



Cornwall Scenic Resource Inventory

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THE MISSION:

Why a Scenic Resources Inventory for Cornwall?

Cornwall has long been considered a scenic destination for visitors, making its aesthetic beauty an essential component to community and economic life. The area contains large, sweeping views of Black Rock Forest, Schunnemunk Mountain, the Storm King Art Center, and the Hudson River, which can be seen from various locations within the town. Of course, Cornwall's beauty is not wholly considered without noting its scenic, winding roads or the number of historic homes and small farms that are nestled within its valley. Together, these views define the area's scenic character and contribute to the its cultural, environmental, and economic vibrancy.

The region boasts a number of protected areas that are owned by either the state park agency, the Storm King Art Center, the Hudson Highlands Nature Museum, the Palisades

Interstate Park, the Black Rock Forest Consortium, land trusts, or through individual conservation efforts. With the intent to supplement their conservation achievements, the following Scenic Resource Inventory takes general concepts about the scenic character of the area and then transform them into a workable set of criteria for analysis. Using local input gathered during a weekend site visit as well as parcel-level data from [Orange County's data clearinghouse](#), Cornwall's scenic resources were evaluated remotely from Cornell University in an attempt to provide Cornwall's Conservation Advisory Council with a practical resource for assessing the area's scenic value.



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INTRODUCTION

Thirty-five miles north of New York City, the Town of Cornwall lies on the west bank of the Hudson River. The town is mostly suburban and rural in character, being located south of Newburgh and up against the Hudson Highlands to the south. In the town itself lie two peaks of geographical and ecological significance: Schunemunk and Storm King. In addition to the farmland in the Moodna Creek Valley, much of the rugged and forested terrain has been preserved for its ecological value.

While much of the population is distributed throughout the Town of Cornwall, there is a concentration in and around the village of Cornwall-on-Hudson, in the north-east part of the town. U.S. highway 9W wraps around this populated area on its west side and the Hudson borders it to the north. The village has a historic core and character with many early American buildings. The businesses are mostly small-scale, local operations and the surrounding residences are largely single-family homes.

The remaining residents are spread throughout the town lightly concentrated along Moodna Creek and the three larger roads that run through the Town. The largest of the three roads is U.S. Interstate 87 which carries north-south traffic between New York City and Albany. 9W carries north-south traffic mostly for the U.S. military academy at West Point. State Route 32 Carries local north-south traffic.

As of the 2010 census, the town population was 12,646. That represents a 1.5% increase from the 2000 census. While the 2015 American Community Survey (ACS) estimates that the population has dropped very slightly, recent economic developments in the area, such as new commercial flights out of Stewart Airport, have raised the potential for growth. Since 1980, the housing stock of the town has increased 37% to 3,867 units. Agriculture has always been a prominent land use in the town, and since the 1960s an increasing amount of land has been preserved for agriculture and conservation uses alike.

According to 2015 ACS estimates, the average town age is approximately 40. The town is approximately 92% white, and there has been an increasing hispanic population (8.3%) in recent years, the majority of whom are Puerto Rican (4.5%).



BRIEF HISTORY

The Waoraneck Indians, a sub-tribe of the Esopus, are the first known inhabitants of the Cornwall region. They lived along Moodna creek, growing crops such as corn, beans, and squash, in addition to hunting and eating shellfish. English sea explorer Henry Hudson arrived in the Cornwall area in 1609, navigating as far up the river as present-day Albany. He noted Cornwall Bay as a particularly suitable place to build a town, and by 1685 a group of Scottish families had settled in the area. Although initially pacts were agreed upon between the settlers and Waoraneck, settlers encroached on land, competing with the

Waoraneck for food, who were eventually forced to flee. English and Scottish settlers continued to arrive to farm in the area, and the first known town meeting occurred in 1765.

Over the next one hundred years, Cornwall developed a reputation as a summer resort and health retreat destination due to its scenic beauty and accessibility to New York City by steamboat or train. By the early 20th century, the area was known for its outdoor recreational activities like hunting, fishing, swimming, and biking, and Cornwall's draw for this lifestyle remains an important part of the town's economic attractiveness.

PRIOR PLANNING INITIATIVES

Cornwall's reputation as an environmentally-minded community is reflected in past and present efforts to preserve historic, natural, and scenic resources. Many current efforts can trace their origins to Cornwall's experience protecting Storm King Mountain. In the early 1960s, utility Consolidated Edison sought to cut away part of the mountain to build a gigantic pumped-storage hydroelectric plant. Residents organized in opposition to the plan, forming a group called Scenic Hudson (described further below). They were successful, defeating the Federal Power Commission in court. Their efforts formulated the basis for the National Environmental Policy Act (NEPA) and New York's State Environmental Quality Review Act (SEQRA). As one would suspect, prior planning initiatives on both the local and state levels are relevant to this scenic resources inventory, as well as efforts by multiple nonprofit groups in Cornwall.

At the state level, the [2016 New York State Open Space Conservation Plan](#) helps to guide municipalities seeking to conserve land and adapt to climate change. The Schunneunk Mountain/Moodna Creek/Woodcock Mountain areas are listed as a regional priority conservation project. Additionally, it notes that the Moodna Creek is flanked by hundreds of acres of farmland where highly productive agricultural soils are found, and that, "This agricultural landscape contributes greatly to the scenic and ecological value of the area."

At the state and county level, New York passed the [Hudson River Valley Greenway Act](#) in 1991. This act authorizes funding and support for municipalities that prioritize the conservation of natural, historic, and scenic resources in the Hudson River Valley. Orange County exists within the Greenway boundary and it became a compact county in June 2013.

Importantly, this enables the county to take advantage of benefits like favorable status for competitive state-funded programs and direct grants for capital and planning projects.

The [Town of Cornwall's comprehensive plan](#) - which is currently in the process of being updated - is one of the most important tools the town has to protect scenic resources. The Town of Cornwall's most recent comprehensive plan was adopted in March 2012, concluding a two-year planning effort. Its Comprehensive Plan Committee (CPC), a group of four community residents and one Town Board member, identified four major critical issues for the 2012 update, including: (a) Main Street/Downtown Revitalization Plan & Commercial Area Development; (b) Land Use & Housing Plan; (c) Environmental Preservation; and (d) Public Accommodations and Municipal Facilities. These issues form the backbone of the town's planning efforts, and all four are crucial to include in considerations about a scenic resources inventory because of their interconnected nature. The Land Use and Housing Plan (section 5.0) is especially important for evaluating potential scenic resources in Cornwall, as will be discussed further in the Existing Land Use Regulatory Structure and Existing Land Use sections of this report, below.

In 2007, the Comprehensive Plan Committee (CPC) for the Village of Cornwall-on-Hudson prepared a draft Comprehensive Plan, but it was not adopted by the Village Board. As of December 2, 2017, the CPC is involved in a series of work sessions to revisit the draft plan and update it to reflect the current needs and goals of the community. In the former draft, the CPC recognized the importance of combining their vision with that of the regional growth context, and highlights key goals in the Orange

County Comprehensive Plan from 2001. Key goals include: (a) conserving the natural land resources in a sustainable, linked combination of parks, open space, and agricultural lands; (b) facilitating the preservation of additional parkland; (c) securing the rural ambiance and community aesthetic through control of land use along multipurpose corridors; (d) maintaining the existing pedestrian and bike trails; and (e) identifying, protecting, and promoting historical and cultural resources to enhance the sense of place while providing for economic development.

Several important not-for-profit organizations also exist and participate in planning-related efforts in the Cornwall area. The previously mentioned [Scenic Hudson](#) has evolved into a

multifaceted organization with a separate land trust that focuses on land acquisition and conservation easements. [The Hudson Highlands Land Trust](#), formed in 1989 in Garrison, is another organization working toward similar goals. On the eastern edge of town, the [Black Rock Forest Consortium](#) maintains a 3,870-acre forest and a scientific field station with a mission to advance scientific understanding of the natural world through research, education, and conservation programs. These are certainly not the only planning-related efforts that exist in Cornwall, but these examples serve to illustrate the breadth and depth of conservation efforts that exist in this region.



CORNWALL, NY: Existing Regulatory Structure

The Town of Cornwall and the Village of Cornwall-On-Hudson have an array of planning tools and strategies at their disposal. Each has a Planning Board a Zoning Board of Appeals, and an online town code in place to support their long-term comprehensive plans. Some specific regulatory mechanisms include site plan approval, uses by special permit, site development standards, subdivision regulations, and overlay districts.

The [town's e-code](#) has a Table of General Use Regulations for each district, divided into: (a) uses permitted by right; (b) uses by special permit, and; (c) permitted accessory uses. Similarly, the [village's e-code](#) divides regulations into: (a) Uses permitted upon site plan review and approval; (b) Accessory uses, and; (c) Lot and yard requirements, excluding senior citizen housing.

