The Village should ensure that such measures are incorporated into the review of all proposed subdivision and site plan applications.

6.4 Sewage System

The Village sewerage system is predominantly gravity flow, with pump stations where topography warrants, to a secondary sewage treatment plant (STP) on the east bank of the Wallkill River. The STP serves virtually the entire Village and some immediate surrounding areas within the Town. There may be a few septic systems in use along Plains Road and Huguenot Street where the Village's sewer mains do not reach. If and when available, these homes should hook-up within 90 days of sewage service becoming available.

The design capacity of the STP is 1.2 million gallons per day (mgd). Although the average winter flow to the STP is about one (1) mgd, the plant exceeds the 1.2 mgd permit limit during days of high precipitation and the resulting inflow and infiltration. Flows on these days range between two to three (2-3) mgd. A study report prepared by the Village Engineers concluded that an expansion and upgrade to the STP was needed to prevent excess flows from by-passing the STP as well as to conform to current state water quality regulations. The cost to upgrade the STP

is in the millions of dollars and sources of funding are being explored. The Village should consider requesting developers, proposing new projects, to assist in the cost of the upgrade.

It is conceivable that water conservation efforts, such as the measures discussed below under water supply, may have the effect of delaying costly upgrades, if properly coordinated with elimination of inflow and infiltration (I & I). Such measures should also be seriously considered prior to a commitment of funds. According to recent studies by the State University, I & I from the College Campus may account for approximately 88,000 gallons per day of flow into the Village's STP. The College has proposed to eliminate up to 75 percent of this excess flow through an I & I reduction program.

6.5 Water Supply

The Village of New Paltz water system serves the Village, the college and water districts located in the Town but adjacent to the Village. The Village purchases water from New York City, tapped from the Catskill Aqueduct. Problems with excessive turbidity, which affects the chlorination process, forced the construction of a new filtration plant on Mountain Rest Road. This 2 million gallon facility has enhanced the quality of water pumped into the system. All residential dwellings within 200 feet of a Village water supply pipe must, by Village order, tie into the system. Two storage tanks are located in the Town of New Paltz. They are a 400,000 gallon tank on Cherry Hill and Apple Streets and a 2 million gallon tank off Bruce Street. A new storage tank on the Erman lands could provide the Village with a much needed loop water system in this area.

Water use varies by season and is dependent upon the College's schedule. When the College is in session, water use averages approximately 750,000 to 800,000 gallons per day. When the College is closed, water use averages 550,000 to 600,000 gallons per day.

The quantity of water available to the system is controlled by policies and prices set by New York City. Demand in the whole New York City system is greater than safe supply, and more stringent policies are a strong possibility in the future. Currently the Village system, like other communities that tap New York City water, is subject to drought and other limitations imposed by the City on its customers. The Village has a back up system which uses four small reservoirs with less than a weeks supply. The cost to the Village of replacing its current water system with one of its own would be prohibitively expensive. Efforts in the past to seek alternate water sources proved unsuccessful. Thus, the water source for the foreseeable future will be the aqueduct tap.

These constraints on water supply will serve to be limiting factors to future development in the Village. This is especially true for business and industry. It may also prove to curtail higher density residential construction. Conservation methods must therefore be employed. As of January 1990 water conserving toilets (ultra-low flow i.e. 1.6 gallon per flush), faucets, and shower heads must be installed in new buildings in the Village of New Paltz. But more can be done.

Water saved is exactly the same as water supplied. When one person reduces their water use that makes water available for someone else to use. A permanent reduction in use is equivalent to a permanent increase in supply. Additional water saving measures could be achieved by establishing a voluntary water conservation program within the Village's water service area. The program would include replacement of existing toilets with ultra-low flow toilets, and installation of water saving faucets and shower heads in existing residences and commercial developments.

A study¹⁷ conducted for the U.S. Army Corps of Engineers in the Denver area found that full use of new water-saving equipment in Denver households would save more water than the proposed Two Forks dam would supply, and at a cost about 20% of the dam's cost per acre-foot. For a program cost of \$400 per household, there would be a permanent savings through the use of efficient high-performance products that would not require any lifestyle change. Chosen carefully, purchased wholesale, and professionally installed as replacement equipment throughout the Village's service area, water efficient hardware can save water at less than a third the cost of supplying it anew and treating it twice.¹⁸

Such a program can result in a win-win situation. Resident's water bills are reduced through reduced consumption, the cost of energy needed to heat water is reduced, and new development could be accommodated without an increase in supply. Realistic reductions in water use for efficient fixtures (compared to an existing weighed average of conventional and water-saving hardware) are: shower heads 39%; kitchen faucets 20%; bathroom faucets 40%; toilets 75%)¹⁹, Total indoor reduction would be 37 percent. This may also have the effect of forestalling the proposed improvements to the Village's sewage treatment plant since flows would also be reduced.

