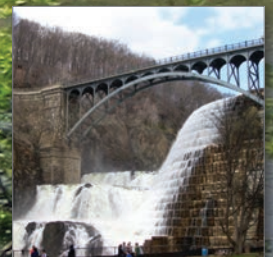




ENVISION CORTLANDT

2016 SUSTAINABLE COMPREHENSIVE PLAN

FINAL DRAFT
FEBRUARY 9, 2016



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Town of Cortlandt

2016 Sustainable Comprehensive Plan

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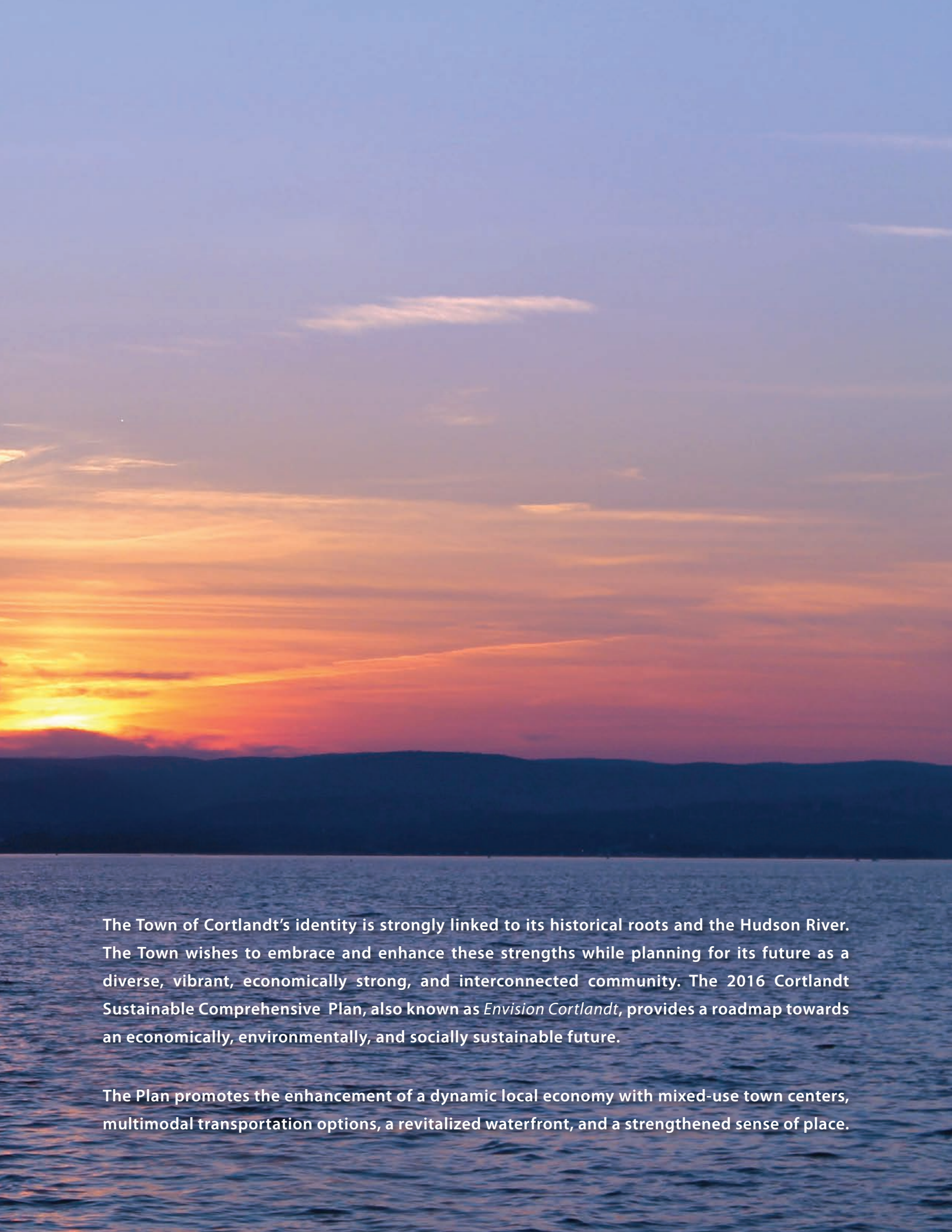
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Envision Cortlandt was made possible through a \$175,000 grant awarded by the New York State Energy Research Development Authority (NYSERDA) under the Cleaner, Greener Communities Program. This provided the funds to complete Envision Cortlandt 2016 Sustainable Comprehensive Plan.





The Town of Cortlandt's identity is strongly linked to its historical roots and the Hudson River. The Town wishes to embrace and enhance these strengths while planning for its future as a diverse, vibrant, economically strong, and interconnected community. The 2016 Cortlandt Sustainable Comprehensive Plan, also known as *Envision Cortlandt*, provides a roadmap towards an economically, environmentally, and socially sustainable future.

The Plan promotes the enhancement of a dynamic local economy with mixed-use town centers, multimodal transportation options, a revitalized waterfront, and a strengthened sense of place.

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Table of Contents

Introduction	1
Chapter 1: Sustainability	7
Chapter 2: Commercial Land Use & Economic Development	21
Chapter 3: Residential Land Use & Housing	39
Chapter 4: Infrastructure	55
Chapter 5: Traffic & Transportation	67
Chapter 6: Open Space & Natural Resources	85
Chapter 7: Community Character & Visual Quality	93
Chapter 8: Community Services & Recreation	101
Chapter 9: Historic Preservation & Cultural Resources	121
Acronym List	137
Glossary	138

APPENDICES

Appendix A	Master Plan Survey Results
Appendix B	Master Plan Committee Presentations
Appendix C	Montrose Enhancement Plan, Verplanck Enhancement Plan, Roundabout Enhancement Plan
Appendix D	Public Meeting Presentations & Materials
Appendix E	2004 Master Plan Implementation Status Update (2013)
Appendix F	Verplanck Waterfront Master Plan

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Introduction

Envision Cortlandt is a Sustainable Comprehensive Plan for the Town of Cortlandt designed to provide a set of recommendations to help guide the community, Town Board, Planning Board, Zoning Board, and other boards, committees, and Town staff for the next decade and beyond. *Envision Cortlandt* evolved out of decades of community planning efforts and policy initiatives ranging from small neighborhood plans to larger Townwide plans and programs. Developed over a two and a half year period, *Envision Cortlandt* brought together a diverse group of stakeholders known as the “Master Plan Committee” (MPC) to lead development of the Plan through numerous workshops, public meetings, and presentations. *Envision Cortlandt* presents a framework and strategy for the Town to achieve its vision: to grow in a more economically, environmentally, and socially sustainable way.

“Sustainability is the promise to our children and grandchildren that they will inherit a tomorrow that is at least as good as today and hopefully better. Achieving this promise will call for the participation of each and every one of us. Our Town has a long-standing record of environmental stewardship exemplified by our leadership in protecting open space, natural resources, and smart growth practices. The Town Board and I are fully committed to this important effort and we look forward to your participation in becoming a sustainable community.”

- Linda D. Puglisi

Origin of the Plan

The Town’s first Master Plan was prepared in 1974 and amended in 1981 with the North Cortlandt Planning Study. In 1987, the Master Plan was amended with the South and Central Cortlandt Study. New Master Plans were updated, developed, and adopted in 1991 and again in 2004.

In 2013, the Town conducted a thorough review of the 2004 Master Plan and prepared an updated report titled, “2013 Master Plan Implementation Status Update.” The report concluded that, of the 154 policies adopted as part of the 2004 Comprehensive Master Plan, 109 policies were fully implemented, and 20 policies were partially implemented.

In August 2013, the Town Board authorized the preparation of the 2016 Sustainable Comprehensive Plan, *Envision Cortlandt*.

Master Plan Committee

The MPC was established by Town Board resolution in July 2013. The Town Board thought it was important to enlist a committee of citizens that would represent a cross-section of the community, including several representatives from various boards and committees. The MPC was dedicated to meeting frequently to develop recommendations and a framework for *Envision Cortlandt*.

The MPC included ten volunteer residents, the Town Supervisor, four Town staff members, and planning consultants from the consulting firm AKRF, Inc. as facilitators.



Master Plan Committee (Town of Cortlandt)

COMMITTEE MEMBERS:

Linda D. Puglisi, Chairperson
 James Creighton
 David Douglas
 Michael Fleming
 Seth Freach
 Dani Glaser
 Barbara Halecki
 Adrian Hunte
 Michael Huvane
 Theresa Knickerbocker
 Maria Slippen

STAFF MEMBERS:

Ed Vergano, P.E., Director, DOTS
 Chris Kehoe, AICP, Deputy Director of Planning, DOTS
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 Thomas Wood, Esq., Town Attorney

CONSULTANT TEAM:

Anthony Russo, AKRF, Inc.
 Michelle Robbins, AICP, AKRF, Inc.
 Flaam Hardy, AKRF, Inc.

Public Participation and the Planning Process

The MPC began meeting monthly in October 2013. All MPC meetings were open to the public. The first six months of meetings focused primarily on providing the MPC members with background information (i.e., “base studies”) consisting of socioeconomic, demographic, housing, geographic, infrastructure, and other data, which provided the basis for developing the goals and policies of the Plan. Presentations were given by the Town Department Heads as well as Police, Fire, EMS and other community services. The MPC also reviewed existing codes, regulations, and previous Master Plans during this initial phase.

In December 2013, Cortlandt was awarded a New York State Energy Research and Development Authority (NYSERDA) Cleaner, Greener Communities (CGC) grant in the amount of \$175,000. This grant provided Cortlandt with the funds to complete its first Sustainable Comprehensive Plan. The goal of this grant is to support the adoption of sustainable planning and development practices that are innovative and create multiple community benefits. Cortlandt is one of the first communities in Westchester County to develop a Sustainable Comprehensive Plan.

After receiving the grant, Cortlandt retained AKRF, Inc., an environmental, planning, and engineering consulting firm, to assist the Town with the development of the Sustainable Comprehensive Plan. In April 2014, the MPC and staff began meeting with the consultant team at monthly evening meetings. AKRF's role included acting as facilitator for the MPC, assisting with community outreach, developing policy recommendations, and refining MPC and public recommendations. After developing a vision statement to help guide the process, the MPC studied the different comprehensive plan topics and created corresponding goals and policies. In between meetings, the MPC, AKRF, and Town Staff used Google Groups to continue discussions regarding each of the Plan topics, disseminate information, and solicit feedback on the goal and policy recommendations.

The MPC also developed a survey that was accessible to residents on the Town's website and in paper form between September 2014 and February 2015. The survey contained 28 multiple choice and open-ended questions. A total of 725 survey responses were recorded (see Appendix A). The survey feedback was used to inform the planning process and produce a more inclusive Sustainable Comprehensive Plan.

The first Public Meeting on the Comprehensive Plan was held on January 15, 2015, at Town Hall from 7 pm to 9 pm. The goal of this meeting was to introduce the public to the Sustainable Comprehensive Planning process and encourage participation in the survey. The format of the meeting included a presentation which outlined the framework of the Plan, introduced the vision statement, and provided a description of the topics to be covered in the Plan (see Appendix D). The presentation was followed by a Q&A period, and time was allotted for attendees to visit various boards displaying information on Sustainable Comprehensive Plan concepts.



Master Plan Committee Meeting, December 2014 (Town of Cortlandt)



Public Meeting 1, January 2015 (AKRF, Inc.)



Public Meeting 2, May 2015 (AKRF, Inc.)

The second Public Meeting was held on May 19, 2015, at Town Hall from 7 pm to 9 pm. The meeting provided an overview of the Sustainable Comprehensive Master Planning process and allowed the community to provide input on the various initiatives and topics (see Appendix D). Minutes of all the MPC meetings and public meetings were available on the Town's website.

Town Board/SEQRA & The Adoption of the Master Plan

The adoption of the 2016 Sustainable Comprehensive Plan by the Town Board will require compliance with the State Environmental Quality Review Act (SEQRA). While the actual Sustainable Comprehensive Plan carries no legislative authority, a mandatory environmental review through SEQRA and a formal public hearing on the Draft Sustainable Comprehensive Plan is required. The Town Board as the Lead Agency will refer the Sustainable Comprehensive Plan to the Planning Board and other interested agencies such as Westchester County Planning and adjacent municipalities for review and comments prior to its adoption.

Why is it important to create a Comprehensive Plan?

A Comprehensive Plan ...

- Provides a vision for the community and establishes the framework, specific goals, and policies necessary to achieve the vision.
- Helps to coordinate local decision-making by providing specific goals and policies for the community and giving the various Town Boards and staff a vision to align future projects.
- Provides guidance to property owners and developers/investors about the types of projects that are supported by the community.
- Provides background data such as demographic information and types of land uses, which establish a baseline for the Town and informs future land use decisions (e.g., changing Zoning).
- Incorporates the recommendations and views of a broad range of stakeholders and public participants.
- Helps to build a stronger community through the public process that is an essential part of the development of a Comprehensive Plan.

How to use this Sustainable Comprehensive Plan

Envision Cortlandt serves as the legal basis for future development and changes in land use regulations, such as zoning and subdivision laws. It also presents the overall vision of the community and establishes the framework, specific goals, and policies necessary to achieve the vision. It will be used as a guide by Town staff, the various Boards in Town, and residents when discussing future projects, capital expenditures, and proposing new zoning and ordinances.

Table 1 illustrates the primary differences between a Traditional Comprehensive Plan and a Sustainable Comprehensive Plan.

Table 1 Differences between a Traditional Comprehensive Plan and a Sustainable Comprehensive Plan		
	Traditional Comprehensive Plan	Sustainable Comprehensive Plan
Time frame	Emphasis on a 10 year plan	Strong emphasis on future generations, longer-term planning (20 plus years) while focusing on actionable items
Organization	Organized into discrete plan elements such as: land use, transportation, natural resources, housing, economy, etc.	Systems-based approach to planning promotes the integration of environmental, social, and economic principles Measures sustainability progress toward the Plan's vision and goals with relevant and achievable metrics
Document format	Written document, text heavy, few graphics	Use of digital technology, visualizations and graphic representations
Scope	Focus on individual municipality	In addition to the municipal focus emphasis is also placed on regional approaches to planning and coordination
Existing Conditions	Detailed and lengthy existing conditions analysis	Concise presentation of updated information since last comprehensive plan
Implementation	Community provides long-, medium-, short-term timeline for policy implementation	Establishment of metrics for each goal that will ensure community's own assessment of plan progress

Plan Structure and Overview

This Sustainable Comprehensive Plan contains nine chapters. The first chapter, "Sustainability," provides an overview of sustainability and how it relates to Cortlandt. It outlines the Town's sustainability strategy and describes how it is woven throughout the remaining chapters of *Envision Cortlandt*. The Sustainability chapter also introduces the eight Sustainability Principles developed by the MPC to help engage the community, and to link the recommended policies to sustainable actions. In addition, it introduces the four key planning strategies, which were developed to help the Town implement its sustainability strategy.

- Cortlandt Boulevard Area (CBA)
- Medical-Oriented District (MOD)
- Transit-Oriented District (TOD)
- Waterfront Sustainability District (WSD)

Each of the eight chapters following the Sustainability chapter is organized in an identical format as follows:

A. Relationship to Vision—describes how the chapter subject relates to the Town's sustainability vision.

B. Background and Base Studies—provides the background information and data to support the goals and policies recommended in the chapter.

For a Master Plan to successfully guide future decision-making in the Town, it must consider the past and present patterns of development, the physical and environmental setting, and the Town's regional setting. The MPC conducted an analysis of baseline conditions on a variety of topics important to the Town.

The Base Studies section provides an informed platform from which to make reasoned policy recommendations and was written to provide a brief inventory and assessment of conditions that may affect policy decisions.

Baseline condition reports include the data prepared and updated for the 2004 Plan. Using these baseline reports, the MPC created policies to reflect current conditions on topics such as population (based on the 2010 Census), housing, natural resources, community facilities, land use, transportation, infrastructure, economic development, historic, and aesthetic resources.

The Base Studies benefited from the detailed land use and environmental mapping that resulted from the implementation and enhancement of the Townwide Geographic Information Systems (GIS), a major policy initiative from the 2004 Comprehensive Plan. The information contained in the existing conditions analyses, public comments obtained through the *Envision Cortlandt* Survey, and the significant public comments received at various public workshops and meetings, have been helpful in identifying the challenges and opportunities confronting the Town and developing a vision for Cortlandt's future.

- Existing Conditions—This section describes the existing conditions within the Town
- Cortlandt has a say!—This section summarizes the results of the community-wide survey that relate to the specific chapter subject

C. Challenges & Opportunities—This section summarizes the challenges and opportunities facing Cortlandt.

D. Goals, Policies, and Metrics—This section presents the goals and recommended policies developed to achieve the Plan's vision as well as metrics to measure the Plan's progress in achieving its vision.



Supervisor Linda Puglisi Speaks at the 2nd Public Meeting, May 2015 (AKRF, Inc.)

CHAPTER 1: Sustainability

What is Sustainability?

“Sustainability” means meeting the needs of the present in ways that do not compromise the ability of future generations to meet their own needs. Sustainability is the effective use of resources—natural, human, and technological—to meet today’s community needs while ensuring that these resources are available to meet future needs.¹

Living in a sustainable way is about finding a balance among three objectives: 1) economic prosperity and jobs, 2) conservation and a healthy environment, and 3) social well-being (such as public health, education, and cultural vitality). Although sustainability is often thought of as exclusively an environmental issue, sustainability actually encompasses many broader concepts. A sustainable community is one that creates a healthy social, fiscal, and ecological environment for all residents, while ensuring future access to the resources needed to achieve a high quality of life without exceeding the capacity of our natural ecosystems. An important aspect of creating sustainable and resilient communities is educating residents to make choices that are beneficial to themselves, the community, and the environment. The diagram below illustrates the idea of sustainability as being at the confluence of economic development, social development, and environmental protection.

“Sustainability is the promise to our children and grandchildren that they will inherit a tomorrow that is at least as good as today and hopefully better. Achieving this promise will call for the participation of each and every one of us. Our Town has a long-standing record of environmental stewardship exemplified by our leadership in protecting open space, natural resources, and smart growth practices. The Town Board and I are fully committed to this important effort and we look forward to your participation in becoming a sustainable community.”

- Linda D. Puglisi



Cortlandt's Vision for Sustainability

Envision Cortlandt outlines a strategy for incorporating sustainable development practices and guidelines for future growth into the Town’s planning initiatives. It sets forth goals, policies, and actions to help the Town achieve its vision and promotes collaboration on the part of the community and Town to establish an environmentally resilient, economically vibrant, and socially dynamic future. Each chapter of this Master Plan begins with a section called “Relationship to Vision,” which lays out how the subject of the chapter (e.g., Traffic and Transportation, Commercial Land Use, and Economic Development, etc.) relates to the Town’s overall sustainability vision.

¹ Sustainability as defined by Webster’s Dictionary.

Why Does Cortlandt Need Sustainability?

Climate change, ecological stress, economic instability, social inequality, overconsumption of fossil fuels, and limited natural resources are all negatively impacting our environment. The changing climate, evidenced locally by flooding, storm surges, and extreme weather events, is impacting the community and is projected to get worse in the future. These events can disrupt the economy, negatively impact transportation systems and infrastructure, and increase demands on community services. Cortlandt is continuing to work hard to protect and enhance the quality of life of the community and region by establishing programs and policies which integrate sustainable practices into the Town's operations, services, and plans for future growth. Cortlandt is also actively encouraging residents and businesses to adopt these practices.



Community Swap Organized by Cortlandt Green Team (Dani Glaser)

"We shall require a substantially new manner of thinking if mankind is to survive."
- Albert Einstein

What Makes a Sustainable Community?¹

Some of the key requirements of sustainable communities are:

- A vibrant local economy to provide jobs and wealth;
- A safe and healthy local environment with well-designed public and green spaces;
- Effective engagement and participation by residents, groups and businesses, especially in the planning, design, and long-term stewardship of their community and as an active voluntary and community sector;
- Sufficient size, scale and density, and the right layout to support basic amenities in the neighborhood and minimize use of resources (including land);
- Good public transportation and other transportation infrastructure (i.e., sidewalks, streetscape, and state-of-the-art traffic control systems) both within the community and linking it to rural and regional centers;
- Buildings—both individually and collectively—that can meet different needs over time and that minimize the use of resources;
- A well-integrated mix of different housing types to support a range of household sizes, ages, and incomes;
- Quality local public services, including recreation, education and training opportunities, health care, and community facilities;
- A diverse, vibrant and creative local culture that encourages pride in the community and cohesion within it;
- A 'sense of place'; and
- Linkages with the wider regional, national, and international community.



Supervisor Linda D. Puglisi in Front of the EV Charging Stations Installed at Town Hall in 2014 (Dani Glaser)

¹ Sustainable Communities, ODPM, 2003



Earth Day Poster Contest (Dani Glaser)

Achieving Sustainability in Cortlandt

Because this Plan is the Town's first "Sustainable Comprehensive Plan," one of the main objectives was to create a format that links traditional master plan chapter subjects to the sustainability principles, thereby demonstrating how the new Sustainable Comprehensive Plan evolved from, and enhances, the Town's previous planning efforts.

Envision Cortlandt includes the following chapters:

- | | |
|---|---|
| 1. Sustainability | 6. Open Space & Natural Resources |
| 2. Commercial Land Use & Economic Development | 7. Community Character & Visual Quality |
| 3. Residential Land Use & Housing | 8. Community Services & Recreation |
| 4. Infrastructure | 9. Historic Preservation & Cultural Resources |
| 5. Traffic & Transportation | |

Sustainability Principles

The Master Plan Committee developed eight "Sustainability Principles" that are symbolized by the following icons, signifying the core elements of the Town's unique vision for its future, and forming the basis of the Plan's commitment to sustainability. These eight principles are woven throughout the Plan's chapters and support the goals of *Envision Cortlandt*. Most of the Plan's recommended policies link to one or more of these principles. For ease of reference, each proposed policy that embodies a sustainability principle will have the corresponding icon(s) located adjacent to the relevant policy. The following pages provide a definition for each sustainability principle and an example of a corresponding goal, policy, and metric.



**COMMUNITY
ENGAGEMENT**



MOBILITY



**ECOLOGICAL
HARMONY**



**PUBLIC
HEALTH**



**ECONOMIC
VITALITY**



RESILIENCY



**ENERGY
EFFICIENCY**

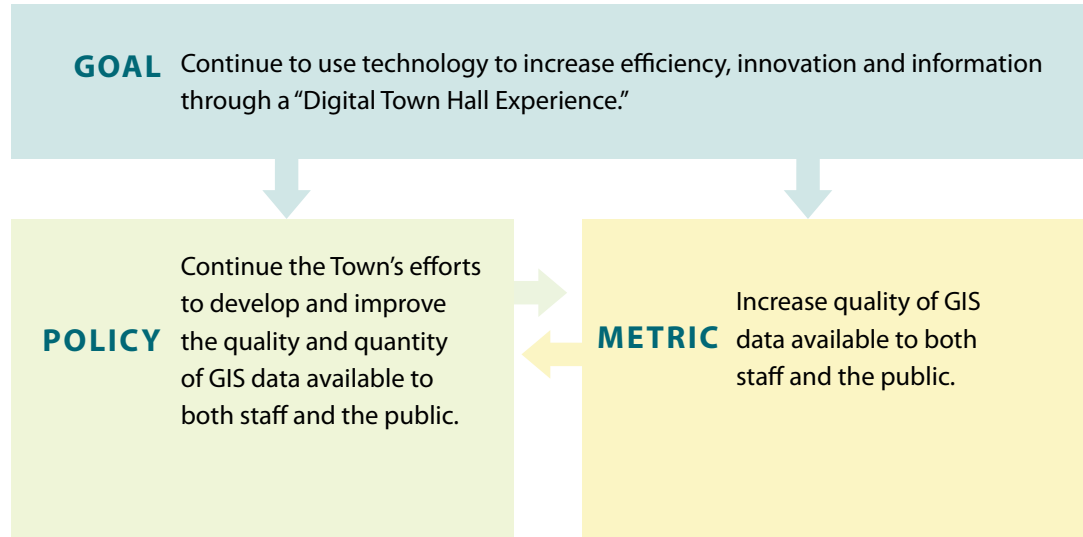


**RESOURCE
MANAGEMENT**



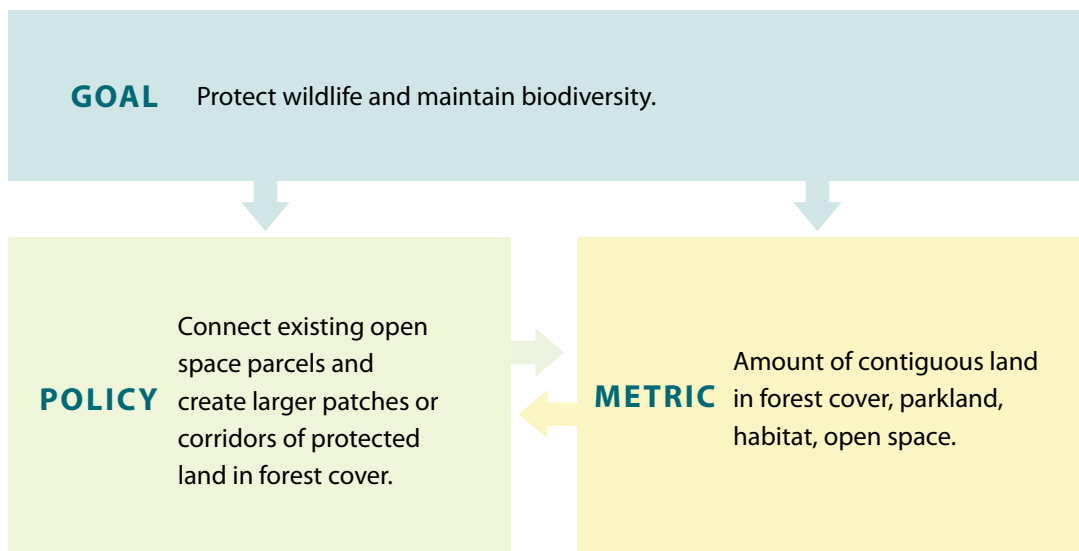
COMMUNITY ENGAGEMENT

Community Engagement policies ensure community participation throughout the Comprehensive Plan process and beyond. Various initiatives such as the proposed development of a *Citizen's Guide to Envision Cortlandt* and improving the digital user experience will educate and empower the community to play a key role in this process.



ECOLOGICAL HARMONY

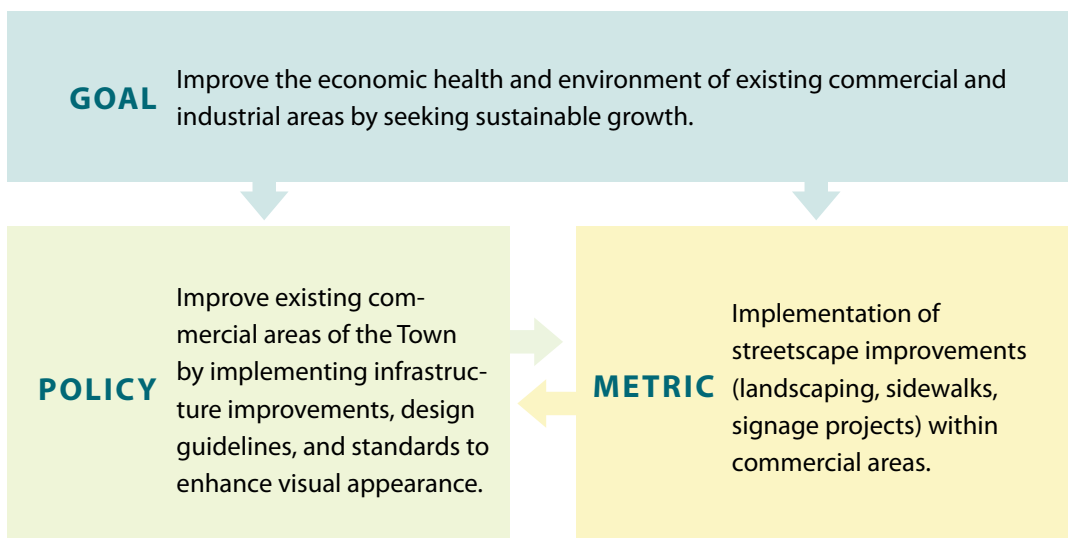
Ecological Harmony policies promote the preservation and conservation of natural resources (air, water, flora and fauna, etc.) and the harmonious connection of nature and people.





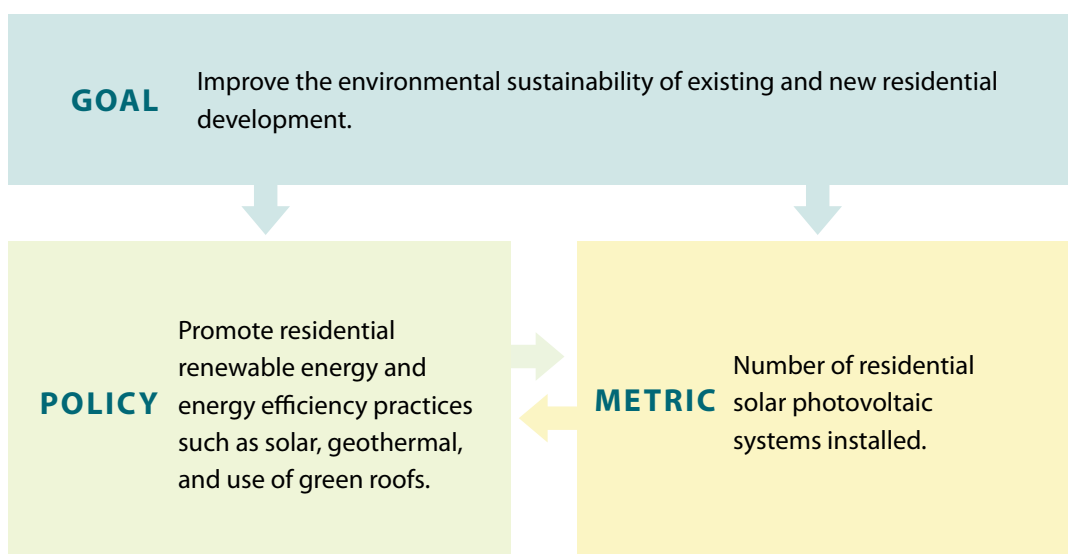
ECONOMIC VITALITY

Economic Vitality policies promote the economic health of the community by improving access to quality jobs and encouraging certain types of development such as the Cortlandt Boulevard Area (CBA), Transit-Oriented District (TOD), Medical-Oriented District (MOD) and the Waterfront Sustainability District (WSD). These targeted initiatives will help improve the efficiency of the permitting and approval process, develop local resources to attract businesses, and support local commerce and tourism.



ENERGY EFFICIENCY

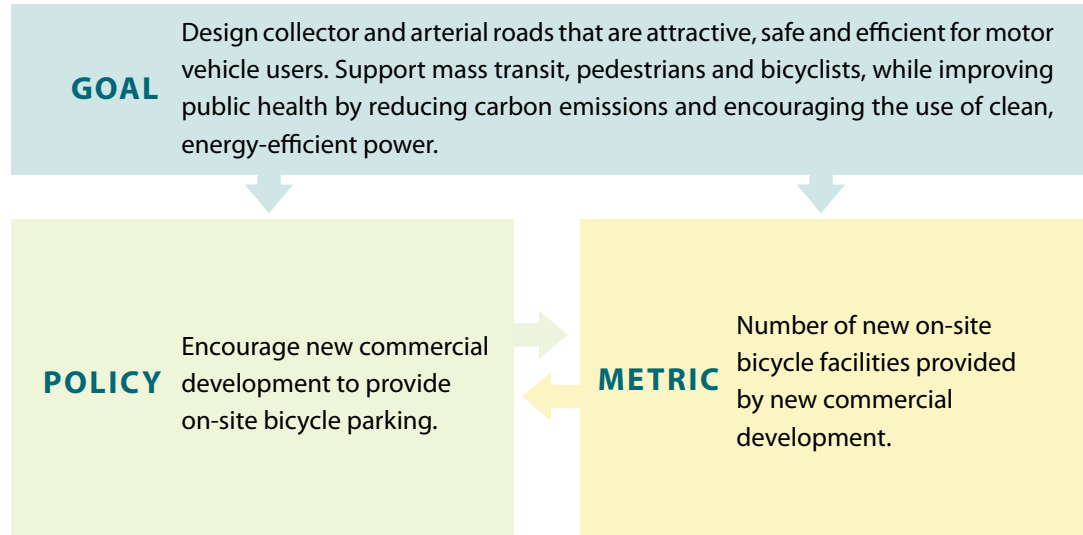
Energy Efficiency policies focus on reducing energy use and costs by shifting to renewable energy sources such as solar, wind, and geothermal for residential and commercial buildings. In addition, energy efficiency can be achieved through the use of vehicles and transit options that transition away from fossil fuels and toward alternative fuel sources including hybrid and electric vehicles and charging stations.





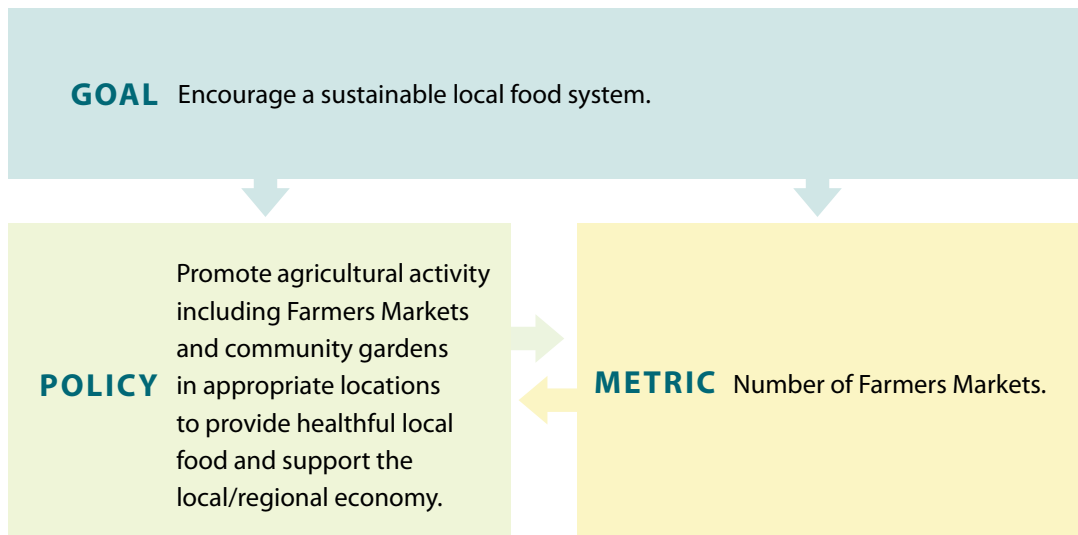
MOBILITY

Mobility policies address improving the transit and transportation networks for residents and visitors to create a more accessible and efficient transportation system. Improvements include “Complete Streets,” pedestrian sidewalk networks, public transit options, and encouraging bicycle use. Implementing these policies will help attract new businesses and guide future growth within Town centers and the targeted CBA, TOD, MOD, and WSD initiatives.



PUBLIC HEALTH

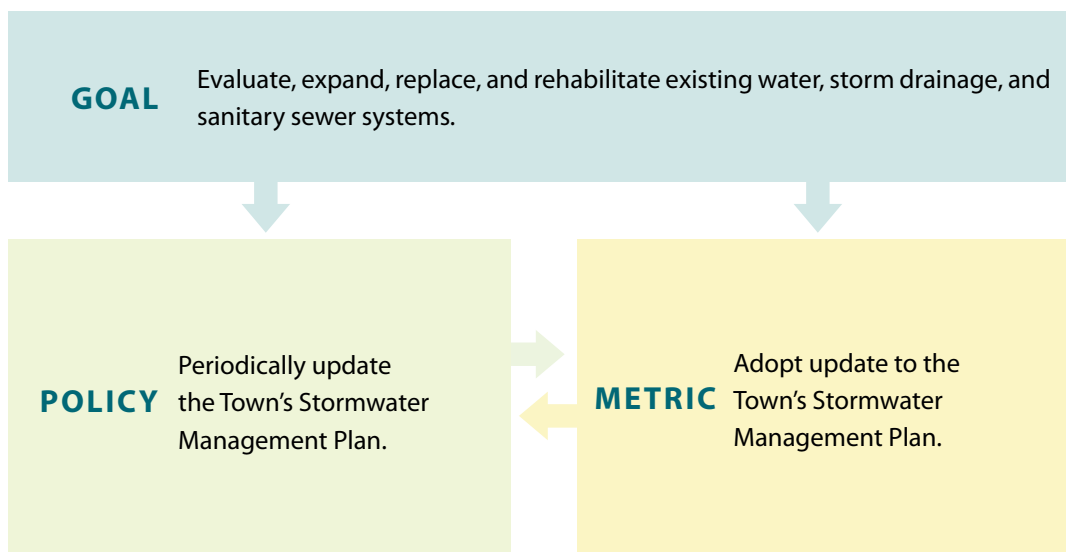
Public Health policies address the creation of a healthy population by ensuring active and healthful living, limiting exposure to environmental hazards, and providing equal access to community resources.





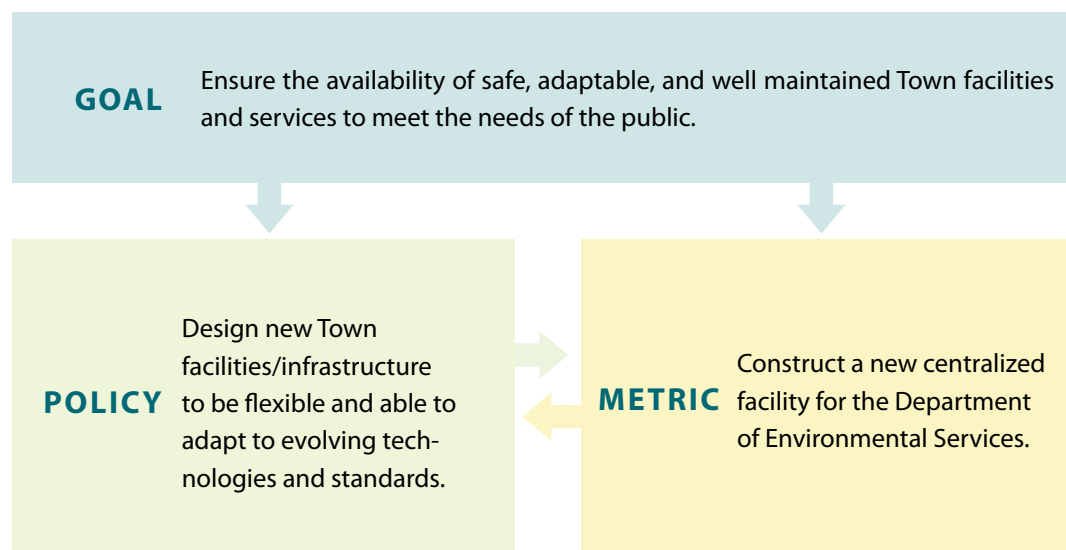
RESILIENCY

Resiliency policies address a community's ability to endure, adapt, and bounce back from catastrophic natural and other events at the Town and/or resident level. Measures to increase the Town's resiliency include: hazard mitigation planning, Continuity of Operation Protocol (COOP), emergency readiness planning, preparing the Town for future flooding and extreme weather events, designing drainage systems to better manage stormwater, and improving communication with emergency services.



RESOURCE MANAGEMENT

Resource Management policies address improving the management of the Town's natural and built resources, such as sewer and water infrastructure, open space, community facilities, and public roadways.





Earth Day Hike 2014 (Town of Cortlandt)

The Four Key Strategies of *Envision Cortlandt*

The Town will focus its efforts around four key planning strategies to help it move toward its vision, incorporate the Mid-Hudson Region's sustainability goals, and continue to create economic opportunities for the Town. Enactment of these four strategies would result in the creation of a community with enhanced energy efficiency, increased mixed-use development to minimize automobile use, Complete Streets to facilitate pedestrian-friendly environments and improve storm water management, well-planned redevelopment of existing areas via form-based zoning and other tools, and a renewed appreciation and focus on the Town's river setting and recreational and natural amenities. The four key planning strategies are:

CORTLANDT BOULEVARD AREA (CBA)

This strategy would strengthen the role of the CBA as a downtown center by permitting as-of-right mixed-use, compact development along the corridor and encouraging streetscape improvements, infrastructure investments, walkability, and Complete Street principles. This approach to downtown planning is critical to help strengthen this commercial center and to create a sense of place within the Town for residents and visitors.

MEDICAL-ORIENTED DISTRICT (MOD)

This strategy would create a MOD that builds on the existing medical institutions in Town including the New York Presbyterian Hudson Valley Hospital Center. The goal of the MOD is to encourage economic development and provide a range of housing options that allow for a continuum of care (aging in place) by centralizing medical services and ancillary uses around the hospital.

