



# Town of Shawangunk Comprehensive Plan Update

## A Sustainable Vision for the Town and Its Hamlets VOLUME II

April 2021

Adopted by the Shawangunk Town Board on May 20, 2021

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## APPENDIX A: HAMLET BASELINE CONDITIONS

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# TOWN OF SHAWANGUNK HAMLET AND CORRIDOR STUDY

## EXISTING CONDITIONS REPORT



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*Prepared for:*

**Town of Shawangunk  
Town Board**



**January 2018**

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## **I. INTRODUCTION**

The Town of Shawangunk last revised its Comprehensive Plan in 2003. Among its many goals and objectives, the Town has sought to expand opportunities for residential and nonresidential development within those areas of the Town that have historically been the Town's "centers", i.e., its hamlets. The Town of Shawangunk contains two major hamlet areas, Walker Valley and Wallkill, where residential, commercial, retail and industrial uses are mixed and concentrated. The 2003 Comprehensive Plan also recognized the existence of several other hamlets, including Ulsterville, Dwaar Kill, Lake Estates<sup>1</sup> and Bruynswyck, although these have not been planned to accommodate a mix of development in the same manner as Walker Valley and Wallkill.

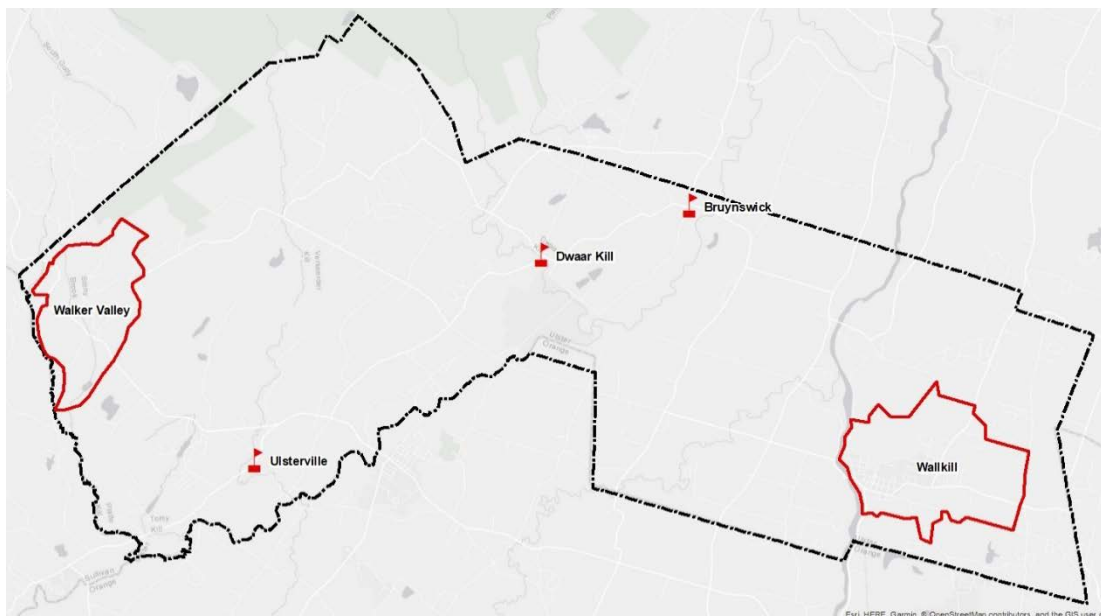
The hamlet of Walker Valley is located along NYS Route 52, just south of Sam's Point Preserve and is located in the foothills of the Shawangunk Mountains. NYS Route 52 is the major arterial road serving and providing access to western Shawangunk and runs northwest-southeast. It connects western Shawangunk to the hamlet of Pine Bush in the adjoining Town of Crawford, and is a state-designated scenic byway. Within the Town, Walker Valley is the most accessible "center" within the Town for residents of western Shawangunk. In terms of its population, in 2010, it was estimated by the U.S. Census Bureau that there were approximately 853 residents in the Walker Valley Census Designated Place (CDP), which encompasses the hamlet center as well as lands to the north and south, extending from Wilkins Road to the end of Marl Road. The median age of residents was 39.7 years of age. Most households are family households, but 36.7 percent had children under the age of 18. The majority of the 297 occupied housing units in the Walker Valley CDP were owner-occupied, although 16.8 percent of the housing units were rented. The median household income was \$102,375 in 2017.

The hamlet of Wallkill is located in southeastern Shawangunk on the east side of the Wallkill River. Two major arterial roads enter Wallkill, NYS Route 208 which runs roughly north-south, and NYS Route 300 which runs roughly east-west and connects Wallkill to the City of Newburgh approximately 13 miles away. Other rural centers close to Wallkill include the hamlet of Gardiner seven miles to the north, and the Village of Walden, three miles south in Orange County. In terms of the hamlet's population in 2010, it was estimated by the U.S. Census Bureau that there were approximately 2,288 residents in the Wallkill Census Designated Place (CDP), which encompasses the hamlet center and lands extending from the river to Plains Road, and from Reservoir/Birch Road to Borden/Strawridge Road. The median age of residents was 38.8 years of age. Most households are family households (72.2 percent), and 35.1 percent had children under the age of 18. The majority of the 849 occupied housing units in the Wallkill CDP were owner-occupied, although 31.7 percent of the housing units were rented. The median household income in 2017 was \$75,938.

Although both the CDP areas are larger than the hamlet's proper, it provides an order of magnitude sense of the population in and around the hamlets.

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<sup>1</sup> This is actually not a historic hamlet, but a residential subdivision.



*Figure 1: The location of hamlets within the Town of Shawangunk*

The Town’s hamlets are vital to the functioning of the Town, and the Hamlet and Corridor Study will examine how they can become more vibrant and attractive, meet the needs of the populations they serve, and accommodate uses that further enhance and support the Town’s tax ratable and economic base. The Town has initiated a planning process which consists of the following phases:

- Examine the Existing Conditions present in the Walker Valley and Wallkill, and along the Route 52 corridor, including current land use, the zoning that regulates development, transportation and utility availability, and the environmental constraints which may limit development. This report summarizes the Existing Conditions prevalent in the hamlets;
- Obtain public input from Shawangunk residents, business people, and property owners, to assess what the community thinks are the strengths and weaknesses of the hamlets, and what are the opportunities for their revitalization. This information will be gathered through participation in public workshops, as well as an online public survey;
- Once public input is gathered, a plan of action will be developed to revitalize the hamlets, including ensuring that the development regulations “fit” the vision for the communities expressed by the public.

This Existing Conditions Report presents an in-depth review of existing land uses and zoning, utility, transportation, environmental resources, and development patterns within the hamlets. Throughout this document, “Existing Conditions” are outlined with statements regarding how the Town has progressed since the approval of the 2003 Comprehensive Plan. This includes information on how well the goals in the original plan have been met and/or have not been met. This Report also provides conceptual ideas with regard to one particular improvement – a walkable trail and corridor park along the Wallkill River within the Wallkill hamlet. This Existing Conditions Report includes an analysis of the following:

- Existing Land Use and Zoning
  - Walker Valley Zoning
  - Walker Valley Current Comprehensive Planning
  - Walker Valley Land Use Pattern
  - Wallkill Zoning
  - Wallkill Current Comprehensive Planning
  - Wallkill Land Use Pattern
- Environmental Resources
- Historic & Visual Resources
  - History
  - National Register Historic Sites
  - Visual Resources
- Transportation
  - Vehicular Transportation
  - Alternative Transportation

## II. EXISTING LAND USE AND ZONING

The pattern of land use, and the intensity and density of land use, is governed by the Town’s zoning regulations. The Comprehensive Plan in 2003 reflected the public’s preferences for how the Town should grow, and the Town Board adopted zoning regulations that were consistent with the public’s vision of the hamlets at that time – these regulations are now under review as part of this planning effort. A series of zoning districts encompass areas of each hamlet, and establish the uses that are allowed within each district. The zoning districts that presently regulate the “core” hamlet centers where nonresidential uses are allowed are the Small Business (SB), Mixed-Use Business-Conservation (MB-C), Hamlet of Wallkill Gateway (HWG) and Hamlet (H-1). Surrounding the hamlets, lands are generally zoned to allow low-density residential uses, agricultural uses, and preserved open space within the Land Conservation (LC), Ridge Stewardship District #1 (RS-1), Ridge Stewardship District #2 (RS-2) and Residential Agricultural 1 through 4 (R-Ag1 through R-Ag4) districts. In the Zoning Law, each zoning district is guided by a purpose which states the intent of each zone, and which guides discretionary land use decisions made by the various Town boards (**Table 1**).

TABLE 1: DISTRICT PURPOSES	
District	Purpose
<b>Hamlet Center Zoning Districts</b>	
<b>Hamlet (H-1)</b>	The purpose of the H-1 zoning district is to provide for the orderly growth of established <b>mixed-use hamlet centers</b> to maximize the benefit of municipal sewer and water systems; to promote a <b>harmonious</b> development of <b>residential neighborhoods and non-residential uses</b> in a way that enhances the values of all such uses; to attract new development to the hamlet areas and away from agricultural land and away from locations that could compromise or diminish important natural, cultural, historic and/or open space resources and to create conditions which are otherwise conducive to carrying out the purposes of this section.



TABLE 1: DISTRICT PURPOSES	
District	Purpose
Small-Scale Business (SB)	The purpose of the SB district is to provide a location for a <b>variety of retail, service, and other small businesses, where such businesses can reinforce each other and provide attractive places for residents, shopkeepers, and visitors to congregate and do business</b> , while maintaining the traditional character of the rural landscape.
Mixed Use Business-Conservation (MB-C)	<p>The Town of Shawangunk desires to balance the growth of commercial enterprises which provide employment and increase tax ratables with the need to preserve and integrate open space into the community, protect water resources (especially groundwater), and retain the historic character and commercial vitality of the hamlet of Wallkill. The purpose of the Mixed Use Business-Conservation District (MB-C) is to allow <b>planned development in a business park setting</b> that will help the town to achieve such a balance, while encouraging phased growth and efficient use of the hamlet of Wallkill's water and sewer infrastructure, complementary uses that reinforce one another and reduce automobile trips, prevention of strip commercial development on Routes 208 and 300, and flexibility of design and layout to protect environmental resources and create attractive places for people to work, live, and congregate.</p> <p>The Town also desires to ensure that such development is compatible with adjoining land uses, with the hamlet of Wallkill especially its scenic NYS Route 208/300 Gateway, and with the historic landscape and buildings in the Town, especially in the area of the Borden Home Farm. Any business park developed within the Borden Home Farm Historic Overlay District shall comply with the requirements of §177-6.M.</p>
Hamlet of Wallkill Gateway (HWG)	The Town of Shawangunk recognizes the area north and east of the Hamlet of Wallkill, along State Routes 208 and 300, as a Gateway to the Hamlet and finds that development of this area in a visually attractive manner with a focus on architectural and landscaping design, enhancement of traffic and pedestrian safety along traveled routes, and provision of appropriately-scaled site lighting and signage is of public concern and is required for the protection of the general welfare of the community. <b>The purpose of this zoning district is to allow for a variety of uses which can enhance and promote the aesthetic standards set forth for this district, ensure traffic safety for vehicles and pedestrians, and provide an appropriately designed visual transition between the rural areas of Town and the concentrated business area of the Hamlet.</b>
Surrounding Zoning Districts	
Land Conservation District (LC)	Surplus lands associated with the Galesville Army Airport are a significant and important open space resource within Shawangunk and have the potential to provide for the present and future recreational needs of Town residents. <b>The purpose of this district shall be to provide a location for the preservation of permanent open space and limited development by the Town of Shawangunk for a variety of indoor and outdoor recreational activities.</b> This zoning district encompasses all surplus lands of the federal government, which have been transferred to the Town of Shawangunk and as identified on the Zoning Map.
Ridge Stewardship District (RS-1)	The purpose of the RS-1 zoning district is to <b>protect the fragile and rare environmental resources and scenic beauty of Shawangunk Ridge by restricting development that would mar the scenic landscapes of the</b>

TABLE 1: DISTRICT PURPOSES	
District	Purpose
	<p><b>Town's higher elevations and by establishing a density of development appropriate for the protection of the thin and fragile soil conditions and associated rare plant and animal habitats found there.</b> To promote the health, safety and general welfare of the residents of the Town Board finds and determines:</p> <p>(a) That the natural, open character of the Shawangunk Ridge is a critical feature of the unique heritage of the Town whose preservation enriches and benefits both residents and visitors;</p> <p>(b) That it is desirable to protect panoramic views of the ridge as well as sensitive natural habitats on the Shawangunk Ridge;</p> <p>(c) That the Shawangunk Ridge forms the headwaters for a watershed covering large and developing region. Several tributaries of the Shawangunk Kill, the majority of which are classified "A" (drinkable) by the New York State Department of Environmental Conservation, flow off the eastern flank of the Ridge through the Town, and all individuals and families residing in the Ridge Stewardship District 1 rely on the bedrock aquifer found within the fractured rock as a source of water;</p> <p>(d) That recreational opportunities are to be protected including support of local and regional trail systems;</p> <p>(e) That preservation of these features while providing for appropriate development can only be achieved by encouraging flexibility in the design of land use and development projects;</p> <p>(f) That due to the significant and unique physical and natural attributes of the lands within this Ridge Stewardship District #1 including, without limitation, the extreme slopes, fragile soils and unique vegetation found therein, the future development of this important area of the Town shall be restricted as herein set forth;</p> <p>(g) That lands within this Ridge Stewardship District #1 are of extreme importance to the people of the Town of Shawangunk and that this area is among the most significant, unique and environmentally sensitive areas of the Town of Shawangunk and of the Hudson Valley.</p>
Ridge Stewardship District 2 (RS-2)	<p>The purpose of the RS-2 zoning district is to <b>protect the fragile and rare environmental resources and scenic beauty of Shawangunk Ridge by restricting development that would mar the scenic landscapes of the Town's higher elevations and by establishing a density of development appropriate for the protection of the thin and fragile soil conditions and associated rare plant and animal habitats found there.</b> To promote the health, safety and general welfare of the residents of the Town Board finds and determines:</p> <p><i>(a-e same as RS-1)</i></p> <p>(f) That the significant and unique physical and natural attributes of the lands within this the RS-2 zoning district closely parallel those attributes of the RS-1 zoning district but are not completely identical. As such the future development of this important area of the Town shall be restricted as herein set forth;</p> <p>(g) That the lands within RS-2 zoning district are of major importance to the people of the Town of Shawangunk and that this area</p>

TABLE 1: DISTRICT PURPOSES	
District	Purpose
<b>Residential-Agricultural 1 (R-Ag 1)</b>	The purpose of this district is to provide for the <b>orderly growth of established residential centers</b> ; to prevent overcrowding of the land; to regulate those uses which are not compatible with residential neighborhoods; and to create conditions which are otherwise conducive to carrying out the purposes of this chapter.
<b>Residential-Agricultural 2 (R-Ag 2)</b>	The purpose of this district is to <b>provide reasonable standards for the development of residential areas in the vicinity of established residential centers</b> ; to encourage a greater variety of lot sizes and housing types; to control activities not compatible with moderate-density residential development; and otherwise to create conditions conducive to carrying out the purposes of this chapter.
<b>Residential-Agricultural 3 (R-Ag 3)</b>	The purpose of this district is to <b>discourage the scattering of residential subdivision development and commercial, industrial and other urban-type uses in those areas of the town which, due to steep grades and inaccessibility to public services, are not suitable for intensive development</b> ; to provide for the regulation of housing densities in such areas; and to otherwise create conditions conducive to carrying out the purposes of this chapter.
<b>Residential-Agricultural 4 (R-Ag 4)</b>	The purpose of this district is to <b>encourage the continuation of agriculture and low density uses compatible with the soil, topography and location of this district</b> ; to control activities not compatible with agriculture and related low-density development; and otherwise to create conditions conducive to carrying out the broad purposes of this chapter.
<b>A-I Airport Industrial (A-I)</b>	The purpose of this district is to <b>provide a location for light industrial uses where such uses can have access to a state highway</b> , where practical, while being screened from view along such highway. Such uses are more compatible with general aviation operations than with most other types of uses and are, therefore, suitably located in proximity to a general aviation airport. Such proximity also offers special advantages for high-technology, communications, and other businesses that need convenient access to aircraft. This district offers a location that has competitive advantages in attracting high-technology industrial development, while minimizing visual and traffic impacts. All development in this district must comply with the requirements of the AQ-O Overlay District.
<b>Borden Home Farm Historic Overlay (BH-O)</b>	The purpose of the Borden Home Farm Historic Overlay District (hereafter the "BH-O District") is to <b>establish clear guidelines for future development and preservation of portions of the Borden Home Farm area. On the "Core Farm," where there is an existing cluster of historic buildings, the goal is to maintain its integrity and character.</b> In the surrounding area, where new development is likely to occur because of its proximity to state highways and water and sewer services, the objective is to protect the scenic and historic character of the landscape, which is the setting and context for the Core Farm, and to integrate new development sensitively into the rural landscape.
<b>Aquifer Protection Overlay (AQ-O)</b>	The Town of Shawangunk finds that protection of groundwater is essential to promoting the health, safety, and welfare of the Town. The purpose of the AQ-O district is <b>to protect, preserve, and maintain the quality and quantity of the groundwater resources which the Town depends upon for its present and future public water supply</b> , for the



TABLE 1: DISTRICT PURPOSES	
District	Purpose
	public water supply of the Village of Walden, and for numerous private wells in the Town of Shawangunk and the Town of Montgomery. As used herein, "present and future" means any wells or springs currently in use for public water supply purposes, any potential wellhead areas that have been identified and are under study or planned for future use as well as those wellhead areas identified for study from the time so designated.
Source: Town of Shawangunk Zoning Law, 2018.	

The following sections describe the land uses found in each hamlet, and the zoning regulations that apply to properties there.

## A. WALKER VALLEY HAMLET AND CORRIDOR

### 1. EXISTING ZONING

The Walker Valley hamlet is zoned predominantly Small Business (SB) and surrounding properties are within the Residential-Agriculture 2 (R-Ag2) and Ridge Stewardship 2 (RS-2) districts (**Map 1 and 3**). The 55-acre SB zoned corridor includes parcels or portions of parcels that maintain frontage on NYS Route 52. It extends from approximately where Stony Brook crosses NYS Route 52 at Red Barn Road, to just south of Sawmill Lane, north of Basel Road. Outside of the SB zone, lands along the NYS Route 52 corridor are zoned R-Ag2, RS-2 and RS-1. **Table 2** identifies the uses allowed in the SB district. Commercial uses that are permitted by right are limited to eating and drinking establishments, offices, retail and personal and service uses. Mixed use buildings (a dwelling above a ground floor business) is also allowed. Most other commercial uses are allowed by special use permit approval. Also, single-family, two-family and multifamily residential uses are allowed by special use permit. However, because public sewer and water is not present in the hamlet, the density of any residential development even in the higher density SB zone is no more than one (1) dwelling per one acre of land.

TABLE 2: SB DISTRICT USES	
Permitted Uses	Special Permit Uses
<ul style="list-style-type: none"> <li>• Apartment above ground-floor business</li> <li>• Civic meeting hall</li> <li>• Community building</li> <li>• Family Day care center</li> <li>• Eating and drinking establishment</li> <li>• Essential services</li> <li>• Family Day Care Center</li> <li>• House of worship</li> <li>• Light industry subject to § 177-44</li> <li>• Nursery school</li> <li>• Office</li> <li>• Park, playground</li> <li>• Public school</li> <li>• Retail business and personal service establishment</li> <li>• Training Center</li> <li>• Home occupation (accessory)</li> <li>• Roadside stands (accessory)</li> </ul>	<ul style="list-style-type: none"> <li>• Accessory dwelling</li> <li>• Auto maintenance and repair shop</li> <li>• Auto fuel station</li> <li>• Bus garage</li> <li>• Bus station</li> <li>• Cemetery</li> <li>• Child Day Care Center</li> <li>• Clubs, lodges, and fraternal organizations</li> <li>• Commercial group</li> <li>• Commercial recreation, indoor and outdoor</li> <li>• Farm</li> <li>• Fast food restaurant, if located within a building containing mixed uses</li> <li>• Funeral home</li> <li>• Furniture-refinishing establishment</li> <li>• Laundry and dry-cleaning establishment</li> <li>• Miscellaneous Commercial-Residences</li> <li>• Motor vehicle sales (<i>LL 1 of 2015</i>)</li> <li>• Multi-family residential</li> <li>• Nursing home</li> <li>• Parking lot as principal use</li> <li>• Private school, limited to elementary and secondary education</li> <li>• Senior Citizen Housing</li> <li>• Self-Service Storage Facility</li> <li>• Single-Family Residential and two-family residential, per §177-29</li> </ul>
Source: Town of Shawangunk Zoning Law, 2018.	

Surrounding the Walker Valley hamlet center are lands that are zoned Ridge Stewardship 2 (RS-2) and Residential Agriculture 2 (R-Ag 2) which allow primarily low-density residential development at a density of no more than 2-3 acres per dwelling, and agricultural uses. The two zones include properties along the NYS Route 52 corridor to the north and west of the hamlet. These zones also generally encompass lands associated with the Shawangunk Ridge Critical Environmental Area (see **Maps 1 and 8**). Because lands surrounding Walker Valley allow only low density uses, there may be insufficient market demand from the surrounding residential population to support many retail and commercial uses. Rather, households at this time probably shop in Pine Bush or larger commercial communities.

The R-Ag 2 district surrounds most of the SB district and many large parcels within the Walker Valley hamlet are split between the R-Ag2 and SB district. The R-Ag2 district also encompasses all of the NYS Route 52 corridor extending from the SB district to the Town's border with Crawford. Fourteen (14) of the 54 parcels within the SB district are split zoned, two of which are residential flag lots. Split zoned parcels total 137 acres including almost 60 acres belonging to the World Buddhist Chan Jing Center. **Table 3** describes the required dimensional standards for lots in the zoning districts that encompass the Walker Valley hamlet and NYS Route 52 corridor.

TABLE 3: BULK REGULATIONS FOR WALKER VALLEY/NYS ROUTE 52 CORRIDOR ZONING DISTRICTS				
Bulk Dimension	SB	RS-1	RS-2	R-Ag2
<b>Minimum Lot Area – acre (ac) or square feet (sf)<sup>2</sup></b>				
Without public water and sewer	1 ac	7 ac	3 ac	2 ac
With public sewer	10,000 sf	7 ac	3 ac	1 ac
With public water and sewer	5,000 sf	7 ac	3 ac	1 ac
<b>Minimum yards (feet)</b>				
Front	30	50	50	35
Rear	50	100	100	50
Side				
One	25	50	50	35
Both	25	100	100	70
Minimum Lot Width (feet)	150	250	250	200
Minimum Lot Depth (feet)	150	200	200	200
Maximum Impervious Coverage (%)	30	15	15	15
<b>Maximum Height</b>				
Stories	3	3	3	3
Feet	35	35	35	35
Source: Town of Shawangunk Zoning Law, 2018.				

As the Walker Valley hamlet center does not have public water or sewer facilities, the minimum lot size in the SB district is one (1) acre. Existing lot sizes that are not split zoned are on average 0.63 acres which is fairly low density within a zone intended to accommodate higher density hamlet style development. Six (6) parcels that are entirely within the SB district are 1 acre or greater, including several residential parcels,

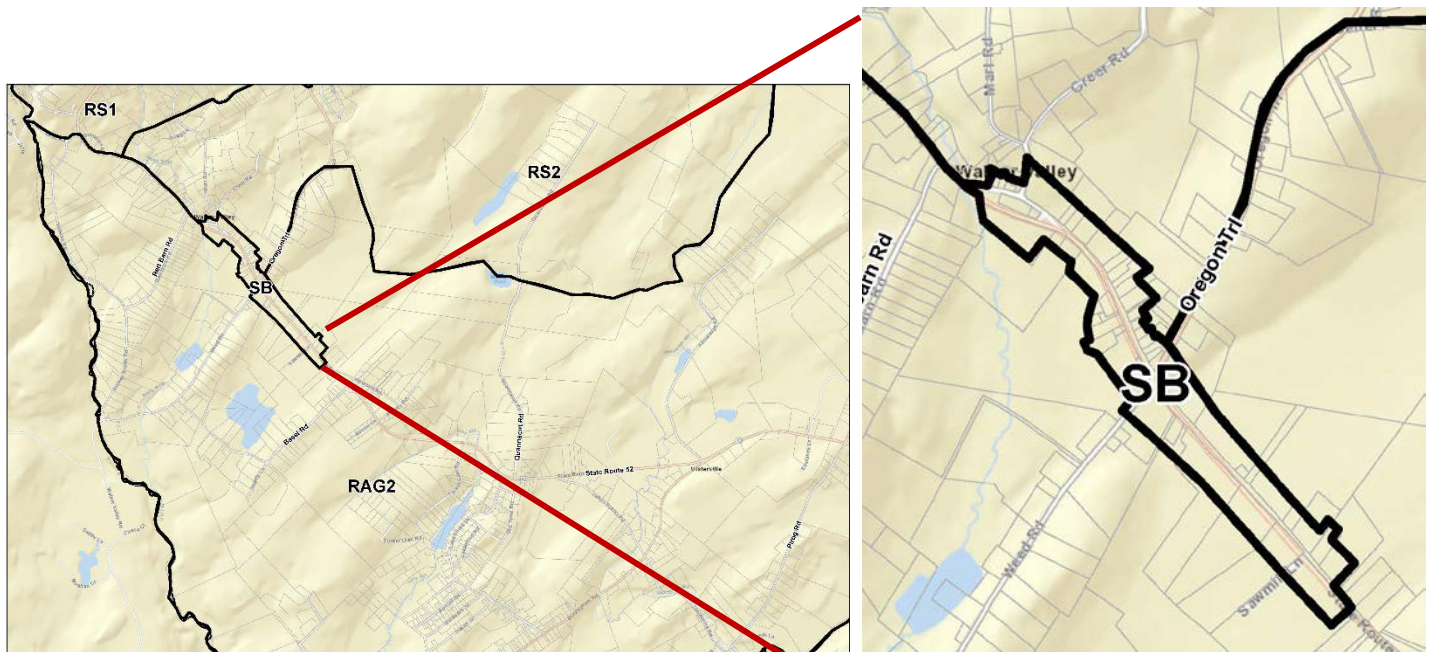


Figure 2: Close up view of parcels within the SB district of Walker Valley

<sup>2</sup> The minimum lot area must net out environmental constraints set forth in Section 177-11 of the Zoning Law.



a vacant parcel, the firehouse, restaurant and gas station. Where a use is proposed on a lot which does not meet the minimum lot area requirements, an area variance is required to develop the parcel, creating an additional regulatory burden. It should be noted that the special permit regulating the multifamily residential use do not reference the SB district. Thus, the provisions of 177-16 apply which allows one dwelling unit per minimum lot area. This density is not conducive to the establishment of multifamily residential uses in the hamlets, where the use is intended. Further, while the zone allows apartment over ground floor business as a permitted use, no standards exist for the number of apartments which are allowed, thus this has been interpreted as one dwelling is allowed over one ground floor business in the past, whether this was intended or not.

Split zoning can complicate the method by which setbacks are measured on an individual parcel and also can become a hurdle for interpreting whether a particular use is allowed on split zone parcels. In some places, the SB zoning district is approximately 150 feet in depth. If a developer is proposing a use that has a larger building footprint, it may be difficult to develop certain parcels for uses that are allowed exclusively in the SB district. Recently, an applicant was before the Planning Board proposing a mixed use development in Walker Valley, but has not returned in recent months to pursue the application. It is possible that the density of the development was insufficient to be marketable.

## **2. COMPREHENSIVE PLAN**

The Town of Shawangunk adopted its Comprehensive Plan in 2003 which contains goals and recommendations relevant to Walker Valley and its environs. When a comprehensive plan has been adopted, zoning regulations must be in accordance with the Plan as per NYS Town Law §272-a: *“All town land use regulations must be in accordance with a comprehensive plan adopted pursuant to this section.”* The Town acted on some of the recommendations, including completion of an Open Space Inventory, creation of a ridgeline stewardship zone and participation in the Shawangunk Mountains Scenic Byways Program. Goals remain relevant unless the comprehensive plan is amended or updated to coincide with changing community preferences. During preparation of the Comprehensive Plan, the public indicated that **hamlet revitalization** should be prioritized. The goals and recommendations specific to the Walker Valley hamlet are noted below. While goals provide a broad vision for the future for the Town of Shawangunk, recommendations outline specific discrete actions to accomplish a goal.

### **Walker Valley Specific Comprehensive Plan Goals**

- Promote the hamlets of Wallkill, Walker Valley, Ulsterville, Dwaar Kill, Lake Estates and Bruynswick as concentrations of mixed land uses, providing small-scale commercial services using principles of traditional neighborhood design.
- Encourage high-quality standards of design for all development in Shawangunk.
- Promote small-scale commercial development in all hamlets.
- Ensure that all areas of the Town are well maintained and attractive.
- Provide sites for appropriate small-scale industrial development in Shawangunk.

- Protect the important natural resources and views associated with the Shawangunk Ridge, including the Scenic Byway Route.
- Encourage residential development in or adjacent to the existing hamlets through incentives.
- Encourage low-impact home-based businesses in Shawangunk.
- Encourage the creation of attractive gateways for the major hamlets of Wallkill and Walker Valley, and the Route 52 corridor leading into Pine Bush.

### **Relevant Comprehensive Plan Recommendations**

- Create a traditional “crossroads” design overlay district,
- Encourage village-density housing in or adjacent to hamlets, where infrastructure permits,
- Continue Participation in the Shawangunk Mountains Scenic Byways Program,
- Incorporate design guidelines in the zoning ordinance,
- Improve community appearance by upgrading code enforcement,
- Create a gateway overlay zone, particularly designating a gateway between Ulsterville and the hamlet of Pine Bush.

The Comprehensive Plan provides details regarding the gateway overlay zone – it was intended to promote tourism and attract high-value added small industry in a visually attractive setting. The gateway overlay would focus on architectural and landscaping design, enhancement of traffic and pedestrian safety along traveled routes, and provision of appropriately scaled site lighting and signage. The gateway zone was not created along the NYS Route 52 corridor, and as further described below, a similar zone introduced to the Wallkill hamlet has not resulted in new development.

### **3. EXISTING LAND USE PATTERN**



Figure 3 1875 Map of Walker Valley

Existing land use is illustrated on **Maps 2 and 3**. NYS Route 52 enters Walker Valley from the west after crossing Shawangunk Ridge and Shawangunk Ridge State Forest. Large lot single family residential dwellings predominate the frontage of NYS Route 52 approaching Walker Valley, which provides a sense of a forested and open rural landscape. Less than half a mile from Red Barn Road which is the northern tip of the SB district, residential lots become smaller, homes are

visible from the road and indicators of residential businesses appear such as signage and commercial vehicle storage. A denser hamlet land use pattern is not apparent until Marl Road intersects with NYS Route 52, where the fire house, Walker Valley Veterinary Hospital, two auto mechanic businesses and the

community center are present. This coincides with the “historic” position of the Walker Valley hamlet shown on historic maps such as the image above from an 1875 Ulster County map.<sup>3</sup>

Despite being intended for retail, service and other small businesses, the SB district in Walker Valley is predominantly single family and two-family residential uses (of the 54 parcels within the SB district, 29, or 53% of parcels are single family or two family). The district also contains a post office, fire station, restaurant, gas station and mini-mart, a Methodist church (2 parcels) and a Buddhist temple (5 parcels) and associated residential and open space parcels in the same ownership. Retail and commercial service uses within the SB district also include Walker Valley Animal Hospital, Walker Valley Auto Realty and an antiques business which appears to be operated from a converted residence.

Most buildings within the SB district which encompasses the core of Walker Valley have small front yard setbacks from the road which provide a sense of entering the hamlet center – this is common in historic hamlets. Homes and businesses are visible from the sidewalk and public right-of-way and are clustered in a denser pattern with smaller lots and narrower lot widths than the surrounding area. Various public and institutional uses anchor the hamlet, such as the Mountain View United Methodist Church, an architecturally intricate and historically intact church with Gothic Revival elements. Its proximity to the post office, Memorial Garden and Cemetery and the only sit-down restaurant in the area provides a modest mix of uses within walking distance.

A sidewalk begins on the northbound side of Route 52 after Marl Road and Walker Valley Auto and continues until Oregon Trail. The sidewalk on the southbound side of the street starts or ends at Mountain View Methodist Church, just south of Third and Company restaurant. There are no crosswalks present to control pedestrian movement from businesses and dwellings on the northbound side of NYS Route 52 to the southbound side.

Continuing southeast on NYS Route 52 towards Pine Bush into the R-Ag2 district, the land use pattern along the road remains predominantly single family, large lot rural and agricultural in nature, with the exception of several commercial businesses scattered along the corridor which include: the Village Drop Shop (auto repair shop), William M. Gagan Funeral Home (along County Road 7 off NYS Route 52), a multi-tenant parcel containing Pine Bush Sweat Shop (health and fitness gym) Hudson Valley Limousine and Alfalla’s Well Drilling (including screened outdoor storage), Ruff House pet boarding, grooming and training. Bordering Pine Bush along the Verkeerder Kill lies Flannery’s Estate Services, Auctions and Antiques. Additionally, 250 acres of active agricultural land is accessed from NYS Route 52.

Non-residential uses along NYS Route 52 are generally clustered at the crossroads of major roads, notably Route 52 and Burlingham Road, and Route 52 and Johns Estate Road. These intersections form a small triangle with Burlingham Road and Johns Estate Road intersecting less than a mile south from the intersections at NYS Route 52. This southern intersection is the location of the small hamlet of Ulsterville which contains a local bar called Jimmy John’s Place, located in a residence dating back to the 1820’s<sup>4</sup>.

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<sup>3</sup> *Ulster County 1875, New York, Published by Walker and Jewett in 1875*

<sup>4</sup> Ulster County Real Property Database.

<http://imo.ulstercountyny.gov/propdetail.aspx?swis=515200&PrintKey=10400200040122100000>

Several residences at this crossroads date back to the 1800's and even the 1700's, though these are interspersed with homes mostly built between 1930 and the 2000's.

None of the land within Walker Valley or Ulsterville are connected to Town sewer or water services; a septic field and potable water well are required for any development within these areas. The implication is that any development will necessarily have to be located on a larger lot, which can diminish opportunities to create a dense, walkable environment.

It appears that there are numerous residential properties in the study area that may be operating home occupation uses. According to Town Zoning Law, home occupations are professions which are carried on within a residential dwelling by a resident or residents of that dwelling. Occupation are required to be operated by professionals licensed by the State of New York, whereas another use defined as a "residential business" may be run out of an accessory unit to carry out the business. The former is a permitted use in almost every district except for LC and the A-1 airport district and the latter is a special permit use only in the hamlet district. The zoning appears to be consistent with the goal of the 2003 Comprehensive Plan to "encourage low-impact home-based businesses in Shawangunk".