6.6 Solid Waste

The sanitary landfill that serves the Village is operated by Ulster County and is located off Clearwater Road. The landfill has been open since 1965 and in 1987 was projected to have only a 5 year capacity left. In 1988 the New Paltz Community Recycling Task Force was formed to guide the future use of the landfill and to increase the recycling habit in the New Paltz community. New York State mandated municipal recycling in 1992 and the Town responded by adopting a recycling resolution, enhancing the recycling facilities and by maintaining a recycling coordinator. Future plans for the recycling center include a possible composting facility and improved processing for recyclable materials. Throughout the year, the Village conducts a Fall and Spring cleanup for residents to dispose of bulky items.

6.7 Implications for Planning

It is not enough to simply state in a master plan that open space should be preserved, land with environmental constraints should be left alone, or future developments should provide parkland set-asides as part of the approval process. In order to implement these goals in a legal, efficient and consistent manner the Village must be committed to supporting these goals with an appropriate regulatory framework and administrative policies.

The Village has many good special plans and studies for municipal facilities that outline needs, opportunities and constraints. In the case of municipal facilities, it is appropriate to consider their special needs with careful siting of future facilities. For those that have limitations on capacity such as water and sewer, it is imperative that the Village not unknowingly exceed them. As demands for these facilities and the methods of providing them become more and more complex it is necessary to have an administrative process to constantly keep decision makers apprised of

¹⁷ John C. Woodwell, Supplying Denver with Water Efficiency: An Alternative to Two Forks Dam (Rocky Mountain Institute: Snowmass, CO, 1989).

¹⁸ Ibid.

¹⁹ U.S. Department of Housing and Urban Development, Residential Water Conservation Projects Summary Report 1984.

the impacts on remaining capacity of current proposals as well as the cumulative affects of all approved but unbuilt projects.

6.8 Community Facilities Recommendations

<i>Linear Trails</i>	Create greenways and linkages through the Village, with connections to the Town, for bike paths, walking, and jogging.
<i>Parking</i>	Improve parking and circulation downtown. Improve existing signage and add signage directing drivers to existing municipal parking lots. Consider imposition of a per parking space fee program for variances granted to new businesses in the downtown core that cannot create enough parking to meet Village Zoning requirements. Consider implementation of the program by either the Village Board of Trustees or the Zoning Board of Appeals and put the fees collected into a special fund to be used to improve downtown parking. An appropriate fee that should be considered would be \$1,000 per space. The Village should also consider requiring shared access or marginal access for new commercial developments. All parking should also be provided behind buildings.
<i>Moriello Park</i>	The Moriello dam should be rebuilt to provide drainage improvements and should also be considered for use as a back-up water supply. At Moriello Park, provide landscaping, a path around the restored lake, lighting and benches, basketball/volleyball courts, and acquire adjacent lands when available for additional recreational development.
<i>Water Conservation</i>	The Village should investigate whether additional water conservation measures, beyond that which is already required by Chapter 26 of the Village Code, are appropriate.
<i>Water Efficiency</i>	The Village should explore the potential for retrofitting existing structures with water conservation fixtures as a means of avoiding or delaying major capital improvements to its sewer and water infrastructure.
<i>Infrastructure</i>	The Village should update its water and sewer infrastructure to meet current demands and to permit new development to locate in the Village.
<i>Vest Pocket Parks</i>	Develop vest pocket parks where opportunities arise, especially in the downtown commercial area. Establish a small vest pocket park at the Gardens of Nutrition site.
<i>Recreational Lands</i>	The Village should acquire additional lands for recreational development on the Erman lands, when they are developed. The Village should also cooperate and support the efforts to acquire the Jewett farm lands. The need for an increase in the amount of the recreation fee charged to applicants should also be examined and increased in necessary.
<i>Village Green</i>	No form of open space is older than the square. The Village should establish a Village "green" or Village "common" for sitting, social gathering, and other events.

<i>Erman Lands</i>	The Village should ensure that a continuous network of open space is established throughout the Erman lands when they are developed in the future.
<i>Village-School Cooperation</i>	The Village Planning Board should refer all applications for five dwelling units or more to the New Paltz Central School District for review and comment during the SEQR review of a project.
<i>Village-Town Cooperation</i>	The Town and Village Planning Boards should meet once a year or more, if necessary, to coordinate planning actions and land development activities.
<i>Inflow & Infiltration</i>	The Village should support the efforts of the State University to reduce I & I from the College Campus.

7

Transportation

Transportation networks are vital to a community's prosperity. They tie a community together and link the community to the outside world. For the Village of New Paltz, the road is the predominant mode of travel. Settlement has consistently followed roads and the location of these, in turn, has been governed by the patterns of ridges and valleys as well as the Wallkill River. The historic interaction between land use, transportation, and topography will continue to remain an important consideration in planning for the future needs of the Village.

