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Orange County Greenway Compact

Proposed Final Draft - January 9, 2013

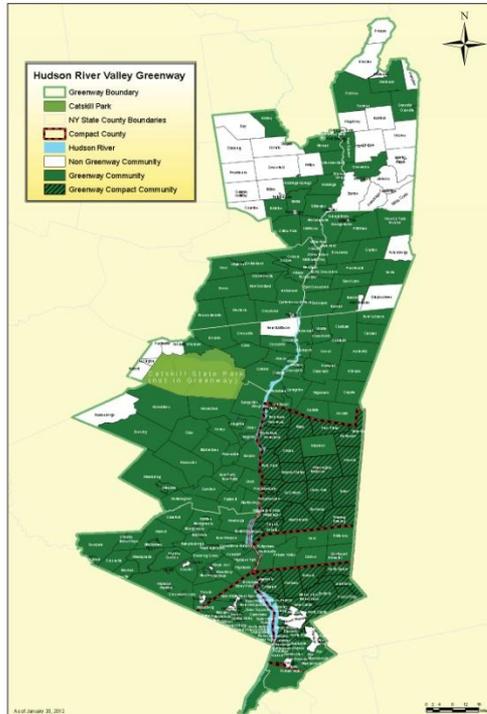
Orange County Greenway Compact Initiative

**Greenway Council
March 13, 2013**

Part I
A Greenway Compact for Orange County

What is the Greenway?
Orange County planning and the five Greenway Criteria

The Hudson River Valley Greenway Act describes the "Greenway Criteria" as "the basis for attaining the goal of a Hudson River Valley Greenway". The Criteria - natural and cultural resource protection, regional planning, economic development, public access and heritage and environmental education - provide the overall vision for voluntary local Greenway programs and projects. The general nature of the Greenway criteria allows communities to develop locally-based projects which address community concerns while contributing to the overall framework of the Hudson River Valley Greenway.



Greenway Compact
1: Resource Protection
2: Economic Development
3: Public Access
4: Regional Planning
5: Heritage and Environment Education

Process to Date

- Analysis of County and Municipal Plans
- Early outreach to PB Chairs at OCCF
- Develop graphic concept
- On-going review by OCPBc
- Presentation to Greenway Council 03.13.13

Next Steps

- Council Approves Compact at 06.12.13 mtg
- OC Rules & Intergovernmental Affairs Committee approval
- OC legislature approves on July 2
- On-going municipal outreach post 06.12.13

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Greenway Compact
1: Resource Protection
2: Economic Development
3: Public Access
4: Regional Planning
5: Heritage and Environment Education
Open Space
Built Environments
Corridors
Transportation
Economic Development
Housing and Neighborhood Preservation
Environmental Infrastructure
Historic and Cultural Resources
Design Manual

Greenway Document Structure

Introduction: Why this is important.
The Greenway Compact Program

Part I: A Greenway Compact for Orange County
• Alignment with the 5 Greenway Principles

Part II: Strategies for Quality Communities
• The Priority Growth Area Concept
• The Vision for Quality Communities

Part III. Introduction to the Orange County
Design Manual

Synthesize Three Documents

- Municipal Plans
- OC Comprehensive Plan
- OC Design Manual

Typical Pages in Part I: Alignment with Greenway Principles

Greenway Principal 3 Public Access

Greenway Compact

1: Resource Protection

2: Economic Development

3: Public Access

4: Regional Planning

5: Heritage and Environment Education

Promote increased public access to the Hudson River through the creation of riverside parks and the development of the Hudson River Valley Greenway Trail System.