In summary, since the completion of the Comprehensive Plan in 2003, land use in the Walker Valley area has remained primarily unchanged. The Cobblestone Gas Station and Convenience store has remained a valuable resource and in addition to providing retail conveniences, now provides hot and cold food items prepared on site. Additionally, after a fire that destroyed the only food service establishment in the area, the building has been totally reconstructed to include residential use over a large restaurant. Of significant note is that the former Walker Valley golf course was purchased by a religious organization and the land is now exempt from property taxes. Additionally, that same entity has purchased several other properties within the SB district in the vicinity of the former golf course property, eliminating the availability of those parcels for commercial and other ratable economic development as is allowed in the Small Business zoning district. The following are images of uses found in Walker Valley.



*Figure 4: Entrance to the Walker Memorial Garden Cemetery*



*Figure 5: Mountain View United Methodist Church*





Figure 6: Village Drop Shop



Figure 7: Potential home occupation or residential businesses





## **B. WALLKILL HAMLET**

### **1. EXISTING ZONING**

The hamlet of Wallkill is situated east of the Wallkill River and north of the border of the Town of Shawangunk and Town of Montgomery. The hamlet is zoned Small Business (SB), Hamlet of Wallkill Gateway (HWG), Hamlet (H-1), Mixed Use Business-Conservation (MB-C), and Residential-Agricultural 2 (R-Ag2) (**Map 4**). Properties in the hamlet are also regulated by two zoning overlay districts: the Aquifer Protection Overlay (AP-O), and the Borden Home Farm Historic Overlay (BH-O). The BH-O district contains two parts - the “core farm” and “support land” which is discussed in the Visual Resources section.

The center of the hamlet is zoned Small Business. This zone encompasses parcels on both sides of Wallkill Avenue starting at Pleasant Avenue and continuing to NYS Route 208 south and Bona Ventura Avenue as far as 3rd Street. It encompasses parcels on either side of Bridge Street (except for Wallkill Reformed Church), and a northern corridor along Railroad Avenue including the Wallkill Town Park, Public Library, Fair Rite Products Corporation and Eco Products Inc (**Map 4**).

As mentioned previously, this district permits service, retail, commercial, restaurant, light industrial and community uses including public schools. An apartment over a ground floor business and multifamily residential uses are also allowed. **Tables 1 and 8** present the list of uses allowed in the SB district.

Much of the SB district is served by public water and sewer with the exception of several parcels south of the NYS Route 208 /Wallkill Avenue intersection, and north of the middle school along Railroad Avenue (**Map 5**). The minimum parcel size for lots served by public sewer is 10,000 square feet, and parcels served by both public water and sewer are required to have a minimum size of 5,000 square feet. This equates to residential density of approximately 4-8 dwelling units per acre. Parcels not served by public water or sewer must be a minimum size of 1 acre. Within the SB zone, the average parcel size is less than one acre, with the largest parcel of 20 acres belonging to the hydro-power plant along the Wallkill River. Other large parcels include those in use by general commercial and light industrial uses such as the indoor sport complex, bus depot and auto mechanics/storage along NYS Route 208 and Eco Products Inc. along Railroad Avenue. Lots between one and two acres are predominantly located along NYS Route 208 south and Railroad Avenue. Both the HWG district, and the southern end of the SB district, are underserved by water and sewer. Wallkill Commons was recently approved and will introduce a combination of multifamily and two-family residences and a single-family residence, as well as space for two commercial tenants to the property located along Pleasant and Park Avenues.

The Hamlet of Wallkill Gateway (HWG) district follows Bona Ventura Avenue north along NYS Route 208 to Robinson Drive (**Map 4**). Permitted uses in the HWG are more restrictive than in the SB district - apartments, civic and community uses, offices, retail and restaurants are permitted here. Special permit and accessory uses are listed in **Table 4** and below. Interestingly, the zone allows the same types of uses which are allowed in the SB zone which is intended to accommodate the downtown business center of the hamlet. If the intent of the HWG was to provide for tourist related businesses, the uses set forth in this zone do not serve that market, e.g., house of worship, civic meeting hall, child day care center, or

family day care center. These uses are oriented to serving a residential population, not tourists. Development has not not occurred in this district since its formation.

**TABLE 4: HWG DISTRICT USES**

Permitted Uses	Special Permit Uses
<ul style="list-style-type: none"> <li>• Apartment above ground floor business</li> <li>• Civic meeting hall</li> <li>• Community buildings</li> <li>• Family day care center</li> <li>• House of worship</li> <li>• Office</li> <li>• Parks and playgrounds</li> <li>• Restaurant and retail food establishment</li> <li>• Retail business and personal service establishment</li> <li>• Accessory home occupation</li> <li>• Accessory art features</li> <li>• Accessory outdoor storage or display</li> </ul>	<ul style="list-style-type: none"> <li>• Bus station</li> <li>• Child daycare center</li> <li>• Clubs, lodges and fraternal organizations</li> <li>• Fast food restaurant</li> <li>• Funeral home</li> <li>• Furniture-refinishing establishment</li> <li>• Laundry and dry-cleaning establishment</li> <li>• Light industrial activities</li> <li>• Miscellaneous commercial-residences</li> <li>• Nursery schools</li> <li>• Residential businesses</li> <li>• Training center</li> <li>• Accessory dwelling</li> </ul>
Source: Town of Shawangunk Zoning Law, 2018.	

The HWG is not served by public water or sewer (see Figure 5), as such, the minimum lot size for development is 1 acre. If public sewer were available, the minimum lot size would be 30,000 square feet and if both public water and sewer were available, it would require a 20,000 square foot minimum lot size. The average parcel size in the HWG district is 1.5 acres. The three largest parcels in this district, 8.5, 5.8 and 5.6 acres, are all vacant. The largest parcel is located behind Elsie's Place, adjacent to Route 300, much of which contains hydric soils indicative of wetlands. Another parcel is located at the corner of Bona Ventura Ave and Borden Road (partly within the HWG district) owned by the Wallkill Fire Department, and the third parcel is located at the northwest corner of the intersection of NYS Routes 208 with NYS Route 300 – this last parcel is the only one available for development on these three tracts. As will be discussed below, only 30 percent of any lot within the Aquifer Overlay district can be covered with impervious surfaces, e.g., parking, buildings and other impervious areas. So, of the 5.6 acres, only 1.68 acres can be covered by development. For a typical commercial space, ½ of the land is dedicated to parking. This would leave about 0.84, or 36,590 square feet of area available for buildings – stated another way, only about 15 percent of the parcel can be developed with buildings, which is significantly less than what is allowed by the SB zoning district. The dimensional requirements in the HWG district and the requirements of the AQ-O district effectively limits development. This last parcel appears to be a relatively unconstrained and was a former gravel pit according to soil data. A portion of the former Borden Farm land along NYS Route 300 and 208 is split zoned for the HWG district and MB-C district (**Map 4**). Twenty (20) of the 32 lots in HWG district are less than 1 acre in size and are already developed. Given the highly visible and strategic location of the HWG zone at the intersection of two major state routes, it would be anticipated that new development would be targeting this location. While it is understandable that development may not be advancing on the portion of the HWG zone on the Borden Farm in part because it is part of a larger parcel that would be planned as a comprehensive development, other sites in the

HWG are not being pursued. A consideration of the appropriateness of the uses in this district is necessary as well as the need for the HWG zone versus a different zone, if the HWG is not achieving the Town's objectives.

South of the HWG zone and north of Strawridge Road, the Mixed-Use Business-Conservation (MB-C) district regulates 134 acres of undeveloped land which is a part of the former Borden Farm property, and outside the Borden Farm Overlay district. Development within the zoning district requires that 50 percent of the land area be set aside as open space. Additionally, no more than 10 percent of the total floor area in a MB-C may consist of retail uses, and no more than 40 percent may consist of residential uses. The business park use is a special permit and requires submission of a master plan. Permitted and special permit uses in this district are listed in **Table 5**. No development has occurred in this zoning district.

TABLE 5: MB-C DISTRICT USES	
Permitted Uses	Special Permit Uses
<ul style="list-style-type: none"> <li>• Bank</li> <li>• Conference Center</li> <li>• Eating and drinking establishments</li> <li>• Flex space building</li> <li>• Health/recreation facility</li> <li>• Light industry</li> <li>• Miscellaneous commercial-residences</li> <li>• Nursing and convalescent homes</li> <li>• Office</li> <li>• Public parks</li> <li>• Research and development facility</li> <li>• Retail business</li> <li>• Warehouse</li> <li>• Wholesale sales and storage</li> </ul>	<ul style="list-style-type: none"> <li>• Automotive sales or service facility</li> <li>• Child daycare center</li> <li>• Fast food restaurant, if located within a building containing mixed uses</li> <li>• Mixed-use business-conservation park</li> <li>• Multi-family residential</li> <li>• Nursery schools</li> <li>• Private schools</li> <li>• Senior citizen development</li> <li>• Single-family detached dwellings</li> <li>• Two-family detached dwellings</li> <li>• Theater</li> </ul>
Source: Town of Shawangunk Zoning Law, 2018.	

The **Hamlet** (H-1) zoning district is north and south of the SB district (**Figure 3a, 4a**). This area encompasses existing residential, commercial and community service uses, as well as several large vacant parcels. Special permit and accessory uses are listed in **Table 6**. The H-1 district encourages the expansion of single-family detached neighborhoods surrounding the hamlet "proper". The addition of single-family dwellings would introduce households that would create a market for and support the commercial uses and activities in the hamlet. At least two subdivisions have been approved in the H-1 zone: the Knoth subdivision and the Titus subdivision. These are slowly advancing forward toward construction.

TABLE 6: H-1 DISTRICT USES	
Permitted Uses	Special Permit Uses
<ul style="list-style-type: none"> <li>• Bed and Breakfast</li> <li>• House of worship</li> <li>• Parks and playgrounds</li> <li>• Public schools</li> <li>• Single-family detached dwellings</li> <li>• Home occupations</li> </ul>	<ul style="list-style-type: none"> <li>• Agricultural uses</li> <li>• Community buildings</li> <li>• Clubs, lodges and fraternal organizations</li> <li>• Essential services</li> <li>• Home day-care facilities</li> <li>• Motels</li> <li>• Multiple dwelling</li> <li>• Nursery schools</li> <li>• Planned development groups</li> <li>• Private schools</li> <li>• Senior citizen development</li> <li>• Two family detached dwellings</li> <li>• Accessory dwelling</li> </ul>
Source: Town of Shawangunk Zoning Law, 2018.	

Small portions of the H-1 zoning district are within the sewer district – to the south of Viola Avenue in the H-1 district located south of Bona Ventura Avenue, and along CE Penny Drive, north of Bridge Street and north of Wallkill Avenue per **Map 5**, Sewer and Water Districts. The public water district encompasses a roughly similar area, though it extends farther north on CE Penny Drive and Bona Ventura Avenue. Like in the SB and HWG districts, minimum lot size in the H-1 district is dependent on the presence of public water and sewer. Parcels in this district that are served by public sewer are permitted a minimum lot size of 20,000 square feet. With public sewer and water, the minimum lot size is 15,000 square feet. This puts the density generally between those of the SB district and the HWG district (most to least dense). Lots without public water and sewer within the H-1 district have a minimum lot size of 3 acres, a greater requirement than both the SB and HWG districts. The three acre minimum is intended to discourage large lot developments, and to encourage connection to sewer and water service to develop at a higher density.

The average lot size for parcels within the H-1 district is 1.25 acres, however the range of lot sizes is very wide: the largest lot is 60.9 acres and the smallest lots are undersized per the Zoning Law. Approximately 42 percent of the parcels within the H-1 district are less than 15,000 square feet, and all of these are developed with single-family dwellings within the water and sewer districts. Seventy-four (74) percent of the parcels within the H-1 district are served by either water, sewer or both. However, this accounts for only 34 percent of the land area within the H-1 district. These range in size from 37 acres (Wallkill Senior High School) to 2,000 square feet. Parcels outside of the sewer and water district range from 13,000 square feet to 60 acres and represent 64 percent of the acreage within the H-1 district.

The bulk regulations for the applicable zoning districts are presented in **Table 7**.

TABLE 7: BULK REGULATIONS FOR WALLKILL HAMLET ZONING DISTRICTS					
Bulk Dimension	SB	HWG <sup>5</sup>	MB-C	H-1	AQ-O
<b>Minimum Lot Area – acre (ac) or square feet (sf)</b>					
Without public water and sewer	1 ac	1 ac	----	3 ac	
With public sewer	10,000 sf	30,000 sf	----	20,000 sf	
With public water and sewer	5,000 sf	20,000 sf	50 ac	15,000 sf	
Maximum Front Yard (feet)		25		30	
<b>Minimum yards (feet)</b>					
Front	30	5	----	10	
Rear	50	20	----	25	
Side					
One	25	10	----	10	
Both	25	10	----	25	
Minimum Lot Width (feet)	150	50	----	80	
Minimum Lot Depth (feet)	150	100	----	100	
Maximum Impervious Coverage (%)	30	60	35	30	30/35 <sup>6</sup>
<b>Maximum Height</b>					
Stories	3	3	----	3	
Feet	35	35	----	35	
Source: Town of Shawangunk Zoning Law, 2018.					

Within the hamlet and specifically the HWG and H-1 zones, the dimensional requirements for lots establish a maximum front yard setback, intended to require that buildings be set close to the road on which they front, which is a common building pattern for hamlets. Interestingly, the same requirement is not applied to the SB district which encompasses the hamlet center.

Within the Wallkill hamlet, the AQ-O district covers portions of the HWG, MB-C, H-1, and SB district. In the SB district, only a very small area to the east of Railroad Avenue is in the overlay. Almost all of the HWG and MB-C district are included in the overlay district. The presence of the overlay district effectively reduces impervious surface coverage in the HWG district (which has the highest allowable coverage set forth above) from 60 percent to 30 percent. This has implications for the type of development which may occur within this zone. The lower impervious surface coverage, and the lack of water and sewer service, is significantly limiting the density and intensity of development in the HWG zone which is contrary to its stated purpose.

Note that although the SB district allows the smallest lot sizes and the zone is mostly sewered, the required yard setbacks are higher than that for the HWG zone, which allows smaller setbacks.

<sup>5</sup> Note that “Schedule I” of the Zoning Law needs to be amended to include the abbreviation HWG and not HGW for this zone.

<sup>6</sup> Although the main text governing the AQ-O district allows 35 percent, “Schedule I” of the Zoning Law allows up to 30 percent.

Since sewer and water dictate lot sizes in the hamlet, it is important to understand the areas that are served by these systems, and their current capacity. According to the Town Engineer, The Wallkill Water District is currently permitted at 288,000 gallons per day (of water withdrawal). Current water usage rate is approximately 201,600 gallons per day. The Titus subdivision is approved for 14,080 gallons per day. Wallkill Commons will also draw from the district. The Wallkill Fire Department, if the new firehouse is approved, will use 3,000 gallons per day. Other out-of-district future major project requests have include: Bil-Cro Subdivision - 16,280 gpd; Hudson Valley Apts, LLC - 15,840 gpd; Winding River Estates LLC - 25,520 gpd; and Wallkill Valley Acres – TBD. The out-of-district future major projects exceed the permitted water capacity and new water sources/treatment would be required. While some of these project's may no longer be pursued, the estimates above demonstrate that there is a limited margin of additional water capacity available for major new development. In terms of sanitary sewer treatment capacity, the Town's wastewater treatment plant is permitted for 835,000 gpd and has capacity to handle additional sewer demand within the hamlet.

## **2. COMPREHENSIVE PLAN**

As previously discussed, the Town of Shawangunk adopted its Comprehensive Plan in 2003 and it contains many goals and recommendations relevant to the Wallkill hamlet. They are as follows:

### **Wallkill Hamlet Specific Comprehensive Plan Goals**

- Promote the hamlets of Wallkill, Walker Valley, Ulsterville, Dwarkill, Lake Estates and Bruynswick as concentrations of mixed land uses, providing small-scale commercial services using principles of traditional neighborhood design.
- Encourage the creation of neighborhood parks throughout the Town.
- Promote small-scale commercial development in all hamlets.
- Provide sites for appropriate small-scale industrial development in Shawangunk.
- Encourage low-impact home-based businesses in Shawangunk.
- Encourage the creation of attractive gateways for the major hamlets of Wallkill and Walker Valley, and the Route 52 corridor leading into Pine Bush.
- Enhance the appearance of the Central Business District of the hamlet of Wallkill.
- Protect the important natural resources and views associated with the Shawangunk Ridge, including the Scenic Byway Route.
- Protect the water quality of the Shawangunk Kill, the Wallkill River and smaller watercourses in the Town.
- Protect the natural resources and scenic values associated within... the Wallkill River corridor.
- Maintain the hamlet of Wallkill as the major center of commercial and industrial activity in the Town.



### **Wallkill Specific Comprehensive Plan Recommendations**

- Improve landscaping buffer between existing industrial uses and other uses in the Wallkill hamlet,
- Create a Façade Improvement Program for hamlet of Wallkill,
- Consider creating a Business Improvement District for the hamlet of Wallkill,
- Evaluate the suitability of the R-Ag2 zoning east of the hamlet of Wallkill.

In general, the specific recommendations expressed above have not been implemented. A Business Improvement District is not a zoning district but is a mapped financing district in which the property owners and commercial tenants pay an assessment to finance development, maintenance and promotion services in connection with the area's commercial activity. Properties and business owners in the district elect to make a collective contribution to the maintenance, development, and promotion of their commercial district." The specific services that a BID can offer varies but are supplemental to those provided by the local government and are generally aimed at promoting retail and commercial businesses within the district. They can include street and sidewalk cleaning and sanitation, landscaping, security, capital projects, fundraising and charitable events and services, marketing and business attraction. BIDs are managed by a non-profit organization established for that purpose.

### **3. EXISTING LAND USE PATTERN**

The Wallkill hamlet stretches from Wallkill Avenue/NYS Route 208 to Plains Road in Shawangunk and has three (3) "gateways", i.e., where the land use changes from the typical rural agricultural or wooded character to a developed center - the South Gateway entering the hamlet from NYS Route 208, the Northeast Gateway where Routes 208 and 300 intersect, and the West Gateway, defined by the historic bridge over the Wallkill River which connects to Wallkill Avenue (**Figure 7**). **Map 6** shows the land uses found in the Wallkill hamlet. The hamlet's settlement pattern clusters around the Wallkill River and the former rail right-of-way which now functions as a pedestrian rail trail. Larger parcels follow the river and rail trail, while adjacent areas are defined by small lot residential and commercial parcels, with community uses such as police, library, town hall and schools clustered at the relative center of the hamlet. Wallkill is surrounded by large tracts of vacant, conservation or agricultural land, maintaining the rural visual character surrounding the hamlet.

Within the Wallkill hamlet, this Existing Conditions Report specifically evaluated the gateways into the hamlet, as these locations are transitional between the rural and developed areas around Wallkill. This existing conditions report assesses whether the land uses, including their density and intensity, are appropriate to the hamlet as a whole. In other words, does the existing land use and zoning pattern

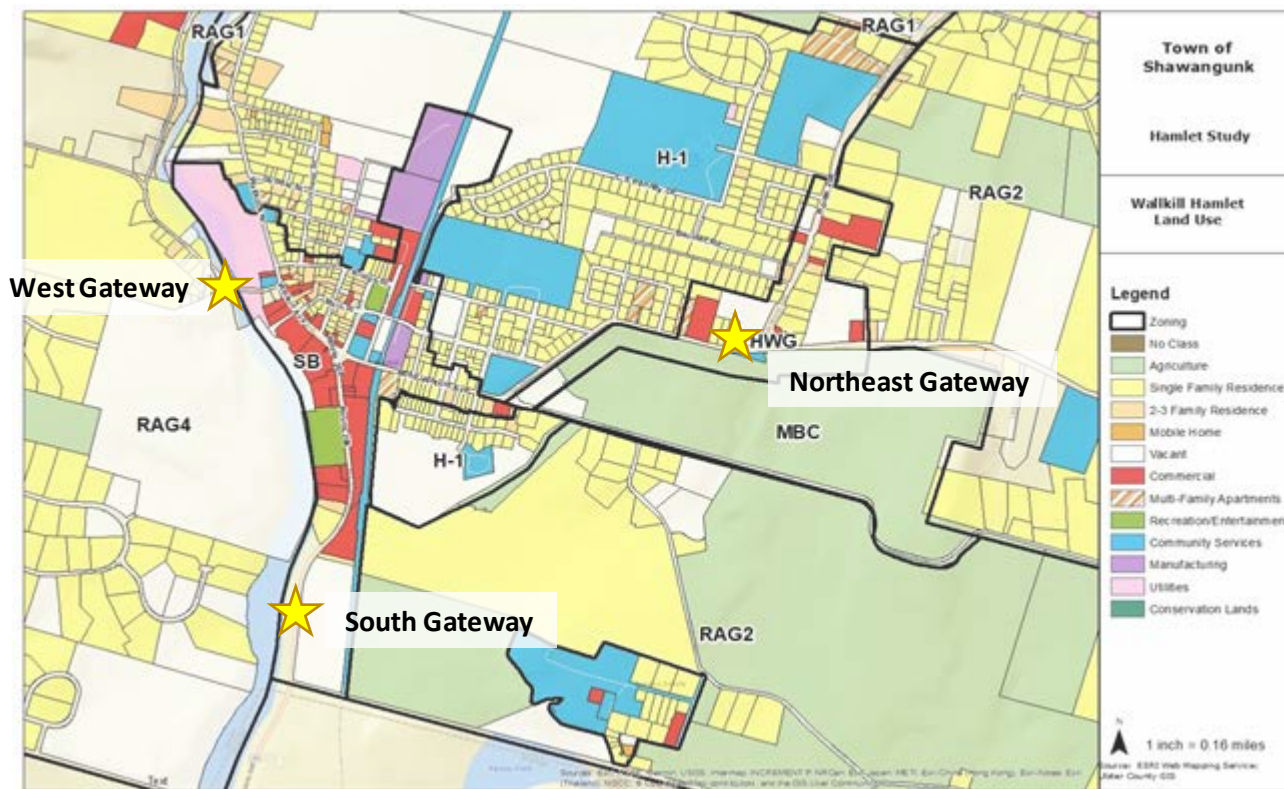


Figure 8: Gateways in Wallkill Hamlet

enhance or detract from the hamlet center and do they achieve the recommendations laid out in the 2003 Comprehensive Plan?

### SOUTH GATEWAY

The South Gateway into the Wallkill hamlet is along Route 208 as it enters from the Town of Montgomery, and is characterized by its close proximity to the Wallkill River, which is a significant and marketable amenity. Land uses are noticeably auto-related and low intensity. From the southernmost parcel on NYS Route 208, Gear Up Sports Complex, First Student Inc. bus depot, Wallkill Body Shop and Glass Inc., Wallkill Car Care, Stewarts Shops and Gas Station and the Wallkill Sunoco are non-residential uses along NYS Route 208 entering the hamlet. Popp Memorial Park, just north of the Stewart's Shops, offers a boat launch into the river, BBQ and picnic areas, and a pathway along the river with benches and other seating breaking up the auto-related appearance of the corridor. The Shawangunk, Walden and Wallkill Rail Trail travels parallel and to the east of NYS Route 208 and behind the bus depot – it crosses Bona Ventura Avenue east of the Wallkill Funeral Home. North of the bus depot and Wallkill Sunoco is a real estate management company, T&R Services Center, an auto repair use. McBee's Family Hair Salon sits on a parcel with several other unknown uses associated with the building, and on the corner of NYS Route 208 sits an auto garage

(east) and additional bus storage area (west). The Wallkill River Walk runs from the parcel housing McBee's Family Hair Salon to Popp Memorial Park on land owned presently by First Student, Inc. Note that Tax Parcel 106.3-3-50 appears to extend across the Wallkill River to its easterly bank. Because the SB district zoning line extends to the center of the river, a portion of the lot in the river is zoned SB. Almost none of the uses allowed by right in the SB zone occur here, and almost all uses are allowed by special use permit only. These large parcels are primarily underutilized given their large expanses of parking storage areas.

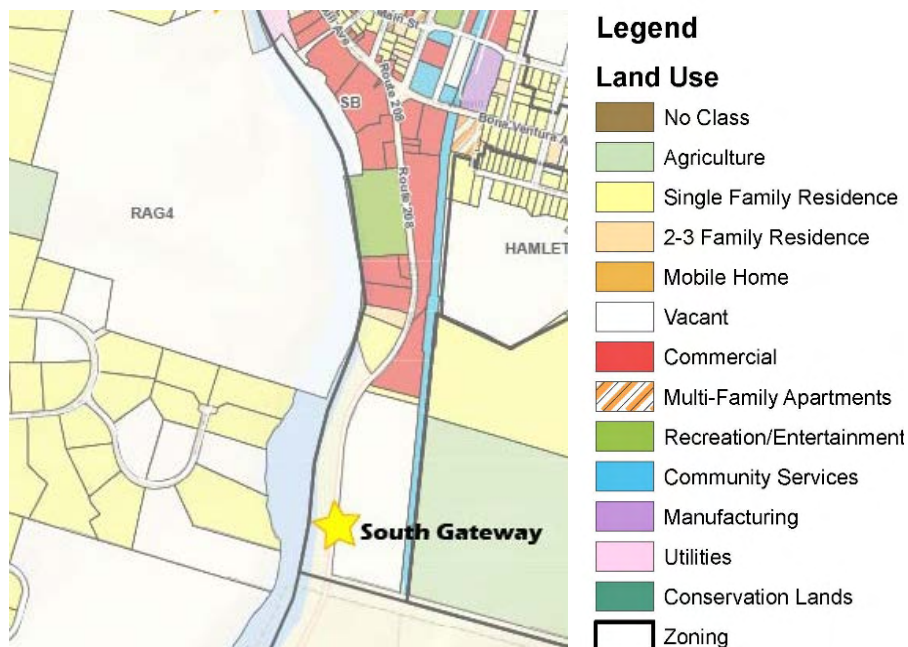


Figure 9: South Gateway Land Uses

Of consequence is the fact that a major portion of the Southern Gateway is occupied presently by First Student bus company. While residents have voiced that this area would be ideal for Small Business development, unless the bus company relocates and sells the property, the desired development will not occur.





Figure 10: Auto Related Uses - South Gateway





Figure 11: Wallkill “Riverwalk”, photos from North to South ending at Popp’s Memorial Park





Figure 12: Buildings visible from the road, South Gateway



## NORTHEAST GATEWAY

The Northeast Gateway is located at the intersection of NYS Route 208 and NYS Route 300. The area is zoned Hamlet of Wallkill Gateway.

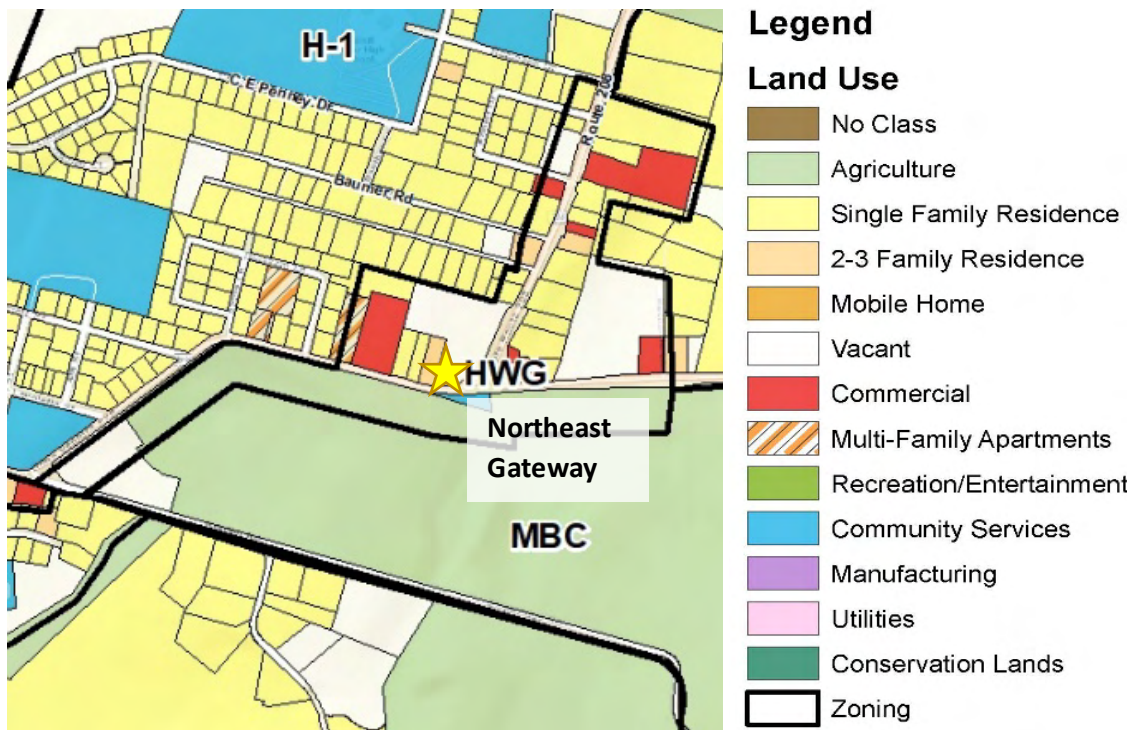


Figure 13: Land Uses of the Northeast Gateway, Wallkill hamlet.

Traveling north to south along NYS Route 208 starting at Robinson Drive, the first few land uses are large lot single-family residential dwellings. An older one-story commercial plaza and one-story office building are the first non-residential uses visible when entering from the north. The parking lot for these buildings is exclusively in front of the buildings, and the pavement is unstriped. The next non-residential use is a newer medical building which also has a more rural, traditional shopfront with building massing appearing like a single-family dwelling, with steeply angled roof, dormers and vinyl siding. This architectural style characterizes other non-residential buildings on this stretch of NYS Route 208 and buildings generally have larger front yard setbacks with parking in front of the building.

The intersection of the gateway features Elsie's Place Restaurant and Bar, named after the Borden Milk Farm mascot, another use that features a parking lot in the front of the modestly sized restaurant. Elsie's Place is the defining feature of the intersection and is complimented by the hamlet of Wallkill Welcome sign which features the Borden logo and Elsie the Cow. The location of the sign is also at the location of the historic African American cemetery. The two corners of the intersection of Route 300 and NYS Route

208 is otherwise characterized by undeveloped land. Entering from Route 300 traveling west, the approach to the Northeast Gateway is notably rural, with agricultural land zoned MB-C to the south and wooded, undeveloped land to the north. As mentioned previously, the parcel behind Elsie's is constrained by wetlands and will likely remain undeveloped. The only commercial use along Route 300 in this area is a small interior contractor.

On the north side of North Plank Road/NYS Route 208, after passing the 208/300 intersection, residences are set far back from the road, one of which advertises a computer repair service. A large 3-story (plus basement) building which houses Hassman Realty and the Sheriff's Office faces the open farm field south of NYS Route 208 going west. After passing this building, residential single-family dwellings appear to have a smaller setback and denser parcel layout, more typical of a hamlet center. The single-family dwellings mark the departure from the HWG to H-1 zoning district.

At the intersection of Borden Road and Bona Ventura Avenue, the single-family dwellings are laid out more geometrically, with smaller setbacks from the road. The change of residential density and the stately Middle School gives the sense of a change of character into the older portions of the hamlet.

The majority of this area is located within the Hamlet Gateway Zone which was created in response to original public outreach and planning process in 2003. The zoning district imposes design guidelines for any development within the district intended to ensure attractive, upscale property development through imposition of traditional neighborhood design standards, e.g., require parking to be located behind the buildings it serves, sidewalks be constructed, and similar tourist attractive designs. Since the adoption of the HWG zone, no new construction or development has occurred within it. It has been represented that while surrounding communities (Hamlets of Pine Bush and Modena) have realized significant growth and development (Hannaford Food, Dunkin Donuts, etc.), developers have looked at and stayed away from the HWG reportedly citing excessive costs to construct given the strict design requirements within the zone.

The Mixed Use Business Conservation zoning district is just south of the HWG zone and has not been developed in any manner since its creation.





Figure 14: Northeast Gateway: Entering from Route 208



## WEST GATEWAY & HAMLET CENTER

The western gateway of Wallkill begins by crossing the Wallkill River on a bridge that is eligible to be listed on the National Register of Historic Places. This gateway enters at the historic center of the hamlet, traditionally laid out in a denser gridded lot pattern than in the rest of the hamlet. Setbacks are nominal here, with building entrances clearly visible and accessible from the sidewalk. Wallkill Avenue is the main street for retail and commercial uses in the hamlet and many businesses here are run out of former residential dwellings that have been converted to business use, particularly in the immediate vicinity of this gateway. As one travels south along Wallkill Avenue, businesses are operated from buildings that were designed for commercial use.



Figure 15: Many businesses on Wallkill Avenue are conducted within converted residential buildings

Entering the hamlet from the west gives a clear sense of increased density. Unlike other hamlets in the Town, this section of Wallkill was historically built to be walkable and function as a downtown. Many sidewalks in Wallkill are being updated, making the streetscape more attractive and increasing safety features for pedestrians by making crosswalks more visible through paint and texture enhancements.



Figure 16: Old versus new sidewalks on Wallkill Avenue.

Some buildings in Wallkill display some levels of disrepair. Missing or sagging shingles, exposed satellite dishes or air conditioners and old or dirty siding are visible from Wallkill Avenue. Parking lots are crumbling in front of buildings. Buildings might benefit from new paint, and general upkeep.

In summary, since the adoption of the Comprehensive Plan in 2003, the Wallkill hamlet area has remained somewhat the same. The former Dolan's Market grocery was developed into a restaurant but has since closed. It has been speculated that the construction/renovation of the bridge over the Wallkill River and the subsequent rerouting of traffic away from Wallkill Avenue may have attributed to the decline of business. Another Mexican Food restaurant opened on Wallkill Avenue but has also since closed. There is ongoing concern regarding the availability of parking spaces on Wallkill Avenue for use by customers, as there may be long term on-street parking that is being used by tenants that reside in residential units along the street and in the neighborhood. Concern exists that there is insufficient parking in the area for customers to visit the establishments on the street. Another significant development is the closing of the Key Bank. On a positive note, a new development, Wallkill Commons, is to be located along Park and Pleasant Avenues and has received approval to develop 39 residential single-family detached, two-family, and multifamily dwellings and introduce a new commercial building for two commercial occupants, one with a drive through facility. The Parkview House Restaurant and Tavern is a new addition to the hamlet, located within a renovated three-story mixed-use building with apartments above. Although not a commercial or residential development, the Wallkill Fire District is proposing a new fire station along Bona Ventura Avenue, which if approved by the bond voters, would potentially free up the existing building adjacent to Garrison Park for a new use. Lastly, two subdivisions have been approved by the Town's Planning Board, both of which have not yet been constructed – the housing market has still been making a slow recovery from the height of the recession ten years later. To the north and close to the Charles Richter Metalcraft Corporation is an approved 24-lot subdivision planned for single family dwellings. More immediately near the hamlet's downtown is an approved 32-lot subdivision just south of Buena Vista Avenue. These two subdivisions, when developed, would introduce new households that would increase demand for local convenience retail, personal service, and other commercial uses.