Because roads are the predominant form of travel, we have become heavily reliant on the automobile. Most of the autos on the road carry only one passenger resulting in an inefficient use of available resources. This dependence on single-occupant vehicles causes unnecessary delays and threatens the Village's quality of life and economic vitality.

Growth in population in the Village, Town, and surrounding area has burdened the existing roadway network as most vehicles are funneled onto Main Street between the east and west barriers of the Wallkill River and the Thruway. This has resulted in intolerable traffic congestion at times. The simple answer that has often been proposed in the past is to construct new facilities to meet existing demands. This type of program will only improve traffic conditions in the short run and may further threaten the quality of life of the Village.

Reducing vehicle travel can be an effective means to ensure that the Village's transportation system will allow travel with minimal delays from one place to another in the community. The entire community will benefit from a reduction in air pollution because autos are a major source of pollutants in the Village. Local businesses can also benefit because the Village is likely to become a more popular place for shoppers to go. An uncongested, pedestrian oriented environment can bring back customers, who may wish to shop in the Village now, but go elsewhere due to the congestion or ones perception of it. In addition, when you need a car to shop for basic goods, barriers are automatically erected to youth, the disabled, senior citizens, carless college students, and the carless poor.

The following sections present a discussion of alternatives to auto oriented solutions to the Village's transportation problems. Also presented are recommendations for improving the existing highway system. Communities that share similarities to New Paltz, such as Boulder Colorado, have successfully used many of the concepts embodied in this Comprehensive Plan. The Village can and should build upon these successes.

The first recommendation is to create an Alternative Transportation Center within the Village. The Center need not be staffed, but would be a convenient location where information is available and disseminated on alternative transportation modes. In conjunction with the Alternative Transportation Center, it is recommended that an Alternative Transportation Committee be created consisting of interested volunteers from the community. The Committee's task would be to develop and promote programs that support, increase, and facilitate transit (bus), rideshare (carpooling and vanpooling), pedestrian, and bicycle transportation. This would include education efforts aimed at students and residents alike. For instance, the Committee could provide information on alternative transportation to College students, at student orientation. The Committee could also meet regularly to discuss existing and proposed alternative transportation programs and projects.

7.1 Public Transportation

Public transportation consists of bus services to and from the Village. While clearly subordinate to the private automobile, it plays an important role in the movement of people. A total of three bus lines serve the Village at the terminal on Main and Prospect Streets. Ulster County Rural Transportation also stops at other locations within the Village.

Ulster County Rural Transportation is operated by Ulster County. It offers three daily runs to and from Ulster County Community College, where riders can transfer for Ellenville, Kingston, and Saugerties. Four shuttles per day take riders from various locations in the Village and adjacent Town to and from the Village's shopping areas. Regular pick ups and drop-offs are also scheduled from locations around the county to the Village's shopping areas.

Arrow Bus Lines provides five daily runs to and from Poughkeepsie. Service begins around 7:00 AM and ends around 6 PM. Drivers will make stops as requested for passengers. Many commuters take advantage of this service but an improvement would include a stop at the Poughkeepsie Train Station to make connections to Amtrak and Metro North.

Trailways operates four different lines to the Village, connecting it with inter-state locations. Three runs per day are made to and from Long Island. There are eight runs per day to and from New York City with additional runs on weekends and Mondays. Connections can be made in New York City for other bus routes, subway and train routes, and the airports. There are also seven runs per day to and from Albany, with connections there to the Adirondacks and points west. There are also five runs per day to and from Oneonta with additional trips made on weekends. This service also provides service along the Route 28 corridor in the Catskills.

With three separate entities providing public transit services in the Village, there is presently no coordination taking place. It is recommended that user-friendly guides be developed to help make transit a viable and more convenient option for students, new residents, commuters and shoppers. The transit maps would show the bus routes on an area map, and would also provide helpful phone numbers for transportation information. Schedules, which change on a regular basis, are already available and should be provided with the transit maps.

Two suggestions for improvements in service would be to provide shuttles to the Poughkeepsie Railroad Station and Stewart Airport. Arrow Bus already serves the New Paltz-Poughkeepsie route and a stop at the Train Station would provide an alternative for local residents. Service to Stewart Airport could also provide an alternative for residents and students. Providing such service should be explored with Trailways, which now provides service past Stewart Airport along the New York State Thruway.

7.2 Pedestrians & Bicycles

Sidewalks are an essential element of a pedestrian-friendly community. The Village has a large system of sidewalks throughout, yet many gaps exist and sidewalks are non-existent on some Village streets. While many streets can continue to function without sidewalks due to low traffic volume, others would substantially benefit from the installation of sidewalks. The only facility that exists within the Village, other than the sidewalks, that is devoted exclusively to pedestrians and bicycles is the Wallkill Valley Rail-Trail.