Further details on the zoning code, as it pertains to specific land uses, can be found in the following section of this report. When special permits are required, citizens must submit an application to the Town Board, which will review applications against [specific guidelines](#) in addition to considering “the public health, safety and welfare, the comfort and convenience of the public in general and of the residents of the immediate neighborhood...”. This enables the Town Boards to consider important potential impacts of projects, such as their size and character, landscaping, the setback and height of buildings, and other project characteristics.

The town has two overlay districts and the village has a *View Preservation District*. In the town, the

Schunnemunk Agricultural/Scenic Overlay District exists to preserve the scenic, historic, community character, or architectural quality of certain lands, as well as to maintain the active use of existing tracts of agricultural lands and high-value agricultural soils. The zoning code calls for subdivisions in this area to be a “Conservation Subdivision Design”, which is a specific type of clustered layout. Most importantly, “At least 50% of the land within a conservation subdivision plan should be preserved as permanent open space, protected against structural use by the imposition of easements or appropriate covenants and restrictions.” In return, developers can receive a 15% bonus density for pursuing this layout. More specific regulations can be found in the “Article IV: Use Regulations” section of the town zoning code.

Also in the town, the *Ridge Preservation Overlay District* exists to protect the visual and aesthetic value of the dramatic ridgeline elevations. There are special restrictions in this area, namely that buildings that require permits “must be located to the maximum practical extent so as not to be visible from any point on a state, county or interstate highway...” Building permits in this area are also sent to the Planning Board for special review, where a visual impact assessment is required.

In the village, the *View Preservation District* covers portions of the Suburban Residential, Conservation Residential, Waterfront Recreation, and Industrial Districts, and provides for the preservation and protection of scenic Hudson River views, though it seems ill-defined in the zoning code (§172-5.1).

Additionally, [Chapter 11](#) of the Town of Cornwall code establishes a Conservation Advisory

Council with a remit to preserve and improve the quality of the natural and man-made environment within the Town of Cornwall. The Conservation Advisory Council has an important set of power and duties described in the code, including (but not limited to) advising the Town Board, developing public information programs, conducting studies and inventories of natural and manmade features, maintaining an inventory of open spaces including scenic areas, and, “Working in cooperation with the Planning Board, recommend(ing) from time to time to the Cornwall Town Board features, plans and programs relating to environmental improvement for inclusion in the Master Plan of the Town of Cornwall.” This scenic resources inventory, prepared in coordination with the Conservation Advisory Council, is an attempt to contribute information to the benefit of the Conservation Advisory Council’s goals.



EXISTING LAND USE

Town of Cornwall

The town’s 2012 comprehensive plan describes eleven distinct zoning districts and two zoning overlays. The zoning designations are illustrated in Table 1.

Table 1

MCR	Mountain and Conservation Residence District
ARR	Agricultural Rural Residence District
SLR	Suburban Low-Density Residence District
SR-1	Suburban Residence District - 1
SR-2	Suburban Residence District - 2
PRD	Planned Residential Development
PCD	Planned Commercial Development
LS	Local Shopping
GC	General Commercial District
HC	Highway Commercial District
PIO	Planned Industrial and Office District
RPOD	Ridge Preservation Overlay District
SA/SO	Schunnefunk Agricultural/Scenic Overlay District

Zoning designations like *MCR-Mountain and Conservation Residence* and *ARR-Agricultural Rural Residence* are good indicators of places where important scenic resources might exist—

although they are certainly not the only areas those resources will be found. The [Mountain and Conservation Residence District](#) is intended to accommodate “uses such as parkland, Black Rock Forest, Schunnefunk State Park, conservation easements and protected open space, agricultural uses, outdoor as well as indoor museums, hotels and residential uses”. Importantly, lot sizes for all uses are 10 acres or larger. The uses described in the [Agricultural Rural Residence District](#) include “agricultural land, bed and breakfast inns and smaller uses, recreation areas such as golf courses and parkland and single family homes.”

Section 5.6 *Aesthetic Resources* says: A significant factor in zoning and land use planning for the Town must be protection and preservation of the Town’s scenic vistas and ridgelines. The road corridors and overlooks in the Town which contain such aesthetic resources include, but are not limited to, Angola Road, Taylor Road, Otterkill Road, Pea Hill Road and Pleasant Hill Road, Old West Point Road, Mine Hill Road and Merrill Road.

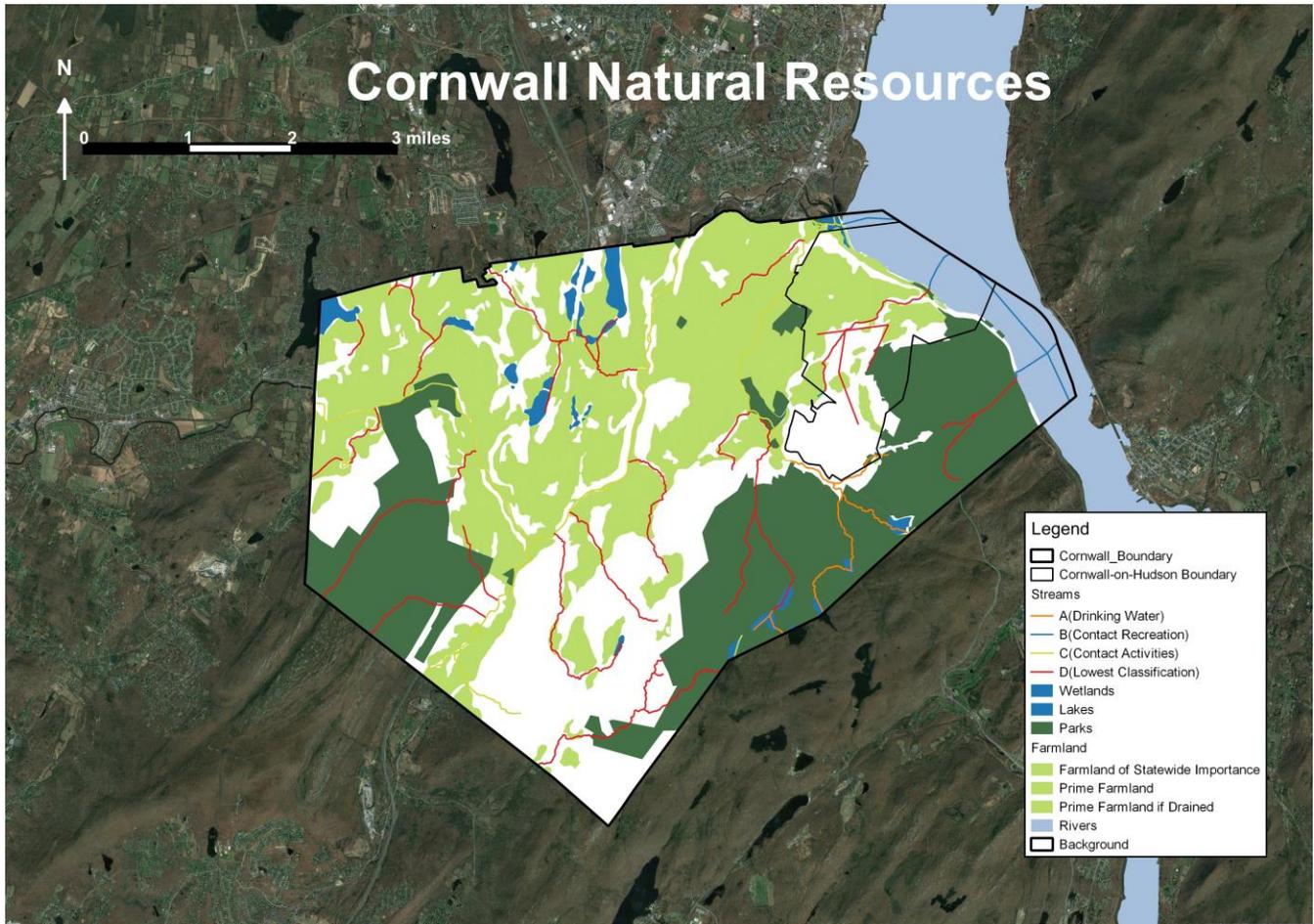
As described later in this report, many residents also identified these roads, particularly Angola Road and Mine Hill Road, during our feedback sessions as being important places to find scenic resources.

EXISTING LAND USE: *Village of Cornwall-on-Hudson*

Population and development density is generally higher in the Village. Cornwall-on-Hudson Section 2.6, Review of Existing Zoning, provides insight as to how each of the village's six zoning districts have shaped development and incorporate scenic conservation to preserve its character. The residential districts are broken

down into two classifications: Suburban Residential (Zone SR), which allows 15,000 to 25,000 square foot lots, and Conservation Residential (Zones CR1, 2, & 3), which allows for slightly larger lots, from approximately 1 to 4 acres.