Strategies for Quality Communities:

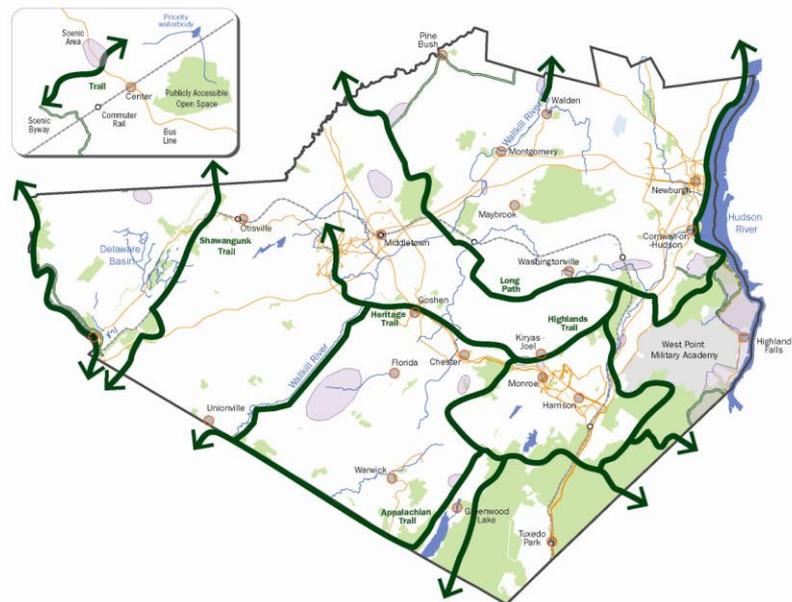
Orange County promotes mobility of all kinds through several strategies. Enhancement of transit services – commuter rail, but especially bus – is essential to mitigate auto-oriented sprawl and to provide equal access for all of the County's residents to all of the County's – and the region's – natural, cultural and economic resources. Corridors of all kinds must be context sensitive and designed to support biking and walking so that residents can reach the important places in their communities including schools, stores, parks and transit stops.

Quality Communities also depends on promoting alternative modes – biking and walking. The plan calls for a robust trail network that can link the many cultural and natural resources in the county. Three signature trail networks – the Orange Heritage trail, the D & H Canal trail and the Hudson River Greenway - anchor a robust network of local trails and bike routes that enable people to experience their surroundings. The Hudson Riverfront is a world-class resource and both the County Comprehensive Plan and the numerous local plans for the abutting municipalities, call for enhances access to the River. But as with the trail network, there are waterfront access opportunities at every scale, including hundreds of smaller lakes, rivers and streams. For this reason the plan is assertive in promoting both sensible development practices and conservation. By bringing the residents of Orange County into contact with these resources, access creates the knowledge and commitment that are essential to the long-term stewardship of these resources.

Design Manual: Links

To promote access and mobility in all of its forms, the Design Manual presents strategies under the theme of Links. Links explains how to connect all aspects of the built and natural environment by creating as fine grained a street and-block network as possible, by promoting new trails and by enabling all forms of mobility to reduce dependence on the automobile. To accomplish this, the Design Manual presents these objectives: Maximize Connectivity, Design Streets for People, and Manage the Automobile. The design details address connections and mobility, such as multi-modal roadway design, parking design, and trail networks.

Orange County Recreational Trails



Typical Pages in Part II: Strategies for Quality Communities

Open Space
Parks and Recreation Goal

Utilize and adequately maintain the County's existing parks and strategically acquire or facilitate the preservation of additional parkland, more prominent vistas and develop facilities to meet the needs of all users.

With the County's population expected to grow substantially in the next twenty years, quality of life – and in turn the economic viability of the County – will depend in part on providing recreational opportunities of the highest order. An increasingly diverse population will have increasingly diverse needs and the County will continue to work with the municipalities to locate and then connect the most strategic opportunities. Because financial resources will always be constrained, institutions, especially schools, will be essential partners by enabling more flexible and diverse activities into our biggest civic investment.



Finally, a comprehensive multi-purpose trail – also a core principal of the Greenway Compact – will not only create a signature recreational resource, but will create both a physical and emotional link between Orange County's many diverse communities.

"Provide small parks, commons, and plazas to encourage a public focus for the Village Center."
- Village of Greenwood Lake Comprehensive Plan, 1997.

