ALBANY POST ROAD CORRIDOR STUDY
Hyde Park, NY

Buckhurst Fish & Jacquemart, Inc.

February 2002
# ALBANY POST ROAD CORRIDOR STUDY
## HYDE PARK

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             Pompey Delafield (2001)
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Vice Chairman: Tim Lynch
Secretary: Heather MacNish, Scenic Hudson
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1.0 INTRODUCTION

The study of the Albany Post Road Corridor (Route 9) represents an important follow-up to the work completed for the Town of Hyde Park's Comprehensive Plan, completed in 1997. That plan noted that the corridor remains under threat due to expanding strip commercial development, and that steps will need to be taken to ensure the preservation of the roadway's existing landscape and historic features.

At present, the corridor presents a number of very strong contrasts in terms of visual quality and character. Portions of the road to the north retain an unspoilt rural quality, consistent with the area's designation as part of the Hudson River National Historic Landmark District. In comparison, areas of commercial use – particularly at the edge of Hyde Park's retail center – exhibit many of the characteristics consistent with typical strip commercial development. Other sections of Route 9 – including the northern portion designated as a Scenic Highway – contribute positively to the area's historic and scenic resources. In particular the corridor contains a number of significant tourist attractions including the FDR Home and Library, the Vanderbilt Mansion, the Mills-Norrie State Park and the Culinary Institute of America.

The report that follows summarizes the work prepared by the consultant, Buckhurst Fish & Jacquemart Inc., working in close collaboration with the Historic Hyde Park Corridor Committee (HHPCC). The nine month study included regular meetings with the Committee and also involved close consultation with representatives of the Dutchess County Planning Department and the NYS Department of Transportation. It is intended that the results of this study will form the basis for follow-up work by the Department of Transportation that will include further detailing of the transportation and land use issues that impact the future of this major transportation corridor.
2.0 THE ALBANY POST ROAD CORRIDOR

The Albany Post Road (Route 9) extends for approximately 10 miles from the Town of Poughkeepsie boundary northward to the Town of Rhinebeck. The road is an important north-south arterial road, providing direct access to key east-west connections including the Kingston-Rhinecliff Bridge north of the Town of Hyde Park, and the Mid-Hudson Bridge at Poughkeepsie (Figure 1).

2.1 Land Uses

Land uses along the corridor vary from the rural character found in the northern sections of the study area to the more urban uses that exist in the Town Center area. Moving southward from the Town of Rhinebeck boundary, the major land uses, shown in Figure 2, include:

- Farmland, recreation and institutional uses and State parkland are the dominant uses along much of the three mile length of the corridor as far south as South Cross Road. This area includes the Dinsmore Golf Club, the Mills Memorial State Park, Norrie State Park and the Anderson School.

- The following two-mile length of corridor retains a largely rural character due to preserved woodlands and open space, although this section also includes a mix of single family subdivisions and some higher density development including the Hyde Park Condominiums on the west side of the highway.

- The Vanderbilt Mansion National Historic Site, overlooking the Hudson River, extends for one-mile along the Albany Post Road frontage. Market Street marks the northern gateway into Hyde Park's commercial district.

- Hyde Park's major commercial areas stretch for almost two miles southward as far as St. Andrews Road. This area includes a mix of retail, office and institutional uses (such as the Town Hall, the Post Office, churches, fire station, etc.). Retail establishments range from small-scale individual stores to a variety of shopping plazas (such as Park Plaza) and fast-food outlets.

- Overlapping with this commercial stretch is the site of the FDR Home and Presidential Library and the Bellefield property, now headquarters of the National Park Service. The importance of this site as a major tourist area is underlined by the planned additions of a $12 million Visitors and Conference Center to be built at the Roosevelt site.

- The corridor extending south from St. Andrews Road to West Dorsey Lane is dominated by the Culinary Institute of America complex. This area is undergoing a parallel study by the Bellefield Ad Hoc Group, exploring the concept of a Tourist Village development and improved cultural facilities.

- The final section of the corridor leading to the Town of Poughkeepsie reverts to a commercial character, dominated by strip retail sites and auto related uses. This area acts as a "gateway" to the Town of Hyde Park for travelers from the Town of Poughkeepsie.

Views along the corridor are shown in Figures 3 -5.
Figure 1. Location Map

ALBANY POST ROAD CORRIDOR STUDY
Hyde Park, NY

BFJ Buckhurst Fish & Jacquemart, Inc.