Natural and Ecological Resources



Cornwall has an abundance of important natural and ecological resources, ranging from protected state forests and nonprofit-owned preserves, to farmland of statewide importance. The aforementioned [2016 New York State Open Space Conservation Plan](#) notes that Schunemunk Mountain : “...supports rare plants, animals, and ecological communities while parts of the Moodna Creek and its watershed have been designated as ‘irreplaceable’ Significant Coastal Fish and Wildlife Habitats by the NY State Coastal Zone Management Program. The marsh at the mouth of Moodna Creek is significant habitat for rare plants and contains rare natural communities including brackish intertidal mudflats and brackish tidal marsh.”

The Town of Cornwall’s comprehensive plan also notes a significant concentration of farmlands in Cornwall that fall within the Moodna Creek drainage basin, particularly near Otterkill and Taylor Roads. Some of these areas have been designated as prime farmland of statewide importance. Moodna Creek itself is identified as a priority stream ecosystem in the Wildlife section of the comprehensive plan, which also identifies 12 environmentally significant streams and water bodies. The list includes Mineral Spring Brook, Moodna Creek and certain of its tributaries, Woodbury Creek and certain of its tributaries, Canterbury Brook or Idlewild Creek and its tributaries, Baby Brook, Aleck Meadow Reservoir, Upper Reservoir, Sphagnum Pond, Tamarack

Pond, Sutherland Pond, and Funny Child Creek. The Town has joined the Moodna Creek Watershed Intermunicipal Council, a regional cooperative effort dedicated to “maintaining and enhancing water quality and ecological health in and along the Moodna Creek and its tributaries.”





EXISTING PROTECTED OPEN SPACES

There are already many protected open spaces in Cornwall, thanks to state parks, conservation easements, municipal parks, preserves, and historic sites. Schunnemunk Mountain State Park, which was established in 2003 by a 2,400 acre land donation from the Open Space Institute, has one of the most scenic viewsheds in Orange County. The previously mentioned Black Rock Forest has nearly 4,000 acres of land, including several lakes and streams, and high species and habitat diversity. Storm King State Park adds another nearly 2,000 acres of protected space, although much of Storm King as well as the Black Rock Forest exist outside of the actual town boundaries.

As noted in the comprehensive plan:

“Even though the Town benefits from areas of land conservation and open space, additional selected open space and recreation lands appear to be needed for Cornwall’s foreseeable future. Although the policies of land conservation should be maintained and strengthened, there is a very real problem for Town revenues resulting from a high proportion of tax exempt land.”

This report includes a number of suggestions for tools that can help to protect open spaces while remaining sensitive to these important economic considerations.

CRITERIA DESCRIPTIONS/JUSTIFICATIONS

In coordination with the Conservation Advisory Council's mission to maintain an up-to-date inventory of all scenic and other areas of natural or ecological value, the following scenic resource inventory has been developed to supplement existing records. This inventory takes expressed concepts about the character of the Town of Cornwall and the Village of Cornwall-on-Hudson and attempts to transform them into a set of criteria that rank and prioritize each parcel's scenic value. The primary source of data used to evaluate parcels was collected from the [Orange County GIS Clearinghouse](#) and is comprised of information regarding parcel ownership, zoning designation, ecological value, farm value, size, number of historic sites, and slope.

A range of considerations went into developing a list of priority parcels; to clarify how each criterion contributes to the scenic valuation of each parcel, the justification and methodology for each is provided below. This material has been adapted from the Hyde Park Scenic Resource Inventory (2016) that was developed in a land use workshop under the supervision of Professor George Frantz at Cornell University.

Scenic Quality Criteria

Historic Sites

Justification: Historic resources in Cornwall are an important part of its scenic character and can provide a point from which the continuity of the area's scenic character is extended. As such, properties next to historic sites also contain scenic value due to their ability to protect the character surrounding the site. *Methodology:* Historic sites that are listed on a local, state, or national registry

are given a score of 10 points. All parcels within a 150-foot buffer of an historic property were given a score of 5 (See Appendix A).

Ecological Value

Justification: Streams, wetlands and lakes often indicate diverse and visually-appealing environments within an area. Their ecological value is also vulnerable to development impacts that could degrade their scenic value.

Methodology: The length of streams and/or the absolute area of wetlands and lakes within each parcel was calculated. Next, based on each parcel's raw scores, all parcels were classified into quartiles and designated a score of either 0, 5, 10, or 15. The longer the stream and/or the larger the absolute area of the wetland or lake within each parcel, the higher the score (See Appendix B).

Accessibility and Impact Criteria

Farmland

Justification: Farmland plays an important role in Cornwall's history and helps define the character of the area. Further, most farmland provides open space from which Schunnebeck Mountain, the Moodna Viaduct, Storm King Mountain, or the Hudson River may be viewed.

Methodology: Parcels classified by the USDA were scored as follows: prime farmland received a score of 15 points; prime farmland, if drained, received a score of 10 points; farmland of statewide importance received 5 points; and all other parcels received a score of zero (See Appendix C).

Visibility from Public Space

Justification: Public spaces, like roads or parks, are the primary vantage points from which visitors are most likely to experience the character of Cornwall. As such, parcels visible from public spaces become an important part of how Cornwall is experienced, especially by tourists.

Methodology: using the viewshed analysis in ArcMap, parcels visible from major roads and parks were classified into quartiles and then designated a score of either 0, 5, 10, or 15 points, based on their visibility from public spaces. Parcels that are not visible received a score of 0 points, while those in the highest category received a maximum score of 15 points (See Appendix D).

Borders High-Volume Road

Justification: Parcels that border high-volume roads are likely to experience high development pressure. Since parcels along these roads are valuable to developers and are highly visible, it is important to consider road traffic counts in evaluating the scenic character of particular parcels.

Methodology: Parcels that border roads with daily traffic counts of: more than 10,000 vehicles received 15 points; between 5,000 to 10,000 vehicles received 10 points; between 2,500 to 5,000 vehicles received 5 points; and anything below 2,500 vehicles received 0 points (See Appendix E).

Road Frontage Ratio

Justification: This ratio attempts to capture parcels that lie along a road that could be of substantial scenic value by providing a screen between a road and development.

Methodology: The percentage of each parcel's total perimeter that borders a road was calculated and then assigned a score from 0 to 10. Parcels

that received low ratios were ranked low in the overall score, and vice versa (See Appendix F).

Proximity to Already-Preserved Parcels

Justification: In order to maintain Cornwall's natural landscape, it is important to consider the scenic continuity between parcels. As such, it is important to examine parcels that border already-preserved parcels in attempting to protect larger, more connected swaths of land.

Methodology: Parcels owned by the federal or state government or those protected by easements were identified. Then, all parcels within a 150 foot buffer of those parcels were identified and given 5 points. All other parcels, including those that are already preserved, received a score of 0 (See Appendix G).

Conservation Potential Criterion

Parcel Size

Justification: Generally, since each parcel's preservation requires a substantial effort through negotiation with the landowner, and price per acre is typically correlated with parcel size, it is logical to focus on the preservation of larger parcels. Since larger parcels usually have a larger impact on the scenic landscape than smaller ones, parcel size is an important criterion to consider.

Methodology: Parcels were divided into deciles based on their size and then designated a score between 1 and 10. Parcels within the smallest decile received a score of 1 and those within the largest decile received a score of 10 (See Appendix H).

Development Pressure Criteria

Population Density

Justification: Density may indicate development pressure on nearby as-yet undeveloped properties, thereby increasing the urgency to consider their scenic resources before the property is developed.

Methodology: Density data could only be retrieved at the census block level, so the average population for each parcel was calculated by dividing the density of each census block by the number of parcels within them. Next, we calculated the population per acre in each parcel and then divided parcels into deciles and designated them a score ranging from 1 to 10 in 1-point increments (See Appendix I).

Parcel Grade

Justification: The a parcel is, the more likely it is to be developed, so considering that protection of scenic parcels without steep slopes are given priority in this criterion.

