

Hudson River Valley Greenway

STATE OF NEW YORK



HUDSON RIVER VALLEY *SCENIC BYWAYS*

PUBLIC OUTREACH PROJECT

November 2004



HUDSON RIVER VALLEY SCENIC BYWAYS PUBLIC OUTREACH PROJECT

PREPARED FOR THE:

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Hudson River Valley Scenic Byways
Steering Committee
And the
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HUDSON RIVER VALLEY

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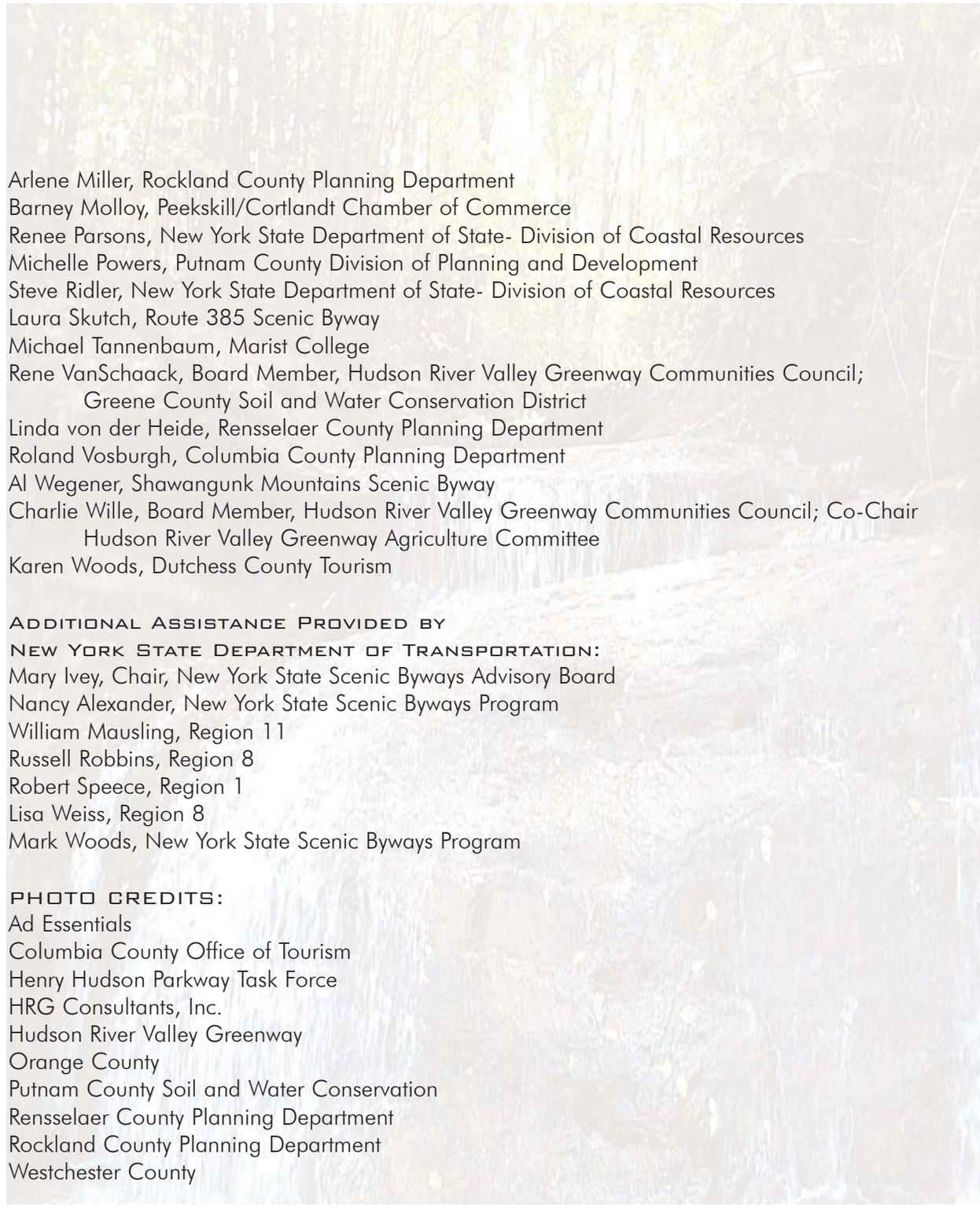
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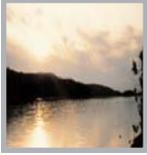
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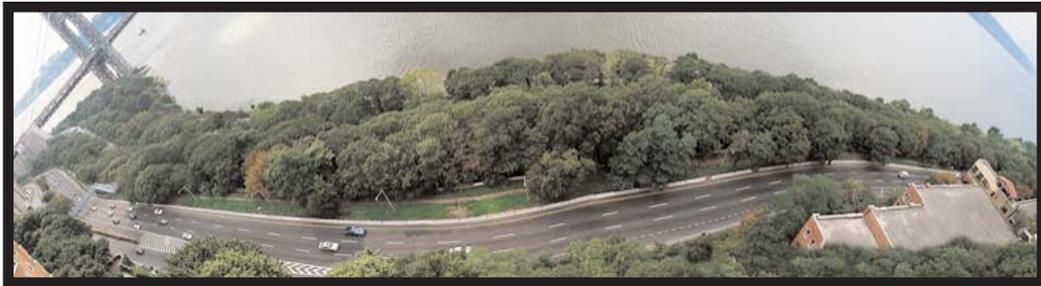
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**SECTION A: A HUDSON RIVER VALLEY
SCENIC BYWAY SYSTEM**

I. INTRODUCTION

A. Project Description

This report is the product of a public outreach process to identify roads within the Hudson River Valley (HRV) that could become part of the New York State Scenic Byway System. Section A of the report describes the project and public comment process, provides information about scenic byways and subsequent recommendations for the Hudson River Valley Scenic Byways Project (HRV Byways Project). Section B documents a meeting-by-meeting summary of eleven public workshops and describes potential byways and their associated resources and character. Photographs, tables and maps, which also help to illustrate possible connections between roads, supplement the text. The information here will be updated when new data are collected, after byways are developed and as the public learns more about the Hudson River Valley Scenic Byways Project.

The National Scenic Byways (NSB) Program is a state-administered program of the Federal Highway Administration. New York State (NYS) established its Scenic Byways Program in 1992 with Article XII-C of the State Highway Law. The Program is administered by the Landscape Architecture Bureau of the New York State Department of Transportation (NYSDOT), and is guided by the Scenic Byways Advisory Board (see Appendix A). The legislation encourages communities to make nominations to the Scenic Byways Advisory Board.



Henry Hudson Parkway, New York City

Scenic Byway Definitions

There are two scenic byway designations possible for roads in the Hudson River Valley.

- **New York State Scenic Byway:** Road corridors that are representative of the Hudson River Valley's scenic, recreational, cultural, historic or archaeological significance to the State of New York.
- **National Scenic Byway:** State Scenic Byways that are representative of the region's scenic, recreational, cultural, historic or archaeological significance to the Nation. NYS Scenic Byway designation is a prerequisite for NSB designation.

The NYSDOT and NSB Scenic Byways Programs are based on a grassroots and bottom-up approach. Citizens and local government have a significant role in the initiation and development of scenic byways. Identification of byways, organizing a byway group, developing a Corridor Management Plan (CMP), and achieving a byway designation occur at the local level.

The Hudson River Valley Greenway (the Greenway) was awarded a grant by the New York State Department of Transportation, from the Federal Highway Administration's National Scenic Byways Discretionary Grant Program, to explore the potential for a system of byways in the Hudson River Valley. The Hudson River Valley Scenic Byways Steering Committee (HRVSB Committee) representing citizens, local organizations, municipalities and the Greenway Boards was formed to assist the Greenway in overseeing the process and to participate in identifying candidate scenic byways. As part of the grant the Greenway and NYSDOT developed a work plan for the project tasks.

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The HRVSB Committee's first task was the process of public participation, which included the following goals:

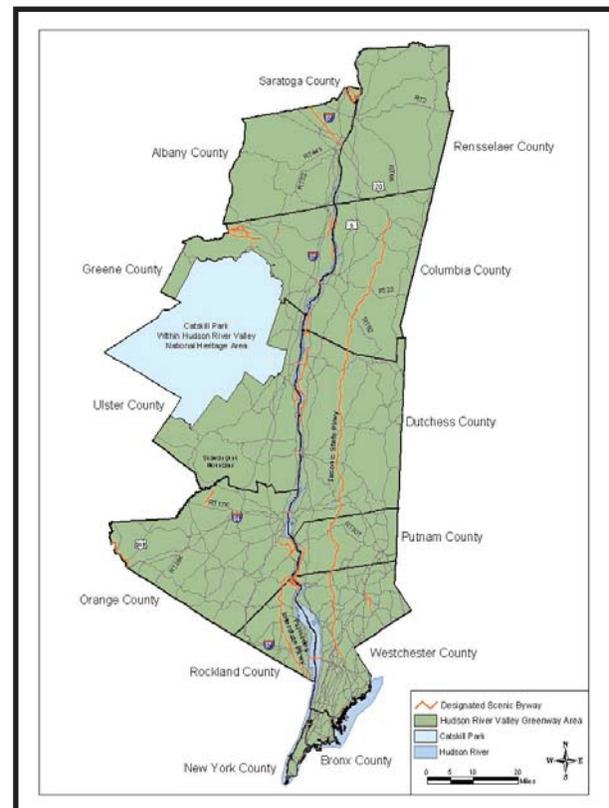
- Define for the public the purpose and benefits of the scenic byway system.
- Discuss potential themes and intrinsic resources of existing and potential scenic byways.
- Develop a common vision for scenic byways in the Hudson River Valley.
- Prepare a list of existing and potential scenic byways and byway groups.
- Develop guidelines for localities seeking Greenway model byway grants.
- Solicit suggestions for model projects that could help advance the success of the scenic byways program in the Hudson River Valley.

The workplan for the Hudson River Valley Scenic Byways Project included a comprehensive review of ECL Article 49 Scenic Roads originally designated by the New York State Department of Environmental Conservation (DEC) (see Appendix C). Although this program is no longer operating, the roads it designated were grandfathered into the NYS Scenic Byways Program. These roads therefore became designated scenic byways, but may not have had the required elements of the NYS Program. The purpose of the review was to:

- Determine whether these roads met current byway designation criteria;
- Discover whether there was local interest and support for retaining designation; and
- Examine how these roads might be linked with new and existing NYS Scenic Byways to tell a larger story about the Hudson River Valley.

Another important component of the project involved the creation and funding of a Model Scenic Byways Projects Program for local municipalities or organizations seeking a scenic byway designation. As part of this project, draft criteria for candidate model projects was developed, and a number of potential projects were identified at the county workshops.

The HRV Byways Project study area incorporated the combined areas of the Hudson River Valley Greenway and the Hudson River Valley National Heritage Area (see Appendices D & E). Included are the counties of Albany, Columbia, Dutchess, Greene, Orange, Putnam, Rensselaer, Rockland, Ulster and Westchester; the Town and Village of Waterford in Saratoga County; and the Hudson River shoreline area of Bronx and New York Counties.



Hudson River Valley Scenic Byways Project Area

B. Process

To accomplish these goals, the Hudson River Valley Greenway issued a Request for Proposals in January of 2003. Following a thorough review and interview process the team of HRG Consultants, Inc., Fairweather Consulting and Shepstone Management Company was hired in July of 2003 to conduct public workshops, summarize the results and prepare this report. A

project web page and a database of local contacts in each county were developed to provide information to citizens about the project and to notify interested parties about the workshops.

Eleven public workshops were held in September, October and November, 2003. The purpose of the workshops was to educate citizens about scenic byways while obtaining their suggestions about local roads within their communities that may warrant designation.



Carmella Mantello, Executive Director of the Hudson River Valley Greenway, opens a workshop

In general, while attendance at the county workshops varied, each workshop yielded a detailed list of potential byways and the names of individuals and organizations as well as cities, towns, villages and counties interested in pursuing designations. A representative from each county assisted in creating a contact database and with making arrangements for the workshops. Included is a discussion of the recommendations made by residents, community leaders, local government officials and other participants.

C. Description of Scenic Byways

Workshops began with an explanation of what a scenic byway is, what is entailed in nominating a road for designation as a scenic byway, and what benefits exist in the NYSDOT Scenic Byways Program.



Bronx and New York Counties Workshop

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Based on the New York State and Federal Highway Administration programs, a scenic byway:

- Provides a good way to see those natural and man-made features of a community that may be found along one or more of its roads;
- Offers an alternative travel route to major highways, while telling a story about New York State's heritage, recreational activities, and scenic and architectural beauty;
- Requires a locally-driven nomination process;
- Requires public involvement and support for designation; and
- Offers possible economic development stimulus through tourism and recreation.

Additionally, scenic byways are:

- Roads and adjacent land with special natural, scenic, cultural, historic, archaeological or recreational features;
- Chosen for the relationship and character of their features;
- Rural or urban;
- Of any length;
- Designated only with citizen support; and
- Managed to protect their features and the character of their locale.

Designation as a scenic byway can provide benefits that include:

- *Protecting a corridor's special features;*
- *Stimulating economic development; and*
- *Making a community eligible for technical assistance and funding.*

In order to have a road designated as a scenic byway, interested individuals and groups including cities, towns, villages or counties must:

- Form a local byway committee to manage the nomination process;
- Start by obtaining public input on the concept of designation, and continue to involve the public at all stages of the nomination and implementation process;
- Develop a preliminary vision and goals statement for the byway;
- Complete an inventory of the resources along the byway and define the corridor boundaries;
- Map the byway corridor;
- Prepare a narrative expressing the basis for nomination;
- Develop a Corridor Management Plan for the future of the byway; and
- Present the nomination package to the NYS Scenic Byways Advisory Board.

Corridor Management Plan

A Corridor Management Plan presents a strategy for preserving and enhancing a byway's resources, while providing for tourism and economic development in the corridor. The NYS Scenic Byways Advisory Board relies heavily on the quality of the CMP in its decision to designate a byway.

D. Themes and Resources

At the workshops, scenic byways were defined as road corridors within or between communities that have resources significant enough to warrant designation. One of the first steps in evaluating a road corridor's potential as a scenic byway is to identify its regionally outstanding resources. The NYS Scenic Byways Program lists six categories of "intrinsic qualities" that qualify a road for byway designation. Intrinsic qualities were defined at the workshops as resources along a roadway. The six categories are:

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Shawangunk Mountains

Ulster County

Scenic - Visually appealing natural and manmade landscape elements that offer a heightened experience. Contributing elements include water, landform features, vegetation, structures and roadway characteristics.



Corning Trail Trailhead

Albany County

Recreational - Active and passive recreational features, including local and state parks, reforestation areas, hiking and bicycle trails, ski areas, water access points or indoor recreation facilities.



The Great Swamp

Putnam County

Natural - Features, such as geologic formations; topography; climate; hydrological features, such as the Hudson River and other water bodies; wildlife habitat and other unique or rare natural areas.



Troy Waterfront Festival

Rensselaer County

Cultural - Examples of local, regional or national heritage important to the course of human events, or of ethnic importance. Structures or landscaping that possess artistic merit and are representative of significant achievements in the arts, architecture or scientific developments, among others. Examples are churches, museums, colleges, schools, festival sites, fairgrounds or other civic resources.



1776 House

Rockland County

Historical - Sites, districts, structures or landscape formations that represent or reflect local, regional or national historical persons, events or development patterns. Roadways can be historic in themselves and landscapes can contribute to the history of the area.



St. Peters Cemetery

Westchester County

Archaeological - Physical evidence of historic or prehistoric human life or activity, such as artifacts or evidence of farms, hunting and gathering areas, burial sites, settlements or building remnants.

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The intrinsic resources along a byway suggest themes from which stories can be developed and interpreted. For this project, it is important that a potential byway contribute to the nationally recognized regional heritage of the Hudson River Valley. Identifying resources and finding ways to link them can help to develop a theme that tells a story about the people, events and places within the region.

The Management Plan for the Hudson River Valley National Heritage Area outlines themes that illustrate the contributions of the Hudson River Valley to our Nation's development. The three themes of Freedom and Dignity, Nature and Culture, and Corridor of Commerce interpret the history of the Hudson River Valley and present an opportunity to link sites and resources. Scenic byways provide one way for people to explore the Heritage Area. A common vision for the Hudson River Valley Scenic Byways Project continues to evolve; the Heritage Area themes present one option to reinforce the significance of the resources and the role they played in shaping the region.

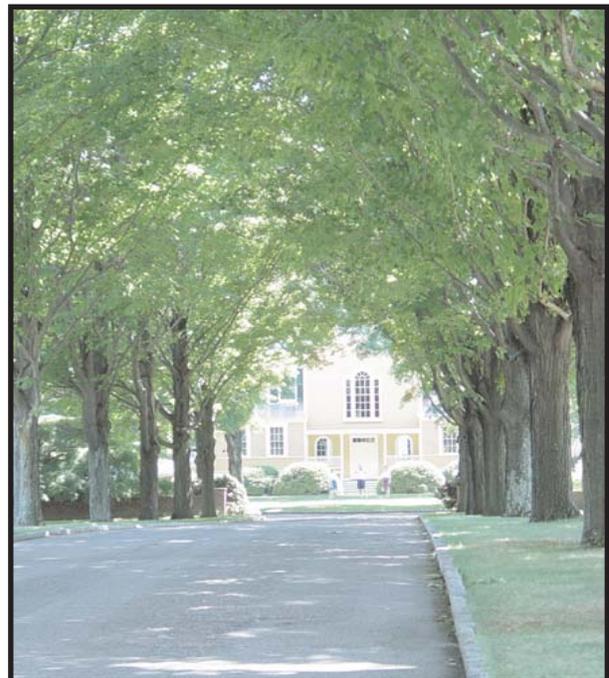
E. Developing a Common Vision for Scenic Byways in the Hudson River Valley

The work plan for the HRV Byways Project called for the development of a common vision expressing the ideal role and system of scenic byways in the Hudson River Valley. The vision statement should articulate what a traveler will experience while traveling through the Hudson River Valley. It should also respond to questions such as:

- Which roadways should be nominated by local groups for inclusion in the scenic byways system?;

- What level of tourism would be acceptable to local communities in the corridor?; and
- What should be the role of existing scenic byways in the Hudson River Valley?

The Hudson River Valley is composed of rural, suburban and urban areas, each with its own character, opportunities and challenges. Workshop participants proved to be as diverse as the valley they share. Participants were asked to share their suggestions for specific roads that might meet the NYS Scenic Byways Program requirements and have the potential for designation. Workshop participants were told that a scenic byway should be thought of as more than just the road itself, but also the vistas, views, and natural and cultural resources that lie along it.



*Boscobel
Putnam County*

F. Model Scenic Byway Projects Program

The work plan for this project called for the development of a Model Scenic Byway Projects Program. At a minimum, one model scenic byways project will be developed locally and funded in part by the Greenway. Model scenic byways projects are defined in the project work plan as those highlighting the benefits of participation in the scenic byways program, including economic development, resource management, community services, visitor services and management, and transportation management.

II. RESULTS

A. Public Participation

A total of 318 people attended the eleven county workshops. Public input enabled the Greenway and the Hudson River Valley Scenic Byways Steering Committee to better determine the future steps of the HRV Byways Project. Additional meetings, technical assistance, model byway projects and local level discussions will be



Bronx and New York Counties Workshop

necessary before implementing a byway system in the Hudson River Valley.

B. Road Characteristics and Community Interests

Participants in the public workshops were asked to suggest roads for possible scenic byway designation. Participants were also asked to identify regional resources that helped to define those routes. Many of the proposed byways pass agricultural land and working farms, spectacular scenery, and picturesque villages that represent a rural aspect of the HRV landscape, its settlement patterns and people. Contrasted with these more rural settings are the historic urban landscapes of the Valley's towns and cities. Workshop attendees agreed that these lands, views and resources are essential to the economy as well as to the beauty of the Hudson River Valley.

The range of road types proposed by workshop participants included parkways, historic routes, and dirt-surfaced lanes among others. For example, the Saw Mill River and Hutchinson River Parkway in Westchester and Bronx Counties were suggested as potential scenic byways, and a byway group has formed to pursue designation for the Henry Hudson Parkway in the Bronx and New York Counties. The Taconic State Parkway (TSP) travels through five counties and is a major north-south connection and commuter route. The TSP is of national historical significance, it contributes to the New York Parkway system, is already designated as a State Scenic Byway and it is recommended for national designation. Other State designated parkways in the Hudson River Valley include the Bronx River Parkway in Westchester County and the Palisades Interstate Parkway in Orange and Rockland Counties.

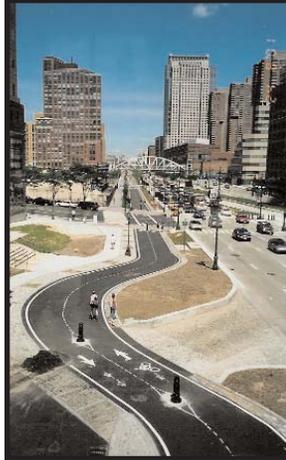
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Stone Walls, Westchester County



Route 209, Ulster County



West Street (9A) Hudson River Park/Greenway, New York County

In addition to large, multi-lane parkways, workshop participants also suggested less developed roads, such as the dirt roads in Putnam County or local roads in Pleasant Valley and Ramapo, which are important local resources. NYSDOT designation can help achieve local goals; however these roads may not connect to other roads or have enough resources of general interest to warrant designation at the state or national level.

Participants in the workshops had many varied goals and reasons for pursuing scenic byway designation, ranging from the preservation or conservation of the resources along a byway corridor to using the byway as a tool to promote tourism and local economic development.

Preservation and conservation goals that were cited include:

- Retaining the character of rural roads;
- Preserving parkway design;
- Making improvements to the historic, scenic, cultural or recreational resources;
- Mitigating traffic; and
- Managing growth along byway corridors.

Economic development goals include:

- Identifying routes that link tourist destinations;
- Providing options for travelers to seek lesser known and more remote attractions;
- Incorporating driving and biking routes, and rail and bike options to encourage alternative transportation modes; and
- Providing a link between scenic and recreational byway uses.

C. *Developing a Common Vision for Scenic Byways in the Hudson River Valley*

The New York State and National Scenic Byways Programs aim to emphasize the resources associated with road corridors, while organizing these resources around one or more common themes. The Greenway's Scenic Byway Grant encourages exploration of a single vision for a system of scenic byways in the Hudson River Valley. In nearly every county workshop, a riverside byway was suggested as a potential and logical continuous byway for the HRV. This byway would be based on the important role those roads played in the development of the Hudson River Valley region. Because of its history as a primary farm-to-market route, the NY 22 corridor was also proposed as a potential continuous byway through all the counties east of the Hudson River. No single continuous and unifying byway emerged, but the resources of the Hudson River Valley were considered a significant and unifying regional vision.

The workshops also revealed that the ability to establish a unified system of NYSDOT designated scenic byways in the Hudson River Valley is made more complex by the diversity of interests, themes,

and resources along possible scenic byway routes. Designing a unified system will require carefully balancing the unique features each potential byway offers with varied local interests. Because of these difficulties, further study will be needed to determine whether a unified system of scenic byways in the Hudson River Valley is feasible. It may be necessary to introduce different levels of designation. Therefore, it is recommended that:

- Scenic byways in the Hudson River Valley be promoted at a regional level according to the common interpretive themes;
- The Hudson River Valley be considered as a unifying element for byways or a system of byways that display or interpret regional themes;
- Potential byways meeting the criteria of the New York State or National Scenic Byways Programs, and where there is expressed local interest, become part of a Hudson River Valley Scenic Byway system; and
- Additional byways be added to the system as appropriate and necessary.

Some local roads identified as potential scenic byways may not meet either the requirements of the New York State or of the National Scenic Byways Programs, but are still locally significant because citizens want to protect resources important to their community. In some cases, the community may simply not be interested in pursuing designation. These types of roads should be managed locally using tools such as scenic road ordinances. One example is the Town of Clarkstown's Historic Road Preservation local law that was adopted to help preserve Clarkstown's scenic, cultural and historic resources (see Appendix F).

D. Model Scenic Byway Projects Program

During the workshops it was evident that some byway projects and initiatives have met one or more of the proposed Hudson River Valley Scenic Byways Project Evaluation Criteria and could be eligible for model scenic byways project funding. The workshop summary section of this report describes currently designated scenic byways in the Hudson River Valley, as well as potential scenic byways and the organizations or groups interested in or actively seeking designation of specific roads. The recommendation section describes the proposed Hudson River Valley Scenic Byways Project Evaluation Criteria, and the types of available awards.

E. New York State ECL Article 49 Scenic Roads Program

Under Article 49, Title 1 of the Environmental Conservation Law - Natural and Man-made Beauty, the NYS Department of Environmental Conservation established a scenic roads program. Approximately 120 miles of roads in the Hudson River Valley were designated as Scenic Roads in this program, and were later grandfathered into the NYS Scenic Byways Program.

As part of the Hudson River Valley Scenic Byways Project, these roads will be further reviewed to determine whether affected municipalities or groups want to retain their



*Route 9J
Columbia County*

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*Bear Mountain Bridge
Rockland County*

scenic byway designations and, if so, how they can meet the new program requirements. This aspect of the HRV Byways Project was introduced at the county-based workshops, and some of the DEC Scenic Roads were discussed by participants in the workshops. In addition, the Greenway intends to conduct further outreach specifically targeting those communities with former scenic road segments, and will provide further information and technical assistance for managing these segments. Communities along these former Scenic Roads will have an opportunity to:

- Meet the Corridor Management Plan requirements of the current NYS Scenic Byways Program;
- Extend or link their former Scenic Road segment with another byway project; or
- Request that the NYS Scenic Byways Advisory Board de-designate their road.

These communities may also consider a local designation for their road, should they chose to seek de-designation but still wish to locally recognize their road's significant features.

F. Potential Connections

Workshop discussions emphasized how scenic byways can highlight the scenic, historic, cultural, natural, recreational and archaeological resources of the Hudson River Valley's heritage. In almost every county, roads that parallel the Hudson River were regarded by workshop participants as important to the development of the Hudson River Valley. One option may be to offer these roads as continuous byway routes, one on each side of the Hudson River. Those routes reveal the settlement of the Hudson River Valley and the connections between river towns.

Grandma Moses, Bennington Battlefield, Hudson River Landings, Farm-to-Market, and the Washington-Rochambeau Revolutionary Route were some of the themes used to identify potential scenic byway routes. Collectively linking resources to a common theme provides the means to:

- Define the best possible routes to tell a story about the Hudson River Valley;
- Direct visitors to attractions;
- Create a memorable experience; and
- Interpret or protect the resources associated with them.



Historical Society of Rockland County

G. Workshop Results and the National Heritage Area Themes

The scenic byways listed below and in the accompanying matrix are suggestions made at the county workshops, routes currently in the planning stages, or already designated. Some suggested routes appear under one or more themes, as this list is only a preliminary determination of the possibilities. The work plan for this project indicates that a system of Hudson River Valley scenic byways should consider the themes of the Hudson River Valley National Heritage Area - Freedom and Dignity, Nature and Culture, and Corridor of Commerce.

For the purposes of this report, scenic byways in the Hudson River Valley are organized under the Heritage Area themes, and divided into three categories based on the status of the route. The three categories are denoted by the following terms; suggested (S), in progress (IP), and designated (D). The matrix on page 15 organizes the potential and designated routes by theme and by county, and illustrates how byways could be linked. The themes suggested for each byway reflect the comments and discussions from each county workshop; however, the same theme may be appropriate for the route as it traverses adjacent counties. Neighboring municipalities will decide individually whether to participate in a byway planning process, and if so, what theme is appropriate for their byway. We include these themes as a suggested framework for potential byways in the Hudson River Valley, but additional themes are possible.

Although the workshops identified some resources, further research should be undertaken to better identify the resources along each route

and their interpretive qualities. For further information about which roads are part of these different byways, please refer to the county workshop summaries and maps in Section B of this report.

Freedom and Dignity

Freedom and Dignity is defined as historic sites along the Hudson River that tell stories of the people and events across three centuries of our nation's struggle for liberty, dignity, equality and basic human rights.

Freedom and Dignity sub-themes include the:

Revolutionary War: battles, George Washington, military leaders, and social history.

The HRVNHA Management Plan calls for the development of a Revolutionary War Heritage Trail, linking sites throughout the National Heritage Area that reveal the history of the people and places of the Revolutionary War. Defining a potential byway route that brings people to the Revolutionary War Heritage sites can enhance public understanding of the Hudson River Valley's significance in the American Revolution.

- Revolutionary Trail Scenic Byway – Designated (*Albany*)
- Hudson River Shoreline Scenic Byway/Revolutionary Trail – Suggested (*Greene*)
- Sybil/Ludington Route – Suggested (*Putnam*)
- Bennington Battlefield Scenic Byway – Suggested (*Rensselaer*)

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- Washington-Rochambeau Revolutionary Road – In Progress and part of a ten state initiative (*Rockland, Westchester*)
- Route 120 – Suggested (*Westchester*)



*Knox's Headquarters State Historic Site
Orange County*

Underground Railroad and abolitionists: African-Americans' pursuit of freedom, and their contributions to the heritage of the Hudson River Valley.

Elements related to the Underground Railroad were mentioned at some of the workshops, such as Rockland and Westchester (see accompanying database). Since the workshops, it has been suggested that expanding the theme to include not just the Underground Railroad, but all aspects of African-American Heritage, would provide greater opportunity to develop byways with this theme. For example, Westchester County has created an African-American Heritage Trail, an on-going initiative to identify sites, buildings and locations that reflect the contributions and experiences of African Americans in Westchester. Resources such as those identified on this trail could also become part of an African-American Heritage themed byway.

- Revolutionary Trail – Designated (*Albany*)

Roosevelt Legacy: Franklin and Eleanor Roosevelt.

- Riverfront Scenic Byway – Suggested (*Dutchess*)

/// Nature and Culture

America's vision of itself as a unique Country is rooted in the Hudson River Valley. The wild mountains and forests were in sharp contrast to the tamed European countryside. Architecture and landscape design reflected this vision, and it is still visible today in the gardens, barns, Victorian era homes, and the great estates. This is how the theme of Nature and Culture is defined.

Nature and Culture sub-themes include:

Hudson River Painters: the artists and the settings.

- Hudson River Shoreline Scenic Byway – Suggested (*Columbia, Greene*)



*Thomas Cole House
Greene County*

Landscapes with

Extraordinarily Scenic Character: the river, highlands, forests, parks, and preserves.