TRANSIT-ORIENTED DISTRICT (TOD)

This strategy would allow for the creation of a TOD within approximately ½ mile of the Cortlandt Metro-North Train Station. The TOD would promote smart growth practices such as compact development, a mix of uses integrated into a walkable neighborhood, and quality public transportation options with the goal of reducing auto-dependence, traffic congestion, air pollution, and greenhouse gas emissions.

WATERFRONT SUSTAINABILITY DISTRICT (WSD)

This strategy would promote waterfront dependent uses and compact mixed-use development along the Verplanck and Annsville waterfronts. The goal of the WSD is to ensure flood resiliency and protection of the shoreline while creating new walkable riverfront housing communities, and promoting new uses that focus on creating economic opportunities for waterfront tourism, waterfront light industrial uses, and public access to the Hudson River.

Regional Sustainability Planning

Over the past decade, various agencies throughout New York State have developed initiatives to increase statewide sustainability and resiliency. One such initiative is the *Mid-Hudson Regional Sustainability Plan*¹, prepared by the Mid-Hudson Planning Consortium and published in March 2013. The Plan frames the development goals for the Mid-Hudson region, building on the area's unique social, cultural, and natural history, and identifying strategic sustainable priorities. The Plan explores regional baseline conditions, objectives, and sustainability indicators to fulfill goals relating to Land Use, Livable Communities, and Transportation, Energy, Materials Management, Agriculture, Open Space, and Water. In the wake of the many changes occurring in the regional and global community, local municipalities can use this common framework as a foundation to chart their own course for achieving the Plan's objectives, and spearheading their own path toward sustainable development.

In addition, the New York State Department of Environmental Conservation (NYSDEC), through the Hudson River Estuary Action Agenda 2015–2020, provided a framework for Hudson River communities to plan for a sustainable future by providing a blueprint that guides the work of the Hudson River Estuary Program and its partners. The Action Agenda defines the challenges facing these communities and offers practical solutions for managing, restoring, and conserving the Hudson River Estuary and its watershed resources that can be carried out by civic leaders, policy makers, and citizens working together.

The Draft Action Agenda 2015–2020 is organized around six key benefits that result from a strong and vibrant estuary ecosystem and watershed:

- Clean Water
- Resilient Communities
- Vital Estuary Ecosystem
- Estuary Fish, Wildlife, & Habitats
- Natural Scenery
- Education, River Access, Recreation, & Inspiration

The Draft Action Agenda 2015–2020 is the result of a planning process that began in May 1996 when the first Estuary Action Plan was approved. Subsequent updates to the Plan were produced in 1998, 2001, 2005, and 2010. For more information, see: <http://www.dec.ny.gov/lands/5104.html>

Many communities and the region as a whole are exploring sustainability initiatives. Cortlandt is one of the first municipalities in New York State to adopt a Sustainable Comprehensive Plan. *Envision Cortlandt* could serve as a model for the Mid-Hudson region. This proactive planning initiative illustrates Cortlandt's commitment to sustainability and climate resilience planning.



Hudson River (James Creighton)

¹ http://www.orangecountygov.com/filestorage/124/1362/MHRSP_Book_opt.pdf

Spotlight 1-1 | Hudson River Waterfront Revitalization

Over the past couple of decades, a renewed interest in the Hudson River and its role in promoting the quality-of-life of residents and visitors has emerged. Opportunities for redevelopment and public access are bringing people back to the waterfront. As such, it is critical that redevelopment be accomplished in a way that does not threaten the River's environmental, historic, and scenic resources. Waterfront revitalization provides riverfront communities with an opportunity to take advantage of their unique waterfront resources in a way that promotes sound economic development.

"Revitalizing Hudson Riverfronts," prepared by Scenic Hudson in 2010, proposes the following principles to promote waterfront redevelopment:

- Promoting riverfront development in areas with existing infrastructure
- Encouraging Water-Dependent & Water-Enhanced Uses
- Connecting People to the River
- Protecting Natural Resources

- Protecting Scenic Resources
- Promoting Good Urban Planning & Sustainable Design

These principles for waterfront revitalization provide a roadmap for communities to capitalize on their waterfront resources, expanding the use of the waterfront for recreation, natural habitat, tourism, housing, transit, and economic development opportunities. Implementation of these short- and long-term strategies will improve public access and attract more visitors to the waterfront all within a sustainable framework further developing the region's tourism, attracting businesses, and generally promoting economic development. Communities along the Hudson River are rich in cultural and maritime heritage that can be enhanced to encourage sustainable economic development while preserving the riverfront's natural resources.

Source: Revitalizing Hudson Riverfronts by Scenic Hudson
http://www.dos.ny.gov/opd/programs/pdfs/Guidebooks/Revit_Hudsonguide.pdf

Cortlandt's Major Accomplishments in Sustainability

Cortlandt's major accomplishments in sustainability include:

- Designated a Climate Smart Community in 2008.
- Reduced energy consumption in Town government operations by 20% between 2008 and 2012.
- Joined Solarize Cortlandt-Croton in 2015 and nearly doubled solar capacity with 75 signed contracts at the end of the campaign.
- Prepared a Climate Action Plan with Sustainable Westchester in 2012 to reduce greenhouse gas (GHG) emissions 20% by 2020 and 80% by 2050.
- Installed Electric Vehicle (EV) charging stations at Town Hall.
- Adopted a Green Purchasing policy.
- Reduced Paper consumption by 66% in all Town departments.
- Realized the completion of an Energize Cortlandt Home Energy Improvement audit (60 Cortlandt, 29 Croton) by 89 homeowners.

- Awarded funding for an initial feasibility study to install a community microgrid by NYSERDA.
- Became a Certified Climate Smart Community (CSC) in 2014.

To build on these efforts and advance sustainability townwide, the Town Board decided to prepare a Sustainable Comprehensive Plan as an update to the Town's 2004 Comprehensive Master Plan. This new Plan is an acknowledgement that proper planning is critical to sustainability and creating places that can be designed and constructed to endure into the future. It is an acknowledgement by the Town that planning for future growth and development should have a comprehensive focus that is not just limited to a site or a structure but instead also considers impacts on the larger economy, environment, region, and society as a whole.

Spotlight 1-2

Sense of Place: Why is a Sense of Place Important to Sustainability?

Creating a “sense of place” is considered an essential component of sustainability. The Art of Geography defines as “sense of place” as “a combination of characteristics that makes a place special and unique. Sense of place involves the human experience in a landscape, the local knowledge and folklore. Sense of place also grows from identifying oneself in relation to a particular piece of land on the surface of planet Earth.”¹

In the book *PEOPLE HABITAT: 25 Ways to Think about Greener, Healthier Cities*, F. Kaid Benfield describes how a sense of place relates to sustainability:

“Great cities and great neighborhoods have distinctiveness about them: when we are in Paris or New York, we know we are in Paris or New York. Within those cities, if we’re in the Marais district of Paris or East Harlem in New York, the character and public spaces of those neighborhoods remind us where we are. Why does a sense of place matter? Because places that draw us to them are more sustainable, in a quite literal sense. [Washington, D.C.’s] Dupont Circle, like Chicago’s Lincoln Park or Kansas City’s Country Club Plaza, represents not just a great venue for hanging out but also continuity of time, place, and identity...When you come down to it, there is no sustainability without places that help limit environmental impacts while also nourishing the human spirit. People habitat—comprising neighborhoods, small towns, cities, metropolitan regions—is every bit as important to the environment as natural habitat and wilderness. Indeed, making human places great should be seen as a key strategy for protecting wilderness. Think about the etymology of the word “attractive”: if we attract people to people places, we can better preserve those wild places where we are “visitors but do not remain,” to paraphrase the 1964 federal Wilderness Act. But the key to attraction is having a “there” to be attracted to...”²

¹ <http://www.artofgeography.com/info/the-sense-of-place>

² <http://www.peoplehabitat.com/excerpt-the-importance-of-a-sense-of-place.html>

Cortlandt’s Existing Sustainability Initiatives

Over the past 10 years, Cortlandt has undertaken various initiatives to support sustainable development practices, reduce energy consumption, encourage clean energy, and leverage these benefits to maximize community benefit. These initiatives include:

THE 25X12 PROGRAM

In 2008, an ambitious energy reduction goal was set by the Town Board to reduce the Town’s government operations energy usage by 25% by the end of the 2012. Action items included mechanical improvements (lighting, boiler system, and occupancy sensors), in-depth surveys, and interviews with all department heads and deputies, and staff education provided by the Green Team. Results of these ambitious policies were realized as follows:

- Unleaded Gasoline = 18.09% reduction
- Diesel Fuel = 25.47% reduction
- Town Hall Natural Gas = 24.56% reduction
- Town Hall Electricity = 18.75% reduction
- Heating Oil = 12.06% reduction



Flyer for 2015 Cortlandt Community Swap & Zero Waste Day Organized by the Cortlandt Green Team (Dani Glaser)



CORTLANDT GREEN TEAM

Established in June 2009 as part of the 25x12 effort, the Green Team has worked on many projects to create awareness, engage staff, and make positive changes to help the Town on its mission of sustainability. Members of the Green Team represent all departments and divisions of Town government. The work of the Green Team has resulted in a culture change where turning off lights when not in use and shutting off computers, printers and monitors at night is now standard operating procedure for all departments. Through big improvements such as changing light bulbs to more efficient ones, replacing the boiler system, installing occupancy sensors, consolidating routes, and replacing the aging fleet with hybrid vehicles, the Green Team cut energy by more than their targets in 2012. The smaller improvements were also implemented with the aim of reducing energy uses.

The Green Team holds two annual events, an Earth Day hike for residents to discover the beauty of Cortlandt and the Community Swap where residents bring unwanted items and take items that they need, free of charge, keeping these items out of the waste stream. The Green Team also has a table each year at Cortlandt Family Fun and maintains the Keeping Cortlandt Green website.



SUSTAINABLE WESTCHESTER

Sustainable Westchester is a consortium of Westchester County local governments that facilitates effective sustainability initiatives, engages community stakeholders, and shares tools, resources, and incentives to create more healthy, vibrant and attractive communities, now and in the future. The organization represents the merging of the Northern Westchester Energy Action Consortium, (NWEAC) of which the Town of Cortlandt was a founding member since 2010, and the Southern Westchester Energy Action Consortium (SWEAC). For more information, see: www.sustainablewestchester.org.



GREENHOUSE GAS (GHG) EMISSIONS INVENTORY & CLIMATE ACTION PLAN (CAP)

Cortlandt is one of seven municipalities in Westchester that collaborated as part of NWEAC (now Sustainable Westchester) to receive a NYSERDA grant to prepare a greenhouse gas emissions (GHG) inventory, and develop a Climate Action Plan (CAP). The 2012 Climate Action Plan, aims to reduce the 2010 baseline GHG emissions 20% by 2020 and 80% by 2050. The Climate Action Plan highlights plans for individual and shared actions. Cortlandt GHG municipal inventory identified lighting, heating, ventilation, air conditioning (HVAC) systems, and building envelope improvements for 10 buildings. The CAP included recommendations for both municipal and community-wide actions such as implementing energy efficient measures at municipal buildings, continuing the green fleet program, adopting the Energize New York Program for residential energy efficiency and adopting a comprehensive organic yard waste and leaf management plan. For more information, see: http://www.dec.ny.gov/docs/administration_pdf/cortlandt1.pdf

NYSDEC CLIMATE SMART COMMUNITY

A Climate Smart Community since 2008, the Town of Cortlandt was one of the first communities in New York State to adopt the Climate Smart Community pledge. The CSC program is a New York State initiative that guides local communities in their climate actions so that they may reduce GHG emissions, prepare for the effects of climate change, and save taxpayers money. The program is designed to focus on 10 areas known as “pledge elements,” outlined in the CSC Pledge: <http://www.dec.ny.gov/energy/53013.html>. In 2008, the Town pledged to reduce its emissions by 25% through 12 goals. The effort began as an internal initiative but has now been extended to encourage Town residents and businesses to become more sustainable. In 2014, the Town became a certified CSC. For more information, see: <http://www.dec.ny.gov/energy/65494.html>

CERTIFIED NYSDEC CLIMATE SMART COMMUNITY

In April 2014, the Town of Cortlandt officially became a certified CSC. The Town is one of six New York State communities that participated in this rigorous pilot program. The certification lasts for three years and helps communities gain increased access to grant funding due to this noteworthy achievement. Participating in the process helped examine and document where the Town stands on environmental sustainability-related issues and provide guidance that was used to develop various policies in the Plan. For more information, see: <https://www.governor.ny.gov/news/governor-cuomo-announces-climate-smart-communities-certification-program-0>

CSC CLIMATE VULNERABILITY TRAINING

Through the CSC Regional Coordinator Program, the Town of Cortlandt joined the Town of Clarkstown to receive training on the critical topic of climate vulnerability, resiliency and adaptation to better understand the impacts of extreme climate conditions on the built, natural, social and cultural assets of their towns. This training provided invaluable guidance during the Comprehensive Plan process.

SOLARIZE CORTLANDT-CROTON

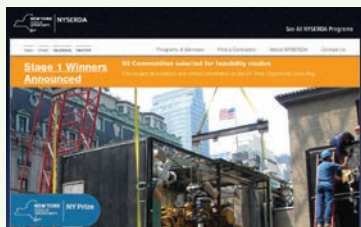
Solarize Cortlandt-Croton is designed to increase the amount of residential and commercial solar photovoltaic (PV) systems installed in Cortlandt by helping residents and businesses install solar more easily and at a lower cost. The program combines expedited permitting, a six-month educational campaign, group volume discounts, and vetted contractors. Cortlandt-Croton was among the first four communities selected in Westchester to offer this program with a campaign that ran from January to June 2015. The campaign resulted in 75 new solar installations and increased community awareness of adopting solar energy in the future. For more information, see: <http://www.solarizewestchester.com/solarize-cortlandt-croton/>



CORTLANDT AND CLARKSTOWN CLIMATE VULNERABILITY TRAINING

February 21, 2014





ENERGIZECORTLANDT: HOME ENERGY IMPROVEMENT

EnergizeCortlandt kicked-off in June 2012 as part of the EnergizeNY program. The program provides direct support to help homeowners reduce their energy use, thereby reducing environmental emissions and lowering their utility bills. The program begins with free (less than \$215,000 Household Income) or subsidized home energy audits for residents. The program vetted eight contractors to perform these audits and implement the energy upgrades when the homeowner chooses to move forward. The website provides simple online tools to learn more about reducing energy waste and to sign up for the program. Since its inception, 89 homes have been “Energized” in Cortlandt. *For more information, see: www.energizecortlandt.org.*

MICROGRID FEASIBILITY STUDY

Cortlandt was among 83 communities in New York State to be awarded a feasibility study (\$100,000 value at no cost to the Town) to install a community microgrid—a stand alone energy system that can operate independently of the main grid in the event of a power outage. Such systems integrate renewable power with other advanced energy technologies to create a cleaner, more affordable and more resilient localized energy grid for a limited number of users. Announced by Governor Cuomo last August and administered by NYSEERDA, the NY Prize microgrid competition generated unprecedented interest from communities across the state, with more than 130 cities, villages, towns, and municipalities submitting proposals for the competition’s Stage 1 awards.



Dani Glaser and former NYSDEC Commissioner Joe Martens (Dani Glaser)



Town Councilman Seth Freach Speaks at a Solarize Cortlandt Croton Event at the Hendrick Hudson Free Library (Dani Glaser)

CHAPTER 2: Commercial Land Use & Economic Development

A. Relationship to Vision

Economic growth and development is a fundamental element of sustainability. Achieving sustainability requires an understanding of how the economy and the natural and social environment are linked and interact with one another. The concept of sustainability grew out of the need to address conflicts between economic development and the natural and social environment. Achieving sustainability will require a proactive approach to economic development that thoughtfully considers and plans for growth, including proposed expansions of public services and infrastructure. This chapter will provide the community with a vision and the policies needed to guide its future economic growth and development.



Recent Commercial Development along Route 6 (Town of Cortlandt)

B. Background & Base Studies

Introduction

Cortlandt encompasses a large geographical area with many smaller hamlets and commercial centers. Historically, it has been difficult to develop varied commercial opportunities because of the distance of available commercial land from major highways, the lack of sizeable commercially zoned development tracts, and the lack of a single, centralized commercial center. However, Cortlandt continues to be a significant regional economic center for the Hudson Valley because it is home to the following:

- Key north-south and east-west transportation routes providing regional connectivity:
 - Bear Mountain State Parkway
 - Bear Mountain Bridge
 - NYS Route 9
 - NYS Route 9A
 - NYS Route 6
 - NYS Route 35/202 (also known as Crompond Road)
 - NYS Route 129.
- Two Metro-North Railroad train stations (Croton & Cortlandt) providing frequent commuter service to New York City.
- New York-Presbyterian/Hudson Valley Hospital Center—a growing regional medical center with a community hospital, medical groups, and other health-related services.
- Hudson Valley VA Hospital FDR Campus in Montrose—one of the largest community care home programs for veterans within the entire VA hospital system providing tertiary care in acute and chronic psychiatry as well as inpatient and outpatient services.

- Entergy Indian Point Energy Center—economically significant as an employer as well as an energy producer for New York State
- Cortlandt Town Center—regional shopping center with approximately 900,000 square feet of retail spaces and 50 stores.
- Significant regional natural, scenic and historic resources such as the Hudson River, the New Croton Dam, the Bear Mountain Bridge Road, Hudson Highlands Gateway Park, Washington-Rochambeau National Historic Trail, and the Kings Ferry Crossing at Cortlandt Waterfront Park.
- Cultural and recreational attractions such as the Aaron Copland House, Blue Mountain Reservation, Cortlandt Waterfront Park, Croton Point Park, and George’s Island.

Existing Conditions and Trends

The Town’s existing commercial areas are centered on the main traffic corridors of NYS Route 6, NYS Route 202/35, and NYS Route 9A. In addition, Route 129, NYS Route 9 north of Annsville as well as within the Town’s hamlets of Verplanck, Montrose and Crugers (see Figure 2-1) provide more community-oriented commercial areas. Much of the land that is zoned for commercial and industrial land uses is already developed and there is not a significant amount of commercially or industrially zoned vacant land remaining within the Town. However, opportunities for redevelopment and in-fill or reuse of underutilized parcels exist in many of the Town’s commercial and industrial areas including portions of the Hudson River waterfront.

Within the past few decades, the New York City commuting radius has continued to expand, resulting in increased residential and commercial density within Cortlandt and its surrounding communities. A significant impact of this regional growth has been increased traffic congestion. Cortlandt is located at the crossroads of a number of north-south and east-west arterials and receives a large amount of local and regional through-traffic. Since the Town is not directly served by the region’s interstate highway system, Cortlandt’s connection to the regional transportation network is via heavily traveled state and local roads with identified existing capacity constraints. It is important that any economic development strategy for the Town carefully consider existing traffic conditions and how new development may affect traffic as well as local and regional mobility. (See Chapter 5, Traffic & Transportation).



Cortlandt Train Station (Chris Kehoe)

Figure 2-1 maps the Town’s main commercial and traffic corridors. Since the adoption of the 2004 Master Plan, there has been limited commercial construction within the Town of Cortlandt. Table 2-1 has examples of commercial projects approved since that plan’s adoption. The Cortlandt Crossing project, a 130,000-square-foot shopping center proposed to be constructed on Cortlandt Boulevard, is pending approval.

Figure 2-1 | Main Commercial Corridors

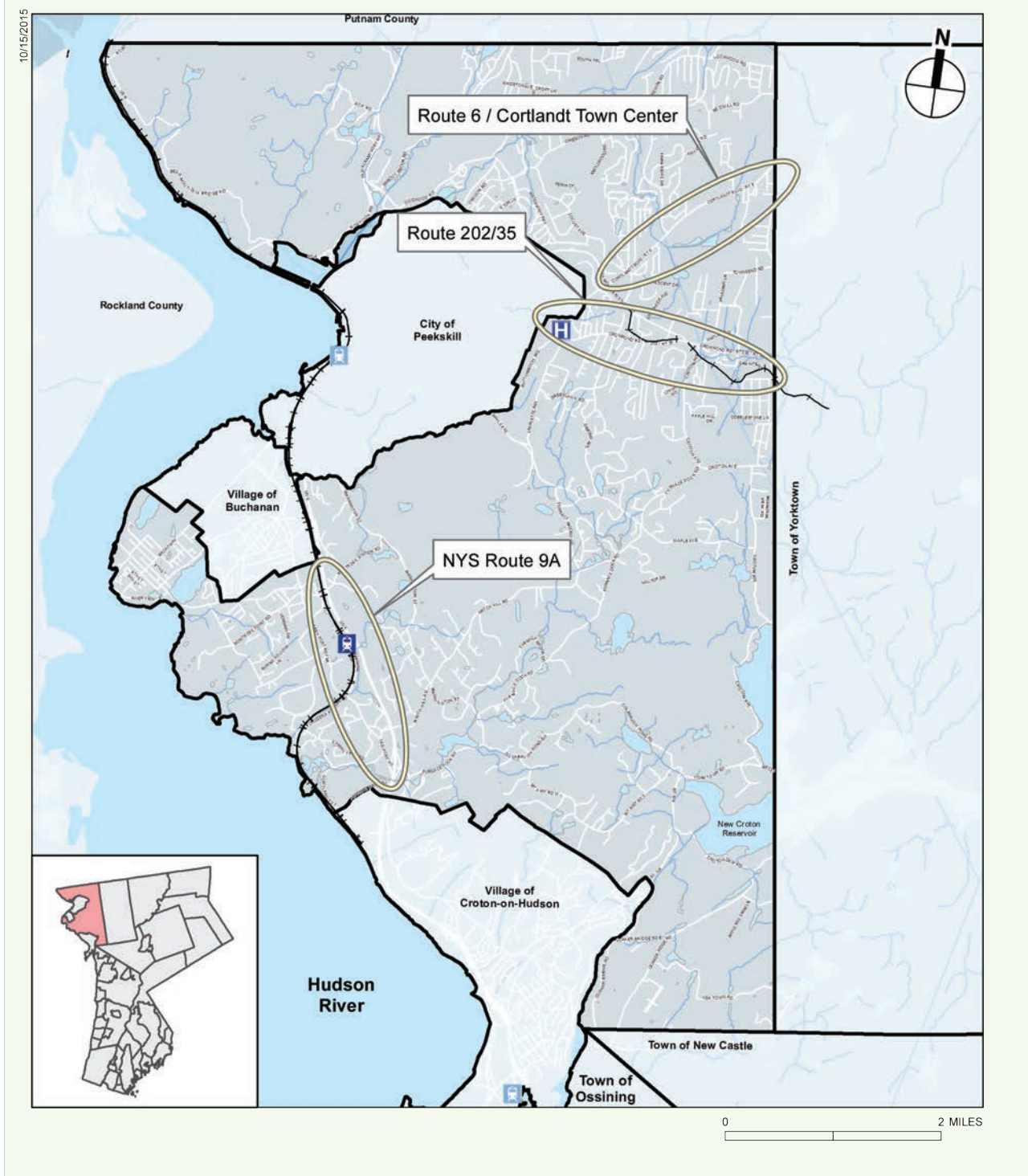


Table 2-1 | Examples of Commercial Projects Approved Since Adoption of 2004 Master Plan

Commercial Project	Description
Best Buy	New retail space: 30,000 square feet
Brookfield Recycling Facility	8.7-acre parcel with 6,400 square feet of office and garage space
Curry Hyundai/Subaru/Toyota	New automobile sales and service: 26,500 square feet
Hudson Valley Hospital Center	Addition and parking garage: 133,000 square feet; \$100 million upgrade
International Union Of Operating Engineers (I.U.O.E.)	Classroom building and equipment building: 21,875 square feet
Shoppes on the Boulevard	New retail space: 11,640 square feet
V.S. Construction Corp.	Office building: 1,972 square feet

Source: Town of Cortlandt Planning Office, June 2015

NON-RESIDENTIAL ZONING DISTRICTS

Cortlandt's current zoning includes ten non-residential or mixed-use districts. Seven of these districts are commercial, mixed-use or industrial zoning districts and three are open space and conservation districts (see Chapter 6, Open Space and Natural Resources, for a description of these Open Space and Conservation Districts). The seven commercial, mixed-use, and industrial zoning districts are described below. These districts provide opportunities for businesses of various types, sizes and intensities and most have either small amounts of vacant land available for development, or sites suitable for redevelopment or infill.



Cortlandt Town Center (AKRF, Inc.)

COMMERCIAL DISTRICTS

- 1. Highway Commercial (HC) Districts:** HC Districts are designed to accommodate automobile-oriented commercial facilities serving a wide area.
- 2. Designed Commercial (CD) Districts:** CD Districts are intended to provide a means for the establishment of well-designed, efficient, and convenient retail shopping centers and complementary activities serving a wide area.

MIXED-USE DISTRICTS

- 3. Community Commercial (CC) Districts:** CC Districts are designed to provide shopping facilities and services for persons residing in immediately adjacent areas. The sizes of businesses are restricted in order to limit traffic volumes to a level appropriate to the character of the districts. One-family and two-family homes are also permitted in the CC district and mixed-use buildings are permitted if cluster authority is granted.
- 4. Highway Commercial/Multi-Family (HC/9A) District:** The HC/9A district is only located along Albany Post Road (Route 9A) in the Montrose/Crugers area. The district permits highway-oriented commercial uses and up to four-family dwellings at a density of one unit per 7,500 square feet. Mixed use buildings, with a maximum of four dwelling units are permitted as of right.
- 5. The Camp Smith Reuse District:** The Camp Smith Reuse District is established to encourage the beneficial reuse of the Camp Smith Military Reservation site in the event that the site is no longer used as a military reservation. Specifically, the district is intended to preserve open space and to channel development into areas where development and infrastructure already exist. Parks and recreation uses are permitted as of right and certain residential and commercial uses are permitted by special permit.

INDUSTRIAL DISTRICTS

- 6. Designed Industrial (MD) Districts:** MD Districts are intended to permit and encourage industrial development and compatible commercial activities that will be so located and designed as to constitute a harmonious and appropriate part of the physical development of the Town, contribute to the soundness of the economic base of the Town and otherwise further the purposes set forth in § 307-2 of the zoning code.
- 7. Light Industrial (M-1) Districts:** M-1 Districts are intended to provide a means for the establishment of industries and compatible commercial activities in appropriate portions of the Town.

CORTLANDT'S MAJOR EMPLOYERS

Table 2-2 lists some of Cortlandt's largest employers. The businesses and institutions listed in Table 2-2 significantly contribute to the Town's economic well-being and are important to its overall economic health.

Table 2-2 | Some of Cortlandt's Largest Employers
(with over 100 Employees)

Business	Address	Sector	Approximate Number of Employees
Continental Gypsum	350 Broadway Buchanan, NY 10511	Gypsum	150
Cortlandt Nursing Care Center	110 Oregon Rd Cortlandt, NY 10567	Skilled nursing care facilities	175
Cortlandt Town Center Retail Shopping Center	313 E Main St Mohegan Lake, NY 10547	Retail Shopping Center	1,500
Croton-Harmon Union Free School District	10 Gerstein St Corton-On-Hudson, NY 10520	Elementary and secondary schools	350
Corton-Harmon Yard Metro-North	1 Croton Point Avenue Croton-On-Hudson, NY 10520	Railroad	900
Curry Toyota	3026 E Main St Cortlandt, NY 10567	Vehicle dealers (new & used)	170
Entergy Indian Point Energy Center	Broadway Buchanan, NY 10511	Energy	1,000
Hendrick Hudson Central School District	61 Trolley Rd Montrose, NY 10548	Elementary and secondary schools	500
Home Depot	3131 E Main St Mohegan Lake, NY 10547	Retail	204
Hudson Valley VA Hospital FDR Campus in Montrose	2094 Albany Post Rd Montrose, NY 10548	Government/Healthcare	1,600
Kohl's Department Store	3008 E Main St Cortlandt Manor, NY 10567-2630	Retail	120 Seasonally 190
Lakeland School District	1086 Main St Shrub Oak, NY 10588-1507	Elementary and secondary schools	600*
Mines Press Inc.	231 Croton Ave Cortlandt, NY 10567	Printing	130
New York-Presbyterian/Hudson Valley Hospital Center	1980 Crompond Rd Cortlandt, NY 10567	Healthcare	1,300
Premier Athletic Club	2127 Athletic Club Montrose, NY 10548	Physical Fitness Facilities	150

Business	Address	Sector	Approximate Number of Employees
Shoprite (Cortlandt Boulevard)	2094 E Main St Cortlandt Manor, NY 10567	Retail	260
Shoprite (S. Riverside Avenue)	460 S Riverside Ave Croton on Hudson, NY 10520	Retail	200
Town of Cortlandt	1 Heady Street Cortlandt, NY 10567	Government	140

Notes: *This number represents the approximate number of Lakeland School District employees working within the Town of Cortlandt. The Lakeland School District has approximately 1000 employees throughout the district and encompasses portions of several Towns including Cortlandt, Yorktown, Somers, Carmel, Philipstown, and Putnam Valley.

Sources: Town of Cortlandt Planning Office, June 2015; company websites; phone conversations.

Cortlandt's Waterfront—An Economic Opportunity

Cortlandt boasts 15 miles of Hudson River shoreline. Since the last Master Plan in 2004, the Town has been engaging in ongoing planning efforts to revitalize the waterfront in two major areas—Verplanck and Annsville. These areas are unique because Verplanck is the only area between New York City and Albany where access to the waterfront is not impeded by railroad tracks, and Annsville is the only major gateway to the Town with waterfront access. Both of these areas present economic development opportunities because of their significant natural beauty, potential for cultural tourism, and access to the Hudson River.



Cortlandt Waterfront Park in Verplanck (I.Q. Landscape Architects, P.C.)

VERPLANCK WATERFRONT

The Town updated the Verplanck Waterfront Master Plan in 2015 to provide a framework for the future development of the Verplanck waterfront. The Plan acknowledges that a revitalized and enhanced Verplanck Waterfront will provide a strong public anchor to attract and support positive redevelopment efforts within the Town of Cortlandt and the surrounding region.

The Plan was the culmination of years of extensive grass roots planning efforts in Verplanck. To create the Plan, the Verplanck Waterfront Master Plan Committee was appointed to evaluate previous planning studies and work with the public to develop a list of improvements and projects that would enhance the waterfront experience for residents and visitors. The Plan organizes the Verplanck Waterfront into five different planning areas. Within each area, improvements are identified such as nature trails, a boating dock, an outdoor amphitheater, waterfront dining, swimming beaches, and cultural and environmental educational opportunities. The five planning areas also identify locations for developing cultural and special events such as outdoor concerts, regattas, and farmer's markets. The Verplanck Waterfront Master Plan in its entirety has been incorporated as part of *Envision Cortlandt* and is included as Appendix F.



Verplanck Waterfront Master Plan (I.Q. Landscape Architects, P.C.)



Example of Waterfront Residential Development (GDC, LLC.)

ANNSVILLE WATERFRONT

Annsville has long been identified as one of the key gateways into Cortlandt. Access to this area is either south along Route 9 or from the west along the Bear Mountain Bridge Road. The Hudson Highlands Gateway Park, a Town Park with 352 acres of walking trails and scenic vistas, is located along Route 9 as you enter into the area from the north. Coming from the east, one enters into Annsville from the Bear Mountain Bridge Road, which is listed on the National Register of Historic Places, and provides impressive views of the Hudson River and the Hudson Highlands. Another site located along the Bear Mountain Bridge Road is the Bear Mountain Bridge Tollhouse. The historic tollhouse was rehabilitated by the Town, with financial assistance from New York State, and serves as a Visitor's Center. A parking area provides access to the walking trails in the Hudson Highlands State Park. Also located in the area is Monteverde at Oldstone, an estate that dates from the 1700's and is currently being operated as a location for weddings, corporate and special events.

Since the adoption of the 2004 Master Plan several projects have been completed in this gateway area including:

- The reconstruction of the existing Mobil Gas Station/Convenience Store with site appropriate architectural details, nautical themed improvements such as the rope guiderails and enhanced landscaping.
- Renovations and site improvements to Table 9 Restaurant.
- The relocation of the NYSDOT garage and the construction of the New York State Paddlesport Center, which is part of the Hudson Highlands State Park. The center includes the rehabilitated former NYSDOT garage building into a kayak center with kayak rentals and lessons, a porous pavement parking lot, landscape improvements, and access to the Annsville Creek.

Despite these improvements, many of the properties located in this gateway area are either vacant or contain



Annsville Creek Sign (Town of Cortlandt)



Annsville Creek View (Town of Cortlandt)

underutilized commercial and industrial uses which in some instances detract from the visual character of the area. As part of the Town's ongoing efforts at improving the Annsville Gateway, the Town has undertaken studies and received grant funding to plan, design, and implement additional enhancements. In 2008, the Town analyzed all of the land uses in the gateway and contemplated creating a Waterfront Tourism/Waterfront Light Industrial area. The Town worked with outside consultants to create the Annsville Enhancement Plan. Although the Plan was never adopted, the concepts contained in the Plan are still relevant today. In addition, the Town has received a Federal Transportation Enhancement Grant to construct a trail connection from the existing Paddlesport State Park to the Annsville Creek Bridge as well as to construct landscape improvements and signage to better define the area as a gateway. The goal of this planning effort is to create a new waterfront tourism gateway area that allows water-dependent and water-enhanced uses and to link with the existing trails and recreational features that already exist in the gateway.



Annsville Enhancement Plan (AKRF, Inc.)

Key Facts and Trends Affecting Commercial Land Use and Economic Development in Cortlandt¹

Economic and demographic characteristics are indicators of overall trends and economic health which may affect private and public sector development. Listed below are the key facts and demographic indicators as they relate to land use trends influencing economic development in the Town of Cortlandt.

Socioeconomics

- The Town of Cortlandt has higher rates of home ownership than Westchester County as a whole. In 2012, 78% of Cortlandt residents owned their homes, while 62% of Westchester County residents were homeowners.
- The median household income in the Town of Cortlandt is \$98,518 and continues to be well above the County average of \$81,093. Similar to the County as a whole, the median household income in Cortlandt between 2000 and 2010 grew dramatically.
- The share of the Town's families below the poverty level at 2.7% continues to be below the County average of 6.7%, and even dipped between 1999 and 2012, while the County's average increased.
- The share of the Town's population without high school degrees continued to decrease from 10% in 2000 to 9% in 2010, while the share that have graduated from college continued to increase from 45% in 2000 to 50% in 2010.
- According to the 2009–2013 5-year American Community Survey, the employed civilian population 16 years and over in the Town of Cortlandt was 20,616 versus 19,052 in 2000. This represents an increase of 1,564 persons or 8%.
- Average commute time in the Town of Cortlandt is 41 minutes. The average commute time in the Village of Croton-on-Hudson is 38 minutes and the average commute time in the Village of Buchanan is 28 minutes compared with 32.1 in Westchester County and 31.6 in New York State.
- According to the New York State Department of Labor, Cortlandt's unemployment rate in 2014 was 4.8%. This was slightly lower than the Westchester County rate of 5.12% and the New York State rate of 6.32%.

¹ Data obtained from the 2010 U.S. Census and the 2009–2013 American Community Survey

The Four Key Strategies of Envision Cortlandt

With the implementation of the policies presented in this Plan, Cortlandt aims to position itself as a model community and regional leader in sustainability practices, by responding to the evolving priorities and interests of its residents while addressing local and regional sustainability objectives through innovative community planning efforts. Cortlandt's goal is to build on its successful efforts to date and cement its role as a regional leader in implementing sustainability and climate resiliency initiatives. Over the past two years, the MPC identified four geographic areas that were undergoing significant economic growth and/or investment:

- The proposed new investment in Cortlandt Boulevard across from the Cortlandt Town Center;
- The transportation opportunities created by the recent expansion of the Cortlandt Train Station and the economic opportunity created by the potential for redevelopment and reuse of the surrounding underutilized and vacant land;
- The recent partnership between the Hudson Valley Hospital Center and New York Presbyterian Hospital; and
- The ongoing efforts to revitalize the cultural, recreational, and economic development opportunities along the Cortlandt Waterfront by leveraging federal, state, and local investments in the Verplanck and Annsville areas.

To capitalize on the above-mentioned opportunities and proactively address sustainability, climate resiliency, energy efficiency, and economic development, the MPC developed the following four key planning strategies:



Entrance to Cortlandt Boulevard (Michael Huvane)



New York-Presbyterian/Hudson Valley Hospital (AKRF, Inc.)

CORTLANDT BOULEVARD AREA (CBA)

The CBA would strengthen the role of Cortlandt Boulevard as a downtown center by permitting mixed-use, compact development along the corridor and encouraging streetscape improvements, infrastructure investments, walkability, and Complete Street policies (see Figure 2-2). This approach to downtown planning is critical to help strengthen this identified commercial center and create a sense of place within the Town. One of the ways the Plan envisions accomplishing this is through the creation of a Town-owned electric trolley to operate the length of Cortlandt Boulevard and link to nearby residential and commercial areas. This would be Phase I of a multi-phased project that also plans to link the CBA to the Hudson River waterfront and to the proposed TOD (near the Cortlandt Train Station) and the MOD (near the hospital).

MEDICAL-ORIENTED DISTRICT (MOD)

A MOD is a new trend in health care where patients can access a range of health services (in partnerships with hospitals and private practices) and other complementary uses in one central area. An aging demographic in the region is the driving force behind this growth strategy of moving towards larger and centralized medical facilities that provide a range of services.

In Cortlandt, this initiative would create an MOD around the New York Presbyterian Hudson Valley Hospital in the area of Crompond Road (Route 202) (see Figure 2-2).

¹ <http://www.costar.com/News/Article/Medical-Office-Development-Ramping-Up-Ahead-of-Changes-Under-Affordable-Care-Act/154158>, <http://www.bdcnetwork.com/new-medical-office-building-7-things-know-about-today%E2%80%99s-outpatient-clinic>, <http://www.irgens.com/wp-content/uploads/2014/01/Trends-in-Medical-Office-Building-Development-The-Commercial-Voice.pdf>

Goals of MOD:

- Better integration of care and spectrum of services
- High quality healthcare
- Reduce health care costs
- Improve patient outcomes
- Provide medical-oriented uses conveniently located around the hospital
- Provide housing options that allow for a continuum of care (aging in place)
- Connect the MOD via various transit options
- Shared infrastructure opportunities

Components of a MOD:

- Hospitals, specialty clinics and rehabilitation centers
- Ambulatory surgery
- Primary care and walk-in/urgent care
- Independent senior living, assisted living, and nursing homes
- Senior care/hospice
- Medical office space and labs
- Social services
- Complementary and accessory commercial uses
- Boutique hotels, inns, and bed & breakfasts
- Housing to serve a varied range of income, ages, and family types and meet the needs of residents of all abilities and in all life stages.



Transit-Oriented Development would take place around the Cortlandt Train Station (Chris Kehoe)

TRANSIT-ORIENTED DISTRICT (TOD)

Transit-Oriented District, or TOD, is a type of development that includes a mix of housing, office, retail, and amenities integrated into a walkable neighborhood and located in close proximity to public transportation. In Cortlandt, this initiative would allow for the creation of a TOD within approximately ½ mile of the Cortlandt Train Station (Figure 2-2). The TOD district would promote smart growth practices such as compact development, mixed-use development, and transit options with the goal of reducing auto-dependence, traffic congestion, air pollution, and greenhouse gas emissions.