#### 4. REGULATORY ISSUES

**Table 8** provides a summary list of the uses that are allowed in the zoning districts that principally serve the Walker Valley and Walkkill hamlets. Some of these observations are associated with the residential districts and not the hamlet districts, but are identified in order for the zoning to be updated for consistency purposes. Ultimately, regulations governing land uses need to be clear and precise so that property owners and developers understand what they may be allowed to develop. Zoning needs to be reviewed from time to time, to determine whether it is accomplishing the objectives of the community as expressed in its Comprehensive Plan, including the desired revitalization of the Town's hamlets. A number of technical observations have been made with regard to the zoning regulations, which are included as Attachment A of this Report.

1.

<b>TABLE 8: ZONING DISTRICTS WITHIN HAMLET CENTERS AND ALLOWABLE USES</b>				
<b>Uses</b>	<b>H-1</b>	<b>SB**+</b>	<b>HWG** +</b>	<b>MB-C</b>
Agricultural uses	SP			
Apartment above ground floor business		P	P	
Automotive fuel station		SP		
Auto Maintenance and Repair		SP		
Automotive sales or service facility				SP
Bank				P
Bed and Breakfast-Residence	P			
Bus garage		SP		
Bus station		SP	SP	
Cemeteries		SP		
Child daycare center		SP	SP	SP
Civic meeting hall		P	P	
Clubs, lodges and fraternal organizations		SP	SP	
Commercial groups		SP		
Commercial recreation, indoor and outdoor		SP		
Community buildings	SP	P	P	
Clubs, lodges and fraternal organizations	SP			
Conference center				P
Country inn				
Eating and drinking establishments		P		P
Essential services	SP	P		
Family day care center		P	p****	
Farm		SP		
Fast food restaurant			SP	
Fast food restaurant, if located within a building containing mixed uses		SP		SP
Flex Space building				P



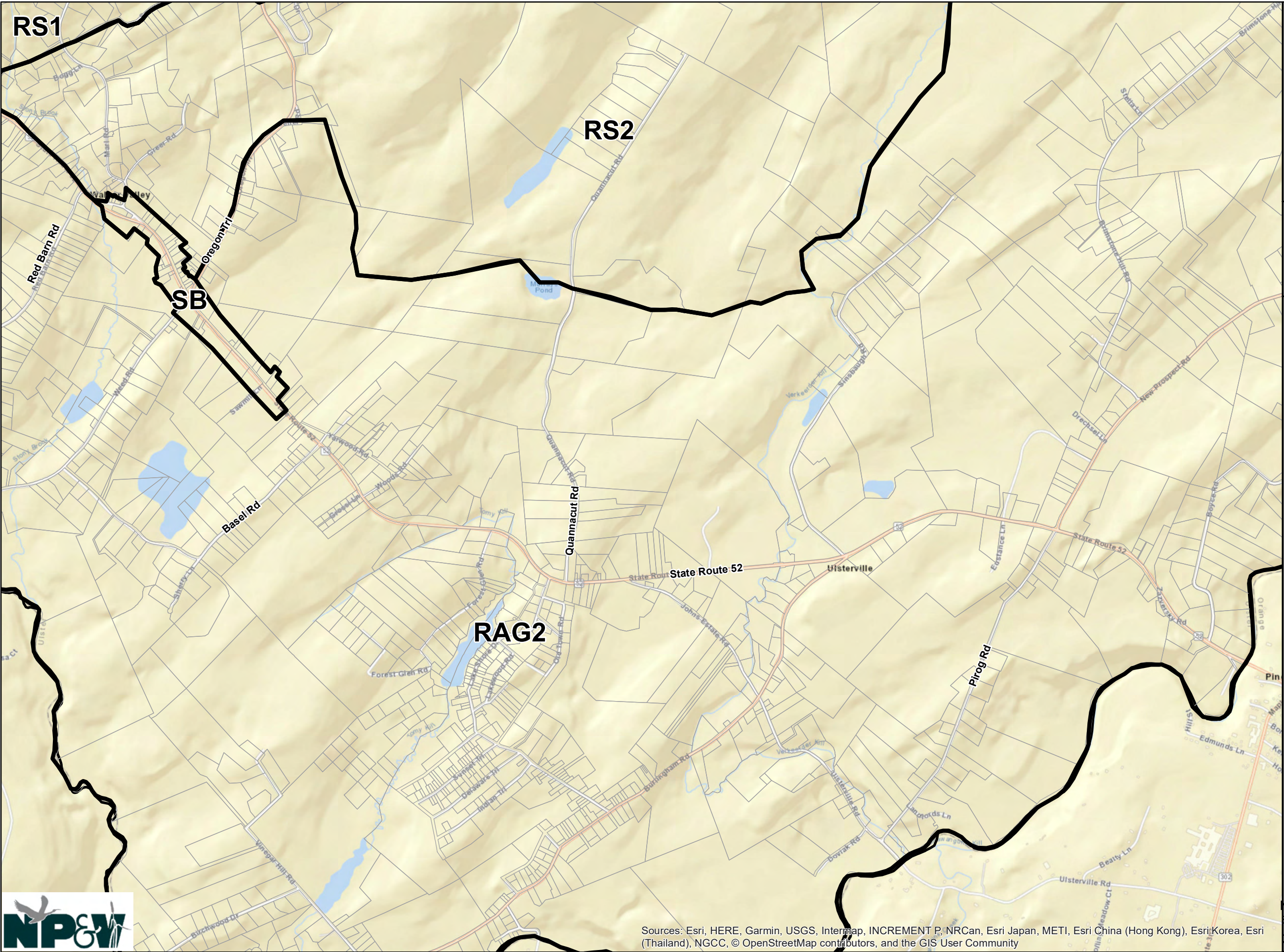
**TABLE 8: ZONING DISTRICTS WITHIN HAMLET CENTERS AND ALLOWABLE USES**

<b>Uses</b>	<b>H-1</b>	<b>SB**+</b>	<b>HWG** +</b>	<b>MB-C</b>
Funeral home		SP	SP	
Furniture-refinishing establishment		SP	SP	
Health/recreation facility				P
Home day-care facilities	SP			
House of Worship		P	P	
Houses of worship and related residences	P			
Laundry and dry-cleaning establishment		SP	SP	
Light industrial activities and businesses of a kindred nature		P	SP	
Light industry subject to the performance standards found in §177-44				P
Miscellaneous commercial-residences		SP	SP	P
Mixed-use business-conservation park				SP
Motels	SP			
Motor vehicle sales		SP		
Multi-family residential		SP		SP
Multiple dwelling	SP			
Nursery schools	SP	P	SP	SP
Nursing and convalescent homes				P
Nursing home		SP		
Office		P	P	P
Parking lot as principal use		SP		
Parks and playgrounds	P	P	P	
Planned development groups	SP			
Private schools	SP	SP***		SP
Public parks				P
Public Parks and recreation areas				
Public schools	P	P		
Research and Development Facility				P
Residential businesses			SP	
Restaurant and Retail Food Establishment			P	
Retail Business				P
Retail business and personal service establishment		P	P	
Self-service Storage Facility		SP		
Senior citizen development	SP	SP		SP
Single-family detached dwellings	P	SP		SP
Training center		P	SP	
Two-family detached dwellings	SP			SP
Warehouse				P
Wholesale sales and storage				P
Theater				SP

**TABLE 8: ZONING DISTRICTS WITHIN HAMLET CENTERS AND ALLOWABLE USES**

<b>Uses</b>	<b>H-1</b>	<b>SB**+</b>	<b>HWG** +</b>	<b>MB-C</b>
<p>*exclusive of golf courses, downhill ski slopes and snowboarding areas.</p> <p>**Principal uses shall be those located in existing structures or new structures with no more than a 5,000 square foot footprint.</p> <p>*** limited to elementary and secondary education.</p> <p>**** in an existing residence only.</p> <p>+ Principal permitted uses when located within 50 feet of a residence on one side lot line or in new structures with a footprint greater than 5,000 square feet are Special Permit Uses</p> <p><sup>1</sup>Storage shall be incidental, provided that all goods are stored in fully enclosed structures in conformance with the bulk regulations for buildings.</p>				
<b>Accessory Use</b>	<b>H-1</b>	<b>SB</b>	<b>HWG</b>	<b>MB-C</b>
Home Gardening	P			
Home Occupations	P	P	P	
Private Garages	P			
Garage and Parking and loading area		P	P	
Other accessory uses customarily appurtenant	P	P	P	P
Accessory Dwelling	SP	SP	SP*	
Signs	P	P	P	
Accessory farm buildings				
Farm labor housing				
Roadside stands		P		
Art Features			P	
Outdoor storage or display area			P	
Cafeteria, clinic, and recreational facility for the use of employees				P
Communications equipment or antenna structure, including satellite earth station, necessary for the conduct of any principal permitted use on a lot				P
Family day care center				P
Directional signage, including shared sign facilities				P
Storage or garage structure that is architecturally consistent with, and does not exceed 25% of the floor area of, the principal building on the lot				P





**Town of  
Shawangunk**

**Walker Valley**

**Map 1:  
Walker Valley  
Zoning**

**Legend**

 Zoning

**Hamlet Center Zones**

- Small-Scale Business (SB)
- Hamled (H-1)
- Hamlet of Wallkill Gateway (HWG)
- Mixed Use Business
- Conservation (MB-C)

**Residential Zones**

- Land Conservation (LC)
- Ridge Stewardship 1 (RS1)
- Ridge Stewardship 2 (RS2)
- Residential Agricultural 1 (RAG1)
- Residential Agricultural 2 (RAG2)
- Residential Agricultural 3 (RAG3)
- Residential Agricultural 4 (RAG4)
- Airport Industrial (A-I)

**Overlay Zones**

- Borden Home Farm Historic Overlay (BH-O)
- Aquifer Protection Overlay (AQ-O)

N



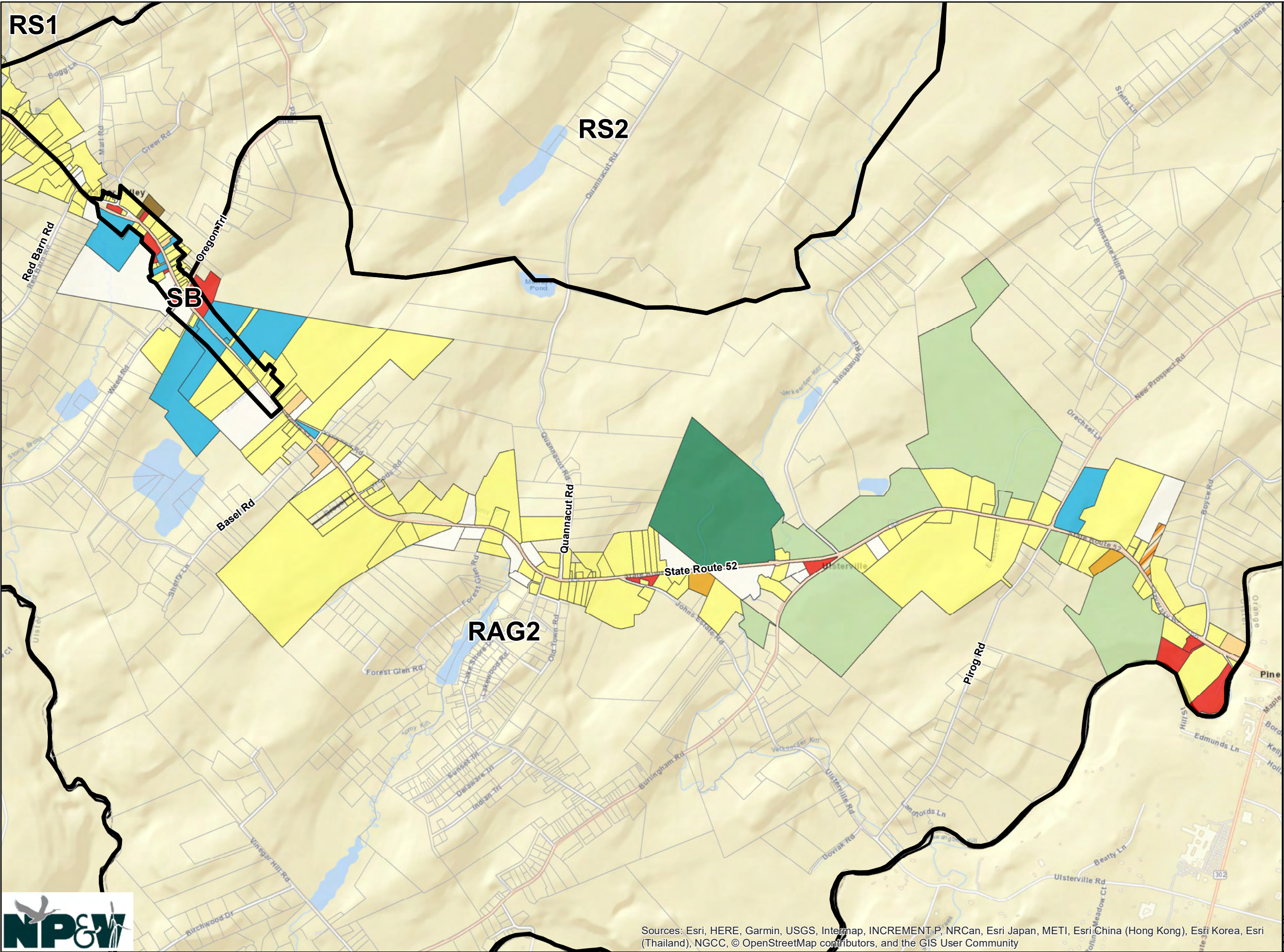
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**Town of  
Shawangunk**

**Walker Valley**

**Map 2:  
Route 52 Land Use  
Frontage Parcels**

**Legend**

- Zoning
- No Class
- Agriculture
- Single Family Residence
- 2-3 Family Residence
- Mobile Home
- Vacant
- Commercial
- Multi-Family Apartments
- Recreation/Entertainment
- Community Services
- Manufacturing
- Utilities
- Conservation Lands

N

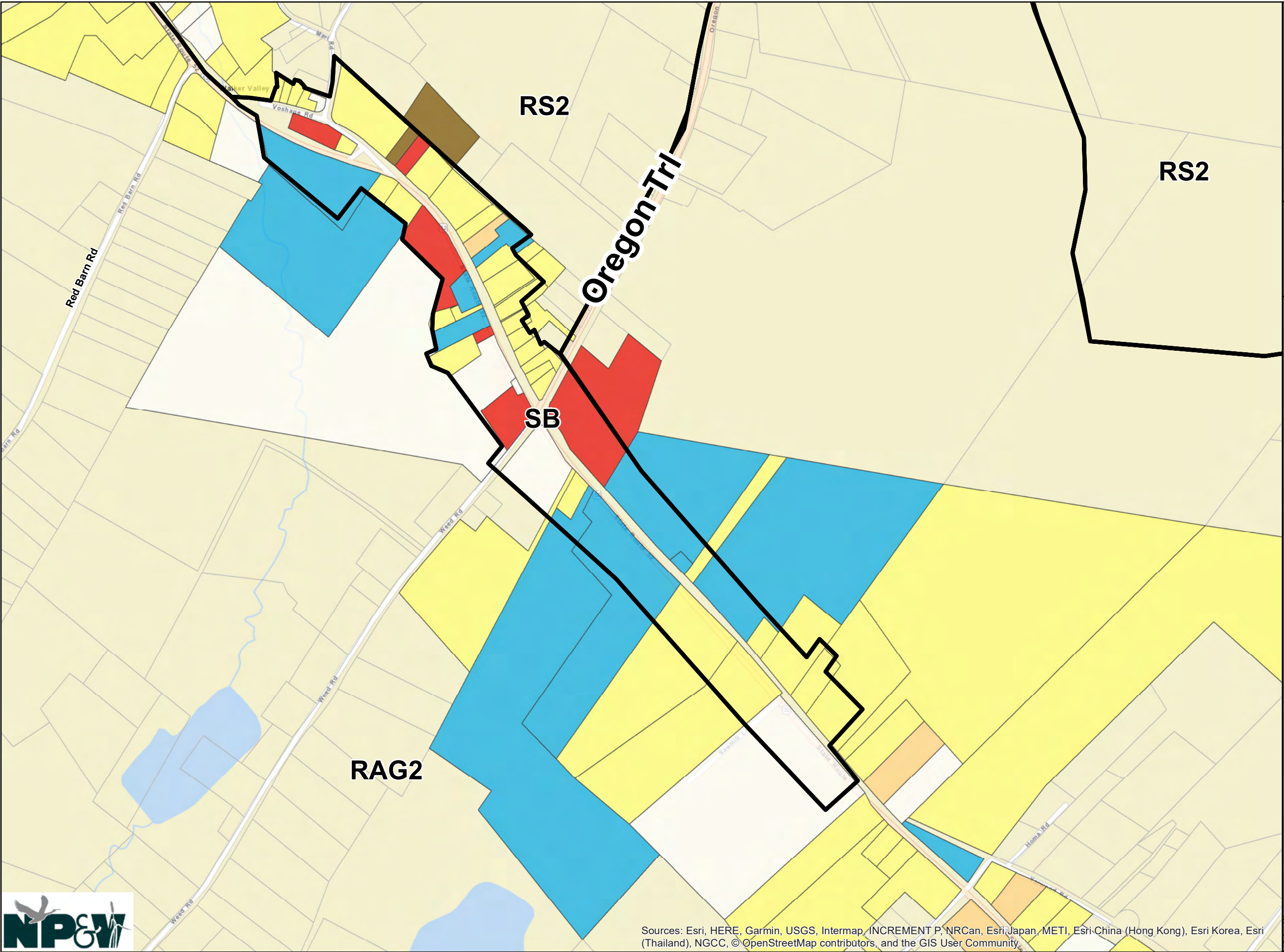
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**Town of  
Shawangunk**

**Walker Valley**

**Map 3:  
SB District Land Use**

**Legend**

- Zoning
- No Class
- Agriculture
- Single Family Residence
- 2-3 Family Residence
- Mobile Home
- Vacant
- Commercial
- Multi-Family Apartments
- Recreation/Entertainment
- Community Services
- Manufacturing
- Utilities
- Conservation Lands

N

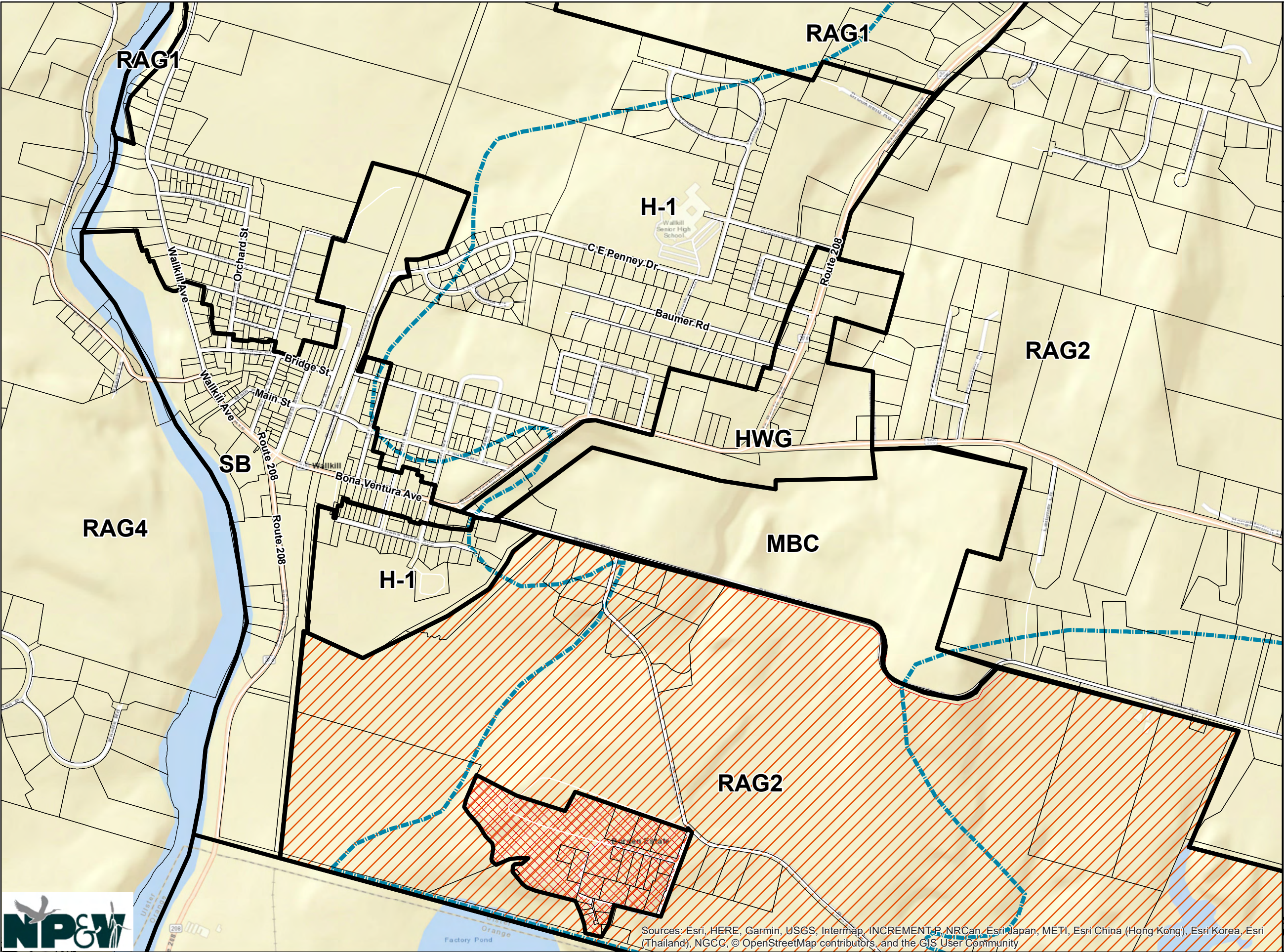
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**Town of  
Shawangunk**

**Walkkill Hamlet**

**Map 4:  
Zoning**

**Legend**

- Zoning
- Overlay District**
- Borden Farm Support Lands
- Borden Farm Core
- Aquifer Protection

**Hamlet Center Zones**

- Small-Scale Business (SB)
- Hamled (H-1)
- Hamlet of Walkkill Gateway (HWG)
- Mixed Use Business
- Conservation (MB-C)

**Residential Zones**

- Land Conservation (LC)
- Ridge Stewardship 1 (RS1)
- Ridge Stewardship 2 (RS2)
- Residential Agricultural 1 (RAG1)
- Residential Agricultural 2 (RAG2)
- Residential Agricultural 3 (RAG3)
- Residential Agricultural 4 (RAG4)
- Airport Industrial (A-I)

**Overlay Zones**

- Borden Home Farm Historic Overlay (BH-O)
- Aquifer Protection Overlay (AQ-O)

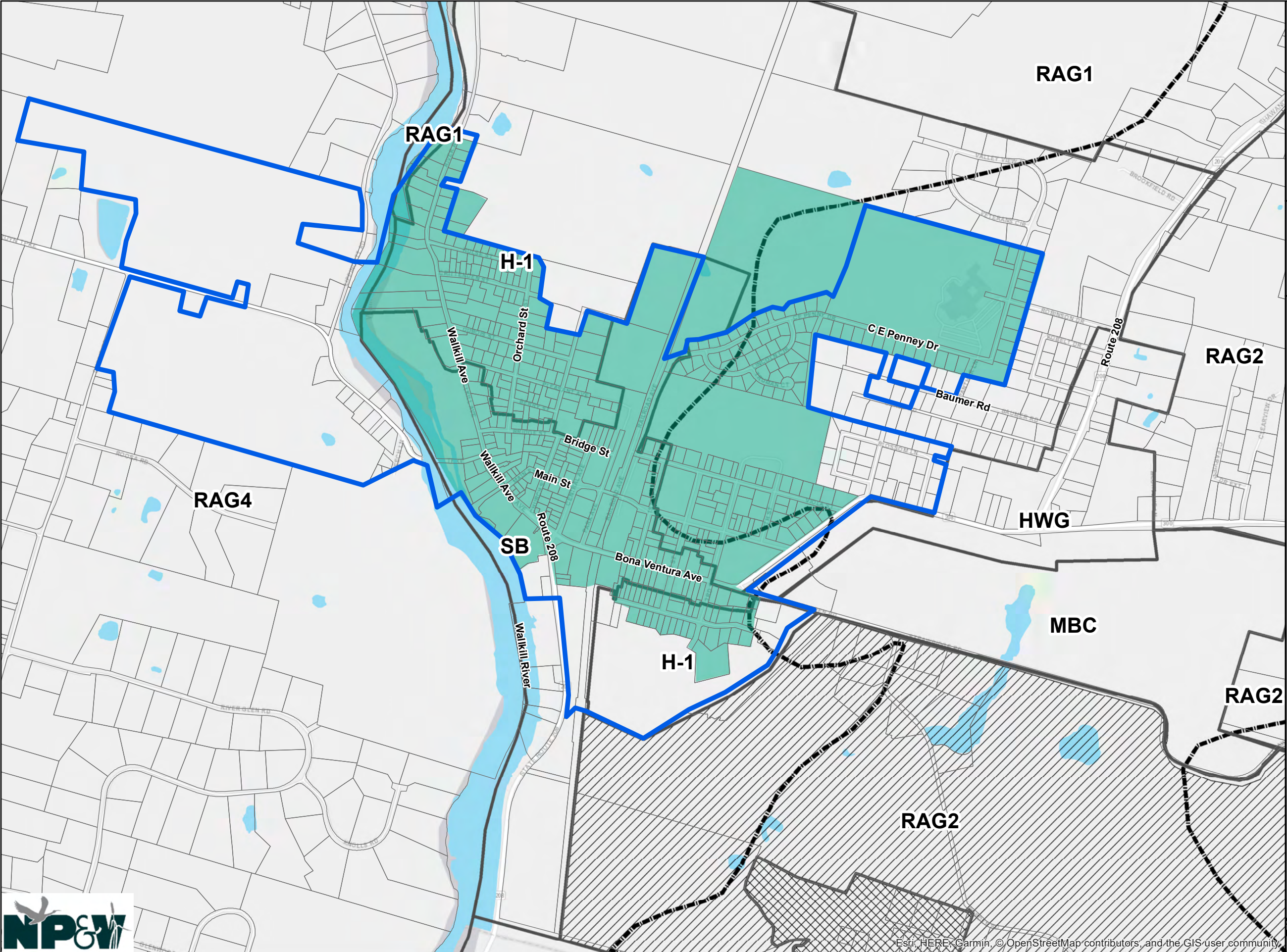
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**Town of  
Shawangunk**

**Walkill Hamlet**






**Map 5:  
Sewer & Water  
Districts**

**Legend**

**Special District**

-  Water District
-  Sewer District

**Zone Overlays**

-  Aquifer Protection
-  Borden Support Land
-  Borden Farm Historic
-  Zoning
-  Waterbodies



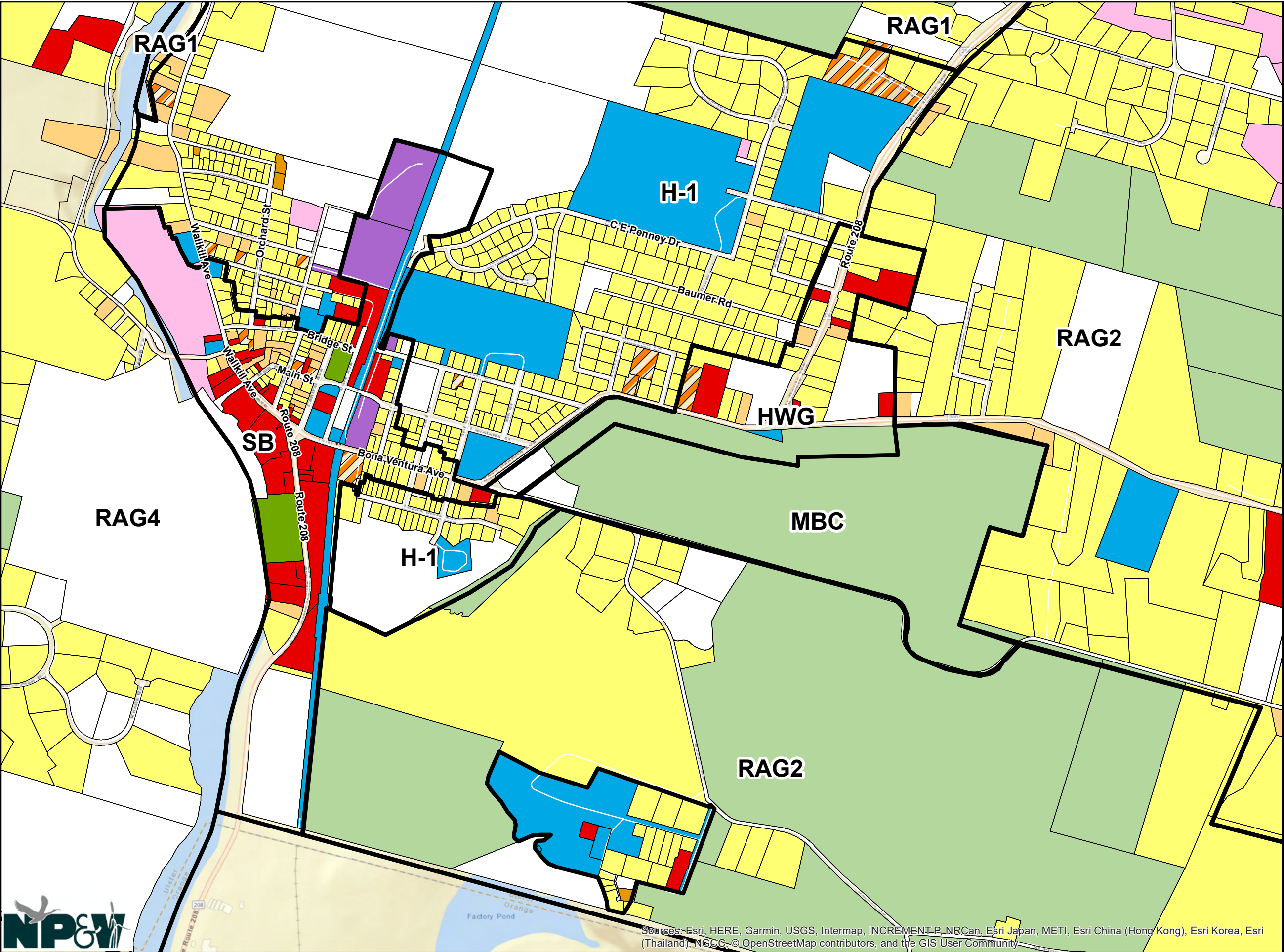
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**Town of  
Shawangunk**

**Walkill Hamlet**

**Map 6:  
Land Use**

**Legend**

- Zoning
- Agriculture
- Single Family Residence
- 2-3 Family Residence
- Mobile Home
- Vacant
- Commercial
- Multi-Family Apartments
- Recreation/Entertainment
- Community Services
- Manufacturing
- Utilities
- Conservation Lands



1 inch = 900 feet

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### **III. ENVIRONMENTAL RESOURCES**

The Town of Shawangunk is located in the Hudson Lowland area of the Valley and Ridge physiographic province. The Town is further found within two regions of the Lowlands – the Shawangunk Mountains region and the Wallkill Valley region, each with their own unique bedrock geology. The Town of Shawangunk Open Space Inventory and Analysis describes the Shawangunk Mountain range as a 350-mile long ridge extending from Rosendale, NY, south into New Jersey.

*The Shawangunk Mountains contain natural communities that are unique on a local, regional, and global scale. These unique natural communities include a globally rare dwarf pine community, over 7,000 acres of pitch pine-oak-heath rocky summit community, the largest chestnut-oak forest community in New York (30,000 acres), extensive northern hardwood forest communities, and cliff, talus and ice cave communities. These unique natural communities support at least twenty-five rare plant and animal species. The New York State Open Space Conservation Plan (p. 36-37) states that “these elements of biodiversity make the Shawangunks one of the highest priority areas for biodiversity conservation in the northeastern United States.”*

The Town of Shawangunk has five significant natural areas that have been recognized by local, state or federal action according to the 2003 Comprehensive Plan. These include:

- The Shawangunk Ridge Critical Environmental Area,
- The Shawangunk Grasslands National Wildlife Refuge,
- The Shawangunk Kill Recreational River,
- The Wallkill River National Wildlife Refuge,<sup>7</sup>
- The Tinbrook Valley Aquifer Critical Environmental Area.

#### **A. WALKER VALLEY AND NYS ROUTE 52 CORRIDOR**

Within Walker Valley hamlet area, one of the four significant areas listed in the comprehensive plan, the Shawangunk Ridge Critical Environmental Area, is prominent. Environmental resources and constraints are shown on **Map 7 and 8**. Local agencies may designate specific geographic areas within their boundaries as "Critical Environmental Areas" (CEAs) in accordance with the regulations implementing the New York State Environmental Quality Review Act ("SEQRA"). Any discretionary land use action, e.g., approving a site plan for a new development, is subject to review under SEQRA to ensure that the development will not have any significant adverse impact on environmental resources. To be designated as a CEA, an area must have an exceptional or unique character with respect to one or more of the following:

---

<sup>7</sup> While the Wallkill River in Shawangunk does not have National Wildlife Refuge designation, the Comprehensive Plan points out that it is an important link between those wildlife resources and the Wallkill's role in the Hudson River Estuary system.

- a benefit or threat to human health;
- a natural setting (e.g., fish and wildlife habitat, forest and vegetation, open space and areas of important aesthetic or scenic quality);
- agricultural, social, cultural, historic, archaeological, recreational, or educational values; or
- an inherent ecological, geological or hydrological sensitivity to change that may be adversely affected by any change.

Following designation, the potential impact on the environmental characteristics of the CEA is a relevant area of environmental concern and must be evaluated when a local board reviews a land development application. The Shawangunk Mountains is part of a large regionally significant habitat complex that extends into New Jersey, and supports a diversity of rare upland and wetland communities and rare plant and animal populations. It is an important migratory corridor for many species of birds and mammals. There are 137 species of special emphasis in the Shawangunk - Kittatinny Ridge habitat complex, incorporating 63 species of plants and 43 species of birds, and including numerous federally and state-listed species.<sup>8</sup>

The hamlet of Walker Valley is considered a southerly access point to Shawangunk Ridge. The Shawangunk Ridge CEA covers almost half of the SB zoning district. Two minor aquifers lie outside the Town of Shawangunk, bordering Walker Valley. Floodplains and wetlands are predominant crossing NYS Route 52, particularly along the Verkeerder Kill which has an extensive floodplain north and south of Route 52 between Johns Estate Road and Burlingham Road. This floodplain surrounds the historic center of the Ulsterville hamlet on three sides.

