

INTRODUCTION

The proposed land use plan within the Local Waterfront Revitalization Area boundaries of the Town of Red Hook reflects the provisions of the Town's Comprehensive Plan adopted in 1993. The Comprehensive Plan addresses the planning issues or concerns that became apparent during the preparation of the LWRP and reflect issues raised by a variety of groups including the Hudson River Shorelands Task Force in the Mid-Hudson Historic Shorelands Scenic District Management Plan, Hudson Valley GREEN, the Heritage Task Force for the Hudson River Valley, Inc., Hudson River Heritage, Inc., Scenic Hudson, Inc., the Red Hook Waterfront Advisory Committee and the consultants, RPPW, Inc.

These issues or areas of concern include:

- Preservation of rural/low density qualities of the Town
- Protection of environmentally sensitive areas
- Provision of public access to the Hudson River and its tributaries
- Preservation of historic sites, buildings, landscaped grounds and features
- Preservation and enhancement of scenic vistas/areas/roads
- Provision of public access to scenic vistas
- Preservation of ground and surface waters
- Preservation of agriculture
- Preservation and, where feasible, expansion of use of recreation and open space areas
- Promotion of tourism with appropriate controls
- Compatibility of future development with current development
- Limitation on sprawl of commercial development
- Appropriate siting of development with regard to flood hazard areas or steep riverbank areas
- Creation and utilization of linkages for recreation and open areas

A. PROPOSED LAND AND WATER USES

The land use plan for the waterfront revitalization area of the unincorporated portion of Red Hook largely reflects a desire to preserve the Town's existing historic, scenic and environmental features and maintain open, low density rural areas along the shoreline of the Hudson River. (See Map 14.)

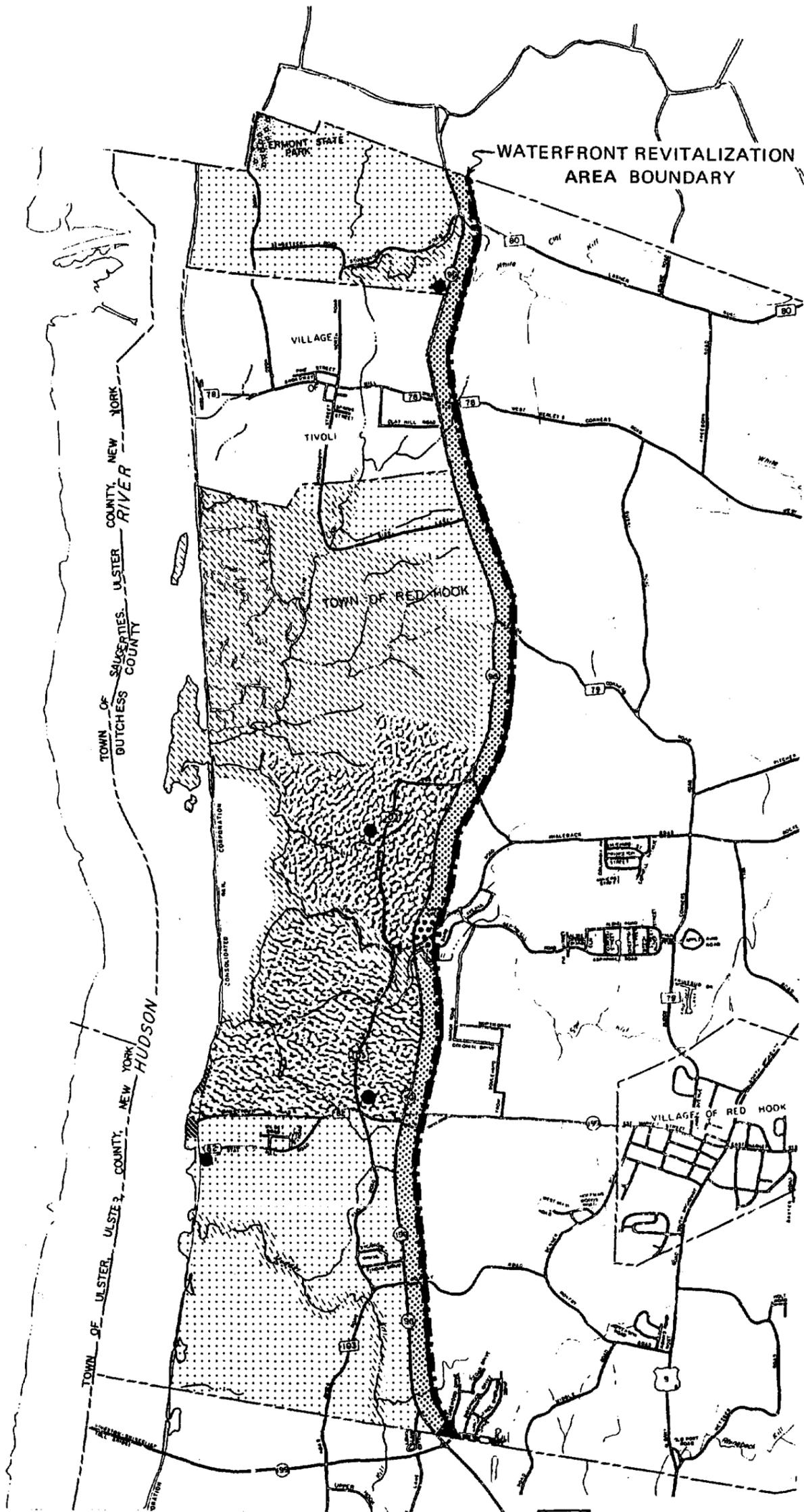
The bulk of the waterfront revitalization area is shown in Very Low Density Residential use which will permit one dwelling unit on a minimum of five acres or ten acres in the WC district. Low density development encourages (1) retention of natural environmental features and agricultural activity and the preservation of historic and scenic estates and estate landscaped grounds, and (2) avoidance of construction in areas of flood or erosion hazards.