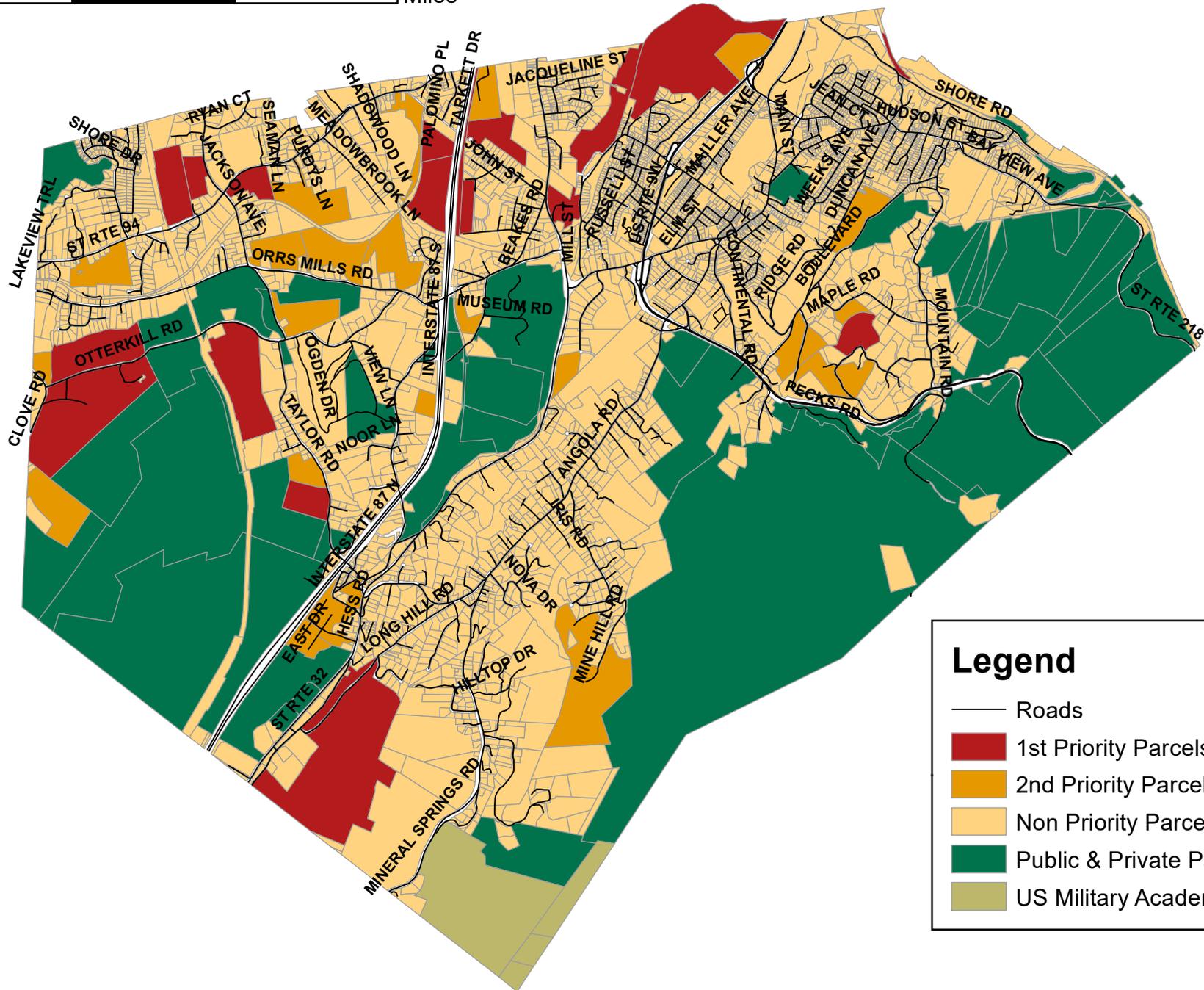
Methodology: The mean value of the slope for each parcel was classified into sextiles using natural breaks in the data, a classification scheme in ArcMap. Then, each sextile received a score of either 0, 2,4,6,8, or 10; parcels containing the steepest slopes received a score of 0 and those with the flattest slopes received a score of 10 (See Appendix J).



COMPOSITE MAP OF PRIORITY PARCELS



0 0.5 1 2 3 Miles



Legend

- Roads
- 1st Priority Parcels
- 2nd Priority Parcels
- Non Priority Parcels
- Public & Private Parks, Preserves
- US Military Academy

CORNWALL SCENIC RESOURCES INVENTORY

Priority Parcels

Rank	OBJECTID	Address	Owner Type	Acres	Accessed Land Value	Total Accessed Value	Full Market Value
1	16462	20 Industry Dr	Private	36	\$526,200	\$2,201,150	\$2,993,900
2	16698	40 Old Pleasant Hill Rd	Private	12	22,300	22,300	30,300
3	18275	10 Townsend St	Private	16	58,400	58,400	79,400
4	18721	Faculty Rd	Private	39	488,500	9,914,710	13,485,732
5	17334		Unknown	11	0	0	0
6	26538	Co Hwy 20	Private	2	5,800	5,800	7,900
7	17848	57 Pleasant Hill Rd	Private	1	55,000	231,800	315,300
8	18436	2615 US Rte 9W	Private	197	1,000,000	1,000,000	1,360,200
9	15178	5 Shaw Rd	Private	3	90,600	365,850	497,600
10	15181	45 Pleasant Hill Rd	Private	5	90,900	213,000	289,700
11	63257	1865 St Rte 32	Private	91	467,500	487,600	663,200
12	18683	22 Station Rd	Private	13	154,800	235,300	320,000
13	17850	1 Breeze Hill Rd	Private	9	100,000	326,150	443,600
14	17536	100 Museum Rd	Private	180	1,127,000	2,128,100	2,894,600
15	17801	60 Quaker Ave	Private	5	86,400	216,800	294,900
16	17149	1 Creekside Ln	State	9	81,000	81,000	110,200
17	17849	58 Pleasant Hill Rd	Private	2	67,900	379,850	516,700
18	14722	Deer Hill Rd	Private	16	1,136,500	11,492,900	15,632,300
19	15266	US Rte 9W	Private	1	28,000	28,000	38,100
20	17884	25 Broadway	Private	1	2,100	2,100	2,900
21	18471	60 Continental Rd	Private	9	109,700	330,000	448,900
22	18534	29 Palomino Pl	Private	3	31,100	45,400	61,800
23	26539	Co Hwy 20	Private	0	5,800	5,800	7,900
24	17602	68 Quaker Ave	Private	1	35,800	63,700	86,600
25	18053	213 Main St	Private	1	15,200	52,900	72,000
26	23248	257 Main St	Private	0	27,900	140,700	191,400

Priority Parcels Continued

Rank	Historic Sites	Ecological Value	Farmland	Public Space Visibility	Borders High-Volume Rd	Road Frontage Ratio	Proximity to Preserved	Parcel Size	Population Density	Parcel Grade	Total Score
1	10	10	5	5	15	14	5	5	1	8	78
2	5	10	15	10	15	6	0	3	1	8	73
3	0	15	5	10	15	16	0	4	1	6	72
4	0	5	5	10	15	20	5	5	1	6	72
5	10	0	5	10	15	18	0	3	1	8	70
6	5	5	15	10	15	2	5	2	1	8	68
7	5	0	5	10	15	16	5	1	3	8	68
8	10	0	5	10	15	12	0	9	0	6	67
9	10	0	5	5	15	14	5	2	1	10	67
10	0	0	15	5	15	16	5	2	1	8	67
11	10	10	0	5	15	10	0	7	1	8	66
12	0	15	0	10	15	14	0	3	1	8	66
13	0	0	15	10	15	16	0	3	1	6	66
14	10	10	5	5	15	14	0	0	0	6	65
15	10	0	5	10	15	14	0	2	1	8	65
16	5	0	5	5	15	16	5	3	1	10	65
17	10	0	5	10	15	8	5	2	1	8	64
18	10	0	0	5	15	16	5	4	1	8	64
19	0	0	5	10	15	20	5	1	2	6	64
20	10	5	5	5	15	12	0	1	2	8	63
21	0	5	5	5	15	16	5	3	1	8	63
22	0	10	0	15	15	16	0	2	1	4	63
23	0	0	5	10	15	18	5	1	1	8	63
24	10	0	5	5	15	18	0	1	1	8	63
25	10	0	5	10	10	18	0	1	3	6	63
26	10	0	5	10	15	12	0	1	3	6	62

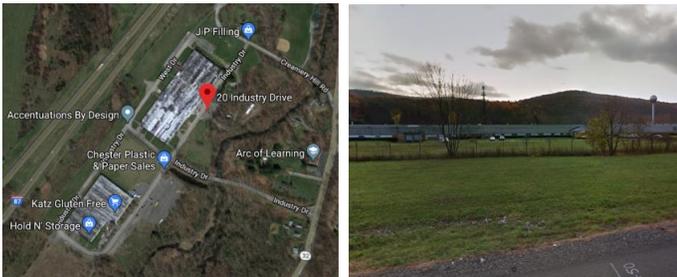
Town of Cornwall Scenic Resource Inventory
Revised Priority List
April 23, 2019