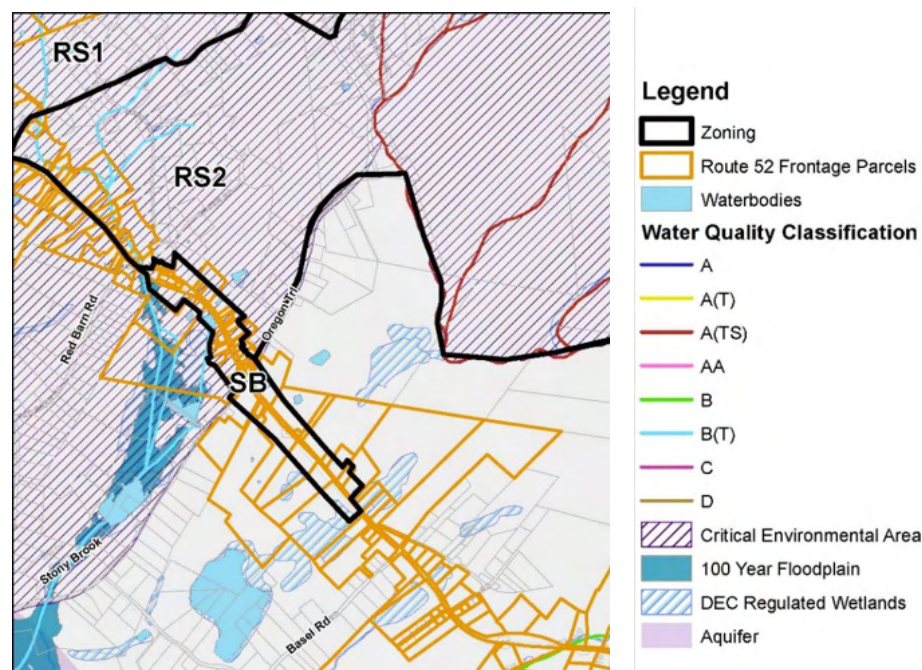


Figure 17: Zoomed in View of SB district Environmental Constraints

<sup>8</sup> [https://nctc.fws.gov/pubs5/web\\_link/text/skr\\_form.htm#Shawangunk%20-%20Kittatinny%20Ridge](https://nctc.fws.gov/pubs5/web_link/text/skr_form.htm#Shawangunk%20-%20Kittatinny%20Ridge)

The near pristine stream quality within Walker Valley is a testament to the value of the Shawangunk Mountains (**Map 8**). Water quality classification designated by the NYS Department of Environmental Conservation corresponds with the activities permitted.

<b>TABLE 9: NYSDEC STREAM WATER QUALITY CLASSIFICATIONS</b>	
<b>Designation</b>	<b>Best Use</b>
<b>AA</b> <b>A</b>	Drinking water supply Primary and secondary contact recreation Fishing Wildlife and fish propagation and survival
<b>B</b>	Primary and secondary contact recreation Fishing Wildlife and fish propagation and survival
<b>C</b>	Limited primary and secondary contact recreation Fishing Wildlife and fish propagation and survival
<b>D</b>	Limited primary and secondary contact recreation Fishing Wildlife and fish survival
<b>T</b> <b>TS</b>	Designated trout stream Suitable for trout spawning
Source: NYS Department of Environmental Conservation, Division of Water, Bureau of Water Assessment and Monitoring. <i>Water Quality Classifications (WQC)</i> - NYS (NYSDEC). Vector Digital Data. 2010.	

Streams designated as (T) and (TS) indicate designated trout streams, or that the stream is suitable for trout spawning. Designated trout streams are dually protected by the NYS DEC Protection of Waters Program (6 NYCRR Part 608 Article 15). Stream quality within Walker Valley is classified as B or higher, meaning that the streams within this area are suitable for contact recreation activities such as swimming, boating and fishing and even for drinking. Every stream except for the Tomy Kill and two unnamed streams are suitable for trout habitat or spawning in Walker Valley. The state's regulations require a Protection of Waters permit for certain activities which occur within 50 feet of the banks of a stream.

## **B. WALLKILL HAMLET**

Within the central portion of the Walkill hamlet, one significant environmental area is prominent:

- The Tinbrook Valley Aquifer Critical Environmental Area

The Walkill hamlet contains the Tinbrook Valley Aquifer CEA which generally corresponds to the aquifer below it and is protected in the Town's Zoning Law by the Aquifer Protection Overlay zoning district. Environmental resources and constraints can be found in **Map 7**. Within the Aquifer Overlay district, land cannot be developed with greater than 30 percent impervious surface area. This strictly limits the amount of development that can occur on any single parcel in the Aquifer Overlay zone. The zone was created at the request of the public to protect the underlying aquifer. However, if the Town desires to balance



environmental protection with some economic growth within the hamlet area, alternative solutions which afford the same level of protection could be explored.

While the Wallkill River in Shawangunk does not have National Wildlife Refuge designation (designation begins in southern Town of Minisink and continues into New Jersey), the Comprehensive Plan points out that it is an important link between those wildlife resources and the Wallkill's role in the Hudson River Estuary system, and a goal of the Comprehensive Plan is to protect the water quality of the Shawangunk Kill and the Wallkill River. Water quality of streams in the Wallkill hamlet is less pristine than that in Walker Valley - none of the streams are designated for trout habitat or spawning. However, an unnamed stream that runs through the far eastern edge of the Borden Farm property is categorized as an AA designated stream, and the Wallkill River itself is a class B stream.

As discussed in Existing Land Use & Zoning, the South Gateway into Wallkill hamlet is primarily auto-related light industrial/commercial uses. The areas behind Wallkill Body Shop & Glass, the Wallkill Car Care Center and Stewarts Shops are used to store vehicles. These parcels are almost entirely located within the 100-year floodplain and activities along the shoreline are regulated by the NYSDEC.



*Figure 18: Proximity of stored vehicles to waters edge.*



Few natural buffers exist between the uses along the Wallkill River and the river itself. While Popp's Memorial Park provides a buffer between the mowed lawn and the river, the entrance of the Wallkill River Walk, downstream and downhill of several auto uses, could be improved to enhance ecological function. This section of the walk is completely mowed and will do little to capture pollutants as they run off into, and flow through, the river.

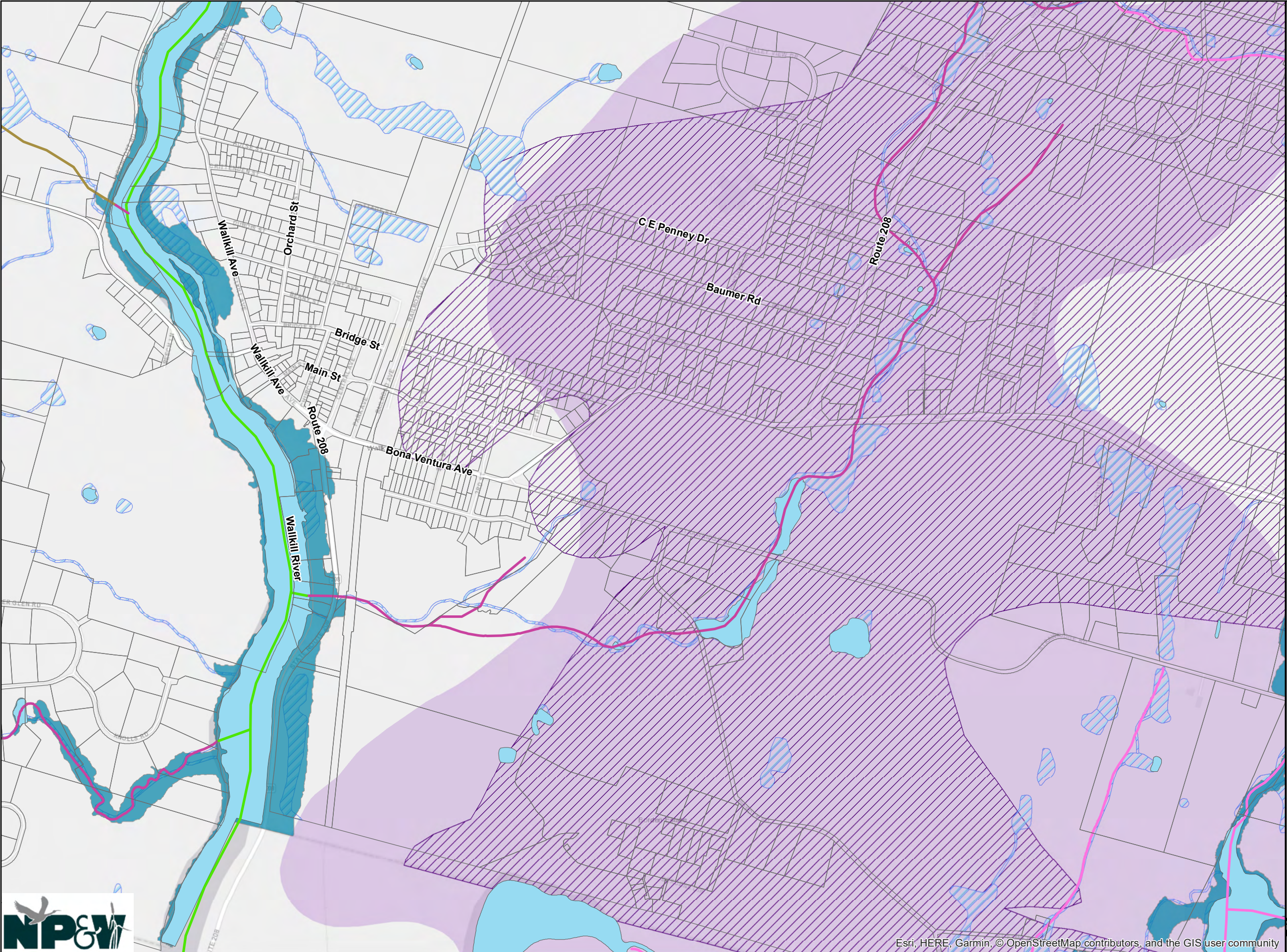


Figure 19: The Wallkill Riverwalk entrance and Popp's Park

Within the Wallkill hamlet, most of the land located on the west side of Route 208 south of its intersection with Wallkill Avenue is located in the 100-year floodplain, and is thus prone to flooding. Several properties on the east side of Route 208 are located within the 500-year floodplain. The floodplain does not extend beyond the rail trail. Properties on either side of the bridge are elevated sufficiently to be above the floodplain, but the property on the southwest side of the intersection of Wallkill Avenue and Route 208 in the ownership of First Student, Inc., is in the floodplain.

Federally regulated freshwater wetlands are found along the periphery of the developed areas of the hamlet. The Knoth subdivision to the north, and the Titus subdivision to the south, were both constrained by the presence of wetlands, which cannot be disturbed without a federal permit. It is not unusual to find wetlands on the former fallow agricultural lands surrounding the hamlet, given the flatness of the terrain and wetness of the soils. Agricultural activities are allowed without the need for a wetland permit. Land within the HWG zone are generally unconstrained, except for the area associated with a stream that flows to the east of Elsies.





**Town of  
Shawangunk**

**Wallkill Hamlet**

**Map 7:  
Environmental  
Resources**

- Legend**
- Water Quality Classification**
- A
  - A(T)
  - A(TS)
  - AA
  - B
  - B(T)
  - C
  - D
- Waterbodies
- 100 Year Floodplain
- DEC Regulated Wetlands
- Critical Environmental Area
- Aquifer

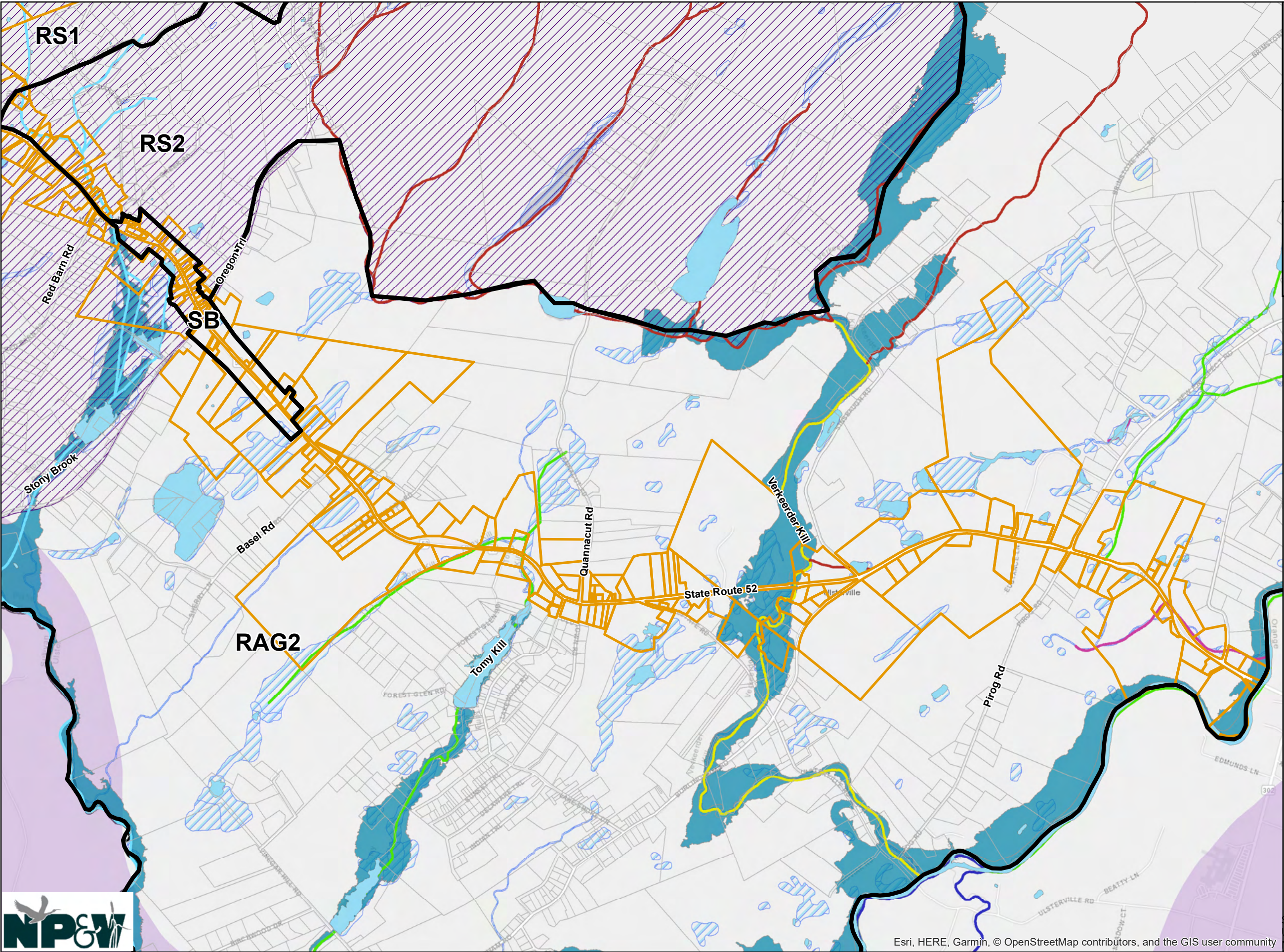
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Ulster County GIS

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**Town of  
Shawangunk**

**Walker Valley**

**Map 8:  
Environmental Resources**

**Legend**

- Zoning
- Route 52 Frontage Parcels
- Waterbodies
- Water Quality Classification**
  - A
  - A(T)
  - A(TS)
  - AA
  - B
  - B(T)
  - C
  - D
- Critical Environmental Area
- 100 Year Floodplain
- DEC Regulated Wetlands
- Aquifer

N

1 inch = 1,630 feet

October 18, 2018  
Source: ESRI Web Mapping Service;  
Ulster County GIS  
NYS GIS Clearinghouse









## B. WALLKILL HAMLET



*Figure 20: The Borden Company Farm's mascot, Elsie- a cartoon based from what is believed to be Marion's favorite cow.*

In 1881, John G. Borden purchased 261 acres in the hamlet area later known as Wallkill and began to purchase the surrounding farms until he had “amassed more than 1,700 acres that would be known as the Borden Home Farm.”<sup>10</sup> John G. Borden was the son of Gail Borden, who invented and patented condensed milk in 1856. John G. Borden became president of the company and opened several more condensories across the United States. In 1884, the Borden New York Condensed Milk Company built its largest condensory along NYS Route 208 where it still stands in ruins after years of fire and neglect. At the time, the condensory employed dozens of local residents and processed the milk of 5,000 cows from nearby farms in Ulster and Orange counties. While the Borden dairy empire grew, Borden himself focused increasingly on his vision of the ideal community that would surround his home farm. This vision was separate and distinct from the business interests of the Borden company, and the Wallkill hamlet grew quickly thanks to this vision.

By 1889 the “farm comprised most of the hamlet of Wallkill, stretching south to Lake Osiris and east to the top of Kings Hill, near the Town of Newburgh border.” In addition to cows, hogs, sheep and poultry, the farm produced apples, corn, rye, oats and grapes. The land was spotted with hundreds of barns, worker cottages, 40 miles of roads and 11 lakes channeled together into a reservoir.

Records show that Borden’s first priority once buying the homestead was to build a central village to support his workers. The original map of Wallkill is almost identical to what exists today. The plans showed space for a “school park” which Borden donated to the town and today Garrison Park still serves a central gathering place for the residents of Wallkill.

Borden funded much of the infrastructure that supported the Village of Wallkill including roads, sewer and drainage, and even the materials for his employees to build their own homes. Borden’s daughter Marion also contributed to the social institutions and technology of Wallkill. In 1908, thanks to Marion, electricity was brought to Wallkill for the first time by building a steam-powered electric station at the Home Farm. Telephone service came soon thereafter, as well as the modernization of farm equipment from horse-drawn to diesel engines. A 100-foot water tower was also erected to provide pressurized water across the Home Farm. Marion, her sisters and mother were benefactors of many local institutions, particularly the library, schools and the Ulster County Girl Scouts.

The farm was bequeathed to the Masonic Order, of which the Borden’s were a part, but the Masons had little interest in the farm and during the Great Depression sold off pieces to other local farmers. The remnants of the Borden Family Farm can be seen all over the hamlet of Wallkill. While what remains of

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<sup>10</sup> <http://ulstermagazine.com/borden-farm.html>

the Borden Home Farm is protected by a zoning district within the Town, none of the buildings are listed on the National Register of Historic Sites. The farm site and buildings are considered an important historic and visual feature of the Wallkill hamlet.

### C. NATIONAL REGISTER HISTORIC SITES

The National Register of Historic Places is a federal list of districts, sites, buildings, structures and objects deemed worthy of preservation for their historical significance. Listed sites are afforded limited protection and eligibility for certain tax provisions provided through the National Preservation Act of 1966. Sites deemed “eligible” have been nominated as historic places but have not completed the process of becoming listed, or where the owner has not consented to the listing. In those instances, a property or building can still be listed on the New York State Register of Historic Places, as such listing requires no consent.

There are no National Register listed or eligible historic sites in the Walker Valley hamlet, but there is one National Register listed and several eligible sites within the Wallkill hamlet. The Andres Dubois House is the oldest house and only registered historic site in the hamlet. The site was designated in 1998 and parts of the building date back to 1769. Artifacts found in and around the site include early 19<sup>th</sup> century coins, a comb and child’s doll and Native American lithics.

<b>TABLE 10: LISTED AND ELIGIBLE HISTORIC SITES</b>	
<b>Name</b>	<b>Status</b>
Equipment Storage Shed (#6)- J.B. Crowell & Son Complex - Albany Post Rd	Listed
Barn (#8)—J.B. Crowell & Son Complex - Albany Post Rd	Listed
Thomas Jansen House - Jansen Rd	Listed
Schoolhouse District #8 - Bruynswyck Rd	Listed
A.H. Terwillinger House - Hoagerburgh Rd	Listed
Johannes Decker House - Kill Rd	Listed
Reformed Church at Bruynswick Cemetery - Hoagersburgh Rd	Listed
Coop (#7)—J.B. Crowell & Son Complex - Albany Post Rd	Listed
Red Mills Farm - Red Mills Rd & Wallkill Ave	Listed
Meredith House - Off Goebel Rd	Listed
Johannes Jansen House - Decker Rd	Listed
Pearl St Schoolhouse - Awosting & Decker Roads	Listed
Reformed Church of Bruynswick Rectory - Hoagersburgh Rd	Listed
The Bate House (#5)—J.B. Crowell & Son Complex - Albany Post Rd	Listed
Milk Barn (#9)—J.B. Crowell & Son Complex - Albany Post Rd	Listed
Walstein Childs House - Sand Hill Rd	Listed
Andries Dubois House - 75 Wallkill Ave	Listed
James B Crowell, Iii House (#1)- J.B. Crowell & Son Complex - Albany Post Rd	Listed
J.B. Crowell & Son Brick Mould Mill (#3)-J.B. Crowell & Son C - Lippencott Rd	Listed
Reformed Church of Shawangunk - Hoagerburgh Rd	Listed

Reformed Church of Bruynswick Sunday School - Hoagersburgh Rd	Listed
Garrett Decker House - New Prospect Rd	Listed
James B. Crowell, Sr House (#2)- J.B. Crowell & Son Complex - Lippencott Rd	Listed
J.B. Crowell Dam (#4)- J.B. Crowell & Son Complex - Albany Post Rd	Listed
Wallkill River Bridge Bin - CR 18	Eligible
Building 1 - 56 Wallkill Ave	Eligible
Isaac Terwilliger House - 16 Meyers Rd	Eligible
Superintendent Residence/Shawangunk Correctional Facility - 1200 NY 208	Eligible
Building 3 - 60 Wallkill Ave	Eligible
Building 12, Wallkill Correction Facility (1932) - 50 Mckendrick Road	Eligible
Building 4 - 76 Wallkill Ave	Eligible
Building 10 - 56 Bruyn Turnpike	Eligible
Borden Estate Farm Historic District - NY 208	Eligible
Note: Cells highlighted in yellow denote sites within the hamlet of Wallkill. Source: NYS OPRHP CRIS System, November 2018.	

Sites listed as eligible within the hamlet include several architecturally exemplary buildings from the Federal era and Victorian Queen Anne era.

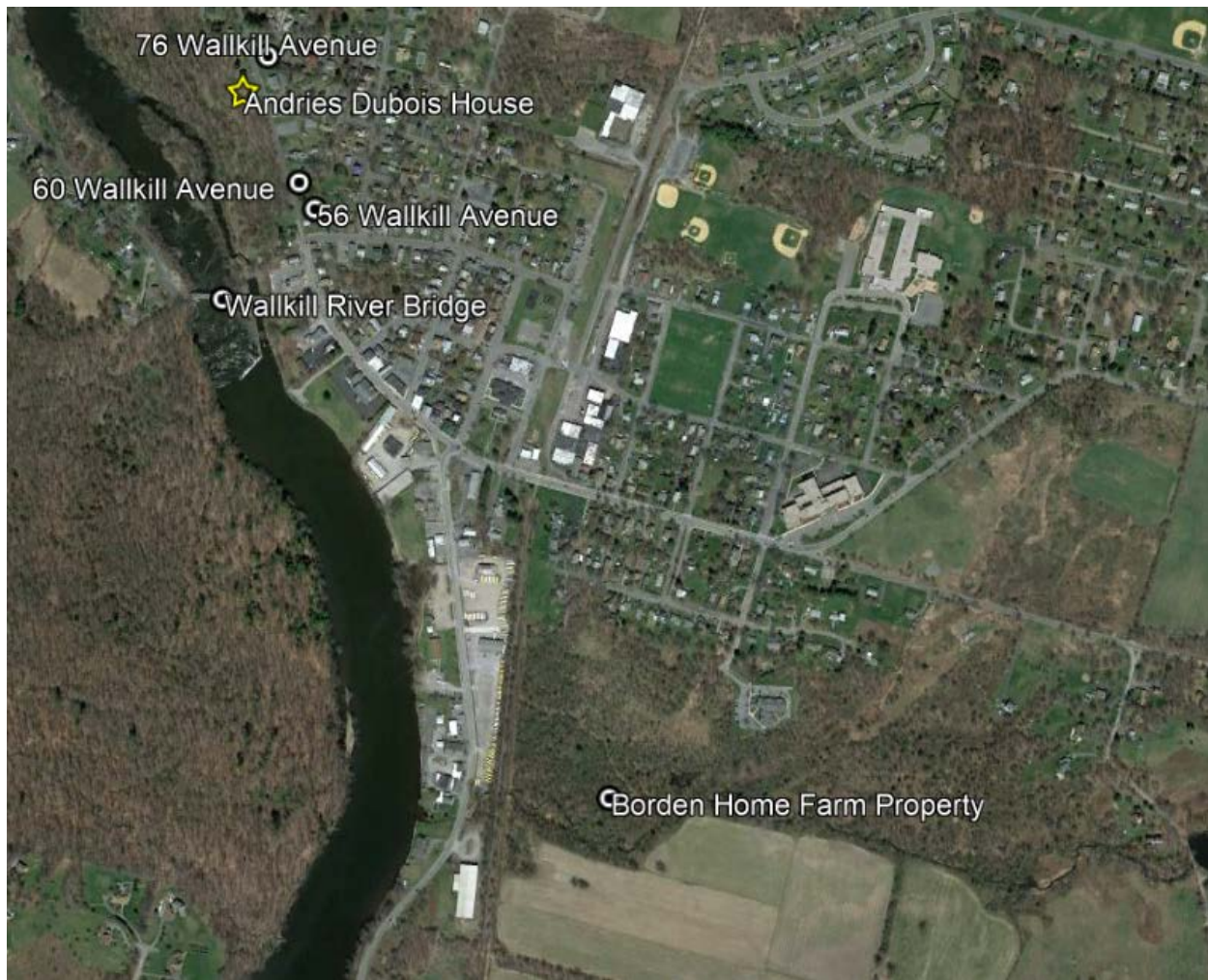


Figure 21: Listed and Eligible historic sites in the hamlet

## D. VISUAL RESOURCES

The most widely known visual resources in the Town of Shawangunk are the Mountain of its namesake, and the Borden Home Farm. The Shawangunk Ridge is visible from many points in the Town, and the Town is a member of the Shawangunk Mountain Scenic Byway region. The scenic byway is a designated route that promotes local tourism and highlights scenic drives throughout the state.

The Shawangunk Mountain Scenic Byway was created in 2005. The byway in Shawangunk travels along NYS Route 208, through the Wallkill hamlet, west on Bruyn Turnpike, south along Albany Post Road and east on NYS Route 52 through Walker Valley. The New York State designated scenic byway designates road corridors with resources of regional significance, and the goals of the Shawangunk Mountain Scenic Byway are to:

1. Build a strong identity for the Shawangunk Region;
2. Improve the ability for participating communities to benefit from tourism;
3. Enhance multimodal travel throughout the region;



4. Encourage the preservation of the scenic, natural, recreational and historic resources of the region; and to
5. Provide management for lands along the corridor in a manner that respects home rule and engages in active community participation.

A design guide for participating community Planning Boards was published in 2012 by the Shawangunk Mountain Regional Partnership (encompassing nine towns, Shawangunk included) with the intent to demonstrate ways to “accommodate development while still preserving the scenic beauty and unique character of the Shawangunk Mountain Region.”

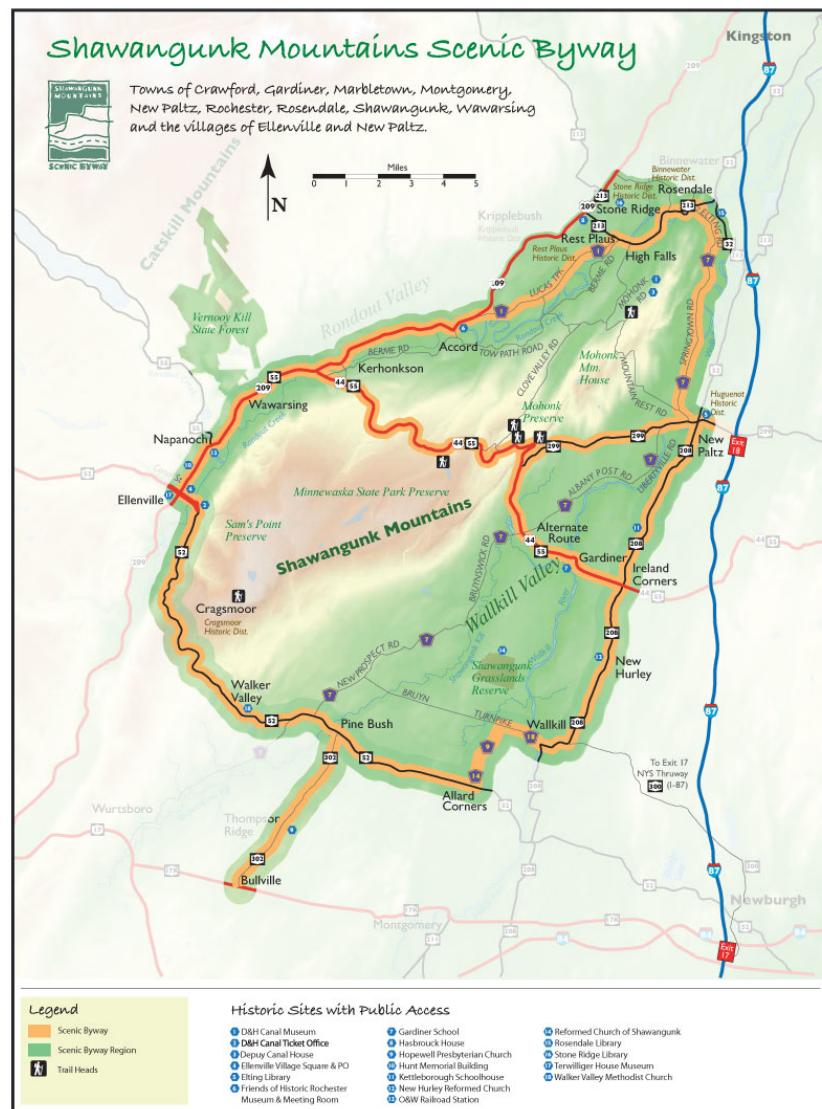


Figure 22: Shawangunk Scenic Byway Route

The scenic byway crosses the Walkkill hamlet along NYS Route 208 to NYS Route 52 and then turns north through the heart of Walker Valley along NYS Route 52. Participating communities in the Shawangunk Scenic Byway are encouraged to adhere to design guidelines and watershed protection best practices to

protect the panoramic views of Shawangunk Ridge, and the views of rural and agrarian landscapes that define the area surrounding the ridge. The Town of Shawangunk has available to it many resources for best practices, including the *Scenic Resources in the Shawangunk Mountains Region: A Guide for Planning Boards*, commissioned by the Shawangunk Mountain Regional Partnership, which identifies visualization assessment tools, landscape patterns and planning and design practices such as clustering and conservation subdivisions.

The Borden Home Farm is regulated through the Borden Home Farm Historic Overlay district per §177-6M. It is split into the “Core Farm” which includes a cluster of some original Borden Home Farm structures, and the “Support Land” which includes the open, fallow fields which are clearly visible when entering through the North Gateway and slope down to the core farm. The district:

*“...finds that the area encompassed by the former Borden Home Farm is a unique cultural and scenic resource possessing historic significance and integrity... preservation of the historic and scenic character of those portions of the Borden Home Farm that retain their integrity is important to maintaining the Town's rural character, sense of place, and historic landscape, which contribute to the Town's quality of life and its attractiveness for residential and commercial development, as well as for tourism. The Town further finds that development of the area covered by this overlay district is appropriate if such development is carefully planned and designed to maintain, preserve, and enhance to the extent practicable the scenic and historic features of the area and the views into the landscape from public roads.”*

The Zoning Law refers to the New York Planning Federation (NYPF) *Community Design Guidelines* and scenic preservation best practices such as the use of similar architecture, clustering of buildings and screening parking, use of existing topography and landscaping to screen buildings and encouraging conservation density subdivisions. Within the support lands of the overlay, important views of the agricultural landscape and undeveloped land shall be protected through conservation easement.

In addition to the above significant scenic resources of the hamlets, the Ridge Stewardship Districts, Hamlet of Wallkill Gateway, Small Business and Mixed-Use Business-Conservation zoning districts require consideration of visual resources through visual analysis, demonstration of appropriate materials, architectural details or landscape design, and use of the NYPF Community Design Guidelines until such time the Town adopts its own design guidelines. While the SB and BH-O zoning districts make reference to these Community Design Guidelines, the HWG is specifically guided by a set of design standards which address categories including: building placement and scale; site access and sidewalks; parking and loading; buffers, screening and open space; outdoor storage and service areas; lighting; signs; utilities; stormwater management; street features and maintenance, and site maintenance. The BH-O district only makes reference to architectural requirements (rather than siting, building, and massing requirements) which should get inspiration from the Core Farm area, the hamlet of Wallkill, or traditional rural and hamlet architecture in the area.

The MB-C zoning district requires that Design Guidelines be created as part of the overall development and approved by the Town Board. The H-1 district, which is primarily a residential zoning district, is not

guided by any particular design guidelines. In general, there appears to be an uneven application of design guidelines and standards for zoning districts within the hamlet centers. Along the NYS Route 52 corridor, the RS-1 and RS-2 zoning districts make reference to the NYPF Design Guidelines for Building and for Rural Development dated 1994. These documents, given their age, are not widely available and are thus not used in the review of development applications from a practical perspective.

Within the remaining zoning districts, design guidelines are not referenced.

## **V. TRANSPORTATION**

### **A. VEHICULAR TRANSPORTATION**

Transportation planning considers the movement of people, goods and services over multiple modes such as roads, rails, water, air and “alternative” transportation options such as on- or of- street walking and biking trails. The availability of major transportation corridors and interchanges giving access thereto plays an important role in economic development – industrial, warehouse, and commercial uses need to be in relative close proximity to these corridors to move goods and attract customers. As communities become more populated, a greater proportion of a road’s capacity is taken up by regional commuters, and increased use of single occupancy vehicles, the preferred method of travel by most households, can cause roadway congestion and unsafe conditions. Integration of public and “alternative” transportation infrastructure and strategic land use planning can allow a community to grow its residential and commercial tax base while avoiding congested roadways.

In New York, roads are grouped into “functional classes” by the New York State Department of Transportation (NYS DOT) according to the level and character of service they provide. A roadway’s classification defines its importance within the overall network and is used to determine which roads are eligible for federal funding under the Federal Highway Administration Surface Transportation Program. The NYSDOT prepares Functional Class Maps for the entire state roadway system. Within the system, there are six classifications of roads: Principal Arterial Interstate, Principal Arterial Expressway, Principal Arterial, Minor Arterial, Major Collector, Minor Collector, and Local. All roadway classifications are Federal Aid Eligible except for local roads. The Town is not directly accessible from a major interstate highway, so its ability to attract large scale industrial, warehouse, and similar uses is limited. Rather, the Town’s primary highways provide access to the residential communities and neighborhoods of the Town, and the commercial uses that support them. Small-scale industrial uses are present in the Wallkill hamlet, which do not rely on immediate proximity to the interstate highway system.

**Minor Arterial:** The minor arterial system interconnects with and augments the principal arterials. Minor arterials carry a significant percentage of through traffic in a region. Within the Town of Shawangunk, NYS Route 208 and Route 52 are Minor Arterials, and connect the Town to Principal Arterials such as Route 44/55 (to the north), Route 17K (to the south) and Interstate 87 which runs north-south, east of Shawangunk.

**Major and Minor Collector:** The collector system accommodates both property access and through traffic movements as well as penetrates residential areas, distributing trips from arterials to local roads. In Shawangunk, Route 300 is a Major Collector, and Route 79 and Route 6/39B are Minor Collectors. These roads connect Arterials such as NYS Route 208 and Route 32 in New Paltz to the Town.