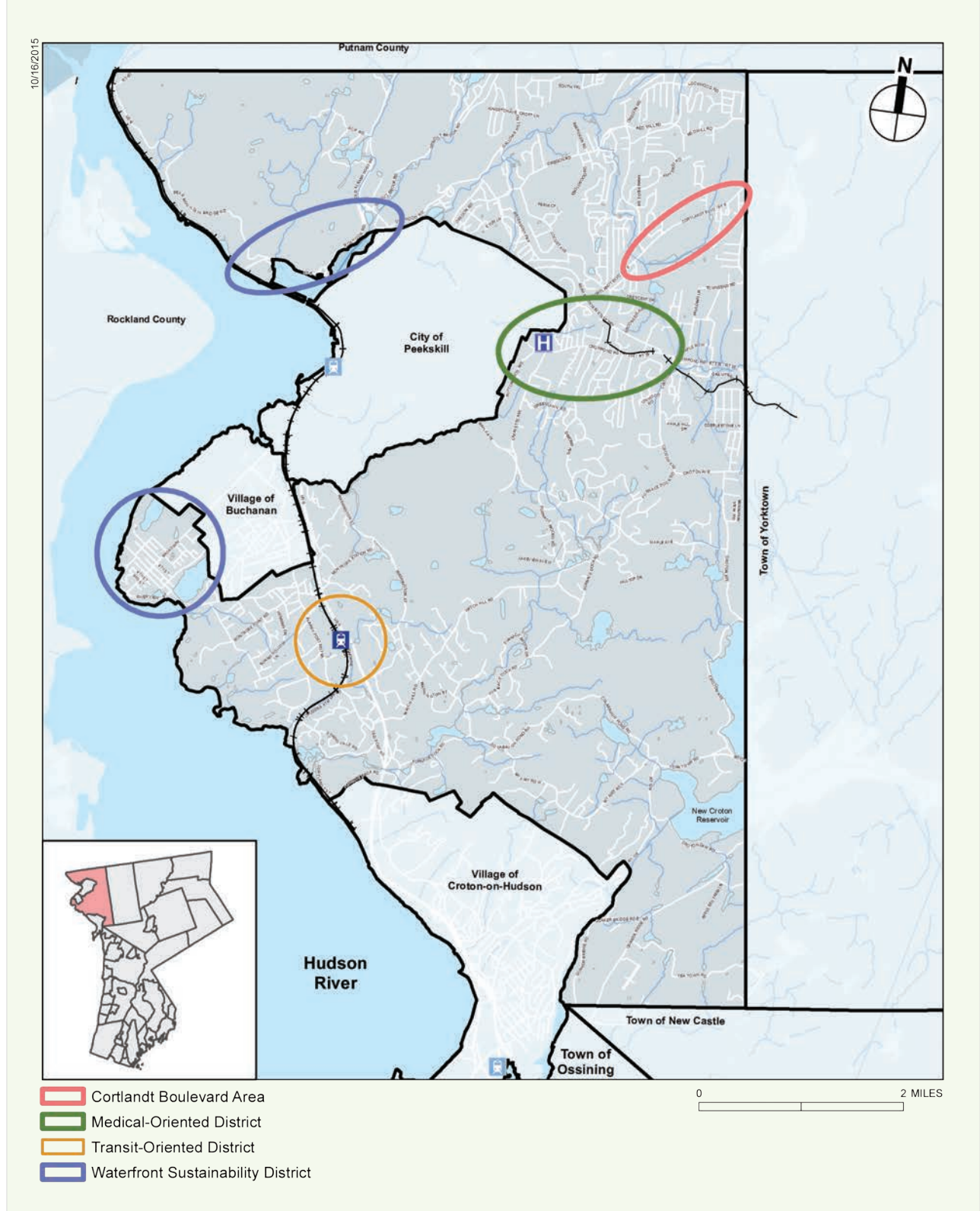
Components of a TOD Neighborhood

- Main transit station or stop supported by a variety of other transit options (walking, bicycling, rail transit, bus transit, automobile)
- Medium to high-density development
- Residential dwelling units within walking distance of transit stops
- Street networks that accommodate pedestrians and bicycles
- Convenient, affordable
- Compact mix of uses
- Community spaces to live, work, play
- Promotes attractive, safe, walkable and mixed-use neighborhoods
- Reduction in off-street parking

TOD Benefits

- Improves walkability, neighborhood connectivity, and sense of community and promotes active/healthy lifestyles
- Increases use of public transit and reduces commute time
- Expands mobility choices including reduced transportation costs
- Provides better economic opportunities through improved access to jobs and housing
- Attracts young workers/young families
- Reduces auto-dependence and therefore congestion, air pollution, greenhouse gas emissions
- Potential for increased property values and tax revenues for local governments
- Increases development and business transactions in areas near transit

Figure 2-2 | Locations of Four Key Strategies of Envision Cortlandt





Children Swimming along the Verplanck Waterfront (Rosemary Boyle Lasher)

CORTLANDT HAS A SAY!¹

RESULTS FROM THE COMMUNITY-WIDE SURVEY:

- The Cortlandt Boulevard (Route 6) Area was identified by many respondents as Cortlandt's Town Center or the closest the Town has to a "Downtown."
- Respondents would like the Town to encourage more sit-down restaurants, specialty grocery stores, and coffee shops.
- 86% of residents think that the streetscape improvements, sidewalks, pedestrian amenities, benches, and landscaping should continued to be encouraged to enhance the quality of the Town's commercial centers and waterfront areas.
- Respondents would like to continue to see improvements along Cortlandt's waterfront.
- Those surveyed would like additional commercial growth to be concentrated at the Cortlandt Train Station, Cortlandt Boulevard, Route 9/9A, Route 202/35 and along the waterfront.
- Respondents would like the Town to encourage the following initiatives to promote the success of businesses and economic vitality:
 - Farmers markets & better access to healthy food
 - Redevelopment of vacant or under-utilized parcels
 - Promoting local businesses
 - Encouraging energy efficiency and renewable energy
 - Hudson River Access
 - Pedestrian Accessibility
 - Clean technologies and green businesses
 - Infrastructure improvements

¹ These responses are based on the 2016 Cortlandt Master Plan Survey accessible to Cortlandt residents on the Town website from September 2014 to February 2015. The survey contained 28 questions and attracted 725 respondents.

WATERFRONT SUSTAINABILITY DISTRICT (WSD)

This strategy would promote waterfront dependent uses and compact mixed-use developments along the Verplanck and Annsville waterfronts (see Figure 2-2). The goal is to create economic opportunities for waterfront tourism, waterfront light industrial uses, and public access to the Hudson River. Examples of actions to establish a WSD in Cortlandt include:

- Review and revise existing zoning along portions of the Town's waterfront to make the Hudson River a focal point and provide for uses that benefit from a waterfront location.
- Expand list of allowable uses where appropriate – including a mix of uses such as Bed & Breakfasts, Hotels & Lodging, Residential, Food & Restaurants, and small Retail Shops.
- Limit expansion of uses not appropriate for waterfront location.
- Link the WSD areas with the Hudson River Greenway trail system, the Hudson Highlands Gateway Park and the Cortlandt Waterfront Park and Trail.
- Encourage public access along the waterfront.
- Support water-dependent uses, i.e., uses that rely on a shoreline location for their business.
- Refer to the adopted 2015 Verplanck Waterfront Master Plan (see Appendix F).



C. Key Challenges & Opportunities for the Future

Based on existing conditions and trends the following are the future economic development challenges and opportunities involving non-residential land use in Cortlandt:

- Lack of traditional town center—dispersed multiple hamlet/commercial centers.
- Provision and maintenance of necessary infrastructure (water, sewer, drainage, technology) to support economic development initiatives.
- Need to improve and enhance neighborhood character and strengthen the Town's sense of place
- Need for TOD with ½ mile of the Cortlandt Train Station.
- Providing a wider variety of housing options to meet the needs of residents of all ages and income levels allowing those that work in the Town to live in Town.
- Attracting specialty grocery stores to provide a wider range of food choices. As per the survey, residents indicated would like to see specialty food stores such as Whole Foods, Adams, and Mrs. Greens.
- Attracting more sit-down restaurants with a broader range of food choices. According to the survey residents strongly indicated they wanted to see more restaurants in Cortlandt.
- Increasing mobility and transportation options between neighborhoods, hamlet centers, commercial centers, and regional job centers.
- Improving walkability and pedestrian linkages between neighborhoods, commercial centers, open space, and transit.
- Facilitating land use changes in targeted areas such as for the development of an MOD in the area of the New York Presbyterian/Hudson Valley Hospital.
- Revitalizing the Hudson River waterfront by creating the WSD to encourage water dependent uses and increase public access to the River.
- Balancing the siting and design of new uses while considering resiliency and sustainability.
- Encouraging a diverse mix of uses and businesses to increase the resiliency of our local economy.
- Creation an Economic Development Plan and establish an Economic Development Director Position.
- Expanding opportunities for Cultural Heritage Tourism.

D. Commercial Land Use & Economic Development Goals & Policies

GOAL: Improve the economic health and environment of existing commercial and industrial areas by seeking sustainable growth.



POLICY 1: Identify strategic economic development/redevelopment areas (see “Four Key Strategies” pg 32.)



POLICY 2: Establish an economic development director position to include the following duties:

- Encourage collaboration and coordinate economic development strategies with adjacent municipalities and other local and regional economic development organizations.
- Develop an economic development plan that includes a marketing plan for the Town along with a complete menu of assistance/benefits available to businesses that are already located in or thinking about locating in Cortlandt.
- Develop marketing strategy for historic tourism and new commercial growth
- Conduct and maintain an inventory of available assets in the Town, buildings/open space, for potential economic development opportunities for job creation in addition to increasing the tax base.
- Develop a plan to meet with existing businesses to help them grow.

METRIC 2-1: Establishment of an Economic Development Director position.



POLICY 3: Permit a mixed-use development in commercial centers.



POLICY 4: Support mixed-use developments that improve public transportation facilities, generate jobs, expand the tax base, and provide retail establishments and housing options.



POLICY 5: Permit residential uses above storefronts in commercial centers.



POLICY 6: Support planning initiatives that are consistent with Westchester 2025 and New York State economic development policies.



POLICY 7: Encourage collaboration with adjacent municipalities/county and state economic development organizations and develop working relationships with these economic development professionals that will add value for Cortlandt and capitalize on the existing New York State Economic Development Regional Strategic Plan for the Mid-Hudson Valley Region.



POLICY 8: Seek funding to hire a Master Developer for the Transit-Oriented District, Medical-Oriented District, and Waterfront Sustainability District.

Master Developer

A Master Developer is:

- An entity that will bring resources in planning, development, finance, and public-private partnerships to create a detailed redevelopment plan to facilitate and implement projects and/or planning initiatives.
- Someone accustomed to managing large-scale projects.
- A partner with the capability to conduct the feasibility studies necessary to determine the market need and success of any project.
- A group that can develop an anchor project or projects in a targeted area that can be catalysts for further development.

Source: <http://joplinareacart.com/2012/03/28/what-is-a-master-developer-2/>



POLICY 9: Develop a concept plan for the MOD in the area around the hospital along Route 202 from the Peekskill City line to Croton Avenue that includes Class A medical office space and facilities that offer a continuum of care, and a variety of medically oriented uses.

METRIC 9-1: Implementation of a Medical-Oriented District.



POLICY 10: Encourage participation in the following programs supported by Cortlandt that promote energy efficiency, renewable energy and sustainable operations in the commercial sector:

- Energy Improvement Corporation (EIC)
- Westchester Green Business Challenge & Westchester Green Business-Certified (WGBC)
- Sustainable Westchester

METRIC 10-1: Number of new businesses participating in EIC, WGBC, and Sustainable Westchester.



POLICY 11: Foster direct connections between transportation hubs such as the train station, and various Town centers including the waterfront.

Spotlight 2-1 | Programs Promoting Energy Efficiency, Renewable Energy, and Sustainability in the Commercial Sector

The Town of Cortlandt is actively involved in the following programs that promote energy efficiency, renewable energy, and sustainable operations in the commercial sector (includes nonprofits):

Energy Improvement Corporation (EIC) – The Town is a member of the EIC. Energize NY is a community-based energy efficiency program operating within the Energy Improvement Corp (EIC), a New York State local development corporation. The core mission of EIC is to provide energy efficiency and renewable energy benefits to New York property owners that help them save money and reduce energy waste in their buildings. Energize NY provides direct support, tools and PACE (Property Assessed Clean Energy) financing to help building owners access existing New York State Energy Research and Development Authority (NYSERDA) energy efficiency and renewable energy programs.

Sustainable Westchester – The Town of Cortlandt is a member municipality of Sustainable Westchester, a consortium of Westchester County local governments working together to facilitate sustainability initiatives within the County by engaging with involved stakeholders, effectively sharing resources and tools, and developing solutions for more healthy, vibrant and attractive communities. Various projects have been initiated to promote renewable energy, better manage materials and waste, and decrease environmental footprint of transportation options.

Source: sustainablewestchester.org

Westchester Green Business Challenge & Westchester Green Business-Certified – The WGBC programs provide step-by-step guidance for Westchester-based organizations to move toward environmental sustainability while improving performance and saving money. There are over 280 organizations taking the Challenge, several of which are located in Cortlandt. At this time, two Cortlandt businesses have achieved certification (The Blue Pig Ice Cream and The Hendrick Hudson Free Library), and others are working toward certification as well.



Westchester Green Business Challenge Certification Ceremony at Hendrick Hudson Free Library in 2015 (Dani Glaser)



POLICY 12: Support the use of shuttles/jitneys to foster connections between major employers and commercial centers and to transport employees to their places of employment.



POLICY 13: Encourage the reuse and redevelopment of vacant/underutilized commercial and industrial buildings.

METRIC 13-1: Number of vacant/underutilized commercial and industrial buildings that have been reused or redeveloped.



POLICY 14: Improve existing commercial areas of the Town by implementing infrastructure improvements, design guidelines, and standards to enhance visual appearance.

METRIC 14-1: Implementation of streetscape improvements (landscaping, sidewalks, signage projects) within commercial areas.

WATERFRONT REVITALIZATION

GOAL: Promote sound economic development through waterfront revitalization by capitalizing on the Hudson River waterfront as an economic catalyst for tourism, new business, housing, and recreational opportunities.



POLICY 15: Encourage the development of a Waterfront Sustainability District in the areas of Verplanck and Annsville that promotes mixed-use development with water-dependent uses and links to existing commercial corridors and centers.

METRIC 15-1: Implementation of a Waterfront Sustainability District.



POLICY 16: Implement building code provisions for all new commercial construction and major commercial renovations that promote renewable energy and efficiency practices such as solar, geothermal and the use of green roofs as well as account for future climate conditions of extreme wind speeds, precipitation, flooding, humidity, and peak temperatures.

METRIC 16-1: Implementation of new building code provisions that promote renewable energy and efficiency practices.



POLICY 17: Support the redevelopment of brownfields and greyfields along the Hudson River waterfront with water dependent uses (such as marinas, boat yards, restaurants, gift shops, bed & breakfasts and water-enhanced uses.)

METRIC 17-1: Increase in water dependent uses along the waterfront.



POLICY 18: Identify sites and buildings along the Hudson River waterfront that can be adaptively reused.



POLICY 19: Establish design review procedures with clearly articulated standards for waterfront parcels to ensure quality, innovation, and context-sensitivity.



POLICY 20: Require commercial development along the Hudson River waterfront to provide pedestrian connections such as sidewalks and paths connecting with neighborhoods, schools, community centers, stores, and parks to reduce our carbon footprint.



POLICY 21: Discourage parking areas immediately adjacent to the Hudson River waterfront.



POLICY 22: Require any commercial parking sited near the water to provide a buffer of berms and plantings to hide cars from river view and include green infrastructure practices.



POLICY 23: Permit water-enhanced uses that include water-dependent uses and public riverfront access. These uses should not obstruct or impair important scenic views or increase water pollution and stormwater run-off.



POLICY 24: Locate water-dependent uses to minimize impacts on fish and wildlife habitat.



POLICY 25: Encourage the use of trolleys/shuttles and tourist water ferries to connect commercial waterfront areas to other commercial areas and area train stations. (See Chapter 5, Traffic & Transportation.)



POLICY 26: Protect important viewsheds by encouraging careful review and creative design of new developments.



POLICY 27: Consider adopting form-based codes and/or design guidelines to provide developers with a clear understanding of the community's vision for height, massing, and design of buildings, as well as their relation to the street and public spaces.

GOAL: Support the role of Cortlandt as an economic incubator to facilitate the development of new and existing businesses.



POLICY 28: Support economic development initiatives that increase employment opportunities.



POLICY 29: Explore creating financing resources such as Business Improvement Districts (BID) for economic development activities.



POLICY 30: Improve and invest in infrastructure to make commercial corridors/centers more business ready and help attract and maintain businesses in commercial centers.

METRIC 30-1: Number of new businesses connected to Town sewer and water.



POLICY 31: Continue to recognize the importance of the arts as an economic tool by coordinating with and promoting the activities of cultural and arts organizations such as the Arts Westchester, Arts Council, and Historic Hudson River Towns.

Economic Incubators¹

The key to a strong and vibrant economy is to continuously attract businesses to the community in the short and long-term. Cortlandt seeks to become an economic incubator for businesses looking to settle in or expand within Westchester.

Economic incubators are locations that have particular resources that are beneficial and appealing to businesses to set themselves up in a cost-effective and synergistic way. Elements of a Town as an economic incubator include:

- local business and startup incubators that offer office space and resources.
- efficient technology infrastructure.
- existing frameworks for local and regional collaboration between government, businesses, and consumers.
- established transit networks.
- streamlined development process and government interaction.

Developing these fundamental elements throughout a municipality helps lay the groundwork for an economic environment that is attractive for all types and sizes of businesses. Cortlandt envisions itself as such an economic incubator, with the goal of facilitating the development of new and successful businesses, while supporting the continuous growth and development of existing businesses. This Plan includes numerous policies that will help Cortlandt achieve a more business friendly environment that facilitates economic growth and sustainable development. For example, one of the policies within this plan is to encourage the Town to hire an economic development director to assist in identifying and attracting new business while supporting the growth and development of existing business in the community.

¹ http://www.nbia.org/resource_library/what_is/

CHAPTER 3:

Residential Land Use & Housing

A. Relationship to Vision

Sustainable land use balances economic growth with environmental preservation, cultural identity, social equity, and livability to create a strong sense of place. It promotes land use planning that considers both the present and the future, and understands that land use decisions have impacts on local, regional, national, and global scales.

A community's built environment is one of its most permanent, lasting investments and symbolizes its commitment to sustainability. Cortlandt understands that the planning and design of its open spaces, buildings, and infrastructure—along with the preservation of local biodiversity—is critical to retaining healthy ecosystems and can have significant effects on the quality of life of its residents. Well-planned communities can positively affect health, strengthen identity, help attract new residents and visitors, and revitalize the local economy.

The way in which we use our land shapes and influences all of the topics discussed in this Sustainable Comprehensive Plan. As a result, the goals and policies in this chapter are inexorably linked to many of the goals and

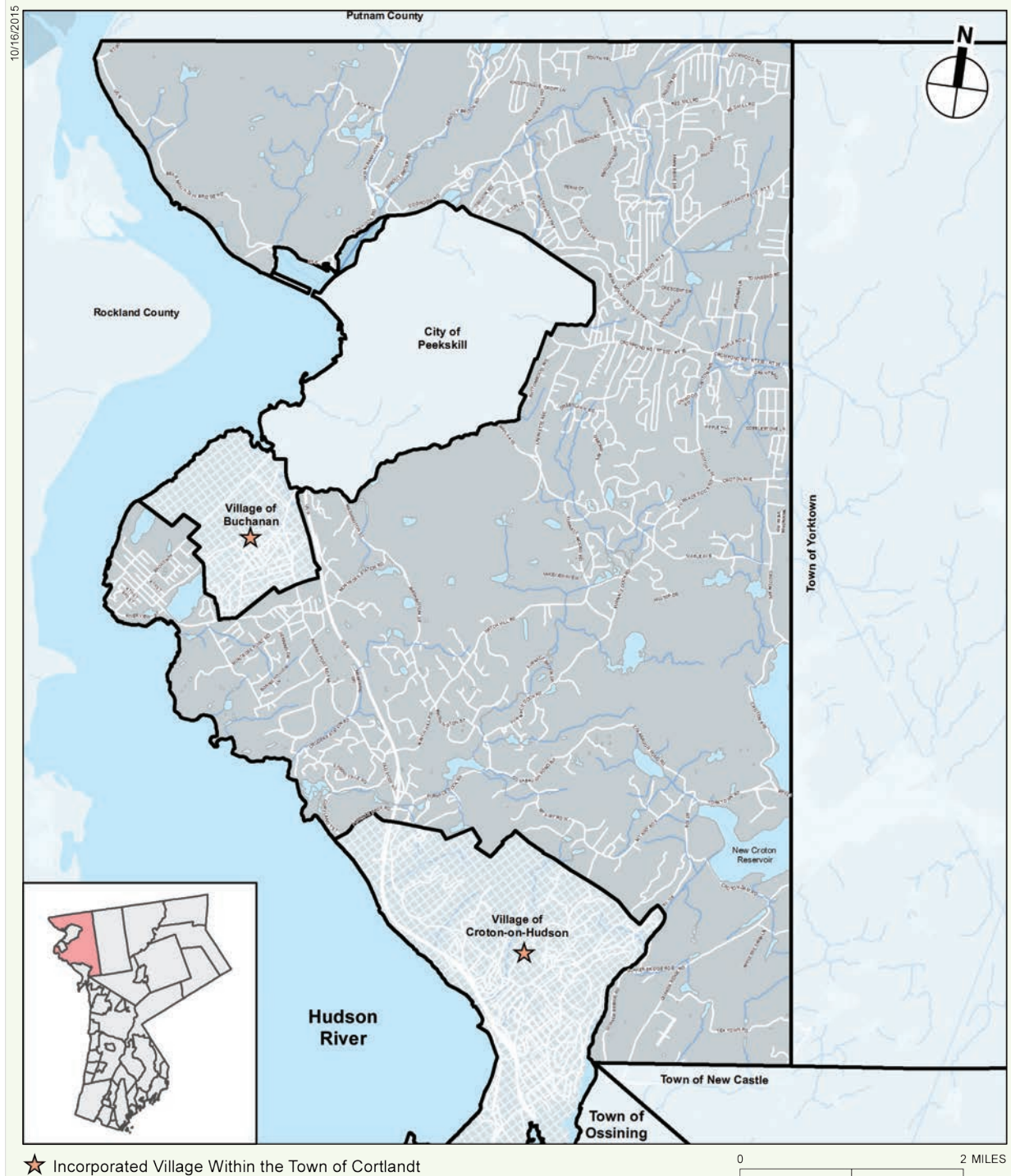
policies proposed in other chapters of the Plan. Land use planning that follows the vision presented in this Plan can play a major role in improving our quality of life by supporting more efficient transportation and infrastructure, facilitating superior land use design and development, and considering the highest and best use of land, all while sustaining biodiversity.

This chapter describes the Town's existing land uses and proposes a road map for achieving sustainability through thoughtful consideration of future land use. This Plan targets specific areas for mixed-use development, transit-oriented development and waterfront revitalization. Recommendations for neighborhood-specific plans that can foster revitalization through an inclusive planning process are also recommended. While other chapters of this Plan have some overlapping subjects, this chapter has a wide-ranging influence on all other sections of the Plan and is intended to preserve and enhance Cortlandt's strengths while shaping future development.



Single-Family Homes (Chris Kehoe)

Figure 3-1 | Town Location



B. Background & Base Studies

Introduction

ENVIRONMENTAL SETTING

The Town of Cortlandt, New York is approximately 34.5 square miles and includes 15 miles of Hudson River shoreline. As shown in Figure 3-1, the Town is located in the northwest corner of Westchester County. It is bordered by Putnam County to the north, the Town of Yorktown to the east, the Towns of New Castle and Ossining to the south, and along a portion of its western border it forms a ring around the City of Peekskill. The rest of the Town's western border is the Hudson River. The Town contains four hamlets (Crugers, Montrose, VanCortlandtville and Verplanck) as well as two incorporated villages: Buchanan and Croton-on-Hudson. While part of the Town of Cortlandt, these two villages have independent land use control and have their own Comprehensive Plans.

The Town is served by several main transportation corridors. NYS Route 9 and NYS Route 9A provide critical north/south transportation along the western and central portions of the Town. NYS Route 6 and NYS Route 35/202 (also known as Crompond Road) are major east-west arterials within the Town and surrounding communities. The Bear Mountain State Parkway provides an east-west link from the western portion of the Town, near the City of Peekskill, to the central and eastern portion of Town. The Bear Mountain Bridge provides a connection to Rockland County in the northwest corner of the Town. To the east of the Town, the Taconic State Parkway is a major north-south highway providing a critical link to southern Westchester, as well as Putnam and Dutchess Counties. Finally, the Town is served by the Hudson Line of the Metro-North Railroad as well as numerous county bus routes.



Single-Family Homes (Chris Kehoe)

Existing Land Use

RESIDENTIAL

Cortlandt's residential built environment is largely characterized by single-family neighborhoods with pockets of multi-family housing located throughout the Town, mainly along the Route 9A corridor. Cortlandt is largely a suburban community with areas of rural character and some higher-density areas (see Figure 3-2).

Cortlandt contains a number of distinct hamlets and neighborhoods, many of which include commercial, industrial, or institutional uses in varying quantities that provide goods and services to residents and the larger community. The lowest residential densities and largest lots are generally found in the southern part of the Town in the area of the New York City Watershed and along the borders of Yorktown and New Castle. The northern portion of the Town and the hamlet areas of Montrose

and Verplanck contain the higher-density residential uses and are characterized by small-lot single-family housing.

The 2010 census data shows that the town continues to be characterized by single-family homes, which constitute 76% of all housing units. This number is higher than the County as a whole, which has approximately half of its housing stock as single-family units. Since 1990, the percentage of housing units allocated among single-family, two-family, and multi-family housing has remained fairly constant. Data from the Town of Cortlandt Planning Office shows that between 2004 and 2014, 627 residential units have been approved and another 143 units have pending approvals or have been conditionally approved. Of these 770 total residential units, approximately 44% are single-family units, 27% are multi-family units, and the remaining 28% are condominiums or townhomes. If this trend continues in the future, the percentage of single-family homes, compared with two-family and multi-family homes, will decline.

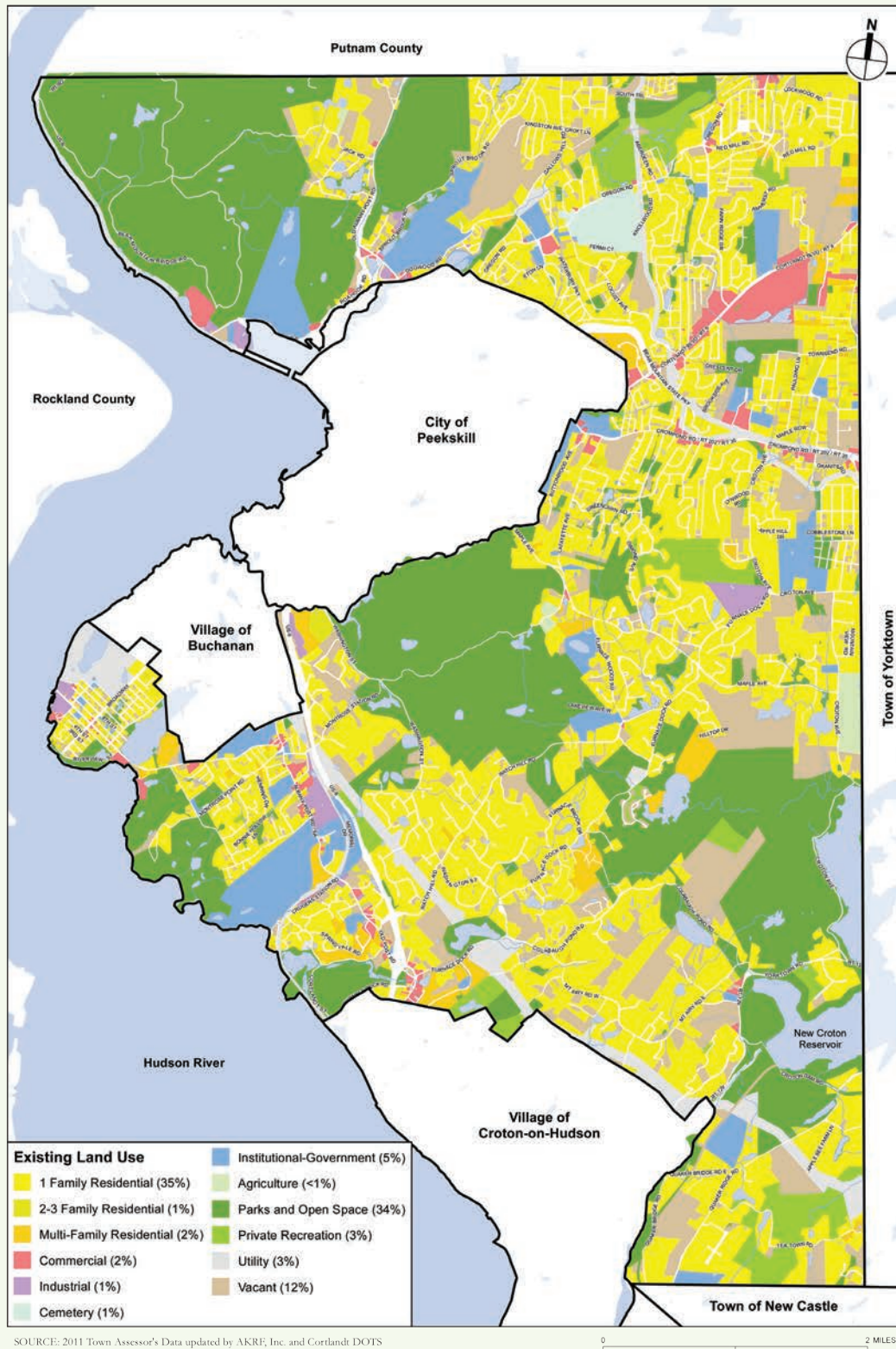
The Town of Cortlandt is committed to providing a variety of affordable housing opportunities in appropriate locations throughout the Town. Since the adoption of the 2004 Comprehensive Master Plan, 210

units of affordable housing meeting the definition of affordability as set by Westchester County have been built. These units include the 102 affordable senior age-restricted apartments and eight condominium units at Jacobs Hill located off Cortlandt Boulevard, the 92-unit Roundtop Apartment Complex located on Route 9A in Montrose, six condominiums at Cortlandt Ridge on Croton Avenue and two condominium units at Hollowbrook Mews located on Oregon Road. These units are in addition to the existing stock of affordable units located in a variety of apartment complexes, condominiums, and co-ops throughout the Town, including Springvale Apartments, Amberlands Apartments and co-ops, and the Furnace Dock Condominiums.

According to the US Census Bureau American Community Survey 2008–2012, the median value of an owner-occupied unit in Cortlandt was \$437,300 (compared with \$533,000 for the County as a whole), and the median monthly rent was \$1,257 (compared with \$1,290 for the County). A comparison of Cortlandt’s median housing price and median monthly rent with adjoining municipalities is shown in Table 3-1.

Table 3-1 Comparison of Town of Cortlandt’s Median Housing Costs with Adjacent Municipalities			
Municipality	Median Value of Owner Occupied Housing Unit	Median Monthly Owner Costs of Housing Units with a Mortgage	Median Monthly Rent
Town of Cortlandt	\$437,300	\$3,030	\$1,257
Town of New Castle	\$873,600	\$4,000+	\$1,638
Village of Ossining	\$412,400	\$3,008	\$1,360
City of Peekskill	\$326,200	\$2,525	\$1,229
Town of Philipstown	\$481,000	\$3,124	\$1,373
Town of Putnam Valley	\$384,700	\$2,725	\$1,236
Westchester County	\$533,000	\$3,285	\$1,290
Town of Yorktown	\$445,400	\$3,079	\$1,304
Notes: Value for Town including Villages Source: US Census Bureau American Community Survey 2008–2012			

Figure 3-2 | Existing Land Use



Town of Cortlandt
2016 Cortlandt Sustainable Master Plan

Existing Land Use
Figure 3-2

Cortlandt Profile

Economic and demographic characteristics are indicators of overall trends and economic health which may affect private and public sector development. Listed below are the key facts and demographic indicators as they relate to land use trends influencing development in the Town of Cortlandt.

KEY FACTS AND TRENDS AFFECTING LAND USE AND DEVELOPMENT IN CORTLANDT

Land Use

- The two largest land use categories in the Town of Cortlandt are single-family residential (approximately 35%) and open space (approximately 34%)¹

Housing²

- Single-family homes comprise approximately 76% of all housing units.
- Between 1990 and 2012, the Town of Cortlandt added 1,313 housing units for a total of 11,919 housing units.

Existing Zoning

Figure 3-3 presents the Town of Cortlandt's current zoning map, adopted on September 14, 1993 and last revised on September 20, 2011. The Town currently has 18 zoning districts, including eight residential districts; two commercial districts; two residential/commercial mixed-use districts; two industrial districts; a Parks, Recreation, and Open Space District (PROS); a Conservation, Recreation, and Open Space District (CROS); and the Camp Smith Reuse B district, which was established to encourage the beneficial reuse of the Camp Smith Military Reservation and an Aquifer Protection District (not a mapped district).

Since 2004, the Town added the R-160 single-family district and the PROS and CROS districts. In addition, the Town created two new Special Zoning Districts: the Community Betterment District (CBD), which replaced the Planned Village Development District (PVD), and the Residential Reuse Special Permit (RRUSP) District. These special zoning districts only get added to the map when a specific project is approved. The Town zoning map also designates 13 developed cluster subdivisions that were approved pursuant to Section 278 of the New York State Town Law. The Town's existing residential zoning districts are listed in Table 3-2.



Jacob's Hill Senior Development (Chris Kehoe)

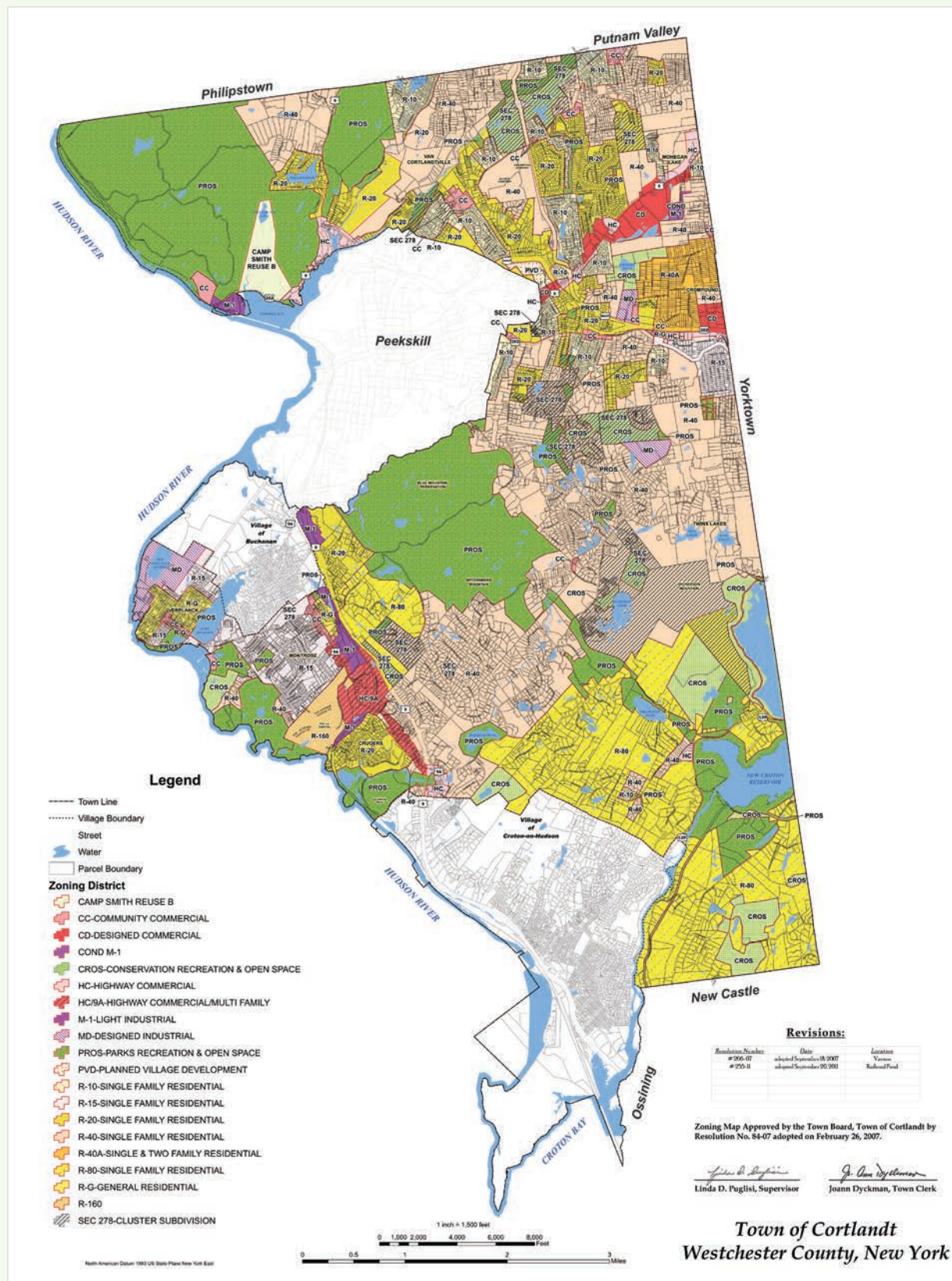
Table 3-2 Residential Districts

District	Type
R-160	Single-family residential district (minimum 160,000 sf lot)
R-80	Single-family residential district (minimum 80,000 sf lot)
R-40	Single-family residential district (minimum 40,000 sf lot)
R-40A	Single-family and two-family residential district (Mohegan Colony only – 2 family dwellings on a formula basis—see Zoning Code.)
R-20	Single-family residential district (minimum 20,000 sf lot)
R-15	Single-family residential district (minimum 15,000 sf lot)
R-10	Single-family residential district (minimum 10,000 sf lot)
R-G	General residential (Single family dwelling minimum 7,500 sf lot, 2-family minimum 10,000 sf lot)*
* 2 family units permitted as of right for units converted or constructed prior to 11/9/93. 2 family units permitted by Special Permit for units constructed or converted after 11/9/93.	

¹ Westchester County, Town of Cortlandt Assessor, and Town of Cortlandt Department of Technical Services.

² Data obtained from the 2010 U.S. Census and the 2009-2013 American Community Survey.

Figure 3-3 | Town of Cortlandt Zoning Map



FUTURE RESIDENTIAL LAND USE & ZONING

LAND USE

Cortlandt's housing policies seek to sustain a full range of socioeconomic diversity while addressing the issues of housing availability, and accessibility for all members of the community. Residential development trends and demographics point toward an increased need for a broad range of housing to serve a varied range of incomes, ages, and family types and meet the needs of residents of all abilities and in all life stages. While the town continues to be dominated by single-family homes, the demand for multi-generational and more reasonably priced housing options is increasing.

Since 1990, the percentage of Cortlandt's population between 20 to 35 years old has decreased considerably from 22 percent to 12 percent. This is consistent with regional and county trends which show that the municipalities with the highest housing prices and least affordable housing are losing their young workforce at an accelerating rate. Although Cortlandt's population loss within this cohort is not as substantial as other nearby municipalities, the data indicate that the villages and towns which are largely dominated by single-family housing are experiencing the largest losses of their young workforce. A lack of affordably priced housing makes it difficult to attract young workers and retain the diverse workforce that is needed to compete in today's economy.

Demographic data from the Urban Land Institute also indicates that demand will continue to rise for infill residential development that is less car-dependent. The report underscores the influence that growing demographic groups in the U.S., in particular Generation Y or the Millennials (generally defined as those born between 1980 and 2000), and certain ethnic groups will have on shaping growth patterns by spurring more development of compact, mixed-use communities with reliable, convenient transit service. To address these issues while preserving the character of Cortlandt's rural areas, the following residential land use and housing strategies are recommended:

- Encourage compact mixed-use development located near the train station (middle-market rental apartments—targeting young workers).
- Encourage lower-rise townhomes along the waterfront and in small- to medium-scale infill developments.
- Allow for adaptive reuse and conversions of old structures (office, commercial, industrial) into rental and/or for-sale units within the hamlets of Verplanck and Montrose.
- Preserve large-lot residential uses within the R-80 zone.
- Allow for accessory units above retail in mixed-use development areas and hamlet centers.
- Incorporate walkability as a goal and encourage neighborhood and community design that actively promotes pedestrian and multi-modal connectivity.

Spotlight 3-1 Middle Housing

Middle Housing can be defined as a range of housing types that achieve medium-density yields and provide high-quality, marketable housing options between the scale of single-family homes and mid-rise flats. It is designed to meet the specific needs of shifting demographics and the new market demand, and is a key component to a diverse neighborhood. Middle Housing is compatible in scale with single-family homes and can help communities improve walkability and meet the growing demand for walkable neighborhoods.



Source: <http://missingmiddlehousing.com/dev/wp-content/uploads/2015/04/Missing-Middle-Housing-Responding-to-the-Demand-for-Walkable-Urban-Living-by-Daniel-Parolek.pdf>

Spotlight 3-2 Walkability

One goal of this plan is to establish multi-modal connectivity between residential neighborhoods and the Town's waterfront, commercial, industrial, and open space areas and establish more walkable commercial and mixed-use areas. Improving and strengthening walkability encourages community interaction, enhances the viability of adjacent businesses and community services, helps maintain a small town feel, and has positive health implications. Over the last 50 years, our increased dependency on automobiles has had detrimental health effects; creating a walkable community makes for a healthier population. Streetscape amenities, parks and trails, compact development, and connected public facilities are all important to the creation of a walkable community.

A common metric for a walkable distance is the ¼-mile radius which represents a five-minute walking distance. However, simply being able to walk from one amenity to another does not necessarily make a neighborhood or community walkable. It is also important that residents can easily walk from their homes to commercial centers and other amenities, reducing the need to drive across town. Compact residential development located in and around mixed-use development areas and commercial centers can support and encourage walkability.