Bicycles are an effective alternative to vehicle travel where safe routes exist for their travel. They are also a cost effective alternative in a Village where many of the commuters are students. A number of programs can work to increase bicycle use as an alternative mode of travel. These include the following, which have already been proven in Boulder:

- 1) placement of bike racks at convenient locations throughout the Village;
- 2) designation of bike routes, lanes, or paths in the Village;
- 3) preparation of bike maps showing the locations of bike routes and providing telephone numbers where bikes can be purchased, rented, or repaired;
- 4) conducting bike safety campaigns and sponsoring bike to work weeks;
- 5) preparing a bike system plan;
- 6) creating a "Wheel Appeal" program where citizens can donate their bikes to the Alternative Transportation Center, where they can in turn be donated to persons who might not otherwise have the opportunity to own a bike.

A pedestrian and bicycling program should promote safe and accessible bicycle and walking transportation. To do this, there are four principal areas where the Alternative Transportation Committee's energy should be directed:

1. Presentation of educational programs at the public schools, adult education classes, and SUNY to improve awareness of, participation in, and adherence to bicycle, pedestrian and motorist rules, rights and responsibilities.
2. Support the enforcement of rights and responsibilities of cyclists, pedestrians, and motorists. Brief local police officers on laws which are most often violated. Conduct bike safety seminars for traffic offenders and communicate with officers on foot patrols.
3. Encourage citizens to walk and/or ride their bikes as an alternative to using their cars. This can be done through festivals, conferences, information exchanges, private and public partnerships and the support of transportation-disadvantages programs. Maps, brochures, advertisements, articles and editorials can be the basis for most information received by the public.
4. Preparation of a bicycle/pedestrian capital plan that identifies major or minor physical improvements and maintenance of the Village's pedestrian and bike systems. This includes bike racks and other equipment, and pedestrian amenities such as benches and bus shelters.

7.3 Road Network

Many of the circulation and parking problems cited by the 1966 Brown and Anthony *Planning Study* remain all too familiar more than twenty five years later. The conclusions of the *Study's* "Transportation and Circulation" section are summarized below:

- Main Street is excessively congested.
- Through-traffic, intensified by the Thruway, is a serious problem.
- Circulation problems are also evident on local streets.
- Business district parking is in critical condition.
- Solutions to problems of congestion, through-traffic and parking will require a broad range of approaches.

Some of the solutions proposed by the 1966 *Study* have been implemented in whole or in part; some have reappeared as new ideas; still others have been abandoned. In order of their presentation in the *Study*, they are discussed with annotations as follows:

- a. A major bypass to the south and west of the Village included building a new bridge across the Wallkill. The bridge and bypass are still needed but no state or federal transportation funds have been available to assist in building the bridge. It is likely that such funds will not be available for the foreseeable future.
- b. A proposed extension of Fulton Street, renamed Henry DuBois Drive, has been completed, linking North Chestnut Street (Route 32) with North Putt Corners Road. This has become a de facto bypass along with Shivertown Road in the Town. Use of Horsenden Road as a bypass has been discouraged. According to a 1986 *Traffic Survey*, prepared by the New York State Department of Transportation's (DOT) Region 8 Planning and Development Group:
The 1974 traffic study prepared by CE Maguire for the Ulster County Planning Board recommended an east-west bypass to relieve congestion on Route 299 in the Village of New Paltz. For obvious reasons, a bypass on new alignment no longer appears feasible from an environmental or cost standpoint. The increase of traffic on North and South Putt Corners Road, however, coupled with the lack of 24 hour traffic growth on Route 299 in the Village, gives a strong indication that east-west connector roads such as Henry DuBois Road, Shivertown Road, and Horsenden Road are used to bypass the Village. As traffic volumes increase on these roads, improvements may be needed.
- c. Curb parking along Main Street has been eliminated for a short distance on its northern side, just east of its intersection with North Chestnut Street as well as on its southern side just west of its intersection with South Chestnut Street in order to improve the flow of through traffic.
- d. A proposal to create parking and loading spaces behind Main Street stores and in other vacant Core areas re-emerged as the SHARP Plan with the sponsorship of the Downtown Business Association. Some of the recommendations have been implemented. The SHARP Plan was prepared by the New York State Division of Housing and Community Renewal (DHCR). The DHCR proposed the organization of Village businesses into a Local Development Corporation, which would then control parking areas in the core area. It was hoped that Community Development Block Grant funds could be used to finance part of the effort and that the Corporation would lease lands, pay for insurance and so on. This plan was never implemented due primarily to budget cutbacks at the state level.
- e. Clearance as a solution for urban development has been largely abandoned as Federal urban renewal subsidies have disappeared and as communities have recognized the advantages of maintaining their identities through rehabilitation and restoration of important buildings. Proposed clearance of the blocks bounded by Main, Front and Chestnut Streets to create parking has not been implemented.
- f. Traffic control devices, channelization and intersection improvements have been added at the intersections of Main Street with Mannheim Boulevard and North Chestnut Street.
- g. North Front Street, as recommended, has been made one-way and is officially designated as an alternate route. Parking is recommended only on the east side of North Front Street.