The area encompassing the holdings of the Tivoli Bays State Nature and Historical Preserve/National Estuarine Sanctuary and Research Reserve including Cruger Island, Magdalen Island and the North and South Bays as well as lands on both sides of the Saw Kill, the Mudder Kill and Stony Creek are included in a Conservation category where only very limited development is possible. Non-intrusive recreational activities are possible within the Preserve, such as hiking, fishing and boating, but the primary purpose of this conservation designation is protection of environmentally significant and flood prone areas.

The major uses shown in the Public/Quasi-Public category are Bard College and the Montgomery Place estate in Annandale hamlet and the Unification church property north of Barrytown Road. Other uses include churches, one north of Tivoli and the other north of Barrytown Road and east of River Road, and the Barrytown post office.

In the northwestern part of the Town, a portion of Clermont State Historic Park is shown in the Park category.

In Barrytown two areas - one, an area west of the railroad tracks, including the Red Hook Boat Club and the proposed site for a Town Dock, and the other, Heron Park, north of the first -- are shown in a Water-Related Recreation category. These sites are accessible by means of the Barrytown Bridge which permits vehicular crossing of the tracks. Water enhanced recreational activities are encouraged throughout the coastal area. (Portions of the Tivoli Bays State Nature and Historical Preserve/National Estuarine Sanctuary and Research Reserve could also be included in this category, but they have been incorporated in the Conservation designation to reflect the primary preservation purposes of the acquisition.)



-  VERY LOW DENSITY RESIDENTIAL
-  AGRICULTURE/VERY LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  PUBLIC/QUASI - PUBLIC
-  CONSERVATION
-  WATER-RELATED RECREATION
-  PARK

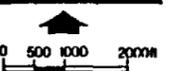
WATERFRONT REVITALIZATION AREA LAND USE PLAN

Local Waterfront Revitalization Program

Town of Red Hook, New York

Raymond, Parish, Pine & Weiner, Inc.—Planning & Development Consultants—Tarrytown, New York

MAP 14



Most of the area east of Route 9G is indicated for Agriculture/Very Low Density Residential use with single family residences permitted on three acres of land.

East of Route 9G near Kelly Road and in the southeastern portion of the coastal area near the intersection of Routes 9G and 199, a Low Density Suburban Residential category is shown to indicate areas where public water and/or sewer is available or is likely to become available. Without sewers the permitted density would be one dwelling unit per acre and with sewers the permitted density would be 20,000 feet or one-half acre per unit.