- Helderberg Escarpment Scenic Byway – Suggested (*Albany*)
- Alcove Reservoir – Suggested (*Albany*)
- Northern Catskills Scenic Byway – Suggested (*Greene*)
- Shawangunk Mountains Scenic Byway – In Progress (*Orange, Ulster*)
- Cross County Route (NY 301) – Suggested (*Putnam*)

— SCENIC BYWAYS PROJECT

- Bear Mountain-Beacon Highway – Designated (*Putnam/Westchester*)
- NY Route 66 Scenic Byway – Suggested (*Rensselaer*)
- Grandma Moses Scenic Byway – Suggested (*Rensselaer*)
- Seven Lakes Parkway – Suggested (*Rockland*)
- River Road – Suggested (*Rockland*)
- Taconic State Parkway – Designated (*Westchester*)
- Saw Mill River Parkway – Suggested (*Westchester*)

- Saw Mill River Parkway – Suggested (*Westchester*)
- Henry Hudson Parkway Scenic Byway – In Progress (*Bronx and New York*)



Taconic State Parkway



*Shawangunk Mountains Scenic Byway
Ulster County*

Environmental Advocacy: scenic conservation, historic preservation, natural resource protection, and greenway trails.

- Bronx River Parkway – Designated (*Westchester*)
- Hudson River Corridor – Suggested (*Albany*)
- Riverfront Scenic Byway – Suggested (*Dutchess*)
- Hudson River Shoreline Scenic Byway – Suggested (*Greene*)
- Connection to Old Storm King Highway – Suggested (*Orange*)
- Storm King Highway - Designated (*Orange*)

Sites of Exceptional Landscape Design and Architectural Distinction: houses, gardens, barns, and private parks.

- Taconic State Parkway – Designated (*Columbia, Dutchess, Putnam, Westchester*)
- Palisades Interstate Parkway – Designated (*Rockland*)
- Boston Post Road – Suggested (*Westchester*)
- Kensico Reservoir Byway – Suggested (*Westchester*)



*Storm King Road
Orange County*

HUDSON RIVER VALLEY

Other potential byways under this theme:

- Delaware to Hudson Byway – Suggested (Orange)
- Northern Orange Byway – Suggested (Orange)
- Croton-Falls Scenic Road – Suggested (Putnam)
- Framers Mills Scenic Road – Suggested (Putnam)
- NY 22 – Suggested (Westchester)

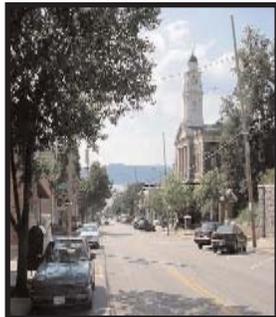
/// Corridor of Commerce

Corridor of Commerce Theme reflects New York State's history as a commercial center for the nation that grew out of the abundance of the Hudson River Valley's natural resources, agriculture, and trade routes. Over the past four centuries, the Hudson River has offered economic opportunities to indigenous and immigrant groups; Native Americans, Italians, Irish, Germans, Huguenots, English, Dutch, and African Americans have all contributed to the heritage of the HRV.

Corridor of Commerce sub-themes include:

The Community Landscape: historic river towns, districts, and town centers.

- Hudson River Landings Scenic Byway – Suggested (Columbia)
- Cornwall Scenic Byway – Suggested (Orange)
- Second Avenue – Suggested (Rensselaer)



*Historic River Towns of Westchester
Main Street, Irvington*

- Main Street Nyack – Suggested (Rockland)
- Historic River Towns of Westchester Scenic Byway – In Progress (Westchester)

The Agricultural Landscape: orchards, vineyards, and farms.

- NY 22 New Lebanon – Suggested (Columbia)
- Farm to Market Scenic Byway – Suggested (Dutchess)
- Walden-to-Warwick Scenic Byway – Suggested (Orange)

The Settled Landscape: exploration and trade, Native Americans, Dutch, Huguenots, and recent immigrants.

- River Road – Suggested (Albany)
- Old Stage Road – Suggested (Albany)

Labor Movements: women workers and organizers, protests, and strikes.

- Route 66 – Suggested (Rensselaer)

Technological and Industrial Innovations: canals, steamboats, foundries, stove, collar and cuff manufacturers, water supply systems, and lighthouses.

- Lakes to locks Passage, the Great Northeast Journey – Designated (Saratoga)
- Mohawk Towpath – Designated (Albany/Saratoga)
- Second Avenue Scenic Byway – Suggested (Rensselaer)

Other byways that might fit under Corridor of Commerce theme:

- Drover's Road – Suggested (Putnam)
- Old Albany Post Road – Suggested (Putnam)

HUDSON RIVER VALLEY SCENIC BYWAYS PROJECT

POTENTIAL CONNECTIONS BASED ON NATIONAL HERITAGE AREA THEMES

SCENIC BYWAY*	COUNTY												FREEDOM AND DIGNITY			NATURE & CULTURE					CORRIDOR OF COMMERCE						
	ALBANY	BRONX	COLUMBIA	DUTCHESS	GREENE	NEW YORK	ORANGE	PUTNAM	RENSSELAER	ROCKLAND	SARATOGA	ULSTER	WESTCHESTER	Revolutionary War	Underground Railroad and Abolitionists	Roosevelt Legacy	General	Hudson River Painters	Landscape of Extraordinarily Scenic Character	Sites of Exceptional Landscape Design	Environmental Advocacy	General	The Community Landscape	The Agricultural Landscape	The Settled Landscape	Labor Movements	Technological and Industrial Innovations
Alcove Reservoir (S)	x																	x									
Bear Mountain-Beacon Highway (D)							x					x						x									
Bennington Battlefield (S)								x					x														
Boston Post Road (S)												x							x								
Bronx River Parkway (D)												x								x							
Connection to Old Storm King Highway (S)							x													x							
Cornwall Scenic Byway (S)							x															x					
Cross County Route (NY 301) (S)								x										x									
Croton-Falls Scenic Road (S)								x									x										
Delaware to Hudson Byway (S)							x										x										
Drover's Road (S)								x													x						
Farm to Market Scenic Byway (S)				x																		x					
Framers Mills Scenic Road (S)								x									x										
Grandma Moses Scenic Byway (S)									x										x								
Helderberg Escarpment Byway (S)	x																		x								
Henry Hudson Parkway Scenic Byway (IP)		x				x														x							
Historic River Towns of Westchester (IP)													x										x				
Hudson River Corridor (S)	x																				x						
Hudson River Landings Scenic Byway (S)			x																				x				
Hudson River Shoreline Scenic Byway (S)			x		x1												x				x1						
Hudson River Shoreline/Revolutionary Trail (S)					x									x													
Kensico Reservoir Byway (S)													x							x							
Lakes to Locks Passage, the Great Northeast Journey (D)										x																	x
Main Street Nyack (S)										x														x			
Mohawk Towpath Byway (D)	x										x													x			x
Northern Catskills Scenic Byway (S)					x														x								
Northern Orange Byway (S)							x											x									
NY 22 (S)			x1										x2											x1			
Old Albany Post Road (S)								x														x					
Old Stage Road (S)	x																							x			
Palisades Interstate Parkway (D)										x										x							
Revolutionary Trail Scenic Byway (D)	x													x	x												
River Road (S)	x1									x2									x2						x1		
Riverfront Scenic Byway (S)					x																x						
Route 120 (S)													x	x													
Route 66 Scenic Byway (S)										x																x	
Saw Mill River Parkway (S)													x							x	x						
Second Avenue Scenic Byway (S)										x													x				x
Seven Lakes Parkway (S)																											
Shawangunk Mountains Scenic Byway (IP)							x																				
Storm King Highway (D)							x																				
Sybil/Ludington Route (S)								x						x													
Taconic State Parkway (D)			x	x				x					x1														
Walden to Warwick Scenic Byway (S)							x																				
Washington-Rochambeau Revolutionary Road (IP)													x														

*Notations: (S) Suggestions made at county workshops, (IP) In Progress - A byway in the planning phase, (D) Designated scenic byway

x1, x2: A numbered x correlates to the same numbered x within that row. These numbers denote that a given byway was suggested for different themes in each county the road passes through.

Other Potential Themes, Connections and Resources

Themes can be used to interpret the resources along roads such that regional tourism development, as well as preservation goals, may be more easily achieved. Although the Heritage Area themes were incorporated into the workshop discussions, they were one of many factors considered in identifying potential scenic byways.

Other connections identified during the workshops involve:

- Extending existing scenic byways;
- Connecting the river towns on the banks of the Hudson River;
- Creating loops within a county, across the Hudson River and through more than one county;
- Connecting existing roads that cross county lines, including the NY 22 corridor from Rensselaer County to New York City; and
- Connecting historic parkways.

In addition to the many resources identified by workshop participants, additional resources along potential byways may be found by examining State-designated Scenic Areas of Statewide Significance, information included in Local Waterfront Revitalization Programs, and the more than thirty NYS -designated Hudson River Significant Coastal Fish and Wildlife Habitats. Other sources include county-based open space plans, New York State's Open Space Conservation Plan, and agriculture and farmland protection plans.

Important Websites

- <http://www.hudsongreenway.state.ny.us>
Hudson River Valley Greenway
- <http://www.hudsonrivervalley.com>
Hudson River Valley National Heritage Area
- <http://www.nybyways.com>
New York State Scenic Byways Program
- <http://www.byways.org>
National Scenic Byways



*NY 301 through Clarence Fahnestock Memorial State Park
Putnam County*

HUDSON RIVER VALLEY

III. RECOMMENDATIONS

A. Hudson River Valley Scenic Byways System

One objective of the Hudson River Valley Scenic Byways Project is to organize and develop a recognized system of byways that highlights the scenic beauty, natural resources and heritage of the Hudson River Valley. This system would include designated scenic byways such as the former New York State Article 49 Scenic Roads, as well as new and developing byways. Accomplishing this will take a strategic approach. There are two scenic byway designations available for organizations and local government in the Hudson River Valley:



CO 106 (Viola Road)
Rockland County

- New York State Scenic Byway: Road corridors that are representative of the Hudson River Valley's scenic, recreational, cultural, historic or archaeological significance to the State of New York.
- National Scenic Byway: NYS Scenic Byways that are representative of the region's scenic, recreational, cultural, historic, or archaeological significance to the Nation.

In addition, a number of Hudson River Valley municipalities currently maintain their own locally-administered scenic roads programs. Creating a locally administered program is an option for communities in which local roads do not meet the requirements for NYS or NSB designation. These

local roads could be designated and managed with an emphasis on preservation and conservation of local resources, and managed through a local scenic road program or zoning enactment.

Examples of types of roads that might be good candidates for this type of program are dirt roads and short or partial segments of longer roads with no link to a common vision or theme for a scenic byway. However, no local scenic road program is eligible for funding by the Hudson River Valley Scenic Byways Model Projects Grant Program or any other NYS Scenic Byways grant.

A.1 New York State ECL Article 49 Scenic Road Program

ACTION Contact and survey municipalities to determine current conditions along former scenic road segments and whether there is local interest in retaining designation.

ACTION Hold a one-day workshop for municipalities with roads originally designated as Article 49 Scenic Roads to explain the current scenic byways program, and provide guidance on how municipalities can keep or seek removal of their scenic byway designations.

ACTION Provide municipalities with technical and program assistance to come into compliance with NYS Scenic Byways Program requirements or to remove an unwanted designation.

A.2 Hudson River Valley Scenic Byways

ACTION Continue to seek and, if possible, develop a common vision for Scenic Byways in the Hudson River Valley.

ACTION Develop a system of byways in the Hudson River Valley, which includes roads that:

- Meet NYS Scenic Byways program requirements;
- Meet the goals of the Hudson River Valley Scenic Byways Project; and
- Have local support for the road becoming a part of the Hudson River Valley Scenic Byways System.

B. Hudson River Valley Scenic Byways Model Grant and Technical Assistance Program

One component of the HRV Scenic Byways Project is a model grant and technical assistance program, designed to support local efforts towards scenic byway designation and management. Through this program, the Greenway will provide technical assistance and award funds to scenic byway efforts that may serve as models for other potential scenic byway organizations in the Hudson River Valley. In addition to these model byway projects, the Greenway will provide technical assistance to other byway groups within the Greenway area. The following is the recommended structure for the grants and technical assistance program.

B.1 Technical Assistance

ACTION Provide technical assistance to individuals and organizations interested in the Hudson River Valley Scenic Byways Project.

ACTION Hold meetings with organizations, municipalities and community leaders interested in the Hudson River Valley Scenic Byways Project.

B.2 Model Grants

ACTION Provide grants and technical assistance to at least one potential scenic byway group, or local municipality that has met the Evaluation Criteria of the proposed Hudson River Valley Scenic Byways Grant and Technical Assistance Program.

ACTION Provide grants and technical assistance to at least one byway group or local municipality that has recently learned about the scenic byways program, wants to pursue a designation and has met at least two of the Hudson River Valley Scenic Byways Evaluation Criteria, one of which must be the support of an organized byway committee.

B.3 Model Grant Program Scope

General Guidelines:

- Projects must be located within the state designated Hudson River Valley Greenway or Hudson River Valley National Heritage Area.
- Model projects will be selected through a nomination process.

HUDSON RIVER VALLEY



Bronx River Parkway Southbound
Westchester County

Grant Amounts

Maximum: \$50,000 *May be increased for an inter-municipal project.

Minimum: \$15,000.

- The Greenway will award grants with advice from the Hudson River Valley Scenic Byways Advisory Committee and with support from the New York State Scenic Byways Advisory Board.
- Maximum state grant = 50% of total costs.
- Local match of at least 50% with in-kind services or money.
- Model projects must foster the development of a Corridor Management Plan, or be related to the continued success of a byway, such as: improved access or signs; intermodal connections; inventories or interpretation of intrinsic resources; or supporting local nominations to the New York State Scenic Byways Program.

Additional points could be awarded to a potential scenic byway that:

- Draws upon inter-municipal cooperation.
- Connects to another existing or proposed scenic byway within the Hudson River Valley Scenic Byways System.
- Has the potential to attract non-local or state funds, federal funds or private funding.

Evaluation Criteria:

- Existence of an organized local byway group.
- Preliminary documentation of scenic, historic, cultural, archaeological, recreational and natural resources.
- A work program with a budget including project costs; a schedule, including completion date; and an identified responsible party.
- Documents showing local support, including required support from affected municipal government.
- Consistency with one or more Hudson River Valley Greenway criteria including:
 - Natural and cultural resource protection.
 - Locally based regional planning.
 - Economic development.
 - Public access.
 - Heritage and environmental education.
- Links to a regional story or National Heritage Area theme (Freedom and Dignity, Nature and Culture, and Corridor of Commerce).
- Links to the Hudson River Valley Greenway land and water trail system.

Types of Non-Capital Grants Projects

- Getting started - Technical assistance funding for projects and fees related to stating a vision for a potential byway, such as conducting public workshops and generating public interest and support.
- Preparing nomination applications.
- Undertaking resource inventories - Investigating the resources along a byway corridor, including mapping, research and preparing documents.
- Fostering and developing corridor management plans.

IV. ACCOMPLISHING THE GOALS

Coordination between organizations and of local-, state- and nationally-designated scenic byways can help to build a system of byways within the Hudson River Valley that will display its scenic beauty, historic sites and cultural riches. Below is a list of some of the partners who would be involved in this process, information about their history, and their role in establishing a HRV Scenic Byways System, and Model Grant and Technical Assistance Program.

A. Role of Greenway

The Hudson River Valley Greenway was established to implement the Hudson River Valley Greenway Act of 1991. The Greenway works with communities in the Hudson River Valley; it provides technical assistance for community



planning and trails projects; and it administers several grant programs. The Greenway has administrative responsibility for the Hudson River Valley Scenic Byways Project, and it will administer the Hudson River Valley Scenic Byways Model Grant and Technical Assistance Program with guidance from the Hudson River Valley Scenic Byways Steering Committee and the New York State Department of Transportation.

The Greenway assists in managing this regional scenic byways effort by collaborating with communities while respecting municipal home rule concerns. The Greenway is uniquely able to coordinate programs, such as the Greenway Planning and Compact Communities programs, the Greenway Trail System, including both the land-based and water-based trail programs, and the Hudson River Valley National Heritage Area. The Greenway is also well equipped to work cooperatively with other New York State agencies involved, or potentially involved in the New York State and National Scenic Byways Programs.

B. Role of Hudson River Valley Scenic Byways Steering Committee

The Hudson River Valley Scenic Byways Steering Committee was established to investigate the potential for a regional scenic byway system in the Hudson River Valley. The HRVSB Committee has the background, the relevant skills, and the local knowledge needed for the HRV Scenic Byways Project. The HRVSB Committee will form a grant applications review sub-committee to make grant recommendations to the Greenway. HRVSB Committee members will sometimes provide technical assistance at the local level in cooperation with the Greenway and continue to function as an advisory body.

HUDSON RIVER VALLEY

C. Role of New York State Department of Transportation

The National Scenic Byways Program is administered in New York through the New York State Department of Transportation. This agency is responsible for providing technical assistance and reviewing applications for the National Scenic Byways Discretionary Grant Program and nominations for potential state and national scenic byways. NYSDOT also provides recommendations to the NYS Scenic Byways Advisory Board and Federal Highway Administration. NYS DOT administers the National Scenic Byways Discretionary Grant awarded to the Greenway for the HRV Scenic Byways Project. Potential state and national scenic byways within the Hudson River Valley, such as those that are developed as Model Scenic Byways, will be required to submit applications to NYSDOT for designation and for discretionary grants.

D. Role of Local Government

The NYS and National Scenic Byways Programs are based on a grassroots approach. Citizens and local government have a significant role in the recommendation and development of scenic byways. Local government can initiate and encourage scenic byway designation through participation in the CMP development and implementation, which might involve voluntary and regulatory actions to meet the goals of the local byway group. Local government also must endorse a proposed scenic byway application by adopting a resolution that supports designation.

Some municipalities may wish to establish their own program for designating roads that are significant to their community, but may not meet NYS Scenic Byway criteria or may lack local interest in state or national designation. Local governments are encouraged to communicate with the Greenway to determine if a local scenic roads ordinance is appropriate to their needs.



Corning Trail, Albany County

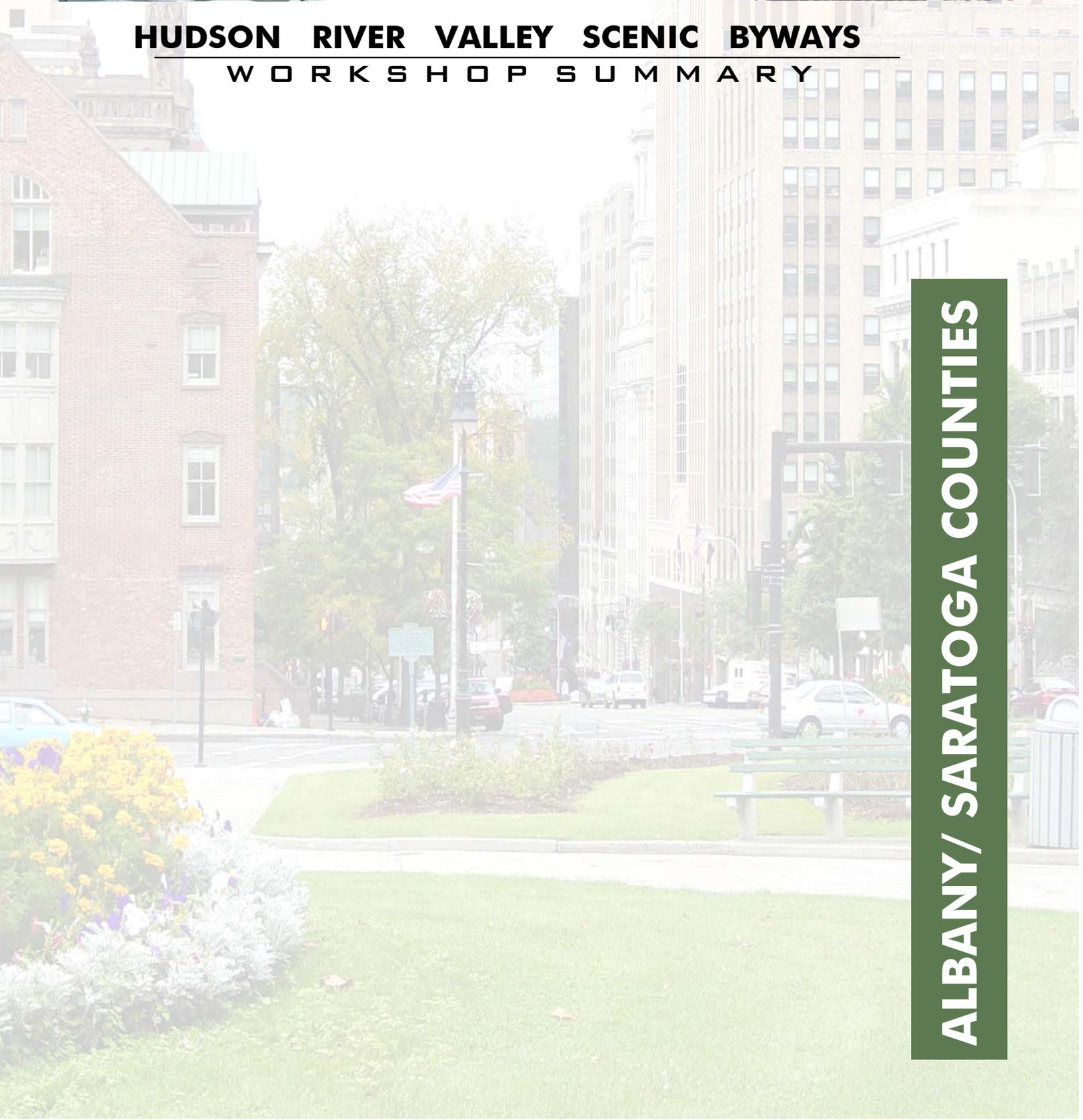


**SECTION B: WORKSHOP SUMMARIES AND
POTENTIAL SCENIC BYWAYS**



HUDSON RIVER VALLEY SCENIC BYWAYS

WORKSHOP SUMMARY



ALBANY/ SARATOGA COUNTIES

HUDSON RIVER VALLEY

ALBANY/SARATOGA COUNTIES WORKSHOP

DATE: Held on September 16, 2003
TIME: 7:00 – 9:00 P.M.
LOCATION: Albany County Office Building, Albany, NY
ATTENDANCE: 10



There was no representation from Saratoga County at this workshop. The discussion focused therefore on Albany County, although there was reference to the Mohawk Towpath effort in Waterford, which has since been designated a scenic byway from Waterford to Schenectady, and the Lakes to Locks Passage, an All American Road which begins in Waterford on Route 4 and ends in Rouses Point, NY. The Mohawk Towpath is also located in the Town of Colonie and City of Cohoes in Albany County.

After an introduction by the consultant and preliminary questions were answered, the attendees divided into two focus groups to look at what roads might have significant historic, cultural, recreational, cultural, natural and archaeological resources to warrant designation. A system of potential routes in Albany County was suggested along with recommendations that some byway routes should connect south into Greene County. There were four general areas in the County recommended for consideration in the Hudson River Valley Scenic Byways Project:

- **HELDERBERG ESCARPMENT SCENIC BYWAY**
– Surrounding the Helderberg Escarpment including NY 156, NY 157, NY 85 and NY 32 as well as CR 301 routes.
- **HUDSON RIVER SHORELINE SCENIC BYWAY**
– Along the Hudson River primarily along NY 32 and NY 144.
- **RIVER ROAD**
– Along the Mohawk River, on River (or Riverview) Road in Colonie, and the already designated former scenic road on Cohoes Crescent Road.
- **REVOLUTIONARY TRAIL SCENIC BYWAY**
– The Revolutionary Trail Scenic Byway along Central Avenue in the City of Albany which extends north from Port Ontario through Saratoga County and is a NYS Scenic Byway.

An emphasis was placed on using existing plans as the basis for the development of a Corridor Management Plan for potential byways. For example, the Hudson River Waterfront Strategy prepared by Albany County could become the basis for the Hudson River Shoreline Scenic Byway. It was strongly felt that developing a CMP not reinvent the wheel but incorporate, where possible, existing and ongoing efforts to meet the requirements of a CMP.

Discussion also involved an emphasis on connecting bike routes and scenic byways, both of which complement each other, reflect the qualities along roads, and attract residents and tourists.

HUDSON RIVER VALLEY

The Helderberg Escarpment Planning Committee described their efforts. The recently prepared Helderberg Escarpment Planning Guide describes the resources, the management tools and recommendations for a study area of about 60-square miles. The study area includes the Helderberg Escarpment, a signature landform in the County, and the land within one to three miles of the escarpment face.

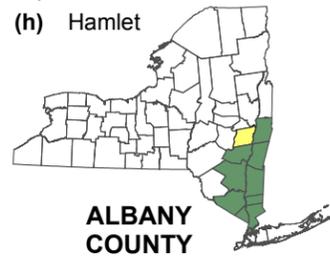
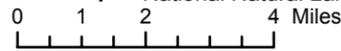
Other attendees at the workshop included representatives from the Albany County Land Conservancy, Guilderland Pathways, the New York Bicycle Coalition, Town of Knox, Village of Menands, and Albany County Department of Economic Development, Conservation and Planning.

ALBANY/SARATOGA COUNTIES WORKSHOP						
DATABASE OF POTENTIAL SCENIC BYWAYS						
NAME OF EXISTING OR POTENTIAL SCENIC BYWAYS	FORMER NYS ARTICLE 49 SCENIC ROAD	ROUTE, ROAD, OR BRIDGE NAME	RESOURCES / INTRINSIC QUALITIES*	FACTORS / COMMENTS**	DOCUMENTS RELATED TO BYWAY MANAGEMENT	CONTACTS
<p>* Resources refers to the categories of Intrinsic Qualities in the NYS Scenic Byways Program that qualify a road for byway designation including Scenic, Recreational, Natural, Cultural, Historical and Archeological Resources. ** Factors are comments made by workshop participants that might have an impact on designation, need to be addressed in the Corridor Management Plan, or provide additional information about a resource or existing condition along an existing or potential scenic byway.</p>						
HELDERBERG ESCARPMENT			Hiking and biking		Helderberg Escarpment Planning Guide	Town of Knox Dan Driscoll driscd@alum.rpi.edu
			Indian Ladder Trail			
			Long Path			
			D & H Rail Line			
			Bird watching			
			Camping			
			Cross-country skiing			
			Rock climbing			
			Earliest colonial settlement in the area			
			Anti-rent rebellion			
			Scenic views of Helderberg Escarpment			
			NY 156			
	Scenic views near the Village of Altamont					
NY 157	Helderberg Rail Trail					
NY 85	John Boyd Thatcher State Park					
NY 32	Margaret Burke Wildlife Management Area					
	One-room schoolhouse					
CR 301	Scenic views					
	Thompsons Lake State Park and Nature Center					
OLD STAGE ROAD		NY 156	Norman's Kill			
		NY 146	Tawasentha Park			
			Long Path			
			Historic School House Renovation			
			Pine Bush Preserve			
			Scenic views of Helderberg Escarpment			
RIVER ROAD		Cohoes Crescent Road	Cohoes Falls			
			Overlook Park			
			Van Schaick Island Park			
		North Mohawk Street				

ALBANY/SARATOGA COUNTIES WORKSHOP						
DATABASE OF POTENTIAL SCENIC BYWAYS						
NAME OF EXISTING OR POTENTIAL SCENIC BYWAYS	FORMER NYS ARTICLE 49 SCENIC ROAD	ROUTE, ROAD, OR BRIDGE NAME	RESOURCES / INTRINSIC QUALITIES*	FACTORS / COMMENTS**	DOCUMENTS RELATED TO BYWAY MANAGEMENT	CONTACTS
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HUDSON RIVER SHORELINE SCENIC BYWAY			Hudson River (American Heritage River)		Hudson River Waterfront Strategy	
		NY 32	Peebles Island State Park			
			Hudson Shores Park & Boat Launch			
			Schuyler Flatts Historic District			
			Menands Waterfront Park			
		Western Avenue	Hudson Riverfront Park			
			USS Slater			
			Island Creek Park			
			Watervliet Arsenal			
		Q Street (?) in the City of Albany to Corning Point	Frederick House			
			School Craft House	Further study is required to determine whether Q St. or other roads define the best route through the City of Albany		
			Hamilton Church			
			Moyer House			
		Schuyler Mansion				
NY 144	Henry Hudson Town Park					
	Scenic views					
	Marina					
	Coeymans Landing Park					
REVOLUTIONARY TRAIL SCENIC BYWAY		NY 5 (Central Avenue)	Underground Railroad Waterfront, Dutch Settlement Erie Canal Pine Bush Preserve	NYS Scenic Byway		Mohawk Valley Heritage Corridor Commission mvhc@mvhcc.org
ALCOVE RESERVOIR				No specific route was defined.		
MOHAWK TOWPATH				NYS Scenic Byway		
OTHER ROADS IDENTIFIED PRIOR TO WORKSHOP						
		CR 3				
		CR 6	Partridge Run State Wildlife Area			
		CR 58				
		CR 60				
		US 9W				
		State Street, City of Albany	State Capital			

Hudson River Valley Scenic Byways Project

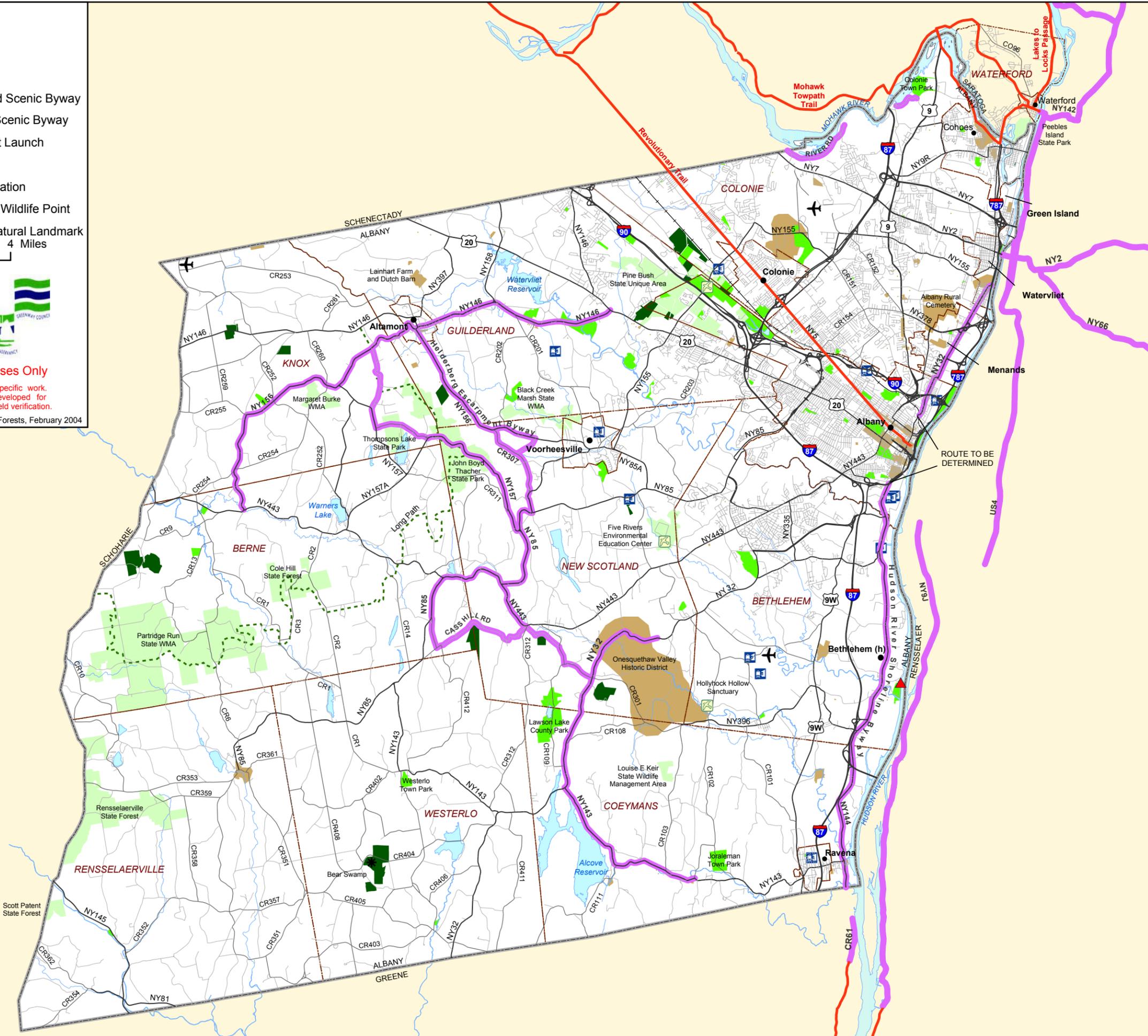
- DEC and OPRHP Land
- Historic Site
- County and Municipal Parks
- Protected Private Land
- Interstates, Federal Routes, and State Routes
- County Roads
- Local Roads
- Trail
- (h) Hamlet
- Designated Scenic Byway
- Potential Scenic Byway
- Public Boat Launch
- Airport
- Railroad Station
- Watchable Wildlife Point
- National Natural Landmark



Draft - For Planning Purposes Only

This map is not intended for site-specific work. Information presented has been developed for planning purposes only and requires field verification.