A number of neighborhoods, hamlet centers, and commercial centers were identified as locations to promote and actively encourage neighborhood and community design that incorporates walkability as a goal. These areas are listed below:

- Hamlet of Verplanck
- Hamlet of Montrose
- Hamlet of Crugers
- Cortlandt Boulevard near the Cortlandt Town Center
- Annsville Area
- Roundabout at Oregon Road (future potential neighborhood center)
- Areas around the Cortlandt Train Station (both sides), including VA Area

CORTLANDT HAS A SAY!¹ RESULTS FROM THE COMMUNITY-WIDE SURVEY:

- Single-family homes, senior housing, and upscale housing/townhomes/condos were identified as the housing types that should be encouraged in the Town.
- Respondents supported encouraging housing around the hospital that provides a continuum of care and other housing that allows for aging in place.
- Respondents identified encouraging mixed uses such as residential uses above retail/commercial storefronts as a way to provide more housing options and improve economic vitality.

¹ These responses are based on the 2016 Cortlandt Master Plan Survey accessible to Cortlandt residents on the Town website from September 2014 to February 2015. The survey contained 28 questions and attracted 725 respondents.

ZONING

A majority of the vacant and undeveloped land remaining in Cortlandt is currently zoned for single-family residential use. Based on recent housing trends and demographic data, it is anticipated that the demand for two-family and multi-family housing located near transit, services, and commercial centers will increase. Many of the zoning changes recommended as part of *Envision Cortlandt* would allow for mixed-use development. The following zoning changes are recommended:

- Allow residential uses in the HC and CD zones.
- Allow second-floor residential uses above retail stores and other commercial uses in identified mixed-use development areas.
- Eliminate split lot (a lot split between two or more zoning districts) zones along commercial corridors.
- Update the existing Town subdivision regulations to address sustainability, climate resiliency, and efficient and superior land use design.
- Adopt form-based code or equivalent in CBA, MOD, TOD, and WSD areas.

C. Key Challenges & Opportunities for the Future

Based on existing conditions and trends, the MPC and public have identified the following as key challenges and opportunities involving land use in Cortlandt:

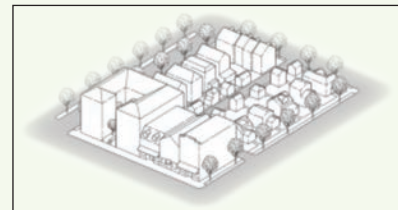
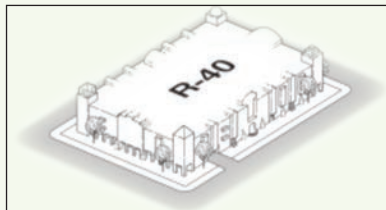
- Lack of traditional “downtown.”
- Multiple hamlet centers and neighborhood centers.
- Improving and enhancing neighborhood character and strengthening a sense of place.
- Providing a wider range of housing choices for residents of all ages.
- Allowing for areas of mixed-use development near transit services and commercial centers.
- Increasing mobility between neighborhoods, the waterfront, hamlet centers and commercial centers.
- Improving walkability and pedestrian linkages between neighborhoods, commercial centers, open space, and transit.
- Facilitating land use changes in targeted areas such as the Waterfront Sustainability District.
- Continuing to enhance the Hudson River waterfront and increasing public access to the River.
- Maintaining the rural residential character in the areas of the less developed portions of Town.
- Incorporating sustainable design and resiliency in the siting and design of the built environment.

Spotlight 3-3 | Form-Based Code

A form-based code is a land development regulation that is based on physical form rather than separation of uses. A form-based code is a regulation, not a mere guideline, adopted into city, town, or county law. A form-based code offers a powerful alternative to conventional zoning regulation.

Conventional Zoning Vs. Form-based Code	
Conventional Zoning	Form Based Codes
Use-based	De-emphasize Use
Districts	Neighborhoods/Streets
Emphasis on individual uses of property, rigid use of lot size and building placement	Emphasis on building relationships and on fitting building to its use and surroundings
Segregation of uses	Mixed uses
Uniformity in neighborhoods	Diversity in Neighborhoods
Limited ability to affect change	Ability to transform or preserve
Limited design standards	Focus on building/site form
Setbacks	Build to Lines
Focus on site; little on Right-of-way	Attention to street and streetscape
Source: Form Based-Code Institute	

Form-based codes address the relationship between building façades and the public roadways and other public areas, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in form-based codes are presented in both words and clearly drawn diagrams and other visuals. They are keyed to a regulating plan that designates the appropriate form and scale (and therefore, character) of development, rather than only distinctions in land-use types. The utilization of Form-Based regulations could be adopted to apply to certain areas of the Town.



Conventional Zoning	Zoning Design Guidelines	Form-Based Codes
Density use, FAR (floor area ratio), setbacks, parking requirements, maximum building heights specified	Conventional zoning requirements, plus frequency of openings and surface articulation specified	Street and building types (or mix of types), build-to lines, number of floors, and percentage of built site frontage specified.

Form-based codes can be applied at a variety of scales including:

- Sub-areas within a municipality:
 - where infill development is intended to preserve or extend existing patterns of physical character
- Downtowns
- Deteriorating strip commercial corridors
- Entire municipalities
- “Dead” big-box shopping centers
- Counties or regions that include both urban areas and countryside
- One or more undeveloped “greenfield” areas adjacent to a municipality that are intended to accommodate growth
- Areas that have been targeted for economic revitalization, are undergoing changes in land ownership, or are the location of planned infrastructure improvements
- Existing neighborhoods or other developed areas

Source: www.formbasedcodes.org



Furnace Dock Condominiums (Chris Kehoe)

D. Residential Land Use & Housing Goals & Policies

GOAL: Create a wide range of housing choices throughout the Town that provide for the needs of an increasingly diverse population throughout all life stages.



POLICY 32: Identify potential locations for additional multi-family and middle-housing throughout Town.

METRIC 32-1: Number of additional multi-family and middle-housing opportunities throughout Town.

Spotlight 3-4 | Multi-Generational Housing

A multi-generational household is a household that includes at least two adult generations (for example, parents and adult children ages 25 or older where either generation can be the household head) or two non-sequential generations (for example, grandparents and grandchildren of any age).

According to Pew Research Social and Demographic Trends, a record 57 million Americans, or 18.1% of the population of the United States, lived in multi-generational family households in 2012, double the number who lived in such households in 1980. Many factors may be influencing the growing tendency of young adults—male and female—to live in multi-generational households including:

1. Delayed entry into adulthood. Previous Pew Research Center studies have shown that young adults are marrying at later ages and staying in school longer. Both of these factors may be contributing to the rising share of young adults living with their parents or other family members.
2. The Great Recession (2007 to 2009) and the declining employment and wages of less-educated young adults may be undercutting their capacity to live independently of their parents. Unemployed adults are much more likely to live in multi-generational households than adults with jobs.
3. The country's changing racial and ethnic composition. Racial and ethnic minorities generally have been more likely to live in multi-generational family arrangements, and their numbers have grown with increased immigration since the 1970s.

Source: <http://www.pewsocialtrends.org/2014/07/17/in-post-recession-era-young-adults-drive-continuing-rise-in-multi-generational-living/>



POLICY 33: Revise zoning to allow a mix of uses including residential in commercial zoning districts.



POLICY 34: Permit the development of second-floor residential uses above retail stores in identified mixed-use development areas.



POLICY 35: Continue to provide opportunities for affordable housing Townwide.



POLICY 36: Identify opportunities for mixed-use housing developments that could include continuum of care for senior residents around the New York Presbyterian Hudson Valley Hospital on Route 202.



POLICY 37: Identify opportunities to create workforce housing for employees of the hospital in the area of the MOD on Route 202.



POLICY 38: Encourage flexible zoning policies in targeted areas of Town that allow accessory apartments to be created within existing single-family homes and streamline the process for approving accessory apartments.



POLICY 39: Consider allowing new multi-generational housing on single-family lots.



POLICY 40: Encourage mixed-use developments that attract young professionals and include uses such as retail, neighborhood grocery stores, restaurants, breweries, and pubs within walking distance of the train station. (See also Transit-Oriented District in Chapter 2, Commercial Land Use & Economic Development.)

GOAL: Encourage community design that creates and maintains appropriate neighborhood and community character.

Community design addresses interrelated factors affecting the physical development of a Town, including the satisfaction of human needs, the vitality of the local economy, the protection and enhancement of the natural and built environment, and the efficiency of public infrastructure and services. Community design establishes a context for development in response to the community's desired image. Community design decisions can affect the future in significant, and sometimes irreversible, ways. Cortlandt seeks sustainable community design that balances the need for growth with the protection of existing community assets.



POLICY 41: Adjust zoning district boundaries to remove split lots along commercial corridors.



POLICY 42: Preserve the rural character of the R-80 zone and R-160 zones by maintaining large minimum acreage.

Policy 42 acknowledges that the rural character of portions of the Town is a critical defining element of Cortlandt's identity and should be maintained not only from an identity perspective but also from an environmental perspective in the protection of the New York City Watershed.



POLICY 43: Update the existing Town subdivision regulations to better reflect the current requirements for application review, address sustainability, climate resiliency, and efficient and superior land use design.

GOAL: Promote the revitalization of the Town's Hudson River waterfront and encourage water dependent uses



POLICY 44: Revise zoning to create a "Waterfront Sustainability District" in the areas of the waterfront in Verplanck and Annsville to allow a mix of uses including waterfront tourism, housing, and water-dependent uses.

GOAL: Improve the environmental sustainability of existing and new residential development.

Innovations in materials, construction practices and sustainable design offer new opportunities to improve the performance of the built environment. It is possible to build new homes, schools and businesses that consume far fewer resources, increase productivity and improve human health. Many of these green strategies can be accomplished with no additional costs and most result in future economic benefits.



POLICY 45: Promote residential renewable energy and energy efficiency practices such as solar, geothermal, and the use of green roofs through the use of density bonuses vis a vis open space requirements.

METRIC 45-1: Number of residential solar photovoltaic systems, geothermal systems and green roofs installed.

Spotlight 3-5 | Solar Task Force


Energy efficiency, cost savings, and promoting green energy sources have been priorities for the Cortlandt Town Board for many years. In 2014, a Solar Task Force was formed. The Solar Task Force was made up of volunteers from the Town who spent a year taking on two tasks:

- Evaluating town buildings and sites for solar suitability.
- Developing a list of recommendations to the Town Board to further promote residential adoption of solar solutions.


The Solar Task Force prepared a set of 12 recommendations, which were received by the Town Board. As of 2015, three of the recommendations have already been completed:


1. Adopted the NYS Unified Solar Permit: The Unified Solar Permit makes municipal permitting steps, applications, and processes standard across all communities that adopt it. This reduces the overhead costs experienced by installers and contractors, which result in savings that are passed on to residents.
2. Joined the Sustainable Westchester Municipal Buyers Group. Sustainable Westchester is administering a portfolio of sites and buildings from across participating municipalities in an effort to seek a single large investor for a countywide solar installation project. By participating in this shared service endeavor, individual municipalities, including Cortlandt, can take advantage of solar financial benefits only available at a large scale.
3. Participated in the Solarize Westchester Program. Cortlandt and the Village of Croton-on-Hudson jointly applied, were selected in the first round of the program, and participated in Solarize Westchester as a team. The Solarize Cortlandt-Croton program was the most successful program county-wide, meeting 150% of its goal for new residential solar installations.



Looking forward, the Town is excited to continue to promote solar (and other renewable forms of energy, such as geothermal) adoption in the community. One of the best ways to do this is to lead by example. In the future, the Town is anticipating the inclusion of renewable energy planning in new municipal projects.

-  **POLICY 46:** Encourage residential energy efficiency upgrades through the adoption of green building codes (currently in progress) that exceed the New York State Building Code requirements.

METRIC 45-1: Number of residential solar photovoltaic systems, geothermal systems and green roofs installed.

-  **POLICY 47:** Encourage residents to store rainwater for use within residential property to minimize the use of town water.

-  **POLICY 48:** Develop Town Standards for new construction based on the New York State Energy Code Update, expected to be implemented in 2016, which will include energy efficiency requirements in applications and require application to provide baseline and/or proposed energy savings.

-   **POLICY 49:** Create an Energy Advisory Council or incorporate one as part of the Conservation Advisory Council.

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CHAPTER 4: Infrastructure

A. Relationship to Vision

Infrastructure supports and enhances quality of life and is an essential part of a prosperous economy. How a Town plans for, grows, and maintains its infrastructure can greatly influence its economic health, resiliency, and future sustainability. Properly maintained infrastructure can positively affect environmental conditions by providing sewage treatment, better stormwater management, and improved water quality. Improperly maintained infrastructure can produce flooding, loss of valuable natural resources, and excessive energy use. Sustainable infrastructure is about achieving high-functioning infrastructure while also considering the long-term social, economic, and environmental effects of infrastructure development.

Cortlandt's municipal infrastructure comprises numerous physical structures and facilities—including roads, water supply and distribution, central sewage systems for sections of the Town, stormwater structures, as well as private and independently provided electric, gas, and telecommunication systems. This infrastructure forms the foundation of the Town's economy and is the means by which Cortlandt delivers services to its residents. Cortlandt seeks to plan and design its infrastructure to achieve resiliency by developing sustainable infrastructure that considers and balances social, economic, and environmental issues (including energy use, material selection, quality, and durability) as well as its ability to induce growth and create better living conditions.

B. Background & Base Studies

Introduction

Public utilities, such as water and sewer systems, are essential to ensure public health and safety by providing clean drinking water and lessening the discharge of pollutants to the environment. Currently, approximately 85% of all Cortlandt households are served by a public water system, and less than 15% of all households are served by public sewers. Continued residential and commercial growth within the Town has reduced the available capacity in the receiving sanitary sewer system and has created a need to further expand the potable water storage capacity, which is currently 3.2 million gallons per day.

Furthermore, aging septic systems and the wintertime use of salt on Town roadways (potentially affecting the quality of some wells) further necessitate the need to improve and expand central water and sewer systems. Since the cost of developing and maintaining public utilities is increasing, new strategies for reducing and controlling such costs are critical. As part of the implementation of the 2004 Master Plan, the Town mapped all of the stormwater, sewer, and water systems in the Town using a geographic information system (GIS).

This allowed the Town to evaluate existing facilities and as well as facilitate proactive planning of all system improvements.

EXISTING CONDITIONS

Public utility services, such as the provision of drinking water, the collection and conveyance of wastewater, and the management of stormwater runoff are provided by the Town of Cortlandt Department of Environmental Services. The Department of Environmental Services oversees five divisions:

- Water and Sewer
- Highway
- Parks
- Buildings
- Sanitation

This chapter will focus on the Water and Sewer Division and the Highway Division (including roads and stormwater management). Parks, Buildings, Roads, and Sanitation are discussed in Chapter 8, Community Services and Recreation. Roadway maintenance is discussed in Chapter 5, Traffic and Transportation.



Salt Dome (Rosemary Boyle Lasher)



Chipper Truck (Rosemary Boyle Lasher)

Water Supply

An adequate and safe water supply for the residents and businesses is a critical community need. Within the Town of Cortlandt drinking water comes from multiple sources, including the New York City Aqueduct, the City of Peekskill Reservoir system, Amawalk Reservoir, and (in some areas) private wells.

With the exception of areas served by private wells, water is provided to residents and businesses by public utility water districts that charge water usage fees and levy taxes that finance the infrastructure that delivers water to individual users and to fire hydrants. There are currently two water districts serving the Town of Cortlandt (see Figure 4-1):

- **Cortlandt Consolidated Water District (CCWD)**—The Cortlandt Consolidated Water District provides direct water service to more than 22,000 consumers in the Town of Cortlandt. The CCWD has no indigenous water supply and its distribution system crosses a rough and varied terrain. The system has a number of distribution points each serving different (high or low) pressure zones, which is related to the elevation of the service areas. The CCWD purchases its water from the Northern Westchester Joint Water Works (NWJWW), which filters water at a recently constructed filtration plant located on Route 6 just east of the Bear Mountain Parkway in Cortlandt and at the Amawalk Filtration Plant located on Route 35 in Yorktown.
- **Montrose Improvement District (MID)**—The Montrose Improvement District was in existence before the CCWD and maintains its independence. MID also receives its water from the NWJWW Filtration Plant and the Amawalk Plants. MID serves the Montrose area and the FDR Veterans Hospital. In addition, the district serves the incorporated areas of Buchanan and Croton-on-Hudson (the latter only as needed) as well as the CCWD.

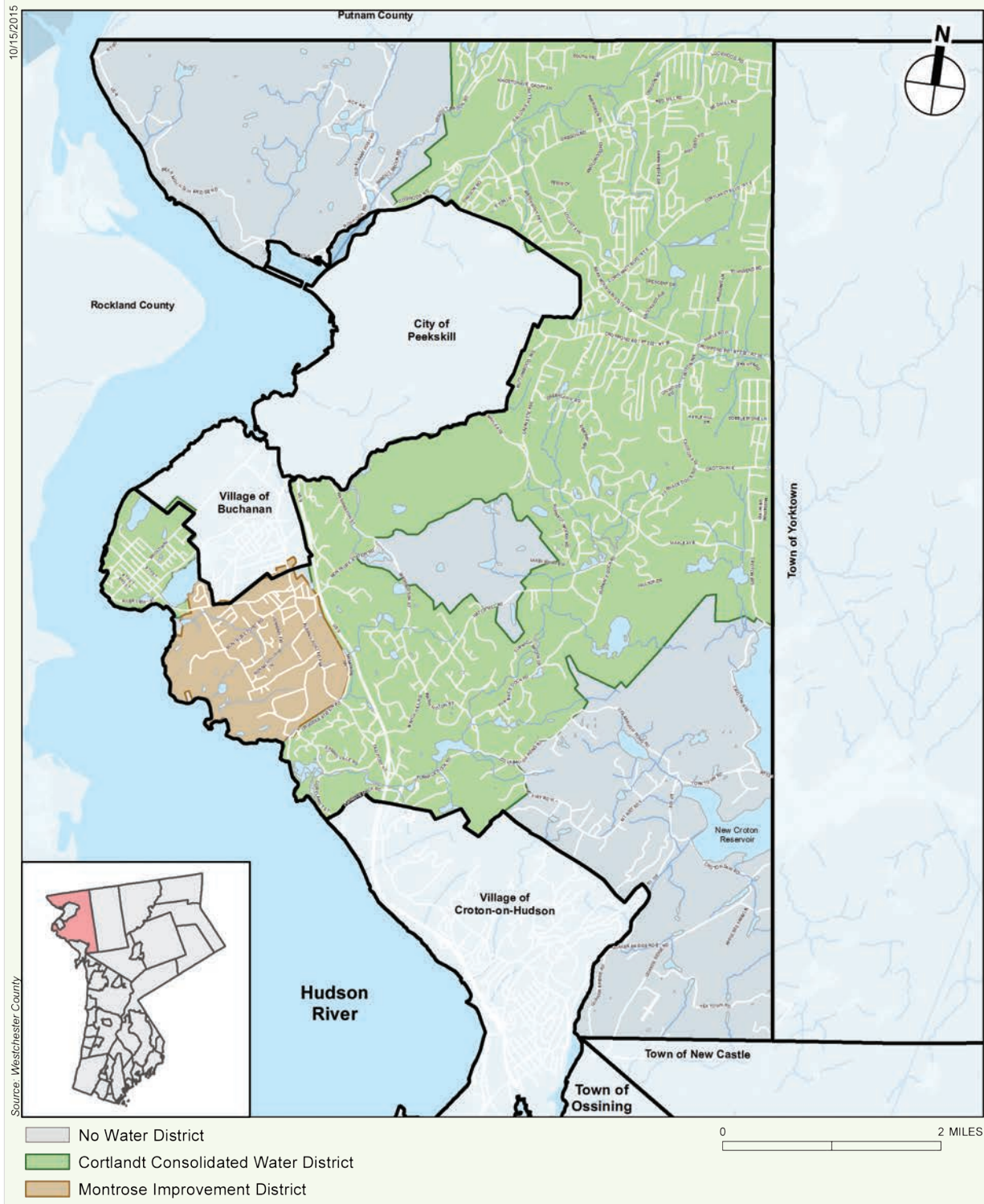
Together these districts serve approximately 70% of Cortlandt's residents, an approximately 5% increase since the 2004 Master Plan. All of the households and businesses outside of the public water districts are dependent on individual wells except for Camp Smith, which is served by its own reservoir.

The Town's Water Division is responsible for the distribution and maintenance of the Town's public water supply located within the Town's CCWD. The water distribution system within the boundaries of the MID is maintained by its employees, who are under the direction of the MID Board.

A number of problem areas and constraints have been identified in the CCWD which limit opportunities to expand the boundaries of the existing district and to correct existing issues. Due to topography and non-linear street development throughout the district, the water system is not fully interconnected. As a result, there are a significant number of end runs where a break or problem in the system would cut off water supply to users in the vicinity of the break, i.e., there is no other supply. Conversely, a "looped" water system has two or more water supply points. There are also a number of areas with pressure problems because the homes are situated near the elevation of the water storage tanks. In the majority of underserved or constrained areas, population is sparse and it would not be cost-effective to provide central water supply service to these areas.

The availability of water service is a critical factor in determining the potential density for new development in a given area. Limited access to water for firefighting purposes may also restrict the potential density of new development.

Figure 4-1 | Water Districts



Therefore, the capacity and potential expansion limits of the public water supply system will significantly influence where new development and higher density may be located in the future.

Since the last Master Plan in 2004, the Town's water delivery systems have been operating at or close to capacity. There are also concerns of inadequate water storage (total storage in the CCWD is approximately one day of average use, i.e., about 3 million gallons) or contingency systems in case of drought or disruptions to the normal flow of water. In addition, some pipe networks are old and badly corroded and are subject to leaks and breakage.

Sewers/Septic Systems

The Town of Cortlandt is currently served by municipal sewage collection and treatment systems, local private collection and treatment systems, and individual septic systems. However, as with most of northern Westchester County, the majority of sewage is disposed via private septic systems (approximately 80%townwide).

Many septic systems in densely populated areas such as the northeast and central sections of Town including Verplanck, Montrose and Crugers, are old and are not functioning properly. As a result, these systems are contributing to the degradation of surface and ground-water supplies. Many of these areas of septic system failure are also located in Critical Environmental Areas and empty into waterbodies and tributaries that flow directly into the Hudson River.

As with water supply, sewage treatment capacity directly affects the development potential of a site or area. This is a particularly critical issue in populated areas that are serviced by septic systems and in areas where both wells and septic systems are utilized.

Figure 4-2 shows the locations of the Town's sewer districts. Approximately 20% of the northern part of the Town is served by the Westchester County Peekskill Sanitary Sewer District. Another 5-10% of the Town is served by private sewage treatment plants such as Springvale, Amberlands, Valeria, and Coachlight Square. The VA FDR Hospital and Camp Smith have their own sewage treatment plants. In addition, there are capacity limitations in the gravity sewer systems on Westbrook Drive and in the County interceptor line behind the New York Presbyterian Hudson Valley

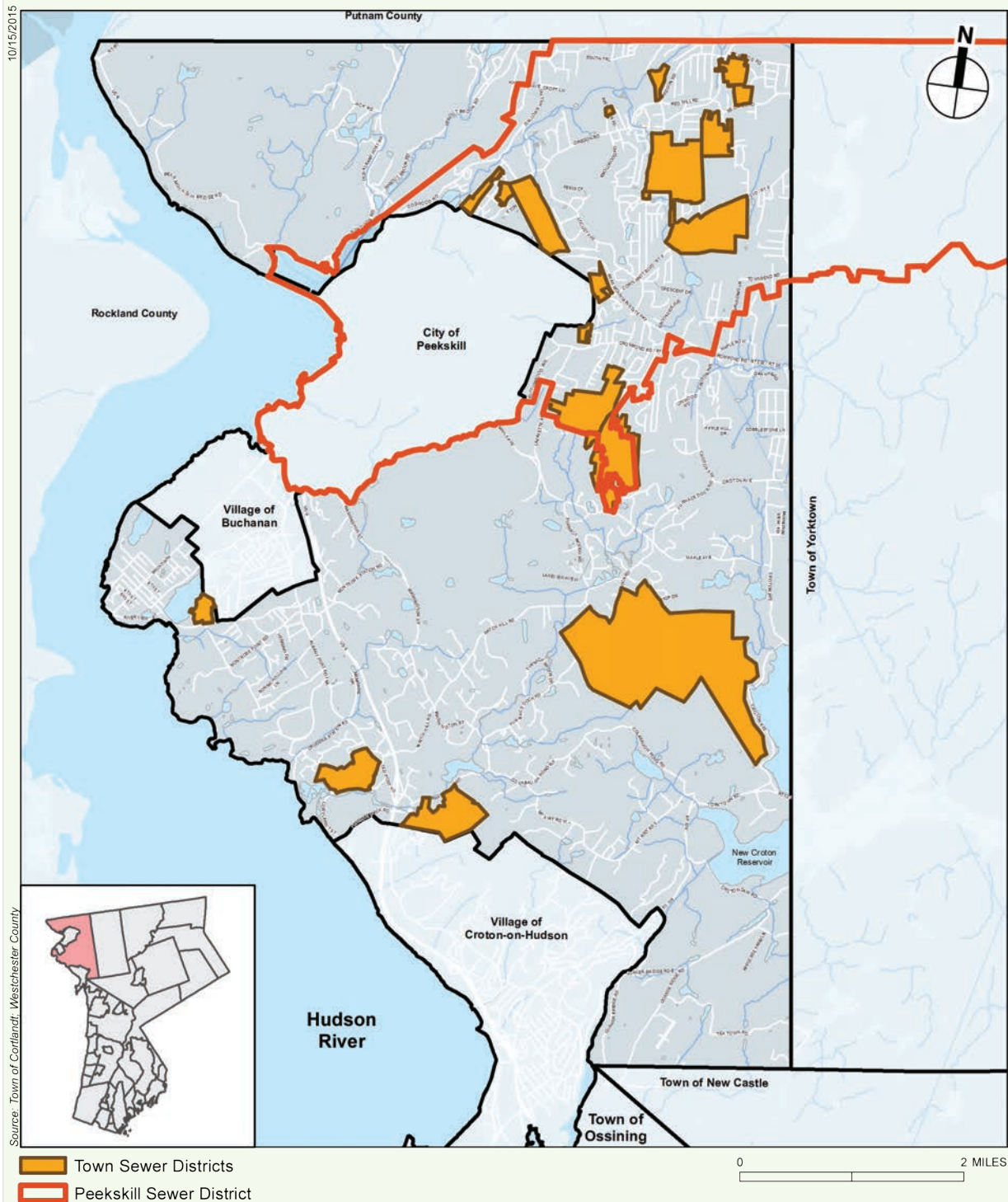


Tree Truck in Action (Rosemary Boyle Lasher)



Highway Truck (Rosemary Boyle Lasher)

Figure 4-2 | Sewer Districts



Hospital Center. These capacity limitations must be addressed before a significant number of additional connections (new growth) can occur in these areas.

The remaining areas within Town are not currently served by public or private sewer treatment plants, and rely on septic systems. Therefore, development in these areas is currently limited. These areas include the Hamlet of Verplanck and Montrose, both of which have the potential to be serviced by the underutilized Buchanan Wastewater Treatment Plant.

The Implementation of the Waterfront Sustainability District (WSD), Transit-Oriented District (TOD), and Medical -Oriented District (MOD) is largely dependent on the creation of additional sewer infrastructure to service these areas and accommodate the density that would be associated with these planning initiatives.

Spotlight 4-1 | Green Infrastructure

Since 2010 NYSDEC Stormwater Regulations have required the use of on-site green infrastructure practices.

Green Infrastructure refers to practices to maintain or restore stormwater's natural flow pattern by allowing water to slowly permeate into the ground. These practices can reduce flood risk, lower pollutant loads, recharge groundwater, provide wildlife habitat, beautify neighborhoods, cool urbanized areas, improve air quality, and reduce stress on combined sewer systems. Examples of green infrastructure include:

- Sub-surface infiltrators
- Rain gardens
- Vegetated swales
- Green roofs
- Porous pavements
- Stream buffer restoration

Drainage Systems

The Highway Division of Department of Environmental Services (DES) is responsible for maintaining not only the 162 miles of road, but also the operation and maintenance of the municipal stormwater conveyance systems for the Town.

The Highway Division of DES maintains approximately:

- 290 miles of storm drain pipe
- 4,547 catch basins
- 100 storm drain inlets
- 357 manholes
- 636 outfalls
- 218 culverts
- Approximately 4,000 ditches

This system is intended to efficiently convey stormwater to the primary drainage system in Cortlandt to its waterbodies (ponds and lakes) and surface conveyance features, including streams, creeks, and rivers. When the drainage system that conveys water to the Town's waterbodies and surface waters is inadequate or over-burdened, localized flooding usually occurs.

Stormwater drainage systems are important to control flooding and non-point source pollution. In the last 25 to 30 years, the Town has witnessed major new residential

and commercial development throughout the Town. During that time, the Town has required (and continues to require) developers to provide on-site drainage control systems in terms of stormwater collection, water quality controls, and detention of stormwater runoff. The Town also requires developers to provide watershed-wide studies downstream of the development to address the existing flooding conditions and better understand and develop solutions to the cumulative impacts of upstream development, which have resulted in flooding, repetitive losses, and loss of developable property.

To guarantee continued and proper maintenance of these stormwater facilities, local drainage districts have been established to fund maintenance programs and required improvements. As part of ongoing maintenance of storm water systems and to meet the New York State Department of Environmental Conservation (NYSDEC) Phase II Stormwater requirements, the Town regularly performs maintenance of the stormwater network to increase capacity and enhance water quality. In addition, the Town is a member community in the Westchester County Hazard Mitigation Plan, which details specific improvements to control and limit flooding. As a member community, public funds may one day be available to fund these improvements.



Stormwater Swales along Route 6 (AKRF, Inc.)



Highway Truck (Rosemary Boyle Lasher)

Hazard Mitigation Planning

As defined in the Code of Federal Regulations (44 CFR 201.2), hazard mitigation is “sustained action taken to reduce or eliminate long-term risk to people and their property from hazards.” The purpose of mitigation planning is to identify policies and actions that can be implemented over the long term to reduce risk and future losses. Mitigation plans form the foundation for a community’s long-term strategy to reduce disaster losses and break the cycle of disaster damage, reconstruction, and repeated damage. The planning process is as important as the Plan itself. It creates a framework for risk-based decision-making to reduce damages to lives, property, and the economy from future disasters.¹ Mitigation policies and actions are identified based on an assessment of hazards, vulnerabilities, and risks, and the participation of a wide range of stakeholders and the public in the planning process.

The Town of Cortlandt prepared its own Hazard Mitigation Plan in 2009. The Town is currently working in partnership with Westchester County and other Westchester municipalities to develop a county-wide Hazard Mitigation Plan. According to the Westchester County website, the Hazard Mitigation Plan will identify and assess a variety of natural and manmade hazards and describe mitigation strategies and action items to reduce future damages and better prepare for, respond to, and recover from disasters. The Hazard Mitigation Plan is also required by the Federal Emergency Management Agency for grant funding. The Hazard Mitigation Plan development is being managed by the County Office of Emergency Management and addresses the following hazards:²

- Earthquake
- Extreme Temperature
- Flood
- Severe Storm
- Severe Winter Storm
- Wildfire
- Chemical/Biological/Radiological/Nuclear (CBRN)
- Critical Infrastructure Failure
- Cyber Attack
- Disease Outbreak

Disasters can cause loss of life, damage buildings and infrastructure, and have devastating consequences for a community’s economic, social, and environmental well-being. Examples of mitigation include outreach programs that increase risk awareness, drainage improvements, projects to protect critical facilities, and the removal of structures from flood hazard areas. Local mitigation actions and concepts can and should be incorporated into land use plans and building codes. Hazard mitigation is most effective when it is based on a comprehensive, long-term plan that is developed before a disaster occurs.

^{1,2} <http://planning.westchestergov.com/hazard-mitigation-planning>

Energy Supply and Telecommunications

ELECTRIC AND GAS DISTRIBUTION NETWORK

Electric and gas service in the Town of Cortlandt is provided by Con Edison. Fuel oil and natural gas are the most commonly used residential heating fuels in Westchester County.

SOLAR



Solar Panels (John Markowitz)

Solar is a growing energy source in Cortlandt. Due in large part to New York State incentive programs, the use of solar has grown considerably since the 2004 Master Plan was adopted. The Town received more solar applications in 2015 than in any other previous year. Approximately 50 permits for solar energy generation were submitted Townwide in the first six months of 2015.

TELECOMMUNICATIONS

A number of vendors supply telecommunication services via telecommunication systems to the Town of Cortlandt. These telecommunication systems are located throughout the Town of Cortlandt and include traditional wired networks, satellite and personal wireless facilities, antennas, and other supporting structures, which can include monopoles, flagpoles, and roof supported systems.

Major Infrastructure Improvements Since 2004

Since the 2004 Master Plan was adopted, the Town has continued to expand water and sewer infrastructure. Examples of these improvements and expansions include:

WATER

- Replaced water lines along Rita Drive and Jerome Drive.
- Expanded water service for new developments along Croton Avenue (a.k.a. Cortlandt Ridge).
- Expanded Water service for Jacobs Hill (Senior Housing on Route 6).
- Expanded water service to include Round Top (Affordable Housing on Route 9A).
- Constructed an additional water storage tank with a million-gallon capacity.
- Planned implementation of a new 2-million-gallon water storage tank at the Croton Park Colony to replace a badly corroded 750,000-gallon existing water tank. This will provide an additional 1.25 million gallons of capacity, bringing total storage capacity to 4.5 million gallons.
- Continued to replace old pipe wherever needed.

SEWER

- The Town is in the process of expanding the sewer network at Westbrook Drive to Commercial Areas along Route 6.
- Expanded sewer district to include new residential construction along Croton Avenue (Cortlandt Ridge).
- Expanded sewer service for Jacobs Hill off Route 6.
- Expanded County District to include Hanover Estates and created new Town District to service other areas along Croton Avenue.
- The private Sewer Treatment Plant at Valeria has doubled its capacity in recent years to accommodate the new Valeria Townhouse development and other areas along Furnace Dock Road.
- The Town is currently studying the feasibility of bringing central sewer to the businesses on Route 9A near Montrose.

C. Key Challenges & Opportunities for the Future

Based on existing conditions and trends, the following are the Infrastructure challenges and opportunities in Cortlandt:

- Maintaining safe, reliable, and efficient infrastructure.
- Replacing aging infrastructure.
- Funding the expansion of water, sewer, gas, and drainage service to areas that are presently underserved.
- Continuing to obtain funding from grants and developers to offset the cost of expansions and improvements to infrastructure.
- Continuing to collaborate with adjacent and regional municipalities to share services, save taxpayers money, and plan efficiently for a sustainable future.
- Mapping areas of infrastructure expansion and proactively directing new growth to areas that have the infrastructure to accommodate the growth.
- Adapting to, and taking advantage of, new technologies that improve the efficiency and sustainability of infrastructure such as Supervisory Control and Data Acquisition (SCADA) and green infrastructure practices.
- Improving the resiliency of the Town's infrastructure to address the effects of climate change.
- Expanding the Town's commitment to reducing water use through conservation and new technology.
- Reducing the volume of stormwater runoff and improving the quality of groundwater infiltration.
- Reducing energy consumption to meet the energy efficiency goals and greenhouse gas reduction goals set by the Town of Cortlandt Climate Action Plan.
- Consider that the costs associated with serving low-density, sprawling development with water and wastewater services are greater than those associated with more dense, more compact developments.
- Awareness that flooding poses a recurring risk to public safety and property. Localized flooding threatens property across the Town due to undersized, deteriorated, clogged, or inadequate storm drain systems.

CORTLANDT HAS A SAY!¹

RESULTS FROM THE COMMUNITY-WIDE SURVEY:

- 86% of respondents chose "Develop more infrastructure" as the most important initiative the Town could undertake to promote the success of businesses and economic vitality in Cortlandt.
- "Sanitation/Recycling" and "Water/Stormwater Management" were chosen as important issues Cortlandt should focus on to become more sustainable.
- Streetscape improvements were seen as the second most important issue to help enhance the quality of future town business areas.





¹ These responses are based on the 2016 Cortlandt Master Plan Survey accessible to Cortlandt residents on the Town website from September 2014 to February 2015. The survey contained 28 questions and attracted 725 respondents.

The specific recommended goals and policies to address these Key Future Challenges follow this section.




D. Infrastructure Goals & Policies

GOAL: Evaluate, expand, replace, and rehabilitate existing water, storm drainage, and sanitary sewer systems.


GENERAL

-  **POLICY 50:** Expand the role of the monthly DOTS/DES meetings to include utility planning, evaluate the Capital Improvement Program (CIP), prioritize projects, and identify potential funding sources.
-  **POLICY 51:** Evaluate the feasibility of expanding water (CCWD), sewer, gas, and drainage service to areas that are presently underserved.
-  **POLICY 52:** Ensure continued, reliable function of existing infrastructure through proper maintenance and planned end-of-life replacement.
-  **POLICY 53:** Expand and upgrade water and sanitary sewer infrastructure using energy efficient technology such as variable speed devices on water pumps in a manner that supports the land use objectives of *Envision Cortlandt* including establishment of TOD, MOD, and WSD.



METRIC 53-1: Number of variable frequency devices installed on water pumps.

-  **POLICY 54:** Continue to seek funding from grants and developers to offset the cost of expansions and improvements to infrastructure.
-  **POLICY 55:** Continue to expand the Town's GIS program to manage and monitor water, sewer, and drainage systems, and for use as a tool to share information between Town Departments.
-  **POLICY 56:** Update mitigation projects as needed in the Westchester County Hazard Mitigation Plan (Cortlandt is a member community).





SEWER




-  **POLICY 57:** Update the 2008 Townwide Sewer Master Plan to address the proposed MOD, TOD, WSD, and other areas.

METRIC 57-1: Complete update to Townwide Sewer Master Plan.







-  **POLICY 58:** Lobby Westchester County to expand capacity at the County Sewage Treatment Plant (STP) in Peekskill.
-  **POLICY 59:** Evaluate the tax currently assessed in each sewer district. The goal is to fund proper maintenance practices and upgrade infrastructure.

METRIC 60-1: Establish Route 6 Sanitary Sewer Districts.






-  **POLICY 60:** Evaluate and finalize the formation of the commercial Route 6 Sanitary Sewer Districts.
-  **POLICY 61:** Evaluate, monitor and, when needed, conduct regular flow measurements within the sewer system in areas where the capacity is limited or where problems such as backflow occur.
-  **POLICY 62:** When appropriate, existing infrastructure should be upgraded to compensate for the reduced capacity resulting from new development (e.g., the County Infiltration/Inflow (I/I) reduction requirements)
-  **POLICY 63:** Identify areas outside of the Village of Buchanan (such as Verplanck and Montrose including the area around the Cortlandt Train Station) which could be served by the Buchanan Sewage Treatment Plant.

-  **POLICY 64:** Where small privately and federally owned (i.e., VA Hospital) sewer treatment plants are located, identify future areas that can be served by each STP (e.g. STP @ Roundtop development, STP at Coachlight, STP at Amberlands, STP at Springvale, STP at Valeria, and the VA)
-  **POLICY 65:** Proposed Sewage Treatment Plants (STP) should be able to service, as much as practicable, adjacent existing and future developments.
-  **POLICY 66:** Continue to liaison with neighboring communities to coordinate large sewer infrastructure projects in order to maximize efficiency and minimize cost including but not limited to the



WATER

-  **POLICY 67:** Develop a Townwide transit pipe replacement program.
METRIC 67-1: Develop Townwide Plan for the replacement of transit pipe.
-  **POLICY 68:** Continue to clean and re-line old ductile iron pipes that have a usable service life.
-  **POLICY 69:** Identify areas where old water lines exist or are missing and create a replacement plan.
-  **POLICY 70:** Develop a Pressure Reduction Valve maintenance program.
-  **POLICY 71:** Develop a hydrant and valve maintenance program.
-  **POLICY 72:** Install and maintain SCADA (Supervisory Control and Data Acquisition) at all storage tank, pressure
METRIC 72-1: Installation/Implementation of SCADA.



STORMWATER/DRAINAGE

-  **POLICY 73:** Periodically update the Town's Stormwater Management Plan.
METRIC 73-1: Adopt update to the Town's Stormwater Management Plan.
-  **POLICY 74:** Develop a replacement/lining program for all corrugated metal pipe.
-  **POLICY 75:** Continue to comply with NYSDEC Stormwater Requirements.
-  **POLICY 76:** Evaluate the tax currently assessed in each drainage district.
-  **POLICY 77:** Establish a regular inspection program for all Town-owned dams.
METRIC 77-1: Develop inspection schedule for all Town-owned dams.