Tax Parcel ID	Ranking	ObjectID	Historic Sites	Fammland	Ecological Value	Public Space Visibility	Population Density	Borders High Volume Road	Road Frontage Ratio	Parcel Size	Parcel Slope (Grade)	Complementary Zoning (ARR, MCR)	Partially/Fully Developed (negative value)	Proximity to Preserved Parcel	Total Score	Parcel Size (acres)	Parcel Address
33-1-62.12	1	26516	0	20	10		1	10	14	20	10	5	0	5	95	180.20	29 Clove Brook Farm Rd
33-1-62.11	2	15293	0	15	10	0	1	10	12	15	10	5	0	5	83	75.66	Clove Brook Farm Rd
29-1-111.3	3	15723	0	20	5	5	1	0	4	20	10	5	0	5	75	107.50	261 Otterkill Rd
1-1-126	4	17083	0	10	15	0	1	15	12	10	10	0	0	0	73	25.01	200 Jackson Ave
36-1-46	4	18692	0	0	10	10	0	10	20	10	6	5	0	2	73	20.50	340 Old St Rte 32
36-1-46	4	18691	0	0	10	10	0	10	12	20	6	5	0	0	73	314.30	340 Old St Rte 32
9-1-25.22	4	18436	10	0	0	10	0	15	12	20	6	0	0	0	73	196.79	2615 US Rte 9W
43-1-1	5	18837	10	0	15	0	5	5	6	15	10	0	0	5	71	62.98	Mill Street/ Rte 32
8-1-1	6	18275	0	0	15	10	1	15	16	5	6	0	0	0	68	15.83	10 Townsend St
4-3-24.22	6	18683	0	0	15	10	1	15	14	5	8	0	0	0	68	13.47	22 Station Rd
4-2-60	7	15360	0	0	15	5	1	15	12	10	8	0	0	0	66	50.78	75 Palomino Pl
1-1-13	8	17597	10	10	10	5	1	5	6	10	8	0	0	0	65	20.00	249 Jackson Ave
1-1-7.1	8	16484	10	10	5	5	1	10	6	10	8	0	0	0	65	51.39	1570 St Rte 94
33-1-8.12	8	17851	10	10	0	10	1	0	8	10	6	5	0	5	65	31.17	99 Taylor Rd
4-4-10.2	9	15331	0	0	15	10	1	15	4	10	8	0	0	0	63	35.90	102 Holloran Rd
101-1-9	10	14734	10	0	10	5	1	0	16	10	10	0	0	0	62	20.00	317 Shore Rd
4-2-58	11	17595	0	0	15	10	1	15	4	10	6	0	0	0	61	21.09	71 Palomino Pl
12-1-2.1	11	18735	0	0	15	0	1	15	12	10	8	0	0	0	61	22.89	10 Eagle Dr
118-1-2	12	21990	10	0	10	15	1	0	10	10	4	0	0	0	60	29.96	Deer Hill Rd
30-1-66.21	13	15769	10	5	0	5	1	15	10	5	8	0	0	0	59	11.17	110 Pleasant Hill Rd
9-1-25.1	13	18196	0	0	5	10	1	15	12	10	6	0	0	0	59	34.74	2705 US Rte 9W
33-1-49.12	14	16462	10	0	10	5	1	15	14	10	8	0	-20	5	58	35.89	20 Industry Dr
35-1-23.2	14	16915	0	0	10	10	0	0	2	20	6	5	0	5	58	115.07	200 Mine Hill Rd
4-2-77.11	15	17592	0	10	0	5	1	10	6	10	8	0	0	5	55	37.97	Ns Co Hwy 20 Orrs Mill
38-1-5	16	18080	10	0	0	15	1	0	16	5	6	0	0	0	53	10.05	201 Maple Rd
38-1-14	17	17140	0	0	5	10	1	0	18	10	8	0	0	0	52	25.03	76 Boulevard
29-1-24.1	18	18713	0	10	0	5	1	5	5	10	8	0	0	5	49	41.23	75 Anders Ln
33-1-8.41	18	14992	10	10	0	5	1	0	5	10	8	0	0	0	49	21.75	155 Taylor Rd
35-1-16	18	18715	0	0	10	15	1	0	2	10	6	5	0	0	49	37.86	31 Valley View Ln
1-1-167	19	26517	0	10	0	5	1	10	4	10	8	0	0	0	48	44.38	2051 St Rte 94
113-1-2.12	20	14187	0	0	10	0	1	0	16	10	10	0	0	0	47	38.37	119 Duncan Ave
30-3-11	20	26486	0	0	0	10	1	10	12	5	4	0	0	5	47	17.77	22 Orr Hatch Dr
33-1-40	20	26502	0	0	10	5	1	15	18	5	8	0	-15	0	47	14.80	5 Pleasant Hill Rd
30-1-1.4	21	16698	5	0	10	10	1	15	6	5	8	0	-15	0	45	12.29	40 Old Pleasant Hill Rd
33-1-2.21	21	15775	0	5	0	0	1	5	14	5	10	5	0	0	45	11.16	Otterkill Rd & Hwy 27
33-1-54	21	17819	0	0	10	0	1	0	4	10	10	5	0	5	45	59.23	Co Hwy 27
4-2-87.2	21	15352	0	0	15	0	1	10	1	10	8	0	0	0	45	54.09	99 Purdy Ln
121-1-1.2	22	13954	10	0	0	15	1	0	6	10	2	0	0	0	44	23.55	1-3 Deerwoods
4-2-43.13	22	18531	0	0	0	15	1	10	2	10	6	0	0	0	44	22.69	9 Dragon Dr
4-2-64.2	22	17135	0	0	15	5	1	5	2	10	6	0	0	0	44	53.31	491 Orrs Mills Rd
4-4-11	23	16257	0	0	15	10	1	15	4	10	8	0	-20	0	43	30.97	12-15 Tarkett Dr
118-1-1	23	13517	10	0	0	15	1	0	8	5	4	0	0	0	43	12.37	Deer Hill Rd
33-1-49.11	24	17577	0	0	10	5	1	15	8	10	8	0	-20	5	42	21.88	19 Industry Dr
121-1-2.2	25	13952	10	0	0	15	1	0	6	5	4	0	0	0	41	19.87	6 Sengen Ln
4-2-68.2	25	16377	0	0	15	0	1	5	2	10	8	0	0	0	41	50.23	435 Orrs Mills Rd

PARCEL SNAPSHOT

Overall Rank: 1

Score: 71
 ArcGIS Parcel Identification: 16462
 Address: 20 Industry Dr.
 Classification: 449 – Other Storage
 Property Description: Lot B Star Expansion
 Zoning: Planned Industrial/Office



Overall Rank: 3

Score: 72
 ArcGIS Parcel Identification: 18275
 Address: 10 Townsend St.
 Classification: 322 – Rural Vacant
 Property Description: LTS 1-17 Blk D Agnesville
 Zoning: Suburban Residence (SR-1)



Overall Rank: 2

Score: 73
 ArcGIS Parcel Identification: 16698
 Address: 40 Old Pleasant Hill Rd.
 Classification: 322 - Rural Vacant
 Property Description: LT B Scandrett Est.
 Zoning: Mtn and Conservation Residence



Overall Rank: 4

Score: 72
 ArcGIS Parcel Identification: 18721
 Address: Faculty Rd.
 Classification: 615 – Education Facility
 Property Description: Remaining Land of N.Y. Military Academy
 Zoning: Suburban Residence (SR-2)



PARCEL SNAPSHOT

Overall Rank: 5

Score: 70

ArcGIS Parcel Identification: 17334

Address: 60 Quaker Ave

Classification: 620 - Religious

Property Description: Church

Zoning: Suburban Residence (SR-1)



Overall Rank: 7

Score: 68

ArcGIS Parcel Identification: 17848

Address: 57 Pleasant Hill Rd

Classification: 210 – 1 Family Res

Property Description: LT 1 3-D Builders

Zoning: Suburban Low-Density Residence



Overall Rank: 6

Score: 68

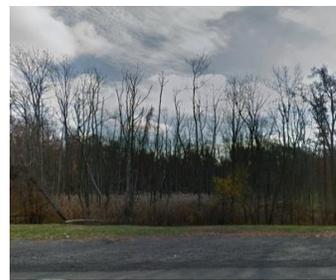
ArcGIS Parcel Identification: 26538

Address: Co Hwy 20

Classification: 883 – Gas Trans Impr

Property Description: No Legal Description

Zoning: Mtn and Conservation Residence



Overall Rank: 8

Score: 67

ArcGIS Parcel Identification: 18436

Address: 2615 US Route 9W

Classification: 330 – Vacant Commercial

Property Description: No Legal Description

Zoning: Highway Commercial



POTENTIAL CONSERVATION ACTIONS

While the primary purpose of this report is to identify scenic resources in general and to highlight those vulnerable to development or degradation specifically. What follows is a collection of actions that can be undertaken by the Town of Cornwall or Cornwall-on-Hudson to preserve the resources identified in this report. Conservation is a contentious issue where disagreements over the appropriate land use and government involvement can be difficult to navigate. These actions should be viewed as a reference for the community to decide how best to proceed and not as direct recommendations on the part of the report.