"Increase opportunities for bike use through development of a marked citywide bikeway system that coordinates with the Orange Heritage trail and of public bike racks to facilitate such transportation mode."
- City of Middletown Comprehensive Plan, August 2001

Design Manual: See Detail N20



Nature

Create the urban forest

- Landscape parks and plazas

Create linked open spaces

- Link protected resource areas on individual parcels
- Create and link parks and greenways

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OC Comp Plan Objective

Summary of Comp Plan Objective

Excerpts from Municipal Documents

Relevant Design Manual Principals

Relevant Design Manual Detail

Typical Pages in Part II: Strategies for Quality Communities

Corridors
Roadway Corridors Goal

Maintain the separate and distinct character of different segments of roadway corridors

By thinking of roadways in terms of discreet and distinct segments, each with its own character and purpose, the speed, volume and design of roads can support the communities they pass through. By making this fit, communities can avoid the appearance of the typical commercial strip.

The essential strategy is to think of roads as more than asphalt surfaces for moving cars and trucks: to think of them as public spaces. That perspective suggests a number of questions that will lead to good roadway planning and design: What is this road like to walk and bike along? What natural features do people see as they move along this road? Do the buildings look like they relate to each other, or do they create visual discord? Most importantly, are the buildings along the road sited in a way that helps define the space of the street?

Design guidelines for different road segments can insure that new development addresses these questions. Because there is often turnover along commercial strips, design guidelines can incrementally transform them into environments that are more attractive and pedestrian oriented. Zoning can encourage development in those places where commercial uses already exist, resulting in nodes of development that can support walking and become transit stops.

Design Manual: See Detail L40

Links
Design streets for people

- Design for pedestrians and bicycles
- Design beautiful streets

Typical Suburban Parking Reduced Parking Ratio Sidewalk Oriented Development

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OC Comp Plan Objective

Summary of Comp Plan Objective

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Relevant Design Manual Detail

Typical Pages in Part II: Strategies for Quality Communities

Economic Development Quality of Life Goal

Enhance, support and maintain the County's quality of life to attract an educated, highly skilled and diversified workforce and high earning businesses demanding a range of skills

To be competitive, Orange County must continue to offer quality living environments that attract strong and diverse workforce.

The downtowns and village centers in the Priority Growth Areas not only capture growth that would sprawl into the landscape, but offer the diverse housing options that suits an ever-more skilled and diverse workforce as well as the kinds of in-town-living experiences that young business professionals and entrepreneurs are looking for. The trail networks that link the many natural and cultural resources, as well as the waterfronts along the Delaware, Wallkill and Hudson Rivers, create another kind of open space resource attractive residents and the new workforce. Linking to the larger Hudson River Greenway network is one of these signature opportunities

Tourism is an area where emphasizing Orange County's many assets not only creates amenity, but has direct economic benefits by bringing people from across the region to the front doors of Orange County businesses.

Communities can reinforce their downtowns and village centers by adopting the kinds of design guidelines presented in the Orange County Design Manual and by expediting review for community-supporting development.



Active village centers attract talented workers.

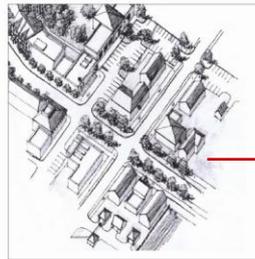
Open Space
Built Environments
Corridors
Transportation
Economic Development
Housing and Neighborhood Preservation
Environmental Infrastructure
Historic and Cultural Resources

Design Manual: See Detail C65

Communities

Create beautiful neighborhoods

- Orient buildings to streets
- Promote context-sensitive design



OC Comp Plan Objective

Summary of Comp Plan Objective

Relevant Design Manual Principals

Relevant Design Manual Detail

Typical Pages in Part III: Introduction to the OC Design Manual

The Design Manual introduction includes a page that explains how the document is organized. There are three sections:

Places: Where to Grow
Best-practice designs are presented for five neighborhood types.

Details: What to Do:
Best-practice details are presented around three themes: Nature, Connectivity and Communities

Tools and Actions:
How to Do It
Planning tools, regulatory tools and administrative actions are described.

How the Manual is organized

This manual is organized in to three sections:

Section 1:

PLACES

WHERE to grow

The first part of the manual describes best-practices for accommodating growth in each of five types of places. Each place-type has been assigned an icon to assist navigation by the user.