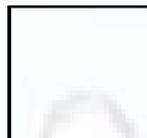
Produced By: GIS Section, Division of Lands & Forests, February 2004





HUDSON RIVER VALLEY SCENIC BYWAYS

WORKSHOP SUMMARY



COLUMBIA COUNTY

COLUMBIA COUNTY WORKSHOP

DATE:	Held on September 29, 2003	
TIME:	7:00 – 9:00 P.M.	
LOCATION:	Columbia-Greene Community College	
ATTENDANCE:	6	

After introduction by the consultant and preliminary questions were answered, the discussion focused on what the scenic byways project could offer local communities and some of the potential economic benefits. Some statistics from the Travel Industry Association (www.tia.org) were highlighted at the workshop:

- Weekend trips by Americans jumped by 70% in the last 10 years.
- Top activities for domestic travelers in 2002 were shopping, outdoor activities, and visiting museums and historic sites.
- Cultural and historic tourism, is one of the most popular sectors of tourism with 53.6 million adult U.S. travelers visiting a museum or historic site in the last year and 33 million attending cultural events and festivals.

America's Byways Resource Center sponsored a study, "Quantifying the Economic Impacts of Scenic Byway Designation", which analyzed 21 byways impact studies. Over 70% of the studies were conducted for existing byways as opposed to proposed byway designations. In this case, economic impact looks at incremental changes due to a byway designation; economic significance looks at the portion of total economic activity in a region due to byway designation; and economic activity refers to imports brought in from outside the region or re-sold in the local market. The impact studies were diverse in their approaches to estimating trips, new trips and per-trip spending. Research on the true economic benefits are still being developed for byways, but some of the study findings include:

- Visitor spending per trip = \$104 per trip.
- New business sales increased up to \$1.5m.
- For every \$1m in visitor spending, 19 – 33 jobs were created.

In this workshop, the attendees as one group identified roads in Columbia County that have significant historic, cultural, recreational, natural, and archaeological resources, and locations where local interest supported potential designation as a scenic byway. An emphasis was placed on how to utilize a scenic byway designation to inform, provide insight into and tell the stories that describe the County's heritage. This discussion led to consideration about how scenic byways within the Hudson River Valley might be organized. One suggestion for organizing potential byways was to base it on the interpretive

HUDSON RIVER VALLEY

themes established for the Hudson River Valley National Heritage Area:

- Freedom and Dignity
- Nature and Culture
- Corridors of Commerce

Workshop attendees identified the following potential scenic byway routes:

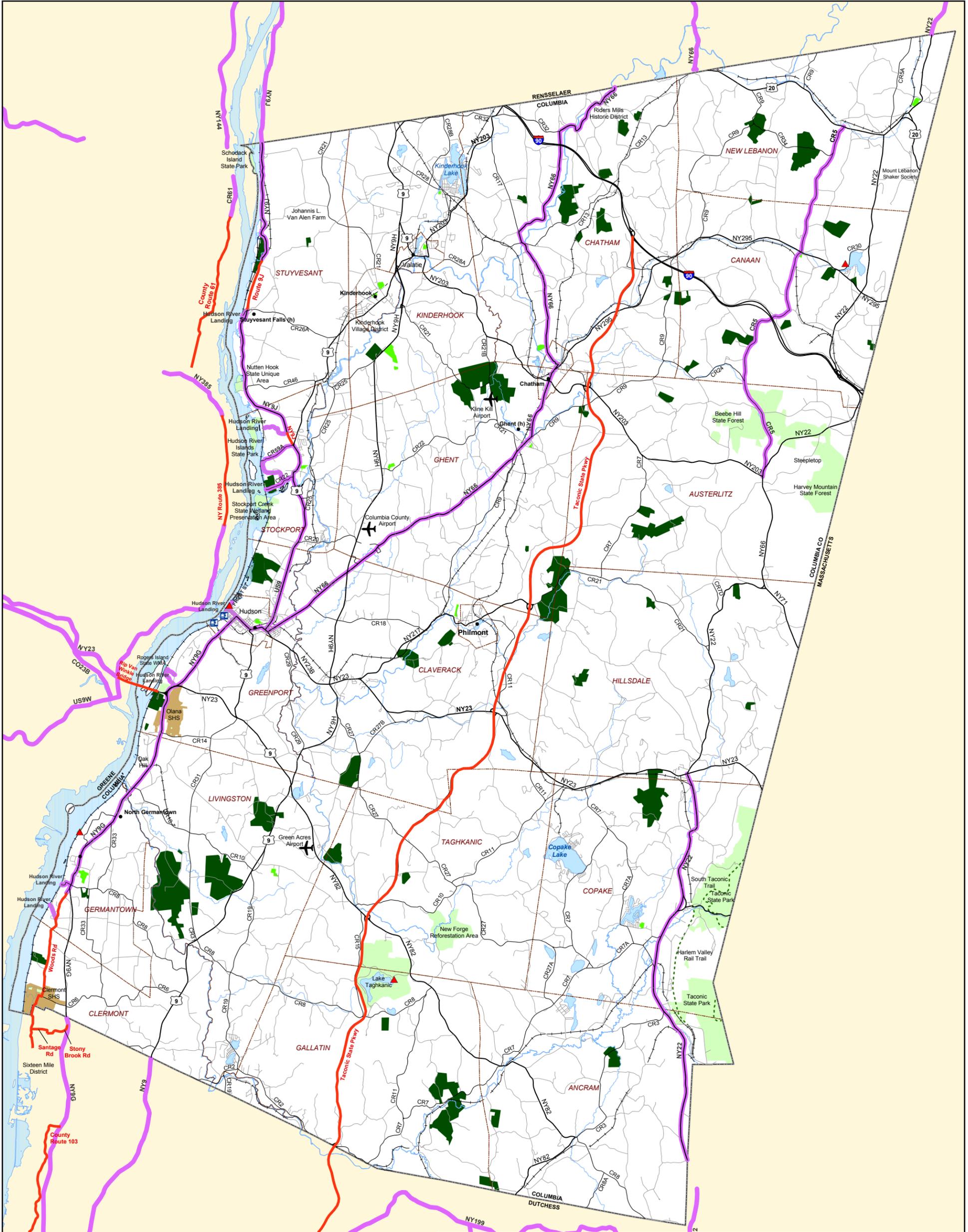
- **HUDSON RIVER SHORELINE SCENIC BYWAY**
– A Hudson River Shoreline Scenic Byway that would connect historic river towns to tell the story of Columbia County’s industrial heritage along the Hudson River waterfront. The potential route might include NY 9J, US 9, Front Street, NY 9G and Woods Road. It was suggested that this route be part of a Revolutionary Trail route under the Freedom and Dignity theme. Another theme suggested was Nature and Culture because the Olana State Historic Site, located on the route, is the home of Frederic Church, one of the 19th-century landscape painters of the Hudson River School.
- **HUDSON RIVER LANDINGS SCENIC BYWAY**
– Roads that lead to the riverfront that historically provided access to the Hudson River for commerce, transportation and recreation and could be linked to the Corridor of Commerce theme. Attendees recommended that this might be a regional initiative since similar roads can be found in other counties.
- **HISTORIC NY 22**
– The NY 22 corridor on the eastern side of the County offers historic sites, such as the Mt. Lebanon Shaker Society World Monument, scenic views toward the Berkshire Mountains, and rural landscapes that offer beautiful scenery of existing farms and the agricultural and heritage of the Hudson River Valley.
- **HISTORIC CR 5**
– Parallels NY 22, CR 5 offers scenic views of a similar rural landscape.
- **NY ROUTE 66**
– A scenic route through historic Chatham and Riders Mill Historic Districts.

The Towns of New Lebanon and Stockport in addition to the Columbia County Planning Department were represented at the workshop.

COLUMBIA COUNTY WORKSHOP						
DATABASE OF POTENTIAL SCENIC BYWAYS						
NAME OF EXISTING OR POTENTIAL SCENIC BYWAYS	FORMER NYS ARTICLE 49 SCENIC ROAD	ROUTE, ROAD, OR BRIDGE NAME	RESOURCES / INTRINSIC QUALITIES*	FACTORS / COMMENTS**	DOCUMENTS RELATED TO BYWAY MANAGEMENT	CONTACTS
* Resources refers to the categories of Intrinsic Qualities in the NYS Scenic Byways Program that qualify a road for byway designation including Scenic, Recreational, Natural, Cultural, Historical and Archeological Resources.						
** Factors are comments made by workshop participants that might have an impact on designation, need to be addressed in the Corridor Management Plan, or provide additional information about a resource or existing condition along an existing or potential scenic byway.						
HUDSON RIVER SHORELINE SCENIC BYWAY		Front Street	Henry Hudson River access	Public boat access limitations Potential conflict with dead end property owners who want peace and quiet Access over railroad tracks may be unsafe High speed trains		
			Catskill Mountain views Industrial heritage (mills, plants, etc.)			
			Hudson River (American Heritage River) Hudson Historic District Hudson Antique Stores/Center Robert Jenkins House & Museum Firemen's Home and Museum Spirit of Hudson	Whaling industry		
	x	Woods Road	Sixteen Mile District Clermont State Historic Site			
		NY 9G	Oak Hill Olana State Historic Site Hudson Athens Lighthouse Hudson River (American Heritage River) Cheviot Landing	New power line Home of Frederic Church, Hudson River School of Landscape Painting		
	x	Rip Van Winkle Bridge	Rip Van Winkle Bridge	NYS Scenic Byway		
		US 9	Stock Port Creek State Wetland Preservation Area Hudson River (American Heritage River)			
	Portions of NY 9J are designated in Stockport and Stuyvesant	NY 9J		Lack of places to turn around Access to river Industry on both sides of river		
			Hudson River (American Heritage River) Hudson River Island State Park Nuttan Hook State Unique Area Johannis L. Van Alen Farm Requa House Schodack Island State Park			

COLUMBIA COUNTY WORKSHOP						
DATABASE OF POTENTIAL SCENIC BYWAYS						
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HUDSON RIVER LANDINGS SCENIC BYWAY		CR 59A / Alvord Dock Rd	Scenic overlook	Garbage disposal at overlook		
			Hudson River (American Heritage River)			
		CR 22	Scenic views	Boat launch has tidal issues		
			Hudson River (American Heritage River)			
		Ferry Street	Hudson River (American Heritage River)			
		Hallenback Road	Hudson River (American Heritage River)			
	Station Road	Hudson River (American Heritage River)				
		NY (Route) 66		Motorcycle destination 75,000 visitors Mostly forested landscape No pull-offs Columbia County Airport		
			Riders Mills Historic District			
			Shaker Museum			
			Kinderhook Creek - Trout stream			
			Hunt Country			
			Farms			
			Pastoral scenery			
			Crellin Park			
		CR 5	Scenic views	Selective vegetative clearings needed to open views No pull-offs		
			Farms			
			Landscape views			
			Donnelly House			
			Harvey Mountain	Highest point in the County		
			Beebe Hill State Forest			

COLUMBIA COUNTY WORKSHOP						
DATABASE OF POTENTIAL SCENIC BYWAYS						
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HISTORIC NY 22		NY 22 (New Lebanon)	Lebanon Springs	Private ownership of land		New Lebanon Planning Board bldam@msn.com
			Mt. Lebanon Shaker Village World Monument Site	Connect to Route 22 in Rensselaer and Dutchess Counties		
			Scenic overlook			
			Samuel Tilden's Tomb/Homestead			
			Episcopal Church			
			Beebe Hill State Forest			
			Harvey Mountain State Forest			
			Quechy Lake			
			Spruce Tree Farm			
			Lafayette Dickens connections			
			First Public Library site			
			First thermometer			
			Largest stone barn in the U.S.			
			Masonic history	Pull-off on Route 2		
HISTORIC NY 22		NY 22 (Ancram-Copake)		Ancram has a scenic overlay district		
				Road narrow (no wide shoulders)		
			Scenic views			
			Farms			
			Bashbish State Park			
			Taconic State Park			
			Harlem Valley Rail Trail			
			Roeliff Historical Society Museum			
			Catamount Ski Area			
TACONIC STATE PARKWAY				NYS Scenic Byway	Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Report	
				Parkway was not identified at workshop		



Hudson River Valley Scenic Byways Project

<ul style="list-style-type: none"> DEC and OPRHP Land Historic Site County and Municipal Parks Protected Private Land Interstates, Federal Routes, and State Routes County Roads Local Roads Designated Scenic Byway Potential Scenic Byway (h) Hamlet 	<ul style="list-style-type: none"> Trail Boat Launch Airport Railroad Station
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0 0.5 1 2 Miles

COLUMBIA COUNTY

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 This map is not intended for site-specific work. Information presented has been developed for planning purposes only and requires field verification.

Produced By: GIS Section, Division of Lands & Forests, February 2004



HUDSON RIVER VALLEY SCENIC BYWAYS

WORKSHOP SUMMARY



DUTCHESS COUNTY

DUTCHESS COUNTY WORKSHOP

DATE: Held on October 28, 2003
TIME: 7:00 – 9:00 P.M.
LOCATION: Farm and Home Center, Millbrook
ATTENDANCE: 8



After an introduction by the consultant and preliminary questions were answered, the attendees examined roads and corridors in Dutchess County that have significant historic, cultural, recreational, natural, and archaeological qualities to warrant designation as a scenic byway. As a group, attendees identified a number of potential byway routes:

- **RIVERFRONT SCENIC BYWAY**
 - NY 9G (Albany Pike) connects historic towns and sites, and natural features along the north-south spine of the County, including the Franklin D. Roosevelt National Historic Site, the Rhinebeck Village Historic District, and Margaret Lewis Norrie State Park. A small segment of the route is already designated as part of the previously designated NYS Scenic Road Program.
- **WESTWARD BYWAYS**
 - NY 199 and CR 14 offer scenic views of the valley farmlands and the rural landscape.
- **SALT POINT TURNPIKE**
 - US 44, NY 115, NY 82, and adjacent county routes lead into the County’s rural landscape that offer views of fruit blossoms, vineyards, and other agricultural products.
- **CR 9**
 - In the southeastern portion of the County.
- **FARM TO MARKET SCENIC BYWAY**
 - Local roads leading into Poughkeepsie that were and are used to bring farm products to the marketplace including US 44, and New York routes 44A, 82, 115, 55, 343, 22, and 199; and county routes 16, 9, 14 and 18.

The Dutchess County workshop involved an extensive discussion on how a number of farms and entrepreneurs are focusing on Agri-Tourism and Agri-Business by developing new products such as currants and other specialty foods that are sold to restaurants and gourmet shops. Historically, throughout the Hudson River Valley agriculture was a primary industry that has sustained over time, even though farms have disappeared and new products are changing the view of the agricultural landscape.

HUDSON RIVER VALLEY

Concerns raised by meeting attendees included whether it was possible to designate local roads as NYS Scenic Byways and the role that NYS Scenic Byways could play in protecting county agricultural land, open space, and historic resources threatened by an increase in population and development. Local roads can be designated if they meet the requirements of the NYS Scenic Byway Program.

The Dutchess County Scenic & Historic Drive Tours were mentioned during the workshop as a starting point for further evaluating potential scenic byways in the County. Five of the six tour routes encompass large segments of the potential scenic byway routes identified at this workshop. The Dutchess County Scenic & Historic Driving Tours are described below:

- Tour 1: Explores the Towns of Rhinebeck, Red Hook, and Milan. “Tradition holds that Red Hook was named by Henry Hudson’s crew in 1609 for a hook-like configuration of land near where they anchored and covered by red foliage.” This tour encompasses many of the segments on proposed Riverfront Scenic Byway including US 9, NY 9G, and NY 199.
- Tour 2: Leads the traveler through the Towns of Hyde Park, Clinton and Pleasant Valley. This tour passes the home of Franklin Delano Roosevelt and includes portions of the Riverfront and Westward Byways on US 9, NY 44, and CR 14.
- Tour 3: Encompasses the City and Town of Poughkeepsie and the Town of LaGrange. The tour begins north of the City and winds into the Town past the farms and orchards of LaGrange. US 9, mentioned in the Riverfront Byway, and local roadways in the Farm to Market Byway are segments of this tour’s route.
- Tour 4: Explores the Towns of Wappinger, Fishkill, East Fishkill and the City of Beacon. The tour begins in the hamlet of New Hackensack, which was settled by Dutch farmers from New Jersey around 1750, and winds through the Village of Wappingers Falls, then south to Stony Kill and Mount Gulian of Beacon, with views of the Fishkill Range and Mount Beacon. There is no overlap between this tour and the potential Dutchess County scenic byways identified at this workshop.

— SCENIC BYWAYS PROJECT

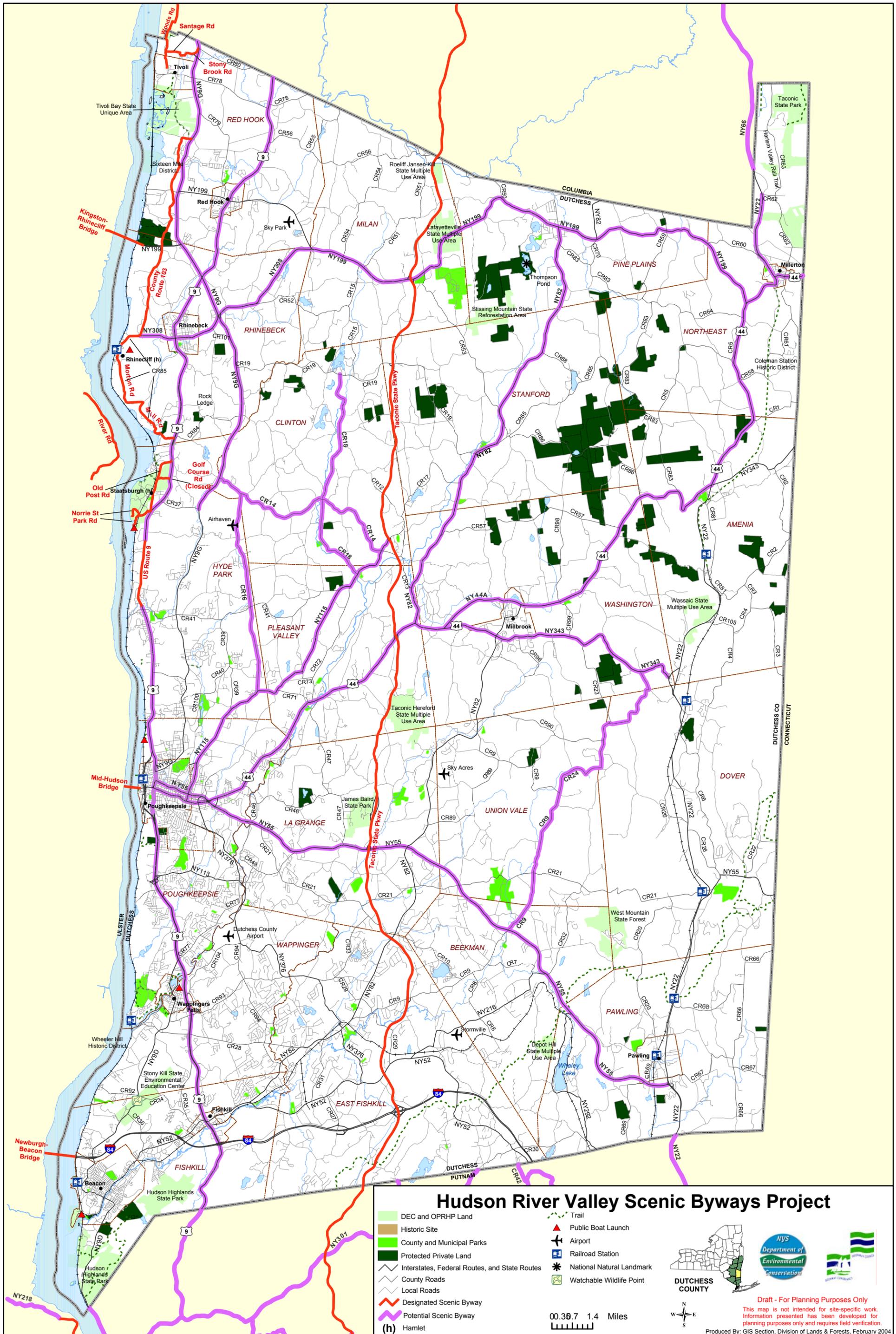
- Tour 5: The tour begins in Union Vale and then winds through Beekman past charming farmhouses and the hamlet of Wingdale, a stopover for New England cattle “drovers”. The entire length of CR 9, part of the Farm to Market Byway, is included in this tour.
- Tour 6: Winds through the Towns of Pine Plains, Northeast, Amenia, Washington and Stanford. This tour provides a glimpse into local town history and encompasses: NY 199, NY 82, US 44, and CR 82.

Attendees in the workshop were from Union Vale Conservation Advisory Council, the Appalachian Trail, Towns of Clinton and Pleasant Valley, Town of Clinton Scenic Roads, Scenic Hudson, and Dutchess County Planning and Development.

DUTCHESS COUNTY WORKSHOP							
DATABASE OF POTENTIAL SCENIC BYWAYS							
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RIVERFRONT SCENIC BYWAY	A portion of US 9 by the Vanderbilt Mansion is designated. Most of the route is not designated.	US 9	Old Albany Post Road				
			Dutchess County Wine Trail				
			Hudson Highlands State Park				
			Fishkill Village Historic District				
			Wheeler Hill Historic District				
			Wappingers Falls Historic District				
			Samuel Morse House				
			Matthew Vassar Estate				
			Springside National Historic Site				
			Culinary Institute of America				
			Home of Franklin D. Roosevelt				
			Eleanor Roosevelt National Historic Site				
			Vanderbilt Mansion National Historic Site				
			Margaret Lewis Norrie State Park				
			Hudson River (American Heritage River)				
	Sixteen Mile District						
	Alison Wines & Vineyard						
	Rhinebeck Village Historic District						
	x	Newburgh Beacon Bridge			NYS Scenic Byway		
	x	Mid Hudson Bridge	Mid Hudson Bridge		NYS Scenic Byway		
		NY 9G	Trivoli Bay State Unique Area				
			Hudson River (American Heritage River)				
	Robert Sands Estate						
	Sixteen Mile District						
		Bard College					
x	Kingston Rhinecliff Bridge	Kingston Rhinecliff Bridge		NYS Scenic Byway			

DUTCHESS COUNTY WORKSHOP						
DATABASE OF POTENTIAL SCENIC BYWAYS						
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FARM TO MARKET SCENIC BYWAY		US 44 / Salt Point Turnpike	Dutchess Wine Trail			Town of Pleasant Valley Town Board, Bruce Donegan bdonegan@townofpoughkeepsie.ny.gov
			Potash House			
			Old Mill Store			
			Presbyterian Church			
			Newcomb-Brown Estate			
			Lynfeld			
			Holeman State Historic District			
			Beekman Park			
	Coleman Station Historic District					
	NY 44A	Millbrook Vineyards and Winery				
	NY 82 / Salt Point Turnpike	Dutchess County Wine Trail				
		Bloomvale Historic District				
Whitlock Preserve						
Stanford Recreational Park						
Pine Plains Hamlet						
NY 115 / Salt Point Turnpike	Stissing Mountain State Reforestation Area					
	Scenic, rural					
NY 55		Kiosk for trail near Pawling				
TACONIC STATE BYWAY		NY 343	Nine Partners Meeting House and Cemetery	NYS Scenic Byway		
		CR 16	Quaker Lane Farms			
		CR 9	Scenic, rural, rustic characteristics	Univale Community Resources Map indicates parks, cemeteries, etc.		Union Vale Community Advisory Committee, Jane Geisler
		CR 14	Walnut Grove Farm			Town of Clinton Scenic Roads, Greg Quinn ghquinn@bestweb.net

DUTCHESS COUNTY WORKSHOP						
DATABASE OF POTENTIAL SCENIC BYWAYS						
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		CR 18	Windswept Farm Clinton Recreational Park Helen Aldrich Park			
		CR 16	Quaker Lane Farms			
		NY 22	Millerton Recreational Park Harlem Valley Rail Trail Scenic views	Near Millerton		
	A portion is designated	NY 199	Dutchess Wine Trail Milan Recreational Park Fayetteville State Multiple Use Area Pine Plains Hamlet			
		NY 308	Rhinebeck Village Historic District Robert Sands Estate			
ADDITIONAL FORMER NYS ARTICLE 49 SCENIC ROADS						
	x	Woods Road				
	x	Santage Road				
	x	Stony Brook Road				
	x	CR 103/CR85 (River, Annadale, Rhinecliff, Morton, South Mill Roads)				
	x	Old Post Road/Golf Course Road (closed)				
	x	Norrie State Park Road				



Hudson River Valley Scenic Byways Project

- DEC and OPRHP Land
- Historic Site
- County and Municipal Parks
- Protected Private Land
- Interstates, Federal Routes, and State Routes
- County Roads
- Local Roads
- Designated Scenic Byway
- Potential Scenic Byway
- (h) Hamlet
- Trail
- ▲ Public Boat Launch
- ✈ Airport
- ✈ Railroad Station
- * National Natural Landmark
- Watchable Wildlife Point

DUTCHESS COUNTY

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 Produced By: GIS Section, Division of Lands & Forests, February 2004

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HUDSON RIVER VALLEY SCENIC BYWAYS

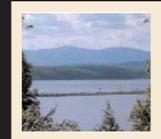
WORKSHOP SUMMARY



GREENE COUNTY

GREENE COUNTY WORKSHOP

DATE: Held on September 18, 2003
TIME: 7:00 – 9:00 P.M.
LOCATION: Village Building, Village of Coxsackie
ATTENDANCE: 10



After the consultant introduced the project and answered preliminary questions, the attendees were divided into two focus groups to look at what roads in Greene County might have significant historic, cultural, recreational, natural, and archaeological resources to warrant designation as a scenic byway. Two potential byway routes were identified:

- **HUDSON RIVER SHORELINE SCENIC BYWAY**
 - Historic towns and sites, and natural features along the County’s riverfront would be connected along this byway route from the Rip Van Winkle Bridge in Catskill to the northern Greene County line. This byway would incorporate NY 385 and CR 61, portions of which were designated in the NYS Article 49 Scenic Roads Program and grandfathered into the NYS Scenic Byways Program.
- **NORTHERN CATSKILLS SCENIC BYWAY**
 - A circular route skirting the northern edge of Catskill State Park along NY 23 and NY 23A with extensions along routes NY 214 and NY 245. Secondary routes off this main loop include Mitchell Hollow Road and NY 145, among others that will connect previously designated DEC Scenic Roads.

A suggestion was made that the Hudson River Valley Scenic Byways Project should celebrate all of the river roads along the Hudson River with continuous designation. The Thomas Cole National Historic Site offers a glimpse into the Hudson River School of landscape painters. Catskill Park defines so much of Greene County, with its dramatic mountain range offering spectacular views both within the County and from across the Hudson River. Abundant recreational resources are also found here.

An emphasis was placed on incorporating pre-existing NYS ECL Article 49 Scenic Roads as part of the proposed byway routes as well as connecting key historic, cultural, recreational, natural, and archaeological sites, such as the Athens Lower Village Historic District, the Thomas Cole National Historic Site, the Cohoate Preserve, and the Mount Pisgah State Forest. Concern was raised about road conditions and needed improvements. Insufficient parking at key sites was also noted.

Representatives from the Citizens of Hudson Valley, Heart of Catskill, New Baltimore Conservancy, Greene County Chamber of Commerce, Greene County Historical Society, Greene County Highway Department, Green County Legislature, Greene County Department of Planning/Economic Development, Greene County Promotions Department, Greene County Soil and Water Conservation District, the Towns of Hunter and New Baltimore, and the Village of Coxsackie attended the workshop.