A primary factor that contributes to the determination of a roadway’s classification is its average daily traffic volume. The NYSDOT’s Engineering Division collects traffic volume data for 8,000 – 10,000 locations per year, including several road segments within the Town of Shawangunk. The AADT estimation process allows the user to be 95% confident that the estimated AADT is within +/- 10% of the actual value. The



traffic counts, or estimated Annual Average Daily Traffic (AADT), for these roads was last updated in 2015 and are shown in **Figure 7a and 8a**.

In Walker Valley, NYS Route 52 has an AADT of approximately 2,684 trips which is primarily fed by traffic outside the Town, and by Burlingham Road which runs east-west until it reaches NYS Route 52, (AADT 2,087) and New Prospect Road which connects to the hamlet of Dwaar Kill northeast of Walker Valley (AADT 2,669).

In Wallkill, NYS Route 208 from the Eastern Gateway intersection with Route 300 and Bon Ventura Avenue has an AADT 8,214 trips per day. NYS Route 208 north of the Eastern Gateway has an AADT of 5,685 and Route 300 east of the Eastern Gateway has an AADT of 5,631 trips. Bruyn Turnpike entering the hamlet has an AADT of 3,938. The increased AADT of roads in the Wallkill hamlet compared to Walker Valley are indicative of the increased residential density of the hamlet, and the proximity of higher volume arterial roads such as NYS Route 208 dispersing traffic into and out of the hamlet and across the Town of Shawangunk via Bruyn Turnpike.

Interestingly, from a traffic perspective, the Village of Walden and its roads carry less traffic volume, including NYS Route 52 east of the Village. Further, the traffic at the Modena hamlet is also less than the Wallkill hamlet. Yet, these two areas have been able to capture commercial demand, including both communities supporting a local Hanneford's grocery store. From a traffic and drive-by perspective, there is sufficient traffic volume to support larger retailers than exist in the hamlet.

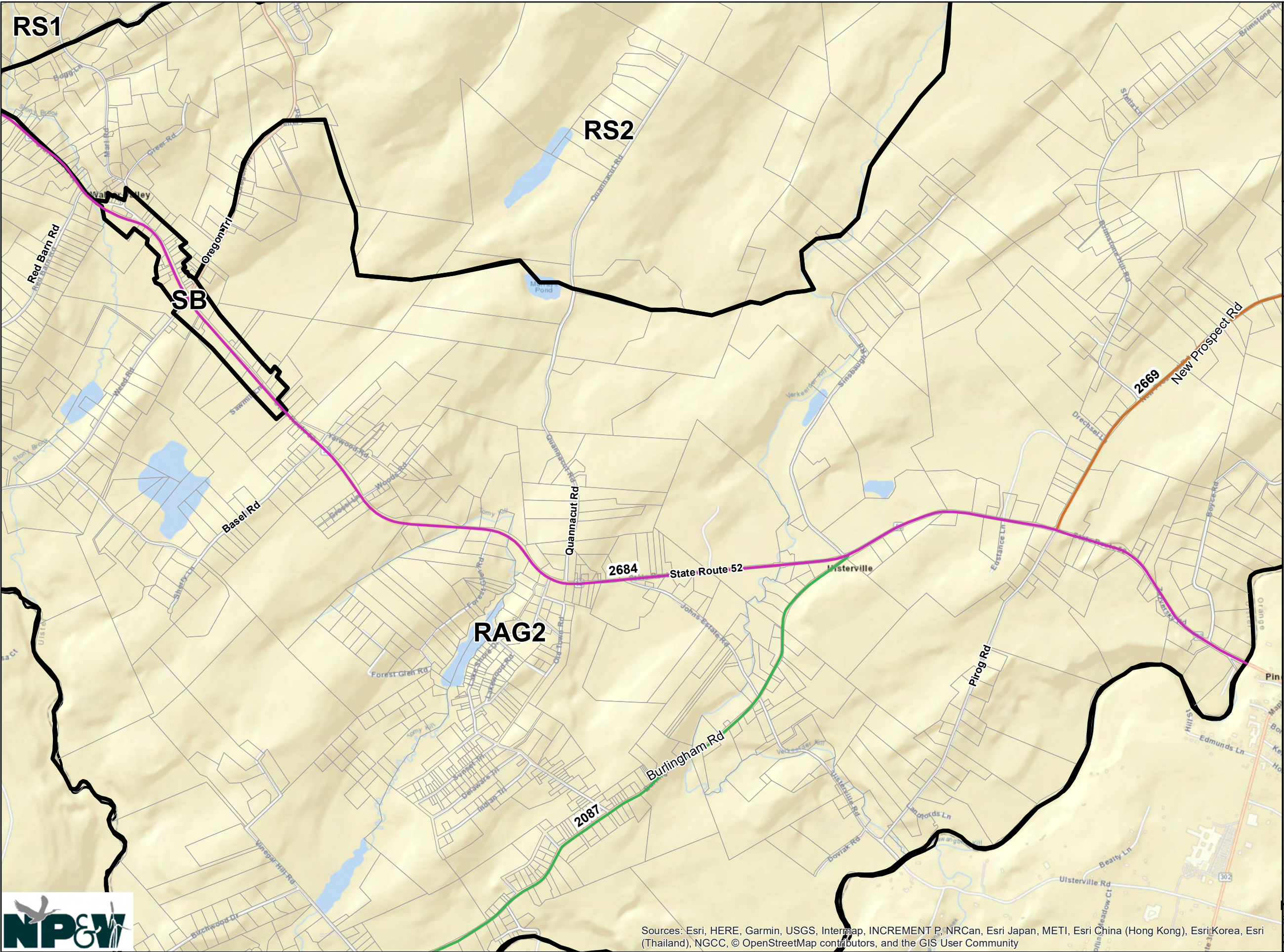
## **B. ALTERNATIVE TRANSPORTATION**

The inclusion of "alternative" forms of transportation encourages residents to live healthier lifestyles through access to walking and biking opportunities and can also be a deterrent to driving short distances for services such as the bank or the pharmacy. Alternative transportation options keep cars off the roads and prevents vehicular congestion for short trips. Infrastructure such as sidewalks, on-street bicycle lanes and off-street trails and bicycle paths all constitute "alternative" transportation, as do trains, ferries and public bus or shuttle systems.

The Town of Shawangunk is not served by trains or ferries, though the Ulster County Bus service does stop at Popp Memorial Park in Wallkill once a day. The Town has, however, taken recent steps to improve the sidewalk infrastructure in Wallkill by recasting old sidewalk to make it safer to walk on, and adding colored stamped concrete to make sidewalks and crosswalks more visible to motorists and pedestrians.

Wallkill hamlet has other off-street pathways in addition to a hamlet-wide sidewalk system and a walkable land use pattern. The Shawangunk, Walden and Wallkill Rail Trail runs from Walden to the Wallkill Correctional Facility where the public right of way is interrupted but picks back up less than a mile and a half north at Denniston Road, where the trail is called the Wallkill Valley Rail Trail. This trail then travels all the way to New Paltz approximately 22 miles to the north. This rail trail is a valuable recreational and tourism resource for residents and businesses in Wallkill and making it more accessible should be explored. The trail in Wallkill connects properties and dwellings to necessary community resources: it









**Town of  
Shawangunk**

**Walker Valley**

**Map 9:  
Average Annual  
Daily Traffic (AADT)**

**Legend**

-  Zoning
-  2,684
-  2,087
-  2,669



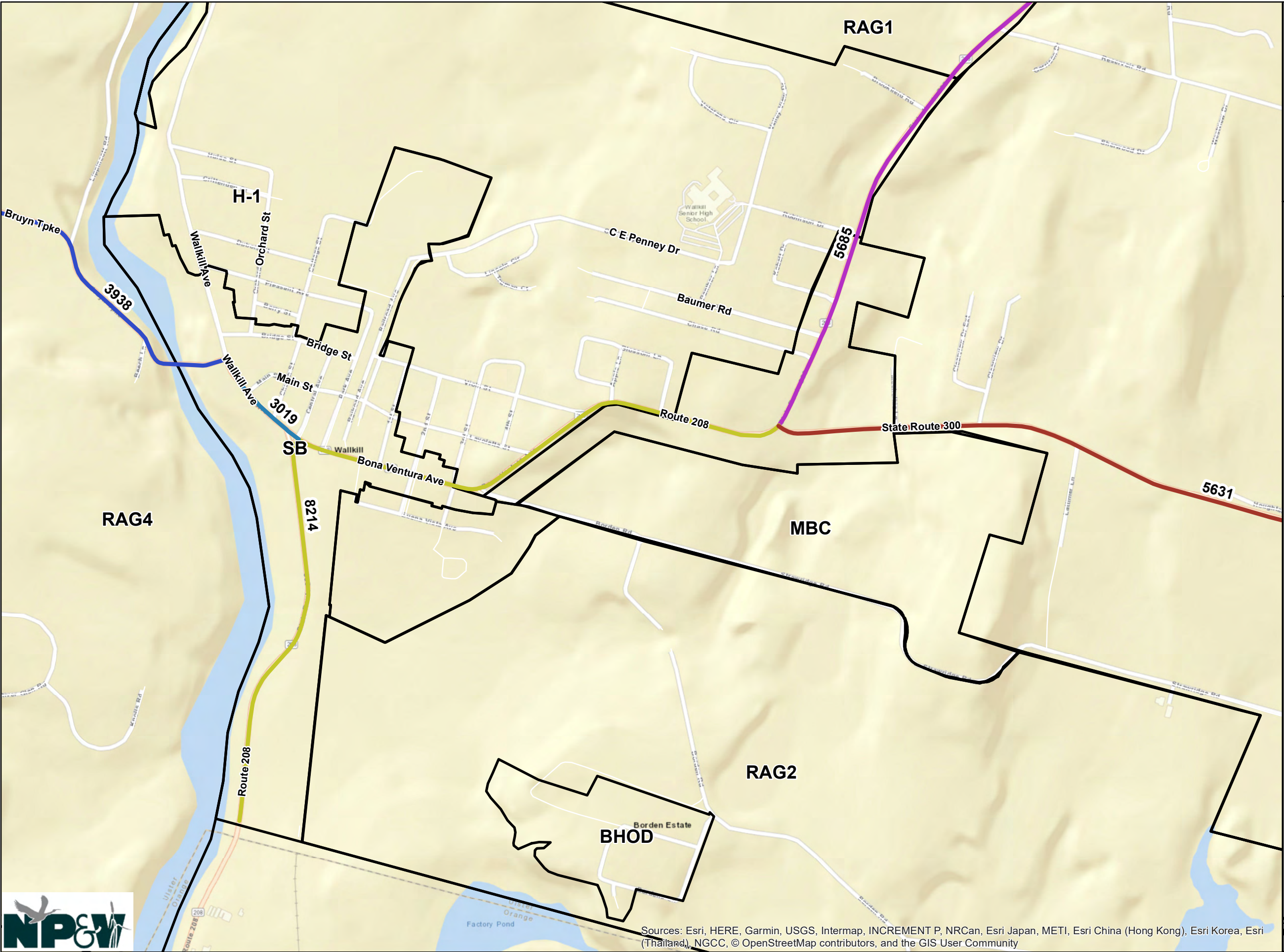
1 inch = 1,630 feet

November 27, 2018  
Source: ESRI Web Mapping Service;  
Ulster County GIS  
NYS GIS Clearinghouse



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community





**Town of  
Shawangunk**

**Walkill Hamlet**

**Map 10:  
Average Annual  
Daily Traffic (AADT)**

**Legend**

**AADT**

- 3,019
- 3,938
- 5,631
- 5,685
- 6,107
- 8,214

 **Zoning**



1 inch = 900 feet

Source: ESRI Web Mapping Service;  
Ulster County GIS



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community



runs behind the Bus Depot across from Popp Park, and passes the police department and local library, fire department, Wallkill Town Park, and Wallkill Area Little League ball fields, passing the vicinity of the Wallkill Senior High School and adjacent neighborhoods.

## **C. WALLKILL RIVER WALK**

### **1. OVERVIEW**

The 2003 Comprehensive Plan introduced several goals that emphasize the importance of the economic viability of the Wallkill hamlet, the importance of neighborhood recreation and the protection and enhancement of natural resources:

- Encourage the creation of neighborhood parks throughout the Town.

The Wallkill River Walk is conceptually a project that could bring residents and visitors to the Wallkill hamlet closer to the Wallkill River, provide recreational opportunities and could be extended and enhanced to create an attractive gateway and connect residents and tourists, development and enhanced economic activity to the Wallkill Avenue business district and further into the hamlet.

Enhancement of the Wallkill River Walk requires several initiatives which will be discussed:

1. Connect the Shawangunk, Walden and Wallkill Rail Trail (Rail Trail) to the Wallkill River Walk,
2. Use this connection to enhance the appearance of the Southern Gateway,
3. Extend the Wallkill River Walk south to the Rail Trail, and north along the River and into the heart of the Wallkill Avenue Business District,
4. Continue wayfinding for the trail through the civic heart of the hamlet to Wallkill Town Park and back to the Rail Trail.

This proposal creates a largely off-street pedestrian and bicycle loop through the scenic, cultural and economic heart of the Wallkill hamlet.

As previously described, the existing Wallkill River Walk starts behind McBee's Family Hair Salon and continues behind the Sunoco gas station to Popp Memorial Park for less than a quarter of a mile. The entrances to the River Walk are not well defined or visible from the road, and the trail itself is not maintained or groomed as such, yet the opportunity for this concept to become a community asset is clear.

### **Opportunities**

The Wallkill River is a Class B stream that forms the eastern border of the Wallkill Hamlet. The river is an historic and scenic resource for the hamlet as well as a recreational resource for fishing and paddle boating. The Small Business zoning district, i.e., the economic center of the hamlet, borders the River's eastern bank, and the Shawangunk, Walden and Wallkill Rail Trail runs almost parallel to the river on the eastern side of Route 208 and then north through the SB district and out of the hamlet. While most parcels on the east and west side of Route 208 along the Wallkill River are within the 100-year floodplain, this should be viewed as an opportunity. Recreational uses, particularly trail systems, are ideal uses to locate

in floodplains, where the potential for expensive flood damage is reduced when compared to flood damage to buildings or environmental contamination due to the flooding of industrial uses.

The connection of the rail trail to the Wallkill River could serve as an additional recreational amenity for hamlet and Town residents, as well as a recreational attraction to visitors (i.e., those using the rail trail) and an economic development opportunity for businesses within the SB district. As the portion of Route 208 along the Wallkill River is designated as the Shawangunk Mountain Scenic Byway, improvements to the river viewshed and efforts to attract tourism through the development of a river trail are compatible with the goals of the byway. Additionally, under the New York State Complete Streets Act, “state, county and local agencies [must] consider the convenience and mobility of all users when developing transportation projects that receive state and federal funding.”<sup>11</sup> This means that the design of new road improvements should consider the inclusion of sidewalks and bicycle lanes. NYS Route 208, as a State Route, would receive state funding for improvement projects and could be considered under the Complete Streets Act. This may be useful to the Town when creating short-term strategies and road-to-trail connections.

Conceptually, the rail trail could connect to the river around the Gear Up athletic facility in the southern gateway to the hamlet, continue along the riverbank as far north as the Wallkill Valley Federal Savings and Loan Bank, and then reconnect to the rail trail by directing users through the economic and civic center of the hamlet via Wallkill Avenue, Main Street, and Railroad Avenue where the trail then leaves the hamlet. To achieve this, challenges to the expansion of the river walk must be recognized and a strategy determined.

### **Challenges**

The primary challenges to extending the river walk include public right of way and land ownership. Physical challenges also exist such as natural features and fences.

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<sup>11</sup> <https://www.dot.ny.gov/programs/completestreets>



The land through which the existing Wallkill River Walk (yellow dotted line) currently runs begins/ends at a commercial property that houses multiple buildings, one of which is McBee's Family Hair Salon and continues through a Town owned property, Popp Memorial Park. Existing public right of way includes roadways- Route 208 and Wallkill Avenue- and the Rail Trail (blue line). A sidewalk begins on Route 208 at Steward's Shops and continues northward. Most of the land adjacent to the Wallkill River, besides Popp's Park, is privately owned, with the exception of a small riparian area between Route 208 and the River at the southernmost entrance to the Town.

Any connection that might be made to connect the southern part of the rail trail to the Wallkill River would currently need to be made through private property. Approximately 117 acres in the same ownership surrounds the south eastern portion of the Rail Trail as it enters the Town of Shawangunk.



An existing private roadway already exists that appears to intersect the Rail Trail (blue line) and exit onto Route 208 just south of the athletic complex (note in the image the parcel lines are not perfectly aligned with the aerial image). Where this private roadway intersects Route 208, the public right of way includes Route 208 with a guard rail on the river side, beyond which appears to be a public riparian area, steeply sloping into the Wallkill River.



Moving north, two parcels west of Route 208 are in current residential use, the southernmost residence is located very close to the river, therefore limiting any public access that might be negotiated; a tributary to the Wallkill River (dotted blue line) runs between the two residential parcels, further segmenting any sort of public access right of way that could be achieved along the river under current conditions. Route 208 proceeds over this tributary which runs through a culvert beneath the roadway (yellow arrow in photo).



The three parcels north of the residences are currently in heavy commercial use, one of which appears to have a retaining wall abut to the river (Wallkill Car Care storage lot). These buildings are set closer to Route 208 and provide ample rear yard right of way along the river but are limited by a fence which lines the southern border of Popp Memorial Park, and a chain link fence appears to surround the storage lot for Wallkill Car Care Center. A sidewalk begins at Popp's Memorial Park on the western side of Route 208 and continues north along Wallkill Avenue. The eastern side of Route 208 across from Wallkill Car Care and Stewart's Shops is commercial/light industrial parcels that are currently being utilized for bus storage and an indoor athletic center.



The existing Wallkill River Walk runs the length of Popp Memorial Park north, where it circles the rim of a wetland which abuts a large gravel parking area for the Park, and then heads back toward the river through a gap between some boulders and a tall fence surrounding the Wallkill Sunoco. Here it continues north through private property and heads back inland along the property line of the adjacent bus storage use. The bus storage lot is also surrounded by chain link fence, and the shoreline here is only accessible through a muddy, overgrown and likely sloped riparian area. Some aluminum storage sheds run perpendicular to the river and almost abut the river to the south.



North of the bus storage lot, Wallkill Valley Federal Savings and Loan fronts to Wallkill Avenue, and has left almost half of the lot undeveloped down to the river's edge. It appears that the riverfront here is informally used by residents or employees, as a pathway has been clearly worn away along the shore. It is unclear from parcel maps if the entirety of the shoreline is actually owned by the bank - a 120-acre parcel (106.3-3-50) on the west bank of the Wallkill River appears to extend to the center of the waterway and onto the aforementioned portion of the opposite shore. A parcel owned by the Wallkill Fire District borders the bank property to the north (paved roadway) and appears to be used for fire trucks to access the water.





North of Wallkill Valley Federal Savings & Loan, the property is owned by Natural Power Group, Inc., and is fenced off for use by the hydro-power plant, which runs behind parcels from there to approximately north of DuBois Street. Natural Power Group's Wallkill plant, which produces 2 million kilowatt-hours of electricity per year, recently was allowed to sell electricity privately.<sup>12</sup> Easements would have to be acquired to allow use of the property for a River Walk. Here, given the presence of a sluice, access to the River Walk would be limited or restricted for safety purposes, although it would be interesting to include an educational component to the plant where the public could be allowed access to certain portions of the property for that purpose.

## **2. SHORT TERM STRATEGY**

Given the current limitations to accessing parcels in private ownership, a short-term strategy might involve the use of the current public right-of-way. A major key to this strategy would involve negotiating a public easement with the School of Practical Philosophy along the less than 500-foot connection between the Rail Trail to Route 208.

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<sup>12</sup> [https://www.dailyfreeman.com/news/rosendale-considers-buying-electricity-produced-at-wallkill-hydro-plant/article\\_6b2a24e5-fccd-5a72-9b4a-f98dc41ecec4.html](https://www.dailyfreeman.com/news/rosendale-considers-buying-electricity-produced-at-wallkill-hydro-plant/article_6b2a24e5-fccd-5a72-9b4a-f98dc41ecec4.html)





The trail might then follow the eastern shoulder of Route 208 north, and cross over at Popp's Memorial Park. Temporary interventions such as road paint and clear signage indicating a bicycle lane can encourage a safe and clear path along the eastern shoulder of Route 208. Parcel lines show that Route 208 includes a 50 foot right of way, where the paved area takes up between 30 and 35 feet of that right of way leaving approximately 10 feet on either side of the road available to be developed as a sidewalk or a bike lane.

Interventions such as clearly painted crosswalks with wayfinding signage, exemplary landscaping and traffic calming techniques can combine to create an attractive gateway to the hamlet. These types of interventions would be appropriate where the rail trail meets Route 208, and where an on-street bike lane or sidewalk crossed to the River Walk at Popp's Park.

The northern entrance/exit of the existing Wallkill River Trail is conveniently located at the main intersection in the center of the hamlet, where civic uses such as Town Hall and commercial/retail uses are located. At this point signage could direct users north along Wallkill Avenue to visit shops and connect back to the rail trail at the intersection of Main Street and Railroad Avenue, or direct users east to reconnect with the rail trail right away. Signage along the rail trail on Railroad Avenue could provide wayfinding for restaurants

and additional recreational opportunities on the way out of the hamlet.

### Short Term Design Interventions

Traffic calming can take many forms such as major infrastructure interventions (curb bumpouts, chicanes, roundabouts or speed bumps), minor infrastructure interventions (bollards, road texture modifications) landscape interventions (gardens or trees that differentiate space) and painting and signage. An attractive gateway can be easily achieved depending on the combination of traffic calming interventions employed, such as attractive landscaping, bright crosswalk paint, cautionary signage as well as welcoming signage.



Figure 24: Clearly marking the crosswalk with paint, texture and cautionary signs are good practice for traffic calming



Figure 23: Wayfinding signage coupled with scenic landscaping/views.





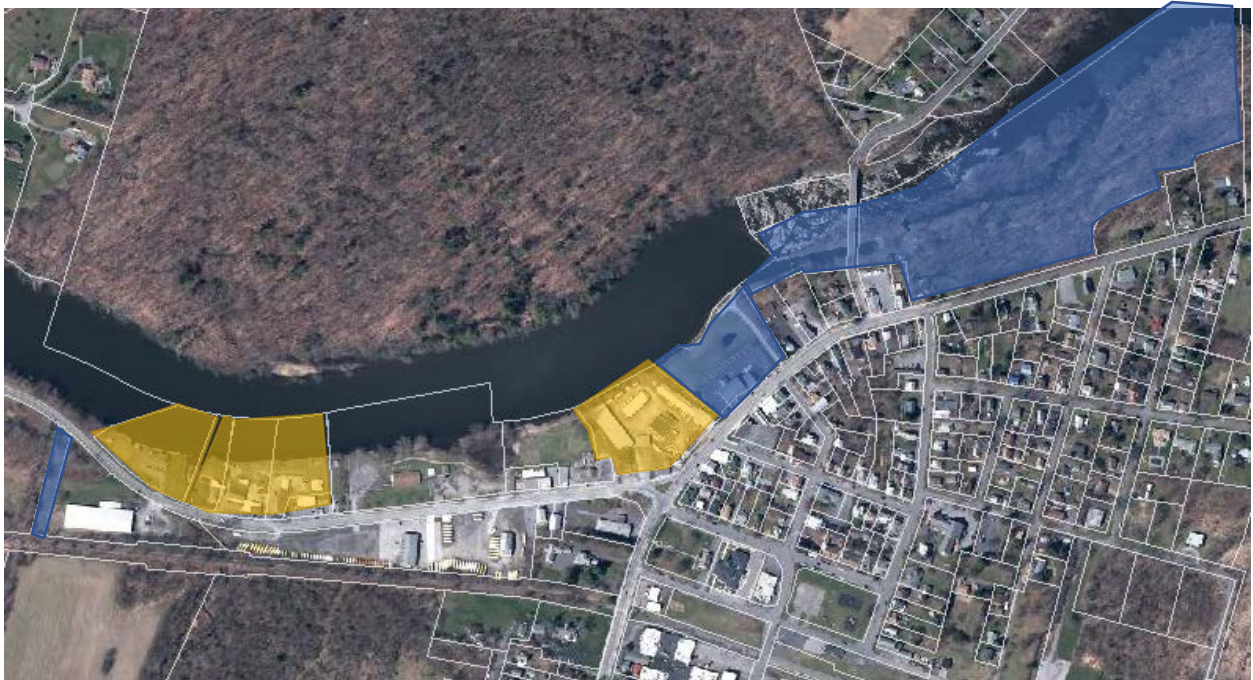
*Figure 25: A combination of low-cost interventions such as paint and landscaping can create a scenic and safe gateway to the community*



### 3. LONG TERM STRATEGY

A long-term strategy for the Wallkill River Walk would involve the acquisition of public easements on private property and the creation of development incentives to encourage property owners to provide public access.

As has been discussed, the existing light industrial uses within the floodplain pose a health and safety concern to the Wallkill River and residents of the hamlet. Development incentives offer a method for phasing out light-industrial uses in this area, encouraging new development and achieving the access needed for the River Walk. The extent of the incentives can range, but might be applied via a zoning overlay, or a threshold that might trigger incentives. For example, redevelopment of parcels along Route 208 within the floodplain that includes mixed-use may be eligible for a density bonus if River Walk right of way is provided along the shoreline. Similarly, an overlay would achieve the same goal, but allow the Town to be more specific about the area targeted by these incentives.



Strategic parcels for redevelopment incentives or access easements are noted above in yellow, strategic parcels for access easements only are noted above in blue.

## **VI. HAMLET CHALLENGES**

Analysis of the Walker Valley and Wallkill River hamlets show that there are challenges to creating the kind of mixed use, small business, architecturally complimentary development that the public desired in 2003, and that zoning that was put in place encourages. These challenges range from environmental constraints to the zoning law requirements.

### **A. WALKER VALLEY HAMLET CHALLENGES**

Almost half of the Walker Valley Small Business district is within the designated Critical Environmental Area, which adds a level of environmental scrutiny to any development occurring within its boundaries. Although it does not pose any restriction to development, some consideration should be given as to whether the hamlet itself should be in the CEA, if the intent was to protect the natural resources of the Shawangunk Ridge.

The Walker Valley SB zoning district is also relatively narrow, in some places only 150 feet wide. This results in numerous split zoned parcels (28 percent of parcels or 15 out of 54 parcels), where one part of the parcel is zoned for Small Business, and another is zoned for low density residential development. Split parcels can make interpreting the zoning difficult such as which uses are permitted, and where setbacks are measured from. If a developer is proposing a use that has a larger building footprint, it may be difficult to develop certain parcels for uses that are allowed exclusively in the SB district. The narrowness of the zoning district may limit larger scale, hamlet-style development from occurring.

Development in the SB district in Walker Valley is limited by the lack of public sewer, which means that future development must be an acre or more to accommodate on-site sewer and water. In the absence of a centralized system, development will likely remain low density, unless sufficient density is allowed in the zoning to subsidize the cost of putting in private centralized systems.

As previously discussed, 61 percent of the parcels (33 parcels) within the SB district do not comply with the minimum lot area. Where a use is proposed on a lot which does not meet the minimum lot area requirements, an area variance would be necessary. For pre-existing undersized lots, some consideration could be given to allowing them to be developed under a separate set of dimensional standards so as not to require area variances.

The intent of the 2003 Comprehensive Plan was to create an additional “gateway” zone in the vicinity of Ulsterville. This has not yet occurred. There is potential to capture tourism-related business activity along the NYS Route 52 corridor, especially since the corridor is marketed as a byway by New York State. Since the entire length of NYS Route 52 is a byway, tourism-related uses could be allowed along its entire length.

### **B. WALLKILL HAMLET CHALLENGES**

The Wallkill Hamlet generally contains four zoning districts and two overlay districts: The Small Business SB district, Hamlet of Wallkill Gateway HWG district, Hamlet H<sub>1</sub> district, Mixed Use Business-Conservation MB-C district and the Aquifer Protection Overlay AQ-O and Borden Farm Overlay BH-O.

The Hamlet of Wallkill Gateway district is intended to redevelop the northeasterly entrance to Wallkill in a visually attractive manner, provide a variety of uses and provide a visual transition between the rural areas of Town and the concentrated business area of the Hamlet. However, the land uses allowed are not tourist-oriented, as intended by the Comprehensive Plan. In addition, the development of this zoning district is challenged as it is not located within a sewer or water district. Design guidelines regulate development in this zone, but development may not be achievable from a practical perspective, in the absence of centralized sewer and water service. The AQ-O overlay limits the amount of development which may occur within the district than intended. As mentioned elsewhere, little development has occurred since adoption of the 2003 Comprehensive Plan and subsequent zoning amendments.

The H-1 district is intended to promote residential development in a “smart growth” pattern where development is encouraged away from agricultural land, and in a denser settlement pattern where there is public sewer and water, and local commercial services. The bulk regulations for H-1 and HWG include minimum and maximum front yard setbacks - a regulatory strategy that is useful for encouraging traditional village-type development, where buildings are visible and easily accessible from the road or sidewalk. The Hamlet of Wallkill Gateway is predominantly single-family homes set back generally 50 feet or more from the road. Principal uses within the HWG are only permitted when located within existing structures, or within new structures with not more than a 5,000 square foot footprint. While this regulation is intended, again, to encourage a traditional village-type development pattern, the lack of sewer and water service and location within the AQ-O overlay makes it difficult to develop at a high density.

It is interesting to note that while the Small Business district does require principal uses to be located in existing buildings or new buildings 5,000 square feet or less, it does not employ the strategy of regulating a maximum setback, even though it appears that many of the businesses within the SB district already adhere to the traditional village-type development pattern, particularly along Wallkill Avenue. These generally have smaller front yard setbacks than the current minimum requirement. Additionally, the impervious surface coverage requirements are significantly more restrictive (30 percent compared to 60 percent in the HWG). This significantly limits the size and scale of future development within the SB district, especially given that the standard lot sizes in the district are demonstrably smaller than in the rest of the hamlet. Further analysis might show that many existing businesses within the SB district do not comply to the minimum front setback requirement or coverage requirements.

The Aquifer Protection Overlay district is also a challenge to development within the Wallkill hamlet. The overlay protects the Tin Brook Aquifer, which includes the Wallkill Public Water Supply Watershed and is established as a Critical Environmental Area. It appears that maps of the AQ-O district match with the location of the Critical Environmental Area but not with the aquifer itself. The district also covers almost all of the HWG, MB-C, H-1 and a very small area of the SB district. This restricts maximum impervious surface coverage in the HWG district to 30 percent under the Aquifer Protection Overlay where it is otherwise permitted 60 percent. Developments proposed within the overlay district must provide evidence that the proposal will not reduce groundwater availability, degrade groundwater quality, increase the long-term risk of groundwater contamination, increase the risk of groundwater



contamination, reduce the separation between the ground surface and the high water table by less than five (5) feet or result in more than 35 percent impervious surface coverage (§177-6(N)(3)). (the bulk table further limits this to 30 percent)

Industrial and light industrial uses are permitted within the HWG, MB-C, H-1 and SB districts even while the Aquifer Protection Overlay and the aquifer itself lies within these boundaries. Many of these have also been noted within close proximity of the Wallkill River as discussed in the Environmental Resource Section (III.B). Uses such as bus stations, laundry and dry cleaning, “light industrial activities and uses of a kindred nature” are permitted by right or by special permit within the HWG. In addition, the SB district permits automotive fuel stations, auto maintenance and repair and bus garages. The presence of industrial uses over the aquifer and adjacent to the Wallkill River should be reviewed. Other commercial uses may be more appropriate for these locations.

The Wallkill hamlet’s southerly gateway is underutilized, in part also due to a lack of centralized water and sewer service. Here, automotive- and vehicular-oriented businesses with large expanses of parking lots do not serve to enliven the hamlet. There is an opportunity to encourage additional residential and commercial development in this area, but to achieve any density, centralized infrastructure will be necessary. Further, an opportunity exists to use incentive type zoning to acquire land along the Wallkill River for the construction of a trail that could loop back to the rail trail. The incentive could be additional uses, additional building height, or generally additional intensity of development. Any development would have to take into consideration the presence of the floodplain, and the east side of Route 208, next to the rail trail, is less restricted by floodplains.

In the past 20 years, neighboring communities (e.g., Pine Bush Hamlet in the Town of Crawford, Modena Hamlet in the Town of Plattekill, and the Village of Walden in Orange County) appear to have realized the level of development the 2003 Comprehensive Plan sought. Residents clearly desired grocery stores, convenience stores, and eating and drinking establishments locally. While Pine Bush, Modena and Walden have new Hannaford grocery stores with pharmacies within, the Wallkill hamlet, with an equal consumer draw, has not.

The Town has not been approached by any major franchises, e.g., Dunkin Donut shops, or other small retail establishment, to locate along the Town’s principal transportation routes which are zoned SB and HWG. Reportedly, developers have cited extraordinary and expensive site plan requirements as a reason why. Clearly, these zones have failed to attract the development intended.

While the overall goals of the 2003 Comprehensive Plan may still be relevant, this document demonstrates that the Zoning Law, enacted to implement the 2003 Plan, must be reexamined and rewritten to accommodate the community’s preferred pattern of development. The Town may need to expand its water and sewer areas through grants and special district creation so that the areas affected will be more attractive to development.

## **C. LAND USE AND HAMLET DESIGN CHALLENGES**

### **Land Use and Zoning**

The Town of Shawangunk is interested in directing future economic growth to the existing hamlet centers in a traditional village center development pattern where buildings are minimally set back from the road and where it is safe for pedestrians. This kind of development pattern requires several land use planning techniques: the allowance of a mix of uses within districts and within buildings, an increase in permitted density, and architectural and site design that is historically and culturally relevant and inviting to pedestrians (“human-scaled” development).

The first technique, allowing a mix of uses and an increase in permitted density is commonly regulated by permitting buildings with commercial on the ground floor and residential units above, often called “mixed-use”, and by permitting multi-family apartments. The term “mixed-use building” is defined in the Zoning Law as “a building containing residential and non-residential uses on a separate floor and located in a zoning district permitting such uses”, however, the use is not listed for any zoning districts except for the MB-C district and is not regulated. The Shawangunk zoning law permits “apartments above ground floor business” in the SB and the HWG districts, and “apartment located on upper floors of mixed use building” in the Mixed Use Business-Conservation Park. Mixed uses are only explicitly discussed within the zoning law in the context of a mixed-use business-conservation park, which is a planned development zone that has not been utilized at this time. Mixed uses are permitted in cluster subdivisions but it is not immediately clear if this permits mixed-uses within a building or only within the subdivision as separate buildings.

Apartments above mixed uses are a special permit use within the MB-C zone. Additionally, the code permits multi-family residential as a special permit use within the SB and MB-C districts, and multiple dwellings as a special permit use within the RAg-1 through 4 districts, and the H-1 district. “Multi-family” is not defined within the zoning. Multiple dwellings are regulated under special uses §177-26(F), and includes large lot area requirements, for example, the provision of two acres per two-bedroom dwelling. Within the H-1 zoning district, standards are not provided, as the special use section only regulates the RAg districts. At present, the residential density for multifamily housing is limited to the same density as single family dwellings, which was not intended by the 2003 Comprehensive Plan, but which has resulted from flaws in the zoning amendments allowing these uses. This was made evident during the review of Wallkill Commons which relied upon cluster subdivision provisions to achieve its density.