Source: Map of County Highway System, County of Dutchess
2.2 Traffic Conditions

For most of its length through Hyde Park the Albany Post Road has two lanes of traffic. South of St. Andrews Road, however the road widens to four lanes and is designed with a raised central median that is 12 feet wide. Daily traffic volumes along Rte 9 range from about 22,000 in the southerly part of the Town to 9,500 in the north. For some of the side streets to Rte 9 daily volumes are as follows:

<table>
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<th>Street</th>
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<tr>
<td>West Dorsey Lane</td>
<td>3000</td>
</tr>
<tr>
<td>Saint Andrews Road</td>
<td>7,200</td>
</tr>
<tr>
<td>Pine Woods Road</td>
<td>6,700</td>
</tr>
<tr>
<td>East Market Street</td>
<td>9,000</td>
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Traffic volumes are often heavy during peak a.m. and p.m. periods, particularly through Hyde Park’s commercial district where traffic flow is interrupted by numerous turning movements seeking access to individual shopping areas and other commercial sites.

The north section of Albany Post Road has a 55 mph speed limit as far south as the northerly limit of the Vanderbilt Mansion property, where a 45 mph transition speed is posted. At the southerly border of the Vanderbilt Mansion the speed limit decreases from 45 to 30 mph. This limit continues through much of the commercial center until Caywood Place, where the speed limit is raised to 40 mph. At St. Andrews Road the speed limit is raised to 45 mph, at the point where the Albany Post Road becomes a four-lane highway.

Traffic lights control access at Market Street/County Route 41; at the entry to Park Plaza; at Pine Woods Road; and at St. Andrews Road. In addition, caution lights are placed at the drive-in intersection. Figure 6 shows the existing major roadway conditions noted above, in conjunction with key land uses that front on the highway.

2.3 Summary

The pattern of land uses and the changes in the character and quality of Route 9 can be summarized by identifying the corridor as a sequence of relatively district zones, illustrated in figure 7. These zones are summarized as follows, moving southward from the Hyde Park – Rhinebeck boundary:

- The largely unspoilt rural character that prevails for the northern sector of Route 9, extending to the Vanderbilt property.
- The north gateway area, already identified by streetscape improvements carried out in the Crossroads area.
- Hyde Park Center, where commercial uses include two major shopping plazas as well as the Town Hall and Library.
- A south gateway area which will include a proposed new entry to the FDR site Visitors Center.
- A “transition” zone that incorporates the FDR site and properties owned by Scenic Hudson. This area, extending to St. Andrews Road, should retain its largely formal, estate-quality character that currently exists for most of this section of Route 9.
Existing woodlands dominate views in north portion of corridor.

Vanderbilt Mansion and St. James Church Properties.
Figure 4. Views of Hyde Park Center

Crossroads Area

Commercial Strip Development
Figure 5. Corridor Views South of Hyde Park

Views Near FDR Home.

Culinary Institute of America and Widened Route 9.
Figure 6. ROAD CHARACTERISTICS
2.4 Detailed Study Areas

Hyde Park's Comprehensive Plan, adopted in 1997, outlined a number of initiatives that focused on improving tourist facilities and services within the Town. A number of these recommendations have directly led to on-going studies being prepared for the Albany Post Road corridor. These include:

Continued revitalization of the Crossroads area, including expansion of streetscape improvements and the construction of a walkway linking the Albany Post Road with the Hudson River Valley Greenway Trail, the Historic Railroad Station/Museum and the Hudson River.

Preliminary planning proposals for a tourist village, transportation center and other facilities being prepared by the Bellefield Ad Hoc Group for properties owned by Scenic Hudson on the east side of Route 9 located approximately opposite the FDR site.

Proposals for a new Visitors and Conference Center for the FDR site, to be located west of the Bellefield Estate.

Completion of an overall planning study for the Albany Post Road Corridor being undertaken by the Historic Hyde Park Corridor Committee, (HHPCC), which includes the work described in this report.