Downtowns:
infill in existing centers

Edges:
extend existing centers

Corridors:
re-make the commercial strips

Crossroads:
complete emerging centers

New Neighborhoods:
insure sustainable development in the landscape

In each case, the best-practice design study is explained in terms of the three themes described above—Nature, Links and Communities. The best-practice design details are keyed into the drawings so that the user can see where the various details apply. The detail numbers can also be used to navigate to the other sections of the manual.

At the end of this section, there is a collection of **Case Studies**. The Place icons are used to suggest the degree to which a particular case study is representative of one of the five place-types.



- Directly related
- ◐ Partially related
- Indirectly related

Section 2:

DETAILS

WHAT to do

The second part of the manual is a collection of design details which can be used to implement the best-practice objectives.

The numbers of the details, as well as the edges of the pages on which they appear, are color-coded according to the three themes described above—Nature, Links and Communities.

Section 3:

TOOLS & ACTIONS

HOW you need to do it

The third part of the manual explains the tools and strategies that can be used to implement the best-practice objectives.

Planning Tools & Actions: These are the documents that set out the goals and objectives of the community and that will be implemented through regulations and administration. The Comprehensive Plan is the most fundamental of these, but planning documents can include are specific or resource-specific plans, economic development plans, and transportation plans.

Regulatory Tools & Actions: These are the laws and regulations that are used control development. Zoning is its various forms is the most fundamental of these, but this can also include other kinds of regulations, such as laws affecting natural resources

Administrative Tools & Actions: These are actions that governments can take that shape development, such as capital expenditures on different kinds of infrastructure (roads, water, sewer), purchasing of development rights, public-private partnerships, or the administration of various review procedures, such as design and site-plan review.

Again, these are organized into the three major themes—Nature, Links and Communities—and color-coded accordingly. The details associated with each of the strategies are repeated here so that the detail numbers and the best-practice strategies can be used by the reader to navigate back to the type of place in the first section or to the detail itself in the second section.

In the **Appendix** at the end of the manual, various Tools and Actions are described in terms of the Purposes, Issues and Advantages associated with each. Also, there is a brief explanation of the requirements for local capacity, such as the cost of new studies, or the administrative burdens of new review procedures.

Typical Pages in Part III: Introduction to the OC Design Manual

The **Places** section of the Design Manual describes preferred development patterns for the kinds of places that will be familiar to you and can be found in every community: Downtowns, the Edges of downtowns, Corridors, Crossroads and New Neighborhoods.

The preferred designs are explained in terms of the smart growth objectives of Nature, Links and Communities. The design details associated with the smart growth objectives are located on the plans so that you can understand where particular details are most applicable.

Design Manual

PLACES

WHERE to grow

Downtowns – Infill the Centers



Downtowns are places that already contain a mix of activities associated with a complete community: places to shop, to work, civic and public spaces and a wide variety of housing types. Municipal services (water, sewer) are in place and it is capable of accommodating some forms of transportation.

Edges – Expand the centers



Edges are places into which the street-and-block network and land use patterns of a downtown can be extended. It may be completely undeveloped land, but it is more likely that it will be a place that already has some development and infrastructure but at a greatly reduced density so that there is an opportunity for a significant increase in development.

Corridors – Retrofit the strip



A commercial corridor is a road that is lined with auto-oriented commercial uses. While there may be other kinds of activities within the surrounding area, the commercial corridor is almost entirely single use. With a few exceptions in small areas, the environment is built around the automobile, so much so that auto access is excessive in scale and creates a hostile environment for pedestrians.

Crossroads – Complete a new center



Crossroads are places that already have some of the ingredients of a new center but at lower densities: perhaps there are some auto-oriented commercial uses; often there may be a fire station, town hall or other civic use; it is surrounded by developable lands that are suitable for future walkable neighborhoods.