- h. The proposed northern bypass via North Putt Corners Road via either Henry W. DuBois or Shiverstown Road, while never designated officially as such, is according to traffic surveys, being used by motorists to an extent that make it a de facto bypass. The Hamlet, a subdivision that has received preliminary approval, will eventually extend Sunset Ridge Road from North Chestnut to North Putt Corners Road.

7.4 Implications for Planning

The December, 1974 Ulster County Traffic Study for New Paltz, New York remains the most comprehensive professional analysis of the Village's traffic needs and alternative solutions. Its twelve recommendations focus on mitigating traffic congestion in the Village while facilitating regional north-south traffic flow. Eight of the twelve proposed improvements are to Route 299/Main Street. Two concern Henry DuBois Drive as a bypass, one suggests a connector to the SUNY campus from South Putt Corners Road to serve as a southern bypass. Until replaced by a study of equal scope and quality, the proposals should stand as the principal elements of a traffic plan for the Village and its environs.

The Ad Hoc Traffic Committee, a joint undertaking of the Village, Town and County, was responsible for 1988 DOT actions to upgrade two important Village intersections. The first is at South Mannheim and Main Streets, where the corner adjacent to the Mini Mall was cut back; similar remedial action was taken at North Chestnut and Main Streets adjacent to the Griffon. A stoplight was installed at the intersection of Ohioville Road and Route 299 in the Town. The intersection at Main Street and North Putt Corners Road was recently improved by widening and lane striping. Further data from the DOT and discussions with its planning staff concerning implementation of the 1974 Ulster County Planning Board traffic study should be undertaken before ruling out the northern bypass. AADT and other measures of traffic volume should be translated into sufficiency ratings.

The most recent information from the DOT²⁰ shows proposed widening of Route 299 from two to four lanes east of the Thruway (including widening of the bridge over the Thruway) as well as a land use/traffic/development study of Route 208 from the Village to Interstate 84 in Orange County. In view of the intensive commercial development along Route 299 between Mannheim Boulevard and the Thruway interchange, DOT should also examine the need to improve the capacity of Route 299 in this increasingly congested sector. An important consideration in any planning for these corridors would be the development of sidewalks and bicycle paths or lanes, as suggested in the DOT's recent transportation plan for the Hudson Valley entitled "*21st Century Mobility: Moving People and Goods.*" In this *Plan*, the DOT specifically identified Route 299 for bike lanes as a means of linking key activity centers and facilitating long distance regional travel.

7.5 Traffic Recommendations

There are a number of recommendations relating to traffic that are found in the *Transportation Plan* element of the *Community Comprehensive Plan*, prepared in 1991. Where appropriate, these recommendations should also be followed and coordinated with the Town of New Paltz. Appendix A contains a list of proposed projects recommended in the *Community Transportation Plan*.

²⁰ See *21st Century Mobility*, pages 20 and 25.

<i>Pedestrians First</i>	We are all pedestrians and should receive priority over vehicles. All Village actions that may affect traffic and circulation should be guided by this basic principle. The Village should support the efforts of the DOT (as expressed in <i>21st Century Mobility</i>) to find alternatives to the automobile for pedestrians. The Alternative Transportation Committee should be responsible for implementation of this recommendation.
<i>Mass Transit</i>	Encourage the use of mass transportation. The Alternative Transportation Committee should be responsible for implementation of this recommendation.
<i>Student Transit</i>	Encourage the College to initiate a mass transit program for students including shuttle buses, vanpools and student carpools during peak volume periods. The Alternative Transportation Committee should be responsible for implementation of this recommendation.
<i>Signage</i>	Signs should be placed at South Putt Corners Road and Route 299 by the Town of New Paltz to direct SUNY traffic away from Main Street to Route 32 South and then into the College's Mannheim Road entrance.
<i>Pedestrian System</i>	The Village Public Works Department should inventory the pedestrian system in the Village; identify gaps in the system that may act as an impediment to pedestrian circulation; and identify intersections and other potential vehicle/pedestrian conflict areas to determine whether structural or other solutions would be feasible.
<i>Sidewalks</i>	All new subdivisions and developments requiring site plan and/or special use permit approval should install sidewalks made of concrete, bluestone or masonry paving material. Curbing should also use concrete or granite instead of asphalt, which does not stand up as well. This should be codified into the Village's Zoning regulations and implemented by the Planning Board.
<i>Bikeways</i>	All highway improvement projects whether resurfacing, widening, or rebuilding should incorporate 3' to 5' wide shoulders to accommodate bikeways and/or sidewalks where possible and practical. The Village should support the efforts of the DOT (as expressed in <i>21st Century Mobility</i>) to find alternatives to the automobile for bicyclists.
<i>Walking/Riding Paths</i>	Create off-street walking and bike paths as opportunities arise to link neighborhoods with downtown and the College.
<i>Pedestrian Master Plan</i>	The Planning Board should promote bicycle and walking commuting by identifying routes and making spot hazard improvements on Village streets and walkways/bikeways as part of a Pedestrian/Bicyclist Master Plan.