Taking into account the studies being undertaken by the Crossroads and Bellefield Committees, the HHPCC identified two additional areas for more detailed analysis as part of this overall corridor study. These segments reflect the strong contrasts in the intensity of land uses and types that occur along the ten-mile corridor. One segment focuses on a major portion of Hyde Park's commercial district, and includes an area that extends from Pine Woods Road southward to Park Plaza and Rogers Place. The second segment is located within one of the more rural sections of the corridor, in the vicinity of the Hamlet of Staatsburg. These two segments are discussed in more detail in the following two later sections of this report.
3. HYDE PARK CENTER

This section provides a number of general recommendations for a major segment of the Town's commercial center, with more detailed proposals prepared for the area around the Hyde Park shopping center.

3.1 Existing Conditions

The area selected for study involves a significant portion of Hyde Park's business district, involving a three-quarters of a mile section of the corridor extending from Kirchner Avenue to Terwilliger Road. This area includes a mix of businesses including retail, restaurant, office, personal service and auto service uses, which are largely concentrated on the east side of the highway (Figure 8). The only public use located in the area is the fire station, sited to the north of Pine Woods Road.

The main commercial and retail uses include the Grand Union and the Park Plaza complex (with a CVS Store); several restaurants and food outlets (the Eveready Diner, Dairy Queen, McDonalds etc.); a number of banks; three gas stations; and several specialty stores including the Hyde Park Antiques Center near the south end of the study area. This broad range of uses has the beneficial effect of giving this area a varied streetscape where buildings vary in both scale and character.

Most of the development in the area responds to the traditional suburban pattern with buildings set back behind surface parking lots, with individual sites maintaining separate access points off Route 9. The lack of a coordinated circulation and parking plan means that much of the area is utilized as surface parking lots, and the multiple curb cuts create additional traffic turning movements and inhibit pedestrian movement along the corridor. An exception to this arrangement occurs in the area south of Pine Woods Road, where a service road connects a number of stores within the Park Plaza development. This service road enters and exits off Route 9 via two widely spaced traffic signals.

Sidewalks are provided for much of the north section of this area, although these lack continuity due to varying design treatments, the frequent curb cuts, and obstacles such as signage and outdoor furniture. South of Park Plaza, no sidewalks exist on the east side of Route 9 except for a short section near Van Dam Road. There are no marked crosswalks along this section of the corridor.

The quality of streetscape varies widely along the length of this section of Albany Post Road, resulting in a lack of any consistent theme or image. Most of the commercial sites are planned so that building placement, parking layout, access and signage are designed for the convenience of a car driver rather than a pedestrian. Pedestrian access and amenity is very much a secondary consideration, although a number of sites provide attractive planting and include well-maintained sidewalks along the highway right-of-way. In a number of instances, however, signage is placed within the sidewalk, forcing pedestrians to navigate through adjacent parking lots (Figure 9). An attractive feature of this area relates to the predominant residential use along part of the west side of the highway, where tree planting provides a welcome visual break from the surrounding auto-related uses and features.
3.2 General Recommendations

The recent study ‘Greenway Connections’\(^1\) outlines a number of planning and design guidelines that are applicable to this section of Albany Post Road. In reviewing guidelines for commercial strip areas such as the district in Hyde Park Center, the Greenway Connections study notes that the overall goal should be to “… reclaim the strip into more contained sub-centers with shared driveways and parking, higher quality landscaping and architecture, and a mix of adjacent uses”. In order to achieve this goal the Town should consider the following recommendations:

- **Consolidate Vehicular entries**

  Existing curb cuts should be reduced in number, and where feasible, reduced in width. There are over 30 curb cuts serving commercial properties on the east side alone along this section of Albany Post Road, excluding the cross street connections. In some cases, adjacent commercial sites could be consolidated to reduce the number of entry and exit points from the main road. As an example, the retail properties located between Fuller Lane and Crumwold Place include four separate curb cuts; these could be reduced to two without impacting the accessibility of these properties since the parking lots are already linked.

  Alternatively, an effort should be made to construct service road links that could connect at intervals with the Albany Post Road, following the precedent established in the Park Plaza/Grand Union area.

- **Improve Pedestrian Network**

  Significant improvements should be undertaken to encourage greater pedestrian activity in the area, involving sidewalk improvements, crosswalks, and additional pathway systems linking parking areas and buildings. These improvements should include:

  - **Sidewalk improvements**

    Continuous and well maintained sidewalks should be installed to encourage pedestrian use and help establish a more coherent and attractive appearance along the length of this section of the corridor. Sidewalks should be constructed where they currently do not exist, primarily within the southern portion of the area. In addition sidewalk materials and treatment should, where possible, be extended across curb cuts and driveways in order to convey a sense of priority to the pedestrian.