In terms of commercial uses, regulations associated with fast-food restaurants, retail food establishments, and restaurants in general need to be reviewed, as it is unclear whether or not drive-through establishments are allowed or intended. In general, the zoning needs to be more specific as to whether or not drive throughs are acceptable for other uses as well, including banks and pharmacies, as examples.

### **Design Guidelines**

The Town of Shawangunk Zoning Law refers to New York Planning Federation’s “Community Design Guidelines” and “Building Form Guidelines” “until such time as specific design guidelines are adopted by

the Town of Shawangunk”. The NYPF standards dated 1993 are at this time outdated, and the Town has not yet adopted Town specific design guidelines. However, the HWG district does include a section describing specific design standards and is the only district in the code which does so. These standards regulate elements of site and building design such as building placement; architectural style; relationship to scale; materials; landscaping; site access and sidewalks; parking and loading; buffers, screening and open space; outdoor storage and service areas; lighting; signs; utilities; stormwater management; street furniture and art features and site maintenance. These standards unnecessarily burden this zoning district to a larger extent than other zoning district. Some consideration needs to be given to where and how any design guidelines should be applied, and there should be a balance between creating an attractive visual environment in the hamlet while at the same time not overly regulating uses so that it discourages appropriate commercial development.



## **ATTACHMENT A – TECHNICAL ZONING COMMENTS**

1. Within the zoning, uses are not divided into a use table but are described narratively within the zoning district regulations. This creates confusion where two separately defined uses are listed on one line, where uses are worded differently in different zoning districts, or where a use is further regulated *within* the use list as opposed to the regulation being found within a separate section that might provide additional, district specific regulations, or within Article VI, Special Use Permits.
  - a. It would be a valuable exercise to develop a use table as applied to the zoning law for easy reference for applicants of development proposals, and to ensure that all uses are unique, defined and clearly regulated to effectively carry out the intent of the law.
2. §177-26A, Special Uses, regulates “automotive service stations and repair garages” while uses listed by district use the term “automotive service stations” and “automotive sales or service facility” separately. The zoning law defines “auto maintenance and repair” and “automotive fuel station” and “garage, repair” but not “automotive service station”. “Motor vehicle sales” is also a separate, defined special permit use that is not regulated under §177-26, Special Uses. Consistency of terminology is needed to ensure the intended uses are being appropriately regulated within the Town.
3. The use “camps and campsites” is a special permit use in several residential districts, however, “camp” is not defined, whereas “campground” and “campsite” are defined within the zoning law. Consistency between definitions and uses is needed.
4. “Commercial recreation, indoor and outdoor” is a special permit use in the SB district. Uses defined within the zoning law are “recreation, commercial”, “recreation, indoor” and “recreation, outdoor”, however only “commercial recreation, indoor” is regulated within §177-26, Special Uses. It should be discussed whether all three definitions are necessary for this use, or if one use and one definition is enough. More detailed special permit requirements should also be considered for this special use.
5. The use “clubs, lodges and fraternal organizations” is a single defined use, however, the use listed within the R-Ag-4 zoning district regulations does not include “clubs”, only “lodges and fraternal organizations”- it is unclear if this actually exempts “clubs” as “club” is not independently defined. Some zoning districts (RS-1, RS-2, R-Ag-1 through 4, H-1) list the use as “community buildings, clubs, lodges and fraternal organizations” while the SB and HWG zoning district only list “community building” as a use. “Community building” is a regulated special permit use under §177-26 and is defined, however, listing the use as one line - “community buildings, clubs, lodges and fraternal organizations” - implies that these uses are regulated as a unit. Similarly, within off street parking requirements, §177-41, the terms “social halls”, “country clubs” and “nightclubs” are referenced but not defined or otherwise regulated. “Clubs, lodges and fraternal organizations” are not regulated by off-street parking requirements.
6. “Nursery schools and home day-care facilities” is one of the listed uses that seems to have two separate definitions, however, while “Nursery schools” are defined, “home day-care facility” is not separately defined. It is unclear if this use is intended as a home-office type use, and how it differs from “family day care center in an existing residence”. Within the zoning law, similar uses include “family day care center” (listed use, defined) “Child day care center” (listed use, defined) and “family day care center in an existing residence” (listed use in HWG district only, not defined). “Nursery

school” appears within §177-26 special permit uses, however, the supplemental regulations in this section are not comprehensive. Other uses discussed here are not given supplemental regulations.

7. “Junkyards, outdoor storage of junk, automobile wrecking yards” are uses listed together, but not universally defined. “automobile wrecking yards” are included in the definition of “junkyard” however, the definition of “outdoor storage” does not define “junk”. This should be clarified by only using the term “junkyard” and “outdoor storage of junk”, and further defining “junk”, or the “outdoor storage of junk”.
8. In zoning district A-1, there are two storage uses listed and further regulated as permitted uses (self-storage facility and wholesale sales and incidental storage, wholesale and accessory use storage), and one accessory storage use listed (outdoor storage of building supplies). These uses are regulated within the list of uses, not within a section that specifies supplemental regulations or within special permit requirements.
9. The use “light industrial activities and businesses of a kindred nature” should be further defined to explain what “businesses of a kindred nature” are more precisely. “Light industrial use” is defined and regulated within §177-26.
10. The definition for the use “Miscellaneous Commercial-Residence” may be redundant with the definitions for Hotel/Motel, Bed and Breakfast and Country Inn.
11. The use “research and development facility” is defined within the zoning law, however several other similar terms are undefined but referenced within the zoning law:
  - a. “Research laboratory excluding medical or biological laboratories” is a permitted use within the A-I zone;
  - b. “Manufacturing plants and research or testing laboratories” is a use listed within the off-street parking requirements (§177-41).
12. “Retail business and personal service establishment” is listed in many districts as one use, but appears to be two uses as defined. “Personal service establishment” is a clearly defined use. “Retail business” is not clearly defined, but is referenced within the definition for “Neighborhood Store” (a retail business establishment of not more than 1,500 square feet in floor area offering consumer goods...) and is part of the definition for “Retail business of service not otherwise designated”. This definition states that it “includes retail or personal service establishments such as...” and lists appropriate businesses as defined. Clarification should be made as to whether the use “retail business” is actually referring to a neighborhood store, services not otherwise designated, or if it should be separately defined.
13. Undefined or unregulated terms that appear within the use table include:
  - a. Agricultural uses
  - b. Automotive sales or service facility
  - c. Automotive service stations
  - d. Bus Garage
  - e. Civic meeting hall
  - f. Commercial groups
  - g. Football
  - h. Furniture-refinishing establishment

- i. Golf
- j. Home day-care facilities
- k. Membership club
- l. Multi-Family (as opposed to multiple dwelling)
- m. Outdoor recreation and amusement uses (also phrased as “recreation and amusement uses)
- n. Parking lot as principal use
- o. Parks and playgrounds (assumed to be two separate uses)
- p. Private schools
- q. Public correctional institutions
- r. Public Parks
- s. Recreation areas
- t. Public schools
- u. Recreation
- v. Research laboratory excluding medical or biological
- w. Retail use customarily associated with airport operations
- x. Sanitary landfills
- y. Skating rinks
- z. Skiing
- aa. Soccer
- bb. Swimming pools
- cc. Tennis courts
- dd. Warehouse
- ee. Wholesale sales and storage
- ff. Wildlife preserve
- gg. General aviation airport
- hh. Heliport

Almost no accessory uses are defined or regulated.





## APPENDIX B: BUILDING TYPOLOGIES FOR THE HAMLETS

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As has been discussed, community members are interested in preserving the walkability and history of the Wallkill hamlet while still encouraging infill development and redevelopment. During public outreach, residents and stakeholders were asked if they support design guidelines, which the majority of respondents support if they don't deter development. Participants were then asked to rate in order of preference certain building types.

Design guidelines are often used to help new development fit into the existing development fabric. Because the hamlet of Wallkill is both historic and almost built out, it is important to emphasize consistency in design. Studies show that design guidelines can enhance the walkability and safety of a community and increase property values over time.

### Commercial Building Types

Residents and stakeholders in the hamlet of Wallkill support the traditional mixed-use building that can still be observed in the hamlet center today, where storefronts on the bottom floor are complemented by residential apartments or offices on the second floor. From participant responses, it is clear that there is a limit to the building size that would be accepted.

### Hamlet Center





Row-style shopfronts and single-story home-to-office conversions are popular with residents in the Wallkill hamlet because these building typologies already exist. The above examples are the top-rated images by public outreach participants.

The relationship to the street is important for commercial development in the hamlet center- the building should relate directly to the sidewalk with minimal to no front yard. Parking can be located on the street or via a side street or parking area behind the building.







The new commercial building shown above relates directly to the sidewalk and pedestrian realm, provides storefronts for window shopping and still provides parking which can be accessed from the rear of the building.

This is a design guideline that should be followed throughout the hamlet: as buildings move away from the center of the hamlet and no longer relate directly to sidewalk infrastructure, no more than one row of parking should be permitted in front of the building, and a landscaped area provided between the road and the parking. In this way, the building will continue to relate to the road without detracting from the

historic aesthetic of the hamlet.

### Outside of Hamlet Center

Commercial land uses at the periphery of the hamlet centers could include many varying uses such as office space, auto repair, restaurants, grocery stores and even larger breweries or event venues.



Figure 1: Goshen, NY

Office building types that garnered the most positive response from residents and stakeholders were up to two stories with a first story storefronts including sidewalks and landscaping. Minimal parking is located in the front (no more than one row). These building types may be appropriate for larger lots in the HWG or MBC district, particularly for medical or professional offices and services such as tailors, yoga or dance studios and even restaurants. Generally, the preference is to limit the amount of parking immediately in front of the buildings, and relate the building to a street, as mentioned above.



Figure 2: New Albany, OH

Light industrial and greater intensity commercial uses within Walkill should attempt to conform to traditional building types in order to avoid an unkempt aesthetic and the dislocation of the building to the street through vast parking lots in front of the building.

Buildings that take on rural forms, such as the auto body shop and grocery stores pictured below, designed to look like a barn, will not only fit into the character of the existing community, but highlight the traditions of the community and make it a visually unique place to visit.



Figure 3: Matt's Auto Body in Salt Point, NY is an auto repair shop, but that doesn't prevent it from fitting into the rural farm community that surrounds it.





Figure 4: "The Market" (above) in Plymouth, MA and Adams Fairacre Farms in Kingston, NY maintain rural aesthetics that would fit in Wallkill

### Franchises with Appropriate Building Design

It is often assumed that franchise businesses such as Dunkin Donuts, CVS or General Dollar have a limited number of building types and no room to accommodate local character. This is not the case, and many communities with clear design guidelines have been successful in attracting franchise businesses that fit right into the community character. The act of including architectural elements such as decorative gables and columns and appropriate materials such as stone, brick, siding or wood shingles that are common in Wallkill can help a franchise to blend into the community. Similarly, the relationship of the building to the street is just as important here as with other building types and land uses. Below are a few examples:





The Town of Hyde Park, NY has had great success with design requirements. Above is a new Dunkin Donuts and below a completely remodeled McDonalds. Note that the parking for the McDonalds is located along the side and rear of the building, with ample landscaping, decorative pendant lamp posts and outdoor seating.





This Dollar General (location unknown) features traditional shopfront windows, and gabled roof, wooden shingles and a porch-line entry with columns denoting pedestrian space from parking. Decorative, indirect lighting adds to the traditional architecture often seen in Wallkill.



### **Event Venues, Restaurant & Breweries: Places to Gather**

During public outreach, residents shared that they would love to have more restaurants and breweries in the hamlet – residents look for experiential places to visit. Breweries and farms converted to event venues are becoming more popular as farming becomes more difficult to do profitably. The bucolic views and agricultural land in the Town of Shawangunk and the hamlets of both Wallkill and Walker Valley are primed for this kind of investment. Old barns and farmland



are given new life as lively gathering spaces, while growing a new economy in beer, cider, distilled liquor, value added products, farm to table restaurants and many other untapped possibilities for the Town.



Arrowood Farm Brewery in Accord, New York, grows hops and brews beer on site. In addition to an indoor tap room, picnic tables surround a landscaped patio area. A pavillion provides extra space for guests or private parties. Lawn games are set out, dogs are allowed and socializing is the primary form of

entertainment here, along with the occasional concert and the regular weekend food truck.



A restaurant like Rye Tavern in Plymouth, Massachusetts, would fit well in the Hamlet Center of Wallkill, particularly along the Wallkill River. Outdoor seating would provide views of the River as well as a social space, as neighbors pass on foot within the hamlet or travel along the rail trail.

### Residential Building Typologies

For the hamlet of Wallkill and Town of Shawangunk to be an attractive place for multiple generations of residents, residential homes must have varying degrees of affordability. Senior housing and transitional housing for young couples and families were identified as important markets to accommodate in Wallkill. Single family homes currently dominate the residential



market. Generally, block apartment buildings are not a preferred aesthetic in Wallkill, however apartments over commercial are appropriate in mixed-use areas.



*Figure 5: Apartments over commercial shops and restaurants- Village of Fishkill, NY*

Residents responded positively to tastefully designed townhomes which mimic the architectural design and façade of single-family homes yet relate to the public realm/sidewalks through small front yard setbacks and parking that is accessed from the rear.







Three and four family homes were also received positively by Wallkill residents and stakeholders, particularly those with single-family home aesthetics. Building typologies like this may be most appropriate in the hamlet zoning districts. Single family homes should also be appropriate for the hamlet center, where parking is within garages to the rear of the dwellings. The homes below are new, two of which were constructed in Warwick, New York.



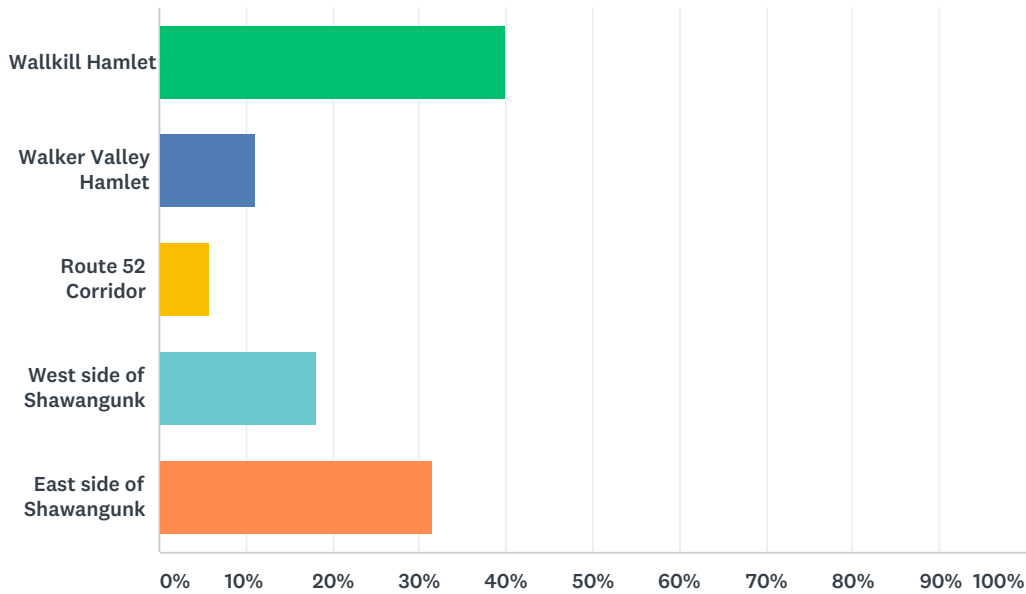
## APPENDIX C: PUBLIC SURVEY RESULTS

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Q1 All About You. We would like to know a little about you, so that we understand who we are planning for. Where do you live? – See Map 1 for reference:(check all that apply)

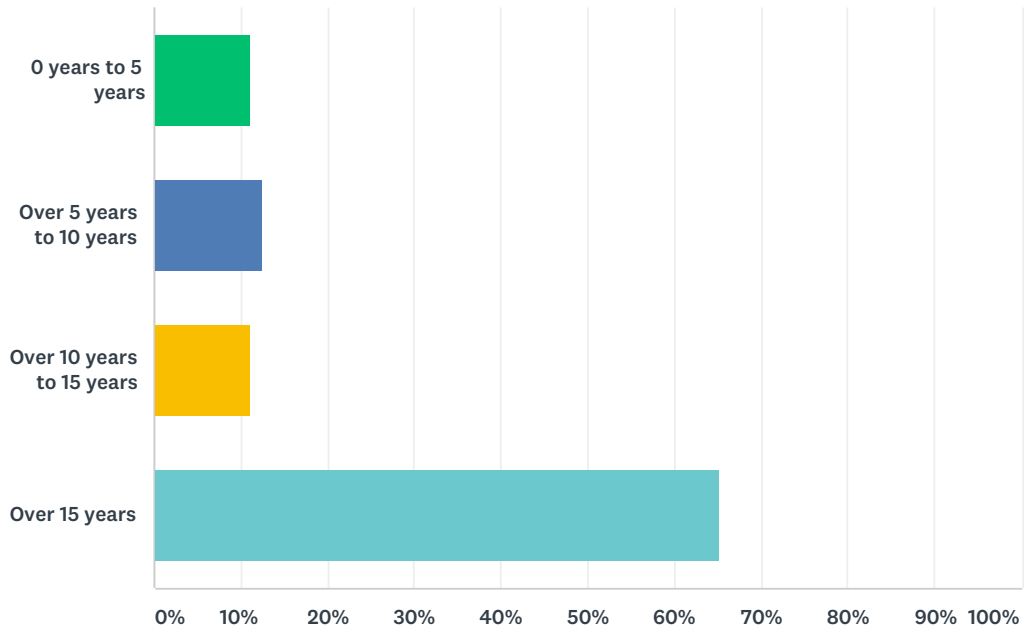
Answered: 243 Skipped: 3



ANSWER CHOICES	RESPONSES	
Wallkill Hamlet	39.92%	97
Walker Valley Hamlet	11.11%	27
Route 52 Corridor	5.76%	14
West side of Shawangunk	18.11%	44
East side of Shawangunk	31.69%	77
Total Respondents: 243		

## Q2 How long have you and your family lived here?

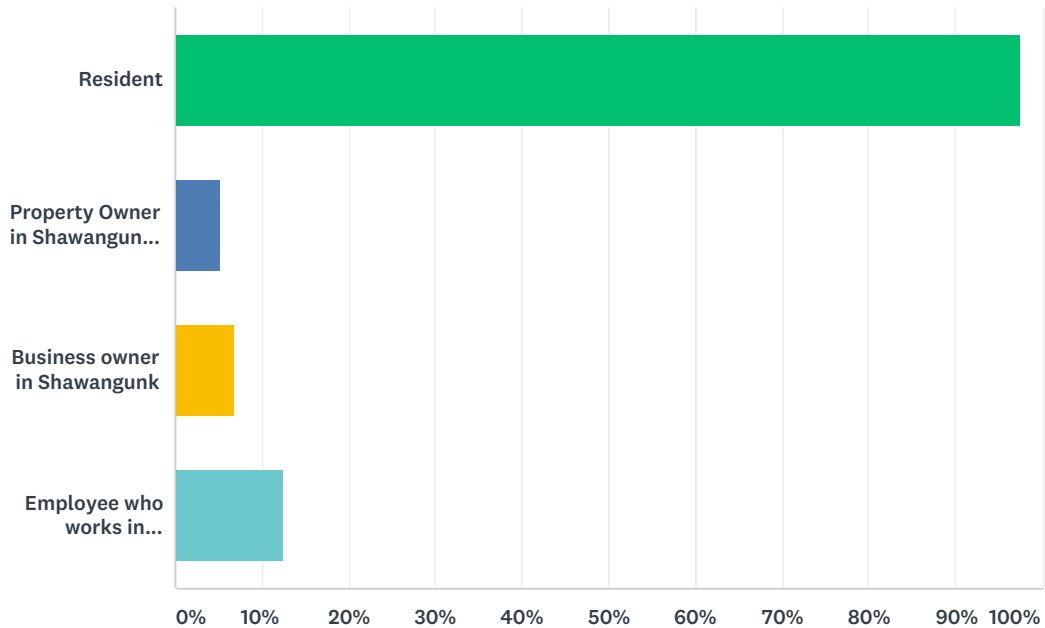
Answered: 245 Skipped: 1



ANSWER CHOICES	RESPONSES	
0 years to 5 years	11.02%	27
Over 5 years to 10 years	12.65%	31
Over 10 years to 15 years	11.02%	27
Over 15 years	65.31%	160
TOTAL		245

### Q3 What role do you play? Check all that apply. I am a:

Answered: 245 Skipped: 1

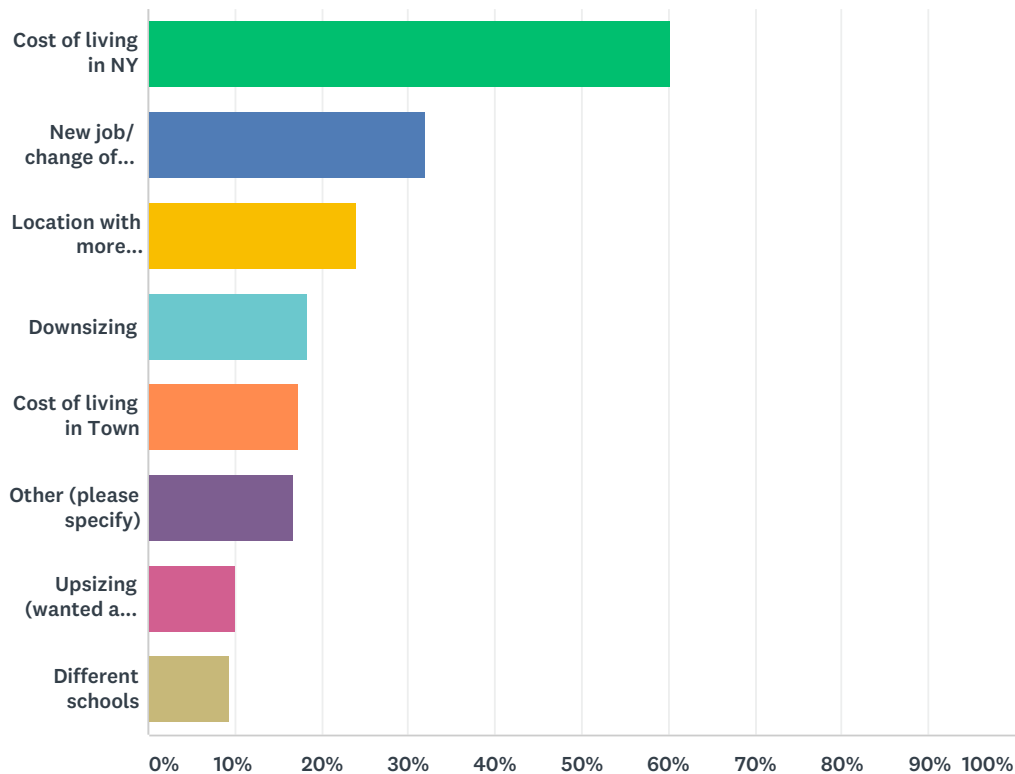


ANSWER CHOICES	RESPONSES	
Resident	97.55%	239
Property Owner in Shawangunk but that does not Live in Shawangunk	5.31%	13
Business owner in Shawangunk	6.94%	17
Employee who works in Shawangunk	12.65%	31
Total Respondents: 245		



## Q4 Do you know of families or households who moved out of the hamlet? If so, do you know the reasons for the move? (choose all that apply)

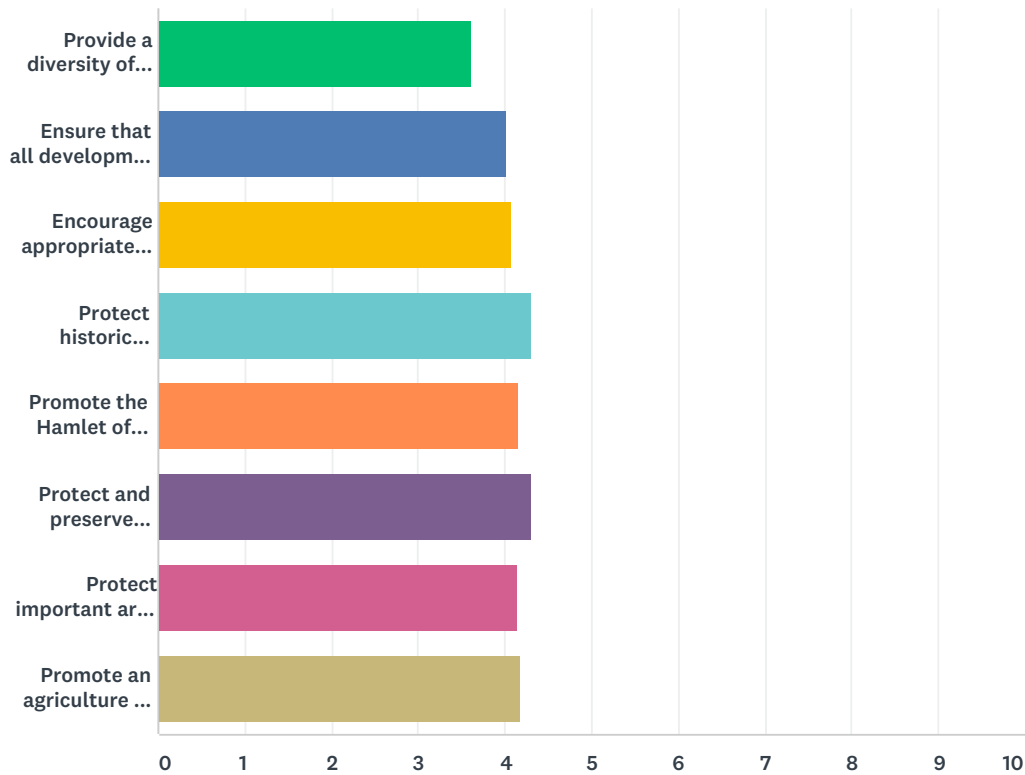
Answered: 191 Skipped: 55



ANSWER CHOICES	RESPONSES	
Cost of living in NY	60.21%	115
New job/ change of employment	31.94%	61
Location with more commercial/retail services nearby	24.08%	46
Downsizing	18.32%	35
Cost of living in Town	17.28%	33
Other (please specify)	16.75%	32
Upsizing (wanted a bigger home/property)	9.95%	19
Different schools	9.42%	18
Total Respondents: 191		

**Q5 A Vision for the Town. The 2003 Comprehensive Plan described a future vision for the Town of Shawangunk intended to lead decision-makers in decisions about the Town. Please select whether you support the statements in that vision:**

Answered: 218 Skipped: 28



	STRONGLY DO NOT SUPPORT	DO NOT SUPPORT	NEUTRAL	SUPPORT	STRONGLY SUPPORT	TOTAL	WEIGHTED AVERAGE
Provide a diversity of housing types so that the Town remains affordable for all of its residents.	4.65% 10	12.09% 26	25.58% 55	31.63% 68	26.05% 56	215	3.62
Ensure that all development blends in with the natural environment through high-quality, environmentally sensitive design and landscaping.	3.70% 8	4.17% 9	18.52% 40	33.80% 73	39.81% 86	216	4.02
Encourage appropriate commercial and industrial development in and near the hamlet centers.	3.23% 7	5.07% 11	12.44% 27	39.17% 85	40.09% 87	217	4.08
Protect historic resources of the Town.	1.85% 4	1.39% 3	11.11% 24	36.57% 79	49.07% 106	216	4.30
Promote the Hamlet of Wallkill as a compact and lively community center	1.38% 3	0.46% 1	17.43% 38	42.20% 92	38.53% 84	218	4.16

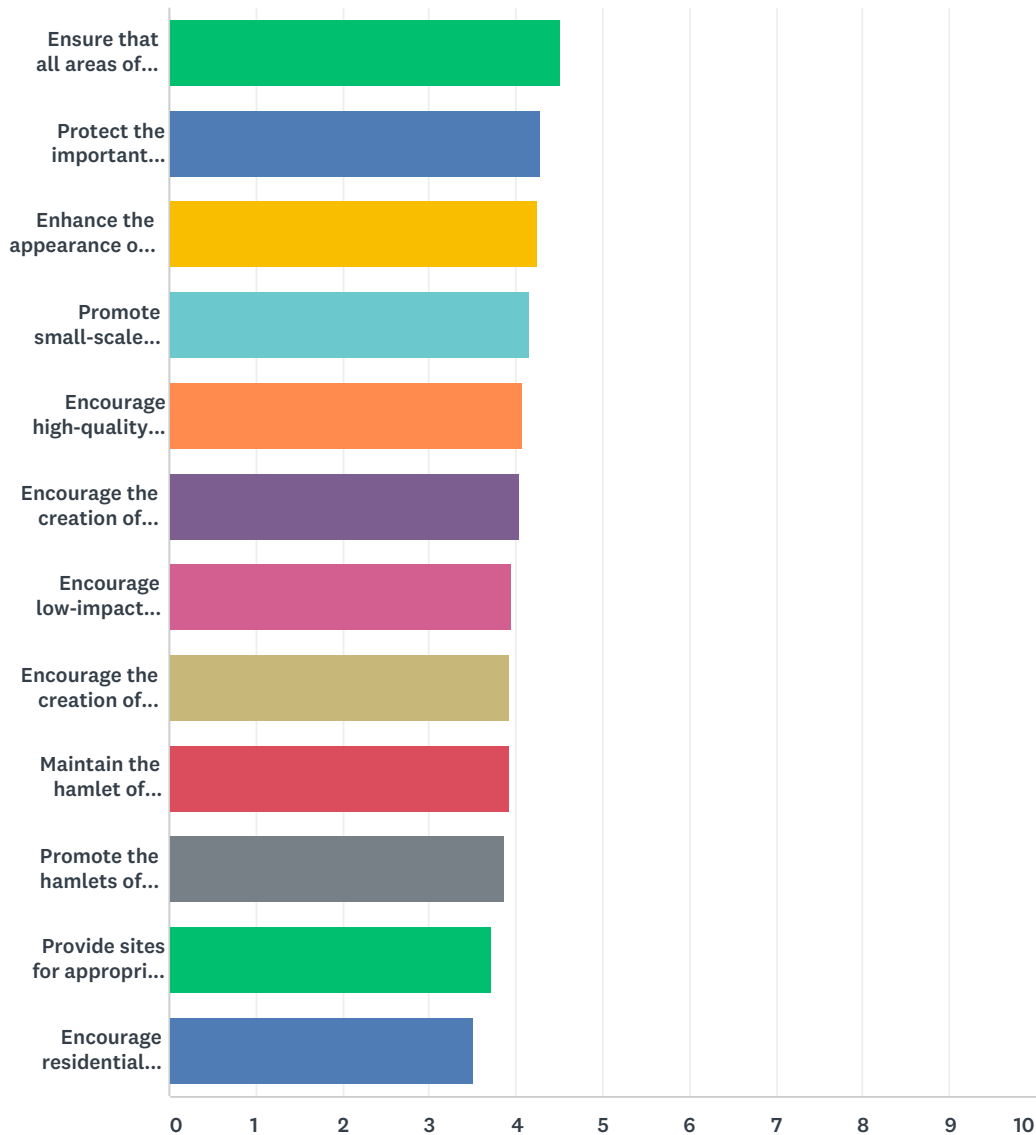
## Shawangunk Hamlet Study 2019

Protect and preserve important natural resources and views in the Town, particularly those associated with Shawangunk Ridge and the Shawangunk Kill and Wallkill River corridors.	0.92% 2	1.38% 3	13.36% 29	33.18% 72	51.15% 111	217	4.32
Protect important areas of open space.	0.93% 2	6.07% 13	17.76% 38	28.50% 61	46.73% 100	214	4.14
Promote an agriculture and forestry sector in the Town that is economically viable and that also protects the natural environment.	0.00% 0	1.85% 4	17.13% 37	41.20% 89	39.81% 86	216	4.19



**Q6 Goals.** The 2003 Comprehensive Plan laid out a series of goals for the Town. Out of those listed, please select whether the goal still applies to Shawangunk and its hamlets today:

Answered: 216 Skipped: 30



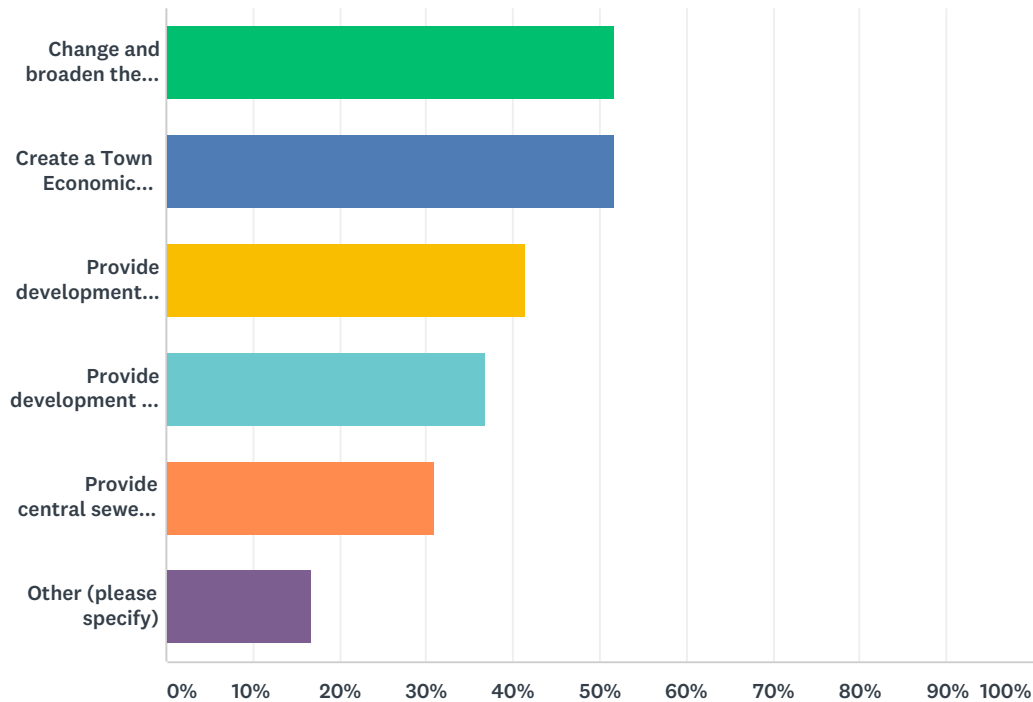
	STRONGLY DO NOT SUPPORT	DO NOT SUPPORT	NEUTRAL	SUPPORT	STRONGLY SUPPORT	TOTAL	WEIGHTED AVERAGE
Ensure that all areas of the Town are well maintained and attractive.	0.93% 2	0.00% 0	6.48% 14	31.94% 69	60.65% 131	216	4.51
Protect the important natural resources and views associated with the Shawangunk Ridge, including the Scenic Byway Route.	0.93% 2	1.85% 4	12.96% 28	36.11% 78	48.15% 104	216	4.29
Enhance the appearance of the Central Business District of the hamlet of Wallkill.	1.39% 3	1.39% 3	16.20% 35	33.80% 73	47.22% 102	216	4.24