B. PROPOSED PUBLIC AND PRIVATE PROJECTS (See Map 15)

1. Proposed Public Projects

a. Feasibility Study - Establishment of Public Dock/Landing Area and Mini-Park in Barrytown

Currently the only public boat launching sites in the unincorporated area of the Town are located in the Tivoli North Bay portion of the State Nature and Historical Preserve/National Estuarine Sanctuary and Research Reserve. To reach the Hudson River, a boater must go under a railroad bridge at slack tide.

It would be desirable to create a Town docking area in Barrytown with direct access to the Hudson. A parcel of approximately one acre currently exists adjacent to the Red Hook Boat Club that is used by ice-boaters with permission of the owner. It is believed that the site may have deep docking capabilities which were available when the site was previously utilized as a landing area. Such a site would have the advantage of being accessible through vehicular crossing of the Barrytown bridge. It would provide for a public boat launch and dockage for excursion vessels, Clearwater, et al, in furtherance of tourism and educational objectives. In addition, a parking area could be created nearby on a section of Conrail-held land that is substantially wider than the area generally needed for a railroad bed.

In addition, Heron Point at the north end of Barrytown peninsula, should become a public riverfront mini-park for swimming, picnicking, etc. It should be left as much as possible in its natural state. Vehicular access currently exists.

The first step in pursuing these projects is to further examine The feasibility, cost and possible funding sources.

b. **Repair and Maintenance of the Barrytown Bridge Structure**

The Town needs to continue efforts to secure the repair and maintenance of the bridges crossing the railroad tracks in Red Hook. The Barrytown Bridge is currently one of three bridges that provide access across the railroad tracks in Red Hook; however, since Conrail has undertaken no structural repairs or maintenance efforts since its tenure, the bridges are in varying states of disrepair. Moreover, at this time Conrail has been unwilling to make any commitments for the repair or maintenance of any of the bridges.

The Barrytown Bridge provides the only public vehicular above grade crossing of the tracks between Rhinecliff and Hudson, a distance of 25 miles, and the Town recently completed repair of the roadway of the bridge with public and private funding. Several discussions have already been completed with the State Department of Transportation, the County Department of Public Works and the Town Highway Department on means to provide structural maintenance and repairs in order to ensure the continuing safety of those who must cross the bridge. The railroad may want to raise the bridge to provide for heightened operating clearance. This should provide the occasion to correct other deficiencies.

These efforts will continue until the matter is successfully resolved. (See joint public/private projects for discussion of repair to bridges at Rokeby and Mandara.)

c. **Re-establishment of Stream Monitoring Program on the Saw Kill**

Many Town officials and residents and staff of the Tivoli Bays State Nature and Historical Preserve wish to re-establish a water quality testing program on the Saw Kill. Monitoring of the Saw Kill will attempt to examine several concerns of officials and residents:

- What are the impacts of the outfall from Bard College sewage treatment plant and the backwash from the Bard College water treatment plant?
- Do the former asbestos processing plant landfill and other area landfills continue to impact groundwater and surface waters?

Chart III - PROPOSED PUBLIC PROJECTS

<u>Project</u>	<u>Estimated Cost</u>	<u>Actual or Potential Funding Sources</u>
Re-establishment of Sawkill Water Surveillance Program	<u>\$60,000</u>	NYS DEC/NYS DOS
Structural Repair of Barrytown Bridge		Conrail NYS DOT Dutchess County Department of Public Works Town Highway Department
Stabilization of Masonry Barns at the Tivoli Bays State Nature and Historical Preserve	Approximately \$50,000	NYS DEC
Establishment of Town Dock\ Landing Area and Mini Park in Barrytown		

- To what extent is effluent from septic systems in the vicinity of Bard College impacting the stream?

A proposed program includes monitoring the stream at several locations. At a minimum, flow gauging equipment and tests to examine alkalinity, hardness, chlorides, nitrates and phosphates will be utilized as well as additional equipment and supplies, e.g., to examine other water quality aspects including bacterial level. Funds to re-establish and maintain this program will be sought by local officials.