GREENE COUNTY WORKSHOP						
DATABASE OF POTENTIAL SCENIC BYWAYS						
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HUDSON RIVER SHORELINE SCENIC BYWAY/ REVOLUTIONARY TRAIL				No shoulders for bikes Potential development conflicts Proposed dump		
	x	Rip Van Winkle Bridge	Rip Van Winkle Bridge	NYS Scenic Byway		
	Portions of NY 385 are designated between Athens and Coxsackie	NY 385		Portions already designated. The question was raised about how to move forward with portions not designated.		Greene County Historical Society
			Hudson River (American Heritage River)			
			Dolan Sand Farm			
			Coxsackie Historic District	Local support may be questionable		Village of Coxsackie
			McGuade Park			
			Reed Street Historic District			
			Peter Bronck House			
			Four Mile Point Park			
			Isabelle Rainey Park			
			Athens Lower Village Historic District	Athens Cement Plant (although not visible from road)		
			Van Loan House, Athens			
			Brandon Point Preserve			
			Cohotate Preserve			
			Thomas Cole National Historic Site			
			East Side Historic District			
			Dutchman's Landing Park and Boat Launch			
			RamsHorn Livingston Sanctuary			
			Elliot Park			
			Great Vly State Wetland Preservation Area			
			Hannacroix Creek Preserve			
	CR 61 is designated with the exception of the portion within the Town of Coxsackie	CR 61			Poor road conditions No shoulders for bikes	
		Cornell Park				
		Schodack Island State Park				
		New Baltimore Historic District				
				Grassland Habitat Protection Plan	www.gcsxcd.com/penspo u/habitat/grassland	

GREENE COUNTY WORKSHOP							
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NORTHERN CATSKILL SCENIC BYWAY	Less than a mile is designated	NY 23	Scenic views				
			Catskill Park			Mountaintop Historical Society	
				Tannersville Re-painting Program			
			Salisbury Manor			Town of Hunter, Barbara Mattson BMattson@Francoum.com	
	Newkirk Homestead						
	Thomas Cole House	National Historic Landmark					
	A small portion between Haines Falls and Palenville	NY 23A			Road conditions need improvements		
			East Side Historic District			Mountaintop Historical Society	
			Onteora Park Historic District			Hunter Mountain Ski Resort	
			Kaaterskill Falls	Congestion, lack of parking and safety issues at Kaaterskill Falls		Town of Catskill	
				North-South Lake Campground		Windham Foundation	
			Schoharie Creek (trout fishing)			Durham Valley Land Trust	
	A portion south from NY 23A to north of Lanesville	NY 214	Elka Park Historic District		Mountaintop supervisors meet on a monthly basis		
			Hunter Mountain Fire Tower		Watershed regulations		
			Ukrainian Church, Jewett		Moratoriums on billboard construction in Catskill, Windham and Hunter Mountain		
	NY 42	Scenic views					
		Hudson River School of landscape painting history					
		View of Blacklead Mountains					
		Long Path, Escarpment Trail and other hiking trails		Catskill Interpretative Center			
		Lexington House					

GREENE COUNTY WORKSHOP						
DATABASE OF POTENTIAL SCENIC BYWAYS						
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SECONDARY ROUTES OFF THE NORTHERN CATSKILL SCENIC BYWAY						
COUNTY ROUTE 10	x		Mt. Pisgah State Forest Windham Mountain			
SUSQUEHANNA TURNPIKE		CR 22 NY 145				Durham Valley Land Trust
PLATTE COVE ROAD	x	CR 16	Elka Park Historic District Long Path			
CORNWALLVILLE ROAD	x					
COUNTY ROUTE 20	Includes portions of Susquehanna Turnpike and becomes Dugway Road	CR 20				
COUNTY ROUTE 35	x	CR 35				
SUTTON ROAD	x	Sutton Rd CR 20B CR 21	Spectacular scenic views Mt. Pisgah St. Forest Long Path			Mountaintop Historical Society Hunter Mountain Ski Resort Town of Catskill Windham Foundation Durham Valley Land Trust
ADDITIONAL FORMER NYS ARTICLE 49 SCENIC ROADS						
	x	Platte Cove Road				
	x	Cochrane Road				
	x	Prink Hill Road				
	x	Stonebridge Road				
	x	Sutton Road				
	x	Cornwallville Road				
	x	Cunningham Road				

Hudson River Valley Scenic Byways Project

- DEC and OPRHP Land
- County and Municipal Parks
- Protected Private Land
- Historic Site
- Interstates, Federal Routes, and State Routes
- County Roads
- Local Roads
- Designated Scenic Byway
- Potential Scenic Byway
- Trail
- (h) Hamlet

▲ Public Boat Launch

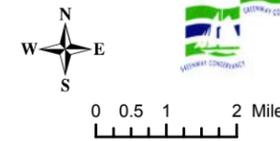
✈ Airport

🚉 Railroad Station

🦋 Watchable Wildlife Point



NYS
Department of
Environmental
Conservation



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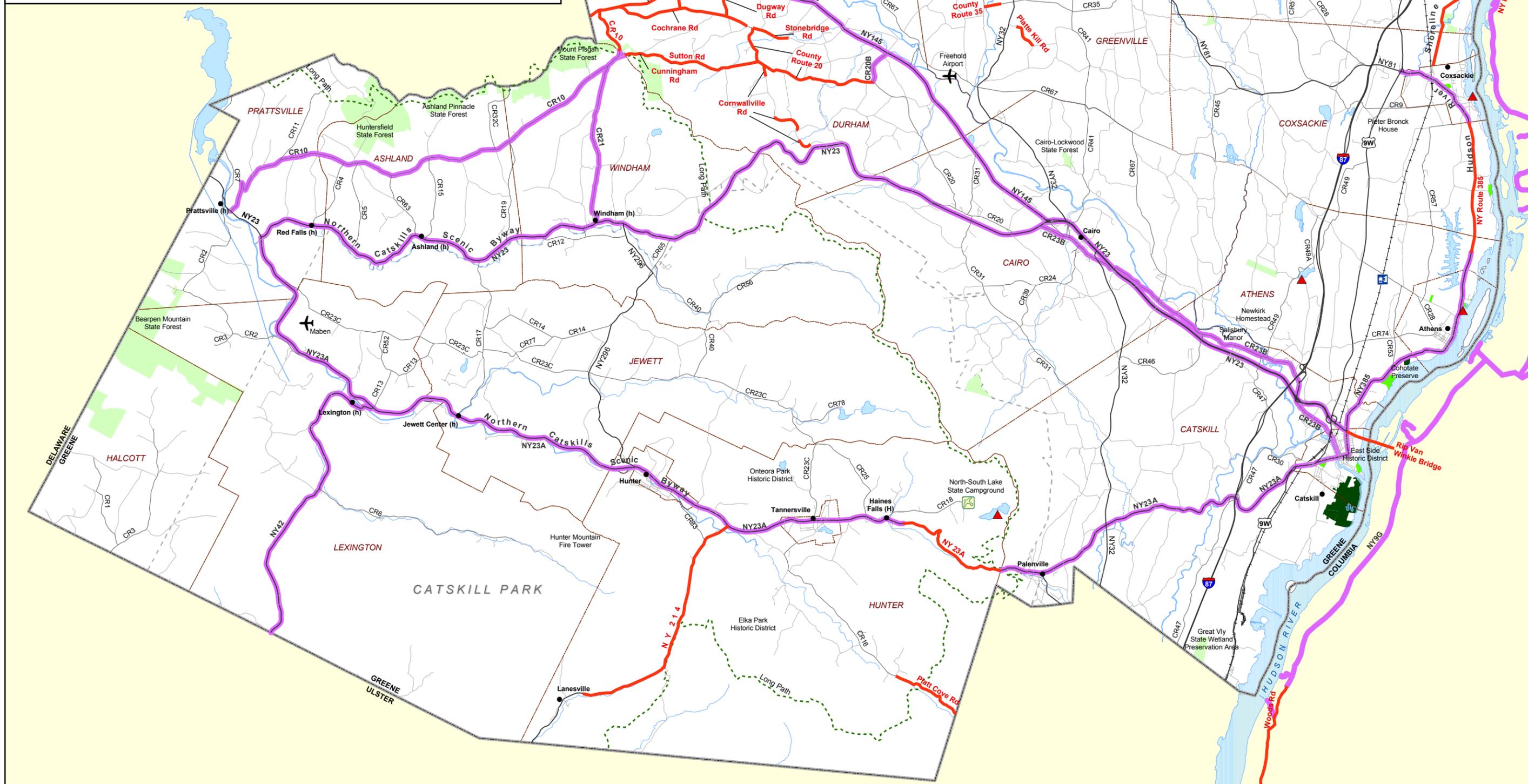
GREENE COUNTY



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Produced By: GIS Section, Division of Lands & Forests, February 2004





HUDSON RIVER VALLEY SCENIC BYWAYS
WORKSHOP SUMMARY



ORANGE COUNTY

ORANGE COUNTY WORKSHOP

DATE: Held on October 1, 2003
TIME: 7:00 – 9:00 P.M.
LOCATION: Orange-Ulster BOCES, Goshen, NY
ATTENDANCE: 6



After the consultant introduced the project and answered preliminary questions, a general discussion focused on some options for the county as a whole. Attendees discussed the desire in some cases to utilize scenic byway designation to protect unique resources. Attendees agreed that scenic resources in the county should be linked to the already designated NYS Scenic Byways including: NY 302, a portion of US 9W between Old Storm King Highway, CR 9 in the Town of Cornwall, the Old Storm King Highway, Palisades Interstate Parkway, and Upper Delaware Scenic Byway.

The two focus groups at the workshop examined roads in Orange County that have significant historic, cultural, recreational, natural, and archaeological resources to warrant designation as a scenic byway. The following potential byways were identified:

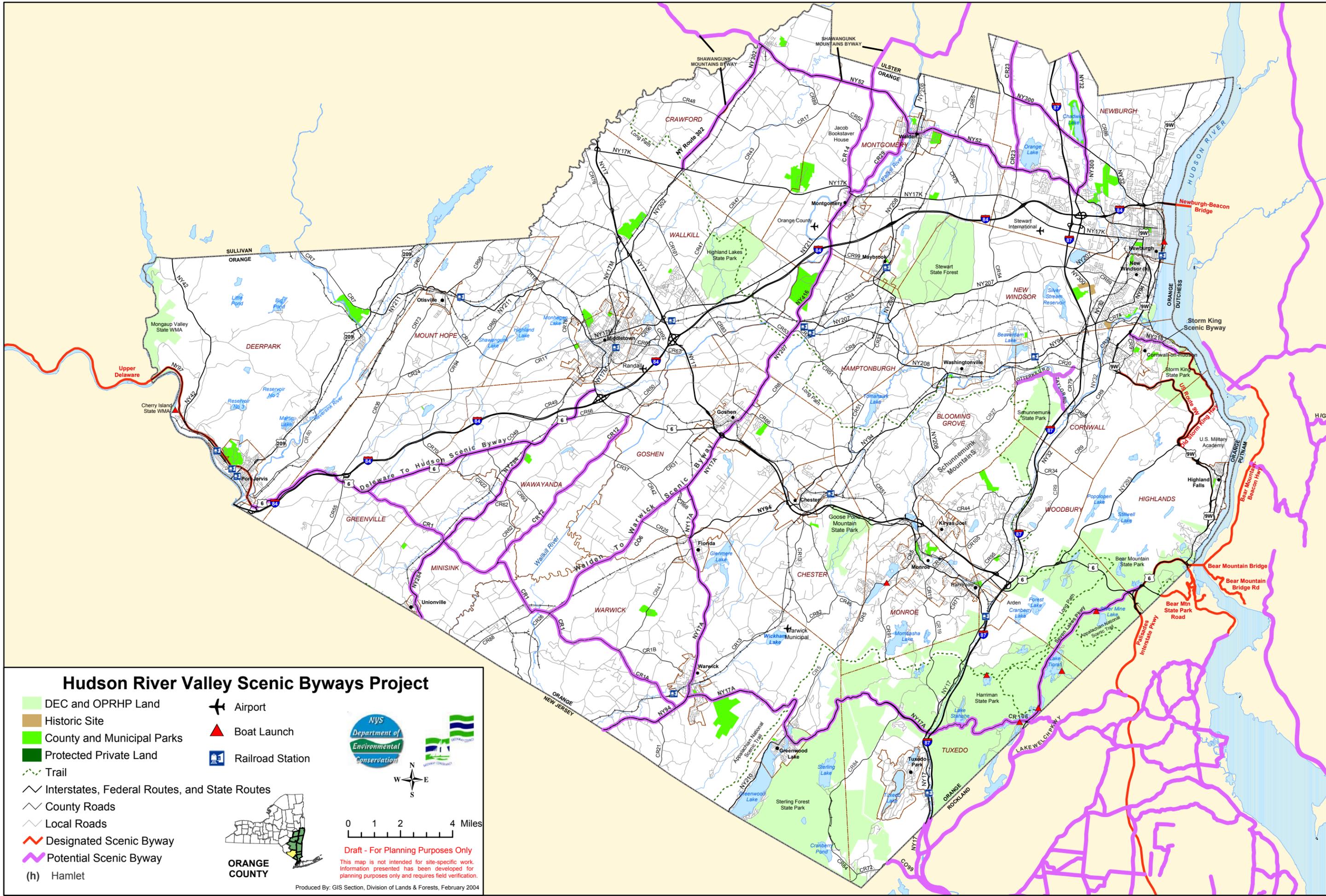
- **SHAWANGUNK MOUNTAINS SCENIC BYWAY**
– An extension of the proposed Shawangunk Mountains Scenic Byway in Ulster County on routes NY 52 and CR 14 in Orange County. A Corridor Management Plan is being prepared for the proposed byway by local stakeholders to apply for NYS Scenic Byway designation. The former scenic road segment of Route 302 is part of this proposed byway.
- **DELAWARE-TO-HUDSON BYWAY**
– This potential byway extends across the County between the Upper Delaware Scenic Byway through the Town of Greenville to the Bear Mountain State Park on the Hudson River.
- **CORNWALL SCENIC BYWAY**
– Otterkill and Taylor Roads connect resources in Cornwall-on-Hudson with the US 9W Scenic Byway.
- **WALDEN-TO-WARWICK SCENIC BYWAY**
– Transects Orange County, connecting a variety of agricultural areas and scenic view sheds with parks, historic sites and the downtown business districts of Montgomery, Goshen and Warwick.

Representatives from the Greenville Residents for Informed Planning, Village of Cornwall, Town of Greenville, City of Port Jervis, and Orange County Planning Department attended the workshop.

ORANGE COUNTY WORKSHOP									
DATABASE OF POTENTIAL SCENIC BYWAYS									
NAME OF EXISTING OR POTENTIAL SCENIC BYWAYS	FORMER NYS ARTICLE 49 SCENIC ROAD	ROUTE, ROAD, OR BRIDGE NAME	RESOURCES / INTRINSIC QUALITIES*	FACTORS / COMMENTS**	DOCUMENTS RELATED TO BYWAY MANAGEMENT	CONTACTS			
<p>* Resources refers to the categories of Intrinsic Qualities in the NYS Scenic Byways Program that qualify a road for byway designation including Scenic, Recreational, Natural, Cultural, Historical and Archeological Resources. ** Factors are comments made by workshop participants that might have an impact on designation, need to be addressed in the Corridor Management Plan, or provide additional information about a resource or existing condition along an existing or potential scenic byway.</p>									
DELAWARE TO HUDSON BYWAY				School bus route					
				2-lane road with few passing lanes					
				Steep hill from Port Jervis to Greenville					
			US 6	Link to Upper Delaware Scenic Byway			NYS Scenic Byway		
				Lake Hathorn					
				Mountain scenery					
				Fort Van Tyle					
				Millsburg					
				Bennewater					
				Native American sites					
			Slate Hill						
			Wetlands						
			Orchards/farmstands						
			View of High Point State Park (NJ)						
		CR 1 & CR 6	Apple orchards	Narrow roads with many curves					
			Village of Warwick						
			Walkkill Valley Wine Trail						
			Black Dirt Onion Growing Region						
			Walkkill River						
		NY 17A	Views of Shawangunks and Kittatiny Mountains	Seasonal mountain road with cliffs					
			Mount Peter Ski Center						
			Greenwood Lake						
			Village of Greenwood Lake						
	Sterling Forest State Park								
	Harriman State Park								
	Bear Mountain State Park								
		Link to Palisades Parkway Scenic Byway	NYS Scenic Byway						

ORANGE COUNTY WORKSHOP							
DATABASE OF POTENTIAL SCENIC BYWAYS							
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CORNWALL SCENIC BYWAY		Otterkill Road	Historic farmsteads	Historic/agricultural conservation easements			
			Schunemunk Mountain State Park				
			Railroad trestle				
		Taylor Road	Scenic views	Historic/agricultural conservation easements			
STORM KING CONNECTION SCENIC BYWAY	x	NY 218	Connects to existing scenic byways (US 9W & Old Storm King Highway) from Cornwall on Hudson	NYS Scenic Byway			
SHAWANGUNK MOUNTAINS SCENIC BYWAY		NY 52	Horse farms				
			Views of Shawangunk Mountains				
			Hamlet of Crawford				
			Historic houses/farms				
			Village of Walden				
		Connects to existing Scenic Byway (NY 302) and to Ulster County Section of Shawangunk Mountains Scenic Byway					
	CR 14	Views of Shawangunk Mountains					
Portion of NY 302	NY 302	Farmland		NYS Scenic Byway			
WALDEN TO WARWICK SCENIC BYWAY		CR 14	Views of Shawangunk Mountains				
			Farmland				
		NY 211	Village of Montgomery				
		NY 416	Farmland				
			Thomas Bull Memorial Park				
		NY 207			Metro North Hamptonburgh Station		
			Village of Goshen				
			Goshen Historic Track				
		NY 17A	Farmland				
			Views of Shawangunk Mountains				
	Views of Black Dirt Region						
	Village of Warwick						

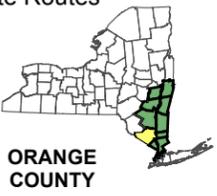
ORANGE COUNTY WORKSHOP						
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NORTHERN ORANGE BYWAY		NY 52	Village of Walden Walden Community Park Orange Lake			
		NY 300	Link to NY 32			
		NY 32	Chadwick Lake			
UPPER DELAWARE SCENIC BYWAY		Upper Delaware Scenic Byway		NYS Scenic Byways		
OTHER POTENTIAL BYWAYS						
		NY 284	Black Dirt Region			
		US 6	Walkkill River			
		CR 1	Scenic views			
		CR 12				
ADDITIONAL FORMER NYS ARTICLE 49 SCENIC ROADS						
	x	US 9W				
	x	Bear Mountain State Park Roads (including Seven Lakes Drive, US 9W)				Palisades Interstate Park Commission
	x	Old Storm King Highway				



Hudson River Valley Scenic Byways Project

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- Historic Site
- County and Municipal Parks
- Protected Private Land
- Trail
- Interstates, Federal Routes, and State Routes
- County Roads
- Local Roads
- Designated Scenic Byway
- Potential Scenic Byway
- (h) Hamlet

- ✈ Airport
- ▲ Boat Launch
- 🚂 Railroad Station



0 1 2 4 Miles

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HUDSON RIVER VALLEY SCENIC BYWAYS
W O R K S H O P S U M M A R Y



PUTNAM COUNTY

PUTNAM COUNTY WORKSHOP

DATE:	Held on October 30, 2003
TIME:	7:00 – 9:00 P.M.
LOCATION:	Philipstown Town Hall, Cold Spring
ATTENDANCE:	33



After the consultant introduced the project and answered preliminary questions, the attendees looked at what roads and corridors in Putnam County might have significant historic, cultural, recreational, natural, and archaeological resources to warrant designation as a scenic byway. Before breaking into 4 focus groups, there was a general discussion about the protection of dirt roads and other local roads that people felt retained the character of the County.

There was also a general discussion on potential County themes, which are listed below under the Hudson River Valley National Heritage Area Themes:

- Freedom and Dignity
 - Revolutionary War
 - Immigration
- Corridors of Commerce
 - Industrial revolution
 - River economy
- Nature and Culture
 - Zen – spiritual, nature, gardens, Manitoga
 - Waterways and reservoirs
 - Architecture
 - Art – Industrial, contemporary, Hudson River School Performing Arts

When the focus groups were formed, attendees identified a number of potential byways, some local with a preservation emphasis, and other longer routes emphasizing the natural, recreational or historic resources found in the County. These include, among others:

- **HUDSON RIVER BYWAY**
 - A NYS Scenic Byway along the entire length of NY 9D, extending along the Hudson River from the Bear Mountain-Beacon Highway.
- **CROSS COUNTY BYWAY**
 - A cross-county byway along NY 301 through Clarence Fahnestock Memorial and Hudson Highlands State Parks focusing on nature and recreation with links to CR 13 and other park roads.
- **PUTNAM VALLEY SCENIC DRIVES**
 - CR 20 and CR 21, among other scenic byways.

HUDSON RIVER VALLEY

- **LAKES AND RESERVOIR SCENIC BYWAY**
 - CR 22 and NY 6.
- **SYBIL LUDINGTON ROUTE**
 - Travel the route that Sybil Ludington, a 16-year old female Paul Revere, took to spread the word to inform the militia that the British were burning Danbury (NY 52, US 6, CR 32, NY 301 and CR 42).
- **DROVER'S ROAD**
 - NY 22, the road that was used to drive cattle and other farm products to the markets in New York City.

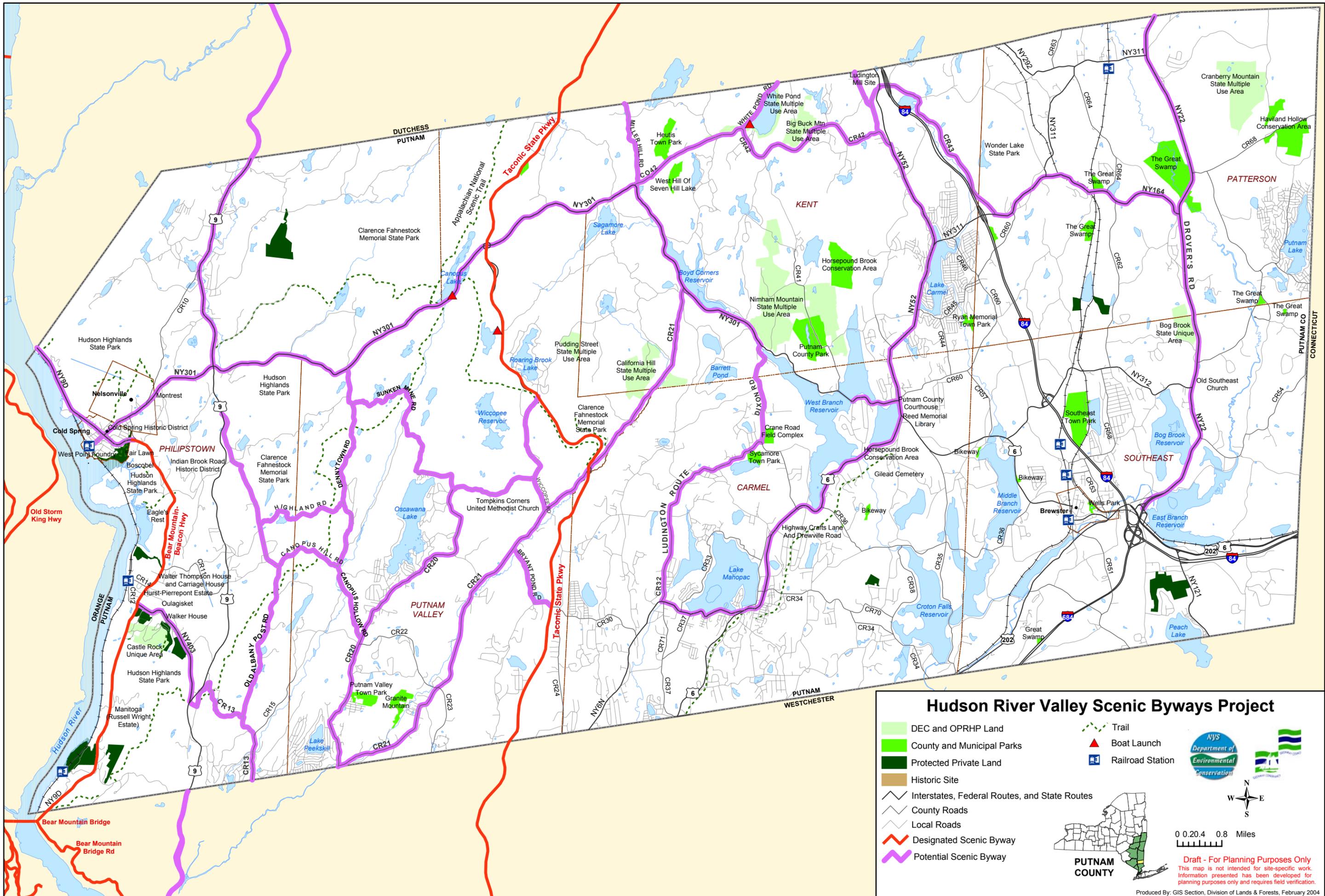
The Putnam County Planning Department mailed an invitation to over 300 individuals and contacted local media outlets, which helped to increase the attendance at this workshop. In addition to the Putnam County Legislators and Supervisors, representatives from the Towns of Carmel, Cortlandt, Kent, Mahopac and Philipstown participated in the workshop. Organizations represented at the workshop included the Hudson Highlands Land Trust, Hudson River Boat Association, Lake Oscawana Advisory Board and Civic Association, Mahopac Library, New York State Department of Transportation, Old Road Society of Philipstown, Philipstown Greenway Committee, Putnam County Historic Preservation Advisory Commission, Putnam Valley Environmental Commission, Putnam Valley Resident's Coalition, Putnam Horse Council and Putnam County Planning Department.

PUTNAM COUNTY WORKSHOP						
DATABASE OF POTENTIAL SCENIC BYWAYS						
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GROSS COUNTRY SCENIC BYWAY		NY 301		Theme: Nature and Culture		
				Mining		
				Main street designation at Farmers Mill Road		
				40 miles w/out a gas station		
				Natural resources		
				Cold Spring Historic District		
				First Baptist Church of Cold Spring		
				Cold Spring Cemetery Gatehouse		
				Champlin & Son Horseshoe and Wagonmaking		
				Dykman Flour and Feed Store		
				Montrest Historic District		
				Hudson Highlands State Park	State-owned land that provides protected views	
				Clarence Fahnestock Memorial State Park		
				Scenic views		
	Canopus Lake					
		Nimham Mountain State Multiple Use Area				
		Agriculture				
		Recreation - trails, cycling	Not enough parking			
			Needs a bike shoulder			
			Motorcyclists			
		Dennington Road	Indian trail			
			Revolutionary sites			
			Archaeology			
GROTON-FALLS ROAD			Stonewalls	Need for protection especially with road improvement projects		
				Mahopac Falls		
GYPSY TRAIL				Residents may oppose designation		
					Road could not handle additional traffic	

PUTNAM COUNTY WORKSHOP							
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SYBIL LUDINGTON ROUTE		NY 52	Ludington Mill Site				
				Ludington's March			
			Lake Camel				
				Federal Road to Connecticut			
		US 6		Putnam County Court House			
				Reed Memorial Library			
				Horsepound Brook Conservation Area			
				Gilead Cemetery			
				Lake Mahopac			
				Sycamore Town Park			
		CR 32 / Dixon Route		Crane Road Field Complex			
		NY 301		West Branch Reservoir			
				Boys Comers Reservoir			
	CR 42 / Farmers Mills Rd		West Hill of Seven Hill Lakes	Link to NY 301			
			Heutis Town Park				
			Historic school house				
			White Pond Multi-use Area				
DROVER'S ROAD		NY 22		Themes: Nature and Culture, and sub-theme Farm to Market under Corridors of Commerce theme		Eastern Putnam Dutchess Planning Alliance EPDPA@aol.com	
			Cranberry Mountain State Multiple Use Area	Development pressures			
			The Great Swamp	Commuter and truck traffic			
			Bog Brook State Unique Area	Potential road widening			
			Old Southeast Church Historic Site				
			Fanny Crosby House				
			Bog Brook Reservoir				
			Barnum House	Birth of the American Circus			
				First menagerie in Carmel			
			James Raymond farm and cemetery				
			East Branch Reservoir				
			Prendergast House, Home of Edith Diehl				

PUTNAM COUNTY WORKSHOP						
DATABASE OF POTENTIAL SCENIC BYWAYS						
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		NY 164	The Great Swamp			The Nature Conservancy
		CR 43	Wonder Lake State Park Ludington Mill Site			
PUTNAM VALLEY						
PEEKSKILL HOLLOWES ROAD		CR 21	California Hill State Multiple Use			Putnam Valley Residents Coalition (PVRC), Dell Jones alygroup@bestweb.net
			Clarence Fahnestock Memorial State Park			PVRC, Robert Jubey
			Topkins Corners United Methodist Church			Putnam Valley Environmental Committee, Chris Rosen chrsv.infeuport@rch.co
			Granite Mountain			
		CR 20	Oscawana Lake Putnam Valley Town Park Lake Peekskill			
TAGONIC STATE			Taconic State Parkway	NYS Scenic Byway	Corridor Management Plan HABS/HAER	
PHILIPSTOWN						
OLD ALBANY POST ROAD		CR 13	Clarence Fahnestock Memorial State Park			Old Road Society of Philipstown, Miriam Wagner wagner@highlands.com
			Indian Brook Road Historic District			Philipstown Greenway Committee, Robert Hutchinson rhutchinson@browntrout.com

PUTNAM COUNTY WORKSHOP						
DATABASE OF POTENTIAL SCENIC BYWAYS						
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RIVERFRONT BYWAYS						
BEAR MOUNTAIN-BEACON HIGHWAY	Designated from the Westchester border to Cold Spring, non-designated portion north to Dutchess County border	NY 9D		Extend scenic byway designation on un-designated portion of NY 9D Themes: Corridor of Commerce, and Nature and Culture		
			Hudson River (American Heritage River)	Public access		
			Cold Spring Historic District	The Cold Spring area is a preserved story of the industrial revolution and its benefits to a newly-forming town. Through the years, the town has maintained its natural beauty and historic qualities.		
			West Point Foundry	Need for uniform signs		
			Fair Lawn	Potential for a scenic byway rail station		
			Hudson Highlands State Park			
			Eagle's Rest			
			Walter Thompson House and Carriage House			
			Garrison Landing Historic District			
			St. Philip's Church			
			Garrison Union Free School			
			Hurst-Pierrepont Estate			
			Garrison Grist Mill Historic District			
			Oulagasket			
			Castle Rock Unique Area			
Manitoga (Russell Wright Estate)						
Boscobel						
Hudson Valley Shakespeare Festival						
Scenic Views						
South Mountain Pass						
STONELEIGH AVENUE			Stone walls			
DREWVILLE ROAD			Stone walls			
		CR 33	Canopus Island in Lake Mahopac			
			Historic cemeteries and cemetery tours	Countywide		
			Revolutionary War sites			
			Paper roads	Undeveloped roads, old carriage routes		
				Need for preservation		



Hudson River Valley Scenic Byways Project

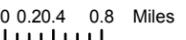
<ul style="list-style-type: none"> DEC and OPRHP Land County and Municipal Parks Protected Private Land Historic Site Interstates, Federal Routes, and State Routes County Roads Local Roads Designated Scenic Byway Potential Scenic Byway 	<ul style="list-style-type: none"> Trail Boat Launch Railroad Station 	 
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PUTNAM COUNTY



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Produced By: GIS Section, Division of Lands & Forests, February 2004



HUDSON RIVER VALLEY SCENIC BYWAYS

WORKSHOP SUMMARY



RENSSELAER COUNTY

RENSELAER COUNTY WORKSHOP

DATE: Held on September 17, 2003
TIME: 7:00 – 9:00 P.M.
LOCATION: Brunswick Community Center, Troy, NY
ATTENDANCE: 14



After the consultant introduced the project and answered preliminary questions, the attendees were divided into two focus groups that examined what roads might have significant historic, cultural, recreational, natural and archaeological resources warrant scenic byway designation. A system of potential routes in Rensselaer County were identified based on a number of themes including:

- Local artists
- Revolutionary War history
- Grandma Moses
- Local history and scenery
- Genealogy

- **GRANDMA MOSES BYWAY**

- A Grandma Moses-themed route was identified along the roads that feature the landscapes painted and are still recognizable today. Located near the Village of Hoosick Falls, the relationship between the scenic byway and the exact locations of the paintings would need to be ascertained as well as whether the landscape exists in a recognizable form. The scenic byway might also extend into Washington County, where Grandma Moses' home is located.