<i>Preferred Parking</i>	The Village Board should encourage the College to establish preferential parking spaces for student carpools.
<i>Pedestrian Safety</i>	The Village Board should promote safety and convenience of pedestrians by striping and signing appropriate intersections as crosswalks, installing sidewalks where none exist, and establishing design standards for bicycle routes.
<i>Bicycle Racks</i>	The Village Board and Town Board should provide bicycle racks at all municipal buildings and public facilities in the Village.
<i>On-street Parking</i>	The Village Board should restrict on-street parking as necessary for safety.
<i>East-west Connector</i>	The Village should encourage the Town of New Paltz to cooperate with SUNY to establish an east west connector road south of SUNY joining Route 32 and Route 208 as well as a road linking Route 32 and South Putt Corners Road (included in SUNY's Master Plan).
<i>Shared Access</i>	On future commercial developments, the Planning Board should require connectors between commercial properties and encourage shared access where possible.
<i>Pedestrian Crossings</i>	The Village Board and Public Works Department should provide pedestrian crossings, where necessary, on Church Street and Henry DuBois Drive and sidewalks on Henry DuBois Drive to Moriello Park.
<i>Shuttles</i>	Ulster County should establish a shuttle bus system operating on peak season weekends and special event days between New Paltz and the Ulster County Fairgrounds and/or Minnewaska utilizing existing parking lots at the schools and DEC.
<i>Official Map</i>	The Village Board should adopt an Official Map, pursuant to § 7-724 of the New York State Village Law, showing the location of all existing and proposed streets and highways.
<i>Main Street Congestion</i>	The Village Board and Planing Board should work with the DOT and developers of Main Street properties, to restrict entrances and exits to right turns only and provide for appropriate signage.

8

Land Use Plan

8.0 Land Use Plan

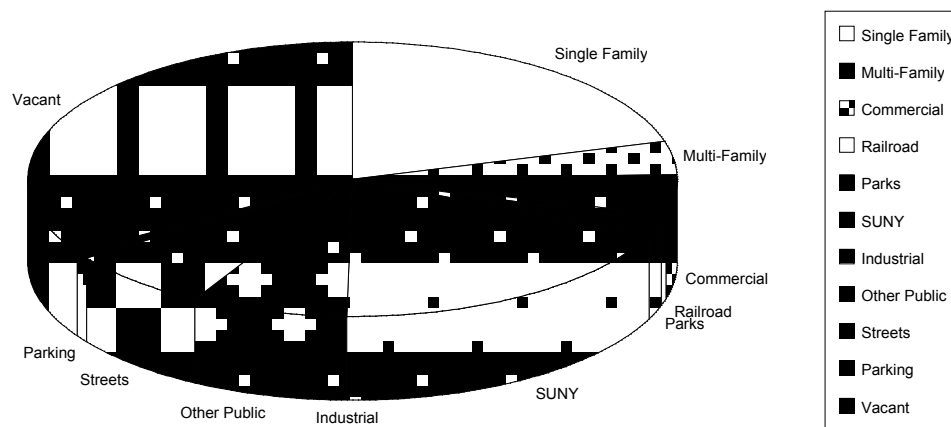
Land use in the Village of New Paltz follows a pattern largely established in the nineteenth century. This pattern includes a compact form, a mix of commercial and residential uses (but lacking a clear distinction between them), a pedestrian orientation, and with the exception of its eastern and northern boundaries, a well defined edge.

Today, architects, planners, and developers are abandoning the spacious auto-dependent suburban types of development, popular since the 1950's, for more compact "neo-traditional Towns" like the Village. New Paltz is already endowed with all of the elements now favored by this "new" development. The Master Plan recommends that new development within the Village continue to follow the traditional form of development.

The Village's identity is now partly shared with the Town of New Paltz as strip commercial and large lot zoning has encroached onto the Village's boundaries. The Village should continue to maintain its historic identity as the commercial and residential center for the Town of New Paltz and surrounding areas. If land use controls are carefully designed, new development can be absorbed and strengthened by it. Protection of the Village's character and its expansion into the undeveloped portions of the Village should be carefully executed. In particular, if the Village is to retain its traditional pattern of development, several areas must be carefully planned including a re-examination of the zoning designation on the Ehrman lands, architectural and design guidelines, and traffic circulation and management.