- d. Identification and Evaluation of Scenic Vistas and Establishment of Scenic Lookout/Pull-off or Parking Area(s)

The Waterfront Committee has identified several scenic vistas in the coastal area of Red Hook. The Town wishes to further identify and evaluate scenic vistas in Red Hook in order to establish or permit the establishment of a series of scenic lookout/pull-off or parking areas throughout the Town. The initial efforts in this direction have been undertaken by the State in its creation of parking areas and scenic viewing areas for fishermen and nature observers near Tivoli North Bay, an environmentally significant and scenic marshland and upland area and fish, wildlife and bird habitat in the coastal area of Red Hook. Town officials will seek to utilize or acquire easements for or title to other portions of land in the coastal area that are suitable for parking that will give scenic access to the river and/or coves for active and/or passive recreation purposes. This project would increase public visual access to the Estates District and Ulster North Scenic Areas of Statewide Significance.

- e. Stabilization and Eventual Rehabilitation of the Masonry Barns at the Tivoli Bays Preserve/Sanctuary

Large, historically valuable masonry barns within the Tivoli Bays Preserve/Sanctuary and Research Reserve have fallen into disrepair and need to be stabilized/repared/restored. At this point there has been no decision on possible re-uses; however, because of the historic value and potential variety of re-use options (including use for Preserve/Sanctuary and Research Reserve programs or administrative purposes or for some not-for-profit adaptive re-use), it is desirable at this point to at least stabilize and begin repair of the barns. It has been estimated that the stabilization of the buildings could cost about \$50,000. The DEC has examined the desirability of funding this project, but has not determined whether or not it will underwrite the costs.

If it is determined that a proposed not-for-profit reuse of the barns would be consistent with the conservation purposes of the preserve, this project could be listed as a joint public/private project.

f. Possible Improvements to Cruger Island Road

Some improvements are being considered to improve the road and grade crossing. At this point the DEC indicates that if improved, only administrative vehicles could use the roadway. Pedestrian travel is now possible at low tide, but improvements would facilitate direct access to the river.

g. Study of Conditions of Scenic Roads and Adjacent Areas

In some places, scenic roads may be very narrow or in disrepair. Specific segments need to be identified where safety or capacity problems exist as well as the types of remedial actions that would preserve scenic characteristics of the roads. Negative roadside conditions should also be identified and appropriate improvement options recorded.

2. Private Projects

a. Improvements to Red Hook Boat Club

The Red Hook Boat Club in Barrytown, a private club, has recently undertaken restoration of portions of its dock. Future plans include restoration of the southern end of the dock.

3. Joint Public/Private Projects

a. Establishment of Historic Preservation Programs

Town officials will work with local groups interested in historic preservation to provide education programs to make and keep residents aware of technical assistance, funding assistance for and/or tax benefits that could be received for historic preservation efforts on designated significant structures. Education programs can also be used to inform residents, officials, and utilities on techniques for maintenance and repair of other historic features, particularly scenic stone walls along public roads. If possible, programs will be created to secure and distribute funds for historic preservation efforts, e.g., through provision of low interest long term loans. In addition, efforts will be undertaken to survey historic properties located outside the Sixteen Mile Historic District for possible listing on the National Register.

b. **Repair of the Railroad Bridges at Rokeby and Mandara**

The vehicular bridge at Rokeby and the pedestrian bridge at Mandara which cross the railroad tracks are in a deteriorated condition. If they can be repaired through private efforts or some combination of public and private efforts, they could provide opportunities to reach lands west of the railroad tracks. These shorefront areas have significant potential for water-related recreational purposes, but currently have very limited, if any, use because of lack of accessibility and minimal utilization of the two estate sites.

Various methods to secure funding for or promise of repair of the bridges need to be further explored. For example, incentives might be provided to private property owners in exchange for some type of negotiated public use. Moreover, Conrail needs to be deterred from removing any of the existing bridges.