- **BENNINGTON BATTLEFIELD BYWAY**

- An east-west route through Rensselaer County will focus on the Bennington Battlefield site on NY 67 as the major destination. Scenic vistas and sites related to Revolutionary War history can be found along this byway route.

- **ARTISTS AND WRITERS SCENIC BYWAY**

- The legacy of artists and writers could be featured in several of the byway descriptions, including NY 66 and NY 351. Resources identified include sites associated with Joseph Hidley, Fred Crumb and Herman Melville.

Attendees also identified county routes that offered strong connections to existing New York State Scenic Byways. For example, NY 67 links to the Locks to Lakes Passage, the Great Northeast Journey while NY 4 links to the Mohawk Towpath Trail. Locks to Lakes Passage is an All American Road in the National Scenic Byways Program and the Mohawk Towpath Trail is a designated NYS Scenic Byway.

In September 2000, a Corridor Management Plan was prepared for NY 2 through the County from the City of Troy waterfront to the Massachusetts border. As a result of this process, the Town of Grafton

HUDSON RIVER VALLEY

chose not to be included in a scenic byway designation nomination. To date, no community along the route has pursued designation. During the workshop, this proposed scenic byway was not discussed nor identified. County Planners provided the consultant team with a copy of the Corridor Management Plan, and suggested other county roads including NY 67, CR 115, NY 66 and NY 43, which offer resources that may warrant designation if local communities chose to pursue.

Representatives from the Towns of Hoosick, Melrose, Pittston, and Poestenkill; the Rensselaer County Bureau of Economic Development and Planning, Environmental Management Council; the New York State Department of Agriculture and Markets, and the NYS Department of Transportation attended the workshop.

RENSSELAER COUNTY WORKSHOP						
DATABASE OF POTENTIAL SCENIC BYWAYS						
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ROUTE 66 SCENIC BYWAY		NY 66	Artist Retreat (former Fred Crumb House) Eastfield Village Craft School Kinderhook Watershed Historic Post Office Crooked Lake Inn Burden Lake Waterwheel Brainerd Mohican Settlement Site of anti-rent wars	Governmental cooperation exists		
				Private environmental concerns		
				Culture clash		
				Billboards		
				Narrow, dirt roads		
				Development pressure		
				Traffic		
				High speed		
OLD NORTHERN TURNPIKE		NY 142		Development threats (wind farms and residential development)		
				Walloonac Bridge in poor condition		
		NY 40	Link to existing scenic byways	Mohawk Tow Path Trail, NYS Scenic Byway, and Lakes to Locks Passage, an All American Road		
				Covered bridge Creamery in Buskirk		
		CR 117	Tomhannock Reservoir	Scenic views		
				CR 119	Scenic views	
		CR 113	Scenic views			
		NY 67 / Old Northern Turnpike	Farmland w/ agri-tourism (corn maze, pick your own...)			

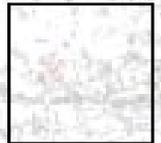
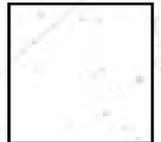
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BENNINGTON BATTLEFIELD SCENIC		NY 22 & NY 67	Bennington Battlefield State Historic Site	Amtrak station		
			Revolutionary War history			
			Scenic views			
			Delaney Hotel			
			Caretaker house available as museum			
			Fairgrounds			
			Canal access			
			Mohican/Mohawks/English Treaty-history			
TRADERS ROUTE SCENIC BYWAY				Lenient land use regulation & enforcement		
				Proposed road widening		
		NY 22	Ricardi Family Greenhouses	Link south through Columbia, Dutchess and Putnam Counties to New York County		
			Shaker Museum			
			Historic barns			
			Governor Tilden's gravesite			
			Alpine Valley			
			Little Hoosic & Hoosic Rivers			
			Tibbets Forest			
			Cherry Plains State Park			
			Stone House School			
			Folklore and historic resources			
			Scenic views			
			Agriculture/farmland			
			Trout streams			
Poestenkill/Quackenkill, Wynantskill						
Richard's Lake						
Scenic views of the Taconic Mountain Range						

RENSSELAER COUNTY WORKSHOP						
DATABASE OF POTENTIAL SCENIC BYWAYS						
NAME OF EXISTING OR POTENTIAL SCENIC BYWAYS	FORMER NYS ARTICLE 49 SCENIC ROAD	ROUTE, ROAD, OR BRIDGE NAME	RESOURCES / INTRINSIC QUALITIES*	FACTORS / COMMENTS**	DOCUMENTS RELATED TO BYWAY MANAGEMENT	CONTACTS
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GRANDMA MOSES SCENIC BYWAY		NY 22 (Village of Hoosick Falls)	Landscape scenery	Research is needed to identify scenes that were painted in order to finalize the location for this scenic byway		
			Village of Hoosick Falls			
			Scenic views			
		CR 104	Agriculture/farmland	Loss of farmland Lack of tourism infrastructure		
			Landscape scenery			
				Commercial development at inappropriate locations		
			Scenic views			
			Agriculture/farmland			
			Trout streams			
			Poestenkill/Quackenkill, Wynantskill			
			Richard's Lake			
			White Church			
			Joseph Hidley country			
President Garfield taught history here						
		NY 595		High speed trains at railroad crossings		
			Papsconee Preserve			
			Schodack Island State Park			
			Farmland			
			Schodack Landing			
			Tidal marshes			
SECOND AVENUE SCENIC BYWAY		Second Avenue, Troy	Historic buildings	Absentee landlords Appearance and condition of some buildings		
				Crime		
			Phoenix Hotel			
			Herman Melville House			
			Shipyard sites			
			River access			
			Hudson River (American Heritage River)			
			Second Street Historic District			

RENSELAER COUNTY WORKSHOP						
DATABASE OF POTENTIAL SCENIC BYWAYS						
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TIFFANY ROUTE		US 4 (Troy)	Louis Comfort Tiffany windows and history			
GENEALOGY SCENIC BYWAY		US 4 (south of Troy)				
HUDSON RIVER SHORELINE SCENIC BYWAY		NY 9J	Links to Existing NY 9J Scenic Byway Schodack Island State Park Papsconee Island County Nature Preserve	In Columbia County		
		CR 121	Hudson River views Old Knickerbocker Mansion (Washington Irving)			
		CR 22	Hudson River views			
POTENTIAL BYWAYS IDENTIFIED PRIOR TO WORKSHOP						
ROUTE 2		NY 2 (excluding the Town of Grafton)	Scenic views		Corridor Management Plan	
			Taconic Crest			
			Rensselaer Plateau			
			Trout streams (Poestenkill, Quackenkill and Little Hoosic)			
			Taconic Crest Trail			
			Prospect Park			
			City of Troy Arts and Entertainment District			
			Arts Center of the Capital Region			
			Petersburgh Pass			
			River Street Historic District			
			Central Troy Historic District			
			Poestenkill Gorge Historic District			
			Hart-Cluett Mansion NRHP			
			Plum House NRHP			
			Rensselaer County Courthouse NRHP			
Winslow Building NRHP						
Garfield School NRHP						
CR 115		CR 115	Tomhannock Reservoir			
NY 66		NY 66	Scenic views			
NY 43		NY 43	Scenic views			



HUDSON RIVER VALLEY SCENIC BYWAYS WORKSHOP SUMMARY



ROCKLAND COUNTY

ROCKLAND COUNTY WORKSHOP

DATE: Held on November 13, 2003
TIME: 7:00 – 9:00 P.M.
LOCATION: Clarkstown Town Hall
ATTENDANCE: 17



After the consultant introduced the project and answered preliminary questions, the attendees, as a group, discussed potential scenic byways in Rockland County. The group agreed that scenic byway designation could help protect the County's historic and scenic places from being lost to development, road widening and other actions, such as the construction of cell towers. The attendees suggested many local roads for scenic byway designation including the following:

- **TOWN OF CLARKSTOWN HISTORIC ROADS**

- Chapter 153 of the Town Zoning Ordinance is a Historic Road Preservation Ordinance that designates certain roads for protection because of their significance to the history and culture of the Town, County, State and Nation. The following are Town of Clarkstown Historic Roads:

- Old Mill Road
- South Mountain Road
- Buena Vista Road
- Gilchrest Road
- Congers Road
- Storms Road
- Old Phillips Hill Road

- **HUDSON RIVER SHORELINE SCENIC ROADS**

- US 9W, which includes Bear Mountain State Park Road, High Tor Beach, Haverstraw Beach, Hook Mountain, Rockland Lake, Nyack Beach, Stony Point Battlefield State Historic Site and State Parks Blauvelt and Tallman Mountain.
- River Road and Piermont Avenue parallel to the Hudson River
- North and South Broadway, parallel to the Hudson River through Upper Nyack, Nyack and South Nyack.
- Main Street in Nyack
- NY 340 link off of US 9W

- **WASHINGTON-ROCHAMBEAU REVOLUTIONARY ROUTE**

- A portion of a 600-mile route used by the American and French armies under General George Washington and Comte de Rochambeau in 1781 and 1782, on their way to and

HUDSON RIVER VALLEY

from the siege and victory of Yorktown. In Rockland County, the route is along:

- US 202
- NY 45
- New Hempstead Road
- Union Road
- NY 306
- Viola Road
- Washington Avenue

- **TOWN OF RAMAPO SCENIC ROADS**

- The Town of Ramapo identified a list of roads considered important to the community. They include roads in:

- Sloatsburg: NYS Underground Railroad Freedom Trail on I-287, NY 17, Eagle Valley Road, Seven Lakes Drive and Johnstown Road
- Hillburn: The entire village was recommended for designation, which offers the opportunity to tell Native American, African-American, and Revolutionary War histories
- Suffern: US 202 and the Rochambeau encampment on Washington Avenue.
- Airmont: South Airmont Road
- Montebello: Bayard Lane, Viola Road, and Spook Rock Road
- Wesley Hills: Wesley Chapel, Lime Kiln, Willow Tree Roads and Grandview Avenue
- Chestnut Ridge: Hungry Hollow and Saddle River Roads
- Pomona: US 202, Call Hollow, and Camp Hill Roads
- New Hempstead: NY 45 and NY 306, among others
- Unincorporated Ramapo: Mountain Road near Pomona, Old Route 202 and Old Nyack Turnpike

Workshop attendees included representatives of the Rockland County Conservation Association, Rockland Riverfront Communities Council, Rockland County and Clarkstown Planning Departments, Palisades Interstate Park Commission, Village of South Nyack and the Town of Ramapo.

ROCKLAND COUNTY WORKSHOP						
DATABASE OF POTENTIAL SCENIC BYWAYS						
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COUNTY ROUTES						
DOBSCHE AVENUE		NY 59	Mansey Glen County Park			
		US 202	Borsodi School for Living Harriman State Park High Tor State Park Kakiat County Park			
SEVEN LAKES PARKWAY		CR 91	Dater Mountain County Nature Park Eleanor Burlingham Memorial Park			
		CR 86				
		CR 67				
PALISADES INTERSTATE PARKWAY				Cell tower View shed protection NYS Scenic byway		
			Germonds Park			
			Lake Nanuet Park			
RIVERFRONT ROUTES						
		US 9W	Appalachian National Scenic Trail Bear Mountain State Park Blauvelt State Park Haverstraw Beach State Park Hook Mountain and Rockland Lake State Park High Tor State Park Hudson River (American Heritage River) Iona Island Marsh Iona Island State Park Military Reservation Rockland Lake Stone Hurst Stony Point Battlefield State Historic Site Tallman Mountain State Park			Rockland Riverfront Communities Council

ROCKLAND COUNTY WORKSHOP

DATABASE OF POTENTIAL SCENIC BYWAYS

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RIVER ROAD			Grand View-on-Hudson Piermont Marsh State Tidal Wetlands Hudson River (American Heritage River)	NYS Scenic Byway		
			x			

NYACK MAIN STREET			Nyack Trolley Art Galleries John Greene House			
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NORTH AND SOUTH BROADWAY			Hopper House Nyack Beach State Park	Nyack		
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ORANGETOWN

		NY 340	Camp Shanks Museum			
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		CR 26				
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		CR 45	Coe's Tavern English Church			
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SPRUCE STREET		CR 38				
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BRADELY HILL ROAD		CR 40	Blauvelt State Park Buttermilk Falls County Park			
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GREENBUSH ROAD		CR 41	Blauvelt State Park			
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ROCKLAND COUNTY WORKSHOP						
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CLARKSTOWN						
GERMONDS/OLD MILLS ROAD		CR 48	Dutch Reformed Cemetery			
ROCKLAND LAKE ROAD		CR 92	Rockland Lake State Park Nyack Beach State Park			
CASPER HILL ROAD/KINGS HIGHWAY		CR 93	Kings Park Lake Congers Lake			
BREWERY ROAD				Local Historic Road		
OLD MILL ROAD			Lake Deforest	Local Historic Road		
OLD PHILLIPS HILL ROAD				NW Clarkston Local Historic Road		
WEST PHILLIPS HILL ROAD				NW Clarkston Local Historic Road		
GILCHREST ROAD				Local Historic Road		
CONGERS ROAD				New City Local Historic Road		
STORMS ROAD				Local Historic Road		
SAW MILL ROAD				NW Clarkstown Local Historic Road		
BUENA VISTA ROAD				NW Clarkstown Local Historic Road		
SOUTH MOUNTAIN ROAD				Northern Clarkstown/ Unincorporated Ramapo		
			South Mountain County Park	Local Historic Road		

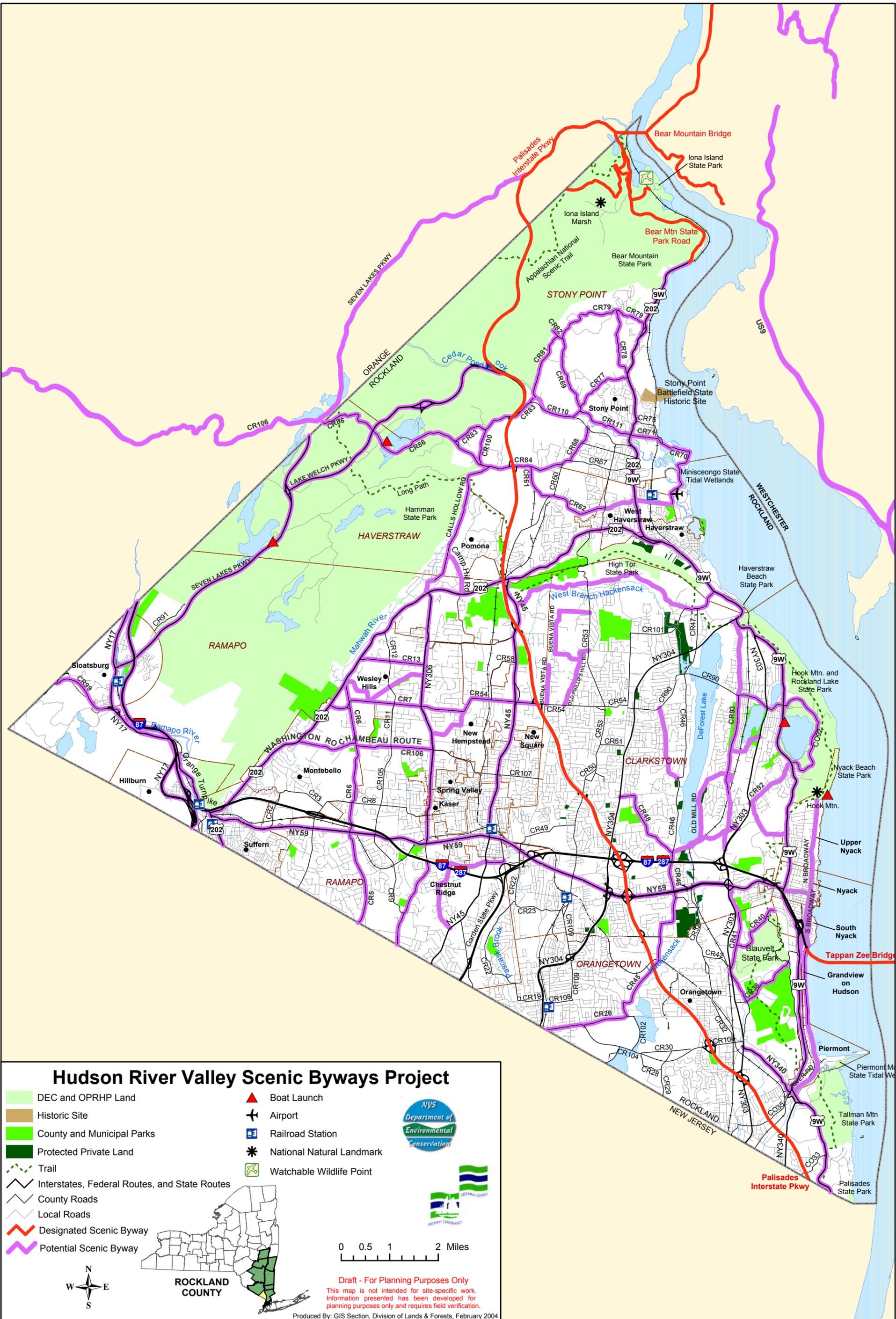
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RAMAPO						
WASHINGTON-ROCHAMBEAU ROUTE		CR 106 / Viola Road		Theme: Freedom and Dignity		Ramapo Parks Foundation
		CR 54				
		NY 45				
		US 202 to NY 45				
		NY 45 to CR 54	Skyview Acres			
		CR 54 to Union Rd				
		Union Rd to Brickchurch Rd				
		Brickchurch Rd to NY 306				
		NY 306 to CR 106 / Viola Rd				
	CR 106 to US 202					
OLD SCHOOLHOUSE		NY 45	Red School House	New Hempstead		
NEW HEMPSTEAD ROAD						
UNION ROAD				New Hempstead		
BRICK CHURCH ROAD				New Hempstead		
		NY 306		New Hempstead / Wesley Hills		
CHERRY LANE		CR 5				
SPOOK ROCK ROAD		CR 6		Montebello		
		CR 7				
SANATORIUM ROAD		CR 58				
WESLEY CHAPEL ROAD				Wesley Hills		
LIME KILN COURT		CR 13	Pomona Country Club	Wesley Hills		
WILLOW TREE ROAD			Willow Tree Town Park	Wesley Hills		
GRANDVIEW AVENUE				Wesley Hills		

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ROCKLAND COUNTY WORKSHOP						
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RAMAPO CONT'D						
			Borsodi School for Living	Montebello		
HUNGRY HOLLOW ROAD				Chestnut Ridge		
OLD NYACK TURNPIKE				Unincorporated Ramapo		
SADDLE RIVER ROAD			Saddle River Pool Town Park	Chestnut Ridge		
		CR 99		Sloatsburg		
STERLING MINE ROAD		NY 17		Sloatsburg		
EABLE VALLEY ROAD				Sloatsburg		
JOHNSONTOWN ROAD				Sloatsburg		
		US 287	Underground Railroad	Sloatsburg / Historic Pathway through the Ramapo Pass		
HILLBURN NETWORK OF STREETS				Hillburn		
SOUTH AIRMONT ROAD				Airmont		
CAMP HILL ROAD				Pomona		
CALL HOLLOW ROAD				Pomona		
HAYERSTRAW						
LETCHWORTH VILLAGE ROAD		CR 61				
SUFFERN LANE		CR 62	Gurnerville Reservoir			

ROCKLAND COUNTY WORKSHOP						
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STONY POINT						
GEDAR FLAT ROAD		CR 81				
GATE HILL ROAD		CR 83				
WAYNE AVENUE		CR 77				
		CR 78				
MOTT FARM ROAD		CR 79				
BLANCHARD ROAD		CR 100 CR 110				
THIELS ROAD		CR 68				
BULBONTOWN ROAD		CR 69 CR 82				
ROCKLAND /GENERAL			Land use			
			Rock walls			
			Waterways/streams			
				Historic bridges being demolished and replaced		
				Ridgeline protection		
				Expansion of sewer and water infrastructure		
				Development pressures		
				Loss of natural resources		

ROCKLAND COUNTY WORKSHOP						
DATABASE OF POTENTIAL SCENIC BYWAYS						
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OTHER POTENTIAL BYWAYS						
OLD ROUTE 202, LADENTOWN ROAD, AND CAMP HILL ROAD		Includes Ladentown Road (formerly "Old Route 202") and Camp Hill Road	Travels through historic Ladentown			
CAMP HILL ROAD		Between US 202 and Camp Hollow Road	Lafayette and Revolutionary War troupes camped here			
OLD ROUTE 17			Last stretch of 17 in NY Historic homes Site of Revolutionary Block House in the Torme Valley			
EAGLE VALLEY ROAD			Historic homes			
ORANGE TURNPIKE			Encompasses Rochambeau Encampment Area			
WASHINGTON STREET			Encompasses Rochambeau Encampment Area			
ADDITIONAL FORMER NYS ARTICLE 49 SCENIC ROADS						
	x	Bear Mountain State Park Roads (including Seven Lakes Drive, US 9W / US 202, Bear Mountain Bridge)				



Hudson River Valley Scenic Byways Project

- DEC and OPRHP Land
- Historic Site
- County and Municipal Parks
- Protected Private Land
- Trail
- Interstates, Federal Routes, and State Routes
- County Roads
- Local Roads
- Designated Scenic Byway
- Potential Scenic Byway
- Boat Launch
- Airport
- Railroad Station
- National Natural Landmark
- Watchable Wildlife Point



0 0.5 1 2 Miles

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HUDSON RIVER VALLEY SCENIC BYWAYS

WORKSHOP SUMMARY



ULSTER COUNTY



ULSTER COUNTY WORKSHOP

DATE: Held on October 2, 2003
TIME: 7:00 – 9:00 P.M.
LOCATION: Ulster County Community College, Stone Ridge
ATTENDANCE: 3



The proposed Shawangunk Mountains Scenic Byway is approximately 65-miles in length, extending throughout Ulster County from CR9 to CR18 east to NY 208 north to NY 299 in New Paltz. From there it follows NY 299 east to CR7 and west through the Village of New Paltz. Just west of the Village of New Paltz, the proposed byway forks.

The north fork follows CO 7 to NY 213 in Rosendale. The byway then follows along CO 1 to its intersection with US 209, where it proceeds south to the intersection of US 209 with NY 44/55.

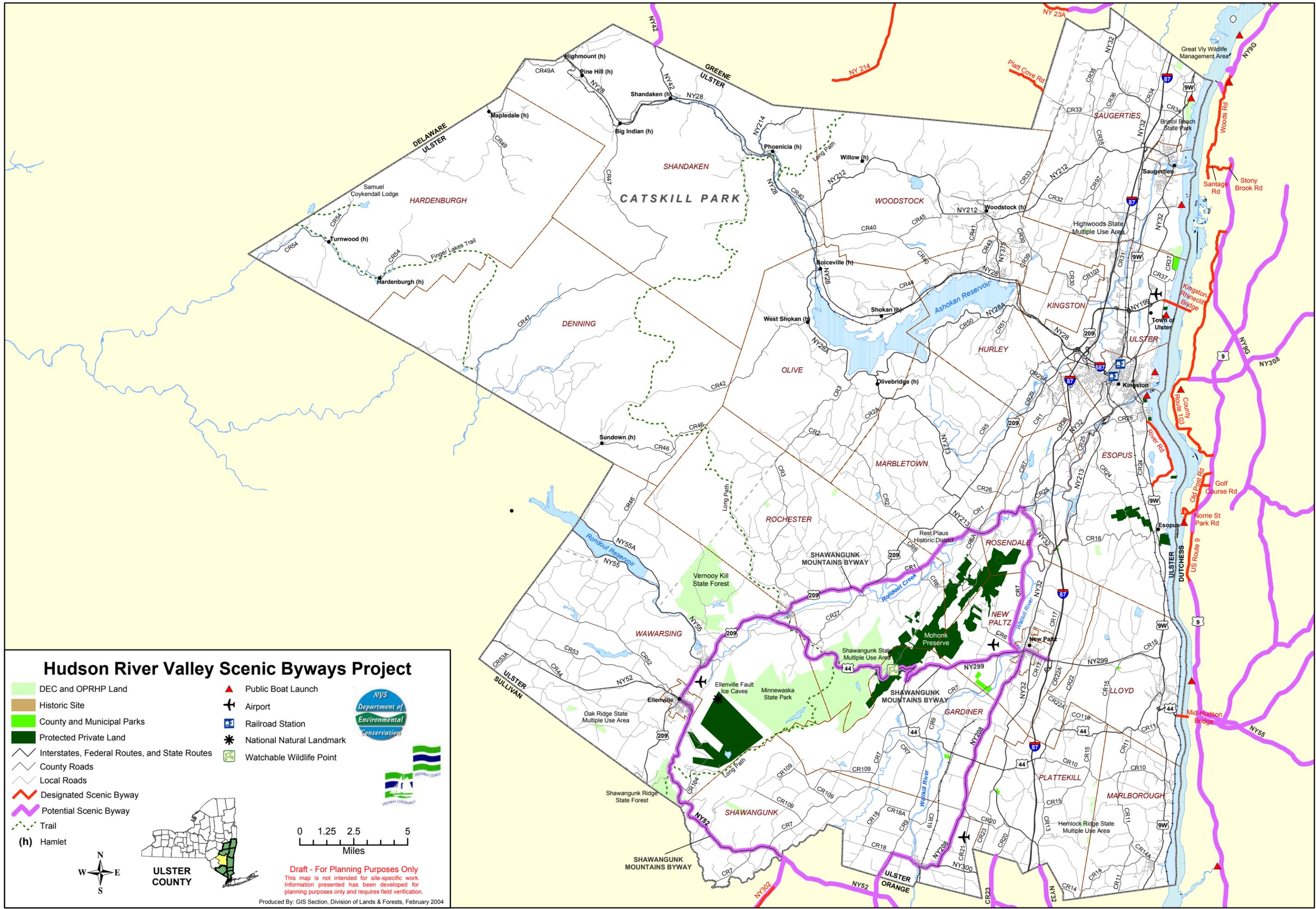
The southern fork at NY 299 continues west to its termination at the intersection with NY 44/55. The proposed byway then follows NY 44/55 to its intersection with NY 209. From there it proceeds south and west to NY 52. The proposed byway then follows NY 52 south and east to the Orange County border where it continues into Orange County on CO 14 to NY 52 west to Route 302, a former NYS Scenic Road to NY 17K.

The Shawangunk Mountains Scenic Byway Committee has generated substantial documentation by highlighting the valuable natural, scenic, and recreational resources found along the proposed byway route. These range from the Shawangunk Mountains themselves with over 250-miles of hiking trails to 79 sites on the National Register of Historic Places.

Attendance was very small, with the proposed Shawangunk Mountains Scenic Byway being represented by a Committee Member. The Village of Hurley was also represented at the workshop.

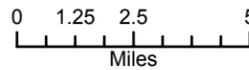
A general and informal discussion about the HRV Scenic Byways Project and the NYS Scenic Byways Program provided background and insight about designation.

ULSTER COUNTY WORKSHOP							
DATABASE OF POTENTIAL SCENIC BYWAYS							
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SHAWANGUNK MOUNTAINS SCENIC BYWAY		NY 299 to US 44	Village of New Paltz			Shawangunk Mountains Scenic Byway Steering Committee	
			Views of Shawangunk Mountains				
			Apple orchards, farm stands				
				SUNY New Paltz			
		US 44 to US 209	Views of Shawangunk Mountains				
			Mohonk Preserve				
			Minnewaska State Park				
			Rondout Creek				
		NY 208 (between NY 299 and CR 18)	Hamlet of Wallkill				
			Agricultural land/farm stands				
			Views of Shawangunk Mountains				
			Access to Wallkill Valley Rail Trail	Dennison Road			
			Historic home sites, churches and cemeteries				
		CR 7 to NY 213	Views of Shawangunk Mountains				
			Agricultural Land/Farm stands				
			Direct access to Wallkill Valley Rail Trail				
		CR 1	Hamlet of Rosendale				
			Rondout Creek				
			Joppenburgh Mountain				
			Rail Trail Trestle overlooking the Rondout and Hamlet				
			Hamlet of High Falls				
D&H Canal Museum							
Rondout Creek							
Agricultural land/farm stands							
US 209 to NY 52	Hamlet of Accord						
	Agricultural land/farm stands						
	Historic home sites, churches and cemeteries						
NY 52	Village of Ellenville						
	Agricultural land/farm stands						
	Views of Shawangunk Mountains						
ADDITIONAL FORMER NYS ARTICLE 49 SCENIC ROADS							
	x	River Road					



Hudson River Valley Scenic Byways Project

- DEC and OPRHP Land
- Historic Site
- County and Municipal Parks
- Protected Private Land
- Interstates, Federal Routes, and State Routes
- County Roads
- Local Roads
- Designated Scenic Byway
- Potential Scenic Byway
- Trail
- (h) Hamlet
- Public Boat Launch
- Airport
- Railroad Station
- National Natural Landmark
- Watchable Wildlife Point



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HUDSON RIVER VALLEY SCENIC BYWAYS

W O R K S H O P S U M M A R Y



WESTCHESTER COUNTY

WESTCHESTER COUNTY WORKSHOP

DATE: Held on November 13, 2003
TIME: 1:00 – 3:30 P.M.
LOCATION: Jay Heritage Center, Rye
ATTENDANCE: 30



After the consultant introduced the project and answered preliminary questions, the attendees divided into four focus groups to examine what road corridors have significant historic, cultural, recreational, natural and archaeological resources to warrant scenic byway designation. Groups already formed and working on scenic byway corridors, including the Bronx River Parkway Reservation Conservancy (BRPRC) and the Historic River Towns of Westchester (HRTW) for US 9 along the Hudson River, participated in the workshop. Potential scenic byways discussed during the workshop include the following:

- **HISTORIC RIVER TOWNS OF WESTCHESTER**
 - Representatives from each community along US 9 in Westchester County formed an organization to preserve and market their resources. HRTW has worked for a number of years and recently voted to proceed with nominating US 9 as a NYS and National Scenic Byway. In Sleepy Hollow, US 9 is a former NYS Article 49 Scenic Road. A number of plans are already completed for the proposed scenic byway including a Scenic Roads Study, Sign Plan and Interpretive Sign Study, among others. The Westchester County Planning Department is working with the HRTW toward designation of US 9 as a scenic byway.
- **BRONX RIVER PARKWAY**
 - Recently designated a NYS Scenic Byway, the Bronx River Parkway connects at Kensico Dam directly to the Taconic State Parkway, also a NYS Scenic Byway. These two parkways make a continuous scenic byway through Westchester County connecting to Putnam County on the north and Bronx County to the south. The Bronx River Parkway Reservation Conservancy, the organization responsible for the Bronx River Parkway, is interested in taking the next steps toward the preservation of this historic landscape and connecting it to the larger Hudson River Valley Scenic Byways Project. A Corridor Management Plan was prepared for designation as a NYS Scenic Byway. Also, a National Park Service Historic American Building Survey (HABS) and Historic American Engineering Record (HAER) on the parkway document both the resources and the measures necessary to protect them.
- **BOSTON POST ROAD**
 - Attendees interested in the merits of the Boston Post Road asked if the road could be considered for scenic byway designation. The Boston Post Road Historic District is a

HUDSON RIVER VALLEY

National Historic Landmark in addition to having numerous historic resources and scenic views of Long Island Sound. These significant intrinsic resources suggest that the Boston Post Road would warrant scenic byway designation. A number of issues were raised during the workshop, including the fact that the Boston Post Road, also US 1, is a heavily traveled road.