  - **Crosswalks**

    Pedestrian crosswalks should be provided at clearly identified locations within Hyde Park’s commercial district. Figure 10 shows a number of suggested locations which are aligned with existing cross streets and provide direct links between the residential blocks and the commercial properties on the east side of the corridor. Crosswalks should be identified by pedestrian crossing signs and if possible, by changes in road surface material or color.

1. Greenway Connections: Greenway Compact Program and Guides for Duchess County Communities, March 2000
- **Pathway Links**

Opportunities exist to provide pedestrian pathway links between clusters of free standing buildings that are set back from the highway. Well designed and convenient connections would encourage shoppers to walk to adjacent stores rather than drive short distances to adjacent parking lots.

- **Provide Additional Street Trees**

Much of the Albany Post Road Corridor is lined by woodlands and plantings along the roadway. The presence of trees helps to give the road a rural quality and it is therefore important to try and maintain this image even through the more built up sections of the Town. Additional street trees will help screen areas of parking and assist in unifying the streetscape, which varies so widely in character in this section of the corridor. New plantings are especially needed along the east side of the road, south of the Park Plaza area.

- **Landscaping within Parking Areas**

Additional planting is also needed in many of the larger lots to break up the expanse of paved areas that exist in front of larger commercial buildings. Some lot layouts appear to provide overly generous spacing for parking and circulation, thus allowing for the insertion of tree/landscape islands without loss of parking space.

- **Allow for On-Street Parking**

Sections of this corridor should provide for on-street parking where traffic conditions permit. Apart from providing easily accessible parking, this action would encourage additional pedestrian activity along sidewalks and assist as a traffic calming element within the commercial district. The width of the highway right-of-way restricts on-street parking to one side of the road only. This should be located along the east side of the Albany Post Road, coinciding with the commercial frontages along this section of Hyde Park Center. The precise locations of on-street parking will need to be carefully located to ensure safe conditions for pedestrians at the proposed crosswalk locations.
• **Extend 30 MPH Speed Limit**

At present the 30 mph speed limit applies as far south as Caywood Place, where the limit is raised to 40 mph. Consideration should be given to extending the 30 mph limit as far south as Terwilliger Road or further south to the proposed entry point for the proposed Visitors and Conference Center at the FDR site, or St. Andrews Road.

The above recommendations are summarized in Figure 10. This map also indicates the area covered within a six-minute walk from the approximate center of Park Plaza. This emphasizes the fact that much of this commercial district is within a relatively easy walking distance from one of the key retail centers in Hyde Park, and that the provision of improved pedestrian paths and amenities could help reduce the reliance on auto travel between the various commercial buildings in the area.

### 3.3 Detailed Study Area

A more detailed analysis was made of the north portion of the Hyde Park Center, involving an approximate four-block length of the Albany Post Road Corridor extending from Parker Avenue/Pine Woods Road to Park Plaza (Figure 11). This section includes the most concentrated commercial development along the corridor, with Hyde Park Center and Park Plaza centers, fast food outlets such as McDonald’s and Dunkin Donuts, two bank buildings, a gas station and a variety of other retail/restaurant facilities.

The suburban pattern of development is clearly indicated in Figure 12, which contrasts the location and scale of building areas with the space consumed by parking lots and areas utilized by vehicles. The drawing shows how surface parking is the dominant use along the highway frontage, with many buildings set far back from the pedestrian sidewalks.

The proposals shown for this area follow the general design objectives listed under section 3.2 above, and are designed to accomplish the following four general goals:

- To encourage pedestrian activity through the construction of a convenient and attractive network of pedestrian paths.
- To provide traffic calming measures that provide safer conditions for pedestrians.
- To establish a number of amenities such as a Town Park, additional landscaping and streetscape improvements.
- To increase retail frontage along Route 9 in order to reduce views to surface parking lots and create a more traditional village center character.

Figure 13 illustrates a variety of recommendations that are designed to achieve these goals over time. The plan generally accepts the current arrangement of buildings, access and parking in order to keep proposals as realistic as possible. The key recommendations include:

- **Improve the service road connecting Hyde Park Center and Park Plaza as a Town-owned road.** At present the service road between Pine Woods Road and Park Plaza is poorly defined and visually unattractive. This route has the potential to act as an important loop road that would reduce the need for the large number of entry/exit points from Albany Post Road. Street trees, sidewalks and pedestrian-scaled lighting should be provided in order to establish this route as the main access road serving the commercial uses on the east side of the corridor.