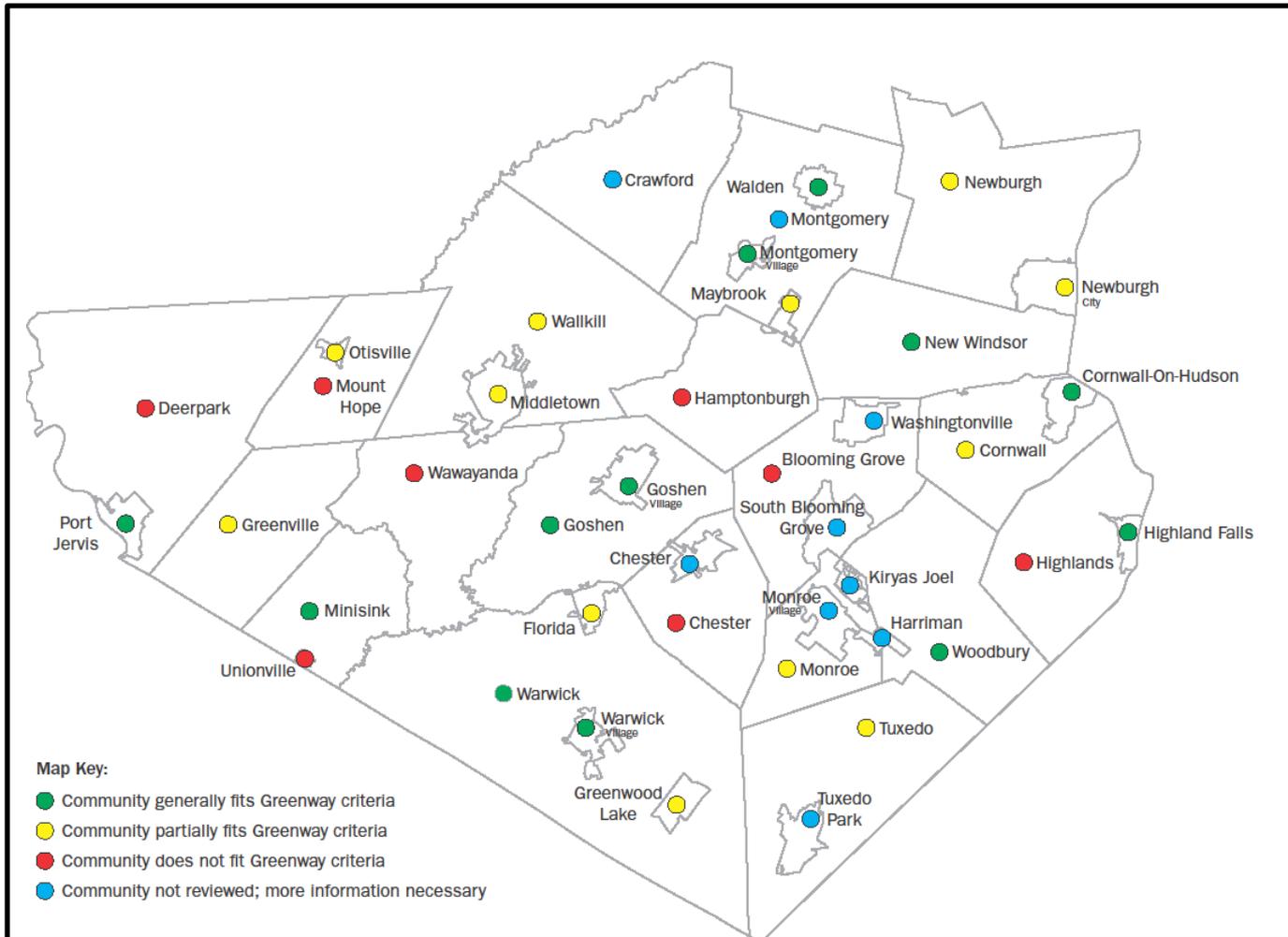
New Neighborhoods – Build communities



New neighborhoods are places that are largely undeveloped, but are still appropriate for new development. These are mainly residential places in a wide variety of housing types. But to be "complete communities" these include some amount of neighborhood retail and services, opportunities for live-work space, and civic uses.

Next Steps

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