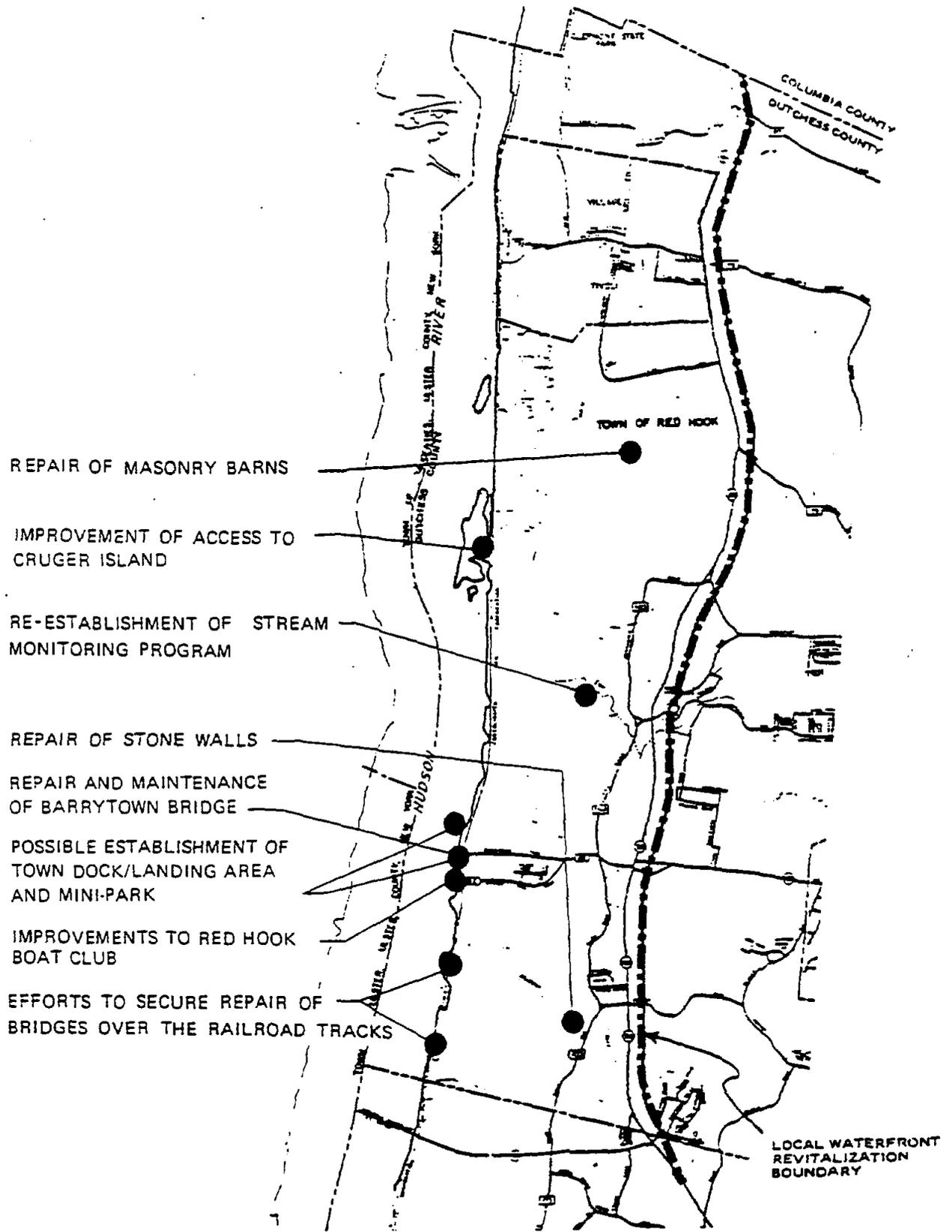
These bridges form part of the Town's infrastructure. If the properties in question ever pass into public or quasi-public use and the bridges are gone, their replacement would cost hundreds of thousands of dollars. Meanwhile, their preservation can enhance the assessed value of the properties.

(See discussion of maintenance and repair of structure of Barrytown Bridge under Public Projects.)

c. **Establishment of Water-Related Recreation Facilities at Possible Coastal Access Points**

Public and private efforts need to be encouraged that would permit or facilitate the siting of water-related recreation facilities with public/private access at locations identified as possible future access points, such as at Barrytown Landing, Heron Point, Rokeby, Mandara, and other properties listed in the Inventory section as major coastal access points (see Map 9).

Efforts will be ongoing to secure access to the coast and water, although in some instances this will be limited. It is anticipated that some access may be secured through the normal development review process utilizing recreation land exactions and clustering.



PUBLIC AND PRIVATE PROJECTS

Map 15

Local Waterfront Revitalization Program

Town of Red Hook, New York