Existing land use in the Village is illustrated in the following chart:

Figure 8.1
Village Land Use 1980



8.1 Land Use Analysis

The basis for the following land use analysis is the *New Paltz Basic Studies Report* (November 1989) and the *New Paltz Community Comprehensive Plan* (January 1990), prepared by Manuel S. Emanuel Associates, Inc.

The evolution of a sound land use policy for the future development of the community of New Paltz is, perhaps, the most critical element in the comprehensive planning process. The way in which land is utilized, the relationship of uses to each other and to the circulation system, the intensity of development and the community facilities and services needed to support the elements of the plan, will significantly determine the character and quality of life in the community of New Paltz in the future.

The Land Use Plan provides for a balanced and orderly pattern of use. Consistent with planning goals, it recognizes existing conditions as well as future community needs. It recognizes the community's expressed desire to guide future growth while preserving the irreplaceable assets within the Town and Village of New Paltz.

Residential land use differs in the Village and Town of New Paltz. The Village of New Paltz has both a greater intensity and variety of residential land uses than the Town. The Village has a variety of single and multi-family units including condominiums, and four major apartment complexes, two of which have recently been converted to condominiums; the Village Arms and Riverside. In addition, some homes have been converted to apartments or serve as student rooming houses. Downtown, some apartments are located above commercial establishments. Overall, the most intense development is closest to the Village center, and decreases toward the periphery.

The land use plan considers the Village area as continuing to function as the social, commercial, and community core of the Town. Residential densities suggested for continuation in the Village are:

- Medium-High Density (R-3 Zone)

This area contains residential dwellings with a density of about 12 units per acre (minimum of 3,630 square feet per lot) in the areas close to and within the downtown business district. The medium-high density residential district is located in the western section of the Village west of Prospect to Church Street, north to Mulberry Street and south to the business district on Main Street. Other sections along Colonial Drive, the western end of Center Street, and the Riverside apartment area are also under this classification. This district contains the highest residential density within the Village. Since essential supporting services such as retail and office establishments, medical facilities, local government facilities and transportation facilities are located in the Central Business District, a higher residential density is appropriate for continuation.

- Medium Density (R-2 Zone)

This area consists of residential dwellings averaging about 6 units per acre (minimum of 7,260 square feet per lot), in areas surrounding the more dense urban ring. This area extends from the western border of the SUNY campus to the Wallkill River in the Village and north from the campus across Main Street to Henry DuBois Road, being outlined by Harrington Street on the east and Prospect Street to the west, omitting the business district along Main Street.

Additional areas of medium density are located east of North Chestnut Street and North of Tributary 13 and West of North Chestnut Street and South of the Village boundary with the Town.. These areas are serviced by central public sewers and are located near major roadways, community facilities and services and should be continued in their present form.

- Low Density (R-1)

Averaging about 3 dwelling units per acre (minimum of 14,520 square feet per lot), this area is located on the fringes of the core area, and is divided into 2 sections. One area is north of Mulberry Street. The largest parcel is found to the east of the medium density residential area and north east of Henry Dubois Road and North Putt Corners Road.

Specific standards for individual residences, such as adequate land area, off street parking and usable open space, are incorporated in the implementation measures recommended in the Village planning process.

The non-residential land use areas include commercial and industrial, public and semi-public uses, and recreation and open space. These, together with the residential use groups, provide for a balanced and orderly pattern for future growth and development.

There are 4 business land use categories suggested for the Village:

- Limited Business (B-1)

This area is located along Route 299 in the eastern half of the Village. It extends from the Village border west to mid-block between Prospect and Grove Streets. Other B-1 areas are also located along North Chestnut Street between North Front Street and

Broadhead Avenue, from Wurts Street to Elting Avenue between Innis and Mohonk Avenues, and along Plattekill Avenue in the vicinity of Lookout Avenue.

- Core Business (B-2)

This area is located immediately west of the Limited Business section along Route 299 to Huguenot Street and extends north along Route 32 and south along Route 208.

- Highway Business (B-3)

This area is located north of the Core Business district along Route 32. The Highway Business district extends on both sides of the road until north of Mulberry Street where it continues only on the west side of Route 32.

- Professional Limited Business (PB)

This area is located along the northeastern border of the Village in the undeveloped annexation area. It is approximately 1,000 feet deep and fronts on North Putt Corners Road. To date, no land uses that are permitted or specially permitted in this zone have proposed locating there. As the Village reexamines the zoning district delineation's following the comprehensive planning process, it may be appropriate to allow a more traditional mix of residential, commercial and office uses, that continue the pattern of a pedestrian oriented development, like that established in the older portions of the Village for this area.