GAS/ELECTRIC

-  **POLICY 78:** Lobby utility companies to relocate above-ground utility lines underground in commercial centers and other appropriate areas.
-  **POLICY 79:** Evaluate areas that could be serviced by an electric "Micro grid."

GOAL: Ensure the availability of safe, adaptable, and well maintained Town facilities and services to meet the needs of the public.

-  **POLICY 80:** When evaluating potential sites for the location or relocation of Town facilities or infrastructure, consider vulnerability to flood damage or isolation due to flooding.
-  **POLICY 81:** Design new Town facilities/infrastructure to be flexible and able to adapt to evolving technologies and standards.
METRIC 81-1: Construct a new centralized facility for the DES.

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CHAPTER 5:

Traffic & Transportation

A. Relationship to Vision

A sustainable transportation system is one that:

- Is affordable, operates efficiently, offers transportation choices, and supports a vibrant economy;
- Limits emissions and waste within the environment, minimizes consumption of non-renewable resources, reuses and recycles its components, and minimizes the use of land and the production of noise; and
- Allows the basic access needs of individuals and societies to be met safely and in a manner consistent with human and ecosystem health and with equity within and between generations;

This chapter will provide a vision and make policy recommendations that will help Cortlandt achieve a more sustainable and efficient transportation system.

Spotlight 5-1 | Cortlandt's Top Priorities for Achieving a Sustainable Transportation System

- Establish Complete Streets on the Town's main traffic corridors—Cortlandt Boulevard (Route 6), Route 35/202, Route 9A.
- Employ Adaptive Traffic Signals and other innovative traffic control device technology where appropriate to improve traffic flow.
- Develop Transit-Oriented District (TOD) with ½ mile of the Cortlandt Train Station.
- Work with the New York State Department of Transportation (NYSDOT) to obtain funding for a new Route 9/9A interchange.
- Establish a Trolley Route for self-powered electric vehicles along Cortlandt Boulevard (Route 6) to connect existing and proposed shopping areas. Phase II is envisioned to include possible connection to hospital, train stations, and waterfront.
- Continue to maintain and improve ride-ability of all existing Town roadways.
- Evaluate a Route 6 Bypass through the Town of Cortlandt just north of Route 6 from Regina Avenue to intersect with Lexington Avenue near Mohegan Manor. Consider reserving a traffic easement through private property from Route 6 to Lexington Ave.
- Realign the Cortlandt Town Center driveway opposite Baker Street at Route 6 to improve accessibility and safety and install a new traffic light at this new four way intersection.
- Establish Transportation Systems Management (TSM) criteria to plan for maintaining and improving conditions in the Town.
- Develop a Streetscape Design Manual.
- Redesign the intersection of Heady Street and Oregon Road to improve safety and accessibility by aligning Heady Street with Pump House Road.
- Prepare a corridor study to guide future zoning and build out potential along the Town's main traffic corridors.
- Secure permanent access through the VA property in Montrose for residents of Battery Place.
- Upgrade existing traffic signals to meet current standards.

B. Background & Base Studies

INTRODUCTION

The traffic utilizing state and local roads within Cortlandt has continued to increase since the last Town Master Plan was completed in 2004. This increase in traffic can largely be attributed to new development within the Town and surrounding areas that utilize Cortlandt's roadways. Since the Town is not directly served by the region's interstate highway system, connecting to the regional transportation network from most places within Cortlandt requires travel along heavily utilized state (e.g., Route 6, Route 9, Route 9A, Route 35/202, etc.) and local roads. Sections of these roads have identified existing capacity constraints and poor levels of service during certain times of the day. This sustained increase in traffic congestion both locally and regionally in the Hudson Valley can limit access to people, places, goods and services, and can threaten economic growth.

Traffic congestion on local roads, including truck traffic, creates pollution and increases energy use and greenhouse gas emissions. It can also potentially impact

quality of life and residential character. The traffic and transportation policies recommended as part of this plan are intended to address these concerns and support the implementation of Complete Streets and other sustainable transportation practices (see Spotlight Boxes 5-2 and 5-4 below).

Although traffic congestion can have a negative impact on the economic growth and development of a town, it should also be acknowledged that traffic is indicative of the attractiveness of a town to development and that congestion is also often a characteristic of thriving and economically vibrant places. Therefore, long-range land use planning for the Town (as well as capital improvement priorities) must carefully balance traffic and transportation constraints with future economic growth. In fact, the New York State Department of Transportation Report, "21st Century Mobility: The Transportation Plan for the Hudson Valley," stresses that "growth management" techniques must be an integral element of any plan to increase traffic mobility.

Spotlight 5-2 Complete Streets

Complete Streets are streets that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. Elements of Complete Streets may include:

- Sidewalks
- Frequent and safe crossing opportunities
- Streetscape and traffic calming measures
- Curb extensions
- Narrower travel lanes
- Bike lanes (or wide paved shoulders)
- Special bus lanes
- Comfortable and accessible public transportation stops
- Accessible pedestrian signals
- Roundabouts

Cortlandt has already begun to design and install Complete Streets elements along Cortlandt Boulevard and Broadway. Since 2009, the Town has constructed various streetscape improvements including sidewalks and has installed new signage (such as the Cortlandt Boulevard signs that rename Route 6), decorative lighting, landscaping, and street banners at key intersections. In the future, the Town would like to provide enhanced bus shelters and bicycle racks in appropriate locations along these roadways and generally improve the streetscape to further diversify transportation choices.

Source: <http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/complete-streets-faq>

Cortlandt has made great progress with its transportation planning efforts and has implemented or partially implemented approximately 85% of the policies identified within the 2004 Master Plan's Traffic and Transportation Chapter. As part of these efforts, the Town has undertaken the following major traffic and transportation initiatives since 2004:

- Completed \$3.5 million road widening, traffic light installations, and turning lanes on a critical ½ mile section of Route 202/35 from Peekskill to Conklin Ave in front of the Hudson Valley Hospital Center.
- Secured funding via Statewide Transportation Improvement Program (STIP) for the reconstruction of the Route 6 Bear Mountain Parkway intersection (\$2.5 million).

- Adopted Historic/Scenic Road Ordinance in 2010.
- Constructed the Broadway Streetscape improvements 2007.
- Traffic calming studies resulting in the construction of speed humps, stop signs, and narrowing travel ways.
- Conducted Section 189 Roads Study—A townwide analysis of Section 189 roads was undertaken to determine which roads were Town roads, Section 189 roads, and private roads, to clarify the party responsible for the maintenance of these roads.
- Initiated Cortlandt Boulevard Streetscape Plan.
- Constructed drainage improvements to control and reduce flooding and reduce roadway deterioration
- Planned redesign of Baker Street Intersection.
- Continued maintenance of Town roadways including paving and drainage improvements.
- Pedestrian improvements at Route 9A across from Coles Market (e.g., sidewalks, crosswalks, and lighting and streetscape enhancements).
- Improvements and expansion of the Cortlandt Train Station in 2012.
- Striping of safety improvements along Route 9 north of the Annsville Circle.
- Installed turning lanes and dividers on a 2-mile section of Bear Mountain Parkway from Highland Ave to Route 202/35.
- Developed a GIS system with specific enhancements for traffic/transportation including:
 - Road Status Layer (189/Public/Private)
 - Paving Layer (detailing every year that a road was paved—utilized to determine where new paving projects will be focused)
 - Sidewalk layer (to inventory locations of existing sidewalks and plan for new sidewalks)
- Constructed a roundabout at Oregon Road and Westbrook Drive.
- Conducted build out studies on Route 6, 202/35.

Spotlight 5-3| What are Section 189 Roads?

In the 1800s the New York State Legislature established a provision in the Highway Law which has been carried forward and is now contained in Section 189 of the New York State Highway Law, “Roads by Use,” which allows a municipality to accept private roads, which have been used by the public as if they were public roads, subject to various exceptions.

As of July 2011, all roads that fit this category have been identified and accepted by the Town Board.



Oregon Road Roundabout (Town of Cortlandt)



Broadway Streetscape Improvements Before (above) and After (below) (Town of Cortlandt)



Broadway Streetscape Improvements Before (above) and After (below) (Town of Cortlandt)

Spotlight 5-4 | Sustainable Traffic Practices

Transportation Systems Management (TSM)

TSM seeks to identify improvements that enhance the capacity of a transportation system through better management and operations of existing transportation facilities. TSM improvements result in better traffic flow, air quality conditions, accessibility, and safety.

TSM improvements can include the following:

- Signal timing optimization
- Innovative Technology (e.g., state of the art traffic signal systems—Adaptive Traffic Signals)
- Vehicle detectors repair/replacements (e.g., wireless systems)
- Signal Head Upgrades
- Controller and cabinet upgrades

Transportation Demand Management (TDM)

Seeks strategies to reduce travel demand from single occupant private vehicles to:

- Carpooling
- Telecommuting
- Vanpooling and Shuttle services
- Other modes of transportation (e.g., public transportation, bicycle, etc.)

Integrating Land Use and Transportation Planning

A key issue for sustainable development is the relationship between land use and transportation planning. Streets should be designed to be comfortable for people and should integrate land use and transportation planning by considering the following:

- Evaluate the effect of proposed development under existing zoning on the Town's transportation system. Consider revisions to zoning that promote more measured and manageable traffic growth along the key corridors.
- Consider construction beyond the zoning district's requirements (by special permit) for projects that incorporate sustainable transportation improvements (e.g., shared parking and site access, sidewalk and bicycle path construction, mitigation that expands the capabilities of traffic signal systems and emergency response along key corridors).

Existing Conditions

ROADWAYS

Public roadways in the Town of Cortlandt are defined by their jurisdiction: New York State, Westchester County, and Town roadways. These can be further classified as local, feeder/collector, and arterial roadways, depending on their location and the amount of use they receive. There are no interstate highways in the Town of Cortlandt; in fact, the entire northwest quadrant of Westchester County is not served by a major east-west or north-south Federal Interstate Highway. The closest interstate highways to Cortlandt include I-684, which is located about 15 miles to the east and runs north-south; I-84, which is located approximately 15 miles to the north of Cortlandt; and I-287, which is located approximately 15 miles to the south of Cortlandt.

In addition, there are several residential developments in the Town served by private roads and Section 189 roads owned and maintained by individuals and/or homeowner associations. Examples include private roads built to Town standards such as Valeria and Coachlight Square and roads not built to Town standards, such as Dream Lake and Pond Meadow Road off of Mount Airy Road, among others.

There are seven New York State roadways in the Town of Cortlandt. All of these roadways are classified as principal arterials and include: U.S. Routes 6 and 9, NYS Route 9A, NYS Route 129, NYS State Route 35/U.S. Route 202, and the Bear Mountain State Parkway. With the exception of the 189 roads described above, the remaining roadways within Cortlandt are classified as either minor arterials, local roads or collector roads and are under the jurisdiction of the Town. These State and local roadways are described below.



Croton Avenue (Town of Cortlandt)

Spotlight 5-5 | Roadway Classifications

The functional classifications of the roadways in the Town of Cortlandt, and throughout New York State, are based on standards set by the Federal Highway Administration (see Highway Functional Classification, Concepts, Criteria and Procedures, U.S. Department of Transportation, Federal Highway Administration, 2013). The definitions of these classifications depend on the type and condition of the roadway, traffic volumes, and other related roadway characteristics. There are four categories of roadways in Cortlandt.

Principal Arterial

A principal arterial serves the major centers of activity and carries the highest proportion of the traffic volume for the area it serves. This includes the major portion of trips entering and leaving the area and the majority of through movements.

Minor Arterial

A minor arterial is intended to interconnect and augment the principal arterial system and is designed to accommodate trips of moderate length within a smaller geographic area.

Collector Street

A collector street is to collect traffic from residential neighborhoods and local streets and channel this traffic into a major or minor arterial, thereby distributing trips to their ultimate destinations.

Local Street

Local streets provide access to adjoining land uses (in neighborhoods or subdivisions, for example) and link these land uses to collector streets.

ROUTE 9 AND 9A

Routes 9 and 9A are the principal north-south arteries in the Town of Cortlandt. From the southern limit of the study area in Croton-on-Hudson to the Annsville Circle, Route 9 is a four-lane, limited access, divided highway, and is classified as a principal arterial. This portion of Route 9 was constructed in 1964 by NYSDOT to help relieve congestion and safety concerns on old Route 9, which was renamed Route 9A and is also known as New York and Albany Post Road. North of the Annsville Circle, Route 9 is a two- to three-lane roadway connecting to Putnam County where it is eventually a two-lane roadway.

Routes 9 and 9A carry the greatest traffic volumes of any roadway in the Town of Cortlandt. There is a general trend toward increasing traffic volumes on the segments of Routes 9 and 9A compared to the 2004 Master Plan.

Accidents¹ along Routes 9 and 9A are more frequent than on any of the other roads in the study area. The factors that contribute to this relatively high frequency of accidents include the physical characteristics of both roadways which, particularly along Route 9A, include steep grades and restricted sight distances.



Route 9 (Town of Cortlandt)

Recommendation

- Prepare a corridor study for Route 9 and 9A to inform long-range planning and zoning strategies and support the potential implementation of the TOD at the Cortlandt Train Station.

¹ Accident data is provided by NYSDOT.

ROUTE 35/202

Route 35/202 is the major east-west arterial serving Cortlandt and all of northern Westchester County. The road is located in the northern portion of Cortlandt and runs east-west from Yorktown to the east to the Peekskill border to the west. Route 35 provides connections to the Taconic Parkway, I-684, and Ridgefield, Connecticut.

Along Routes 35 and 202 there is a general trend toward increasing traffic volumes compared with the 2004 Master Plan. Most of the Route 35/202 accidents occurred at or near the intersections of the Bear Mountain Parkway, Lexington Avenue, Lafayette Avenue, and Croton Avenue.

Improvements currently planned to be implemented on the Route 35/202 corridor include:

- Upgrading the traffic signal controllers at the intersections of Route 35/202 at Croton Avenue and Route 35/202 at Bear Mountain Parkway (which operate together) from the older controller (Model #179) to the new controller (Model #2070), which implements the latest technology.
- Installing wireless detection devices (i.e., puck detectors) on all lanes of the Route 35/202 and Croton Avenue intersection, including the through lanes of Route 35/202, which would improve signal green time allocation and reduce both delay and queuing.
- Installation of vehicle preemption technology¹ at the intersections of Route 35/202 at Croton Avenue and Route 35/202 at Bear Mountain Parkway to allow for congestion free travel for emergency vehicles through these intersections.



Route 35/202 (Town of Cortlandt)

Recommendations

- Prepare a corridor study for Route 35/202 and Route 9A to inform long-range planning and zoning strategies and support the potential implementation of the TOD at the Cortlandt Train Station and the MOD.
- Building on the planned improvements, continue to look for ways to improve and upgrade the existing traffic signal systems along the corridor.

² Preemption devices can be installed on any emergency vehicle as needed and at the traffic signal and can clear the intersection prior to the vehicle's arrival at the intersection.

ROUTE 6 (CORTLANDT BOULEVARD)

In August 2006, NYSDOT agreed to allow the Town of Cortlandt to rename Route 6 to Cortlandt Boulevard. Route 6 cuts an arc through the northern quarter of the Town of Cortlandt, beginning on the west at the Bear Mountain Bridge and continuing southeast through the City of Peekskill and turning roughly northeast back into Cortlandt and into Yorktown at Mohegan Lake.

On Route 6, there is a general trend toward increasing traffic volumes compared with the 2004 Master Plan. Accidents¹ along the Route 6 Corridor tend to occur both at intersection and non-intersection locations, with a slightly higher number occurring at non-intersection locations. The highest number of intersection accidents on an annual basis occurred at Westbrook Drive and Lexington Avenue. The highest number of non-intersection accidents along Route 6 occurred at Barmore Hill. In addition, as part of the future Cortlandt Crossing project, the Cortlandt Boulevard Improvement Plan, and the NYSDOT STIP listings, future improvements include:

- The installation of Adaptive Traffic Signals (ATS)² and preemption devices on Route 6 at potentially all signalized intersections from the Peekskill border to the Yorktown border.
- Improvements to the Route 6 and Westbrook drive/Cortlandt Town Center Driveway intersection, including the addition of a new southbound right-turn lane on Westbrook Drive to better support the recent restriping of the northbound Cortlandt Town Center Driveway, which provides two left-turn lanes and one through/right turn lane.
- The continued streetscape improvements associated with the Cortlandt Boulevard project (complete sidewalk network, enhanced bus shelters, landscaped center islands along Route 6).
 - The potential improvements to the Baker Street/Route 6 intersection which would include the relocation of the signalized eastern Cortlandt Town Center driveway to align with Baker Street to form a four-legged intersection (this would require the relocation of the existing Soda and Beer distributor business currently located on Route 6 opposite Baker Street), the installation of a traffic signal, and the installation of an exclusive westbound left-turn lane on Route 6 to facilitate left turns into the Cortlandt Town Center Driveway from Route 6.
 - The potential installation of trolley service on Route 6, to service the Cortlandt Town Center, the proposed Cortlandt Crossing project, Jacobs Hill, and other uses on Route 6.



Cortlandt Boulevard (Town of Cortlandt)



Ongoing Pedestrian Improvements to Cortlandt Boulevard (Town of Cortlandt)

Recommendation

- Prepare a corridor study for Route 6 (Cortlandt Boulevard) to inform long-range planning and zoning strategies.

¹ Accident data is provided by NYSDOT.

² An ATS control system can adjust signal (offsets, cycle lengths, and splits) incrementally based on real-time traffic volume information. ATS systems have the capability to adjust automatically to accommodate traffic patterns that are different from the peak periods during which they were designed to operate. Another feature of these systems is the ability to adjust when green lights start and end to accommodate current traffic patterns, promote smooth traffic flow, and ease traffic congestion.

ROUTE 129

Route 129, located in the southern portion of the study area is generally an east-west roadway beginning in the Village of Croton-on-Hudson and continuing east to the Yorktown Town Line. It provides commuters direct access to Metro-North's Croton-Harmon Station as well as access to the Taconic Parkway via Underhill Avenue. Route 129 is a two-lane minor arterial highway with numerous at-grade crossings.

Partially within the study area, Route 129 from Quaker Bridge Road to Underhill Avenue had an Average Annual Daily Traffic (AADT) volume of 7,507 vehicles per day in 2012. This represents a 41.6% increase from 1999 to 2012.

Accidents¹ along Route 129 tend to occur mainly at intersections such as at Croton Dam Road, Batten Road, and Mount Airy Road. The majority of reported contributing factors to these accidents involved the driver's actions (e.g., driver inattention, failure to yield right of way, disregard for traffic control devices, speeding), followed by environmental factors (e.g., slippery pavement, objects in roadway) and the presence of animals.

Currently, there are no planned STIP listings for Route 129.

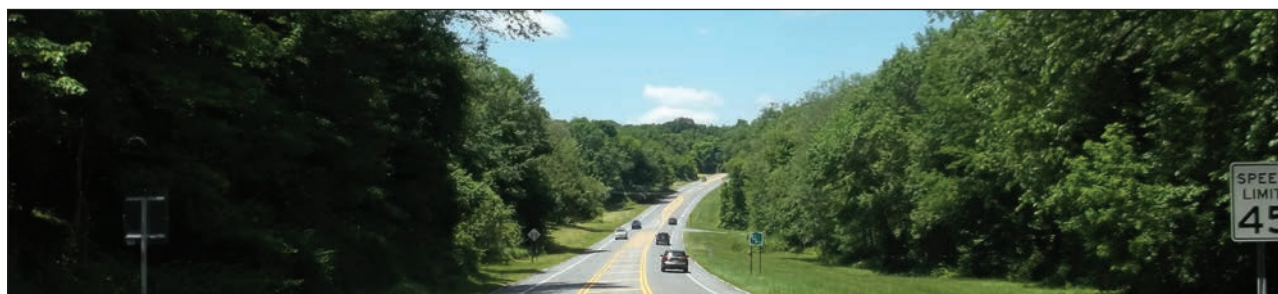
Recommendations

- Evaluate pedestrian and bike accommodations on Route 129 from Batten Road to Croton Avenue.

BEAR MOUNTAIN STATE PARKWAY

The Bear Mountain State Parkway generally runs east-west, and is a limited access two- to four-lane road with major interchanges at Routes 6, 9, and 35/202. AADT volumes in 2010 on the parkway range from 15,500 vehicles per day at Route 6 to 18,600 vehicles per day at Route 35/202. Recent improvements for the Bear Mountain State Parkway include the installation of a median rail between Division Street (in the City of Peekskill) and Locust Avenue to prevent crossover accidents and new turn lanes for left turning vehicles at Bear Mountain Lane, Locust Avenue, Brookside Avenue, and Arlo Lane. In addition, interchange improvements for Route 6 and the Bear Mountain State Parkway are listed as part of the NYSDOT STIP.

There were 117 accidents² reported along the Bear Mountain Parkway in the Town during the three-year period between May 2011 and April 2014. A median barrier was installed in 2013. Therefore, the traffic accident count does not fully reflect the existing safety improvements. The majority of the reported 117 accidents listed the driver's actions as the contributing factor, followed by environmental factors (e.g., slippery pavement, objects in roadway) and then vehicle factors and the presence of animals.



Bear Mountain State Parkway (Town of Cortlandt)

Recommendation

- Extending the parkway and completing the original plan of a limited access connection directly to the Taconic State Parkway—There is an existing undeveloped parkway right-of-way owned by New York State that extends from the eastern terminus of the parkway at Route 35/202, eastward to the Taconic Parkway. At this time, the NYSDOT is studying alternatives for connecting the Bear Mountain Parkway with the Taconic State Parkway as part of the Sustainable Development Study of the Route 6, Bear Mountain Parkway and the Route 35/202 corridors which involves the Towns of Cortlandt and Yorktown, the City of Peekskill, the Westchester County Planning Department, and the New York Metropolitan Transportation Council.

^{1,2} Accident data is provided by NYSDOT.

LOCAL ROADS

The Town of Cortlandt's Highway Department is responsible for 164 center line miles of local roadways, which is an increase of approximately 7 miles from 2004. This increase is attributed to traditionally Town maintained roadways registered as Section 189 roadways. In addition, approximately one mile of privately constructed roadways (Cortlandt Ridge and Jacobs Hill) were accepted by the Town.

Traditionally, the local roads throughout the town served as feeders and collectors for the major state arterials that provide regional access. However, as the population in the town and surrounding areas has increased, many of the old local collector roads have assumed the role of secondary arterials. Oregon Road, from Putnam County to the Bear Mountain Parkway, is an example of this change in utilization. Particularly during the peak commuting periods, these roads, many of which are narrow and winding, carry considerable volumes of traffic through the area.

According to the Town of Cortlandt's Department of Environmental Services, Highway Division, the tendency for town roads to assume an arterial function has become especially true at the following locations: Furnace Dock Road, Oregon Road, Watch Hill Road, Maple Avenue, Croton Avenue, Lexington Avenue, Red Mill Road, Dogwood Road, Sprout Brook Road, Locust Avenue, Conklin Avenue, Lafayette Avenue, Mt. Airy Road, and Lockwood Road. Studies and surveys taken over the past 28 years have shown that Furnace Dock Road, Watch Hill Road, and Oregon Road are among the most heavily traveled of the local roads in the town, with increases in traffic volumes over time.

Traffic congestion points arise throughout the town whenever these secondary arterials meet, or when they intersect with state roadways. In addition, many of the local roads experience additional constraints that diminish capacity and safety.



Furnace Dock Road (Town of Cortlandt)

Recommendation

- Continue to maintain list of locations where changes could be made to improve the operational and safety characteristics of many of the local roadways (see Table 5-1). These improvements include measures ranging from annual roadway paving projects, and construction of pedestrian paths, to the realignment and redesign of existing roads and intersections and the reconstruction of roadways and bridges. All of Cortlandt's existing commercial areas and areas targeted for future economic development (TOD, MOD, and WSD) as part of this Sustainable Comprehensive Plan are accessed via a state highway. The Town does not have jurisdiction over these state roadways, which are the major traffic corridors within the Town. However, the Town will continue to lobby and collaborate with the State to develop and implement improvements on the state corridors in support of sustainable engineering traffic practices and economic development.

Table 5-1 | Priority Listing of Capital Improvements (2015–2019)

Capital Improvement

1. Paving (Annual Program)
2. Westbrook Dr./Route 6/Cortlandt Town Center/Kohl's Construction*
3. Gallows Hill Road Reconstruction Design, Re-Construction, and Culvert Replacement
4. Dickerson Rd Drainage & Resurfacing neighborhood (multi-phase)
5. Annsville Creek Pedestrian Path - Design, Construction
6. Cortlandt Boulevard Design and Construction
7. Battery Place Bridge, Craft Lane Bridge-Demolition
8. Baker Street Intersection Construction
9. Quaker Bridge & Quaker Ridge Roads Resurfacing and Rebuild
10. Broadway Sidewalks - Next Phases

*Source: Town Capital Projects Report, November 2014.

BRIDGES

The maintenance and safety of bridges has become an area of heightened concern in recent years. The responsibility for the maintenance and safety of state bridges rests with NYSDOT. The Route 6/Bear Mountain Parkway overpass is scheduled to be rebuilt by the NYSDOT in the future. Battery Place and Craft Lane Bridges are scheduled for demolition in 2016. The Dickey Brook culvert passing under Route 9 is scheduled to be rebuilt in 2016.



Bear Mountain Bridge (Town of Cortlandt)



Cortlandt Ridge (Town of Cortlandt)

HISTORIC AND SCENIC ROADS

Fourteen Town roads (see Table 5-2) received historic/scenic roads designations by the Town in 2007 when the Town completed an inventory known as “Survey & Assessment of Historic Roads” conducted by Larson, Fisher Associates (see Chapter 9, Historic and Cultural Resources.) This historic road inventory was incorporated into the 2004 Comprehensive Master Plan by a resolution adopted by the Town Board and formed the basis for the adoption of a Historic/Scenic Road Ordinance in 2010. This ordinance requires the Planning Board to consider the impacts of new development on the historic/scenic character of the designated roads during the Planning Board review process. For example, sections of the historic existing stone wall on Furnace Dock Road near Valeria were restored.



Teatown Road (Town of Cortlandt)

Table 5-2 | Town of Cortlandt Designated Historic and Scenic Roads

1. Furnace Dock Road	6. Watch Hill Road	11. Lockwood Road
2. Kings Ferry Road	7. Red Mill Road	12. Lafayette Avenue
3. Albany Post Road	8. Croton Avenue	13. Pumphouse Road
4. Gallows Hill Road	9. Teatown Road	14. Quaker Bridge Road
5. Oregon Road	10. Locust Avenue	

From the report known as “Survey & Assessment of Historic Roads” conducted by Larson, Fisher Associates completed in January 2007. Cortlandt Town Code Chapter 188. Historic/Scenic Roads.

TRAIN STATIONS IN THE TOWN OF CORTLANDT

The Town of Cortlandt is served by two train stations:

- Cortlandt Train Station—located in the hamlet of Crugers; and
- Croton-on-Hudson Train Station—located in the Village of Croton

According to the *Envision Cortlandt* survey, Cortlandt residents also utilize the Peekskill Train station, Ossining Train Station, and Manitou Train Station. In addition, a small number of respondents indicated other train stations are utilized. The train stations most commonly used by Cortlandt residents are the Cortlandt Train Station and the Croton-Harmon Train Station. These stations are described below.

Cortlandt Train Station

The Cortlandt Train Station is located 38.4 miles north of Grand Central Terminal and travel time to Grand Central Terminal is approximately 62 minutes on the local train, and 45 minutes on an express train. According to Metro-North, ridership at the Cortlandt Train Station has doubled since it opened in 1996, when it replaced the Montrose and Crugers stations at a point halfway between them. In 2012, Metro-North expanded the Cortlandt Train Station adding new and more frequent service. As part of this expansion, a 750-space parking lot was constructed to provide

greater parking capacity resulting in a total of 1,590 parking spaces. Currently, there is ample parking capacity at the train station to accommodate additional increases in ridership. It is anticipated that ridership at this train station will continue to increase over the next decade.

Roadway improvements were also constructed as part of the train station expansion including:

- A realignment of the access to the train station with Route 9A and the VA Hospital.
- The addition of turn lanes and sidewalks from Route 9A into the Train Station.

These improvements greatly enhanced walkability from the Cortlandt Train Station to the VA Hospital for both employees and patients. Other improvements included:

- Installation of bike racks; and
- Installation of electric vehicle charging stations.



Cortlandt Train Station (Chris Kehoe)

Croton-Harmon Train Station

The Croton-Harmon Train Station is located 32.5 miles north of Grand Central Terminal and is the northern limit of electrification. A main transfer point between the Hudson Line's local and express service, the Croton-Harmon Station is also served by Amtrak. Trains leave for Grand Central Terminal approximately every 30 minutes. Travel times to Grand Central range from 42 minutes (express) to 71 minutes (trains making all local stops).

The Croton-Harmon Station has approximately 900 parking spaces. The Village of Croton owns and operates the parking lot and most of the spaces are reserved for village residents and long-term permit holders. There is also parking available for daily use.

CORTLANDT PROFILE

Economic and demographic characteristics are indicators of overall trends and economic health which may influence traffic and transportation. Listed below are the demographic indicators and key facts as they relate to traffic and transportation in the Town of Cortlandt.

- Approximately 80% of Cortlandt residents travel to work by car, 12% by train, 2% walk, 1% by bus, and 1% by other means.¹
- Approximately 4% of Town of Cortlandt residents work at home.²
- Approximately 33% of commuters had travel times to work between 30 and 59 minutes, 21% between 15 and 29 minutes, 21% less than 15 minutes, 17% between 60 and 89 minutes, and 8% greater than 90 minutes.³
- Since 2004, the Town of Cortlandt has accepted approximately 1 mile of privately constructed roadways. In addition, approximately 7 miles of traditionally Town-maintained roadways were registered as Section 189 roadways.
- The Town of Cortlandt currently has two free electric charging stations at Town Hall and four free electric charging stations at the Cortlandt Train Station.

C. Key Challenges & Opportunities for the Future

Based on existing conditions and trends, the Master Plan Committee and the public have identified the following traffic and transportation challenges and opportunities for the future in Cortlandt:

- Balancing economic growth with traffic and transportation constraints
- Managing traffic congestion
- Coordinating with NYSDOT to support improvements and implementation of sustainability practices on State roadways including interchanges
- Coordinating with NYSDOT to install signage directing to the Town of Cortlandt
- Improving roadway conditions and maintenance
- Providing alternative transportation options
- Improving emergency service response times
- Improving pedestrian access and walkability
- Developing new bike lanes
- Developing a strategy for a cost-effective traffic management system and centralized traffic command
- Developing implementable traffic demand management strategies
- Upgrading existing traffic signals to meet current standards

CORTLANDT HAS A SAY!¹ RESULTS FROM THE COMMUNITY-WIDE SURVEY:

- Pedestrian accessibility in business areas was identified as an important initiative to promote the success of businesses and economic vitality in Cortlandt.
- 27% of respondents use Cortlandt Train Station, while 24% use the Croton-Harmon Train Station.
- 69% of respondents drive to work or school compared with 18% who ride the train, 3% who walk, 1% who carpool. Fewer than 1% of respondents take the bus or ride a bicycle.
- Respondents would like to see more biking and walking paths throughout the Town. Developing sidewalks, walking paths, and bicycle paths was seen as more important than developing bicycle shoulder lanes and more public transportation.
- Transportation and mobility were seen as key issues the Town should focus on to become more sustainable.
- Further improving and maintaining local roads, improving the safety of pedestrian and bicycle traffic and improving traffic flow and circulation were identified the top three transportation and transit system improvements needed.

¹ These responses are based on the 2016 Cortlandt Master Plan Survey accessible to Cortlandt residents on the Town website from September 2014 to February 2015. The survey contained 28 questions and attracted 725 respondents.

^{1,2,3} Source: 2011–2013 3-year American Community Survey Data by the U.S. Census Bureau.

D. Traffic & Transportation Goals & Policies

The goal of the following policies is to address Cortlandt's traffic and transportation issues, including the growth in traffic; increases in congestion; safety, while supporting economic growth and development; increased mobility; and preserving the quality of life and residential character of the Town.

GOAL: Design collector and arterial roads that are attractive, safe, and efficient for motor vehicle users. Support mass transit, pedestrians, and bicyclists, while improving public health by reducing carbon emissions and encouraging the use of clean, energy-efficient power.

LAND USE POLICIES



Example of Existing EV Charging Station (John Markowitz)



POLICY 82: Prepare a traffic corridor study for long-range planning and zoning along the main traffic corridors (Route 6, Route 9A, Route 35/202).



POLICY 83: Encourage the development of a Transit-Oriented District (TOD) within a ½-mile radius of the Cortlandt Train Station.



POLICY 84: Require new commercial development to integrate transit and provide connections to pedestrian and bicycle networks.

METRIC 84-1: Number of new transit stops and connections to pedestrian and bicycle networks created.



POLICY 85: Encourage new commercial developments to provide on-site bicycle parking.

METRIC 85-1: Number of new on-site bicycle facilities provided by new commercial developments.



POLICY 86: Encourage new commercial developments to provide charging stations for electric vehicles.

METRIC 86-1: Number of new electric vehicle charging stations provided by new commercial developments.

TRANSPORTATION POLICIES



POLICY 87: Create an electric trolley/jitney system. Phase 1 to connect shopping areas along Route 6. Future phase to connect the hospital center, train stations, and the waterfront areas.

METRIC 87-1: The Town will implement a trolley/jitney system to connect the shopping areas along Route 6. Ridership statistics will be recorded for Phase 1.



POLICY 88: Developing a cost-effective strategy for a Transportation Systems Management (TSM) criteria to plan for maintaining and improving conditions in the Town.

- Encourage inclusion of signal preemption for emergency vehicles and public transit in new and redesigned traffic signals.
- Encourage the installation of adaptive traffic signals where appropriate.

METRIC 88-1: The Town will task staff for overseeing the implementation of Transportation Systems Management.



POLICY 89: Enroll in Federal Highway Administration's (FHWA) Invest 1.0 Program, which helps transportation agencies/DPW assess and improve sustainability.

Spotlight 5-6 | Transit-Oriented District (TOD)

Transit-Oriented District, or TOD, is a type of community development that includes a mixture of housing, office, retail, and/or other amenities integrated into a walkable neighborhood and located within a ½ mile of major public transportation.

Components of a TOD Neighborhood

- Main Transit station or stop supported by a variety of other transit options (walking, bicycling, rail transit, bus transit, automobile)
- Medium/high-density development
- Residential dwelling units within walking distance of transit stops
- Street networks that accommodate pedestrians and bicycles
- Walkable, pedestrian-oriented neighborhood
- Convenient, affordable
- Compact mix of uses
- Community spaces to live, work, play
- Promote attractive, safe, walkable mixed-use neighborhoods
- Reduced off-street parking requirements

TOD Benefits

- Improves walkability of communities and promotes active/healthy lifestyles
- Increases use of public transit
- Expands mobility choices including reduced transportation costs
- Better access to jobs, housing for all people of all ages, provides better economic opportunities
- Attracts young workers/young families
- Reduces auto-dependence and therefore congestion, air pollution, greenhouse gas emission
- Potential for increased property values and tax revenues for local governments near transit investments
- Increases development and business transactions in areas near transit
- Provides opportunities for neighborhood connections
- Reduction in commute time
- Increases sense of community

Spotlight 5-7 | INVEST 1.0 – FHWA’s Sustainability Tool

1. Helps transportation agencies assess and improve sustainability (economic, social, and environmental outcomes)
2. Translates broad sustainability principles into specific actions
3. Web-based self-assessment tool
4. Voluntary
5. Free, easy to use

STREET DESIGN POLICIES



POLICY 90: Adopt a Town Streetscape design manual which will address items such as sidewalks, landscaping, and decorative lighting. Included in the Streetscape design will be features such as tree canopies, separation of sidewalks from travel lanes, safe and visible pedestrian crossings, and bulb-outs.

METRIC 90-1: A Town Streetscape Design Manual will be developed that will be referenced for future streetscape projects.



POLICY 91: Encourage (where appropriate) the construction of sidewalks in new subdivisions as well as new and redeveloped sites. Prioritize construction of sidewalks based on criteria, such as road classification type; proximity to transit stops; proximity to schools, parks, and other public facilities; location in activity centers and along growth corridors; and the potential to connect to existing sidewalks, greenways, and bike facilities.

METRIC 91-1: Amount of linear feet of additional sidewalks constructed.



POLICY 92: Seek to accommodate pedestrians and bicyclists in all road, bridge, and intersection improvement and construction projects. Continue to coordinate and implement pedestrian and bicycle accommodations with maintenance projects, such as striping bike lanes as part of resurfacing projects.

METRIC 92-1: Track the number of pedestrian and bicycle improvements implemented.



POLICY 93: Where possible, consider creating permanent or temporary Pedestrian Only Shopper's Streets (POSS) to help establish a sense of place and community identity.



POLICY 94: Continue to evaluate road modifications/connections to alleviate traffic congestion along the major corridors.

METRIC 94-1: Proposed road modification and connections will be evaluated to determine the reduction in travel times and intersection delays compared with existing conditions.



POLICY 95: Encourage sustainable roadway design and construction best practices to reduce stormwater runoff, maintain and enhance vegetation, and minimize environmental impacts (permeable pavers, bioswales, etc.).



POLICY 96: Pursue opportunities to obtain funding and approval for major capital projects including:

- A new Route 9/9A interchange.
- Evaluate road improvements to affect better traffic flow from Route 6 to 202/35 such as improving the Route 6/BMP interchange and the Route 6/Lexington Avenue intersection.
- Establish a Route 6 bypass from Regina Avenue to Lexington Avenue just north of Mohegan Manor to alleviate congestion on Route 6 in the vicinity of the Route 6/Lexington Avenue intersection.
- Completion of the Bear Mountain Parkway to the Taconic State Parkway.
- Analyze and improve the Heady Street intersection with Oregon Road.
- Plan for future roadway rights-of-way making sure to provide connectivity wherever possible.
- Provide a center turning lane on Route 202/35 from Yorktown to Peekskill.

METRIC 96-1: The Town will apply for at least one grant that would support the implementation of one of the above-mentioned improvements.

Spotlight 5-8 | Traffic Calming

EXAMPLES OF TRAFFIC CALMING MEASURES



Road Humps and Raised Junctions (County Surveyors Office 1994)



Road Humps and Raised Junctions (County Surveyors Office 1994)

Traffic calming consists of physical design and other measures put in place on roads to slow or reduce motor-vehicle traffic and improve safety for pedestrians and cyclists. Typical traffic calming measures include, but are not limited to, roadway or lane narrowing, speed humps, curb extensions, and pedestrian refuge islands.

TRAFFIC-CALMING POLICIES



POLICY 97: Continue to evaluate and implement traffic calming strategies such as chicanes, chokers, speed humps, and mini-circles/roundabouts in conjunction with transportation improvements to protect residential areas and other sensitive land uses from the impacts of inappropriate volumes of through traffic or excessive speeds.

METRIC 97-1: The Town will document the number of traffic-calming strategies implemented.

METRIC 97-2: Proposed traffic-calming measures will be evaluated to determine the impact on speeding compared with existing conditions.



POLICY 98: Evaluate the appropriateness of the required roadway widths and design in the Town subdivision regulations.



POLICY 99: On roads with excessive widths, reduce the number of travel lanes and/or effective width of the road [Road Diets]. Use available right-of-way for landscaping and/or bicycle/pedestrian/future transit use.

METRIC 99-1: The Town will identify roadways with excessive widths and implement Road Diets. Linear

PARKING POLICIES



POLICY 100: Review town parking standards for residential and non-residential uses and consider parking ratio reforms for development projects to avoid excessive parking.



POLICY 101: Continue to encourage use of shared driveways, shared parking, cross-access easements and connections through adjacent developments during the approval process to eliminate driveways and curb-cuts.

METRIC 101-1: The Town will identify new developments that use existing driveways to access the site via connections with adjacent developments.



POLICY 102: Continue to plan, design, and implement for ADA accessibility during site plan review for new projects and amended site plans. Evaluate handicapped parking standards and adjust as needed.

SAFETY POLICIES



POLICY 103: Identify and address critical safety concerns/problems in areas/corridors/intersections with high crash rates leading to injuries, fatalities, and property damage.

METRIC 103-1: The Town will develop and implement safety improvements at high crash locations. Accident data for three years prior to safety implementation will be compared to accident data for a three year period following safety implementations.



POLICY 104: Educate automobile drivers and bicyclists as to methods for safely driving on roundabouts and on local roadways with bicyclists through outreach and education programs (such as New York Bicycle Coalition).



POLICY 105: Encourage schools to promote opportunities for students to walk and bike to school safely.




POLICY 106: Enhance/Increase sight distance easement requirements in the Town Code.



POLICY 107: Increase safety improvements/enhancements for some critical Town roads including roads that function as arterials, such as Gallows Hill Road.