- Other potential byway corridors were identified because of scenic, historic or recreational resources and opportunities. They include Kensico Reservoir Byway, Purchase Street, Maltese Path, and Bedford and Titicus Roads.

An emphasis was placed on using transit as a way of getting people to byway resources. A number of rail stations can provide travelers with access to the communities and byway resources. Promoting and developing inter-modal transportation connections and bicycle routes were also deemed important to the scenic byways project in Westchester County. Specific bicycle routes mentioned included the:

- Hudson River Greenway
- East Coast Greenway
- North County Trailway

Attendees at the workshop included representatives from:

- Villages of Buchanan and Croton-on-Hudson
- City of Mt. Vernon and Rye
- Towns of Cortlandt, Greenburgh, Irvington, North Castle, and Tarrytown
- Jay Heritage Center
- Bronx River Conservancy
- Manhattanville College
- Ardsley Greenway Committee
- Long Island Sound Cyclists Club
- Greenway Conservancy
- Westchester County Departments of Transportation, Planning, Parks and Public Works
- Westchester County Historical Society
- Historic Preservation Advisory Committee
- New York State Department of Transportation – Region 11

WESTCHESTER COUNTY WORKSHOP						
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BRONX RIVER PARKWAY (BRP)			NYS Scenic Byway	Need to preserve viewshed by restoring and rehabilitating the appearance and character of the original landscape is seen as the most significant goal and issue	Next steps: Corridor Management Plan 1. Review recommendations identified in the CMP to determine a hierarchy of priorities. 2. Establish action priorities. 3. Define who and how actions will get done. 4. Review the CMP for the Taconic State Parkway to identify coordination and complementary actions. Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Report U.S. Corps of Engineers Study (non-point, storm water management...)	Bronx River Parkway Reservation Conservancy (BRPRC) - 501C3 organization Lowell Tooley BRPRC ltooleyz@aol.com Kay Carsky, BRPRC kcarsky@aol.com Susan Cherbullez, BRPRC chmz.la@verizon.net
				Stream restoration is an important issue		
				Need for traffic calming		
				Embrace the parkway as a multi-modal transportation route (parkway closed on Sundays for pedestrians and cyclists)		
				County liability		
				Public awareness and education is needed		
				Improving law enforcement along the parkway		
				Stream and parkway land owned by the County and the BRPRC		
				Need for a regional traffic management plan		

WESTCHESTER COUNTY WORKSHOP						
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BRONX RIVER PARKWAY (BRP) CONT'D			NYS Scenic Byway Con'd	Road classification is an issue		
				Steering Committee Formed		
				Need for a gateway at the entrances to the parkway (an attractive sign possibly using the BRPRC logo)		
				BRPRC is looking for the BRP to link to the regional Hudson River Valley Scenic Byways project		
				Enjoying the experience of driving the parkway is seen as an opportunity and goal of the BRPRC		
				Watershed Advisory Committee		
				Bronx River		
				Kensico Dam		
				Garth Woods		
				Old Yonkers Mill		
				Duncomb bridges		
	New York Botanical Garden					
	Bronx Zoo					
	American Revolutionary War history - Battle of White Plains					
TACONIC STATE PARKWAY		Taconic State Parkway		NYS Scenic Byway	Corridor Management Plan HABS/HAER	
HUTCHINSON RIVER PARKWAY			Portion of the East Coast Greenway			

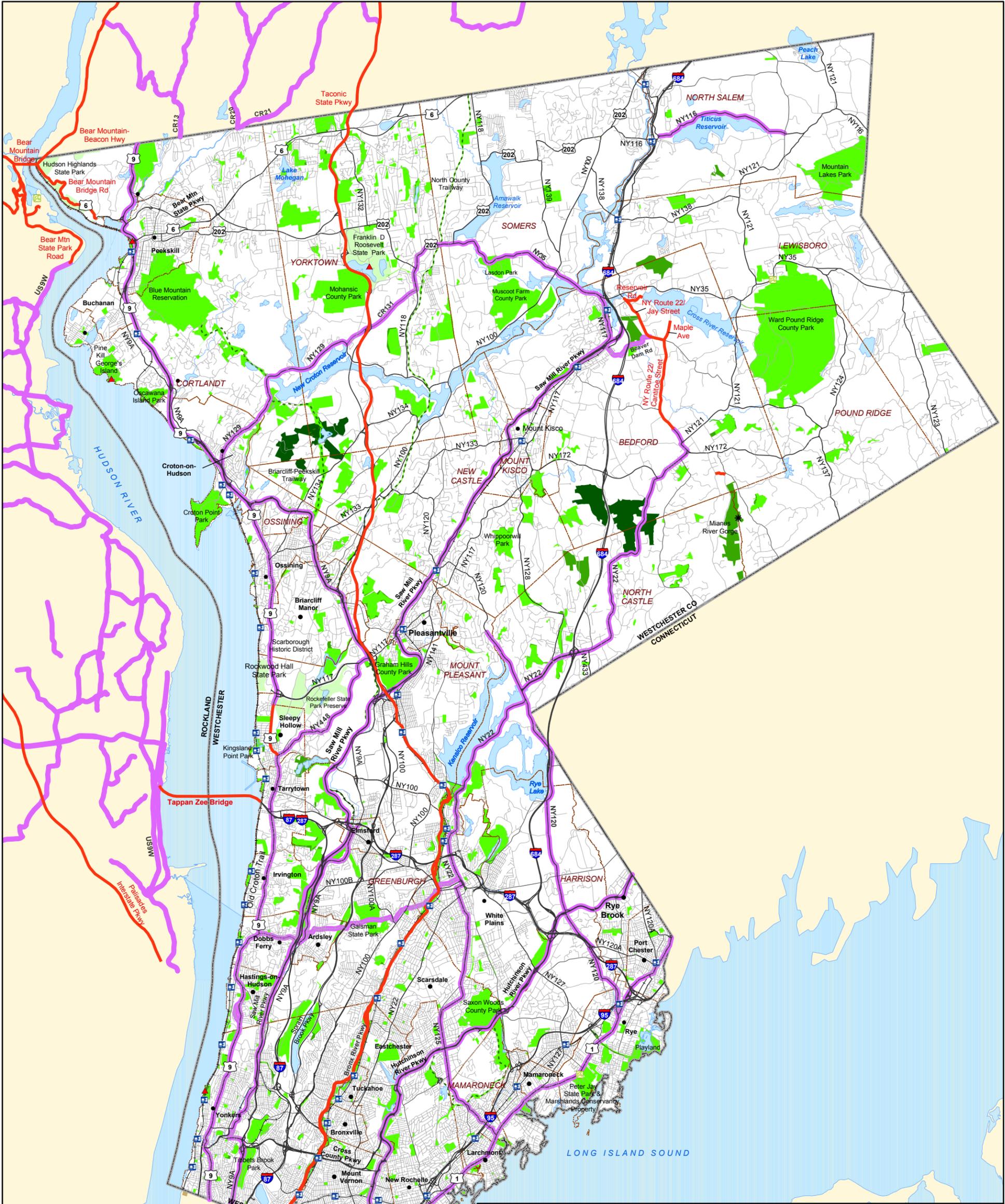
WESTCHESTER COUNTY WORKSHOP						
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BOSTON POST ROAD		US 1		Opportunity for tourism and economic development		
				Commercial route, conflict between trucks and tourists		
				Need to preserve and protect resources		
				Commuter route		
				High traffic speeds		
				Need for traffic calming in some areas		
				In general, community opposition to cycling along the Boston Post Road		
				Boston Post Road Historic District, a National Historic Landmark		
				Edith Read Nature Preserve		
				Historic Resources		
				Historic Road		
				Jay Heritage Center		
				Life Savers Building		
				Long Island Sound		
				Mamaroneck Harbor		
	Mamaroneck Yacht Club (America's Cup)					
	Marshland Conservancy					
	Natural Resources					
	Playland Amusement Park					
	Portion of the East Coast Greenway					
	Putnam Mellor Engine and Hose Company					
	U.S. Post Office - Port Chester					

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NY 22/CANTITOE STREET	Cantitoe Street, Jay Street	NY 22 / Weaver Avenue	Armonk Tavern			
			Bedford Road Historic District			
			Bedford Village Historic District			
			Goldens Bridge			
			Jacob Purdy House			
			John Jay Homestead			
			Katonah Art Museum			
			Leatherstocking Trail			
			Miller House			
			Muscot Park and Working Farm			
Wayside Cottage						
ROUTE 120/PURCHASE		Purchase Street	City of Rye Main Street			
			Underground Railroad history			
			Original path taken by Native Americans			
			Reid Hall, Manhattanville College, County Historic Site and National Historic Landmark			
US 9/ HISTORIC RIVER TOWNS OF WESTCHESTER BYWAY	The portion of US 9 within the Village of Sleepy Hollow	US 9		Attractive areas are not continuous		
				Croton North Rail Station		
			Baker House - NRHP			
			Blue Mountain Reservation			
			Christ Episcopal Church			
			Cortlandt Furnace - NRHP			
			Croton Point Park			
			Downtown Ossining Historic District			
			Drum Hill School - Westchester Historic Site			
			Old Dutch Church			
Estherwood and Carriage House						

WESTCHESTER COUNTY WORKSHOP							
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NY 22/CANTITOE STREET CONT'D	Cantitoe Street, Jay Street Cont'd		First Baptist Church and Rectory				
			Foster Memorial A.M.E. Zion Church				
			George's Island				
			Historic and attractive river towns				
			Irvington Town Hall				
			James House NRHP				
			Jasper F. Cropsey House and Studio				
			Jug Tavern				
			Lyndhurst (Jay Gould Estate)				
			North Grove Street Historic District				
			Old Croton Aqueduct Overseer's House				
			Old Croton Aqueduct Trail				
			Philipsburg Manor				
			Philipse Manor Rail Station - NRHP				
			River views				
			Rockefeller State Park Reserve				
			Rockwood Hall State Park				
			Scarborough Historic District				
			St. Paul's Episcopal Church and Rectory				
			Sunnyside (Washington Irving's House)				
	Tarrytown Lighthouse						
	U.S. Post Office - Westchester Historic Site						
	Van Cortlandt Manor						
	Washington Irving High School						
MALTESE PATH		Shore Road Pelham Road	Glen Island State Park Links to Bronx recreational facilities	Narrow road Qualities are sporadic			
OLD PUTNAM RAILROAD							

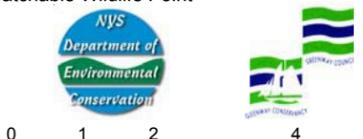
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KENSICO RESERVOIR BYWAY				NYSDEC regulations along reservoir may limit potential for byway development		
				No tourism infrastructure (downtown business districts, restrooms, etc.)		
	Cantioe Street and Jay Street are designated portions	NY 22	IBM Headquarters			
			Former IBM Recreation Center			
			Link to Taconic State Parkway	NYS Scenic Byway		
		Link to Beaver Dam Road and Saw Mill River Parkway				
	NY 120	Frank Lloyd Wright homes				
NY 448 BYWAY/BEDFORD ROAD				Narrow road with limited capacity and little public support for road-widening		
				Many houses are close to the road		
		NY 448	Old Dutch Church in Sleepy Hollow			
			Kykuit Rockefeller Estate			
			Links to southern county trailway and northern county trailway			
			Chagal windows at Rockefeller Church			
			Riding trails and stables			
			Hammond House			
		Pace University				
NY 116 BYWAY/TITICUS ROAD				Narrow 2-lane winding road		
				Residential area may not welcome more people / traffic		
		NY 116	Links North Salem historic area (by Town Hall) to Joseph Purdy Homestead			
			Scenic views			
Hammond House						
		Civic meeting house				

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OLD DOBBS FERRY ROAD				Byway has access to two railroad lines		
			Former Ferry Landings			
			Washington Rochambeau Monument		Large part of this route follows a portion of the Washington-Rochambeau Revolutionary Route	
			Parklet with Revolutionary War Plaque			
			Crossings of Old Croton Aqueduct and future Westchester County Riverwalk			
			V. Everit Macy County Park			
			Anthony F. Veteran Park			
			Rochambeau's Headquarters (Odell House)			
			Ridge Road County Park			
			Hart's Brook Park & Preserve			
		Battle Whitney Park (City of White Plain)				
		Site of Old Court House (where declaration of independence was read)				
OTHER POTENTIAL SCENIC BYWAYS						
SAW MILL RIVER PARKWAY		NY 9A	Parkway design features -- decorative stone arch bridges, forested edges, landscaping...	Link to the Henry Hudson Parkway		
ADDITIONAL FORMER NYS ARTICLE 49 SCENIC ROADS						
	x	Reservoir Road				
	x	Maple Avenue				
	x	Millers Hill Road				
	x	NY 6 & 22 (Bear Mountain Bridge Road)				
	x	NY 9D (Bear Mountain-Beacon Highway)				
	x	Bear Mountain Bridge	Bear Mountain Bridge	NYS Scenic Byway		



Hudson River Valley Scenic Byways Project

- DEC and OPRHP Land
- Historic Site
- County and Municipal Parks
- Protected Private Land
- Interstates, Federal Routes, and State Routes
- County Roads
- Local Roads
- Designated Scenic Byway
- Potential Scenic Byway
- Trail
- ▲ Boat Launch
- Railroad Station
- ✱ National Natural Landmark
- Watchable Wildlife Point



Draft - For Planning Purposes Only
 This map is not intended for site-specific work. Information presented has been developed for planning purposes only and requires field verification.
 Produced By: GIS Section, Division of Lands & Forests, February 2004

WESTCHESTER COUNTY



HUDSON RIVER VALLEY SCENIC BYWAYS

W O R K S H O P S U M M A R Y



Trapeze School New York
www.trapezeschool.com
917-797-1872
The City's Only Trapeze Club

BRONX AND NEW YORK COUNTIES

BRONX AND NEW YORK COUNTIES WORKSHOP

DATE: Held on November 14, 2003
TIME: 2:00-4:00 P.M.
LOCATION: Wave Hill, Riverdale
ATTENDANCE: 181



Linking New York City to the Hudson River Valley

The workshop for the Bronx and New York Counties was part of a larger symposium “Scenic Byways in the Urban Landscape” held on November 14 at Wave Hill in the Bronx. The Hudson River Valley Scenic Byways Project involves only roads within the legislatively-designated Hudson River Valley Greenway area. Therefore, in Bronx and Manhattan counties, the Henry Hudson Parkway (HHP) and NY 9A are the only potential byways within the Greenway area. It was therefore determined that the workshop for the Bronx and New York Counties be slightly different to focus not on the selection of potential scenic byways but on the development of the Corridor Management Plan, the next step in the process to designate these roads as NYS and National Scenic Byways.

After an introduction to scenic byways and the Hudson River Valley Scenic Byways Project by the consultant, attendees were divided into 14 focus groups. Each focus group was given one of the 14 requirements in a Corridor Management Plan, as defined in Volume 69, No. 96 of the Federal Register. Community leaders, landscape architects, engineers, urban planners, local and state officials, and private citizens worked together to identify resources and management options for the Henry Hudson Parkway and NY 9A. Comments received during the workshop will be added to those compiled from previously-held public meetings by the Henry Hudson Parkway Task Force, which will be factored into and help shape the Corridor Management Plan for these roads. Specific factors addressed included themes and narratives that might define the corridor as a scenic byway, local organizations that could sponsor them, and ways the corridor could be linked to and integrated with a regional system of state scenic byways throughout the Hudson River Valley. Resources along this corridor from the Bronx to the tip of Manhattan are significant and have the support to warrant designation as a NYS and National Scenic Byway.

Corridor Management Plans

A Corridor Management Plan should provide for the conservation and enhancement of the byway’s intrinsic resources and also the promotion of tourism and economic development if desired by local interests. A CMP can serve as an effective management strategy to balance these concerns while providing for public enjoyment of the byway.

HUDSON RIVER VALLEY

A Corridor Management Plan must include the following 14 components:

1. A map identifying the corridor boundaries and the location of intrinsic resources and different land uses within the corridor.
2. An assessment of such intrinsic resources and their context.
3. A strategy for maintaining and enhancing those intrinsic resources.
4. A schedule and a listing of all agency, group, and individual responsibilities in the implementation of the Corridor Management Plan, and a description of enforcement and review mechanisms, including a schedule for the continuing review of how well those responsibilities are being met.
5. A strategy describing how existing development might be enhanced and new development might be accommodated while still preserving the intrinsic resources of the corridor. This can be done through design review, and such land management techniques as zoning, easements, and economic incentives.
6. A plan to assure on-going public participation in the implementation of corridor management objectives.
7. A general review of the roadway or highway's safety and accident record to identify any correctable faults in highway design, maintenance, or operation.
8. A plan to accommodate commerce while maintaining a safe and efficient level of highway service, including convenient user facilities.
9. A demonstration that intrusions on the visitor experience have been minimized to the extent feasible, and a plan for making improvements to enhance that experience.
10. A demonstration of compliance with all existing local, state, and federal laws on the control of outdoor advertising.
11. A sign plan that demonstrates the number and placement of signs are more supportive of the visitor experience.
12. A narrative describing how the scenic byway will be positioned for marketing.
13. A discussion of design standards relating to any proposed modification of the roadway. This discussion should include an evaluation of how the proposed changes may affect the intrinsic resources of the byway corridor.
14. A description of plans to interpret the significant resources of the scenic byway.

Each focus group discussed one of the above requirements and made the following recommendations. The CMP developed for the Henry Hudson Parkway and NY 9A should supplement the information gained at this workshop to assure a comprehensive assessment and study of the byway corridor.

1. A MAP IDENTIFYING THE CORRIDOR BOUNDARIES AND THE LOCATION OF INTRINSIC RESOURCES AND DIFFERENT LAND USES WITHIN THE CORRIDOR.

The following sites in Riverdale were examples of intrinsic resources recommended for inclusion on an official state scenic byway map:

- Half Moon Overlook – view.
- Henry Hudson Monument.
- Dodge Dock.
- Riverdale Park.
- Wallenberg Forest.
- Van Cortlandt Park.
- Seton Park.
- War Memorial Monument.
- Spuyten Duyvil Triangle (Riverdale Metro North Station) – view of Hudson Highlands to Tappan Zee Bridge.
- Bridge and access to Hudson Shoreline (fishing).
- Fieldston Historic District.
- Riverdale Historic District.
- Manhattan College.
- Greenway.
- Riverside Park.
- Mount St. Vincent College.
- Wave Hill Estate.
- Bell Tower Memorial.

2. AN ASSESSMENT OF SUCH INTRINSIC RESOURCES AND THEIR CONTEXT.

The Henry Hudson Parkway and NY 9A together possess the following intrinsic scenic, natural, historic, cultural, recreational and archaeological resources:

/// **Scenic Resources**

- Scenic views of the Hudson River (an American Heritage River).
- Scenic views of New York Harbor including the Statue of Liberty.
- Scenic views of the Palisades Cliffs in New Jersey.
- Scenic views of the Manhattan and New Jersey skylines.
- Scenic nighttime views of the Manhattan and New Jersey skylines, Hudson River, bridges, monuments and marinas.
- Views of container ships, and tug and tow boats.
- Diverse natural landscapes in an urban environment.

HUDSON RIVER VALLEY

- Parkland and parkway provides open space in an urban area that allows for views of the sky and natural resources along the parkway bringing an understanding of geography, weather, etc.
- Sunsets.
- Dodge Dock in Riverdale Park.
- Scenic view from Spuyten Duyvil Triangle.

/// Natural Resources

- Forested ridge along the Hudson River is powerful ecological force – filtering air pollution, tempering climate, and capturing storm water runoff from entering the Hudson River.
- Battery Park City.
- Geological resources – significant rock outcrops on either shore of the Hudson River and along the parkway exhibit geologic history of North America.
- Riverdale Special Natural Area District.
- Bronx Greenbelt.
- Woodland Resources – fall color, etc.
- Summer cool spot – weather modification.
- Principle flyway for migratory birds and butterflies.
- Birds – Eagles, Falcons, wintering haven for Brandts, Loons and Cormorants.
- Fresh and saltwater marshes – Van Cortlandt and Fort Washington Parks.
- Restoration of the Hudson River – spawning striped bass and sturgeon.

/// Historic Resources

- Historic NYC water system (e.g. Old Croton Aqueduct System in Van Cortlandt Park).
- History of the American Revolution from Battery Park to the Van Cortlandt Park parade grounds.
- History of American boating and maritime industry.
- Historic ships – Clearwater, historic ships at the Chelsea Piers (e.g. the Queen Elizabeth at 42nd Street), the Intrepid and other submarines at the Air, Sea & Space Museum.
- Historic bridges and engineering pursuits – George Washington Bridge, Henry Hudson Bridge, Riverside Drive Viaduct, Henry Hudson Parkway bridges and tunnels, Holland and Lincoln Tunnels, and NY 9A pedestrian bridges.
- Historic American Parkway features – parkway elements implemented by Robert Moses.
- Little Red Lighthouse.
- National Register Historic Districts and Historic Landmarks – Riverdale,

Fieldston, Harlem, Morningside Heights, Hamilton Heights, Riverside Drive, Clinton, Chelsea, Greenwich Village, Meatpacking, and Financial Districts, among others.

- Historic industrial infrastructure – High Line, shipping docks, warehouses and other features.
- Historic Harlem piers.
- Grant’s Tomb.
- New York City Landmarks – Riverside Park, Riverside Church, Riverside Drive Viaduct, Boricua College (formerly the American Geographic Society), Trinity Church and Cemetery, and Wave Hill.
- Empire State Building and other iconic skyline features.
- Statue of Liberty and other iconic river features.
- World Trade Center and Ground Zero.

/// Cultural Resources

- Ethnic neighborhoods.
- Ethnic festivals.
- Apollo and Cotton Clubs in Harlem.
- Fine arts institutions – Lincoln Center, Broadway, etc.
- Museums – The Cloisters of the Metropolitan Museum of Art, American Museum of Natural History, Jewish Holocaust Museum, American Indian Museum, etc.
- Landscape design features – Wave Hill, Olmsted & Vaux gardens in Fort Tryon and Riverside Parks, Oehme Van Sweden garden in Battery Park, Henry Hudson Parkway features, NY 9A urban boulevard design elements.
- Columbia University.
- Boricua College.

/// Recreational Resources

- Greenways – Hudson River, Bronx, Manhattan, and East Coast Greenways.
- Hudson River – resource for boating, fishing, commuting, commerce, military, among other uses.
- Waterfront – fishing, swimming, boating, sightseeing boats, picnicking, marinas, ferries and cruise ships.
- Annual Operation Sail – tall ships.
- Linear urban park system along the entire length of the Henry Hudson Parkway and NY 9A – horseback riding, golf, cricket, ball fields, tennis, basketball, skateboard parks, rock climbing, ice skating, trapeze practice, miniature golf, volleyball, Chelsea Piers, kayaking, sailing, canoeing, skateboarding, playgrounds, jogging and walking, biking, etc.
- Van Cortlandt Park.

HUDSON RIVER VALLEY

- Half Moon Park.
- Henry Hudson Park.

/// **Archaeological Resources**

- Native American cave sites in Inwood Hill Park.

Intermodal elements of the Henry Hudson Parkway corridor:

- Greenway.
- Waterway, harbor, estuary.
- Roadway.
- Railway.
- Subway – the subway in Washington Heights is the deepest in the system and the Broadway viaduct is visible from the byway.
- Flyway.
- Airway for helicopters.

3. A STRATEGY FOR MAINTAINING AND ENHANCING THOSE INTRINSIC RESOURCES.

Recommendations included the creation of a New York City Byways Commission and that this Commission should coordinate its activities with major public and private stakeholders including:

- New York City.
- New York State.
- United States Coast Guard.
- Private for-profit and nonprofit interests along the corridor, including residents, businesses, developers, friends of parks groups, environmental, preservation, and planning organizations, among others.

4. A SCHEDULE AND A LISTING OF ALL AGENCY, GROUP, AND INDIVIDUAL RESPONSIBILITIES IN THE IMPLEMENTATION OF THE CMP AND A DESCRIPTION OF ENFORCEMENT AND REVIEW MECHANISMS, INCLUDING A SCHEDULE FOR THE CONTINUING REVIEW OF HOW WELL THOSE RESPONSIBILITIES ARE BEING MET.

Standards for maintenance and design as well as for environmental guidance should be developed to manage the byway corridor at the highest level possible. Implementation of the actions and recommendations in the Corridor Management Plan will need to be defined so that each authority, agency, organization or individual stakeholder understands its role, which is complicated by the number of interests having jurisdiction over the resource and the other interests within the byway corridor. Below is a list of some stakeholders:

Public Agencies and Authorities

- New York Metropolitan Transportation Planning Council (NYMTC).
- New York Metropolitan Transit Authority.
- New York City (NYC) Department of Planning.
- NYC Department of Parks and Recreation.
- NYC Department of Transportation.
- NYC Department of Sanitation.
- NYC Department of Economic Development.
- NYC Art Commission.
- NYC Landmarks.

- United States Coast Guard.
- Army Corps of Engineers.
- NY/NJ Port Authority.
- New Jersey State Agencies.
- New York State Agencies.
 - NYS Bridge Authority.
 - NYS Department of State.
 - NYS Department of Transportation.
 - NYS Office of Parks, Recreation and Historic Preservation.
 - Hudson River Park Trust.
 - Hudson River Valley Greenway.

Organizations

- Regional Plan Association.
- Municipal Art Society.
- NYWaterway.

Property Owner Interests

- Amtrak.
- Columbia University.
- NY University.
- Columbia Presbyterian Hospital.
- NYC Museums.

HUDSON RIVER VALLEY

Community Organizational Interests

- Henry Hudson Parkway Task Force.
- Open Space Coalition.
- Community Boards.
- Waterfront Alliance.
- Riverside Park Fund.
- Friends of Van Cortlandt Park.
- Friends of Fort Tyron Park.
- Friends of Inwood Hill Park.
- Hudson River Park Trust Alliance.
- Transportation Alternatives.
- Future/potential "Friends of Park, Byway..."

5. **A STRATEGY DESCRIBING HOW EXISTING DEVELOPMENT MIGHT BE ENHANCED AND NEW DEVELOPMENT MIGHT BE ACCOMMODATED WHILE STILL PRESERVING THE INTRINSIC RESOURCES OF THE CORRIDOR.**

Establish a set of design standards with an emphasis on context sensitive design for manmade historic and recreational features along the roadway, roadway railings and signs, and natural feature preservation and enhancement. Specific recommendations include:

- Making the Henry Hudson Monument more visible so that it is once again a recognizable marker for the Bronx and the Hudson River;
- Developing scenic overlooks and paths through local parks;
- Eliminating signs and billboards that obstruct scenic views and scenic features like monuments, and viaduct;
- Eliminate unnecessary lighting of signs and billboards that distort the natural beauty and other resources within the corridor;
- Creating a palette of historic park and parkway design elements and materials to use for repairs and maintenance; and
- Avoiding transportation safety improvements and modifications that give the appearance of temporary construction or interim solutions, such as orange barrels, jersey barriers, etc.

6. A PLAN TO ASSURE ON-GOING PUBLIC PARTICIPATION IN THE IMPLEMENTATION OF CORRIDOR MANAGEMENT OBJECTIVES.

Develop a close working relationship and strong communications channels with the office of the Mayor. The Mayor should be informed about scenic byways, what they mean and can do for the city. This in turn can lead to cooperation from NYC Department heads.

Community boards provide a venue to ensure that there remains strong communications between and among all public and private stakeholders. The parties listed under CMP Requirement 4 is a good start of interest groups and jurisdictional agencies who should be kept informed and involved in the development and implementation of the CMP.

7. A GENERAL REVIEW OF THE ROADWAY OR HIGHWAY'S SAFETY AND ACCIDENT RECORD TO IDENTIFY ANY CORRECTABLE FAULTS IN HIGHWAY DESIGN, MAINTENANCE, OR OPERATION.

Roadway design standards and aesthetic and economic development issues should be reviewed so that the necessary safety enhancements can be identified and funded. It will be advantageous to the HHP and NY 9A if maintenance and improvements to the corridor use the flexibility in highway guidelines recognized by AASHTO and New York State's Department of Transportation "context sensitive design" policy and parkway guidelines.

Key roadway design, safety, and maintenance issues along the Henry Hudson Parkway may need enforcement, modification or development in order to better accommodate new and existing development. Some factors to consider include:

- Actual speeds and capacity, exceed design speed and capacity;
- Short distances between entrances and exits;
- Substandard entrance and exit design;
- Horizontal and vertical alignment;
- Short weaving distances; and
- Inconsistent speed limits as a result of variable alignments (original parkway designs interspersed with expressway-like straight-aways) as well as traffic bottlenecks.