The commercial core of New Paltz serves as a regional shopping center for neighboring municipalities. The major commercial activity extends along Main Street from the heart of the Village into the town. Route 32, north of Main Street to the Village boundary, forms a linear, highway oriented commercial strip. Businesses in the downtown Village area tend to be smaller, attract more pedestrian traffic and include restaurants, bars, service establishments and specialty stores. Residential and commercial uses are mixed in the Village. Over the past 2 decades additional commercial development has occurred in the uptown plazas in the Town of New Paltz.

In order to protect and enhance the drawing power of the Village's commercial and historic areas, the Village should define major gateways to the Village on Main Street, North and South Chestnut Streets and Mannheim Boulevard. They should be enhanced to create a distinct visual impression by landscaping, pavement markings, and placement of thematic signs to help define the entrances to the Village and to help foster a sense of community identity.

Another method of increasing the commercial vitality of the Village may be to encourage tourist business opportunities. New commercial development should be located in the existing commercial areas of the Village and in the Professional Limited Business District in the annexation area. Other land use districts shown on the Village Land Use Plan (map 11) of the Comprehensive Plan are Historic, Floodplain, and SUNY. Please refer to the Historic, Natural Resources and Community Facilities chapters of this document for discussion of these land uses.

8.2 Alternative Development Scenario

Residential

The Ehrman lands are the last major parcel of real estate available for large scale development. The natural characteristics of the area and the environmental constraints identified, however, are potentially limiting. Protection of natural resources (such as wetlands, streams, and steep slopes) in this area should be the guiding principal with regard to its future development.

Large-scale residential development should be clustered in a manner that preserves open space and that fosters a sense of community, following traditional neighborhood development patterns similar to those found in the older residential and mixed use areas of the Village.

Non-residential

To ensure that decisions made in the Village and Town do not adversely affect one another, there should be close coordination of land use decision making with the Town of New Paltz, Ulster County and the State of New York.

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Implementation of the Plan

To effectively implement the Comprehensive Plan, the Village should amend, as necessary, the Village Code to ensure consistency with the recommendations provided throughout the Plan. This includes changes to the Zoning Law, Subdivision Regulations, and other applicable provisions of the Code. A number of general planning recommendations are also provided to guide the Village in future land use decisions.

9.1 General Planning Recommendations

Community Standards

The Village Board of Trustees, Village Planning Board, and Village Zoning Board of Appeals should hold each project to the highest standards needed to accomplish the community's goals.

Citizen Participation

The Village should encourage participation in governmental decision-making to ensure that the concerns of all are considered. Ways to encourage public participation include:

- a) press releases in addition to legal notices to announce public meetings, hearings, and events;
- b) community issue forums in the Village Hall;
- c) follow-up community surveys to refine specific issues;
- d) scheduled weekend walkabouts with local representatives to discuss planning opportunities or development proposals;
- e) appoint a public information officer;
- f) announce when positions are available on Village boards;
- g) provide for community representation on ad hoc committees.

Neighborhood Groups

The Village should support the formation of local neighborhood or interest groups as a way of organizing community involvement in municipal decision-making.

<i>Dialog with SUNY</i>	The Village should appoint a committee, with representation from the Village Board of Trustees, Village Planning Board, Village Zoning Board of Appeals, Downtown Business Association, and local interest groups, to begin a dialog with the State University of New York College at New Paltz on a range of planning issues. In this way, the Village and College can establish a more formal means to talk about how they can help each other.
<i>Community Character</i>	The Village should ensure that all State Environmental Quality Review Act (SEQR) documents address social and community character concerns, in addition to natural environmental concerns, and also consider alternatives that are most compatible with existing community character.
<i>Environmental Protection</i>	The Village should support land use practices that protect important natural resources such as ground and surface water, wetlands, streams, floodplains, and steep slopes to ensure minimal degradation of their environmental significance.
<i>SEQR Reviews</i>	The Village should use the State Environmental Quality Review Act (SEQR) to its full advantage to obtain information on the environmental and community impacts of proposed development, make potential concerns open to public comment, and explore project alternatives.
<i>Established Neighborhoods</i>	The integrity of established neighborhoods should be preserved or improved through the maintenance and upgrading of both existing housing stock and supporting infrastructure and the encouragement of compatible infill development and transitional land uses.
<i>Cluster Development</i>	Large-scale residential development should be clustered in a manner that preserves open space and that fosters a sense of community, following traditional neighborhood development patterns similar to those found in the older residential and mixed use areas of the Village.
<i>Zoning/Subdivision Changes</i>	The Village should update its zoning and subdivision regulations to reflect the policy recommendations of the <i>Comprehensive Master Plan</i> .
<i>Planning Coordination</i>	Coordinate land use decision-making as much as possible with the Town of New Paltz, Ulster County and the State of New York.