POLICY 108: Consider weather-dependent roadway safety restrictions (e.g., road closures or limit roads to one-way travel until the danger has subsided) for roads that are particularly treacherous after snowfalls, ice storms, and heavy rains.



CHAPTER 6:

Open Space & Natural Resources

A. Relationship to Vision

Open space offers a broad range of benefits that improve quality of life. Protecting and preserving open space has a positive effect on climate change and resiliency, public health, child development, natural resources, the quality and sustainability of the built environment, cultural heritage, and the economy. Open space provides recreational areas for residents, enhances the beauty of an area, and supports the environmental health of neighborhoods by removing carbon from the atmosphere and providing sustainable infrastructure for stormwater management, habitat creation, water conservation, environmental education, and sea level rise adaptation. Open spaces can also help nurture a community's social and economic health by providing a wide variety of places for people to come together, interact, and engage in a broad range of activities. The Town's open spaces also contribute to its sense of place and play a critical role in defining the character of the Town.

WHAT IS OPEN SPACE?

The 2014 New York State Open Space Conservation Plan (NYSOSCP), prepared jointly by the New York State Department of Environmental Conservation (NYSDEC), New York State Office of Parks, Recreation and Historic Preservation (OPRHP), and New York State Department of State (NYSDOS) provides the following definition of open space:

“Open space is defined as land which is not intensively developed for residential, commercial, industrial or institutional use. Open space can be publicly or privately owned. It includes agricultural and forest land, undeveloped coastal and estuarine lands, undeveloped scenic lands, public parks and preserves. It also includes water bodies such as lakes and bays.”

In the NYSOSCP, the type of land defined as open space depends in part on its surroundings. For example, a small lot used as a community garden or a fishing pier could be considered open space in areas like Verplanck or Montrose, while in other areas, parcels over 5 acres and some as large as 350 acres may also be considered. Open spaces can also include small parcels or corridors that connect larger open spaces and function as trails or pathways for wildlife connectivity or for walking or bicycling. For the purposes of this chapter, we will define open space in a similar manner. It will include parcels both small and large in public or private ownership as well as active parkland and nature preserves. Since open space and recreation are intrinsically connected, this chapter will also discuss the Town's recreational facilities and programs. In many cases, open space and recreation resources will overlap.

B. Background & Base Studies

Open space preservation was a key objective of the 2004 Master Plan and the Town has made notable progress towards meeting its open space objectives over the last decade. For planning purposes, the 2004 Master Plan Committee defined the land use category “open space” as representing the following three distinct subcategories:

- **Category 1:** Dedicated open space areas that are largely vacant and are formally restricted from being developed (e.g., public passive parkland such as the Hudson Highlands Gateway Park). Privately-owned undeveloped areas that are restricted from development by conservation easements or similar restrictions also fall within this subcategory.

- **Category 2:** Properties that are not explicitly dedicated to open space, but the use and character of the properties are essentially the same as dedicated open space. While man-made structures may be present, the overall property maintains a significant percentage of land area that is undisturbed or green, e.g., a cemetery. Another type of open space would be certain types of recreational facilities such as a park (Blue Mountain or Georges Island, for example), a playfield or a golf course—while it may be more intensively used, a golf course’s design results in significant expanses of land being retained in a vegetated, open state. As part of the update to the Base Studies in 2015, cemeteries and private recreation areas such as private golf courses were mapped as separate categories from parks and open space and were not counted in the overall total of mapped open space.
- **Category 3:** Undeveloped or underutilized privately-owned land. While the land may currently provide open space benefits, there is no guarantee in the future that these benefits will be preserved since this land could be subject to development in the future. Properties such as Hudson Institute fall into this category. These properties were not included in the overall open space total acreage.

According to the 2003 Base Studies, as of 2002 there were 4,502 acres of dedicated open space that fall within category 1 and 2 above, or approximately 21% of the Town’s total land area of approximately 22,000 acres. Table 6-1 outlines the percentage of open space by category in 2004.

Table 6-1 | 2004 Open Space by Category

Category	Percentage of Open Space Land in 2004
County Parkland	46%
Conservation Lands including New York City Department of Environmental Protection (NYCDEP) Watershed Lands	32%
State Parkland	11%
Open Space within Cluster Subdivisions	5%
Town Recreational Facilities and Parks	4%
Private Homeowner Association Lands	1%
Recreational Facilities on Public School Lands	1%
Open Space within Cluster Subdivisions	5%

Sources: Town of Cortlandt Comprehensive Master Plan (2004); Town of Cortlandt Planning Office

Open Space: Where Are We Now?

One of the key objectives of the 2004 Comprehensive Plan was for the Town to complete an Open Space Plan and Open Space Map. In 2004, the Open Space Committee (OSC) prepared an Open Space Report with maps that identified and prioritized parcels for preservation based on a set of criteria developed by the OSC.

In the years since 2004, the OSC has met monthly for the purposes of continuing its efforts to identify open space parcels and to notify the Planning Board and the Town Board where opportunities exist for preservation. In 2013, the OSC merged with the Town’s Conservation Advisory Council (CAC). The mission of the combined OSC/CAC includes the preservation of significant open space throughout the Town for the purposes of enhancing community character, preserving scenic roads and vistas, improving habitat, and protecting biodiversity.

Since 2004, an additional approximately 2,000 acres of open space has been preserved. Table 6-2 outlines some of the additional Open Space parcels preserved since 2004. It should be noted that there have been advances in the precision by which the Town has been able to categorize its different land use types but the percentages of various land cover types shown on Figure 3-2 Existing Land Use (page 43) still remain an approximation of land use types. As a result, it is difficult to compare absolute acreage of the various land use categories between 2004 and 2015. However, based on the 2015 land use map approximately 34% of Town’s total land area is parks and open space. This number does not include cemeteries, “Private Recreation lands”, or Agriculture. With these categories of open space included, the total percentage of land with open space character is approximately 38%.

Table 6-2 | Examples of Open Space Land Preserved Since 2004

Name	Address	Acreage	Ownership
Valeria	341 Furnace Dock Road,	585 acres	Homeowners Association in Conservation Easement
Valeria	Sniffen Mountain Road	46 acres	Town of Cortlandt
New York City Watershed Lands	Various locations	262 acres	New York City Department of Environmental Protection (NYCDEP)
Hollowbrook Golf Course	1060 Oregon Rd	164 acres	Hollowbrook Golf Course but land encumbered with conservation easement
Hollowbrook Golf Course	1060 Oregon Rd	60 acres	Town of Cortlandt
Hanover Estates	Croton Avenue	17 acres	*Town of Cortlandt
Hudson Highlands	Sprout Brook Road	352 acres	Reverting to Town Ownership in 2015
Former Nick Angell property	South Mountain Pass	56 acres	New York State Office of Parks, Recreation and Historic Preservation
Furnace Dock Lake Park (Railroad Pond)	Furnace Dock Road	54 acres	Town of Cortlandt
Washington Trails	West side of Washington Street	48 acres	Town of Cortlandt
Various conservation easements	Various locations	50 acres	Town of Cortlandt
**Singer Property	Sprout Brook Road	120 acres	Westchester County Land Trust
Con Edison Property	11 St & Broadway Verplanck	100 acres	Town of Cortlandt
Notes: Not including various conservation easements see above. Sources: Town of Cortlandt Planning Office * Subject to final plat being filed ** in progress		TOTAL: 1914 acres	

CORTLANDT HAS A SAY!¹ RESULTS FROM THE COMMUNITY-WIDE SURVEY:

- 86% of respondents would like the Town to spend more public resources on providing more access to the Hudson River waterfront.
- 48% of respondents think the Town should develop more hiking trails.
- Residents surveyed think parks, open space and recreation (89%) as well as the preservation of ecosystems and habitats (85%) are issues that Cortlandt should focus on to become more sustainable.
- Respondents identified many open space resources as their favorite recreational locations in Town: Blue Mountain Reservoir (53%), George's Island (48%), Croton Gorge Park (44%), and the Cortlandt Waterfront (42%).
- Walking, viewing nature and hiking were identified as the most popular recreational activities.
- 55% of respondents consider that the Town's approximately 26%² of preserved open space is sufficient.

¹ These responses are based on the 2016 Cortlandt Master Plan Survey accessible to Cortlandt residents on the Town website from September 2014 to February 2015. The survey contained 28 questions and attracted 725 respondents.

² Since the survey was completed, updated land use mapping shows the Town has approximately 34% of total land area as preserved open space.

C. Key Challenges & Opportunities for the Future

As part of the Envision Cortlandt townwide survey, the community indicated its desire for the Town to continue to preserve, maintain, and improve existing open space for trails, neighborhood parks, and sportsfields. In addition, geographic equity (providing short-distance access and service of open space and recreation amenities for all Town residents) was identified as an important consideration by the MPC.

Preserved open space increases property values, attracts businesses and residents, supports tourism, and offers opportunities for recreation. It also protects against sea level rise and supports climate resiliency by providing green infrastructure assets (such as natural buffer zones) to accommodate projected risks from climate change (see Spotlight 6-1). Through green infrastructure planning, a community or region can identify and prioritize natural areas that should be preserved or restored to protect long-term ecological health and build community resilience. The process begins with an assessment of an area's most important environmental assets, identifying the natural and working lands and water bodies that need to be protected or restored. Along the water, this process should include a community vulnerability assessment, which systematically identifies areas that are vulnerable to, or that can help buffer communities from, natural hazards. This provides a framework for determining which lands and water bodies need protection and which areas can best accommodate growth.

Based on existing conditions and trends, the following have also been identified by the MPC and the public as key challenges and opportunities related to open space and recreation in the Town:

- Providing open space and recreation opportunities to all residents to enhance quality of life and encourage healthy lifestyles.
- Providing sufficient funding for maintaining parks and other recreation facilities as the acreage and number of facilities continues to increase.
- Preserving the Town's biodiversity by protecting significant expanses of land and habitat, allowing wildlife to travel an interconnected network.
- Providing access to open space and recreational amenities.
- Protecting environmentally sensitive land, e.g., wetlands and steep slopes.
- Protecting scenic views considered important to the community.
- Preserving cultural heritage, including historic and archeological resources.
- Preserving water quality and protecting surface and ground water resources such as streams, rivers, lakes, and aquifers needed for drinking water and aquatic habitat.
- Balancing park site acquisitions to serve all populations in all areas of the Town.
- Generating economic benefits through tourism by visitors who come to enjoy the beauty and recreational opportunities offered by the Town's open spaces and recreational amenities.
- Preserving community character and quality of life.
- Limiting the impacts associated with development, including increases in airborne pollutants, traffic, and noise levels.
- Encouraging development in existing town centers and away from rural areas.
- Addressing climate change by protecting forested areas that remove carbon from the atmosphere.
- Encouraging climate resiliency by protecting shorelines, broad riparian corridors, and wetlands.
- Lowering energy consumption by helping to moderate temperature fluctuations through the expansion and maintenance of the tree canopy in the Town's hamlets and commercial centers.
- Identifying, maintaining, and enforcing all existing public easements, which could serve as trail linkages.

Spotlight 6-1 | Why is Sea Level Rising?¹

Around the globe and along the Hudson River, sea level is rising due to global warming. Global warming is primarily a result of emissions from the burning of fossil fuels and other human activities. The ongoing warming of the planet is driving sea level rise in several key ways:

1. **Thermal Expansion:** Very simply, as water is heated it expands. Global warming has warmed the world's oceans and so they have expanded, accounting for about half of the globally observed sea level rise over the last century.
2. **Melting of land-based ice:** Glaciers around the world and the massive ice sheets in Antarctica and Greenland are melting faster in summer than winter snows accumulate and replenish them. This imbalance, due to persistently higher temperatures and reduced snowfalls as a result of global warming, is adding huge quantities of water to the world's oceans. In addition, increasing meltwater and warming oceans are speeding up and weakening the Greenland and Antarctic ice sheets, accelerating their contribution to global sea level rise.
3. **Weakening of the West Atlantic Gulf Stream:** Changes in the temperature and distribution of saltier and fresher waters in the Atlantic appear to be changing the speed and height of the Gulf Stream current along the eastern seaboard of North America. In turn, this "releases" the current's waters toward the coastline, adding a small but significant amount of height to regional sea levels in the northwest Atlantic.

Along the lower part of the Hudson River, a fourth factor is contributing to sea level rise:

4. **Land Subsidence:** From approximately Kingston southward, the Hudson River Valley itself is slowly subsiding, still reacting to the retreat of ice-age glaciers 10,000-12,000 years ago. This has the effect of raising the relative height of sea level as waterfront areas move downward.

¹ <http://www.scenichudson.org/slr/why-sea-level-rising>

D. Open Space & Natural Resources Goals & Policies

GOAL: Continue to preserve, maintain, protect, and acquire open space.



POLICY 109: Preserve land for its aesthetic or passive recreational value such as hiking, photography or nature studies, and, if specifically designated, bicycling, horseback riding, or fishing and its contribution to the quality of life of the community.

METRIC 109-1: Amount of new open space preserved.



POLICY 110: Seek the right of first refusal for parcels of land as identified in the Open Space Plan.



POLICY 111: Continue to encourage the use of cluster zoning to preserve passive and active open space.



POLICY 112: Create village greens and a "sense of place" in existing hamlet areas and in other areas, where appropriate.



POLICY 113: Support the Town's Climate Action Plan (e.g., limit development in floodplains, acquisition of open space, encourage the use of green spaces/community gardens/landscaped areas in highly suburbanized places with large amounts of impervious surfaces)

METRIC 113-1: Percent reduction in GHG emissions



POLICY 114: Enhance procedures for monitoring Town conservation easements to ensure easements are protected and maintained.



POLICY 115: Encourage property owners to plant replacement trees whenever trees are removed or destroyed.



POLICY 116: Continue the process of identifying parcels to be re-zoned to the Conservation Recreation and Open Space (CROS) and Parks Recreation Open Space (PROS) including considering rezoning existing cemeteries parcels to CROS.

Spotlight 6-2 CROS/PROS

Conservation Recreation and Open Space (CROS) —The CROS district was established in 2006 for privately-owned properties that are limited to open space, conservation, or recreational use. The CROS district would apply to private land that is used for conservation, recreation, and open space such as NYCDEP watershed lands, homeowner association lands, and golf courses.

Parks, Recreation and Open Space (PROS)—The PROS district was established to ensure the preservation of publicly-owned lands, including parks, open space, recreation areas, steep slopes, wetlands, flood-prone areas, unique, natural or geographic formations, rare vegetation or habitats of endangered wildlife, lakes, ponds, significant recreational areas or resources, trails, bikeways, pedestrian routes and significant scenic routes, particularly ridge lines, water bodies and mountains.

GOAL: Protect wildlife and maintain biodiversity.



POLICY 117: Connect existing open space parcels and create larger corridors of protected land in forest cover.

METRIC 117-1: Amount of contiguous land in forest cover, parkland, habitat, open



POLICY 118: Protect and/or restore natural areas including water resources, steep slopes, geologic formations, flora, or fauna that are unusual, spectacular, historically important, scientifically valuable, or unique, or that represent outstanding or rare examples of native species.

GOAL: Continue to support the efforts of the Open Space Committee.



POLICY 119: Update the 2004 Open Space Report.

METRIC 119-1: Complete update to 2004 Open Space Report.



POLICY 120: Develop and adopt definitions that describe and differentiate between the various types of open spaces located throughout the Town.

METRIC 120-1: Create and adopt definitions for the various types of open spaces.

GOAL: Increase connectivity between neighborhoods and open spaces through the use of pedestrian paths, sidewalks, bicycle lanes, multi-use paths, and trails



POLICY 121: Connect and link pedestrian and bike trails throughout Cortlandt.

METRIC 121-1: Mileage of contiguous pedestrian and bicycle trails



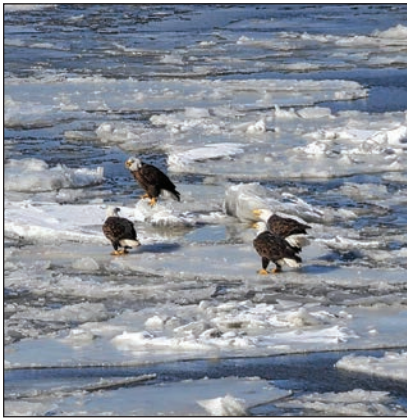
POLICY 122: Develop a Master Trail Plan showing the existing trail system (e.g. the Cortlandt Shoreline Trail, Westchester County Riverwalk, Hudson Valley Greenway) and identify potential future pedestrian and/or bike connections including analysis of existing road and utility rights-of-way and other properties to connect larger open spaces.

METRIC 122-1: Development of a Master Trail Plan depicting the existing trail system in Cortlandt.



POLICY 123: Develop trail markers and wayfinding signs to direct trail users to commercial centers and destinations such as significant historic and cultural resources throughout the Town.

METRIC 123-1: Mileage of installed trail markers and number of installed wayfinding signs.



*Eagles along the Verplanck Waterfront
(Rosemary Boyle Lasher)*



Croton Point Park (James Creighton)



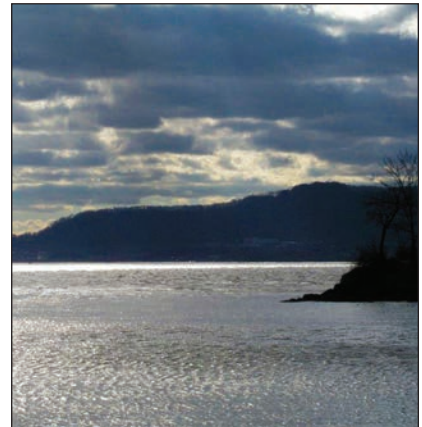
Hiking to Anthony's Nose (James Creighton)



Hudson Highlands Gateway Park (Town of Cortlandt)



Local Wildlife at Hudson Highlands Gateway Park (Town of Cortlandt)



George's Island (Town of Cortlandt)



Trails through McAndrews Estate (Dylan Coleman)



CCRA on Lake Meahagh (Town of Cortlandt)



Cortlandt Waterfront Park (Rosemary Boyle Lasher)

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CHAPTER 7:

Community Character & Visual Quality

A. Relationship to Vision

Community Character and Visual Quality strongly reflect a community's "sense of place". A sense of place can be defined as the meaning and emotion humans assign to geographic spaces (Stedman 2003). Sense of place reflects processes by which individuals or groups identify, attach to, depend on, and modify places, as well as the meanings, values, and feelings that individuals or groups associate with a place. These emotions are strongly influenced by the visual environment including the natural features, buildings, and roads that comprise the character of a place. Since most people are more inclined to take care of places with which they feel a strong connection, strengthening a sense of place can support the long-term sustainability of a neighborhood or area.

A community's unique identity also adds economic and social value. A community that is an attractive and desirable place to live can drive economic prosperity and can be a critical component of an economically vibrant community. Since the visual nature and quality of our community is one of our most immediate connections to the environment, protecting and enhancing visual and community character is critical to making a community a desirable place to live. The Town is seeking to strengthen its residents' sense of place and belonging to a thriving, inclusive community by enhancing its visual and community character while also attempting to tie together various distinct areas of the Town into a unified theme.

B. Background & Base Studies

As part of *Envision Cortlandt*, the MPC evaluated and updated the inventory of scenic resources that had been developed as part of the 2004 Master Plan. This inventory was developed to document those areas that are of visual significance and is organized by area (see page 94). The inventory identifies parks, natural features, hamlet centers, cultural resources and scenic vistas. Many of the scenic areas listed are those with views to and from the Hudson River from parklands along the shoreline and from higher elevations inland. The Croton Reservoir and Croton Gorge were also identified as scenic resources, along with several historic sites within VanCortlandtville and Verplanck. Gateway Areas are a new category of scenic resources identified as part of the Plan, and refer to those locations that are entrances to the Town. These entrances provide opportunities to invoke positive feelings or impressions about a place through visual clues that identify and help define the Town's personality. The goal is to better define a sense of place within the Town through the establishment of gateway areas to it.

The survey identified the lack of a traditional town center as a barrier to creating a cohesive Town identity. Residents also noted the importance of updating design standards



Robert Taplin's Three Statues (A Short History of the Lower Hudson Valley) at the Cortlandt Train Station (Chris Kehoe)

that emphasize building aesthetics and visual appearance in order to further promote the success of businesses and economic vitality. Preserving a “sense of community in your neighborhood” and “rural town character” were also principal concerns identified as important issues for consideration. Similar to the 2004 Master Plan, the ongoing maintenance and enhancement of the existing elements that combine to create the Town’s visual environment (such as its natural features, parks, buildings, and roads) were also a principal concerns identified in the survey.

Creating places that are harmonious and compatible is supportive of an economically, environmentally, and socially sustainable Town. The scenic resources inventory highlights the importance the MPC places on the existing hamlet centers to the overall visual and community character of the Town. These hamlet centers help form the Town’s current identity and will continue to be critical elements of the Town’s visual and community character in the future. This Plan seeks to create unifying elements that link the Town’s diverse hamlet centers, gateways, and commercial areas together to create a sense of place unique to Cortlandt, while allowing each area to retain its distinctive personality.

Table 7-1 | Scenic Resources in the Town of Cortlandt

<p>Annsville</p> <ul style="list-style-type: none"> • Annsville River • Sprout Brook Park • Sprout Brook Valley • Peekskill Bay • Hamlet Character <p>Anthony’s Nose/Bear Mtn Bridge</p> <ul style="list-style-type: none"> • Hudson Highlands SASS • Hudson Highlands Gateway Park (352 acres) • Bear Mtn. Highway • Anthony’s Nose • Bear Mountain Bridge • Toll House & Trails <p>Crugers-Oscawana</p> <ul style="list-style-type: none"> • Oscawana Park (views to and from) • VA Hospital • George’s Island (views to and from) <p>Furnace Woods</p> <ul style="list-style-type: none"> • Views of Croton Reservoir • Scenic vistas from Twin Lakes, Dickerson Mountain, and Salt Hill • Railroad Pond Park <p>Southeast Cortlandt</p> <ul style="list-style-type: none"> • Croton Reservoir • Croton Gorge • Teatown Area • Quaker Ridge Area • Quaker Bridge Area near Ossining 	<p>Montrose</p> <ul style="list-style-type: none"> • Portions of Blue Mountain Reservation • Hamlet character <p>Town Gateway Areas</p> <ul style="list-style-type: none"> • Waterfront portions of Annsville • Furnace Dock Road at the intersection with Route 9a • Bear Mountain Bridge Road/Tollhouse (Visitor Center) • Route 6 (Cortlandt Boulevard) from Conklin to Lexington Avenue providing gateway from City of Peekskill and Town of Yorktown • Route 129 at Yorktown Border near the New Croton Dam <p>VanCortlandtville</p> <ul style="list-style-type: none"> • Old St. Peter’s Church • Van Cortlandt Upper Manor House • Hillside Cemetery • Hamlet Character • Views to and from Gallows Hill • Little Red School House <p>Verplanck</p> <ul style="list-style-type: none"> • Cortlandt Waterfront Park • Steamboat Dock • Lake Meahagh and Lake Meahagh Park • Hamlet Character • White’s Beach Area
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Existing Conditions

In recent years, the Town has made significant efforts to improve the visual appearance of the Route 6 commercial corridor and has begun to bring a cohesive design to this area. In August 2006, the Town received permission from NYSDOT to allow the Town to rename Route 6, "Cortlandt Boulevard." Uniform signage was installed to demarcate the boundaries of Cortlandt Boulevard within the Town. In addition, the Town has installed or worked with developers to install sidewalks, decorative lighting at key intersections, plantings, and street banners designed to enhance the area.

The Town received a \$1.96 million dollar transportation enhancement grant for streetscape improvements for the entire length of Cortlandt Boulevard and is currently in the process of completing designs for this project. The Town is also considering other sustainability initiatives along Cortlandt Boulevard, such as elements of complete streets, sidewalks, bus pull-offs, and bus shelters. In addition, the Town requires developers to install Town-specified decorative lighting fixtures wherever improvements are contemplated along any of Cortlandt's commercial corridors, such as at the Oregon Road Roundabout, portions of Route 9A, portions of Cortlandt Boulevard, and Broadway in Verplanck.

Since the 2004 Master Plan, residential uses have comprised the largest portion of new development. Much of the more recent residential development is in low-rise multi-family developments and includes apartments, townhouses, and condominiums. Examples of multi-family projects within the past 10 years in Cortlandt include: Valeria, Jacob's Hill, and Round Top. This increase in multi-family residential development reflects the market demand for multi-family housing generated in part by economic conditions as well as demographic trends (smaller family size, increase in single-parent households, etc.) and convenience (e.g. less maintenance than single-family homes). The majority of multi-family housing in Cortlandt is located within its commercial centers and along major traffic corridors, and is visually different from the older subdivisions and residential developments found within the semi-rural areas of Cortlandt.

Due to the Town's unique regional location in the scenic Hudson River Valley, its parks and open spaces are enjoyed by both Town residents and tourists. One of the principal goals of this Plan is to better integrate the Hudson River into the Town's identity and to continue to assimilate the River's scenic, cultural, and natural heritage with the Town's community character. This will help to better link Cortlandt's identity to the River, create more opportunities for cultural tourism, and improve overall quality of life. Since the previous Master Plan, the Town has continued to designate parkland along the Hudson and provide for additional public access on the Hudson River within the Verplanck Hamlet.

The Town has added 1,914 acres of open space since 2004 (see Table 6-2). This increase in open space has continued to strengthen the semi-rural character of areas within Cortlandt that are visually defined by mature



View from George's Island Park (Town of Cortlandt)



Lake Meahagh in Winter (Town of Cortlandt)



View from Steamboat Dock in Verplanck (Town of Cortlandt)



View of Bear Mountain Bridge (Town of Cortlandt)



Entrance to Cortlandt Boulevard (Michael Huvane)



Decorative Light Fixture on Route 6 (Michael Huvane)



Jim Martin Aviation Playground along the Verplanck Waterfront (Seth Freach)

trees, stone walls, wooded areas, fields, lawns, and shoreline. With the adoption of the Historic/Scenic Road Ordinance in 2010, the Town has made clear its commitment to continue the preservation of the historic/scenic character of the Town's designated roads.

Over the past several years, the Town has conducted several targeted planning studies, in the hamlets of Montrose and Verplanck as well as in the area of the roundabout at Oregon Road. Significant visual and community character improvements have been made within the hamlets of Montrose and Verplanck as well as in the area of the roundabout (Oregon Rd, Westbrook Drive, Jay Road) since the adoption of the 2004 Master Plan. These improvements were identified in the individual Area Enhancement Plans (see Appendix C) and included the following:

MONTROSE ENHANCEMENT PLAN (MEP)

- Created Montrose Business Association to encourage:
 - The visual branding of the hamlet.
 - Enhanced planting areas and awareness of historical sites along Route 9A.
- Constructed a crosswalk across Route 9A to enhance walkability and connectivity and increase pedestrian activity within the downtown area.
- Installed new sidewalk and various transportation improvements
- Designed Route 9A Sidewalks from Kings Ferry Road to the VA (construction planned 2016).

VERPLANCK ENHANCEMENT PLAN (VEP)

- Ongoing improvements to Cortlandt Waterfront Park including Veterans Memorial & Playground.
- Created the Verplanck Waterfront Master Plan (April 2015)-Westchester Municipal Planning Federation (WMPF) Planning Achievement Award Winner.
- Improved Meahagh Park with community garden, rowing, basketball court, and walkways.
- Acquired former Con Edison Property—approximately 100 acres including the Letteri Little League Field and Quarry.
- Completed Broadway Streetscape improvements (5th to 8th). Future planning for Phases II & III (River to 16th).

OREGON ROAD ROUNDABOUT (REP)

- Installed the roundabout.
- Installed sidewalks along Oregon Road and near the roundabout.
- Constructed new stone walls in the center of the roundabout and along Oregon Road to enhance visual quality.
- Installed plantings at roundabout and near Jay Road.

CORTLANDT HAS A SAY!¹ RESULTS FROM THE COMMUNITY-WIDE SURVEY:

- Creating a sense of community in your neighborhood was the 4th most important topic for the Plan out of 16 possible responses.
- 76% of respondents think the Town should spend public resources on cultural amenities.
- 79% of those surveyed agree that the Town should encourage updating design standards for businesses to promote economic vitality in Cortlandt.
- 89% of respondents would like the Town to encourage restaurants and outdoor dining to enhance the quality of Town business areas. Residents also identified streetscape improvements and cafes as critical to creating Town centers.
- Promoting farmer's markets, local businesses, Hudson River access, and pedestrian accessibility were all identified as key initiatives to promote the success of business and economic vitality in Cortlandt. These elements are critical to improving the Town's community character.

¹ These responses are based on the 2016 Cortlandt Master Plan Survey accessible to Cortlandt residents on the Town website from September 2014 to February 2015. The survey contained 28 questions and attracted 725 respondents.



*Steamboat Dock along the Verplanck Waterfront
(Town of Cortlandt)*



Oregon Road Round-a-Bout (Town of Cortlandt)

C. Key Challenges & Opportunities for the Future

Based on existing conditions and trends the following are the visual and community character challenges and opportunities in the Town:

- Lack of traditional town center—multiple hamlet and commercial centers each with visually distinct identities.
- Need for a single, unifying Town identity (such as a logo) to help support a sense of place.
- Continued and enhanced maintenance of existing roadways, pedestrian amenities, and public spaces.
- Need for cohesive design guidelines and standards for hamlet centers and commercial areas, including signage and lighting.
- Continued enforcement of property maintenance and sign ordinances.
- Continued pursuit of elimination of billboards throughout the Town.
- Continued protection of the Town's scenic resources.
- Implement and enhance streetscape improvements in commercial areas and historic hamlets.

The specific recommended goals and policies to address these key future challenges and opportunities follow this section.

D. Community Character & Visual Quality Goals & Policies

GOAL: Enhance vitality of neighborhoods through improvements to community character, design, and visual identity



POLICY 124: Develop an icon/logo for the Town.

METRIC 124-1: Establishment of a icon/logo for Town.



POLICY 125: Encourage the adoption of a property maintenance law that would require all properties occupied or vacant to be free of vermin, hazards, litter, nuisance and debris and authorize the issuance of citations and fines as well as authority that if the owner or occupant does not comply, the Town could have the property cleaned up and the cost could become a tax lien on the property.



POLICY 126: Encourage neighborhoods, businesses, and other organizations to take a larger role in maintaining public spaces.



POLICY 127: Establish aesthetically pleasing visual gateways to Cortlandt, such as signage, landscaping, lighting and other design features including streetscapes that can be made to enhance visual character and improve the pedestrian environment.



POLICY 128: Encourage public art in parks, Town and neighborhoods centers, in streetscapes along roadways and other public gathering places (see Chapter 6, Open Space and Natural Resources).



POLICY 129: Encourage the preparation of design guidelines for new developments to include criteria that reflect local conditions, characteristics, and design objectives, but are flexible enough to allow individual creativity.



POLICY 130: Maintain, support, and consider increasing the responsibilities of the Architectural Review Council (ARC) as a volunteer committee.



POLICY 131: Develop an Architectural, Site and Landscape Design Manual for commercial development.

METRIC 8-1: Adopt an Architectural, Site and Landscape Design Manual



POLICY 132: Improve the visual quality and community appearance of existing hamlet areas through public improvements such as streetscapes and public art.

Spotlight 7-1 | Hudson River Viewshed

There are a number of areas along the Hudson River which are visible from the Town but are not located in the Town. These areas contribute to the scenic character of Cortlandt and could potentially be altered by new development, thereby affecting the visual character of the Town. Cortlandt should coordinate with adjoining municipalities to make certain that the Town is notified of any new development proposals within Cortlandt's Hudson River viewshed. The Town should provide input and comments on any development proposal within the Town's viewshed that has the potential to directly affect the visual character of Cortlandt.

GOAL: Protect and Preserve Scenic Resources



POLICY 133: Continue to support the efforts of the Open Space Committee.



POLICY 134: Continue to protect scenic roads (see Chapter 9, Historic Preservation & Cultural Resources).



POLICY 135: Maximize the preservation of significant public river views by protecting the visual quality of both sides of the Hudson River through coordination with adjoining municipalities to provide input and comments where appropriate (i.e. in cases where development proposals will directly impact the visual character of the Town.)

GOAL: Provide lighting that is more energy efficient, minimizes light trespass, reduces sky-glow to increase night sky access, reduces glare to improve visibility, and reduces adverse impacts on wildlife while providing security and safety



POLICY 136: Adopt a lighting ordinance that ensures safety, night sky access, and greenhouse gas emission reduction, where appropriate, through adherence to light trespass and uplight requirements in perpetuity.

METRIC 136-1: Adopt a Lighting Ordinance.

Spotlight 7-2 | Lighting Ordinance

A lighting ordinance includes provisions designed to control the use of outdoor artificial illuminating devices and encourage good lighting practices such that lighting systems are designed to prevent light trespass, reduce light pollution (also known as “sky glow”), reduce excessive glare, promote energy conservation, and improve safety and security. A lighting ordinance should consider including the following:

- In areas sensitive to light spillover (e.g., wetlands, residential, etc.), the ordinance should require exterior luminaires to utilize shielding and fixture-integrated lighting controls and that minimizes light trespass, backlight and glare.
- The ordinance should require the use of Town specified lighting fixtures in public areas.
- The ordinance should require the use of energy efficient light fixtures (e.g. LED lights).
- The lighting ordinance should ensure lighting is sufficient for public safety.
- The lighting ordinance should require the submission of a photometric plan.
- The lighting ordinance should also consider the lighting of commercial storefronts.
- The lighting ordinance should specify min/max light intensity in foot candles, etc.
- Any installation of replacement lighting fixtures should be retrofitted with energy efficient lights (e.g., LED lights).

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CHAPTER 8: Community Services & Recreation

A. Relationship to Vision

The Town has taken a leadership role to advance policies and practices that support a more sustainable future. A key component of a sustainable community's success is effective and responsive leadership that promotes proactive, resilient, and healthy community institutions and services. The Town delivers many services that enhance the quality of life for its residents. These include municipal services such as sanitation, recreation facilities and programs, teen and senior programming as well as coordination with other agencies such as schools, libraries, fire departments, ambulance corps, police, public safety, and health care services. These services and institutions form the backbone of the community and significantly contribute to the Town's identity and sense of place. Similarly, recreational facilities and programs are essential to engaging diverse groups of people in social and physical activities and have far-reaching

and long-lasting public health implications. Through initiatives such as the Cortlandt Green Team (see Spotlight 8-1), the Town has committed to lead by example by implementing environmental improvements in municipal operations such as reducing water use, energy consumption, and greenhouse gas emissions. Cortlandt is also a forerunner in the implementation of municipal shared services, which will continue to be a critical component of its vision for a more efficient, as well as sustainable, fiscal future. This chapter of *Envision Cortlandt* will establish long-term sustainable policies for community services and recreation that will help guide future decision-making within the Town and include innovative technology strategies to improve communication, connectivity, community awareness, and access to Town services.

B. Background & Base Studies

COMMUNITY SERVICES

INTRODUCTION

Since the last Master Plan was adopted in 2004, the Town has seen modest residential and commercial growth, which has increased the burden on local services. Volunteer fire departments and EMS/ambulance corps serve more homes and businesses every year. As the population grows and demographics change, demand for additional services and programs continues to increase. Services, such as outreach to seniors, veterans, and teens, as well as support for arts and recreation, are needed more than ever to balance the reduction in Federal and State funding for these types of programs that resulted in part from the recession of 2008. Strategies for continuing to provide high-quality services to Town residents while accommodating increasing demand from new development and evolving resident needs are critical to making services available on a continuing basis.

Existing Conditions

The Town has 10 departments and about 140 employees that provide direct services to residents. In addition to typical municipal services, Cortlandt also contributes to cultural organizations, such as the Croton-Cortlandt Center for the Arts, and the Paramount Hudson Valley Theater in Peekskill.

The Town provides its residents with a wide range of community services, which are delivered to the community via numerous facilities located throughout the Town. Some of these facilities serve specific areas, such as neighborhood parks. Other facilities, such as Town Hall, the Senior Center on Westbrook Drive, and the Youth and Recreation Center on Memorial Drive, serve the entire community. Some community services are also provided in conjunction with and/or by local, regional, and state public, private, and non-profit agencies.

Spotlight 8-1 | Green Team: A Brief History

In 2009 the Town Board hired Dani Glaser of Green Team Spirit, as a consultant to help establish the Town of Cortlandt Green Team as a spin off group for the 25x12 Sustainability Plan. Employee volunteers were enlisted to work on the Green Team.

An online survey was sent to all staff to gather feedback on existing business practices in Town government day-to-day practices and to elicit ideas on how to make improvements that would help the environment and save money. A follow-up survey was sent one year later in June 2010 revealing significant improvements across the board, including an 8% reduction in energy usage and a 66% reduction in purchased cases of copy paper in one year.



Cortlandt Green Team (Town of Cortlandt)

Once established, the Green Team developed a design and logo to be used on information flyers, correspondence and other areas where the Green Team had launched a project. The Green Team met during regular monthly meetings and in an effort to start small, began to implement a few of these initiatives.

1. Reminders from the Green Team (with logo) were posted over every light switch in all Town owned buildings, to turn off lights.
2. A utility closet was painted and redecorated to serve as a usable sink to wash dishes and get away from disposable paper goods.
3. The faucet on the sink in the utility closet was replaced to stop a drip leaking up to 700 gallons of water per year.
4. Paper brochures for Recreation and Sanitation departments were consolidated to save paper and postage with the plan to eventually make these available online.
5. Recycling receptacles were added at ballparks and fields.

Members were asked to volunteer for committees to begin projects:

- The Brochure Consolidation Group
- Vehicles/Fleet Group
- Recycling
- Water Conservation
- Green Procurement
- Communication, Motivation and Education Group (CME)
- Create awareness
- Educational and motivational programs
- Signage and reminders
- Family Fun Day – coordinating a table to share ideas with the public to learn what the Town is up to

The team structure evolved with the creation of a 4-person executive board that serves an organizational role to oversee Town business operations where goals, timelines, and accountability are tracked to stay on course.

Policies have been passed by the Town Board to assist in conservation efforts:

- Green Procurement Policy
- Double sided printing policy
- Limited ordering of paper goods

The Green Team has continued to operate in conjunction with the Town's sustainability plan. Dani Glaser of Green Team Spirit continues to act a liaison for the Green Team and the Town departments and board along with other local governments and businesses to assist in our efforts. See *Town of Cortlandt Case Study*.

<http://greenteamspirit.com/green-business/uncategorized/municipal-green-teams-%E2%80%93-a-case-study/>

Cortlandt is a leader in the implementation of municipal shared services. Shared services can help municipalities increase effectiveness and efficiency in their operation. As municipal responsibilities become increasingly complex and challenging, shared services and other cooperative opportunities can be a way to reduce or avoid costs, improve service delivery, or maintain services.¹ In the early 1990s, Cortlandt began providing local services in cooperation with adjacent municipalities and other regional organizations. For more than twenty years, Cortlandt has used a variety of shared service mechanisms to provide efficient, cost-effective community services. Between 1992 and 2015 the following shared services were implemented by Cortlandt:



Northern Westchester Joint Water Works Filtration Plant (Town of Cortlandt)²



Youth Center (Nicole Kelly)

Northern Westchester Joint Water Works (NWJWW)

NWJWW was formed as a collaboration between the Towns of Cortlandt, Yorktown, Somers, and the Montrose Improvement District to address an unfunded mandate from EPA to filter water. NWJWW filters 2.6 billion gallons of water each year collectively. By working together, the Towns saved over \$8 million on this multi-million-dollar filtration plant project.

New Police Plan with the NYS Police and Westchester County Police

Cortlandt disbanded its small police force in the late 1990s and is now served by the Westchester County Police and the New York State Police. In the first year, Cortlandt saved \$800,000. In subsequent years, the Town has saved over \$1 million per year. The New York State Police have an office building in Cortlandt and the Westchester County Police have a satellite office at Cortlandt's Town Hall.

Advanced Life Support (ALS)

A partnership between the Town, the City of Peekskill, and the Village of Buchanan allows the Town to provide ALS services to our residents at a very low price.

Recycling Northern Tier Coalition

Six different municipalities in the northern part of the County formed the coalition to construct a recycling center. Westchester County operates the center in the Town on land owned by Cortlandt.

Purchasing

The Town coordinated with the two villages (Buchanan and Croton) to join in on bids to save money on highway salt, vehicles, equipment, etc.

Open Space Acquisition

Cortlandt worked with a partnership of New York State, Westchester County, Scenic Hudson and the Private sector to acquire 352 acres for \$6 million (former Hillpoint property) now the Hudson Highlands Gateway Park which is a Town Park maintained by Town staff.

Villages of Croton & Buchanan

The Village of Croton and Buchanan applied jointly for the NYS Department of State SMSI (shared services incentives) for \$100,000 of shared equipment.