## Shawangunk Hamlet Study 2019

Promote small-scale commercial development in all hamlets.	1.85% 4	3.70% 8	7.87% 17	49.07% 106	37.50% 81	216	4.17
Encourage high-quality standards of design for all development in Shawangunk.	2.82% 6	3.29% 7	18.78% 40	33.33% 71	41.78% 89	213	4.08
Encourage the creation of neighborhood parks throughout the Town.	1.85% 4	3.70% 8	19.44% 42	38.89% 84	36.11% 78	216	4.04
Encourage low-impact home-based businesses in Shawangunk.	0.93% 2	4.19% 9	18.60% 40	51.16% 110	25.12% 54	215	3.95
Encourage the creation of attractive gateways for the major hamlets of Wallkill and Walker Valley, and the Route 52 corridor leading into Pine Bush.	1.87% 4	6.07% 13	20.56% 44	38.79% 83	32.71% 70	214	3.94
Maintain the hamlet of Wallkill as the major center of commercial and industrial activity in the Town.	1.40% 3	4.65% 10	23.72% 51	39.53% 85	30.70% 66	215	3.93
Promote the hamlets of Wallkill, Walker Valley, Ulsterville, Dwarkill, Lake Estates and Bruynswick as concentrations of mixed land uses, providing small-scale commercial services using principles of traditional neighborhood design.	1.39% 3	5.09% 11	22.22% 48	47.69% 103	23.61% 51	216	3.87
Provide sites for appropriate small-scale industrial development in Shawangunk.	4.67% 10	9.35% 20	19.16% 41	42.06% 90	24.77% 53	214	3.73
Encourage residential development in or adjacent to the existing hamlets through incentives.	5.58% 12	13.49% 29	26.51% 57	33.49% 72	20.93% 45	215	3.51

**Q7 New Development.** Not much commercial development has been happening in the Walker Valley or Walkkill hamlets, although it is allowed by the land use regulations since 2003. What do you think the Town can do to attract new commercial development? (choose all that apply)

Answered: 174 Skipped: 72

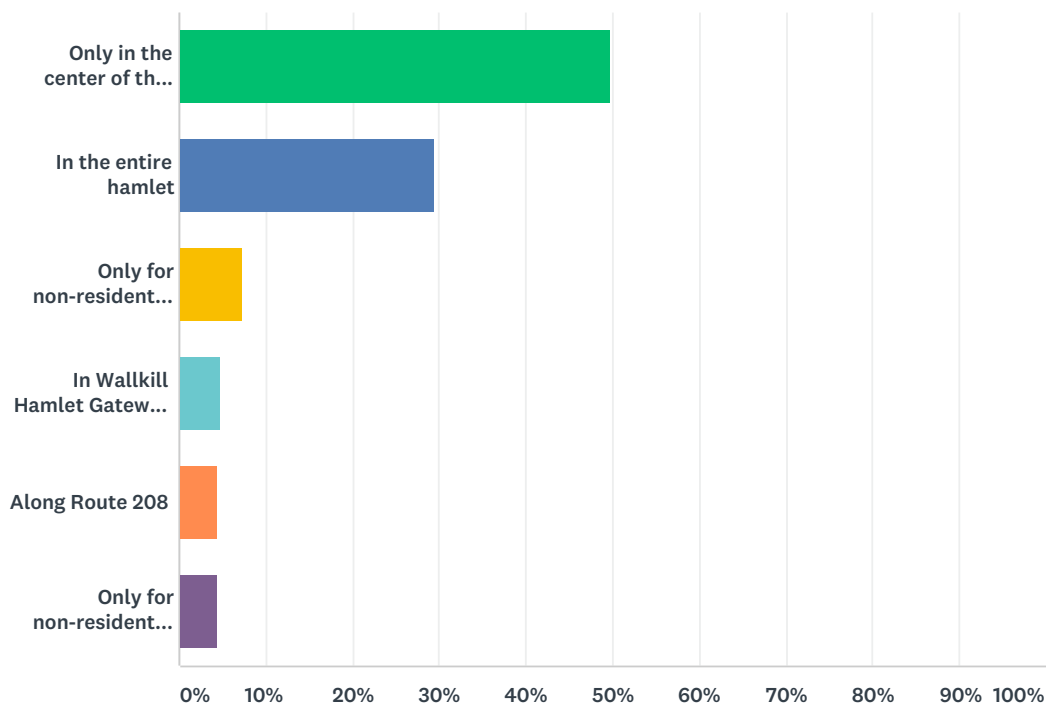


ANSWER CHOICES	RESPONSES	
Change and broaden the types of uses that are allowed in the hamlet	51.72%	90
Create a Town Economic Development Committee	51.72%	90
Provide development incentives such as allowing a greater intensity of development than what is allowed currently which makes it attractive to build on properties in the hamlet	41.38%	72
Provide development tax incentives	36.78%	64
Provide central sewer and water	31.03%	54
Other (please specify)	16.67%	29
Total Respondents: 174		



**Q8 Building Size.** In 2003 the community felt it was important to encourage traditional neighborhood design in the Wallkill hamlet, which includes small properties with narrow lot widths so that businesses and residential properties are closer together like older existing parts of the hamlet, and there are more uses within a walkable distance which promotes pedestrian and social activity. As a result, the minimum lot area in the Wallkill hamlet center is 5,000 square feet with central sewer and water. Do you support this traditional neighborhood design type development?

Answered: 163 Skipped: 83

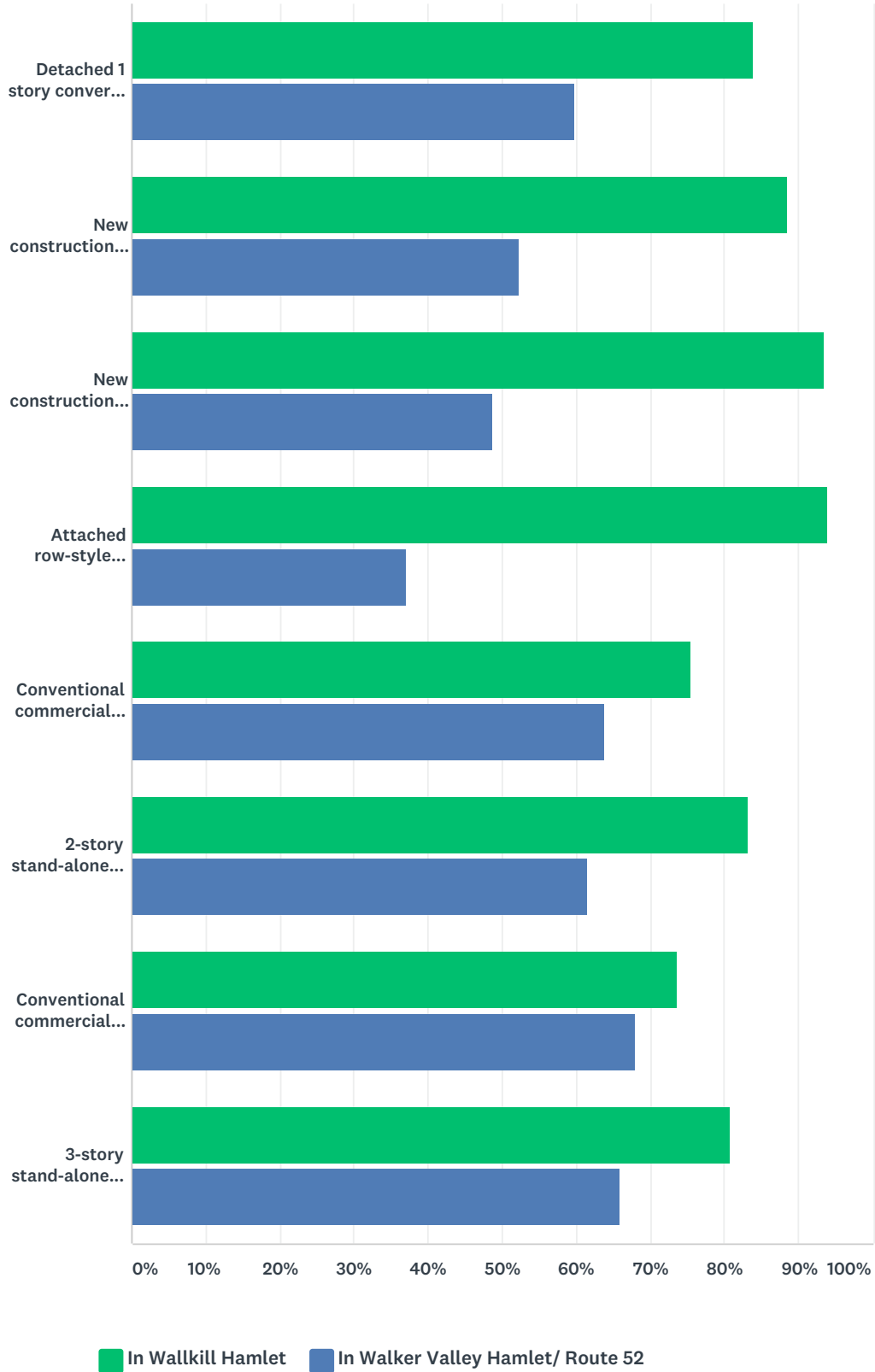


ANSWER CHOICES	RESPONSES	
Only in the center of the hamlet (along Wallkill Avenue)	49.69%	81
In the entire hamlet	29.45%	48
Only for non-residential development in the entire hamlet	7.36%	12
In Wallkill Hamlet Gateways (see Map 2: Gateways)	4.91%	8
Along Route 208	4.29%	7
Only for non-residential development in the center of the hamlet	4.29%	7
<b>TOTAL</b>		<b>163</b>

**Q9 Building Type Preference.** The type of commercial development that the Town could encourage can take many types of building forms. What kind of commercial building development would you support in the hamlets? Click the blue text to see the image. If you do not support an image, don't select a response. You can add comments about any image you see at the end of the selection. Important - we are specifically using images from outside the community, so that no one responds to the specific business, versus the building form. The images are examples but could be developed with the appropriate architectural style for the hamlets.

Answered: 173   Skipped: 73

# Shawangunk Hamlet Study 2019



	IN WALLKILL HAMLET	IN WALKER VALLEY HAMLET/ ROUTE 52	TOTAL RESPONDENTS
Detached 1 story converted residence (parking in rear or to side of building). Buildings have front and side yards.	83.94% 115	59.85% 82	137

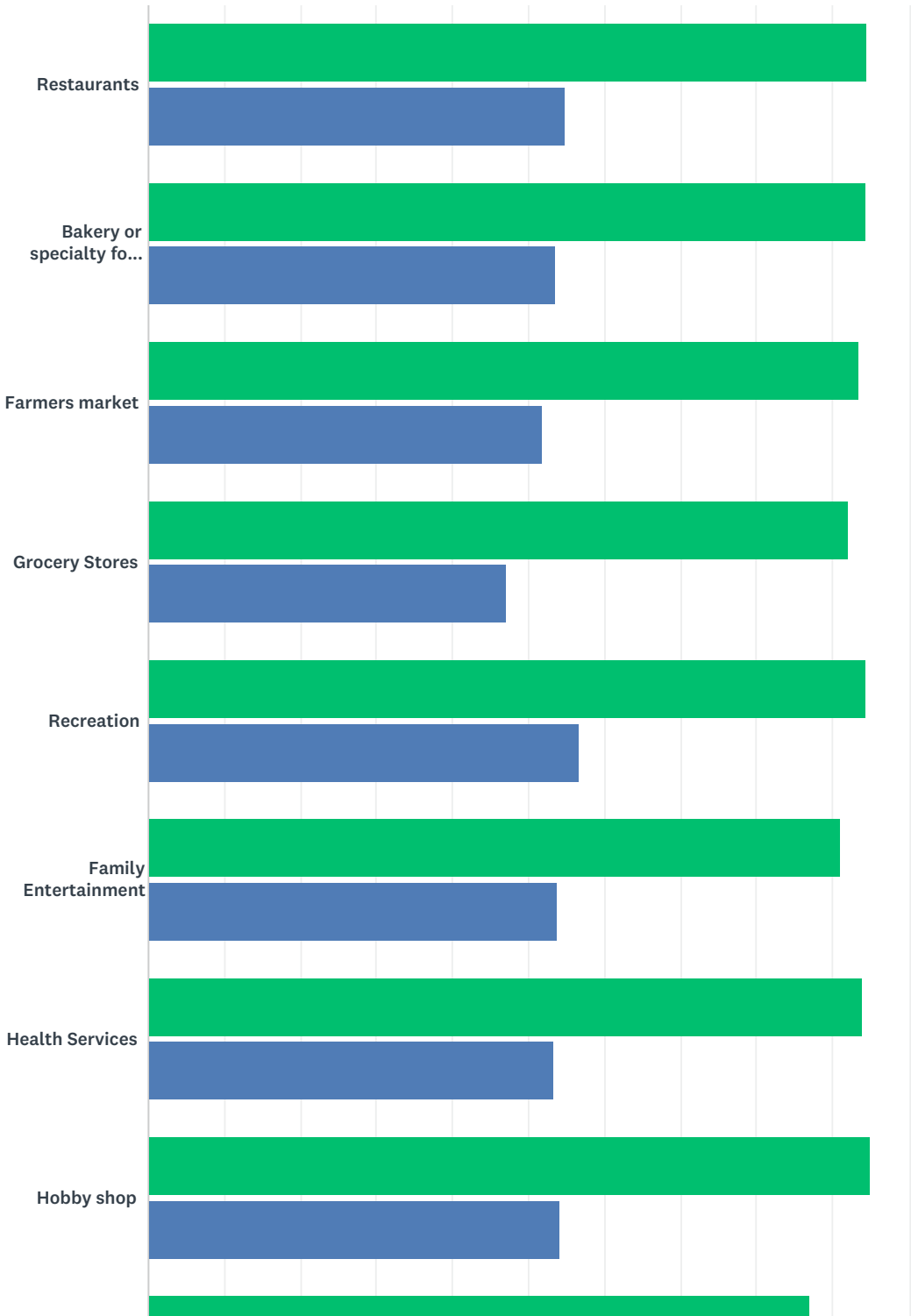


## Shawangunk Hamlet Study 2019

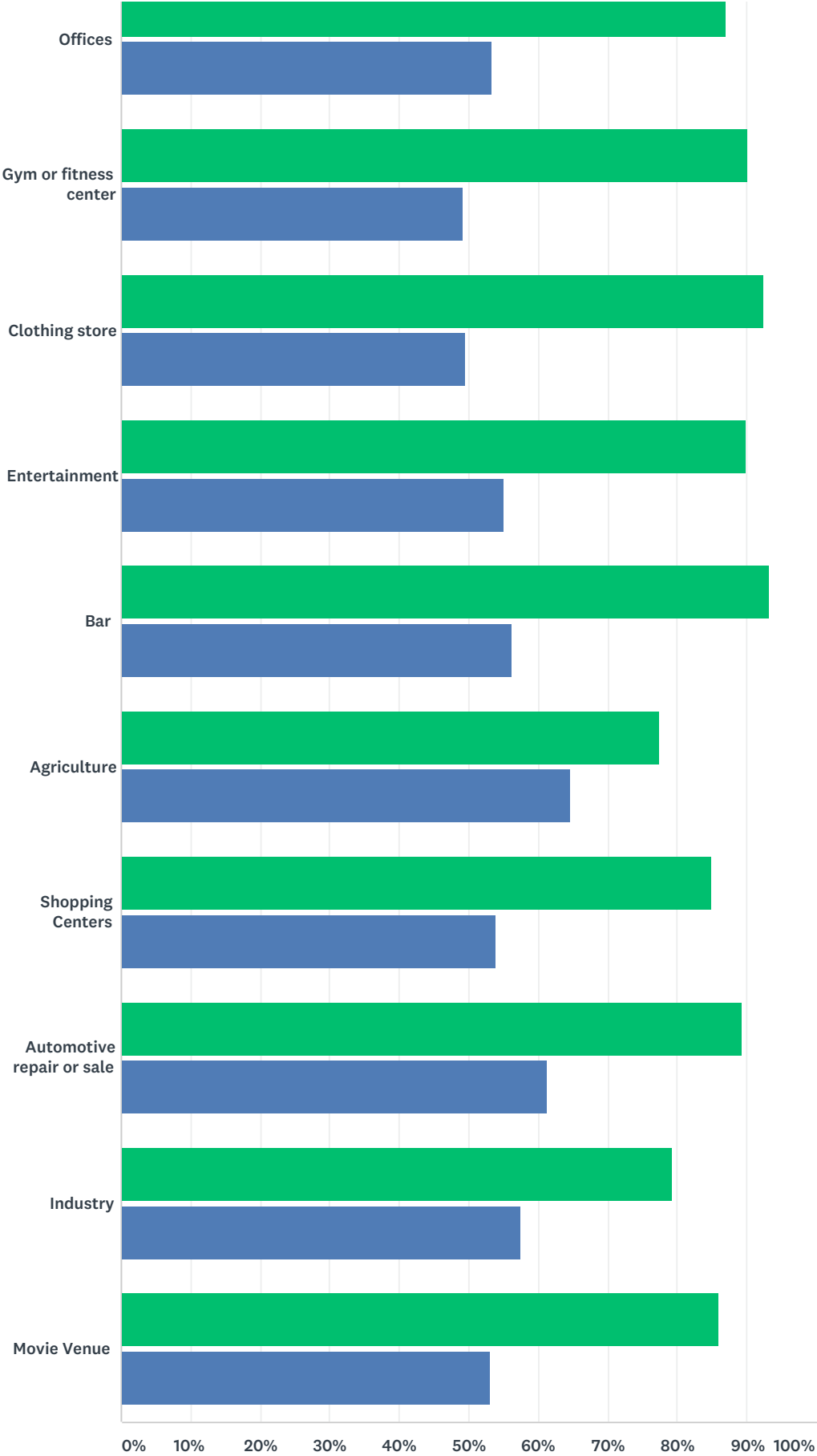
New construction, traditional shopfront building (street parking, parking behind buildings) and ample sidewalks, 1-story	88.46% 115	52.31% 68	130
New construction, traditional shopfront building (street parking, parking behind buildings) and ample sidewalks, 2-stories. Buildings are not attached, and there are side yards between buildings.	93.50% 115	48.78% 60	123
Attached row-style shopfronts (Street parking, municipal lots, parking behind buildings). Here, buildings are all attached, unlike the previous image	93.97% 109	37.07% 43	116
Conventional commercial shopping center with parking in central parking area, 2-story	75.53% 71	63.83% 60	94
2-story stand-alone commercial/office building with parking in central parking lots, 2-stories	83.33% 65	61.54% 48	78
Conventional commercial shopping center with parking in central parking area, 3-story	73.58% 39	67.92% 36	53
3-story stand-alone commercial/office building with parking in central parking lots, 2-stories	80.85% 38	65.96% 31	47

Q10 New Businesses. According to a retail needs analysis, there is demand in the hamlet and surrounding area for clothing stores, hobby shops (books, music or sporting goods), drinking establishments and restaurants. Would you be in favor of encouraging the following types of commercial growth in the hamlet?

Answered: 181    Skipped: 65



Shawangunk Hamlet Study 2019





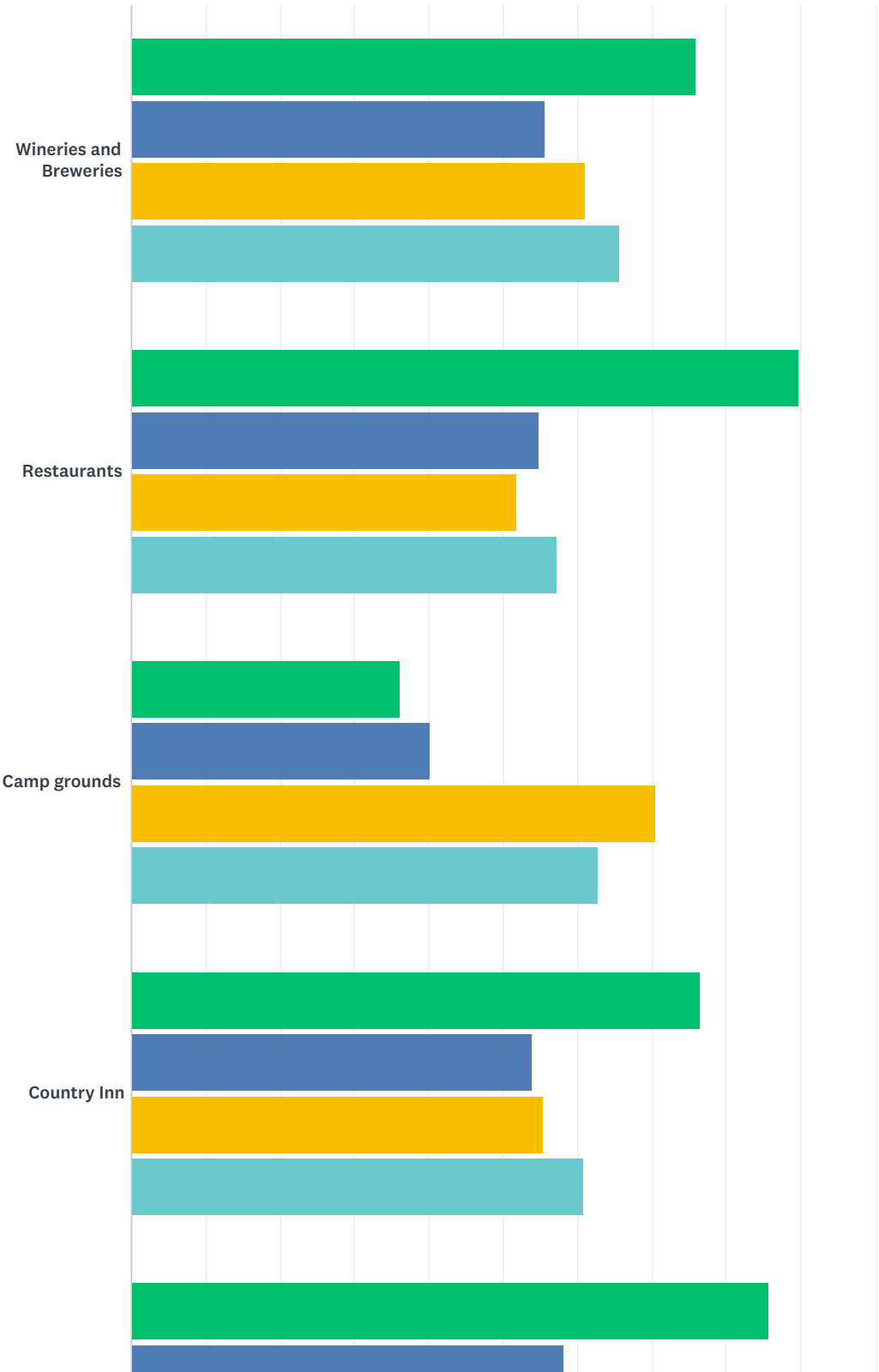
# Shawangunk Hamlet Study 2019

 In Wallkill Hamlet    In Walker Valley Hamlet/ Route 52

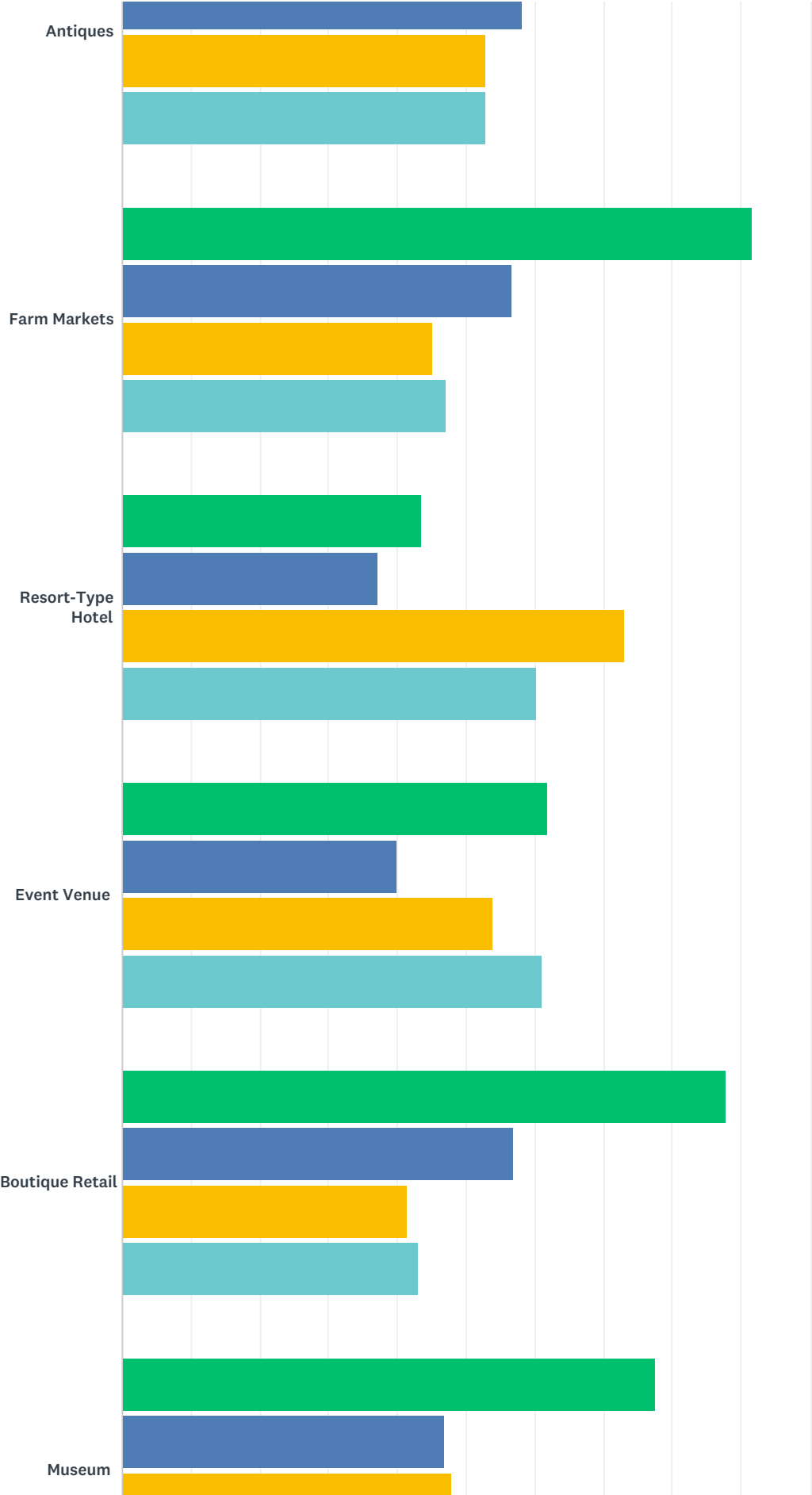
	IN WALLKILL HAMLET	IN WALKER VALLEY HAMLET/ ROUTE 52	TOTAL RESPONDENTS
Restaurants	94.51% 155	54.88% 90	164
Bakery or specialty food shop	94.34% 150	53.46% 85	159
Farmers market	93.59% 146	51.92% 81	156
Grocery Stores	92.05% 139	47.02% 71	151
Recreation	94.41% 135	56.64% 81	143
Family Entertainment	90.91% 130	53.85% 77	143
Health Services	93.98% 125	53.38% 71	133
Hobby shop	94.92% 112	54.24% 64	118
Offices	87.07% 101	53.45% 62	116
Gym or fitness center	90.18% 101	49.11% 55	112
Clothing store	92.52% 99	49.53% 53	107
Entertainment	89.91% 98	55.05% 60	109
Bar	93.33% 98	56.19% 59	105
Agriculture	77.31% 92	64.71% 77	119
Shopping Centers	85.00% 85	54.00% 54	100
Automotive repair or sale	89.25% 83	61.29% 57	93
Industry	79.31% 69	57.47% 50	87
Movie Venue	86.08% 68	53.16% 42	79

Q11 Tourism. Do you think promoting tourism and tourism-type uses are important to the Town and hamlets? Would you support the following uses? (choose all that apply)

Answered: 177    Skipped: 69

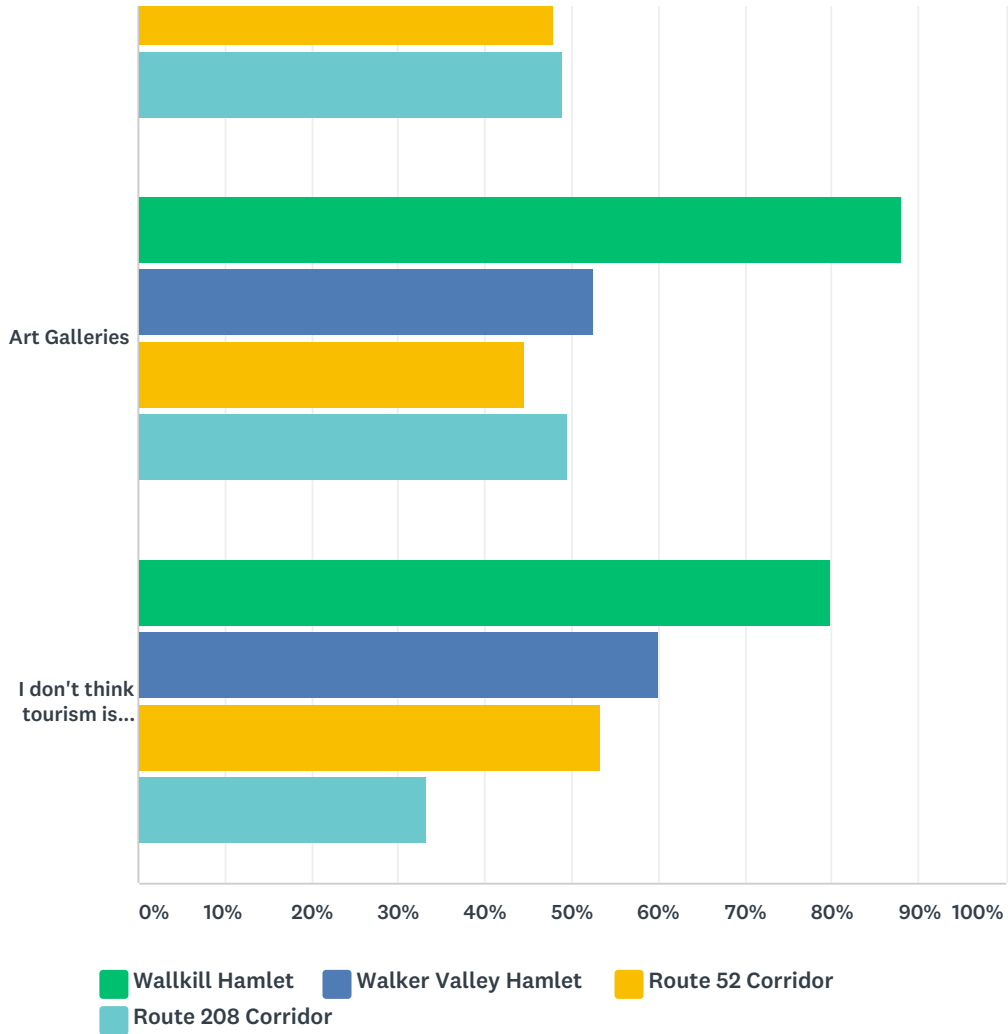


Shawangunk Hamlet Study 2019





# Shawangunk Hamlet Study 2019



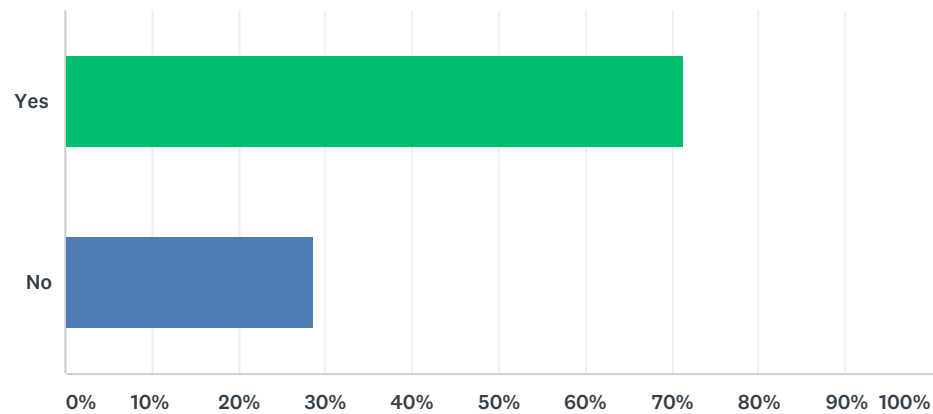
	WALLKILL HAMLET	WALKER VALLEY HAMLET	ROUTE 52 CORRIDOR	ROUTE 208 CORRIDOR	TOTAL RESPONDENTS
Wineries and Breweries	75.84% 113	55.70% 83	61.07% 91	65.77% 98	149
Restaurants	89.76% 149	54.82% 91	51.81% 86	57.23% 95	166
Camp grounds	36.27% 37	40.20% 41	70.59% 72	62.75% 64	102
Country Inn	76.56% 98	53.91% 69	55.47% 71	60.94% 78	128
Antiques	85.82% 115	58.21% 78	52.99% 71	52.99% 71	134
Farm Markets	91.61% 142	56.77% 88	45.16% 70	47.10% 73	155
Resort-Type Hotel	43.59% 34	37.18% 29	73.08% 57	60.26% 47	78
Event Venue	62.00% 62	40.00% 40	54.00% 54	61.00% 61	100
Boutique Retail	87.93% 102	56.90% 66	41.38% 48	43.10% 50	116
Museum	77.66% 73	46.81% 44	47.87% 45	48.94% 46	94

Shawangunk Hamlet Study 2019

Art Galleries	88.12% 89	52.48% 53	44.55% 45	49.50% 50	101
I don't think tourism is important	80.00% 12	60.00% 9	53.33% 8	33.33% 5	15

Q12 Do you think this is appropriate zoning for this parcel?