Outright Purchase

When attempting to preserve a parcel from development, the most straightforward action a government entity could take would be to purchase the property outright. This is also the most expensive option, but by purchasing the property they have effectively halted any potential land use, other than those funded and operated by the government itself. An outright purchase of a property also removes it from the property tax rolls, which is an important source of income for most municipalities.

However, purchasing a property may be useful in certain circumstances. When the property owner is looking to sell the parcel to any bidder, rather than through a specific negotiation with a single entity, the municipality may choose to purchase the parcel to avoid development. For example, a parcel may be worth purchasing if it is near a residential area, if the budget allows for it. If a parcel is contiguous to state park land, then selling it to the state agency may help preserve the parcel. The government could also apply an easement on the property and sell it for private use.

Easements

Land ownership carries with it a bundle of rights - the right to occupy, lease, sell, develop, construct buildings, farm, and restrict access or harvest timber, to name a few. A landowner can give up one or more of those rights to conserve it, while retaining ownership of the remainder of the rights. In ceding a right, the landowner "eases" it to another entity, such as a land trust. For example, a landowner may give up the right to build additional structures while retaining the right to grow crops.

Private property subject to a conservation easement remains in private ownership. Many types of private land use, such as farming, ranching and timber harvesting, can continue under the terms of a conservation easement, and owners can continue to live on the property. The agreement may require the landowner to take certain actions to protect land and water resources, such as fencing a stream to keep livestock out or harvesting trees in certain way; or to refrain from certain actions, such as developing or subdividing the land. The terms of a conservation easement are set jointly by the landowner and the entity that will hold the easement. They are designed to meet the needs of both parties by targeting only those rights (e.g., commercial development) necessary to accomplish specific conservation objectives.

Most easements "run with the land," which means that they remain with the property even if it is sold or passed on to heirs, thus binding all subsequent owners to easement restrictions. The organization or agency that holds the conservation easement is responsible for making sure the terms of the easement are followed in the future. They must be willing to monitor and defend the easement legally in the event it is ever violated. The private

organizations and public agencies who hold conservation easements in trust must commit staff and resources to monitor the land and ensure easement terms are followed now and into the future. They also must be prepared to legally defend an easement in the event that it is ever violated.

Purchase of Development Rights (PDR): A particular form of easement where the rights to develop the property beyond its current state and uses are purchased, rather than received as a donation, by a public or private entity interested in conservation.

Transfer of Development Rights (TDR): As purchase of development rights above but those rights, purchased from an area designated by a public entity for conservation, are used to expand the development potential of another parcel(s) in an area designated by the same public entity. Useful in areas experiencing high development pressure and/or high property values. In New York State, the rights may not be transferred across government boundaries. So, rights purchased under a Dutchess county TDR program, for instance, could only be used to expand a development in Dutchess county.

Historic Preservation

Historic sites listed on the National Register are provided certain procedural protections under section (4)(f) of the National Historic Preservation Act (NHPA) and section 106 of the National Environmental Protection Act (NEPA), though these protections are not substantive in nature and cannot protect against modifications to an historic site. The National Register is considered a prestigious recognition of a site's historic value that primarily allows for certain funding opportunities, like ISTEA grants for projects along transportation corridors. However, to adequately protect an historic site from modifications or demolition by neglect, its designation on a

national, state, or local register should be supplemented with local historic preservation ordinances, since police power is designated to local municipalities.

In order for an historic ordinance to pass constitutional muster if challenged and to encourage agencies to consider historic preservation in project plans, there are a number of steps that must be considered and adopted. For example, it is important to develop and conduct a professional survey, with adequate public notice and participation, to identify all historic properties before adopting and enforcing an historic preservation ordinance. As such, to ensure compliance with national and state-level standards, Cornwall should seek guidance from the New York State Historic Preservation Office (SHPO) before attempting to draft an historic preservation ordinance, develop an historic district, or establish an historic preservation commission.

Zoning

Zoning is one of the strongest preemptive tools available to a municipality for scenic resource protection. While it is a tool that must play many roles in a community, with careful consideration and application of a few special zoning types and ordinances, a community can get a lot of scenic protection from their zoning plan. Cornwall and Cornwall-on-Hudson both have existing versions of a few of these types of ordinances. The purpose of detailing them here is to explore each concept fully and to encourage the communities to examine the effectiveness of each tool for their community.

Overlay Zoning: An overlay zone is a zoning district which is applied over top of previously established zoning, establishing additional or stricter standards and criteria for the properties within beyond or in addition to those of the underlying zoning type. Overlay districts are

superimposed over one or more underlying conventional zoning districts in order to address areas of community interest that warrant special consideration such as historic preservation, scenic viewshed protection, or protection of a particular natural resource like waterways or wildlife corridors.

Fixed-Ratio Zoning: To better protect the rural and agricultural lands, some communities have turned away from traditional extra-large minimum lots sizes in favor of limiting subdivisions of parcels. The previous method of large lots has proven to be minimally effective and destructive to farming activity. In the new Fixed-Ratio systems, a given parcel may be divided a certain number of times based on its original area. For instance, if the zoning dictates 1 lot for every 40 acres of land, a 120 acre plot of land could partition 3 parcels.

The parcels may still be subject to minimum areas based on the requirements for safe septic practices. In addition to this minimum there would also be a maximum lot size for residential-use-only parcels. In practice, farmers site these parcels on land less valuable for agriculture and typically clustered together. The final siting would still be subject to review and any other ordinances such as riparian or viewshed protections.

Further Planning and Design Considerations

Open Space and Farmland: The character of the Moodna creek valley and scenery of Cornwall has a strong relationship to open spaces and agriculture contrasting with the otherwise rugged, forested terrain. When considering how best to preserve this character, open space and farmland preservation should be part of the solution. What follows are practices that could be adapted into zoning or open space protection ordinances where the town feels appropriate.

- Establishing vegetation buffers - Buffers between development and agriculture or open space provides protection from disparate use conflicts such as noise or light pollution and drifting odors. Buffers also provide a physical and psychological barrier to animals, children, and trespassers.
- Layout subdivisions to limit development - Juxtaposing residential lots with active farmland or open space can also increase development pressure on those resources. Avoid street layouts that dead end rather than terminate at an intersection with another road. This implies future expansion and may also increase development pressure.
- Limit public services area - When public services extend through or adjacent to farmland or open space, development pressure on those properties drastically increases. Also gas, sewage, and electric lines through active farmland can pose a hazard to the farmer.
- Build along natural edges - Open space is attractive to development due to its ease of construction. However, buildings sited along natural forested edges of that same space blend more easily into their surroundings thereby reducing the visual impact.
- Follow natural contours - Driveways that follow the natural slope of the land have a gentler grade. This sort of paving reduces clearing, grading activities, and the visual impact over driveways laid out more perpendicular to natural contour lines.
- Limit Clearing - In the absence of natural open space, builders will often make their own. With careful site planning and regulations, the amount of natural forest cleared for construction can be minimized.

Road-Property Interface: A large part of the scenic value of Cornwall is appreciated from either the road or from an outlook such as Schunemunk mountain. The relationship between a parcel,

whatever its use, and the road can have a significant impact on an individual's impression of a region's scenic value. Seemingly minor guidance on how to manage that interface can have a surprising impact.

- Limit visible building facade - In addition to siting building along natural edges, as mentioned above, simply orienting them so that the narrowest profile possible is presented to the road can dramatically reduce a building's visual impact. While this may not be as effective in built up areas such as inside the village, it can have a large impact in low density and open space environments.
- Limit visible parking- Parking lots are large visually unattractive elements in a visual landscape. Their impact can be reduced by siting them, as well as storage and waste functions, beside or even behind a building in relationship to the road.
- Screen undesirable sights from the road - To further reduce the impact of parking, storage, and waste functions native trees and shrubs can be planted to screen them from the road. This has many secondary benefits including stormwater management, wildlife habitat, and long-distance view impacts.
- Consolidate curb-cuts - Each parcel, home, or storefront having its own direct highway access contributes both to visual clutter and traffic safety issues along a stretch of road. By encouraging properties to cooperate and consolidate curb cuts not only will visuals and safety be improved, but it may reduce required parking and maintenance costs.
- Street trees and hedgerows - Maintaining native species hedgerow and street trees provides visual interest while screening development. Hedgerows, long a part of agrarian landscapes such as the Moodna valley, can help define and buffer land

uses as well as provide critical wildlife corridors. Street trees in villages add not just economic value but also cooling shade, a visual softening of buildings, and a psychological speed reduction for drivers.

Terrain and landscape preservation: For any scenic resource, terrain and landscape are the bones upon which all else is built. For the dramatic mountain landscape of Cornwall, these elements play an even more crucial role in framing its scenic character. Preserving the slopes, forests, and streams is a large task. Some of these elements could help shape your zoning and codes.