Attendees suggested the need to research, select and fund maintenance and safety features that enhance and improve the aesthetic resources while solving maintenance and safety.

HUDSON RIVER VALLEY

8. A PLAN TO ACCOMMODATE COMMERCE WHILE MAINTAINING A SAFE AND EFFICIENT LEVEL OF HIGHWAY SERVICE, INCLUDING CONVENIENT USER FACILITIES.

Although the Henry Hudson Parkway portion of the corridor is not defined as non-commercial, a significant number of cars utilize the parkway to access destinations and commercial businesses in the Bronx and New York Counties. It is imperative that travelers be given directions to gas stations and other visitor service amenities. Signing the HHP should consist of enforcement mechanisms to restrict and eliminate billboards, and commercial signs.

The NY 9A corridor, however, has a significant amount of commerce on the road, itself, and would therefore need design and management solutions that could balance the needs of the commercial activity centers while maintaining a safe and efficient level of service. Recent waterfront revitalization efforts including the Hudson River Park have changed the area from a primarily industrial and commercial-use area to one that is recreational. This change should be supported by aesthetic enhancements that minimize commercial activity including the restriction on billboard permits.

9. A DEMONSTRATION THAT INTRUSIONS ON THE VISITOR EXPERIENCE HAVE BEEN MINIMIZED TO THE EXTENT FEASIBLE, AND A PLAN FOR MAKING IMPROVEMENTS TO ENHANCE THAT EXPERIENCE.

A visitor experience enhancement program should include the establishment of a conservancy, which would have the mission of working toward the preservation and restoration of the landscape through the clearance of overgrown vistas and the removal of invasive plants, graffiti, trash/debris, and billboards. A solid source of funding should be made available from the city, state, or federal levels for maintenance as well as for security enhancements. Steps recommended by the attendees include:

- Use the New York City Landmarks and National Register Historic Districts provide protection for some resources as a mechanism to protect individual resources;
- Appoint staff or representative from the Henry Hudson Parkway Task Force to attend city and state DOT meeting(s);
- Explore options to assure inter-agency cooperation and responsibility for road improvements, maintenance and enhancement that meet the quality and goals of scenic byway designation;
- Lobby Federal Highway Administration to fund maintenance and direct funds to the NYC Department of Transportation rather than NYC;
- Tax bicycle sales, running shoes and other merchandise (i.e. 1% sales tax devoted to maintenance and upkeep of

byway resources);

- Fund billboard buy-outs;
- Tax billboards along the byway;
- Take a percentage of park permits and devote to byway and Greenway activities;
- Tax motorists, gasoline and commuters both rail and auto to fund byway enhancements and activities; and
- Allocate a portion of highway tolls for enhancement of the byway.

10. A DEMONSTRATION OF COMPLIANCE WITH ALL EXISTING LOCAL, STATE, AND FEDERAL LAWS ON THE CONTROL OF OUTDOOR ADVERTISING.

Three issues regarding outdoor advertising emerged:

1. Signs are distracting and cause safety issues. It was suggested that the size of the sign, amount of information on the sign, and size of font were factors that determined the affect on the traveler;
2. In some if not many cases, signs were in non-compliance due to market pressure to allow them; and
3. Regulations were not being enforced.

It was recommended that a comprehensive outdoor advertising documentation and sign plan be put in place to include:

- An analysis of billboard laws and regulation noting which NYC agencies are responsible for permitting and enforcement;
- An inventory of signs based on location, size, content of information, whether it is non-conforming or private advertisements on public property, and areas where removal will make a noticeable difference;
- An exploration of and research on motorist safety issues caused by signs;
- An investigation into the revenue of private advertising on public space as a point of negotiation;
- Enforcement of sign regulations;
- A moratorium on the construction of new billboards on Amtrak property; and
- Enlistment of religious and other institutions along the parkway to refrain from erecting signs aimed at highway traffic.

HUDSON RIVER VALLEY

11. A SIGN PLAN THAT DEMONSTRATES HOW THE STATE WILL INSURE AND MAKE THE NUMBER AND PLACEMENT OF SIGNS MORE SUPPORTIVE OF THE VISITOR EXPERIENCE.

Key elements of a sign plan should include:

- Improving sign placement and visibility to encourage fewer but better placed signs;
- Providing directional signs to local sites;
- Eliminating overhead highway signs;
- Eliminating large entrance and exit signs blighting neighborhoods;
- Avoiding putting signs on or in front of aesthetic features, like bridges;
- Using National Park Service sign design as a model (size, font, placement, color, information provided and stylistic consistency);
- Referring to the Merritt Parkway signs that are specifically designed for a scenic byway;
- Using fewer words on signs - one name for a road - instead of two or multiple names;
- Developing a common logo for the Henry Hudson Parkway/9A;
- Referring to the NYS Department of Transportation Guide Signs Improvement Project prepared by NYMTC where there may be conflicts between recommendations to install overhead signs and the visual impact they may have on the byway resources;
- Installing directional signs that provide lead-time for the traveler; and
- Encouraging NYS to implement sign transporters and sign transmitters.

12. A NARRATIVE DESCRIBING HOW THE SCENIC BYWAY WILL BE POSITIONED FOR MARKETING.

This requirement of the CMP was not discussed at the workshop and will need to be addressed as part of the CMP development.

13. A DISCUSSION OF DESIGN STANDARDS RELATING TO ANY PROPOSED MODIFICATION OF THE ROADWAY. THIS DISCUSSION SHOULD INCLUDE AN EVALUATION OF HOW THE PROPOSED CHANGES MAY AFFECT ON THE INTRINSIC RESOURCES OF THE BYWAY CORRIDOR.

Design standards should relate to any proposed modification along the corridor and how those changes may affect the resources. Attendees discussed that the byway also should be defined as intermodal with subway, bus lines and pedestrian routes that take people to the River and other destinations. It might be advantageous to take a layered perspective in defining and managing the scenic byway corridor.

In defining a context sensitive approach (SWEAT THE DETAILS), priorities should involve:

- Looking holistically at how to design in order to achieve safety and reduced speeds;
- Preserving and enhancing all existing historical and visual features;
- Removing existing billboards that compromise scenic views;
- Considering the selective removal of trees to enhance scenic views;
- Installing landscaping to improve the aesthetic view along the parkway;
- Installing lighting that does not compromise scenic resources along the parkway;
- Revisiting the need for rock slope protection and applying innovative design solutions that result in visually attractive measures;
- Using a consistent palette for parkway features including rustic guide rails, stone veneer, dark colored lamp and sign posts;
- Considering the byway as an entry point to a resource and creating a sense of place for the byway;
- Re-evaluating the placement, need, and size of all signs including oversize signs on service roads and entrances adjacent to neighborhoods and on the bridges in Riverdale, which are important aesthetic features;
- Analyzing spatial sequence, views and experience as a basis for all capital projects;
- Providing detail grading, erosion, and sediment control plans for all projects.

HUDSON RIVER VALLEY

- Use signature elements such as Moses era guide rails;
- Assessing parking usage and its effect on the scenic resources of the corridor. Sensitive locate and consolidate parking and access; and
- Planning and budgeting for enhanced maintenance.

14. A DESCRIPTION OF PLANS TO INTERPRET THE SIGNIFICANT RESOURCES OF THE SCENIC BYWAY.

An emphasis was placed on identifying and accessing information about the byway resources. Some key features of a resource interpretation plan might include:

- Sign entry points along the highway, pedestrian trails and sidewalks, and waterway access points
- Wayfinding sign/maps should be placed at byway entry points, and at key natural, historic, and cultural features. Maps should be subway-like with a “you are here” feature and sign should include descriptions of surrounding features and identify access routes to/from adjacent neighborhoods and recreational areas.
- Technological features, such as, a downloadable audio tour for vehicles, bicyclists and walkers.



View of New York City Waterfront

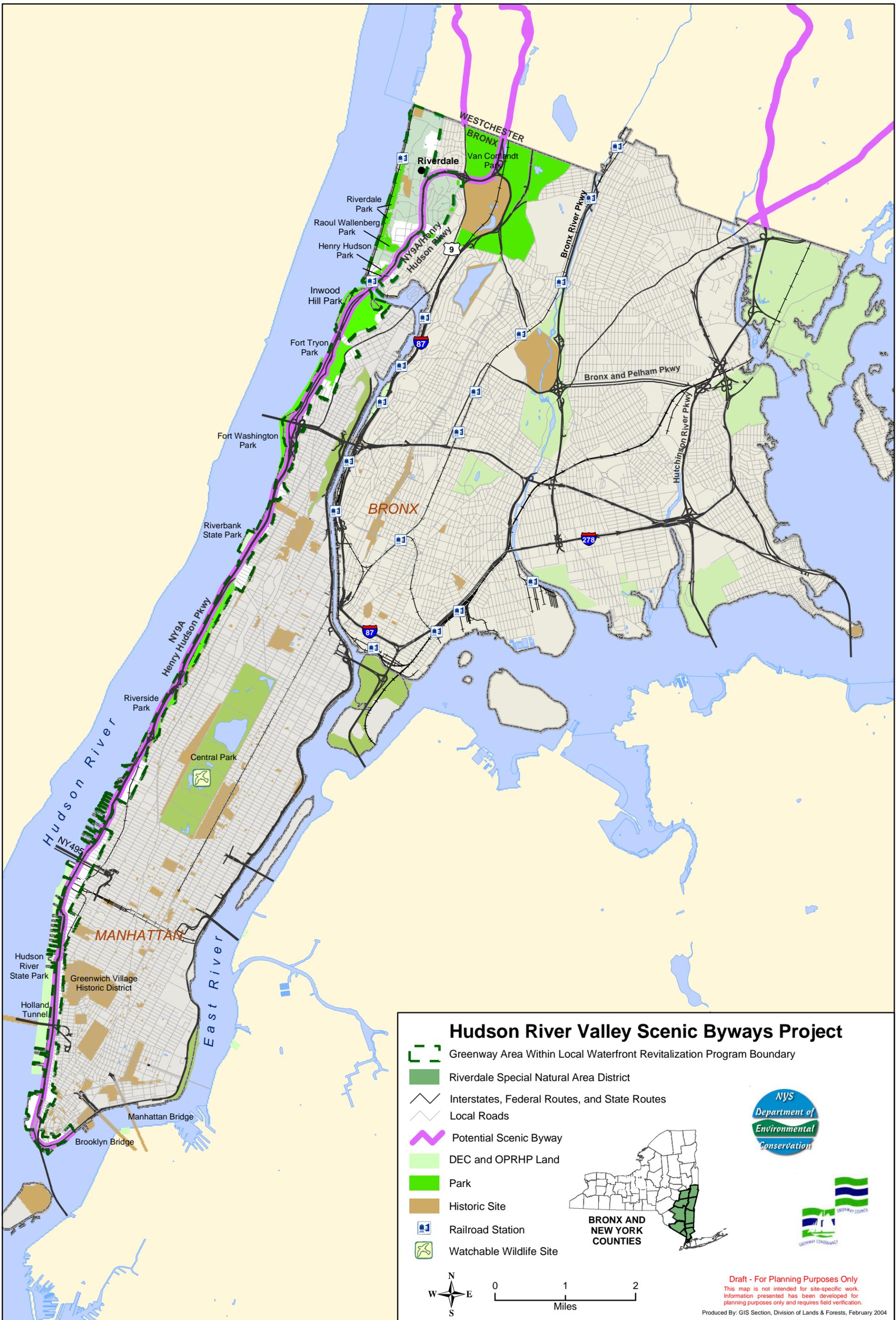
BRONX AND NEW YORK COUNTIES WORKSHOP						
DATABASE OF POTENTIAL SCENIC BYWAYS						
NAME OF EXISTING OR POTENTIAL SCENIC BYWAYS	FORMER NYS ARTICLE 49 SCENIC ROAD	ROUTE, ROAD, OR BRIDGE NAME	RESOURCES / INTRINSIC QUALITIES*	FACTORS / COMMENTS**	DOCUMENTS RELATED TO BYWAY MANAGEMENT	CONTACTS
<p>* Resources refers to the categories of Intrinsic Qualities in the NYS Scenic Byways Program that qualify a road for byway designation including Scenic, Recreational, Natural, Cultural, Historical and Archeological Resources. ** Factors are comments made by workshop participants that might have an impact on designation, need to be addressed in the Corridor Management Plan, or provide additional information about a resource or existing condition along an existing or potential scenic byway.</p>						
HENRY HUDSON PARKWAY/9A SCENIC BYWAY				Actual speeds and capacity exceed design speed and capacity		
				Short distances between entrance and exit locations, is sub-standard		
				Short weaving distances		
				Limited sight distances		
				Sub-standard entrance and exit ramp distances		
		NY 9A / West Side Highway	Scenic Qualities			Henry Hudson Parkway Task Force www.henryhudsonparkway.org
			Scenic Views			
			Scenic View of the Hudson River (American Heritage River)			
			Scenic View of the New York Harbor including the Statue of Liberty			
			Open space in urban area	Allows for view of the sky and understanding of geography, weather, etc.		
			Views of container ships, tug and tow boats			
			Sunsets			
			Scenic views of Manhattan and New Jersey skylines			
			Scenic nighttime views of the Manhattan and New Jersey skylines, Hudson River, bridges, monuments and marinas			
			Parkland allows views of sky and natural resources			
		Natural Qualities				
		Battery City Park				
		Hudson River Park				
		Restoration of the Hudson River - spawning striped bass and sturgeon				

BRONX AND NEW YORK COUNTIES WORKSHOP						
DATABASE OF POTENTIAL SCENIC BYWAYS						
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HENRY HUDSON PARKWAY/9A SCENIC BYWAY CONT'D			Historic Qualities			
			Historical area - American Revolution			
			Historic American boating and maritime industry			
			Historic ships - Clearwater, historic ships at the Chelsea Piers (e.g. the Queen Elizabeth at 42nd Street), the Intrepid and other submarines at the Air, Sea & Space Museum			
			Statue of Liberty			
			New York City Landmarks - Trinity Church, etc...			
			Historic bridges and engineering - Holland and Lincoln tunnels, Route 9A pedestrian bridges			
			National Register Historic Districts - Chelsea, Greenwich Village, Meatpacking, Financial and others			
			Empire State Building and other iconic features			
			World Trade Center and Ground Zero			
			Cultural Qualities			
			Fine arts institutions - Lincoln Center, Broadway, etc.	Access to restaurants and entertainment sites		
			Ethnic neighborhoods			
			Ethnic festivals			
			Museums			
			Route 9A urban boulevard			
			Recreational Qualities			
			Hudson River (American Heritage River)	Resource for recreation		
			Driving, biking, walking	Access to restaurants and entertainment		
			Greenway			
Waterfront - fishing, sightseeing boats, marinas, cruise ships, etc.						
Annual Operation Sail - Tall ships						
Chelsea Piers						
Linear urban park - ball fields, golf, cricket, tennis, etc.						
Ferries	West 37th Street World Financial Center, and Battery Park					

BRONX AND NEW YORK COUNTIES WORKSHOP						
DATABASE OF POTENTIAL SCENIC BYWAYS						
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HENRY HUDSON PARKWAY/9A SCENIC BYWAY CONT'D		Henry Hudson Parkway/ Manhattan	Scenic Qualities			
			Scenic views			
			Scenic View of the Hudson River (American Heritage River)			
			Scenic View of the New York Harbor including the Statue of Liberty			
			Openness in urban area			
			Views of container ships, tug and tow boats			
			Sunsets			
			Scenic views of Manhattan and New Jersey skylines			
			Scenic nighttime views of the Manhattan and New Jersey skylines, Hudson River, bridges, monuments and marinas			
			Parkland allows views of sky and natural resources			
			Natural Qualities			
			Cliffs of Palisades			
			Forested ridge and woodland resources - fall color, etc.			
			Summer cool spot - weather modification			
			Principle flyway for migratory birds and butterflies			
			Wintering haven for Brandts, Loons, and Cormorants (birds)			
			Restoration of the Hudson River - spawning striped bass and sturgeon			
			Geological resources			
			Fresh and saltwater marshes			
			Historic Qualities			
			Historic Area - American Revolution			
			Historic American boating and maritime industry			
			George Washington and Henry Hudson Bridges	Access to New Jersey over the George Washington Bridge		
			Little Red Lighthouse			
Robert Moses parkway features						
Historic Harlem piers						
Gran's Tomb						
Historic NYC Landmarks - Riverside Park, Riverside Church, Riverside Drive viaduct, Boricua College, and others						
National Register Historic Districts - Harlem and others						

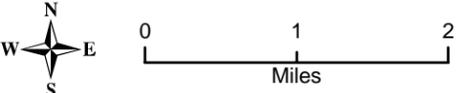
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HENRY HUDSON PARKWAY/9A SCENIC BYWAY CONT'D		Henry Hudson Parkway/ Manhattan Cont'd	Cultural Qualities				
				Access to restaurants and entertainment sites.			
			Columbia University				
			Boricua College				
			The Cloisters and other museums				
			Henry Hudson Parkway design features				
			Fort Tyron Park design features				
			Recreational Qualities				
			Hudson River (American Heritage River)				
			Greenways				
		Linear urban park					
		Van Cortlandt, Fort Washington, Fort Tyron and Inwood Hill Parks					
		Birding, nature watching					
		Archaeological Qualities					
		Native American cave sites in Inwood Hill Park					
		Henry Hudson Parkway / Bronx					
		Scenic Qualities					
		Scenic Views					
		Scenic views of the Hudson River (American Heritage River)					
		Scenic views of the New Jersey Palisades Cliffs					
Dodge Dock							
Half Moon Overlook - view							
Spuyten Duyvil Triangle			View of Hudson Highlands to Tappan Zee Bridge and access to Hudson shore line				

BRONX AND NEW YORK COUNTIES WORKSHOP						
DATABASE OF POTENTIAL SCENIC BYWAYS						
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HENRY HUDSON PARKWAY/9A SCENIC BYWAY CONT'D	Henry Hudson Parkway / Bronx Cont'd		Natural Qualities			
			Riverdale Park			
			Wallenburg Forest			
			Cliffs of Palisades			
			Forested ridge and woodland resources - fall color, etc.			
			Summer cool spot - weather modification			
			Principle flyway for migratory birds and butterflies			
			Wintering haven for Brandts, Loons, and Cormorants (birds)			
			Geological resources			
			Fresh and saltwater marshes			
			Historic Qualities			
			Henry Hudson Monument			
			Van Cortlandt Park			
			War Memorial Monument			
			Fieldstone District			
			Manhattan College			
			Mount St. Vincent College			
			Wave Hill Estate			
			Recreational Qualities			
			Van Cortlandt Park			
Henry Hudson Park						
Riverdale Park						
Seton Park						
Exercise and bike routes						



Hudson River Valley Scenic Byways Project

- Greenway Area Within Local Waterfront Revitalization Program Boundary
- Riverdale Special Natural Area District
- Interstates, Federal Routes, and State Routes
- Local Roads
- Potential Scenic Byway
- DEC and OPRHP Land
- Park
- Historic Site
- Railroad Station
- Watchable Wildlife Site

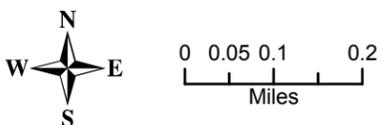


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Hudson River Valley Scenic Byways Project

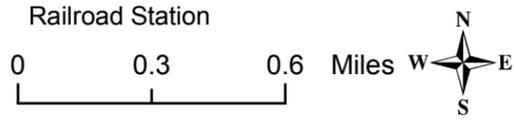
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- Potential Scenic Byway
- Park
- Historic Site
- Railroad Station



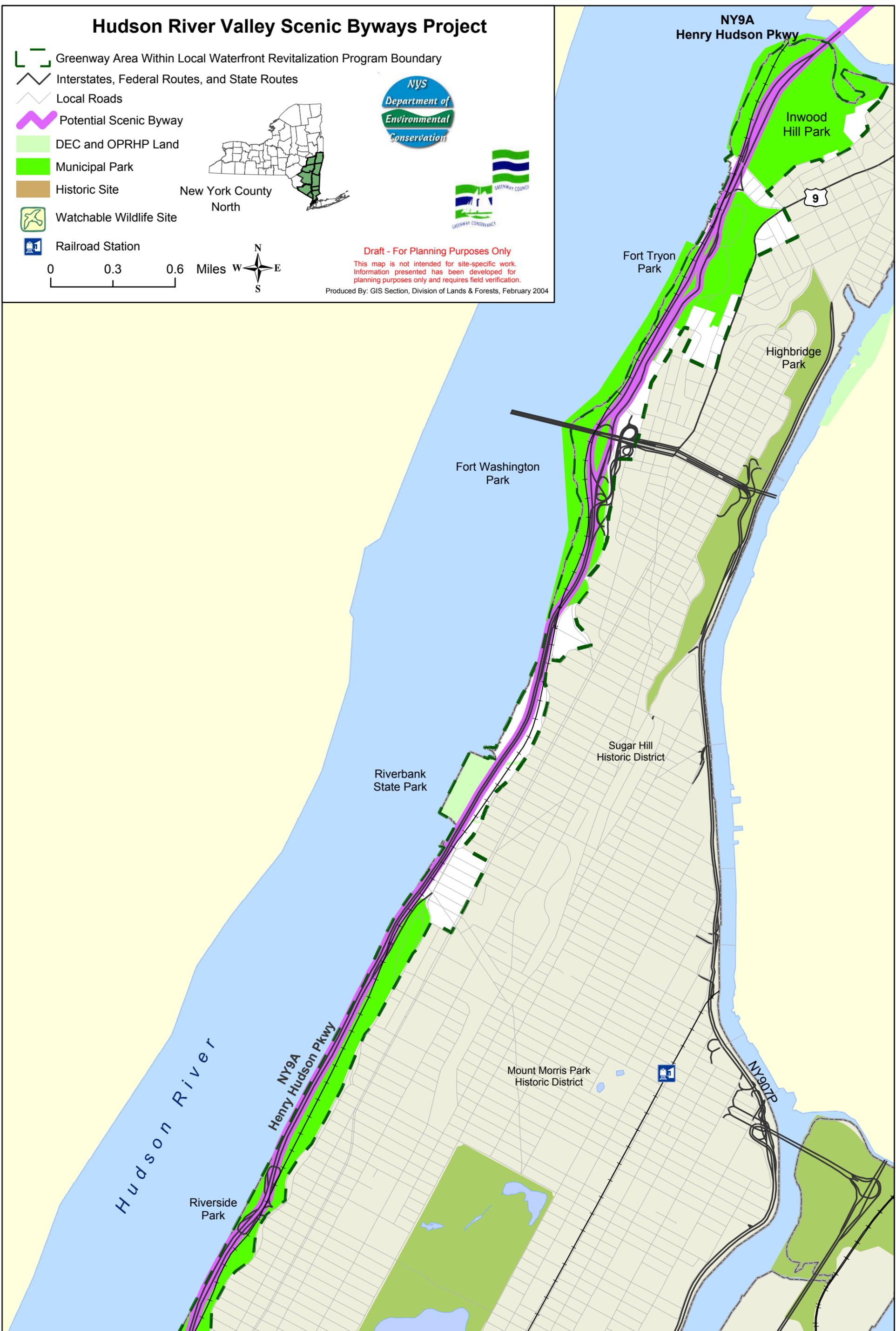
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Hudson River Valley Scenic Byways Project

-  Greenway Area Within Local Waterfront Revitalization Program Boundary
-  Interstates, Federal Routes, and State Routes
-  Local Roads
-  Potential Scenic Byway
-  DEC and OPRHP Land
-  Municipal Park
-  Historic Site
-  Watchable Wildlife Site
-  Railroad Station



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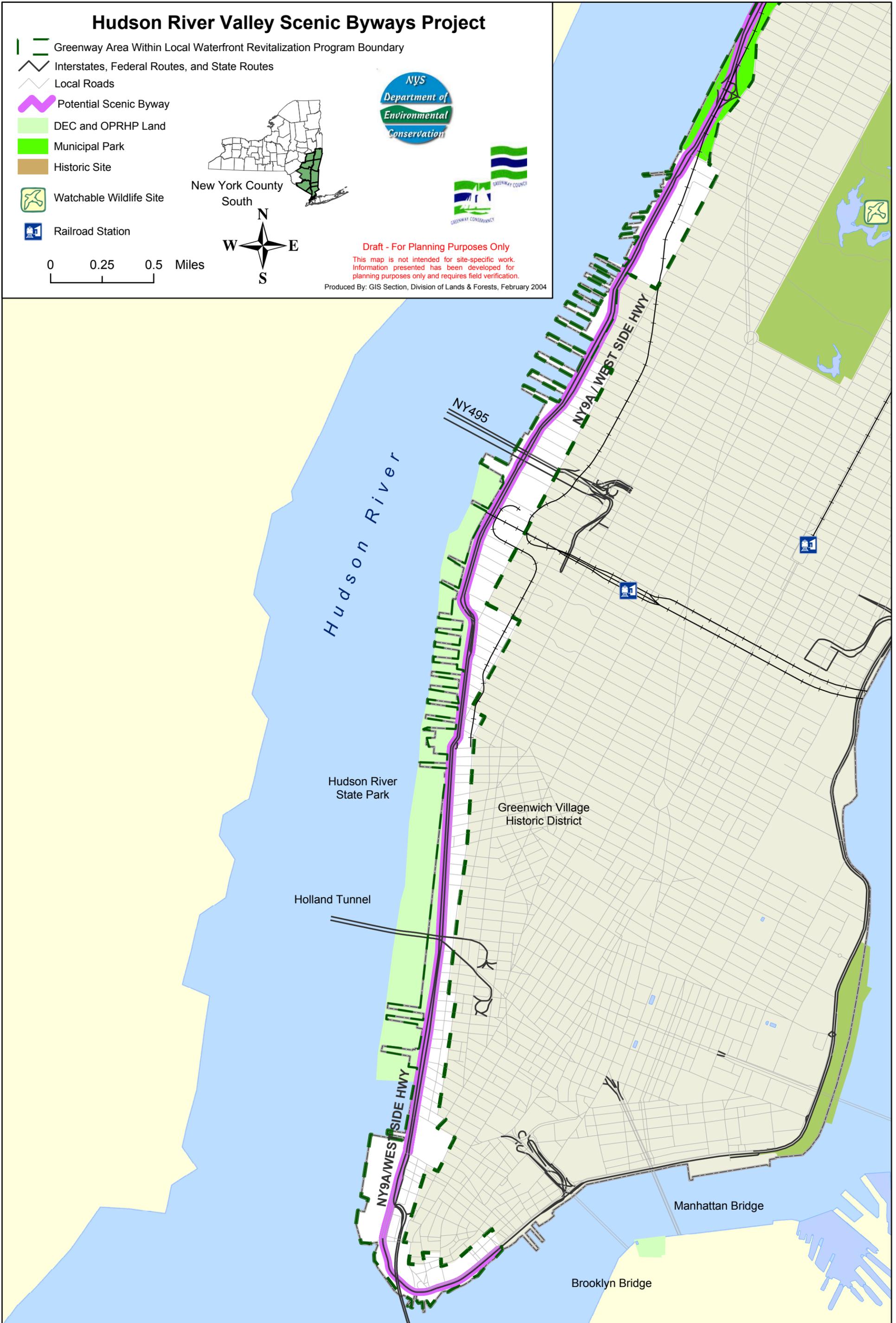
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-  Local Roads
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-  Municipal Park
-  Historic Site
-  Watchable Wildlife Site
-  Railroad Station



0 0.25 0.5 Miles

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SECTION C: APPENDICES

Appendix A

ARTICLE XII-C

NEW YORK STATE SCENIC BYWAYS PROGRAM

Section 349-aa. Statement of intent.

349-bb. New York state scenic byways program.

349-cc. New York state scenic byways advisory board.

349-dd. Components.

§ 349-aa. Statement of intent. The legislature hereby finds that certain portions of the state highway system are notable for their scenic, historic, recreational, cultural and archeological value and worthy of designation as scenic byways to provide special consideration of their unique features and special role in the highway system.

The legislature further finds that the public interest would be served by the formation of a coordinated scenic byways program to enhance recreation, preserve and protect scenic, historic, recreational, cultural and archeological resources, encourage economic development through tourism, improve the transportation system, and educate residents and visitors of the history and culture of this state.

The legislature further finds that several programs administered by various agencies of state government exist to assess scenic quality of highway corridors, to maintain state highways and rights-of-way, and to plan for recreation to promote economic development through tourism.

The legislature further finds that several not-for-profit organizations exist to encourage public participation in the enhancement of designated highway routes, and to coordinate and promote tourism along such designated highway routes.

It is therefore the intent of the legislature to establish a scenic byways program in the department of transportation to guide and coordinate the activities of state agencies, local governments and not-for-profit organizations in order to create a comprehensive program that will better serve the public interest.

§ 349-bb. New York state scenic byways program. 1. The commissioner shall establish within the department a program to be known as the New York state scenic byways program (hereinafter referred to as scenic byways program or program) to encourage and coordinate state actions and the activities of others which relate to the development, protection, promotion and management of scenic byways. For the purposes of this article, a “scenic byway” is a transportation route and adjacent area of particular scenic, historic, recreational, cultural or archeological

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characteristics which is managed to protect such characteristics and to encourage economic development through tourism and recreation.

2. To carry out the purposes of the scenic byways program, the commissioner is authorized:

(a) to plan, design, and develop the New York state scenic byways system;

(b) to make safety improvements to a highway designated as a scenic byway under this article to the extent such improvements are necessary to accommodate increased traffic, and changes in the types of vehicles using the highway due to such designation;

(c) to construct along the highway facilities for the use of pedestrians and bicyclists, rest areas, turnouts, highway shoulder improvements, passing lanes, overlooks, and interpretive facilities;

(d) to improve the highway to enhance access to an area for the purpose of recreation, including water-related recreation;

(e) to protect historical and cultural resources in areas adjacent to the highway; and

(f) to develop and provide tourist information to the public, including interpretive information about the scenic byway.

2. The commissioner is hereby authorized to apply for funding from any appropriate sources to further the purposes of the scenic byways program.

3. The commissioner is hereby authorized to enter into contracts with qualified, responsible not-for-profit organizations involved in scenic byways activities and the upstate New York tourism council for services relating to the development of the New York state scenic byways program or services relating to the operation, development or promotion of a specific scenic byway.

4. The commissioner is authorized to promulgate such regulations as may be necessary or desirable to implement the New York state scenic byways program.