- An opportunity exists to locate a service road loop on the west side of the corridor between Fuller Lane and Crumwold Place. This would encourage parking spaces located to the rear of the
Figure 11. Detailed Study Area
Figure 12. Existing Buildings
Figure 13. Proposals for Detailed Study Area

- On-street parking on east side of Route 9 only
- Revised parking lot entries
- New building: two floors with professional office at second floor
- Landscaped service road redesigned as public street
- Proposed Town Green with bandstand, seating, etc
- Additional parking area
- Service road realigned to improve connection to Park Plaza
- Additional landscaping for parking lot
- Realigned pedestrian sidewalk
- Crosswalks
- Continuous street trees along Route 9
- On-street parking provided on East side of Route 9 only
- New retail frontage
commercial uses and allow for landscaping and improved pedestrian amenities to be developed along the Route 9 frontage.

- **Create a Town Park to act as a “center” for this area of Hyde Park.** A modest landscaped park area is suggested within the Hyde Park Center development, connected to Albany Post Road. This area could accommodate benches, a bandstand, information kiosk, etc. and help to establish an attractive focal point for the Town. Parking spaces that are lost through this proposal are replaced by new parking located immediately south of the Grand Union building (Figure 13).

- **Provide on-street parking on the east side of Albany Post Road.** Sufficient space appears to exist to accommodate parking along Route 9 for much of the east side of the road within the study area. Existing building setbacks and landscaping allow for a re-aligned sidewalk together with street trees adjacent to the on-street parking lane.

- **Establish well-defined crosswalks at key locations along Albany Post Road.** A number of pedestrian crosswalk locations should be established to provide safe crossing points connecting the largely residential section on the west side Route 9 to the retail and commercial uses to the east. Suggested crosswalks are shown near existing road intersections and at the major entry points to Hyde Park Center and Park Plaza.

- **Improve Streetscape.** The recent streetscape improvements completed at the Crossroads should be applied to this section of Route 9, involving the placement of utilities underground and installation of historic style street lighting. In addition improvements should include a more consistent design treatment for sidewalks including the definition of pathways that cross service access roads; additional street tree planting, and provision of well designed street furniture such as benches and litter bins.

The application of the proposals listed above is illustrated for three specific areas within this section of the Route 9 Corridor: for the block immediately north of Pine Woods Road, on the east side of Route 9; for the block south of Fuller Lane; and for the vehicular entry point into the Hyde Park Center.

The proposals for the area immediately to the north of Pine Woods Road include the shifting of the existing sidewalk nearer to the retail/commercial frontage, and provision of on-street parking. Pedestrians are separated from the roadway by a landscaped strip that includes street trees and ornamental lighting. Suggested improvements to building facades include the use of awnings and coordinated signage (figure 14).

Streetscape improvements are also proposed for the west side of Route 9, within the block to the south of Fuller Lane. The proposals include the elimination of one or more curb cuts, the screening of the parking areas and provision of street trees and ornamental lighting to upgrade the visual quality of the streetscape. Figure 15 also illustrates a reduction in the over-sized scale of commercial signage that exists on this block.

Figure 16 illustrates the proposal for a landscaped “town” park to be located within the Hyde Park Plaza development. Pathways within the park would link the Albany Post Road sidewalk to building entrances that are largely “hidden” by cars parked within the large scale parking lots.

The preliminary recommendations shown for the three above sites all involve varying streetscape, landscape and site improvement actions. Design improvements to buildings must also be considered, with reference to roof lines, materials, building proportions and signage. A specific set of design guidelines for Hyde Park’s business areas is needed in order to build a strong community identity and style.
ALBANY POST ROAD CORRIDOR STUDY
Hyde Park, NY

BFJ Buckhurst Fish & Jacquemart, Inc.