¹ Source: Shared Service in Local Government, Office of the New York State Comptroller December 2009 <http://www.osc.state.ny.us/localgov/pubs/lgm/g/sharedservices.pdf>

² Source: <http://www.marquiseconstruction.com/NJWW.html>

Sustainable Westchester

In late 2009, fourteen municipalities in the northern tier of Westchester County came together to act as a consortium (formerly known as “NWEAC”) in order to address issues of common interest and to explore opportunities for mutual benefit in our drive towards Sustainability.

Youth Center

Croton Youth/Seniors and Buchanan Youth/Seniors use this state of the art \$2 million facility paid for by Cortlandt.

Bio-Diversity Studies

Cortlandt and several other municipalities (including New Castle, Putnam Valley, and Yorktown) paid for a consultant to study environmental issues and preservation issues resulting in the “Croton to Highlands Biodiversity Plan” dated 2004.

Information Technology

Cortlandt shares Geographic Information Services (GIS) online mapping with both the Village of Buchanan and the Village of Croton. Cortlandt’s Town Assessor provides mapping for both villages and provides hard copy updated parcel data annually to the Village of Croton at no cost to them.

Nor-West Regional Special Services

Established in 1973, Nor-West provides community-based therapeutic recreation programs, respite, and transportation services to persons with differing abilities residing in the northern portion of Westchester County, playing an important role in the habilitation and normalization of individuals with developmental disabilities.

“Sharing services is critical in order to save taxpayers money and to plan efficiently for our future.”

- Linda D. Puglisi, Cortlandt Town Supervisor

POLICE AND OTHER PUBLIC SAFETY SERVICES

Police services in the Town are provided by both the Westchester County Police and the New York State Police. Both forces serve the unincorporated part of the Town of Cortlandt and residents have the choice of calling either police service. The Villages of Buchanan and Croton-on-Hudson both have their own police departments.

The Zone Headquarters of Troop K of the NYSP are located on Memorial Drive off Route 9A in a facility which was built by the Town to retain the zone headquarters in the Town. Westchester County Police coverage began for the Town of Cortlandt in 1999 through an inter-municipal agreement between the County and the Town. The agreement allowed for the use of a portion of the Cortlandt Town Hall as the northern command station for the Westchester County Department of Public Safety to supplement New York State Police coverage. As part of the agreement, the County assigns a number of police officers and vehicles to operate out of the Cortlandt Town Hall Northern Command Station.

Other public safety services such as fire, building inspector, animal control, parking enforcement and enforcement of environmental and zoning regulations are provided by the Code Enforcement Division of the Town of Cortlandt Department of Technical Services.

FIRE PROTECTION SERVICES

Within the Town, there are seven fire departments that provide fire protection services:

- Buchanan Fire Department (village outside the Town)
- Montrose Fire Department
- Verplanck Fire Department
- VA Fire Department (federal on site fire department part of the Westchester County Mutual Aid System)
- Croton Fire Department (village outside the Town)
- Lake Mohegan Fire Department (serves Portions of Cortlandt & Yorktown)
- Continental Village Fire Department (Putnam County based fire department)

There are three protection districts that the Town contracts with on an annual basis to provide fire services to addi-

tional areas within the Town outside their primary fire district. The Consolidated Continental Village Fire Protection District is contracted with the Continental Village Fire Department and the Mount Airy/Quaker Bridge Fire Protection District is contracted with the Croton Fire Department. The Montrose Fire Department provides fire services to the Furnace Dock Fire Protection District.

Each fire department provides fire services to their designated district boundaries. When a call for assistance is made, that specific designated department responds to the emergency within their district and can request additional assistance from other departments through “mutual aid.”

With the exception of the Lake Mohegan Fire Department, which is a combination department (both volunteer fire fighters and career firefighters who operate fire apparatus and provide EMS support), and the VA Fire Department (career firefighters/EMS), the fire departments in Cortlandt are 100% volunteer.

All the above fire departments are part of Battalion 10 (other than Continental Village Fire Department which is Battalion 12) as designated by the Westchester County Department of Emergency Services. These departments train together regularly and provide mutual aid to each other whenever necessary.

EMERGENCY MEDICAL SERVICES (EMS)

There are five ambulance agencies that provide emergency medical services to the Town residents:

- **Cortlandt Community Volunteer Ambulance Corps:** provides coverage to Buchanan, Montrose, portions of Croton within the Town, and the southern part of Cortlandt Manor.
- **Verplanck Fire Department EMS:** provides coverage to Verplanck and a portion of Buchanan to the Peekskill City line which includes Entergy Nuclear.
- **Croton Volunteer Ambulance Corps** provides coverage to the Mt. Airy Quaker Bridge Protection District.
- **Mohegan Volunteer Ambulance Corps** provides coverage to the northern part of Cortlandt and they also provide coverage to a portion of the Town of Yorktown.
- **Peekskill Community Volunteer Ambulance Corps** provides coverage to the Consolidated Continental Village Fire Protection District.



Volunteer Firefighters (Town of Cortlandt)



Firetruck during the Veterans Parade in Verplanck (Seth Freach)

All agencies are dispatched via the E911 system and dispatched by Westchester County Department of Emergency Services through 60 Control. In addition, the VA Fire Department responds to all medical emergencies on the VA campus, including the New York State Veterans Nursing Home working closely with the transporting agency Cortlandt Community Volunteer Ambulance Corps, and Cortlandt Regional Paramedics.

ADVANCED LIFE SUPPORT SERVICES

Advanced Life Support Services (ALSS) are provided by Cortlandt Regional Paramedics (CRP). The CRP is an example of shared services, as Cortlandt, Buchanan and Peekskill (along with the New York-Presbyterian/Hudson Valley Hospital Center) cooperate to bring these services to our area. It should be noted that the Town of Cortlandt is the lead agency for this program. CRP maintains two stations (one on Memorial Drive sharing space with the New York State Police and one on the campus of the New York Presbyterian Hospital Hudson Valley Hospital on Crompond Road). These stations are strategically placed

to allow for the fastest rate of response possible. These stations are manned 24 hours a day, 7 days a week. The City of Peekskill provides a Peekskill Fire Department Paramedic to increase coverage and decrease response times. Through mutual agreement, paramedics from the City of Peekskill respond to calls in Cortlandt and vice versa.



Cortlandt Regional Paramedics Headquarters (Town of Cortlandt)



Cortlandt Regional Paramedics Vehicles (Town of Cortlandt)

SANITATION SERVICES

The Town provides curbside household and limited commercial solid waste disposal collection and recycling services. Solid waste is disposed of at the Wheelabrator Westchester Waste-to-Energy Plant in Peekskill. The amount of trash disposed is set by agreement with Westchester County.

The Town's Department of Environmental Services, located at 167 Roa Hook Road, has approximately 30 employees assigned to this task each day. Garbage is collected once a week on Mondays and Tuesdays. Commingled recyclables (i.e., glass, metal, and plastic) are collected once a week on Thursdays, and recyclable paper products (such as newspapers and magazines) are picked up once a week, on Wednesdays. The Town also recycles e-waste, Christmas trees, tires, and bulk metals. In addition, the Town collects yard waste (such as leaves and woodchips), which are also recycled via a Town-operated transfer station. The Department also provides bulk collection for each household ten times per year. The Town and five other municipalities in the Northern Tier Coalition bring their recyclables to a Westchester-County-managed transfer station on the Roa Hook Road property.

In 2014, the Town recycled the following: 2,047 tons of paper products, 1,154 tons of commingled items, and 10 tons of tires. Over the same period, over 55 tons of appliances with Freon and white goods were collected and recycled and over 998 tons of leaves and wood chips were recycled.

HEALTHCARE SERVICES

A variety of medical institutions are located within the Town. The primary medical center is the New York-Presbyterian/Hudson Valley Hospital, located at 1980 Crompond Road (also known as Route 202). A 128-bed hospital facility, the hospital provides both acute and ambulatory services. Many medical and dental office buildings are located in the vicinity of the hospital on Crompond Road. The New York-Presbyterian/Hudson Valley Hospital includes:

- State of the art 24 hour full "no wait" emergency room
- Surgical center
- Intensive Care Unit (ICU)
- Progressive Care Unit (PCU)
- Women's Pavillion for Birthing and Neo-Natal Intensive Care Unit
- Cardio-Pulmonary Rehabilitation Center
- Center for Rehabilitation Services
- Center for Diagnostic Imaging
- Wound Care & Hyperbaric Medicine
- Bariatric Surgery
- Sleep Center
- Digestive Health Center
- Wellness Club



VA Hospital (Town of Cortlandt)



Town Hall (Town of Cortlandt)

Other hospitals providing care to the Town's residents are the Westchester Medical Center in Hawthorne, Phelps Memorial Hospital on Route 9 in North Tarrytown and Northern Westchester Hospital Center in Mount Kisco. All three hospitals provide a full range of in-patient and out-patient services.

The FDR Campus of the VA Hudson Valley Health Care system, located in Montrose, provides services to veterans in the counties of Westchester, Rockland, Putnam, Dutchess, and Bronx, and is one of the only Veteran Hospitals in the area with access to public transportation (Cortlandt Train Station). The FDR VA Hospital boasts one of the largest community care home programs for veterans within the entire 172 VA hospital system and provides tertiary care in acute and chronic psychiatry and post traumatic stress disorder (PTSD). Inpatient and outpatient services are supported by dental, optometry, podiatry, women's health clinics, and more. During the last 20 years, due to federal budget cuts and a reduction in patients, there have been attempts to close this important facility. Cortlandt fought and won these challenges and continues to actively support the VA Hospital as a critical organization dedicated to the needs of our veterans.

Care for elderly residents of the Town is provided by several facilities, including the Bethel Nursing Home in Crugers, the Cortlandt Nursing Home on Oregon Road, the Seabury at Field Home in Cortlandt Manor, Skyview Nursing Home on Route 9A in Croton-on-Hudson, the

New York State Veterans Home at the VA Campus in Montrose, the Danish Home in Croton-on-Hudson, Northern Westchester Restorative Therapy and Nursing Center Lexington Avenue (Yorktown), and the Westledge Extended Care Facility in Peekskill.

The Town also has several group homes or community residential facilities run by organizations such as Cardinal McCloskey Services, the Hawthorne Foundation, and NYSARC Inc., located in single-family homes in different residential neighborhoods throughout the Town. Adult housing is also provided by the Mohegan Park Home for Adults facility located at Lexington Avenue and Route 6 in Mohegan Lake. The Keon Center in Peekskill and the Putnam Adult Day Care Center in Carmel also provide adult day programs in the area in addition to the wide range of senior services provided by the Town's Office for the Aging.

As part of this Sustainable Comprehensive Plan, the Town is recommending the establishment of a Medical Oriented District (MOD) in the area surrounding the New York Presbyterian Hudson Valley Hospital Center. A MOD is a new trend in health care where patients can access a range of health services (utilizing partnerships between hospitals and private practices) and other complementary uses in one central area. The establishment of a MOD in Cortlandt will help the Town be more proactive in responding to healthcare reform and an aging demographic. The possibility of providing complementary services to the VA should be explored.

Spotlight 8-2 | Central Facility for Department of Environmental Services

For several years, the Town has contemplated the creation of a central location for all its DES divisions and functions (including Administration, Customer Service, Sanitation, Parks, Central Garage, Highway, Buildings, and Water). However, finding an appropriate location has proven difficult. Each of the above locations comes with its own sets of challenges. The 7th and 8th Street locations in the Hamlet of Verplanck are immediately adjacent to residential areas and have long been an issue in this area of Town. Access to the Roa Hook Road facility occasionally floods due to both tidal and increased storm surge and is limited in size. It should be noted that during discussions surrounding a Centralized DES Facility there is a plan to retain the Arlo Maintenance yard, as it offers a unique location and facility for the storage of equipment, construction materials, and salt.

The MPC discussed the need for a centralized facility which would allow for a single garage for maintenance, the indoor storage of vehicles and equipment, thereby reducing the need for idling and extensive warming up of vehicles (a greenhouse gas emissions issue) and to significantly increase the life of the

vehicles. Construction of a truck washing station at the facility would allow for proper stormwater containment and provide a means for post-storm washing of corrosive salt from the plow fleet.

A Central DES facility would allow for enhanced employee services and interactivity, including lockers and showers. Appropriate offices would be created allowing for better use of existing staff at both the administrative and foreman levels. The opportunity exists for the creation of a state of the art emergency operations outpost for storm related and other events as well as enhanced technology, increased internet speeds/connectivity, improved training ability and storm resiliency design. The Town is in the process of seeking a Consolidated Funding Applications (CFA) grant to assist in the search for an appropriate site and design to meet all of the above. Conceptual site plans detailing the varied highway, sanitation, and water division needs at possible central locations in Town have been presented and discussed with the Town Board as recently as September 2015.



Dog Park (Town of Cortlandt)



Hudson Highlands Gateway Park (Town of Cortlandt)

DES OPERATIONS FACILITIES

Currently the Town has four major operations centers comprising offices, vehicle and equipment storage, and personnel:

- 8th Street Highway/Parks Facility in Verplanck
- 7th Street Water facility in Verplanck
- Roa Hook Sanitation & Central Garage Facility near Annsville
- Arlo Maintenance Yard off the Bear Mountain Extension

OPEN SPACE

The Town has approximately 6,000 acres of open space consisting of county parks, regional parks (like Hudson Highlands Gateway Park), town parks, neighborhood parks, school parks, pocket parks, greenways, golf courses, senior activity centers, tennis courts, special parks (such as the Cortlandt Dog Park at Sprout Brook Park), and nature preserves. The Cortlandt Recreation and Conservation Department is responsible for the management of the parks, trails, recreational centers, nature centers, and community boat launch, community pool, etc. The DES and the Recreation and Conservation Department work together to maintain these areas which contribute to the Town's open space network (see Chapter 6, Open Space and Natural Resources).

SCHOOL DISTRICTS

Cortlandt residents are served by five Westchester County/Putnam County school districts: Croton-Harmon Union Free School District, Hendrick Hudson Central School District, Lakeland Central School District, Putnam Valley Central School District, and Yorktown Central School District.

The majority of children within Cortlandt attend school within the Hendrick Hudson School District, the Lakeland District, or the Croton-Harmon Union Free School District. In general, the southern part of the Town is within the Croton-Harmon school district, which includes most of the Village of Croton-on-Hudson. The central portion of the Town is largely within the Hendrick Hudson School District, which also includes the entire Village of Buchanan and a small portion of Croton-on-Hudson and the City of Peekskill. The Lakeland School District serves most of the northern portion of Town and is the largest school district in Westchester County. Small portions of the northern and eastern areas of Cortlandt are also served by the Putnam Valley and Yorktown School Districts, respectively.

School enrollment data in the 2004 Master Plan showed increasing enrollment in all of the school districts serving the Town. Since 2004, enrollment within the Town's school districts has generally leveled off or started to decline. In addition, since the adoption of the last Master Plan, approximately 350 students from Putnam Valley who were attending the Lakeland School District have been moved to the Putnam Valley School District.

Table 8-1 | School District Enrollment

School District	2008	2009	2010	2011	2012	2013	2014
Croton-Harmon	1,787	1,772	1,779	1,767	1,739	1,718	1,744
Hendrick Hudson	2,832	2,686	2,950	2,695	2,573	2,538	2,457
Lakeland	6,200	6,301	6,321	6,206	6,111	6,092	6,002
Putnam Valley	2,000	1,865	1,834	1,845	1,812	1,807	1,769
Yorktown	4,039	3,939	3,894	3,822	3,745	3,664	3,863
TOTAL ENROLLMENT	16,858	16,563	16,778	16,335	15,980	15,819	15,835

Sources: Town of Cortlandt Department of Technical Services 2015.



Hendrick Hudson School (Town of Cortlandt)

Spotlight 8-3 | Best Practice: Joint Use Facilities

Many local governments have entered into agreements with their school districts for joint use of educational facilities. Under these agreements, a school property functions as an educational facility during the day and a community facility during non-school hours. Joint use is particularly valuable in the current economy, as many local governments have limited funds for new capital expenditures. Shared facilities reduce the costs of land acquisition, construction, maintenance, and operation, and may allow a community to better meet the infrastructure demands of new development. Joint use agreements typically allow the public to use a school's playing fields and gymnasium, but many jurisdictions have agreements that enable sharing of multi-

purpose rooms and classrooms, cafeterias, computer/media centers, libraries, auditoriums, pools, and athletic facilities (this often happens when a new school is constructed with the intent of using it for educational and community purposes). Shared parking may be included to prevent community users from parking along nearby neighborhood streets. Joint use transforms the school into a true community center that serves a wide range of users while minimizing costs. For example, the Town and Lakeland School District paid for the tennis court facility at Walter Panas High School. However, they are jointly operated to allow enhanced facilities to both school athletes as well as to Town residents for recreation.

RECREATION

INTRODUCTION

The Town provides both passive and active recreation services through the Department of Recreation and Conservation. The Department of Recreation has three main branches: Youth Services, Office for the Aging, and Recreation. The Parks, Recreation & Conservation Advisory Board (PRC) is a volunteer advisory board which makes recommendations regarding all aspects of recreation and park land. The Town administers the following types of recreation programs: adult, pre-school, youth, environmental, swimming, teen, senior citizen, active recreation sports programs (basketball, lacrosse, football, soccer, and travel soccer), and summer camps.



Skate Park (Town of Cortlandt)



Charles Cook Pool (Town of Cortlandt)

YOUTH SERVICES

The Town owns and operates a Youth and Recreation Center on Memorial Drive near the Cortlandt Train Station. Youth Programs are also run at the Muriel H. Morabito Community Center off Westbrook Drive as well as the Cortlandt Upper Entertainment Teen Center (the CUE) in the Cortlandt Town Center. The following are examples of some of the youth center programs that are provided by the Town:

- Teen Activities
- Special Events
- Movie Night
- Dances and Back to School Barbecue
- Canteen Programs at the Muriel H. Morabito Community Center
- The CUE at the Cortlandt Town Center (Route 6)
- Cortlandt Community Coalition –Working to reduce underage drinking, drug use, gambling and other harmful behaviors
- Youth Employment Service
- Art Programs

OFFICE FOR THE AGING

The Office for the Aging is headquartered at the Muriel H. Morabito Community & Senior Citizen Center located at 29 Westbrook Drive. The staff provides residents over the age of 60 with various services and programs, including exercise classes, special trips, coffee hours, and informational speakers. In addition, the Office for the Aging offers a snow shoveling service known as Operation Snowflake for eligible Senior Citizens who reside in the Town of Cortlandt.

PARKS, RECREATION, & CONSERVATION ADVISORY COMMITTEE (PRC)

The PRC is a volunteer advisory board that works with the Director of Recreation and Conservation, the Town Board, and Town Supervisor on policies with respect to parks, recreation, and conservation. The PRC helps to develop long range plans and recommends projects. The PRC consists of up to 14 members who are appointed for a term of three years. There are up to four student members of the PRC. Each person appointed is selected with a view towards their demonstrated interest in the parks and recreation programs of the Town and, to the extent possible, shall be persons of diverse backgrounds from different geographical areas of the Town.

The PRC has the following responsibilities:

- Respond to referrals from the Planning Board with respect to pending applications and the possible use of land for recreational purposes or suggestion that the Town instead accept money-in-lieu of land for recreational purposes.
- Formulate and make recommendations upon basic policy with respect to the parks, recreation and conservation programs of the town.
- Develop and recommend long-range plans for park and open space acquisitions and facilities development in conjunction with the Director of Recreation and Conservation.
- Recommend a capital projects plan annually to the Director and the Town Supervisor and the Town Board.
- Recommend all matters having to do with the regulation, use, fees and charges with respect to parks and recreation facilities.
- Make recommendations upon any proposed sale of parklands.



Sunset Park Playground (Nicole Nunes)



Family Baseball at Evergreen Knolls Homeowners' Association Field (James Creighton)



Rock Climbing Wall at the Youth Center (James Creighton)



Teen Room at the Hendrick Hudson Free Library (Jenny Kolesar)



Trail Exploration (James Creighton)



Cortlandt Youth Basketball Team (Jim Creighton)

EXISTING CONDITIONS

The Town provides residents with an array of parks and recreation facilities. Residents can enjoy a diverse range of Town sponsored recreational activities year round at about 40 different sites. Table 8-2 lists the facilities used by the Recreation Department for their numerous programs and the types of activities that each facility supports.

In 2012, the Town PRC updated a report entitled “Long Range Plan for the Development of Recreational Facilities” (referred to herein as the “Long Range Plan”), which addresses Cortlandt’s future needs for recreational space, facilities and programs. Key recommendations of the PRC include the following:

- Develop additional active open space to meet demand throughout the Town and specifically new sports fields
 - Two additional 60-90 foot baseball fields
 - Updates to the existing baseball fields
 - Two additional all-purpose fields
- Create an interactive experience relative to the Town’s historic/cultural resources such as a computer lab and room to display artifacts that highlight significance to the area.
- Organize community building projects to clean up existing trails and active open space.
- Develop a comprehensive and detailed map of the existing trails and trail connections.

The MPC is recommending that the Town continue to utilize the PRC to plan adequate recreational services and facilities to meet the needs of the existing population as well as to tailor its programs to the demands of a changing user population. The MPC has recommended that the PRC regularly collect data and inventory of sites as part of the board’s responsibilities. Specific recommendations for the PRC are listed as part of Policy #177 presented later in this chapter.

The MPC emphasizes the objective of ensuring that adequate budgets are established to maintain the Town’s recreational facilities and programs. It is also recommended that the Town continue to develop partnership opportunities including public/private partnerships with other recreational providers when establishing new parks or recreational programs to determine if operation and maintenance could be accomplished with the assistance of other community, county, regional or state organizations.

Table 8-2 | Facilities used by the PRC

	Swimming (Pool/Lake)	Tennis Courts	Ball Fields	Nature Trails	Picnic Area	Cooking Grills	Basketball Courts	Paddle Tennis	Playground Camp	Horseshoe Pits	Meeting Rooms	Rest Rooms	Outdoor Ice Skating	Sr. Citizen Center	Rifle Range
Maple Avenue Playground									*						
Sprout Brook Park	*				*	*			*	*		*			
St. Columbanus Little League Field			*												
Evergreen Knolls Playground			*												
Putnam Park District	*						*		*						
Muriel H. Morabito Community Center							*		*	*	*	*		*	
Lake Allendale Playground							*		*						
Sprout Brook Ballfields			*												
Old Toddville School Field			*												
Verplanck Schoolhouse Community Center											*	*		*	
Old Pond Park									*						
Lake Meahagh Park					*		*	*					*		
Lake Street Tennis Court		*													
Sunset Park and Playgrounds			*						*						
Tommy Thurber Playground							*		*						
Roundtree Park															
Charles J. Cook Recreation Center	*	*	*	*	*	*	*		*		*				
Westchester County Sportsman Center												*			*
F.D.R. VA Hospital	*														
Croton Municipal Building											*	*			
George Washington Elementary School			*				*		*		*	*			
Frank G. Lindsey Elementary School			*				*		*		*	*			
Lincoln Titus Elementary School			*				*		*		*	*			
Walter Panas High School		*	*				*		*		*	*			
Buchanan/Verplanck Elementary School							*		*		*	*			
Furnace Woods Elementary School			*				*				*	*			
Blue Mountain Middle School			*				*				*	*			
Martha Ginsberg Pavilion									*						
Lynwood Gardens Field			*												
Van Cortlandtville Elementary School			*				*				*	*			
Henrick Hudson High School			*				*				*	*			
Cortlandt Town Hall			*								*	*			
Cortlandt Youth Center							*				*	*			
Oscawana Island Nature Preserve				*											
Steamboat River Park					*										
Cortlandt Town Center Community Room											*	*			
Hudson Highlands Gateway Park															
Steve H. Herbert Memorial Skate Park															
Roller Hockey Rink															

Through the citizen survey for *Envision Cortlandt*, the community indicated its desire for the Town to continue to develop programming for both active and passive recreation. More specifically, respondents to the survey indicated their interest in having more of the following recreational activities in Cortlandt: multi-purpose recreational fields, walking paths, hiking, swimming, neighborhood parks, community theater/performance arts center and boating. In addition, the MPC identified geographic equity (providing short-distance access and service of recreational amenities for all Town residents) as an important consideration when determining where resources should be allocated. Where possible, the location of active recreation areas, recreational programs, and park site development should be balanced and proportional to serve populations in all areas of the Town. Construction of a multi-purpose recreation field was started in 2015 and will be completed in 2016.

C. Key Challenges & Opportunities for the Future

Based on existing conditions and trends the following are the future community services and recreation challenges and opportunities in Cortlandt:

COMMUNITY SERVICES

- Maintaining safe, modern, and efficient municipal facilities.
- Increasing the efficiency and ensuring continued high quality of service delivery.
- Adapting to and taking advantage of new technologies.
- Developing the flexibility to access and enter data and use technology to perform tasks in the field with portable and powerful hardware and software.
- Ensuring availability of technology to maintain and support critical municipal functions and operations during a natural or man-made event or disaster.
- Using technology to enhance community's engagement between public safety professionals, communities, schools, and citizens.

CORTLANDT HAS A SAY!¹

RESULTS FROM THE COMMUNITY-WIDE SURVEY:

- 72% of respondents would like the Town to spend public resources on multi-purpose recreation fields.
- 40% of those surveyed selected playing sports as their favorite recreational activity while 38% selected visiting the playground.
- Swimming areas, boating, crew, indoor skating were all selected as recreational activities residents would like to see more of in Cortlandt.
- Respondents' favorite recreational locations include: Blue Mountain Reservation, Charles Cook Pool area, neighborhood playgrounds and parks such as George's Island, Croton Gorge Park, Cortlandt Waterfront Park, Hudson Highlands Gateway Park.
- 55% of respondents would like an indoor ice skating rink.

¹ These responses are based on the 2016 Cortlandt Master Plan Survey accessible to Cortlandt residents on the Town website from September 2014 to February 2015. The survey contained 28 questions and attracted 725 respondents.





- Improving the Town's resiliency to address the effects of climate change.
- Continuing to provide the range of quality services required to meet the needs of Cortlandt's diverse and evolving demographic profile.

RECREATION

- Meeting demand for trails for walking, jogging and biking.
- Providing additional multi-purpose sports fields.
- Making better use of open space areas on school properties for sports, habitats, gardens, and other educational and community opportunities.
- Providing additional athletic fields, which are needed for both youth and adults.
- Providing access to parks and playing fields for all Town residents.
- Meeting demand for environmentally safe turf fields.
- Satisfying need for additional indoor recreation opportunities for use during cold weather.
- Preventing overuse of fields and recognizing need for fields to be rested.

D. Community Service & Recreation Goals & Policies

GOAL: Improve and maintain services for the public by assisting local fire, police, paramedics, ambulances, health care, homeland security, and postal services.

-  **POLICY 137:** Continue to provide incentives such as property tax reductions and housing opportunities for volunteers of the Fire Department and Emergency Medical Services.
-  **POLICY 138:** Continue to encourage the establishment of a new post office facility for Cortlandt Manor, NY 10567.
-  **POLICY 139:** Continue to provide financial support to the libraries that provide library services to the Town's residents including considering the establishment of satellite locations.
-  **POLICY 140:** Continue to provide for the local coordination of homeland security with all levels of government.

GOAL: Continue to provide programs and support that benefit senior citizens, veterans, teens and individuals with disabilities.

-  **POLICY 141:** Continue to provide specialized services for our senior citizens such as shopping vans, nutrition programs, support of senior citizen clubs, support of the Operation Snowflake program and pharmacy pick-up programs.
-  **POLICY 142:** Continue to assist our veterans by maintaining our Veterans Council and supporting property tax exemptions and housing opportunities for Veterans.
-  **POLICY 143:** Continue to support and lobby for the continued and expanded use of the VA Facility in Montrose.
-  **POLICY 144:** Continue to support a Nor-West program or equivalent for individuals with developmental disabilities.
-  **POLICY 145:** Coordinate more closely with School Districts to encourage more communication and participation in our various Youth programs including the Youth Employment service and other programs at the Youth & Recreation Center on Memorial Drive, the CUE behind the Cortlandt Town Center and the Canteen at the Muriel H. Morabito Center.
-  **POLICY 146:** Continue to provide youth sport programs such as basketball, soccer, football, and lacrosse, and continue to assist the little league organizations in the Town that provide youth baseball and softball programs.



Hendrick Hudson Free Library (Jenny Kolesar)

GOAL: Maintain the planning and development process at its highest efficiency and effectiveness.



POLICY 147: Provide the means to strengthen enforcement of environmental, building and zoning codes.



POLICY 148: After the adoption of TOD, MOD and WSD, evaluate methods to expedite the approval process for applications that are located within these districts and also meet the purpose and intent of the new districts.

GOAL: Ensure the availability of community facilities and services to meet the needs of all of the public.



POLICY 149: Continue to provide safe, adaptable, and well maintained Town facilities while also extending their useful life through repairs and renovations, including appropriate upgrades.



POLICY 150: Develop a long term strategy for centralizing Operations & Maintenance of the Department of Environmental Services such as at the former Con Ed Property in Verplanck. Currently the DES facilities are spread out over various facilities.

GOAL: Provide a safe, healthy, and sustainable environment for residents, workers, and visitors.

EMERGENCY SERVICES & EMERGENCY OPERATION CENTER



POLICY 151: Continue to increase the use of joint or shared programs & facilities between police, fire, EMS, Paramedics, (when possible) to provide residents with efficient services, reduced costs, and shared maintenance of public safety infrastructure.



POLICY 152: Continue to explore alternatives that may reduce EMS response times throughout the Town, such as adaptive traffic signals and preemption systems, or the relocation of existing facilities and the addition of new facilities.

METRIC 152-1: Number of installed adaptive traffic signals and preemption systems.



POLICY 153: Evaluate methods to expand the function of the Emergency Operations Center (EOC) and the National Incident Management System for use during natural and man-made disasters.



POLICY 154: Locate and construct a Paramedic/EMS facility in the northern section of Town.

MUNICIPAL BUILDINGS



POLICY 155: Locate new public buildings, libraries, and community facilities in active, walkable, mixed use neighborhoods and encourage new public transportation access to the Town's public buildings and facilities, particularly Town Hall.

SOLID WASTE





POLICY 156: Continue using our online recycling brochure to encourage residents and business to increase recycling, and composting and reduce organic solid waste.



POLICY 157: Work cooperatively with the Westchester County Refuse Disposal District No. 1 to develop programs to recycle construction and demolition debris and develop opportunities for increasing e-waste / paper / comingled recycling rates .


ENERGY


 **POLICY 158:** Seek approval from New York State to allow Cortlandt to develop more energy efficient building standards for commercial and residential construction that help reduce per capita energy use.


 **POLICY 159:** Continue to encourage the purchase and use of alternative-fuel vehicles for the municipal fleet and continue to explore of renewable energy sources, such as solar and geothermal used to generate electricity for municipal buildings.

METRIC 159-1: Number of alternative-fuel vehicles that are part of municipal fleet


SCHOOLS


 **POLICY 160:** Increase sidewalks and bicycle lanes in neighborhoods to create safer routes to schools, parks, and transit stops.


 **POLICY 161:** Continue to expand collaboration with school districts, public, and private entities to create joint-use partnerships at existing and new public school campuses and to provide greater outreach and communication to school communities regarding recreation programs and other Town services.

 **POLICY 162:** Continue to provide opportunities for adult and continuing education to the public through our community libraries, schools and facilities.


GOAL: Encourage a sustainable local food system.


 **POLICY 163:** Provide broad access to healthful, affordable food for all households via a wide range of grocery stores, farmer's markets, community gardens, and restaurants.


 **POLICY 164:** Provide healthful food options (such as vending machines with healthful food choices) at Town-operated facilities to promote healthy eating habits.

 **POLICY 165:** Promote agricultural activity including Farmers Markets and community gardens in appropriate locations to provide healthful local food and support the local/regional economy.

METRIC 165-1: Number of Farmers Markets


 **POLICY 166:** Encourage mobile food carts/trucks at public parks, sites, and Town events in compliance with an updated Town Peddler's Policy.

 **POLICY 167:** Encourage the creation of home gardens (including rooftop gardens) and participation in community gardens, such as the recent community garden at Lake Mehaugh Park.


 **POLICY 168:** Support organizations that help provide food assistance to those in need and encourage the donation of excess food to local food banks and hunger programs.

TECHNOLOGY

GOAL: Develop a Townwide technology strategy to improve communication, connectivity, community awareness, and access to services.

 **POLICY 169:** Create and staff an Information Technology Department, including the creation of a Chief Technology Officer to coordinate townwide technology.

METRIC 169-1: Create Information Technology Department

 **POLICY 170:** Continue to improve the Town's website, user experience, and access to the Town's digital information.



POLICY 171: Install digital LED signage at various locations including Town Hall, near the Cortlandt Train Station, and possibly on Cortlandt Blvd, Crompond Road and other significant corridors.

METRIC 171-1: Number of digital LED signage installed



POLICY 172: Promote and encourage state of the art communication methods including increased wireless public access for parks and municipal facilities, enhanced website, social media, Code Red phone blasts, text messages alerts, etc., to improve information delivery to the community and reduce the need for paper, printer ink, and postage.



POLICY 173: Develop a web-based application system for online submission forms for Planning Board, Zoning Board, and Town Board applications.

METRIC 173-1: Create web-based application for online submission forms for Planning Board, Zoning Board, and Town Board applications.

GOAL: Continue to use technology to increase efficiency, innovation and information through a “Digital Town Hall” experience.



POLICY 174: Maintain and continuously upgrade broadcast capability within Town facilities to better communicate with residents and consider live streaming and broadcasting meetings and allowing residents to participate interactively online.



POLICY 175: Continue the Town’s efforts to develop and improve the quality and quantity of GIS data available to both staff and the public.

METRIC 175-1: Increase quantity of GIS data available to both staff and the public



POLICY 176: Seek public/private partnership to create Townwide municipal broadband service that provides extremely high speed internet service to support the Town’s goal of creating an economic incubator and overall economic development.


GOAL: Provide a wide variety of park and recreational opportunities at convenient locations.



POLICY 177: Continue the role of the Parks, Recreation, and Conservation Advisory Committee in recreation facility planning. It is recommended that the PRC be responsible for the following:



1. Monitor existing facilities to ensure they continue to address the recreational needs of the community.
2. Continue to respond to referrals from the Planning Board with respect to pending applications and the possible use of land for recreational purposes or suggestion that the Town instead accept money-in-lieu of land for recreational purposes.
3. Assess active recreational needs according to geographic location and demographics.
4. Develop a list that inventories, categorizes, and ranks both current and potential active/passive recreation sites and identifies potential new sites for recreational use.
5. Develop a policy about the appropriate schedule for resting fields.
6. Identify and evaluate abandoned private recreation facilities and make recommendations for disposition or upgrade of these facilities.
7. Explore opportunities to construct environmentally-safe turf fields and seek cooperative partnership agreements with school districts; youth sports programs and other stakeholders.
8. Conduct periodic surveys of residents to identify preferences in recreational facilities and programming.

-  **POLICY 178:** Seek opportunities to enhance partnerships with institutions that have existing indoor swimming pools for use by the public (e.g., V.A. recently refurbished its swimming pool).
-  **POLICY 179:** Continue to search for and develop properties for active recreation such as the soon to be constructed multi-purpose field at Sprout Brook Park and Lake Mehaugh Park (under construction).
-  **POLICY 180:** Develop additional active and passive recreational facilities throughout the Town and regularly maintain existing facilities.
- METRIC 180-1: Number of additional Town-operated active and passive recreational facilities**
-  **POLICY 181:** Continue to fund recreation improvements through Capital Improvement Program, Money-in-lieu of land fund, and Town budget to implement PRC 2012 plan.
-  **POLICY 182:** Continue to provide additional public access to the Hudson River waterfront, promote water-oriented recreational activities, and tourism and explore funding opportunities which may be available through the Natural Heritage Trust Program.
- METRIC 182-1: Number of publically-accessible locations**
-  **POLICY 183:** Increase the existing recreational fee per unit in major subdivisions pursuant to New York's Town Law §277 and investigate the possibility of requiring recreational fees in other applications (i.e. site plan).
-  **POLICY 184:** Ensure the outdoor recreation facilities that share sites with schools are open and accessible to residents outside of school hours
-  **POLICY 185:** Design parks and recreational facilities to maximize flexibility so they can be easily adapted to changes in age groups and continue to implement a variety of recreational programs and facilities at convenient locations designed to meet the needs of residents through all stages of life
-  **POLICY 186:** Encourage the development of year round indoor/outdoor multi-use facilities (e.g., indoor ice, indoor sports fields)
-  **POLICY 187:** Investigate the establishment of a Park Ranger program for safety and security at various parks throughout Town.
- METRIC 187-1: Establishment of a Park Ranger Program for the Town Parks.**
-  **POLICY 188:** Seek new partnership opportunities with neighboring municipalities, schools, as well as private sector entities, etc. to assist in developing and operating recreational facilities.
-  **POLICY 189:** Revise the zoning ordinance to require provisions for bicycles in the design of new facilities.
- METRIC 189-1: Adopt zoning ordinances requiring provision of bicycles and the design of new facilities**
-  **POLICY 190:** Utilize new technologies (e.g., social media, townwide digital LED signage, etc.) to effectively promote recreation events and activities.
-  **POLICY 191:** Encourage design of parks and recreation facilities that include opportunities for public art.
- METRIC 191-1: Number of public art installations at Town parks and recreation facilities.**
-  **POLICY 192:** Use a variety of methods to fund maintenance of existing and future parks, sidewalks, streetscapes, trails, and other townscapes. (Examples include "Adopt-an-Island Program", "Friends of XXX Park", etc.)
-  **POLICY 193:** Utilize GIS to investigate all existing Town owned land for future active/passive park use and to identify and prioritize natural areas (green infrastructure areas) that should be preserved or restored to protect long-term ecological health and build community resiliency.



Hudson River Waterfront at the Clearwater Festival (James Creighton)



Fireworks at Family Fun Day (Jim Creighton)



Public Boat Launch at the Cortlandt Waterfront Park in Verplanck (James Creighton)

CHAPTER 9:

Historic Preservation & Cultural Resources

The Great Jack O'Lantern Blaze at Van Cortlandt Manor (James Creighton)

A. Relationship to Vision

Cortlandt's cultural heritage includes the buildings, structures, landscapes, sites, places, and views that contribute significantly to its identity and sense of place. Preserving Cortlandt's historic and cultural assets contributes to a socially, economically and environmentally sustainable community.

The Town's historic structures are some of its most important resources. These structures significantly contribute to the distinct character of its neighborhoods and make Cortlandt an attractive community in which to live and work. Many benefits result from the preservation, adaptation, and reuse of historic structures, contributing to a more sustainable community. These benefits include:

maximizing the use of existing materials and infrastructure, reducing waste and energy consumption, minimizing greenhouse gas emissions associated with new construction, and preserving the historic character of sites and neighborhoods. Preserving cultural and historic resources also supports a sustainable economy by creating a basis for growing tourism and expanding related employment opportunities. Tourism can support cultural preservation by generating the funds and public support needed to further preservation efforts. This chapter presents goals and actions related to historic preservation and policies to enhance and celebrate our cultural resources.



Croton Dam (Barbara Halecki)

B. Background & Base Studies

Cortlandt has a rich and unique history. Over the years, this history has had a major impact on the Town's identity, influencing the evolution and development of the many different neighborhoods and communities that make up the Town.

Originally inhabited by the Kitchawanks, a sub-tribe of the Mahicans, these Native Americans inhabited an area extending from the Croton River north up the Hudson to Anthony's Nose, and east from the Hudson River to the Connecticut/New York border. During the summer, the Kitcha-

wanks inhabited the Town's shoreline, and during the winter the tribe retreated inland to Blue Mountain and beyond.

Cortlandt's first European contact likely came in 1609 when Henry Hudson anchored his ship off of what is today the Verplanck Waterfront. In the late 1600s, Stephanus Van Cortlandt was granted a land patent from the English Crown to lands that include most of present day Cortlandt. The Ryck's patent and DeKay's patent also covered areas in the Town in the vicinity of Peekskill and present day Camp Smith. Dutch and

English settlers came to the Town to colonize its lands. In 1703, construction commenced on the Queen's Highway, later called the Kings Highway and Albany Post Road, opening up territory in the Town along what is now Route 9A. Settlers relied largely on the Hudson River for transport and trade during this period. Fishing and agriculture were the mainstays of the economy.

During the Revolutionary War, Kings Ferry and Verplanck's Point played a major strategic role as a supply route and communications link for the Americans (see Spotlight 9-1). Cortlandt was visited by a number of significant historic figures during this time, including Benjamin Franklin, Alexander Hamilton, the Marquis de Lafayette, and Baron von Steuben.

Cortlandt officially became a town in 1788. Philip Van Cortlandt was its first Supervisor and the Town would acquire its name from this founding family. During the 1800s, Cortlandt became an "industrial" community that relied on the Hudson River for trade; the Railroad would further fuel the Town's economy by increasing accessibility to other New York markets.