- Employ lawn alternatives - as ubiquitous as they are, lawns are unnatural to the United States and stand out sharply in natural landscapes. Incentivising alternatives such as wildflower and native grass meadows can help preserve the agrarian character and views from roads as well as help keep invasive species at bay.
- Maintaining habitat integrity - When siting development, take vulnerable habitats such as wetlands and young forests into account. By offsetting development away from these habitats and utilizing landscape buffers the degradation of these environment should be minimal.
- Limit hillside clearing - While having stunning views is one of the benefits to hillside property, large clearances for those views cause other issues. Sited as high as they are, when trees are cleared from hillside homes they become a visual beacon to viewers for miles around. Cleared slopes also represent a stability risk and encourage "hard" stabilisation methods. Encourage homeowners to selectively clear view "windows" through tree cover. This greatly limits the home's visual impact and maintains slope stability.

- Preserve steep slopes - When citing homes on properties that slope up drastically from the access road, Encourage homeowners to build below the slope. Citing on the top of the slope requires building a drive up the slope potentially degrading its character.
- Build below the line of sight - Buildings don't need to be tall to break up the view of a stunning ridgeline or mountain. By keeping homes below the horizon from public view it can help with viewshed continuity along roadways and other public spaces.
- Site utilities out of view - By consolidating and removing utilities from view, the visual impact of human activity is kept as low as possible. Where ever it can be done, utilities should be buried. Where that's not possible consolidating them on to one set of poles and siting it out of view is important. Good examples are running lines behind the building line or a thin, wooded buffer rather than along the street or road.

Building aesthetic: Another strong component of any scenic region is its regional character. This is strongly defined by the history and design of its built environment. A good example of this in the Hudson valley would be the influence of dutch colonial architecture on rural and agricultural buildings. By preserving this character and encouraging its continued existence, the scenic

character of a region can be maintained and supplemented.

- Follow architectural and aesthetic precedent - When considering new construction or expansion projects buildings should generally be in keeping with the style of their surroundings. This need not be limiting. Jones farm is a great example of how a building suited to its surroundings (a dutch style barn) can actually house any purpose (food service and commercial). Committing to this concept for all buildings strengthens community identity.
- Follow previous development patterns - Where possible, a continuation of a development style can keep a community looking cohesive. For example, where a line of row homes end shouldn't turn into deeply set back single family homes but rather be considered for additional row homes. Different patterns can be separated with streets, parks or vegetation buffers.
- Color palettes that blend - A bright white home set against a dark-green, forested-mountain background creates a stark contrast and shows the house for many miles away. Consider encouraging colors drawn from the landscape in areas exposed to panoramic views. These colors can blend development with its surroundings when viewed from afar and improve perception of the landscape.

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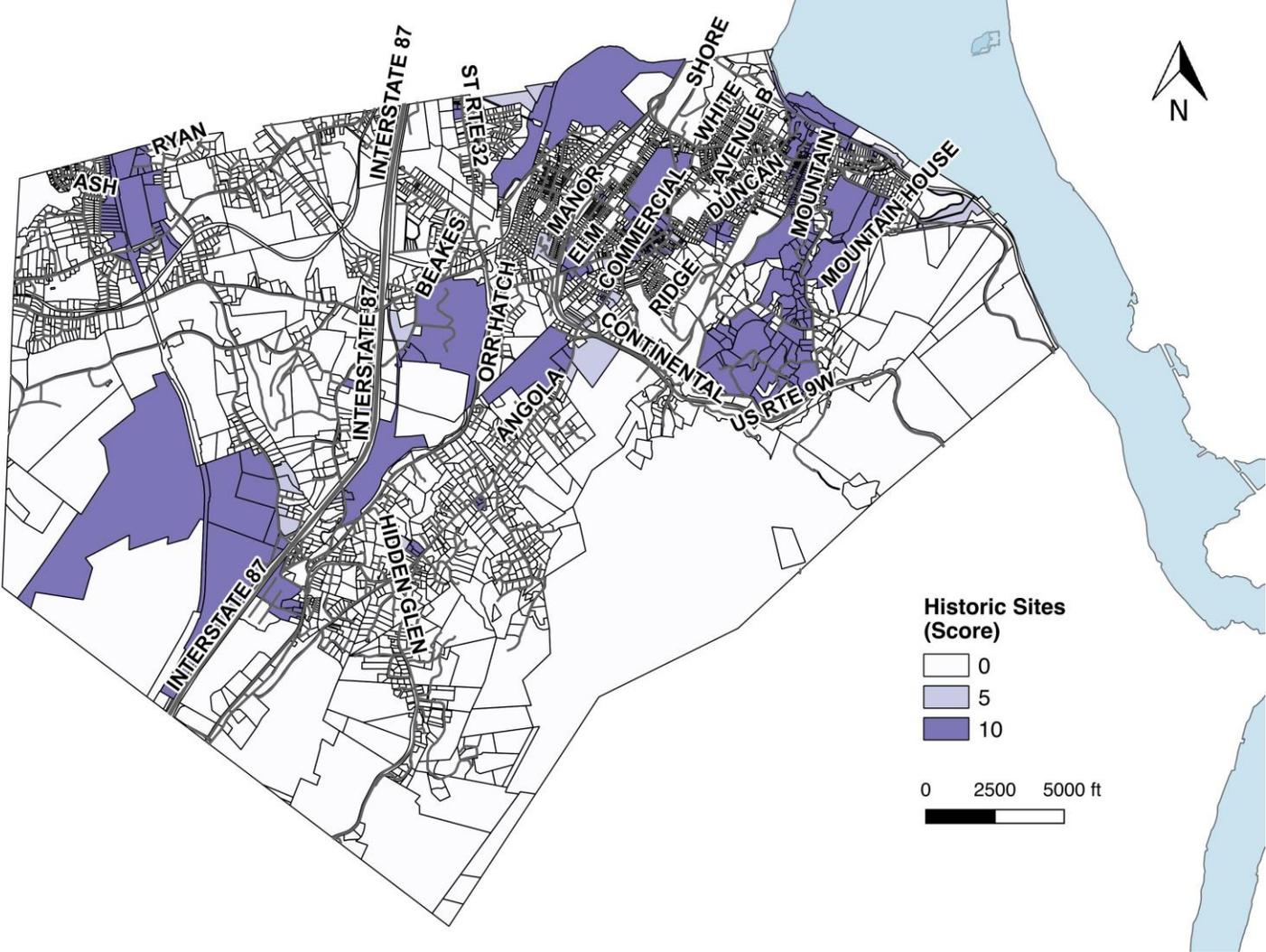
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Appendix A