Figure 14. Proposals for Block North of Pine Woods Road
Figure 15. Proposals for Area South of Fuller Lane
Figure 16. Proposals for Hyde Park Plaza

Existing Conditions

Proposed Improvements
4.0 STAATSBURG STUDY AREA

4.1 Existing Conditions

The hamlet of Staatsburg represents a very different set of conditions compared to those presented by the commercial strip along Route 9 at Hyde Park’s Center. Much of the Staatsburg area is set well apart from the Route 9 Corridor, and this fact alone has helped to preserve the hamlet as a largely unspoiled and undisrupted rural community. The Dinsmore Golf course to the north, the Mills Memorial State Park and Norrie State Park to the west and south provide landscaped buffer areas between the built-up area of the hamlet and the surrounding development. The relatively isolated nature of Staatsburg is also reinforced by the indirect road linkages that link the hamlet with Route 9. Figure 17 illustrates an aerial view of the Staatsburg area located between Route 9 and the railroad to the west.

Much of Staatsburg’s charm stems from the rural character of its local streets. Roads such as Old Post Road, Mulford Avenue, Hughes Avenue and Mountain View Road are without sidewalks and with buildings set back behind generous landscaping, views along these roads offer few indications of development. Only the unsightly overhead utility lines disrupt the scenic quality of the area (Figure 18).

A nucleus of commercial and institutional uses, located between the railroad and Old Post Road, provide a focal point for the community and include an attractive store/deli, the Portofino Restaurant, a branch library and two churches (Figure 19). Most of these uses are housed in well preserved turn-of-the-century buildings. A glaring exception is the 1959 Post Office, a squat brick box that looks out of place in the historic setting of the hamlet.

4.2 Future Needs

Planning recommendations should focus on preserving the historic character and scale of Staatsburg and on modest improvements to the streetscape within the hamlet center. The Town should:

- Encourage the preservation and enhancement of the existing historic structures in the area.
- Establish and enforce design guidelines for new building that reflect the character of historic development.
- Ensure that new public infrastructure work such as road improvements are carefully scaled and appropriately located given the rural character of the area.

Improvements to the current streetscape should focus on the hamlet center area, particularly in the vicinity of the Post Office at Market Street and Old Post Road. This area already functions as a social meeting place for the community, despite the lack of pedestrian amenities such as pathways, benches, etc. The construction of sidewalks on Market Street, connecting the retail use (Hughes Building) with Old Post Road, the installation of pedestrian scale lighting and landscaping of the Post Office parking lot would create a needed pedestrian-friendly area for Staatsburg’s Center. In addition modest architectural changes to the post office could be made so that the building achieves a better “fit” with its surroundings. A pitched roof, dormer windows and new signage are among the elements that could be considered in any upgrading of the existing structure. One possible form of a new roof design is shown in Figure 20, together with streetscape improvements that are designed to establish a more attractive setting for the Post Office building.
Figure 17. Staatsburg: Aerial Photograph
Figure 18. Staatsburg: Views of Residential Streets
ALBANY POST ROAD CORRIDOR STUDY
Hyde Park, NY

BFJ Buckhurst Fish & Jacquemart, Inc.

Figure 19. Staatsburg: Views of Commercial Center
Figure 20.

Possible Improvements to Post Office Building

Recommendations

Provide clearly identified parking area
Add mansard roof with dormer windows
Sidewalk and curb to define parking area
New signage with awning
Add ornamental lighting
APPENDIX:

HHPCC Goals 2002
HHPCC Members
Historic Hyde Park Corridor Committee
Town Board Workshop
January 14, 2002

Steering Committee:
Thom Fiet, Co-Chair        Heather MacNish, Secretary        Noreen Reilly
Margi Delafield, Co-Chair  Pompey Delafield                            Dennis Wentworth
Tim Lynch, Vice-Chairman   Tory Kane

Mission Statement:

The Historic Hyde Park Corridor Committee is an advisory committee established to work with and serve as a catalyst for the community of Hyde Park, and to make recommendations to the town Board, with respect to the visual environment, land use and preservation, and economic development of the Albany Post Road corridor.

Goals for the year 2002:

1. Pinewoods Area Business District  1-2 years
   Building upon the work of our consultant Buckhurst, Fish & Jaquemart, we will be developing specific recommendations to make this area pedestrian and business friendly. This will include the layout of sidewalks, crosswalks, lighting, plantings, signage & street signs and close coordination with DOT including development of an official road map for the area. Careful attention will be paid to the challenges and opportunities posed by future sewer development. We hope to assemble an inventory of financial incentives and recources for business owners and begin work on Design Review Standards.