Industry and trade dominated Cortlandt's economy during the 19th century, specifically brick-making and with major infrastructure projects, such as the Croton Dam and Aqueduct, spurring the economy and drawing in immigrants, including Irish, Swedish, Italian, and other European settlers. Brickmaking was established primarily in Verplanck, later supplanted by icemaking, ironworks, and a variety of other businesses.

In the 1920s and 1930s, Cortlandt witnessed the growth of summer colonies including the "New Thought" summer colony for artists and writers along Mount Airy Road, Mohegan Colony in Crompond, and Croton Park Colony, among others. In the 1940s and 1950s, the Mount Airy section was known as Red Hill for its importance to the American Communist Party.

After World War II, the Town began developing in the more common suburban pattern, moving away from its rural character. To control development, the Town adopted its first zoning ordinance in 1951. Ten years later, the Town enacted its first development plan.

Spotlight 9-1 | Kings Ferry and Verplanck's Point

Kings Ferry was a major crossing point on the Hudson River during the Revolutionary War. It connected Verplanck's Point on the eastern side of the river with Stony Point on the western side. It was the southernmost crossing point for American supplies and personnel for most of the Revolutionary War, since the British controlled New York City. It was also a vital communication link between the northern and southern colonies and thus a strategic target for the Crown's forces.

On October 5, 1777, General Sir Henry Clinton landed 3,000 troops to secure the area and dispersed the American forces stationed in Verplanck. On October 6, Crown forces captured Stony Point across the river and moved north, taking and destroying the American fortifications at Fort Montgomery, Fort Clinton, and Constitution Island. However, the British only left troops at Stony Point. They returned in June 1779 and captured Fort Lafayette at Verplanck's Point, cutting the east-west link at King's Ferry and giving them control of the Hudson, just 12 miles from West Point.

In July 1779, General Anthony Wayne led the American light infantry in a bold midnight assault on Stony Point,

capturing the garrison and its equipment. The Americans destroyed the fortifications and abandoned it, having determined it could not be defended against the combined might of the British army and navy. The British again took possession of Verplanck's and Stony Points.

As the focus of the war shifted to the south, the British abandoned positions, leaving Kings Ferry again in American hands and making it once again the southernmost crossing point on the Hudson River. This proved crucial to the ultimate American victory, because in 1781 Washington decided to abandon operations in New York. He joined forces with French troops under the command of General Rochambeau and both crossed the Hudson at Kings Ferry on their march south to Virginia, where they would meet a French fleet sent up from the Caribbean and trap British General Charles Cornwallis' army at Yorktown, Virginia. This was the last major battle of the American Revolution.

In the summer of 1782, the combined Continental and French armies re-crossed the Hudson at Kings Ferry to keep an eye on the British army in New York City and await the outcome of the pending peace negotiations.

Large estates were subdivided and new commercial centers were established. However, much of the rural and historic feel of the Town remained. Scattered among new buildings and structures are historic buildings, structures, places and other reminders of the Town's unique past.

Resources for further information on the Town's history include:

- "The History of the Town of Cortlandt" by the Town of Cortlandt Bicentennial Committee, 1988.
- "Westchester County – a Pictorial History" by Susan Cochran Swanson and Elizabeth Green Fuller Published in 1982.
- "The History of the New Croton Dam" by Mary Josephine D'Alvia published in 1976.

The Town's recent Comprehensive Master Planning efforts (1991 and 2004) have helped to promote a more appropriate balance of development and historic preservation. *Envision Cortlandt* seeks to build on previous efforts by furthering awareness and protection of cultural resources through several actions with the belief that increased awareness and appreciation of the Town's cultural and historic resources will lead to increased efforts to preserve those resources. Promoting awareness of the Town's cultural heritage will also help to capitalize on a new strategy in protecting its cultural resources—the integration of positive and harmonious economic growth with the preservation of historic resources. This plan explicitly recognizes and promotes cultural heritage tourism (see Box 9-3) within the Town and throughout the Region.



Clearwater Festival (James Creighton)

Cortlandt's Historic and Cultural Resources

Cortlandt has an extensive and varied assortment of historic and cultural resources, including buildings, structures, sites, places, objects, landscapes, and view corridors with historic, cultural, or aesthetic significance. Although these resources are found throughout Cortlandt, certain areas, such as the Van Cortlandtville and Verplanck neighborhoods, are more historic in nature and have a higher density of significant cultural assets, some of which may be eligible for State/National Register designation or placement in a local historic district. The 2004 Comprehensive Master Plan identified several neighborhoods as potential locations for National, State, and/or local historic districts, including the Van Cortlandtville and Verplanck neighborhoods.

The Town also has two active historical societies: the VanCortlandtville Historical Society and the Croton Historical Society (see Spotlight 9-4).

As part of the 2004 Comprehensive Master Plan, a list of historic sites was developed by the MPC using the following sources: the National Register of Historic Places, the State Register of Historic Places, and the Westchester County List of Historic Sites (see Table 9-1). Locally significant resources were listed based on their importance to the Town's history through consultation with a number of sources, including the Van Cortlandtville and Croton historical societies, the Town Historian, and the New York State Office of Parks, Recreation and Historic Preservation (OPRHP). The list includes all properties recorded on the National and/or State Register of Historic Places, as well as the County's Historic Resource list.

Table 9-1 | Town of Cortlandt's Historic Resources

ID #	Historic Place	Location/Address	National Historic Landmark	National Register of Historic Places	NY State Register of Historic Places	Town of Cortlandt Important Historic Place
1	Old Croton Aqueduct & Trailway	56 Croton Dam Road	X (1992)	X	X	X
2	New Croton Dam	Croton Dam Road (off Rte 129)	X (1992)	X	X	X
3	Aaron Copland House at Rock Hill	1538 Washington Street	X (2008)	X	X	X
4	St. Patrick's Church	240 11th Street, Verplanck		X	X	X
5	Van Cortlandtville School aka "Little Red School House"	297 Locust Avenue		X	X	X
6	John Jones Homestead	1026 Oregon Road		X	X	X
7	Van Cortlandt Manor (Historic Hudson Valley)	Riverside Avenue, Croton		X	X	X
8	Upper Manor House (Van Cortlandt)	104 Oregon Road		X	X	X
9	Old St. Peter's Church & Old Cemetery at Van Cortlandtville	1033 Oregon Road		X	X	X
10	Quaker Bridge Road Bridge	Quaker Bridge Road, Croton		X	X	X
11	Asbury United Methodist Church/ Bethel Chapel and Cemetery	19 Old Post Road South, Croton		X	X	X
12	Croton North Railroad Station	1 Senesqua Road, Croton		X	X	X
13	Bear Mountain Bridge	Intersection of Bear Mountain Road and Route 9D		X	X	X
14	The Toll House & Bear Mountain Bridge Road	Bear Mt. Bridge Road, about 1/2 mile from entrance to Camp Smith		X	X	X
15	FDR VA Hospital*	2094 Albany Post Rd, Montrose				X
16	Post Hannock House	257 Kings Ferry Road, Verplanck				X
17	Verplanck Community Center (Red Schoolhouse)	210 6th Street, Verplanck				X
18	Steamboat Dock	55 Hardie St/Riverview Ave Verplanck				X
19	Original Cortlandt Town Hall (7th St)	137 7th St, Verplanck				X
20	Verplanck Hamlet	Verplanck				X
21	Corne/Kennedy House (Presently the Hendrick Hudson Free Library)	185 Kings Ferry Rd, Montrose				X
22	Lake Meahagh	Kings Ferry Road/ Westchester Av Verplanck				X

ID #	Historic Place	Location/Address	National Historic Landmark	National Register of Historic Places	NY State Register of Historic Places	Town of Cortlandt Important Historic Place
23	Lent's Cove	Broadway, Buchanan				X
24	McAndrews Estate	Furnace Dock Road				X
25	The Church of Divine Love	7080 Sunset Road, Montrose				X
26	Catholic Kolping Society	95 Montrose Point Road				X
27	Reformed Church of Cortlandt Town	2124 Albany Post Road - Montrose				X
28	George's Island	End of Dutch Street, Montrose				X
29	Cortlandt Furnace	Furnace Dock Road				X
30	Pleasantide Chapel	Lafayette Avenue				X
31	The Todd House (Formerly Arno PT)	2158 Crompond Road				X
32	Anthony's Nose	Intersection of Bear Mountain Road and Bear Mountain Bridge				X
33	Camp Smith (former McCoy Homestead)	Bear Mt. Bridge Road, about 1/4 mile from Annsville Circle				X
34	Colonial Terrace	119 Oregon Road next to Cortlandt Town Hall				X
35	VanCortlandtville Community Church	296 Locust Avenue				X
36	Boscobel Methodist Church	166 Lindsey Avenue				X
37	Oscawana Island (Crugers)	Off Cortlandt Street Crugers				X
38	Railroad Pond	Furnace Dock Road				X
39	Valeria	343 Furnace Dock Road				X
40	First School in Furnace Woods	276 Watch Hill Road (Juliana's Restaurant)				X
41	Chase Cemetery (Near Blue Mtn School)	Furnace Woods Road				X
42	Paul Robeson Concert and Riot 1949	1060 Oregon Road (Hollowbrook Golf Course) & Curt's Homestead Farms				X
43	Old Curry Homestead (Now Curt's Homestead Farms)	1062 Oregon Road				X
44	Danish Home	1065 Quaker Bridge Road East				X
45	Nikko Inn	66 Nordica Drive, Croton				X
46	Makado Inn	74 Truesdale Drive				X

*The FDR VA Hospital located in Montrose, New York was determined to be eligible for listing on the National Register of Historic Places and the VA is seeking formal designation.

Town of Cortlandt Department of Technical Services 2014

The list has been updated to include the 14 roads (see Table 9-2) that received historic/scenic roads designations in 2007 when the Town completed a report known as “Survey & Assessment of Historic Roads” conducted by Larson, Fisher Associates. The historic roads inventory was incorporated into the 2004 Comprehensive Master Plan by a resolution adopted by the Town Board and formed the basis for the adoption of a Historic/Scenic Road Ordinance in 2010. This ordinance requires the Planning Board to consider the impacts of new development on the historic/scenic character of the designated roads during the Planning Board review process.

Table 9-2 | Town of Cortlandt Designated Historic and Scenic Roads

1. Furnace Dock Road	6. Watch Hill Road	11. Lockwood Road
2. Kings Ferry Road	7. Red Mill Road	12. Lafayette Avenue
3. Albany Post Road	8. Croton Avenue	13. Pumphouse Road
4. Gallows Hill Road	9. Teatown Road	14. Quaker Bridge Road
5. Oregon Road	10. Locust Avenue	

From the report known as “Survey & Assessment of Historic Roads” conducted by Larson, Fisher Associates completed in January 2007.
Cortlandt Town Code Chapter 188. Historic/Scenic Roads.

HERITAGE DESIGNATIONS, PROGRAMS, AND ORGANIZATIONS

Cortlandt’s significant historic and cultural lineage provides a strong foundation for heritage-based tourism activities as part of a larger regional effort. Cortlandt’s importance to the region’s cultural heritage is apparent through its connection with the following National, State, and Regional cultural and heritage designations, programs, and organizations.

Washington-Rochambeau National Historic Trail

Cortlandt is located along the Washington-Rochambeau National Historic Trail, a 680-mile series of roads used by the Continental Army (under the command of George Washington) and the Expédition Particulière (under the command of Jean-Baptiste de Rochambeau) during their 1781 march from Newport, Rhode Island to Yorktown, Virginia. The route was designated a National Historic Trail in 2009 with interpretive literature, signs, and exhibits that describe the key role of French diplomatic, military, and economic aid to the United States during the American Revolutionary War. The hamlets of Verplanck and VanCortlandtville were chosen as sites for an outdoor wayside exhibit, which will link the site to its part of the Washington-Rochambeau story. Due to its strategic location along a narrow section of the Hudson River and its proximity to West Point and the Hudson Highlands, both French and American troops camped in Verplanck and crossed the River at King’s Ferry.

<http://www.nps.gov/waro/index.htm>

Historic Hudson River Towns

Cortlandt is pleased to be a founding member of the Historic Hudson River Towns (HHRT) since 1994. HHRT is a consortium of municipalities located along New York’s Hudson River, from Yonkers to Albany, organized under an Inter-municipal Agreement (IMA) with 501(c)3 not-for-profit, tax-exempt status. HHRT’s mission is to help Hudson Valley’s riverfront communities build sustainable local economies through tourism marketing, waterfront revitalization, and downtown renewal. HHRT’s work is consistent with what is becoming recognized by many as the “Triple Bottom Line Dialogue,” promoting and preserving the Hudson River Valley as a region that is socially, economically, and environmentally sustainable.

www.hudsonriver.com

Historic Hudson Valley

VanCortlandt Manor is one of six sites in the Hudson Valley that is owned and managed by Historic Hudson Valley. Historic Hudson Valley is a not-for-profit educational organization that owns, restores, preserves, interprets, and promotes historic landmarks of national significance within the Hudson Valley for the benefit and enjoyment of the public. All of the Historic Hudson Valley sites possess documented historical integrity, architectural distinction, superb decorative and fine arts collections, and exceptional importance of landscape and setting.

www.hudsonvalley.org



Local Early Baseball History Lecture at the Red Schoolhouse (James Creighton)



Washington-Rochambeau Trail Banner (Chris Kehoe)

Hudson Highlands Scenic Area of Statewide Significance (SASS)

A portion of Cortlandt's fifteen miles of Hudson River waterfront is designated as a SASS. Locations designated as SASSs possess unique, highly scenic landscapes that are accessible to the public and recognized for their scenic quality.

<http://www.dos.ny.gov/opd/programs/consistency/scenicass.html>

Hudson River Valley National Heritage Area

The Town is located within one of only 49 National Heritage Areas designated by the National Park Service. The Hudson River Valley is recognized for its early settlement patterns, importance as a trade and transportation route, and its association with the Revolutionary War.

<http://www.hudsonrivervalley.com>

Arts, Entertainment and Culture

The Town has a wide variety of cultural facilities, sites, and organizations. Tables 9-3 to 9-5 list and describe a small number of Cortlandt's key cultural resources, eco-tourism sites, and events. It is important to note that some of the resources and events listed in this section are connected to or overlap with resources discussed in the historic section above and with assets referenced in Chapter 6, Open Space and Recreational Resources.



Tollhouse House (Town of Cortlandt)



East Main Street in 1964 (Frank Godere)

Table 9-3 | Arts, Culture, and Entertainment Facilities and Sites

Name	Location	Description
Aaron Copland House	1538 Washington Street, Cortlandt Manor	Dedicated as a historic national landmark in October 2008, this was the home of Aaron Copland, one of the most influential musical figures in American history. The home serves as the center of a creative nonprofit organization for American music that supports composers, the public, and education through performances and programming.
Bear Mountain Toll House	Bear Mountain Bridge Road	A former toll house on Bear Mountain Bridge Road, the historic Toll House is now a visitor and information center as well as a scenic trail head for the Camp Smith Trail, a 2.5-mile hike that leads to the top of Anthony's Nose. Architecturally the Toll House is an excellent example for its time period and it is unique because of its use as a toll collection facility and home.
Croton Public Library	171 Cleveland Drive, Croton-on-Hudson	The mission of the Croton Free Library is to encourage the joy of reading, the exploration of ideas and the pursuit of lifelong learning for the children and adults of our community. The Library serves as a gathering place and learning center for Croton residents, with dynamic cultural and educational programs, and space for community organizations to meet.
Croton-Cortlandt Center for the Arts (CCA)	Hendrick Hudson Free Library	Provides education, art, and cultural services to children and adults. Cortlandt provides financial support to the CCA including insurance coverage, and advertisement through the Town of Cortlandt Recreation Brochure.
Hendrick Hudson Public Library	185 Kings Ferry Road, Montrose	The mission of the Hendrick Hudson Free Library is to provide access to informational, educational, cultural, and recreational library materials and services in a variety of formats and technologies; to be responsive to the public library needs of the community; and to uphold the public's freedom of access to information.
Paramount Theater Hudson Valley	1008 Brown St, Peekskill	On the New York state and National Registers of Historic Places, the Paramount Theater is a performing arts center. For over the past 25 years, Cortlandt has provided annual financial support to the Peekskill-based Paramount Theater Hudson Valley.
Peekskill Field Library	4 Nelson Ave, Peekskill	A full-scale public library serving a population of approximately 23,500 Peekskill residents and 35,000 Town of Cortlandt residents, the Field Library boasts a collection of 80,000 books, over 300 different magazine and newspaper titles, and a wide variety of DVDs, audiobooks, and compact discs.
VanCortlandt Manor	525 S Riverside Ave, Croton-on-Hudson	Former home of the Van Cortlandt family, preserved to show a snapshot of their prosperous 18th century life. The home was designated as a National Historic Landmark in November 1961. The manor offers tours to the public during the summer, as well as events and programming for schools and youth groups throughout the year.

Table 9-4 | Cortlandt Eco-Tourism Sites

Name	Location	Description
Anthony's Nose	Cortlandt Manor	Anthony's Nose, together with Dunderberg Mountain, comprises the South Gate of the Hudson Highlands. Anthony's Nose is a popular scenic viewpoint off the Appalachian Trail.
Blue Mountain Reservation	Cortlandt Manor	Blue Mountain Reservation is a 1,538-acre park in the northwest section of Westchester County. It was acquired in 1926. It features miles of trails for mountain biking, strolling and nature study
Cortlandt Waterfront Park	Verplanck	Approximate 30 acre historic waterfront park with sweeping views of the Hudson River and Stony Point includes Steamboat Dock, Riverwalk, Broadway Overlook, Veterans Memorial, Playground, and the Cortlandt Community Rowing Association - which offers rowing and training opportunities for almost everyone—from grade 6–12 school students wanting to try a new sport to adult absolute beginners through masters.
Croton Dam	Route 129, Cortlandt	Completed in 1907, the Croton Dam stands over 200 feet high and harnesses the Croton River's three branches at the beginning of the Croton River.
George's Island Park	Montrose	George's Island Park is a 208-acre waterfront park offering magnificent views of the historic Hudson River. It contains tidal wetlands, a fresh water pond and wooded trails and provides boat access to the Hudson River as well as areas for nature study and picnicking. In winter, it is a favored spot for viewing eagles on the Hudson.
New Croton Dam	Route 129, Cortlandt	The New Croton Dam (also known as Cornell Dam) is part of the New York City water supply system. The dam stretches across the Croton River near Croton about 22 miles north of New York City. Construction of this masonry dam began in 1892 and was completed in 1906. This masonry dam is 266 feet broad at its base and 297 feet high from base to crest. Its foundation extends 130 feet below the bed of the river, and the dam contains 850,000 cubic yards of masonry. At the time of its completion, it was the tallest dam in the world.
Oscawana Island Nature Preserve	Crugers	Oscawana Island lies along the Hudson River and is a popular spot to view Bald Eagles in winter. The park also has tidal marshlands frequented by Least Bittern and a newly grown forest that contains a river flowing through the mid-northern section.
Teatown Lake Reservation	1600 Spring Valley Rd #1, Ossining	A 1,000-acre nature preserve and education center spanning the Towns of Cortlandt, Yorktown, and New Castle. The reservation hosts programming featuring the many resident animals, over 230 flower species, and 15 miles of trails. "Eaglefest" is an annual event hosted by the Teatown Lake Reservation promoting environmental conservation to protect and honor the Bald Eagle in the Hudson Valley. The event attracts over 3,000 children and adults from the region.

Spotlight 9-2 | Cultural Heritage Tourism

What is Cultural Heritage Tourism?

Cultural heritage tourism is the business and practice of attracting and accommodating visitors to a place or area based especially on the unique or special aspects of that locale's history, landscape, and culture. The National Trust for Historic Preservation defines cultural heritage tourism as "traveling to experience the places, artifacts, and activities that authentically represent the stories and people of the past and present."

The Benefits of Cultural Heritage Tourism

Cultural heritage tourism can have a tremendous economic impact on local economies by attracting new businesses, creating jobs, and increasing property values. A well-managed tourism program can improve the quality of life in a community as residents take advantage of the services and attractions tourism brings. It promotes community pride, which grows as people work together to develop a thriving tourist industry.

A community that develops its potential for cultural heritage tourism creates new opportunities for tourists to gain an understanding of an unfamiliar

place, people, or time. With the arrival of visitors, in turn, come new opportunities for preservation. Well-interpreted sites provide visitors with a more meaningful understanding of their importance, and by extension instill upon them the importance of preserving other such sites.

Another benefit of cultural heritage tourism is that it increases opportunities for diversifying local economies, by providing communities with a variety of ways to prosper economically while holding on to the characteristics that make them special. Cultural heritage tourism helps make historic preservation economically viable by using historic structures and landscapes to attract and serve travelers. This type of tourism can be used as an economic revitalization strategy, especially as studies have consistently shown that heritage travelers stay longer and spend more money than other kinds of tourists. A good cultural heritage tourism program is beneficial not only to the economy, but it can also improve the quality of life for residents as it serves visitors through preserving local traditions and culture and by building community pride in its heritage.

<http://www.culturalheritagetourism.org/howToGetStarted.htm>



Spotlight 9-3 | Camp Smith

Established in 1882 as the National Guard installation Camp Townsend, Camp Smith was renamed in 1919 in honor of Alfred E. Smith, Governor of New York. Today, Camp Smith's 1,585 acres are used as a training property by the New York Army National Guard. Approximately 94% of Camp Smith is rugged terrain ideal for light infantry tactical maneuvers and paramilitary training. The remaining 95 acres consist of outdoor ranges, training simulation facilities, administrative buildings, and a maintenance shop sitting on a plateau overlooking the Hudson River.

Spotlight 9-4 | Cortlandt Historical Societies



Little Red School House

VanCortlandtville Historical Society

The VanCortlandtville Historic Society is located at the Little Red Schoolhouse at 297 Locust Avenue in Cortlandt Manor. The Historical Society began by offering an early school days program at the Schoolhouse in 1975. This program, which continues today, enables local fourth-graders to experience a morning or afternoon of classroom life in the 1840s. Costumed historians join the students' regular teachers in conducting classes, including a spelling bee.

The Little Red School served District 10 until 1935. It was called back into service as a kindergarten between 1952 and 1972. In 1989, its contributions to the Town were recognized when it was listed on the New York State and the National Register of Historic Places.

Regular meetings of the Historical Society are held at the Schoolhouse on the third Saturday of each month and feature a variety of speakers and presentations that extend far beyond the Historical Society's primary emphasis on early education and the rich Revolutionary War history of the community.

www.vancort.net



Croton-On-Hudson Historical Society

Croton-on-Hudson Historical Society

The Croton-on-Hudson Historical Society was formed in 1972 and is chartered by the New York State Board of Regents. The primary mission of the organization is the collection and preservation of Croton-on-Hudson historical materials and making them available to the public. A newsletter "The Croton Historian" is published four times a year.

The CrotonHistorical Society is located on 1 VanWyck Street in Croton.



Replica of Half Moon off of the Verplanck Waterfront (Town of Cortlandt)



View of Hudson River (Seth Freach)

Spotlight 9-5 | Categories of Historic Resources

National Historic Landmark (NHL)

NHLs are nationally significant historic places designated by the Secretary of the Interior because they possess exceptional value or quality in illustrating or interpreting the heritage of the United States. Out of more than 85,000 places on the National Register of Historic Places only about 2,500 bear this national distinction. Working with citizens throughout the nation, the NHL Program draws upon the expertise of National Park Service staff who guide the nomination process for new landmarks and provide assistance to existing landmarks.¹

National Register of Historic Places

The National Historic Preservation Act of 1966 established the National Register of Historic Places. Listing on the National Register is a federal designation signifying that a building, site, structure, district, or object has national, state, or local historic or archeological significance. Such designation does not trigger any restrictions on private property owners undertaking projects with no state or federal involvement. It may, however, call upon federal or state agencies to consider the impact of their activities on National Register-listed or eligible properties before proceeding with federal- or state-funded or licensed projects. In addition, a National Register listing may make tax credits and grants available for restoration and rehabilitation.

A major function of a listing is simply to recognize and identify the historic significance of a resource. It is important to note that the National Park Service will not list an individual, privately owned property for which it has received the owner's objection.

¹ <http://www.nps.gov/nhl>

New York State Register of Historic Places

The New York State Historic Preservation Act of 1980 created the New York State Register of Historic Places. The State Register is a listing of sites, districts, structures, buildings, areas, or objects significant in the history, architecture, archeology, or culture of the State, its communities, or the nation. Such designation does not trigger any restrictions on private property owners undertaking projects with no state involvement. However, Section 14.09 of the act established a review process for state agency activities affecting historic properties, requiring state agencies to consult with OPRHP. If a project requires any permit or funding/grants or any other approvals from a state agency, review by the State OPRHP is required. All historic places within the State listed on the National Register are listed on the State Register. It is important to note that the provision that prohibits listing on the National Register when a property owner objects does not apply to nominations on the State Register. As a result, properties could be listed on the State Register but not listed on the National Register.

Town of Cortlandt Locally Significant Properties

The 2004 Master Plan Committee, through consultation with a number of sources including the Cortlandt, Van Cortlandtville and Croton historical societies, the Town Historian, and the NYS Office of Parks, Recreation and Historic Preservation, identified properties and locations that it determined to be significant to the Town's history. The list was reviewed and revised in 2007 and updated again in 2014.

CORTLANDT HAS A SAY!¹ RESULTS FROM THE COMMUNITY-WIDE SURVEY:

- 77% of respondents would like the Town to spend public resources on cultural amenities such as community theatres, museums, performing art centers.
- Viewing art was selected as a favorite recreational activity by 34% of those surveyed.
- 77% of respondents would like to see more community theater and performing arts center in Cortlandt while 68% would like to see more museums.

¹ These responses are based on the 2016 Cortlandt Master Plan Survey accessible to Cortlandt residents on the Town website from September 2014 to February 2015. The survey contained 28 questions and attracted 725 respondents.

Table 9-5 | Major Annual Cultural Events

Name	Location	Description
Clearwater Festival	Croton Point Park	Annual music festival hosted by the Hudson River Sloop Clearwater, Inc. The festival is the country's largest annual environmental celebration since the 1960s and attracts thousands of people to seven stages with music, dance, education, activism, and storytelling.
Eaglefest	Croton Point Park	A daylong event sponsored by Teatown offering numerous eagle viewing sites and activities along the Hudson River to celebrate the return of the Bald Eagle. The festival includes eagle shows, bird walks, storytelling, bus tours to viewing sites and the Metro North Eagle train.
The Blaze	VanCortlandt Manor	An Annual event hosted at Van Cortlandt Manor each fall since 2005. Thousands of Jack o'Lanterns illuminate the property and spectacular Halloween decorations attract visitors from the tri-state area.
The Feast of Our Lady of Mt. Carmel (OLMC)	Verplanck	Every year in July for the past 92 years OLMC holds a street festival which attracts thousands of people from all over the Hudson Valley and beyond. The Feast of Our Lady of Mt. Carmel is best known for the celebratory Mass, the parading of the statue of Our Lady through the streets and the fireworks shows.
Cortlandt Family Fun Day	Train Station	An annual event hosted by the Town of Cortlandt at the Cortlandt Train Station. Large attractions include a 30 foot high Victory Lap Slide, Spaceball Ride, Jumbo Bounce and more. Small World Area for children 6 years old and younger. Midway games, prizes, music, food, face painting, tattoos, entertainment, fireworks and much more.

C. Key Challenges & Opportunities for the Future

A key challenge—as well as an opportunity—for the continued development of Cortlandt's cultural identity is its lack of a single town center that could function as a cultural focal point for the Town. In addition, the close proximity of Peekskill, with its distinct City center and burgeoning arts scene, makes it critical for Cortlandt to develop a cultural strategy that is complementary but does not compete with the City of Peekskill. It should be noted that the City of Peekskill prior to 1949 was part of the Town and these two communities remain connected through their history and culture. Cortlandt seeks to cultivate a cultural/tourism strategy that is consistent with and supportive of its neighbors, but allows Cortlandt to enhance its own unique character.

Culture is more than the visual and performing arts. It includes the history and heritage of the Town and region, the Town's natural landscape, events, and festivals that represent the diverse people who live here. A community's arts, culture, and entertainment resources—as well as its history, heritage, and landscapes—are community assets that can be used to support economic development and attract tourism. It is important to provide opportunities to experience arts, culture, and entertainment in neighborhoods throughout the Town and in its commercial centers. Since there are numerous hamlets and neighborhood centers in the Town, Cortlandt's unique community makeup can help facilitate the development of vibrant cultural centers to nurture creative individuals and audiences.

The goal of the following policies is to preserve Cortlandt's heritage through education and awareness; the protection of Cortlandt's historic resources; and to provide a variety of cultural and entertainment opportunities to increase participation in, and access to, cultural and entertainment events.

To develop the goals and policies recommended below, the MPC identified the following challenges and opportunities:

- Build upon the community's commitment to education and the integral role that cultural Institutions play in academic attainment and lifelong learning.
- Value historic preservation as an important resource and tool for connecting us to our past.
- Support the role of culture in a vibrant tourism industry and acknowledge the need for excellence in cultural programming to support tourism.
- Create opportunities for shared infrastructure and collaboration.
- Encourage new partnerships that will create the synergy required for cultural institutions to thrive in the future.
- Serve the arts, entertainment, and cultural needs of residents.
- Support a balanced cultural portfolio that spans a full range of performing and visual arts, science, history, and heritage programming.

D. Historic Preservation & Cultural Resources Goals & Policies

GOAL: Protect and Preserve Cortlandt's Historic and Cultural Resources



POLICY 194: Encourage new development to be compatible with adjacent historic properties or neighborhoods in terms of size, massing, and lot placement and encourage the adaptive reuse of historic properties.

METRIC 194-1: Number of historic buildings adaptively reused

The preservation, adaptation, and reuse of buildings and structures reduces energy consumption by preserving the embodied energy of existing materials, reduces demolition waste from entering landfills, increases reinvestment in existing communities and infrastructure, reduces greenhouse gas emissions associated with new construction, and can be a powerful economic tool and social connector.



POLICY 195: Develop design guidelines for historic areas such as Verplanck and Van Cortlandtville.

METRIC 195-1: Adoption of design guidelines to encourage preservation and rehabilitation and maintenance of targeted historic areas

A set of suggested design criteria should be created in order to guide the design of proposed development and activities within identified historic areas. The purpose of adopting design guidelines is to produce new development that is compatible and consistent with the historic context and character of the surrounding historic area. Design guidelines are not mandatory (e.g., an ordinance) and are meant to be helpful, interpretive, explanatory recommendations. Design guidelines should consist of easy-to-understand written and graphic information in a printed format and should be accessible to anyone involved in the review process of a development application, including the Town Board, Planning Board, advisory boards, applicants, and staff.



POLICY 196: Establish Historic Advisory Council and/or expand responsibilities of the Architectural Advisory Council to promote historic and cultural preservation and oversee the Town's historic and cultural resource inventories.

METRIC 196-1: Complete establishment of Historic Advisory Council or expansion of Architectural Advisory Council to include historic/cultural as described below.

Spotlight 9-6 | Responsibilities of an Historic Advisory Council are:

- Advise the Town Board and prepare written recommendations on the nomination or removal of buildings, structures, sites, areas, or objects as historic/cultural resources
- Maintain and regularly update public inventories of historic and cultural significant resources (historic sites, buildings, structures, landscapes, objects, or districts) including locally significant resources not listed on national or state registries and make inventory readily available on the Town's website and through Historic Cortlandt GIS.
- Maintain records of adaptively reused historic buildings
- Establish process for the identification and nomination of historic and cultural resources
- Develop design guidelines for historic areas and or districts to be approved and adopted by the Town Board

- Develop recommendations for the establishment of a system of markers/signage for selected historic and/or architecturally significant buildings, structures, sites, objects, trails, and/or districts
- Encourage and promote education about the Town's historic and cultural resources
- Provide advice and guidance to property owners on issues of historic preservation relating to their properties
- Reach out to schools and student organizations to increase youth awareness and participation in the Town's historic and cultural preservation
- Coordinate and work in cooperation with the Planning Board, Town staff and other state, county and local historic preservation agencies toward the goal of promoting and preserving Cortlandt's rich cultural heritage
- Work with local historians and historic organizations to:
 - Update the History of the Town for the years 1988–2018
 - Conduct interviews and obtain oral histories from older long-time residents and families, as well as residents familiar with the Town's history
 - Develop educational forums, historic driving tours, photograph exhibits, and brochures about the Town's history and significant historical events
 - Develop a tour of historically significant buildings, areas, and places in Cortlandt
 - Develop museum exhibits for the Toll House that celebrates the cultural history of Cortlandt
 - Host additional historic based events at Steamboat Dock and Cortlandt Riverfront Park in Verplanck
 - Work cooperatively with local historic groups to solicit historic photographs from Town residents and develop an inventory of these historic photographs to be used for rotating exhibits in Town Hall and throughout the Town
 - Preserve, maintain, and expand the use of the Town's historic and cultural sites, such as the Toll House, Copland House, and the Cortlandt Museum



POLICY 197: Seek formal State and/or National Historic Register designations of eligible resources such as the Verplanck and Van Cortlandtville neighborhoods.

METRIC 197-1: State and or National Historic Register designation of Van Cortlandtville and Verplanck neighborhoods.

Spotlight 9-7 | State and National Historic Designations

A Historic District is a concentration of buildings, sites, structures, and/or objects in a definable geographic area that are historically linked and that possess historic significance as a unified entity. Some of the components of a historic district may lack individual distinction but still contribute to the integrity and significance of the district as a whole. Other buildings within a historic district may not add to the character of the historic district; these are identified as noncontributing features. For the National Register to list a Historic District, a majority of property owners within the district must consent to the listing.

National Register listing serves as a planning tool for government agencies, but does not restrict private landowners from altering their historic property in any way unless their activities are funded, licensed, or otherwise part of a federal or state undertaking. A private owner of a National Register-listed house or a house within a National Register-listed historic district may renovate, restore, demolish, or otherwise alter their house and property with no government review or oversight, provided there is no state or federal involvement in their project.

Listing on the National Register is considered an honorary status that recognizes the historic significance of a district or property. In addition, certain federal and New York State tax credits are available for rehabilitation of buildings that are individually listed or are contributing features in a historic district.



POLICY 198: Support the historic preservation of the Verplanck area and leverage its historic nature and waterfront location to improve the cultural heritage of the Town and region.

GOAL: Promote a greater awareness of Cortlandt's history through heritage-based education, tourism, and events



POLICY 199: Develop historic wayfinding signage, plaques, and markers to identify and interpret significant historic and cultural resources (including important cultural figures) throughout the Town.

METRIC 199-1: Percent of known historic resources designated with a Town-provided marker or sign



POLICY 200: Develop a smart phone application that allows a user to tour either virtually or in person the Towns' various historic resources. Application could include photos, mapping and audio.

METRIC 200-1: Delivery of Smart Phone application for Historic Resources



POLICY 201: Continue to provide public access and promote public use of the historic Hudson River waterfront through locations such as the Cortlandt Waterfront Park, George's Island, Oscawana, and Annsville.

METRIC 201-1: Number of new public access points along the river

GOAL: Provide and promote a variety of cultural and entertainment opportunities.



POLICY 202: Develop outdoor amphitheater on the Hudson River for cultural events and support public art in public spaces throughout the Town, especially along the Waterfront.

Public art complements the attractiveness and identity of a community. Public art can add to the character of a community by recognizing its heritage, milestones or events.

METRIC 202-1: Number of public art installations within public spaces throughout the Town.



POLICY 203: Promote Cortlandt's multiculturalism through events that celebrate cultural diversity (e.g., Taste of Cortlandt, etc.).



POLICY 204: Continue to explore opportunities to utilize the theater at the FDR VA Hospital in Montrose, New York for various performing arts events.



POLICY 205: Collaborate across jurisdictional boundaries to explore new partnership opportunities that bring music, theater, and other cultural and entertainment to venues throughout the Town (i.e., Music Under the Stars, Outdoor Movie night, Shakespeare in the Park, etc.).



Residents gather at Veteran's Memorial Park for the Memorial Day Parade (Seth Freach)

Acronyms List

AAC	Architectural Advisory Council	NWJWW	Northern Westchester Joint Water Works
AADT	Average Annual Daily Traffic	NYS	New York State
ADA	Americans with Disabilities Act	NYSDEC	New York State Department of Environmental Conservation
ALS	Advanced Life Support	NYSDOS	New York State Department of State
ATS	Adaptive Traffic Signal	NYSDOT	New York State Department of Transportation
CAC	Conservation Advisory Council	NYSERDA	New York State Energy Research and Development Authority
CAP	Climate Action Plan	NYSOSCP	New York State Open Space Conservation Plan
CBA	Cortlandt Boulevard Area	OPRHP	New York State Office of Parks, Recreation, and Historic Preservation
CBD	Community Betterment District	OSC	Open Space Committee
CCA	Croton-Cortlandt Center for the Arts	PCU	Progressive Care Unit
CCWD	Cortlandt Consolidated Water District	POSS	Pedestrian Only Shoppers Streets
COOP	Continuity of Operation Protocol	PRC	Parks, Recreation, & Conservation Advisory Board
CROS	Conservation, Recreation and Open Space District	PROS	Parks, recreation and open space district
CRP	Cortlandt Regional Paramedics	PVD	Planned Village Development District
CUE	Cortlandt Upper Entertainment Teen Center	PV	Photovoltaic
DES	Department of Environmental Services	RRUSP	Residential Reuse Special Permit District
FHWA	Federal Highway Administration	SASS	Scenic Area of Statewide Significance
GIS	Geographic Information System	SCADA	Supervisory Control and Data Acquisition
GHG	Greenhouse Gas	STIP	Statewide Transportation Improvement Program
HHRT	Historic Hudson River Towns	TOD	Transit-Oriented District
HVHC	Hudson Valley Hospital Campus	TDM	Transportation Demand Management
ICU	Intensive Care Unit	TSM	Transportation Systems Management
IMA	Inter-municipal Agreement	VA	Veterans Administration
MEP	Montrose Enhancement Plan	VEP	Verplanck Enhancement Plan
MID	Montrose Improvement District	WMPF	Westchester Municipal Planning Federation
MOD	Medical Oriented District	WSD	Waterfront Sustainability District
MPC	Master Plan Committee		
NHL	National Historic Landmark		

Glossary

Affordable Housing	Housing deemed affordable to those with a median household income.
Community Character	The sum of all the attributes and assets that make a community unique and establish a sense of place for its residents.
Complete Streets	Streets designed for all uses, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.
Cortlandt Boulevard Area (CBA)	One of the four key strategies for the 2016 Sustainable Comprehensive Plan. This initiative would strengthen the role of Cortlandt Boulevard as a downtown center by permitting mixed-use, compact development along the corridor and encouraging streetscape improvements, infrastructure investments, walkability, and Complete Streets.
Economic Incubators	Economic incubators are locations that have a particular set of shared resources that are beneficial and appealing to businesses to set themselves up in a cost-effective and synergistic way.
Form-based Code	A land development regulation that is based on physical form rather than separation of uses.
Gateway Areas	Gateway Areas are a new category of scenic resources identified as part of this Master Plan, and refer to those locations that are entrances to the Town.
Green Infrastructure	Green Infrastructure describes an array of practices that use or mimic natural systems to manage stormwater runoff.
Hazard Mitigation Planning	As defined in the Code of Federal Regulations (44 CFR 201.2), hazard mitigation is “sustained action taken to reduce or eliminate long-term risk to people and their property from hazards.”
Infill Development	The process of developing vacant or under-used parcels within existing built areas that are already largely developed.
Master Developer	An entity that will bring resources in planning, development, finance, and public-private partnerships to create a detailed redevelopment plan to facilitate and implement projects and/or planning initiatives.
Microgrid	A standalone energy system that can operate independently of the main grid in the event of a power outage.
Medical-Oriented District (MOD)	One of the four key strategies for the Plan. This initiative would promote a range of health services and complementary uses in one area around the New York Presbyterian Hudson Valley Hospital.
Multi-Generational Housing	Housing designed for a household that includes at least two adult generations.
Sense of Place	A combination of characteristics that make a place special and unique.
Shared Services	When municipalities or different entities share services to increase effectiveness and efficiency in their operations.
Sustainability	Meeting the needs of the present in ways that do not compromise the ability of future generations to meet their own needs.
Transit-Oriented District (TOD)	One of the four key strategies for the Plan. This initiative would promote practices such as compact development, a mix of uses integrated into a walkable neighborhood, and quality public transportation options within approximately ½ miles of the Cortlandt Metro-North Train Station.
Traffic Calming	Physical design and other measures put in place on roads for the intention of slowing down or reducing motor-vehicle traffic as well as to improve safety for pedestrians and cyclists.
Walkability	Ability of an area to be conducive to walking.
Waterfront Sustainability District (WSD)	One of the four key initiatives for the Plan. This initiative would encourage the use of various planning tools to promote waterfront dependent uses and compact mixed-use development along the Verplanck and Annsville waterfronts.

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