Answered: 157    Skipped: 89

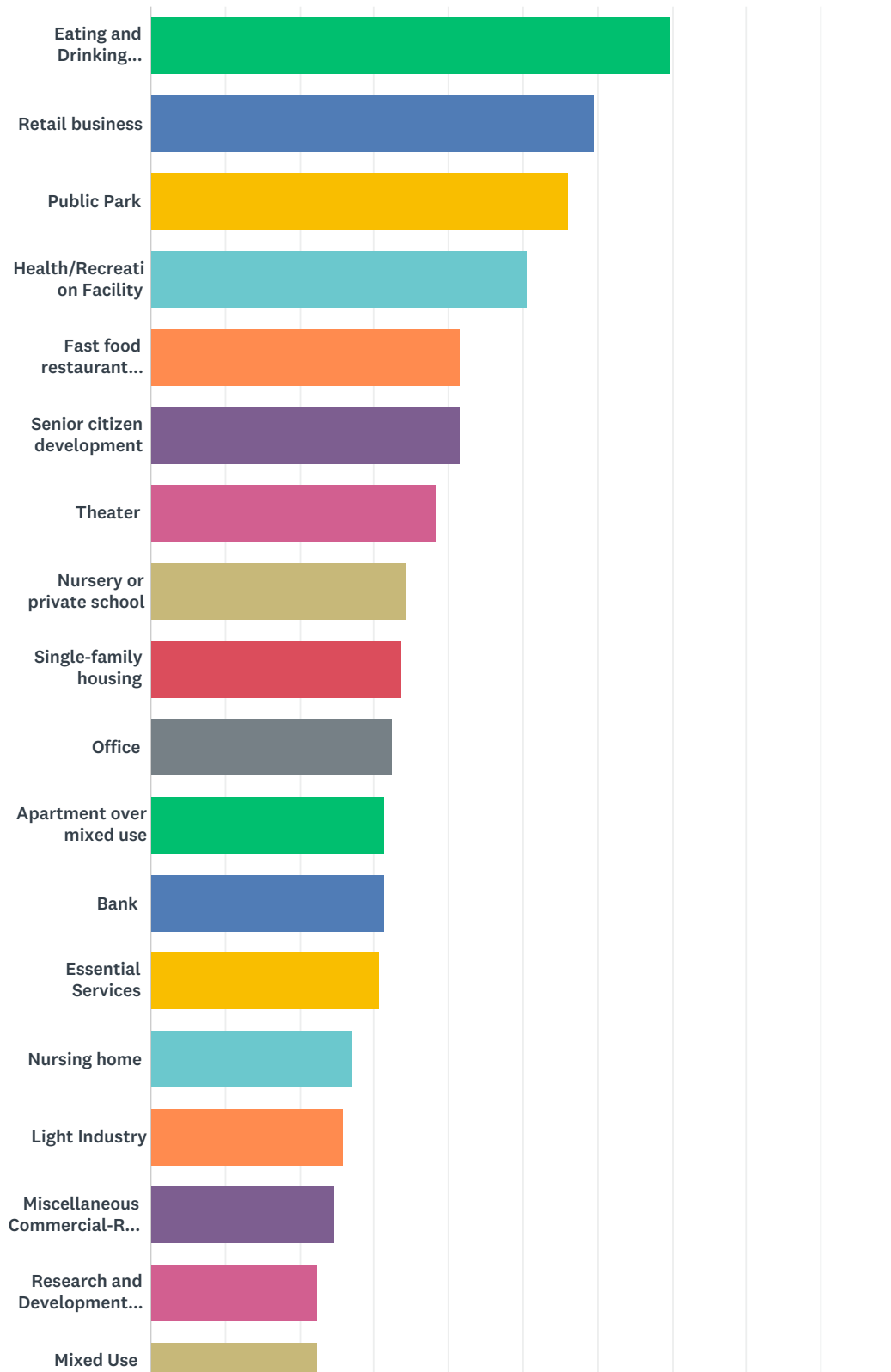


ANSWER CHOICES		RESPONSES	
Yes		71.34%	112
No		28.66%	45
TOTAL			157

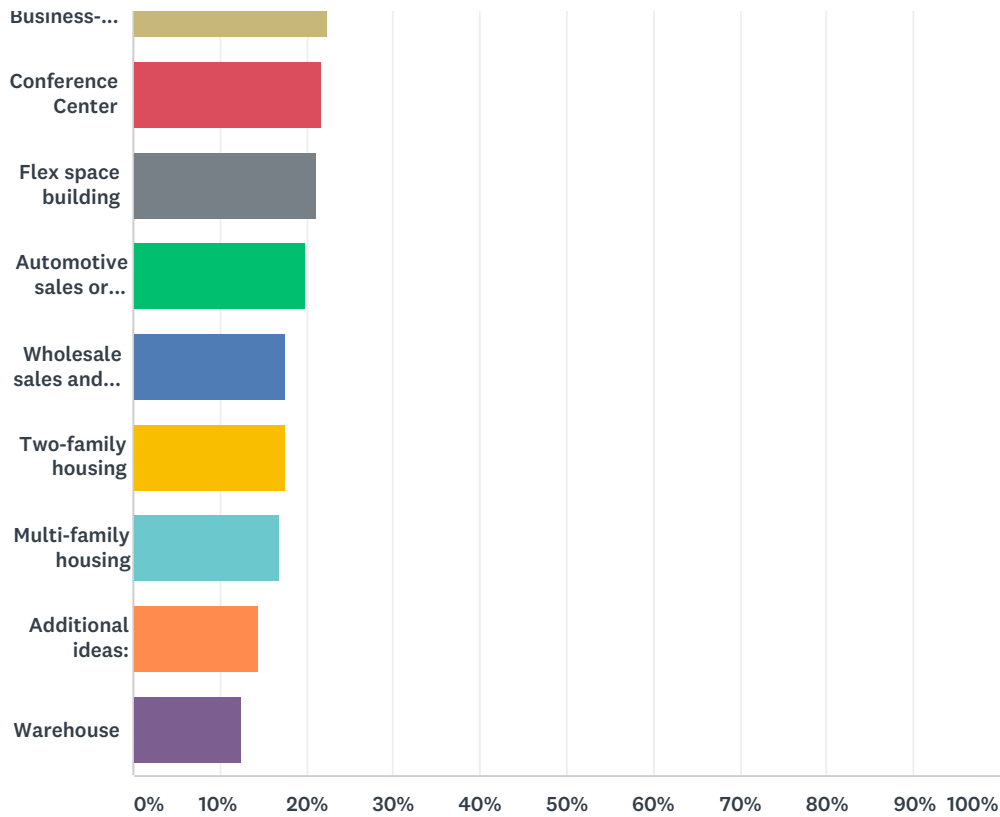


**Q13 Based on Questions 11 and 12 above, what uses should be allowed on this parcel? (note that the parcel includes the HWG district as well)  
Choose all that apply**

Answered: 166 Skipped: 80



## Shawangunk Hamlet Study 2019



ANSWER CHOICES	RESPONSES	
Eating and Drinking Establishment	69.88%	116
Retail business	59.64%	99
Public Park	56.02%	93
Health/Recreation Facility	50.60%	84
Fast food restaurant within a mixed use building	41.57%	69
Senior citizen development	41.57%	69
Theater	38.55%	64
Nursery or private school	34.34%	57
Single-family housing	33.73%	56
Office	32.53%	54
Apartment over mixed use	31.33%	52
Bank	31.33%	52
Essential Services	30.72%	51
Nursing home	27.11%	45
Light Industry	25.90%	43
Miscellaneous Commercial-Residences	24.70%	41
Research and Development facility	22.29%	37

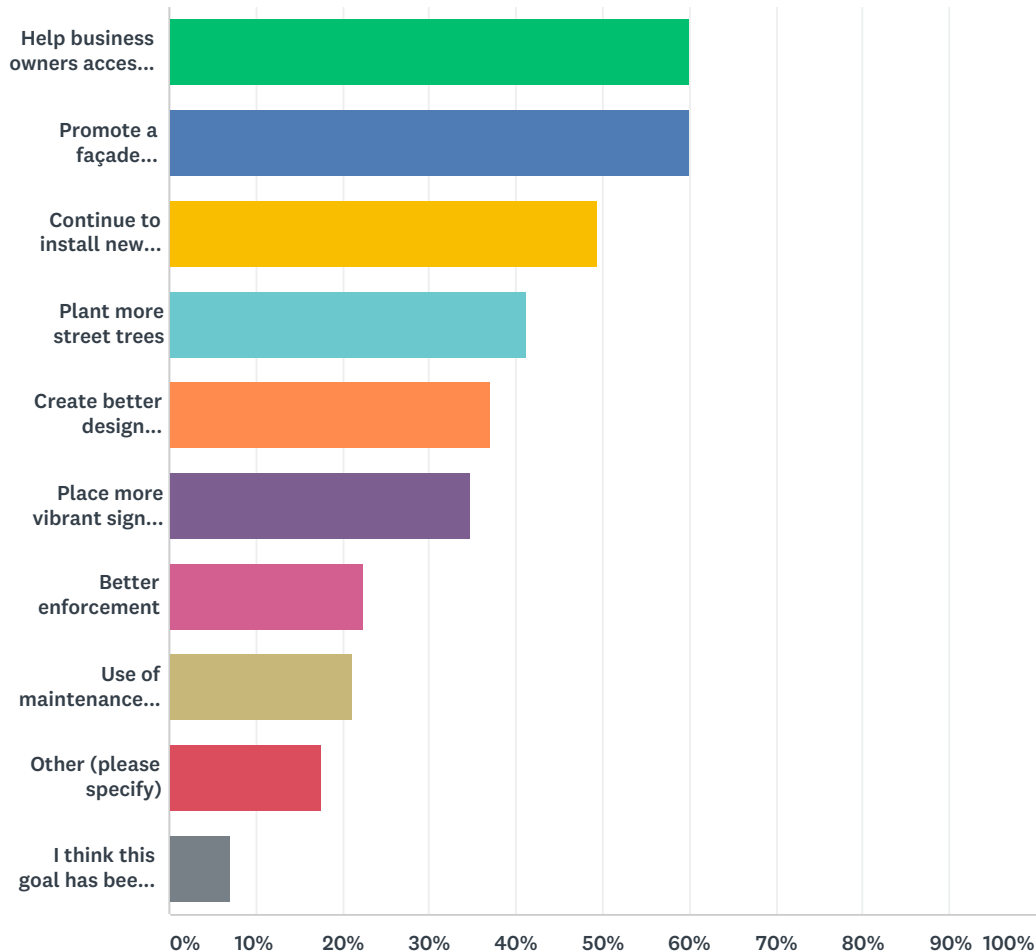
Shawangunk Hamlet Study 2019

Mixed Use Business- Conservation Park	22.29%	37
Conference Center	21.69%	36
Flex space building	21.08%	35
Automotive sales or services	19.88%	33
Wholesale sales and storage	17.47%	29
Two-family housing	17.47%	29
Multi-family housing	16.87%	28
Additional ideas:	14.46%	24
Warehouse	12.65%	21
Total Respondents: 166		



## Q14 Do you think this goal has been achieved? If not, what are some ways the Town can reach this goal?

Answered: 170 Skipped: 76

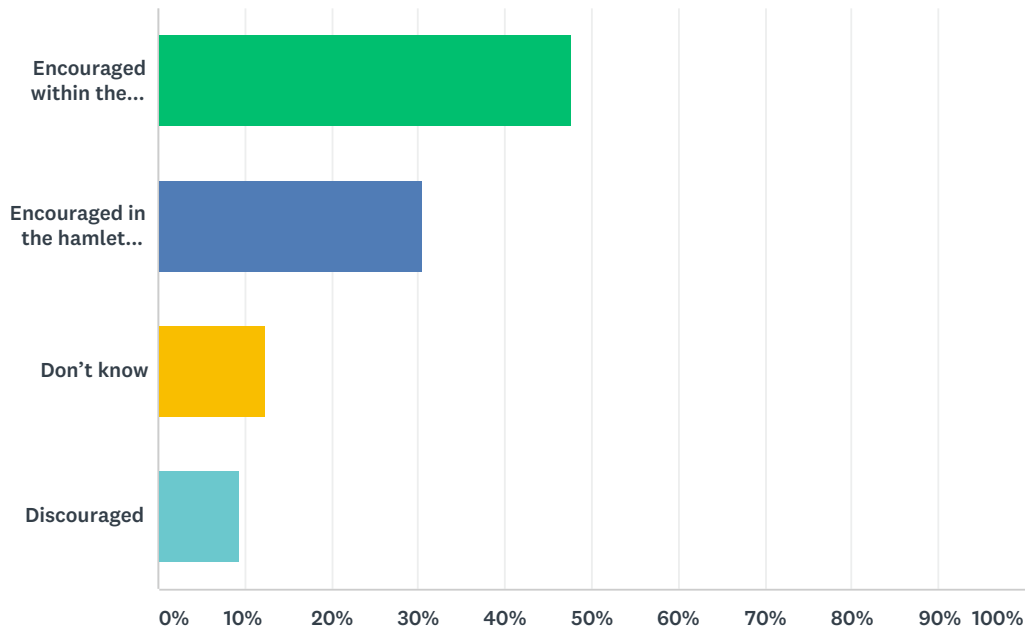


ANSWER CHOICES	RESPONSES	
Help business owners access resources to maintain their buildings	60.00%	102
Promote a façade improvement program that gives grants to owners to make improvements	60.00%	102
Continue to install new sidewalks and crosswalks	49.41%	84
Plant more street trees	41.18%	70
Create better design guidelines for this area	37.06%	63
Place more vibrant signage around the district	34.71%	59
Better enforcement	22.35%	38
Use of maintenance regulations	21.18%	36
Other (please specify)	17.65%	30
I think this goal has been achieved	7.06%	12

Total Respondents: 170

**Q15 Mixed use buildings.** In the past when hamlets like Walkkill were built, stores and apartments were combined in the same building. Often these were grocery and other retail stores where the owner lived upstairs.  
Do you think that this pattern should be:

Answered: 170 Skipped: 76

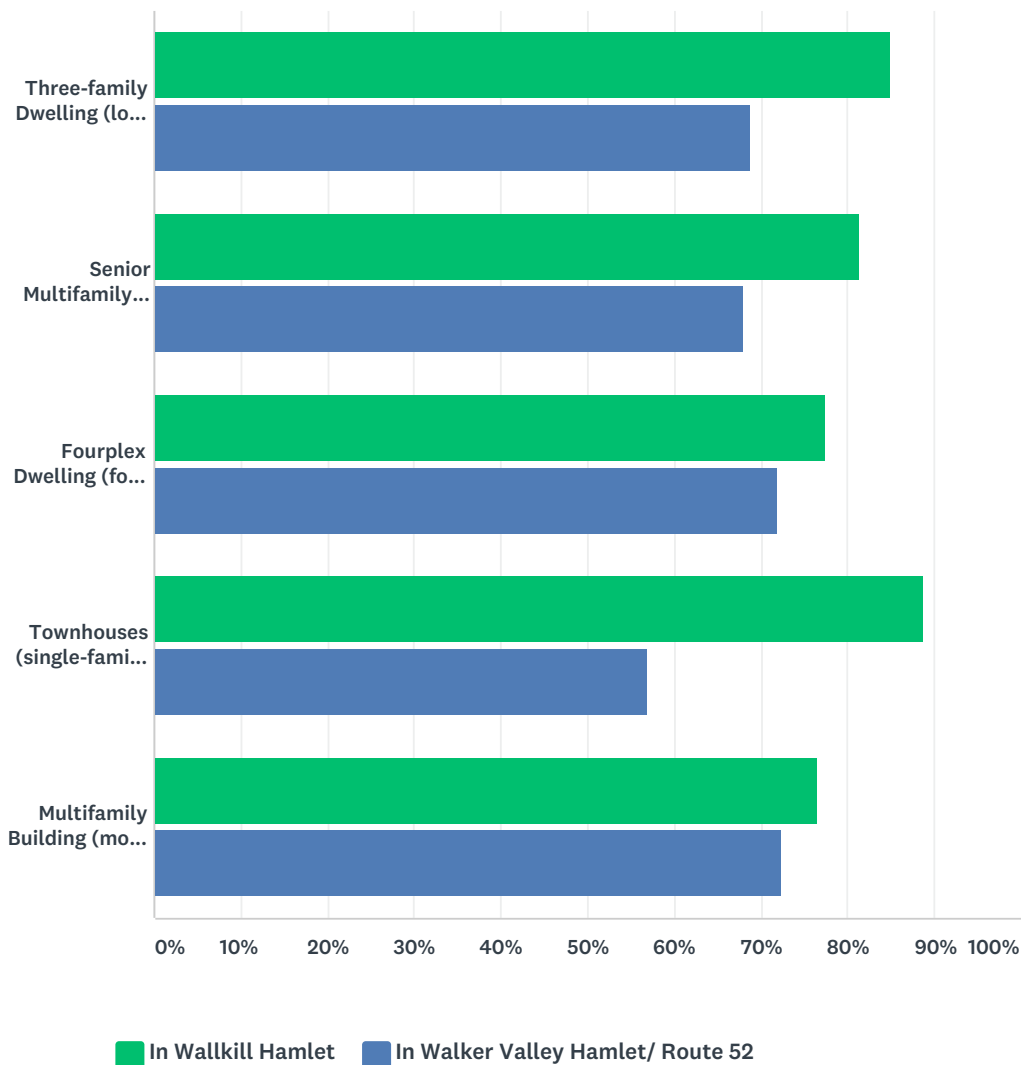


ANSWER CHOICES	RESPONSES	
Encouraged within the entire hamlet	47.65%	81
Encouraged in the hamlet center only	30.59%	52
Don't know	12.35%	21
Discouraged	9.41%	16
TOTAL		170



**Q16 Types of Housing.** In the Walkkill and Walker Valley hamlets, two-family and multifamily uses are allowed at present at a density of up to 8 units per acre. What type of multifamily development do you think is appropriate, and where should it go? Click on the blue text to see images, choose all that apply. If you don't like an image, do not select it. You can add comments about any image you see at the end of the selection. Important - The images are examples, but could be developed with the appropriate architectural style for the hamlets.

Answered: 131 Skipped: 115



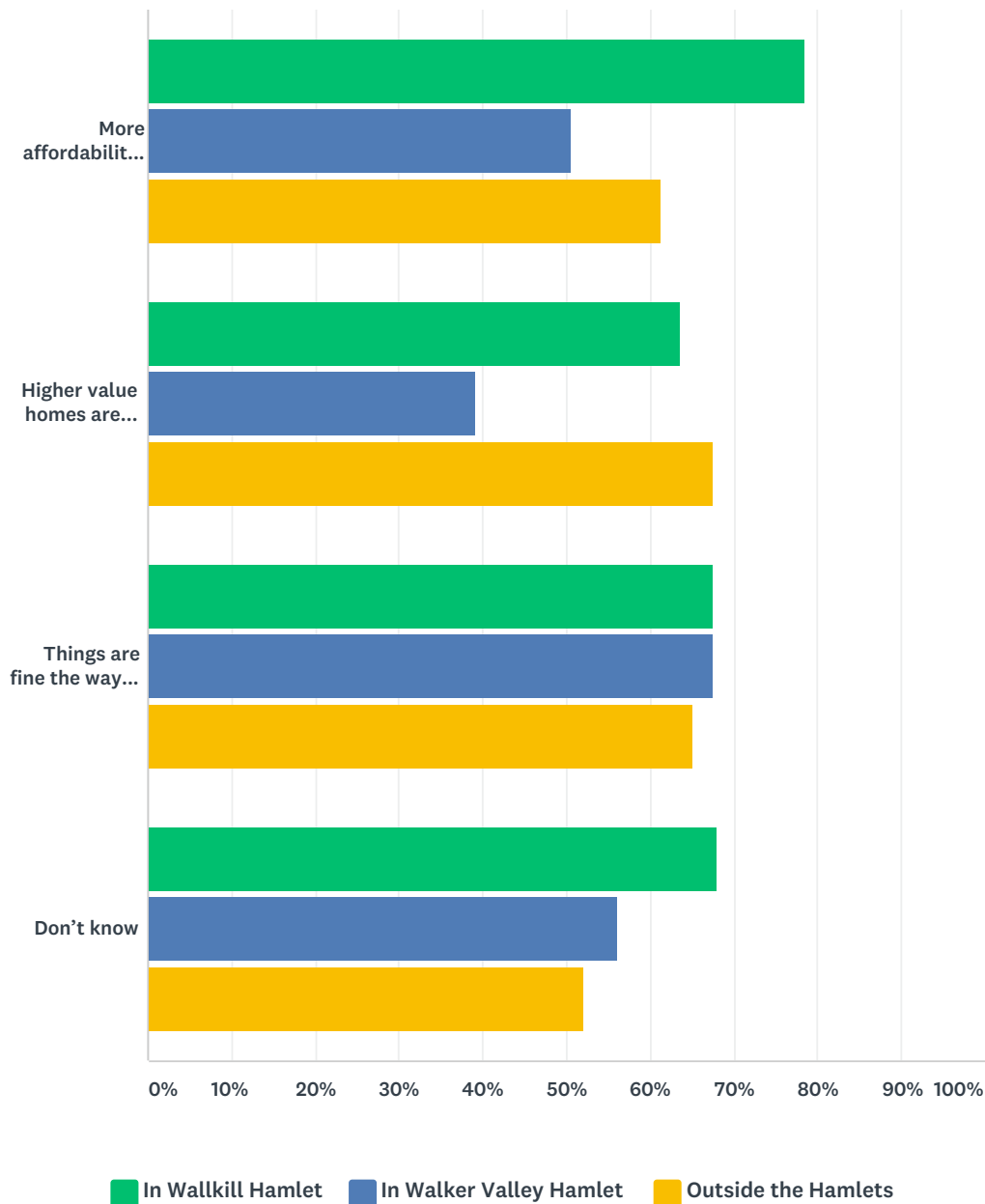
	IN WALKKILL HAMLET	IN WALKER VALLEY HAMLET/ ROUTE 52	TOTAL RESPONDENTS
Three-family Dwelling (looks like a single-family dwelling, but has more units in the building)	84.95% 79	68.82% 64	93
Senior Multifamily Dwellings	81.48% 66	67.90% 55	81

## Shawangunk Hamlet Study 2019

Fourplex Dwelling (four dwellings in a building)	77.33% 58	72.00% 54	75
Townhouses (single-family attached dwellings)	88.64% 78	56.82% 50	88
Multifamily Building (more than four dwellings in a building)	76.60% 36	72.34% 34	47

**Q17 Value.** The average median rent in Walkill is approximately \$950/month and the average value of owner-occupied homes is between \$190,000 and \$200,000 according to the Town Tax Assessor. Do you think that the hamlet needs more affordable homes or homes of higher value?

Answered: 162 Skipped: 84



	IN WALLKILL HAMLET	IN WALKER VALLEY HAMLET	OUTSIDE THE HAMLETS	TOTAL RESPONDENTS
More affordability is needed	78.49% 73	50.54% 47	61.29% 57	93

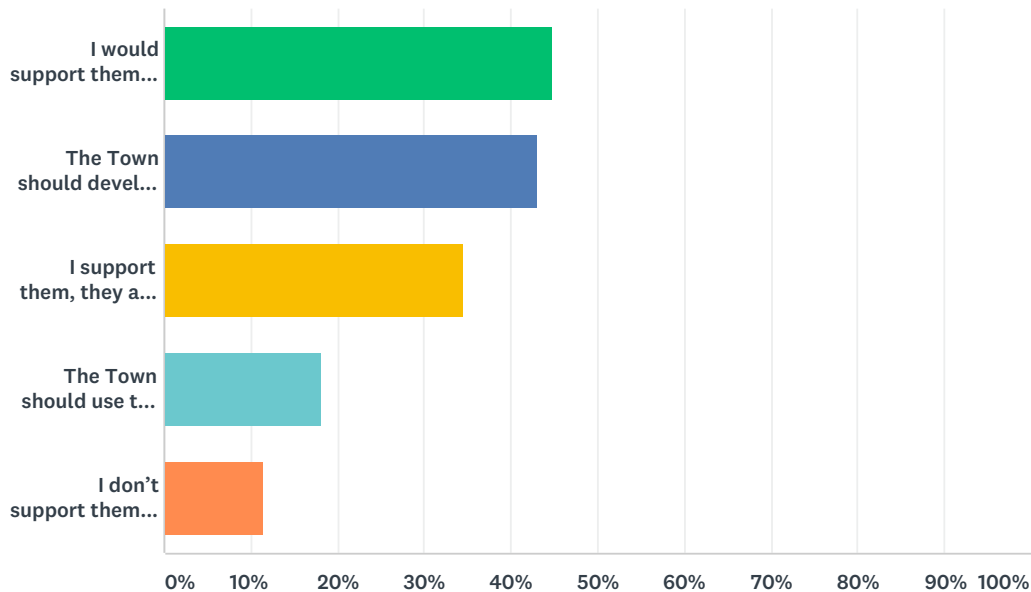
# Shawangunk Hamlet Study 2019

Higher value homes are needed	63.51% 47	39.19% 29	67.57% 50	74
Things are fine the way they are	67.50% 27	67.50% 27	65.00% 26	40
Don't know	68.00% 17	56.00% 14	52.00% 13	25



**Q18 Design Guidelines.** Design guidelines are often used to help new development fit into the Town. Some people feel that design guidelines deter development by making it too difficult to navigate the regulations or expensive to build. Others believe that design guidelines help ensure that new development fits into the Town's historic character. How do you feel about design guidelines? (choose all that apply)

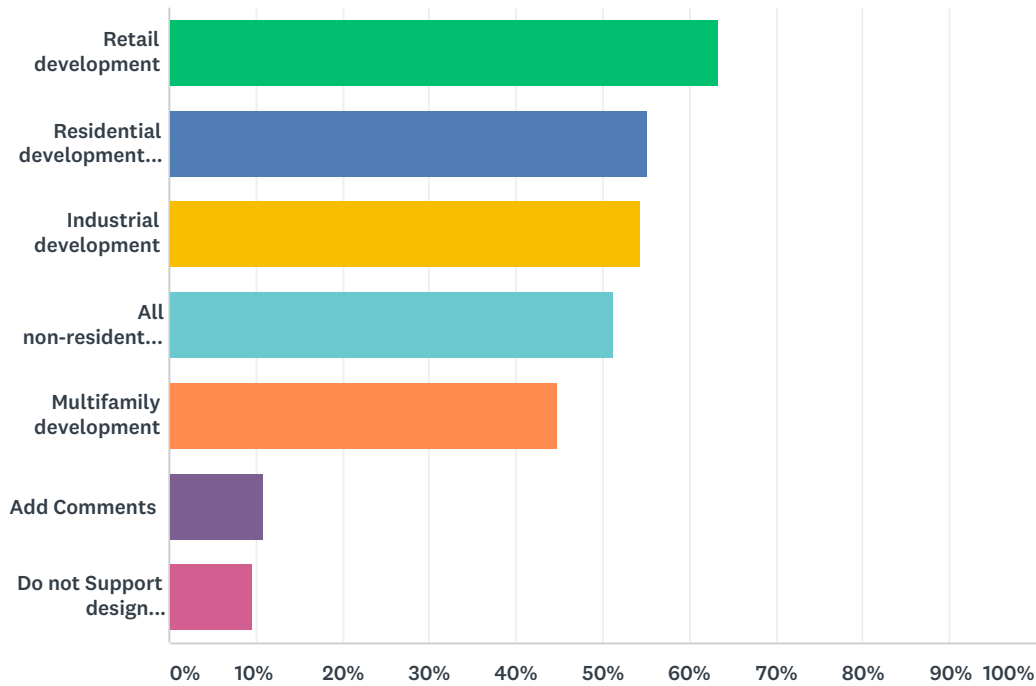
Answered: 165 Skipped: 81



ANSWER CHOICES	RESPONSES	
I would support them if they didn't deter development	44.85%	74
The Town should develop design guidelines that are right for the hamlets	43.03%	71
I support them, they are important to preserve the Town's character	34.55%	57
The Town should use the general design guidelines for the Shawangunk Scenic Byway	18.18%	30
I don't support them, they deter development	11.52%	19
Total Respondents: 165		

**Q19 Uses.** At present, different zoning districts in the Town are guided by design guidelines. Would you support using design guidelines for certain uses (choose all that apply):

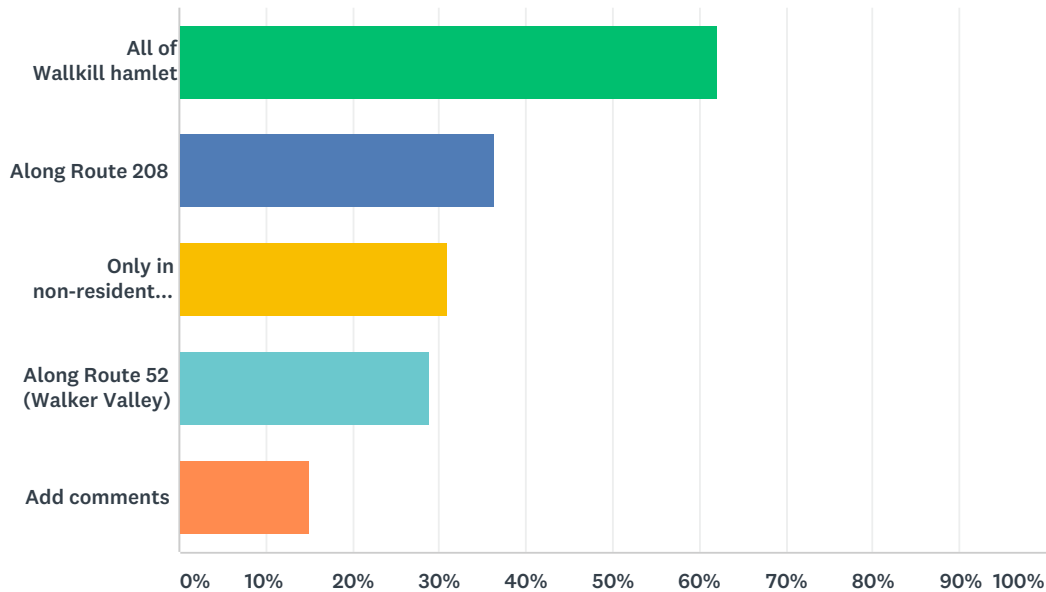
Answered: 156 Skipped: 90



ANSWER CHOICES	RESPONSES	
Retail development	63.46%	99
Residential development other than single family houses	55.13%	86
Industrial development	54.49%	85
All non-residential development	51.28%	80
Multifamily development	44.87%	70
Add Comments	10.90%	17
Do not Support design guidelines	9.62%	15
Total Respondents: 156		

## Q20 Areas. Would you support design guidelines in certain areas of the Town regardless of the kind of development? For example (choose all that apply):

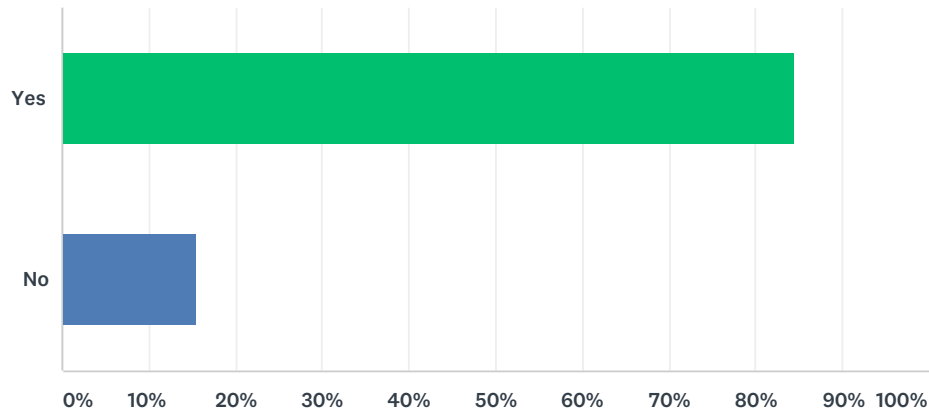
Answered: 132 Skipped: 114



ANSWER CHOICES	RESPONSES	
All of Wallkill hamlet	62.12%	82
Along Route 208	36.36%	48
Only in non-residential zoning districts	31.06%	41
Along Route 52 (Walker Valley)	28.79%	38
Add comments	15.15%	20
Total Respondents: 132		

**Q21 River Walk. Knowing that there are many private properties along the river, and that this would be a long-term community improvement, do you support the creation of a recreational river trail in Wallkill?**

Answered: 161 Skipped: 85



ANSWER CHOICES	RESPONSES	
Yes	84.47%	136
No	15.53%	25
TOTAL		161



## Q22 Contact Information. Would you like us to contact you about future planning activities? If no, leave blank.

Answered: 60   Skipped: 186

ANSWER CHOICES	RESPONSES	
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Phone Number	83.33%	50
Name	98.33%	59
Email Address	98.33%	59

## APPENDIX D: OTHER HISTORIC RESOURCES

The following narrative and list has been compiled by Marc Fried, 2021.

The following fieldstone houses (or stone portions of enlarged houses) are almost certainly of 18th century construction:

Mulford House- 816 Sand Hill Road  
Justus Banks house - 116 River Road  
Pirog farmhouse - 53 Pirog Road  
Jacobus Van Keuren House - 27 Sinsabaugh Road  
Unnamed building - 976 Upper Mountain Road

The following frame houses, or oldest portions thereof, are either confirmed, or likely, of 18th century construction:

Dr. James Graham House - 45 Bruyn Turnpike  
Rhinehart homestead - 2312 Bruynswick Road  
Col. Robinson House - 69 Lippencott Road  
Decker farmhouse - 84 Awosting Road  
Unnamed building - 2188 Bruynswick Road  
Unnamed building - 4 Low Road  
Crispell Farm - 130 Low Road  
Unnamed building - 64 Old Hoagerburgh Road

There are two old houses with stone portions that are probably of early 19th century construction: 56 Pirog Road and 2928 New Prospect Road.

The following 19th century structures are or were important in the commercial or cultural life of Shawangunk:

Crawford Methodist Church - 1851 (now vacant), Church & Mountain Roads  
Walker Valley Methodist Church - 1854  
New Prospect Reformed Church - 1856  
Wallkill Reformed Church - 1871  
Bruynswick Schoolhouse ca. 1840, just north of Shawangunk Valley Firehouse  
Walker Valley Schoolhouse (now owned by the Town as a meeting house), ca. 1850, 6 Marl Road  
Hoagerburgh Schoolhouse 791 Hoagerburgh Road (corner of Old Fort Rd.)  
Wallkill River House (gifts) ca. 1820, 35 Wallkill Avenue (originally a barn); it was formerly the Wallkill Garment factory and, long before that, the meeting hall of the Wallkill Grange.  
Tavern, Ulsterville, ca. 1820, 1441 Burlingham Road  
Mill house, Galeville ca.1840, 1605 Albany Post Road  
Bruynswick Inn (formerly a country store and speakeasy), ca. 1840, 2162 Bruynswick Road  
Hoot Owl Restaurant (formerly store and post office) 26 Awosting Road  
Parkview House Restaurant (formerly Park View Hotel), ca. 1870, 23 Main Street  
Dixie Farms (former resort, hotel and horse ranch) 693 Hoagerburgh Road

In addition, there are a great number of Greek Revival style houses, ca. 1810-1850, throughout the town. These can be recognized by the small attic or “eyebrow windows” (small, horizontally-oriented) in the knee wall (half story) directly below the roof line. They are set just below the eaves or cornice in a horizontal row, most commonly across the front facade of a building.

Although not a structure, an open meadow at the west terminus of Old Fort Road (north side): At the edge of the bluff overlooking the Shawangunk Kill, in the vicinity of a house of modern construction, is the potential likely location of the contact-period Indian village and “New Fort” of the Second Esopus War, destroyed by Dutch soldiers on an expedition from Esopus (modern Kingston) on September 5, 1663. This was the most significant, and last, pitched battle of that war, and resulted in Indian casualties and the freeing of 23 women and children taken captive by the Indians in the Esopus Massacre of June 7, 1663.