2. Corridor North
   Viewscape Protection
   Work with DOT to create official road map (service roads and driveways)
   Bike/Walking Path along Water easement to Staatsburg

3. Staatsburg Hamlet
   Reestablish Hamlet Committee
   Post Office roof
   Tree Planting
   Support NYS Parks Mills Mansion Wall Repair

4. 100 Trees for Hyde Park
   Tree planting for Routes 9&9G working with DOT, Shade Tree Commission.

5. Intersection Prototype
   Develop a process for intersection definition and common elements for a prototype. (eg, street lights, signage, curbing, planting).

6. Mile Markers
   Work with DOT to develop a standard form of protection.

7. National Park Service Roosevelt Site Entrance
   Ongoing participation in planning phase to insure compatibility with Corridor priorities.

8. Bellfield Committee
   Ongoing, active participation to insure forward movement and compatibility with Corridor planning. Sustainable economic development of this area will dovetail with Route 9 revitalization and further promote business growth in the economical area.

9. Crossroads Initiative
   Ongoing planning collaboration on the parking lot and proposed sidewalk to the river.
Historic Hyde Park Corridor Committee Members

Marion Asher, Staatsburg resident, Hyde Park Ethics Committee
Jeff Baker, Crossroads Committee
George Briggs, Crossroads Committee
Shellman Brown, Crossroads Committee
Dot Chenier, Chamber Of Commerce, Masterplan Committee
Ave Clark, Crossroads Committee
Eve Crispell, Crossroads Committee
Margi Delafield, Crossroads Committee, Shade Tree Commission, DC Master Gardner
Pompey Delafield, Hyde Park Town Supervisor
Mary Donohue, Chair, Hyde Park Zoning Board of Appeals, Master Plan Committee
Diane Dinapoli, Corridor Business Owner
Thom Fiet, Pastor, Dutch Reformed Church, Staatsburg resident
Pat Gauch, Hyde Park Visual Environment Committee
John Golden, Crossroads Committee, Bellefield Committee
Barbara Herrmann, Chamber Of Commerce
Kate Hinz-Schaffer, Crossroads Committee
Tom Hirst, Culinary Institute Of America
Bill Irwin, Corridor Business Owner
Tory Kane, Hyde Park Town Board, former Planning Board Member
Cheryll Kelley, Planning Board Member, Master Plan Committee, Crossroads Committee, Bellefield Committee
Cynthia Koch, Director, FDR Library
Beth Kolp, Coordinator, Honors Program, Duchess Community College
Eileen Lawlor, Hyde Park resident
Bob Linville, Staatsburg Library Trustee
Tim Lynch, Professional Engineer, Bellefield Committee
Heather MacNish, Scenic Hudson, Inc., Hyde Park resident
Margaret Marquez, Town Historian, Crossroads Committee
Nancy Molzon, Hyde Park resident
Paul Nassetta, former Hyde Park Economic Development Committee
Sarah Olson, Superintendent, Roosevelt & Vanderbuilt National Historic Sites
Sharon Piraino-Buko, Hyde Park Planning Board
Noreen Reilly, DC Legislature, Crossroads Comm, Bellefield Comm, Northern Dutchess Alliance
Barbara Suase, Hyde Park Town Board, Crossroads Committee
Jim Spratt, Crossroads Committee
Barbara Sweet, Hyde Park Historical Society
Don Weber, Rhinebeck resident
Dennis Wentworth, NYS Office of Parks, Recreation and Historic Preservation, Staatsburg resident
Karen Woods, Director of Dutchess County Tourism Promotion Agency, Hyde Park resident
David Woolner, Executive Director, Franklin & Eleanor Roosevelt Institute

Consulting Members

Judy Breslor, Hudson River Valley Greenway, Planner
Paul Buckhurst, Partner, Buckhurst, Fish, & Jacquemart consultants
Ken Carlson, NYSDOT Mobile Management Group, Albany
John Clarke, Dutchess County Planning & Development
Deborah DeWan, Scenic Hudson, Inc.
Dave Hayes, National Park Service
Georges Jacquemart, Partner, Buckhurst, Fish, & Jacquemart
Carmella Mantello, Executive Director, Hudson River Valley Greenway
Barnabus McHenry, Chair, Hudson River Valley Greenway Communities Council
Tad Moss, Hyde Park Zoning Administrator
Pete Setaro, Hyde Park Town Engineer
Holly Sullivan, Hudson River Valley Greenway
Russell Urban-Mead, Hyde Park Town Board
Tom Weiner, NYSDOT Region 8 planner