§ 349-cc. New York state scenic byways advisory board. 1. An advisory board of state agencies with responsibilities related to the designation and management of scenic byways and not-for-profit organizations related to the promotion and development of scenic byways is hereby formed to advise and assist the department in the operation of its scenic byways program. The advisory board shall consist of the secretary of state, and the commissioners of the department of agriculture and markets, the department of economic development, and the department of environmental conservation, and the office of parks, recreation and historic preservation or their duly designated representatives. The commissioner shall appoint as members of the advisory board the chief executive officer, or

his or her duly authorized representative, of not-for-profit organizations related to the promotion and development of a scenic byway designated pursuant to this article, three representatives of organizations concerned with the preservation of scenic qualities, the motoring public and tourism development and members or representatives of the upstate New York tourism council and of the downstate New York tourism council. The commissioner, or his or her duly designated representative, shall serve as chair. Members of the advisory board shall receive no pay, but shall be eligible to receive actual and necessary expenses from their respective agencies, or for the expenses of representatives of organizations related to the promotion and development of a scenic byway, the preservation of scenic qualities, the motoring public and tourism development, from the department. The advisory board shall consult with the Adirondack Park Agency regarding scenic byways within the Adirondack Park. The advisory board shall also consult with the Hudson River Valley Communities Council regarding scenic byways within the Hudson River Valley Greenway as defined in article forty-four of the environmental conservation law. The advisory board shall consult with the upstate New York tourism council regarding scenic byways in the upstate New York region, and with the downstate New York tourism council regarding scenic byways in the downstate New York region.

2. The New York state scenic byways advisory board shall have the following duties:

(a) To develop and make recommendations to the commissioner on the organization and operation of a scenic byways program. Such recommendations shall include recommendations on the following:

(i) consideration of the scenic beauty and historic significance of highways proposed for designation as scenic byways and the areas surrounding such highways;

(ii) operation and management standards for highways designated as scenic byways, including strategies for maintaining or improving the qualities for which a highway is designated as a scenic byway, for protecting and enhancing the landscape and view corridors surrounding such a highway, and for minimizing traffic congestion on such a highway;

(iii) standards for scenic byway related signs, including those which identify highways as scenic byways;

(iv) standards for maintaining highway safety on the scenic byway system;

(v) measures to safely accommodate the largest variety of scenic byway users including, but not limited to, persons travelling by automobile, recreation vehicle, motor coach, bicycle, snowmobile, watercraft, horse and by foot;

(vi) design review procedures for location of highway facilities,

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landscaping, and travellers facilities on the scenic byway system;

(vii) procedures for reviewing and terminating the designation of a highway designated as a scenic byway;

(viii) such other matters as may be necessary or desirable to further the purposes of this program.

(b) To evaluate and recommend to the commissioner and the legislature amendments of the statutes and regulations relevant to the furtherance of a cohesive system of scenic byways.

3. The advisory board shall report to the governor and the legislature within one year of the effective date of this article, and by January first each year thereafter on the implementation of this program. In the first report required by this subdivision, the advisory board shall provide a scenic byways program implementation plan identifying essential components for the New York state scenic byways system, and recommending actions by the legislature that may be necessary to implement a cohesive and coordinated scenic byways program that will serve the goals of preserving and protecting scenic, historic, recreational, cultural and archeological resources, enhancing recreation, economic development through tourism and education in the history and culture of New York state.

§ 349-dd. Components. 1. The New York state scenic byways system is comprised of the following components:

(a) Adirondack Trail as designated by section three hundred forty-two-b of this chapter;

(b) Roosevelt-Marcy Memorial Highway as designated by section three hundred forty-two-e of this chapter;

(c) Seaway Trail as designated by section three hundred forty-two-f of this chapter;

(d) Olympic Trail as designated by section three hundred forty-two-i of this chapter;

(e) Revolutionary Trail as designated by section three hundred forty-two-j of this chapter;

(f) Black River Trail as designated by section three hundred forty-two-k of this chapter;

(g) Military Trail as designated by section three hundred forty-two-l of this chapter;

(h) Central Adirondack Trail as designated by section three hundred forty-two-m of this chapter;

(i) Dude Ranch Trail as designated by section three hundred forty-two-n of this chapter;

(j) Champlain Trail as designated by section three hundred forty-two-t of this chapter;

(j-1) Route 90 Scenic Corridor which shall consist of all that portion of state route 90 beginning at Montezuma in Cayuga county, traveling south along Cayuga lake turning east in King Ferry to Homer in Cortland county.

(j-2) Champlain Canal byway which shall consist of all that portion of the state highway system beginning at the Waterford Cohoes bridge and continuing north on state route thirty-two to its junction with United States route four in the town of Waterford, Saratoga county and continuing north on United States route four to its intersection with state route twenty-two in the village of Whitehall, Washington county and continuing north on state route twenty-two to the vicinity of canal lock twelve in Washington county;

(k) highways designated as scenic roads pursuant to article forty-nine of the environmental conservation law;

(l) parkways as listed in the regulations of the commissioner of the office of parks, recreation and historic preservation pursuant to section 13.03 of the parks, recreation and historic preservation law and similar highways operated and maintained by other state agencies.

2. As part of its reports to the governor and the legislature, the scenic byways advisory board shall recommend amendments to this article adding, deleting or modifying components of the New York state scenic byways system.

Appendix B

Environmental Conservation Law (ECL)

ARTICLE 49-PROTECTION OF NATURAL AND
MAN-MADE BEAUTY

TITLE I- NATURAL AND MAN MADE BEAUTY

§ 49-0101. Legislative findings

The legislature hereby finds and declares that:

The state enjoys an abundance of natural and man-made beauty which great]y enriches the lives of the people of this state. The preservation, enhancement and promotion of this beauty will Contribute significantly to the enjoyment of the people who live and work in the state, as well as the millions of visitors who come to the state each year. Further efforts by state government are needed to coordinate and promote programs contributing to the natural and man-made beauty, and to provide advice and assistance to local governments.

§ 49-0103. General functions, powers and duties of the department

The department shall have the power and it shall be its duty to:

1. Develop, after consultation with local governments and interested persons, groups and institutions, policies and programs to preserve and enhance the natural and man-made beauty of the state, and encourage, facilitate and assist in the coordination of the activities of the various state agencies in furtherance of such policies and programs.

2. Advise, encourage and assist local governments in the development and coordination of policies, programs and activities, and in the full utilization of powers vested in local governments by the

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Constitution and laws of the state, to preserve and enhance the natural and man-made beauty of the state.

3. Conduct and coordinate studies, surveys and inventories of the vast natural and man-made resources contributing to the beauty of the state by virtue of their scenic, aesthetic or cultural values.

4. Designate scenic sites, areas, and highways in the state and develop programs for their preservation and enhancement, including but not limited to programs to discourage littering, defacement, and blighting of such scenic sites, areas and highways.

5. Promote the application of aesthetic considerations in the location, design, construction and maintenance of state lands, projects and buildings.

6. Serve as a clearing house for information relating to the preservation and enhancement of natural and man-made beauty.

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Appendix C

STATE OF NEW YORK
DESIGNATED SCENIC ROADS
IN THE HUDSON RIVER VALLEY
Pursuant to Article 49 of the Environmental Conservation Law
- as of September 1994 -

COLUMBIA COUNTY

<u>Road Name</u>	<u>Town/Village</u>	<u>Length (miles)</u>	<u>Location Description</u>
NY Route 9J	Stockport (T)	0.38	From its junction with Brickyard Road south to an end point.
NY Route 9J	Stuyvesant (T)	1.67	From its junction with County Route 23A north to its intersection with railroad tracks.
Woods Road	Germantown (T) Clermont (T)	1.23 2.58	From a point 0.2 miles south of its intersection with NY Route 9G to the Dutchess County line.

DUTCHESS COUNTY

<u>Road Name</u>	<u>Town/Village</u>	<u>Length (miles)</u>	<u>Location Description</u>
Woods Road	Red Hook (T) Tivoli (V)	0.92 0.45	From the Columbia County line to a point past St. Paul's Church in the Village of Tivoli.
Santage Road	Red Hook (T)	0.58	From the Woods Road junction to the Stony Brook Street junction.

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Stony Brook Road	Red Hook (T)	0.72	From the Santage Road junction to the NYS Route 9G junction.
NY Route 199	Rhinebeck (T)	1.56	From the NYS Route 9G junction west to the Kingston-Rhinecliff Bridge.
River/Annandale Road, Rhinecliff, Morton and South Mill Road. Parts of the Road also known as County 103.	Red Hook (T) Rhinebeck (T)	4.08 9.14	From the NYS Route 9G junction southerly to the US Route 9 junction.
U.S. Route 9	Hyde Park (T)	2.30	From a point at the southern border of the Vanderbilt National Historic Site northerly to an end point.
Old Post Road and Golf Course Road*	Hyde Park (T)	2.55	From its junction with U.S. Route 9 northerly back to U.S. Route 9. From Old Post Road through the golf course to U.S. Route 9.*Note: This portion is no longer accessible.
Norrie State Park Roads	Hyde Park (T)	1.63	From the entrance to the park to Norrie Point and to the camping area.

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GREENE COUNTY

<u>Road Name</u>	<u>Town/Village</u>	<u>Length (miles)</u>	<u>Location Description</u>
County Route 61	Coxsackie (T) New Baltimore (T)	0.90 4.13	From the northern boundary of the Village of Coxsackie north 5.03 miles.
NY Route 385	Coxsackie (T) Athens (T)	3.00 0.48	From the southern boundary of the Village of Coxsackie south 3.48 miles.
NY Route 23	Catskill (V)	0.45	From its junction with NY Route 385 southeasterly to the Rip Van Winkle Bridge.
NY Route 23A	Hunter (T)	3.50	From the Hunter/Catskill town line northwest for 3.5 miles.
NY Route 214	Hunter (T)	6.80	From its intersection with NY Route 23A southwesterly to Neal Road.
Platte Cove (Mountain) Road	Hunter (T)	2.20	From its junction with Josh Road southeasterly to the border with Ulster County.
Platte Kill Road	Greenville (T)	0.80	From the junction with South Platte Kill Road, northwest 0.8 mile.
County Route 35	Greenville (T)	0.45	From the intersection with Red Mills Road, the portion also known as East Red Mills Road, crosses Basic Creek in an easterly direction.

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County Route 20	Durham (T)	4.00	From the Schoharie County line east to Durham (this portion being also known as Susquehanna Turnpike);
		0.80	then continuing south to Cochrane Road (this portion being also known as Dugway Road);
		0.70	then continuing east to the junction with Gulf Schoolhouse Road; then excepting an approximately .1 mile segment from Gulf Schoolhouse to the forked intersection at Stonebridge Road;
		0.90	then continuing south to Sutton Road;
		3.00	then continuing east through Cornwallville to the junction with County Route 20B.
County Route 10	Durham (T)	1.40	From County Route 20 (Susquehanna Turnpike) south to the Town line.
Cochrane Road	Durham (T)	3.00	From County Route 20 (Susquehanna Turnpike) east to rejoin County Route 20 (at the southern end of Dugway Road).
Prink Hill Road	Durham (T)	0.70	From County Route 20 (Susquehanna Turnpike) south to Cochrane Road.
Stonebridge Road	Durham (T)	1.00	From Shady Glen Road west to County Route 20.

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Cunningham Road	Durham (T)	0.40	From the Town line east to Sutton Road.
Sutton Road	Durham (T)	3.40	From Cunningham Road east to County Route 20.
Cornwallville Road	Durham (T)	0.30	From County Route 20 in Cornwallville south to the Flinn Road junction; then excepting the approximately 1.2 mile segment between Flinn Road and Fall Creek; then continuing to the Hervey Street junction; then excepting the approximately .3 mile segment between Hervey Street and Throp Creek;
		0.80	
Cornwallville Road		0.40	then continuing east to a point beyond the next creek (unnamed); then excepting the approximately .5 miles remaining to the NYS Route 23 junction.

ORANGE COUNTY

<u>Road Name</u>	<u>Town/Village</u>	<u>Length (miles)</u>	<u>Location Description</u>
Old Storm King Highway (NY Rte. 218)	Cornwall (V) Cornwall (T) Highlands (T)	0.68 1.67 3.48	From Bayview Avenue in the Village of Cornwall southerly to the US Route 9W junction.
US Route 9W	Cornwall (T and V) Highlands (T)	3.10 2.42	From the junction with Old Storm King Highway (NY Rte. 218) north to the Angola Road junction.

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NY Route 302	Crawford (T)	4.10	From Burlingham Road junction north to VanKeuren Road junction.
Bear Mountain State Park Roads	Palisades Interstate Park Commission.	8.27	Roads within Bear Mountain State Park, including Seven Lakes Drive, US Route 9W, US Rte.202, road to Iona Island, and others located in Orange and Rockland counties.

PUTNAM COUNTY

<u>Road Name</u>	<u>Town/Village</u>	<u>Length (miles)</u>	<u>Location Description</u>
Bear Mountain - Beacon Highway	Philipstown (T)	7.85	From the Westchester County line north to the Village of Cold Spring southern boundary.

ULSTER COUNTY

<u>Road Name</u>	<u>Town/Village</u>	<u>Length (miles)</u>	<u>Location Description</u>
River Road	Esopus (T)	3.93	From its junction with US Route 9W north to rejoin US Route 9W.

WESTCHESTER COUNTY

<u>Road Name</u>	<u>Town/Village</u>	<u>Length (miles)</u>	<u>Location Description</u>
NYS Route 22	Bedford (T)	1.64	As Jay Street, from the Reservoir Road junction to the Cantitoe/ Maple/ Girdle Ridge junction;

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		2.83	then continuing, as Cantitoe Street, to an end point.
Reservoir Road	Bedford (T)	0.53	From NYS Route 22 east to the Maple Avenue junction.
Maple Avenue	Bedford (T)	0.40	From the NYS Route 22/ Girdle Hill Road junction north to an end point.
Millers Mill Road	Bedford (T)	1.00	From the Middle Patent Road junction east to Long Ridge Road junction.
Bear Mountain Bridge Road (NY Route 6 & 202)	Cortlandt (T)	2.90	From the Bear Mountain Bridge southerly to an end point.
Bear Mountain-Beacon Highway (NY Route 9D)	Cortlandt (T)	0.23	From the Bear Mountain Bridge northerly to the Putnam County line.
U.S. Route 9	Sleepy Hollow (V)	1.70	Between the Mount Pleasant-Sleepy Hollow border and the intersection with NY Route 448.

BRIDGES

<u>Bridge Name</u>	<u>Length (miles)</u>	<u>Location Description</u>
Rip Van Winkle Bridge	0.80	Spans the Hudson River between Greene and Columbia Counties.
Kingston-Rhinecliff Bridge	1.40	Spans the Hudson River between Ulster and Dutchess Counties.

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Mid-Hudson Bridge	0.60	Spans the Hudson River between Ulster and Dutchess Counties.
Newburgh-Beacon Bridge	0.50	Spans the Hudson River between Orange and Dutchess Counties.
Bear Mountain Bridge	0.35	Spans the Hudson River between Rockland and Westchester Counties
Tappan Zee Bridge	2.89	Spans the Hudson River between Rockland and Westchester Counties.

Appendix D

Hudson River Valley Greenway Legislation

(For the complete Hudson River Valley Greenway legislation, please visit the HRV Greenway website <http://www.hudsongreenway.state.ny.us>)

§44-0109. Designation

The Hudson river valley greenway is hereby designated to include the counties, including all cities, towns and villages therein, of Westchester, Rockland, Orange, Putnam, Dutchess, Ulster, Columbia, Greene, Albany, Rensselaer and in Saratoga county, the town and village of Waterford; provided the greenway shall not include any area of Greene and Ulster counties within the Catskill park as defined in subdivision two of section 9-0101 of this chapter. In addition, in the city of New York the greenway shall include the areas of Bronx and New York counties that are both adjacent to the Hudson River and included as of the effective date of this section within the boundaries of such city's waterfront revitalization program prepared pursuant to article forty-two of the executive law. For purposes of the powers and duties of the council and conservancy regarding the Hudson river valley, such powers and duties shall be limited to the geographic area of the greenway as designated in this section.

(Added L.1991, c. 748, § 10; amended L.1991, c. 749, § 5; L.1995, c. 225, § 4.)

HISTORICAL AND STATUTORY NOTES

1995 Amendments. L.1995, c. 225, § 4, added sentences relating to Bronx and Manhattan areas and geographical limitation of powers and duties to designated areas. For eff. date, see note below.

1991 Amendments. L.1991, c. 749, § 5, eff. Dec. 31, 1991, included Rockland County and Waterford town and village and substituted exclusion of areas of Greene and Ulster counties within Catskill park as defined by s 9-0101(2) for exclusion of areas within blue line of Catskill park and areas in Saratoga county outside Waterford but in Hudson-Mohawk urban cultural park.

Effective Date of Amendment by L.1995, c. 225; Expiration Unaffected. Amendment by L.1995, c. 225, effective July 26, 1995, provided that application, qualification, expiration or repeal of any provision of law amended by any section of this act to be applied or qualified or to expire or be deemed repealed in the same manner, to the extent and on the same date as the case may be as otherwise provided by law, pursuant to L.1995, c. 225, § 13, set out as a note under ECL 44-0103.

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Effective Date. Section effective Dec. 31, 1991, pursuant to L.1991, c. 748, s 18; as amended L.1991, c. 749, § 19; L.1992, c. 388, § 6.

1995 Amendments. Subd. 1, opening par. L.1995, c. 225, § 9, substituted reference to southern boundary of greenway for reference to Westchester-New York City border. For eff. date, see note below.

1991 Amendments. Subd. 1, opening par. L.1991, c. 749, § 14, eff. Dec. 31, 1991, in sentence beginning "The conservancy shall" substituted "trail or pathway system" for "trail or pathway".

Effective Date of Amendment by L.1995, c. 225; Expiration Unaffected. Amendment by L.1995, c. 225, effective July 26, 1995, provided that application, qualification, expiration or repeal of any provision of law amended by any section of this act to be applied or qualified or to expire or be deemed repealed in the same manner, to the extent and on the same date as the case may be as otherwise provided by law, pursuant to L.1995, c. 225, s § 13, set out as a note under ECL 44-0103.

Effective Date. Section effective Dec. 31, 1991, pursuant to L.1991, c. 748, § 18; amended L.1991, c. 749, § 19; L.1992, c. 388, § 6.

APPENDIX E

TITLE IX—HUDSON RIVER VALLEY NATIONAL HERITAGE AREA

(For the complete Hudson River Valley National Heritage Area legislation, please visit the HRV Greenway website <http://www.hudsongreenway.state.ny.us>)

SEC. 904. Hudson River Valley American Heritage Area

a. Establishment.--There is hereby established a Hudson River Valley National Heritage Area (in this title referred to as the "Heritage Area").

b. Boundaries.--

1. In general.--Except as otherwise provided in paragraph (2), the Heritage Area shall be comprised of the counties of Albany, Rensselaer, Columbia, Greene, Ulster, Dutchess, Orange, Putnam, Westchester, and Rockland, New York, and the Village of Waterford in Saratoga County, New York.

2. Areas excluded.--The Heritage Area shall not include any of the following:

A. The counties of Greene and Columbia

B. Those portions of the counties of Rensselaer and Dutchess located entirely within the 22d Congressional District of New York (as such district exists on the date of the enactment of this Act).

The following was added by Section 324, PL 105-83 (1997)

Notwithstanding section 904 (b) of Public Law 104-333, hereafter, the Heritage Area established under section 904 of title IX of division II of Public Law 104-333 shall include any portion of a city, town, or village within an area specified in section 904 (b) (2) of that Act only to the extent that the government of the city, town, or village, in a resolution of the governing board or council, agrees to be included and submits the resolution to the Secretary of the Interior and the management entities for the Heritage Area and to the extent such resolution is not subsequently revoked in the same manner.

c. Management Entities.--The management entities for the Heritage Area shall be the Hudson River Valley Greenway Communities Council and the Greenway Conservancy (agencies established by the State of New York in its Hudson River Greenway Act of 1991, in this title referred to as the "management entities"). The management entities shall jointly establish a Heritage Area Committee to manage the Heritage Area.

Appendix F

§ 153-1 HISTORIC ROAD PRESERVATION

Chapter 153

HISTORIC ROAD PRESERVATION

- § 153-1. Purpose and legislative intent.
- § 153-2. Definitions.
- § 153-3. Conflict with area and zoning regulations.
- § 153-4. Administration.
- § 153-5. Designation criteria and procedure.
- § 153-6. Recording of historic road boundaries.
- § 153-7. Historic road maintenance and alterations.
- § 153-8. Penalties for offenses.

[HISTORY: Adopted by the Town Board of the Town of Clarkstown 1-15-2002 by L.L. No. 1-2002. Amendments noted where applicable.]

GENERAL REFERENCES

Historic Review Board — See Ch. 25.
Zoning — See Ch. 290.

§ 153-1. Purpose and legislative intent.

- A. The Town Board of the Town of Clarkstown determines that certain roads in the Town should be protected by reason of their significance to the history of the town, county, state and nation. Specifically, the purpose of this chapter is to:
 - (1) Designate, protect, preserve and maintain certain roads within Clarkstown which shall qualify, under the definitions stated in this chapter, as historic roads.
 - (2) Set criteria for designation of roads within the Town which may be found to qualify.
 - (3) Provide for the educational, cultural, tourism/recreational, environmental, aesthetic, economic and general welfare benefits which are derived from such historic road preservation.

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B. Legislative intent.

- (1) It is the legislative intent and spirit of this chapter to:
 - (a) Preserve, protect and enhance Clarkstown's rich historical, architectural, aesthetic and cultural resources.
 - (b) Foster civic pride in its heritage, and enjoyment of the scenic qualities.
 - (c) Ensure the harmonious and orderly growth and neighborhood character of the districts.
 - (d) Preserve the natural environment of the roads.
 - (e) Protect and respect the many properties which have received commendation for their historic importance by the state, and are listed on the National Registry of Historic Places.
- (2) It is, therefore, with this purpose and intent in mind that this chapter is adopted.

§ 153-2. Definitions.

As used in this chapter, the following terms shall have the meanings indicated:

HISTORIC ROAD:

- A. Any road, or portion thereof, of historical value or aesthetic interest by reason of its antiquity as a cultural or heritage resource to the town, the county, the state or country may be classified as an historic road. Historic roads may be any specific highways, avenues, streets or other transportation routes located within the Town which are found to contain historic qualities and lend themselves to effective preservation and interpretation and are so designated under procedures set forth in this chapter.
- B. The designation boundary for an historic road shall include the entire length and width of each designated road, including any rights-of-way held by the Town of Clarkstown, unless otherwise specified at the time of designation. In the event only a portion of a road is classified as historic, then the designation boundary shall accurately reflect such portion, its length and width, including any

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rights-of-way held by the Town of Clarktown, unless otherwise specified at the time of designation.

§ 153-3. Conflict with area and zoning regulations.

- A. This chapter shall include portions of historic roads found within all currently designated historic areas. Whenever there is a conflict between the regulations of an historic road and an historic area, the more restrictive of the two shall apply.
- B. Within the boundaries of each identified historic road, both the regulations provided herein and all zoning regulations¹ shall apply. Whenever there is a conflict between the zoning regulations and the regulations provided herein, the more restrictive of the two shall apply.
- C. The intent of this regulation is that the public interest in preserving the quality of historic road corridors outweighs any proposed change which would alter their historic characteristics.

§ 153-4. Administration.

The administration of this chapter, which shall include all procedures necessary to implement the stated purpose of this chapter, shall rest solely with the Town Board.

§ 153-5. Designation criteria and procedure.

Classification, criteria and procedure for consideration and designation of historic roads shall be as follows:

- A. Any interested person may request the designation of an historic road by submitting a written application to the Town Board. Upon receiving an admissible application for designation or deciding to initiate designation on its own motion, the Town Board shall cause such application to be placed on the agenda for discussion and establishment of a future date for a public hearing at a Town Board meeting. The Town Board may, at its discretion, refer the application to the Historical Review Board for comment.

¹ Editor's Note: See Ch. 290, Zoning.

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B. Criteria for historic roads:

- (1) The Town Board shall review and consider for designation as "historic" any roads which substantially conform to the following criteria:
 - (a) Roads on which events occurred that have made a significant contribution to, are identified prominently with or which represent the broad cultural, political, economic, military or social history of the town, and from which an understanding and appreciation of the larger patterns of our American heritage may be gained.
 - (b) Roads associated with the lives of persons nationally or locally significant in the history of the United States or that figured prominently in nationally significant events.
 - (c) Roads significantly associated with an important historical event that represents some great idea or ideal of the American people.
 - (d) Roads that embody the distinguishing characteristics of a specific type of construction, or a notable design representing the work of a master builder or engineer, or the travel routes of a specific civilization.
 - (e) Roads that have produced information by shedding light upon historical periods over large areas of the Town of Clarkstown.
- (2) To possess historic significance, a road must possess integrity.
 - (a) For an historic road designation, integrity means original location, including direction, curves, angles and intangible elements of feeling and association.
 - (b) It is desirable that each historic road contain sufficient land on either side of its corridor to preserve all the significant historical or cultural features associated with the road and to be able to preserve such additional lands as may be needed to protect the historic scene of the road and provide unobtrusive buffers.
 - (c) The road and its authentic historically related environment should lend itself to effective preservation and interpretation.

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- (3) All interested parties have the right to confer with and present testimony to the Town Board throughout the designation process.
- C. During the interim period, wherein a road is under formal consideration for designation as "historic," all necessary maintenance activities shall adhere and conform to § 153-7A and B of this chapter. All scheduled alterations and/or improvements on such road are hereby stayed and held in abeyance until the Town Board has formally confirmed or denied the designation as "historic." The interim period commences once the Town Board receives an admissible application for designation or decides to initiate designation by its own motion.
- D. The Town Board shall hold a public hearing on due notice within 45 days after submission of an admissible application for designation.
 - (1) Notice of the public hearing shall be by publication in the official newspaper of the Town at least 10 days in advance of the hearing.
 - (2) The hearing notice shall indicate the complete designation boundary of the road, or portion thereof, offered for consideration and designation as historic. One copy of the hearing notice shall be sent to all agencies and parties listed in § 153-6 of this chapter.
 - (3) Copies of the notice shall be mailed to all property owners abutting the road, or portion thereof, which is the subject of the application.
- E. Formal confirmation or denial of the designation shall occur only at a publicly noticed Town Board meeting.

§ 153-6. Recording of historic road boundaries.

Upon its confirmation of the designation of any historic road, the Town Board shall immediately cause such property to be so designated on the Zoning Map of the Town of Clarkstown. A copy of the revised Zoning Map, this chapter and a designated analysis encompassing all its noteworthy features shall be promptly delivered to:

- A. The Town Clerk.
- B. The Zoning Board of Appeals.

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- C. The Planning Board.
- D. The Architecture and Landscape Commission.
- E. The Historical Review Board.
- F. The Superintendent of Highways.
- G. The Building Inspector.
- H. The Zoning Administrator.
- I. The Director of the Department of Environmental Control.
- J. The Town Code Enforcement Officer.
- K. The Rockland County Superintendent of Highways.
- L. The New York State Department of Transportation (Regional Office).
- M. The Rockland County Commissioner of Planning.
- N. New York State Thruway Authority.
- O. All pertinent utility companies.
- P. Rockland County Board for Historic Preservation.

§ 153-7. Historic road maintenance and alterations.

- A. Routine maintenance.
 - (1) Routine maintenance shall be carried out so as to preserve, to the highest degree possible, the historic and scenic features of all such designated roads while ensuring the general safety of the traveling public. Routine maintenance shall not include any or all of the following activities:
 - (a) Widening of the travel portions of historic roads, except at the intersections of paved roadways for safety reasons.
 - (b) Changes of grade.
 - (c) Straightening or realignment.
 - (d) Removal of stone walls and/or removal of bridges.
 - (e) Removal of mature trees, except where dead, seriously diseased or damaged.
 - (f) Paving existing unpaved historic roads.

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- (2) On historical roads or portions thereof that are dirt, gravel or unpaved, maintenance on the traveled portion of the road shall be done in a manner to minimize root damage to bordering trees.
- B. Natural disasters. In the event of a natural disaster in which an historic road or portion thereof becomes impassable or unsafe for public travel, any and all emergency repairs may be undertaken to restore the road to its pre-disaster condition.
- C. Alterations and improvements.
 - (1) Neither the Town Board nor the Superintendent of Highways shall alter, improve or otherwise authorize an alteration or improvement to an historic road or portion thereof without reviewing and conforming, to the maximum extent practicable, to the review guidelines below. Alteration of historic roads shall be discouraged except for reasons of the health, safety and welfare of the traveling public.
 - (2) As some historic roads or portions thereof within the Town of Clarkstown may be county or state roads, the Rockland County Superintendent of Highways and the New York State Department of Transportation shall follow the guidelines in this section to the maximum extent possible.
- D. Certificate of appropriateness.
 - (1) A certificate of appropriateness shall be required before work can commence on any designated historic road or portion thereof, and such certificate shall be granted by the Town Board based upon the advisory recommendation of the Clarkstown Superintendent of Highways and the Historical Review Board. Such certificate shall be required for any of the following:
 - (a) Demolition of historic roads or replacement of the same.
 - (b) Relocation, realignment, widening, reducing of width or any other physical change or alteration.
 - (c) Material change of the type of wearing surface by addition, reconstruction, alteration or maintenance.
 - (d) Changes in existing environment along either or both sides of the road corridor, including any additional or new construction of physical structure, change to the natural resource base,

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including significant removal of flora, change in topography or installation of permanent signage which would have a negative impact on the historic road.

- (e) The construction of new transportation routes adjacent to the designated historic road, including primary roads, secondary roads and nonpublic service roads.
 - (f) Changes in the road design, including width, slope, drainage, clearance (overhead and lateral obstructions) and pitch.
 - (g) Changes in the type of zoning and/or construction regulations for the land area adjacent to either or both sides of the historic road corridor.
 - (h) Changes in or the addition of new permanent signs, street lighting, sidewalks, sewer systems, curbs, barriers, medians, tire-stops, telephone poles and various types of public parking lots.
 - (i) Changes in the type of designation in terms of type of transportation route (secondary route, primary road, etc.).
- (2) In formulating such recommendations with respect to any application for a certificate of appropriateness, the Town Board shall consider;
- (a) The effect of the proposed work in altering, destroying or affecting the historic/scenic features and qualities of the road, tempered with the particular management needs of each individual road and of the region, in light of the general safety and welfare of the traveling public.
 - (b) The relationship between the results of such proposed work and the preservation of Clarkstown's rich historical, aesthetic and architectural resources.

§ 153-8. Penalties for offenses.

The Town Board may institute any appropriate action or proceeding necessary to prevent an unlawful demolition, alteration, improvement or repair to any historic road or portion thereof so designated under this chapter.

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*The Red Rooster on Route 22, a local landmark
Putnam County*

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Old Storm King Highway, Orange County