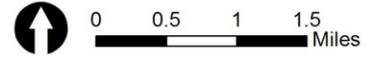
Historic Sites



Appendix B

Ecological Value

Ecological Value of Cornwall in terms of Wetlands and Riparian Zones



Appendix C

Farmland

Farmland Value of Cornwall



Legend

- Roads
- Farmland Value**
- 0
- 5
- 10
- 15

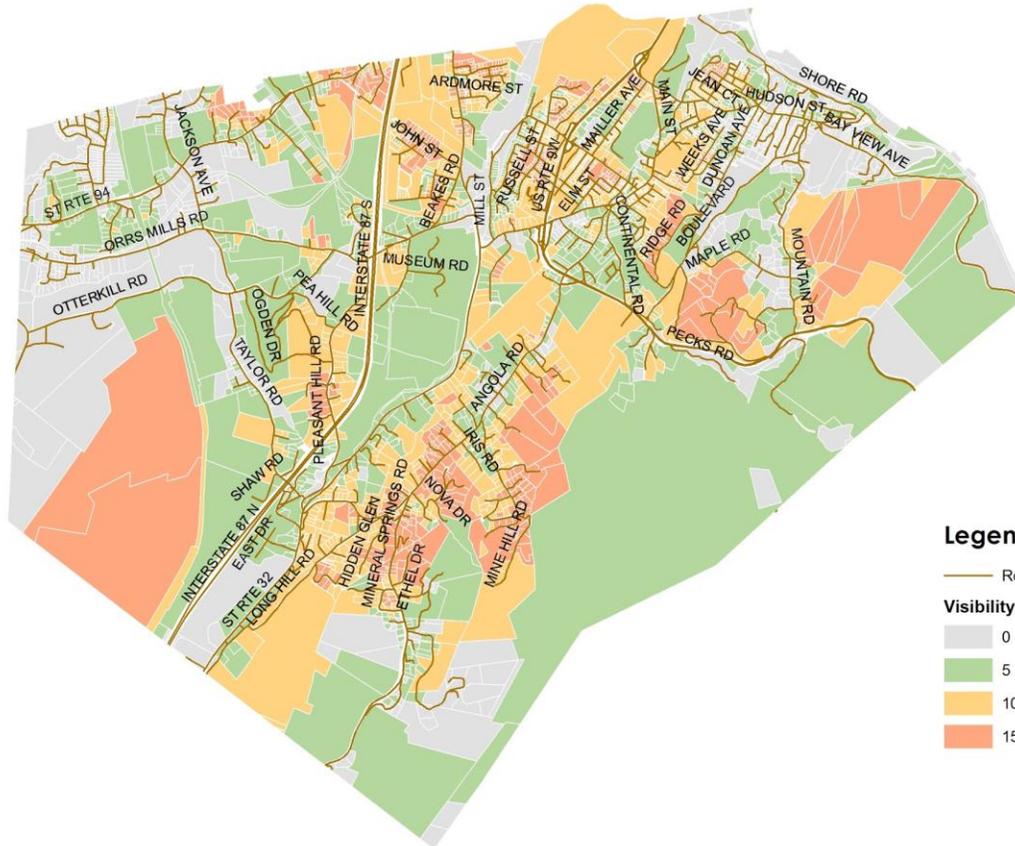
Appendix D

Visibility from Public Space

Visibility Score of Parcels in Cornwall, NY



0 0.5 1 1.5 2 Miles

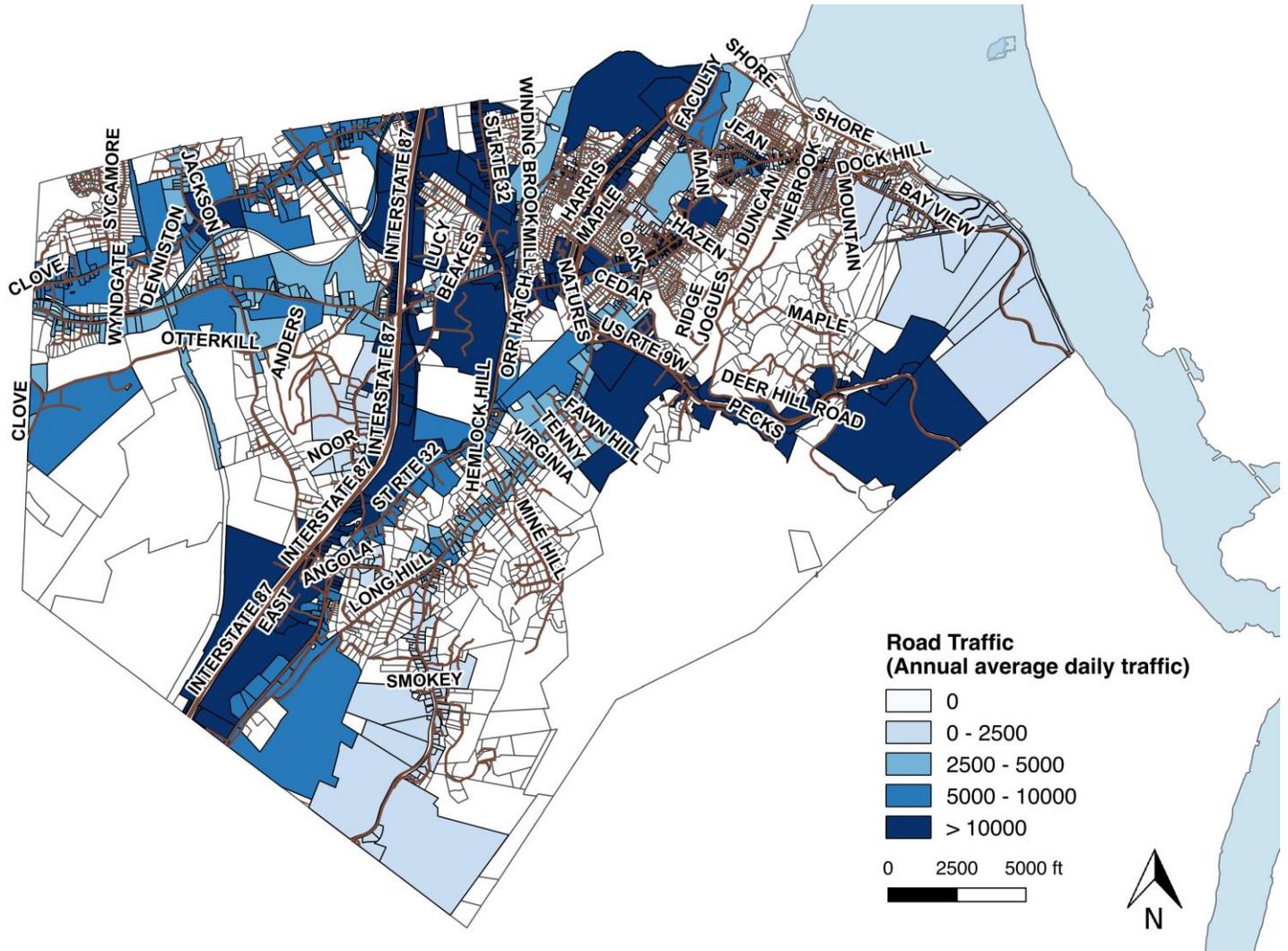


Legend

- Roads
- Visibility Value
 - 0
 - 5
 - 10
 - 15

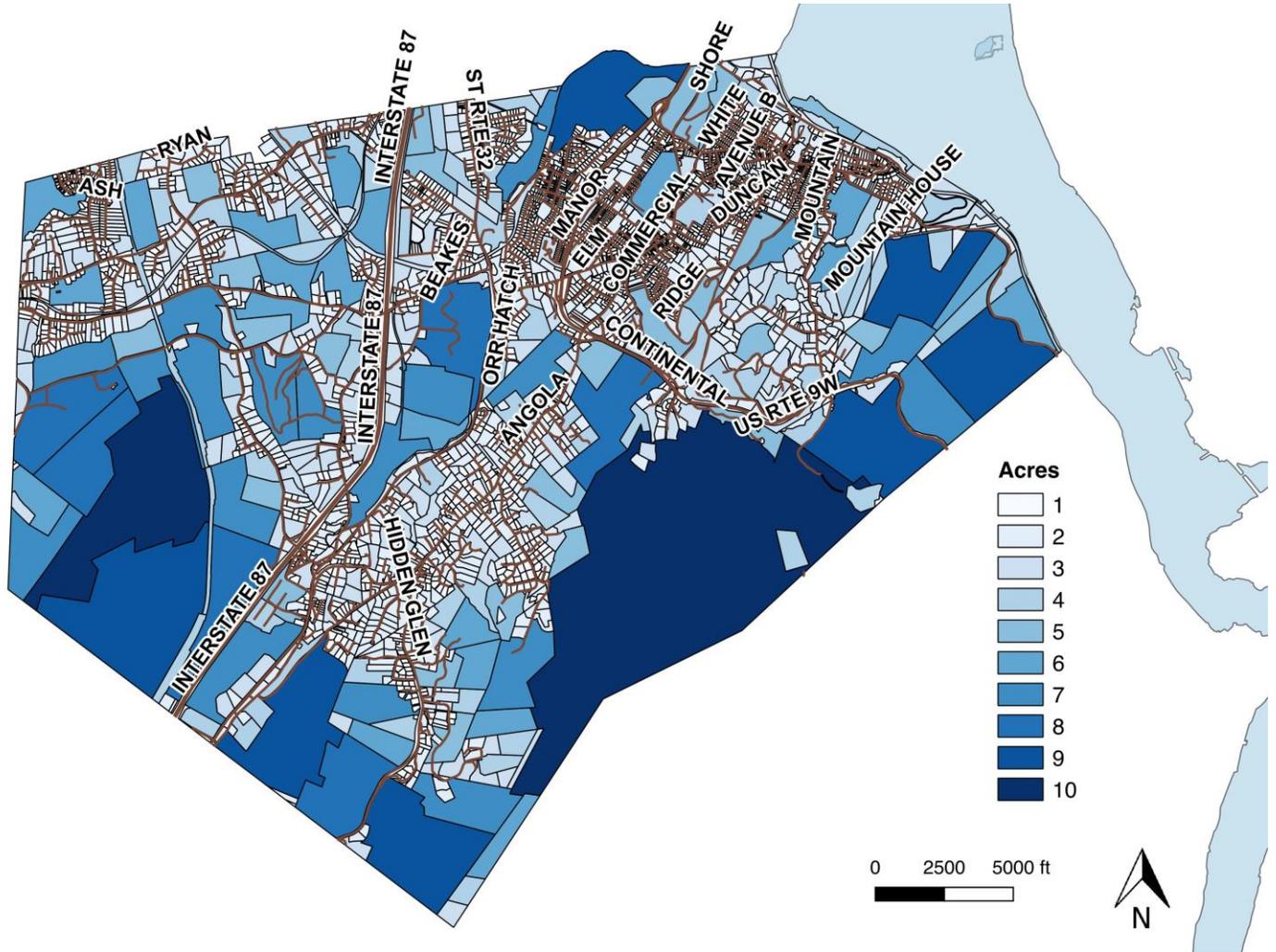
Appendix E

Borders High-Volume Road



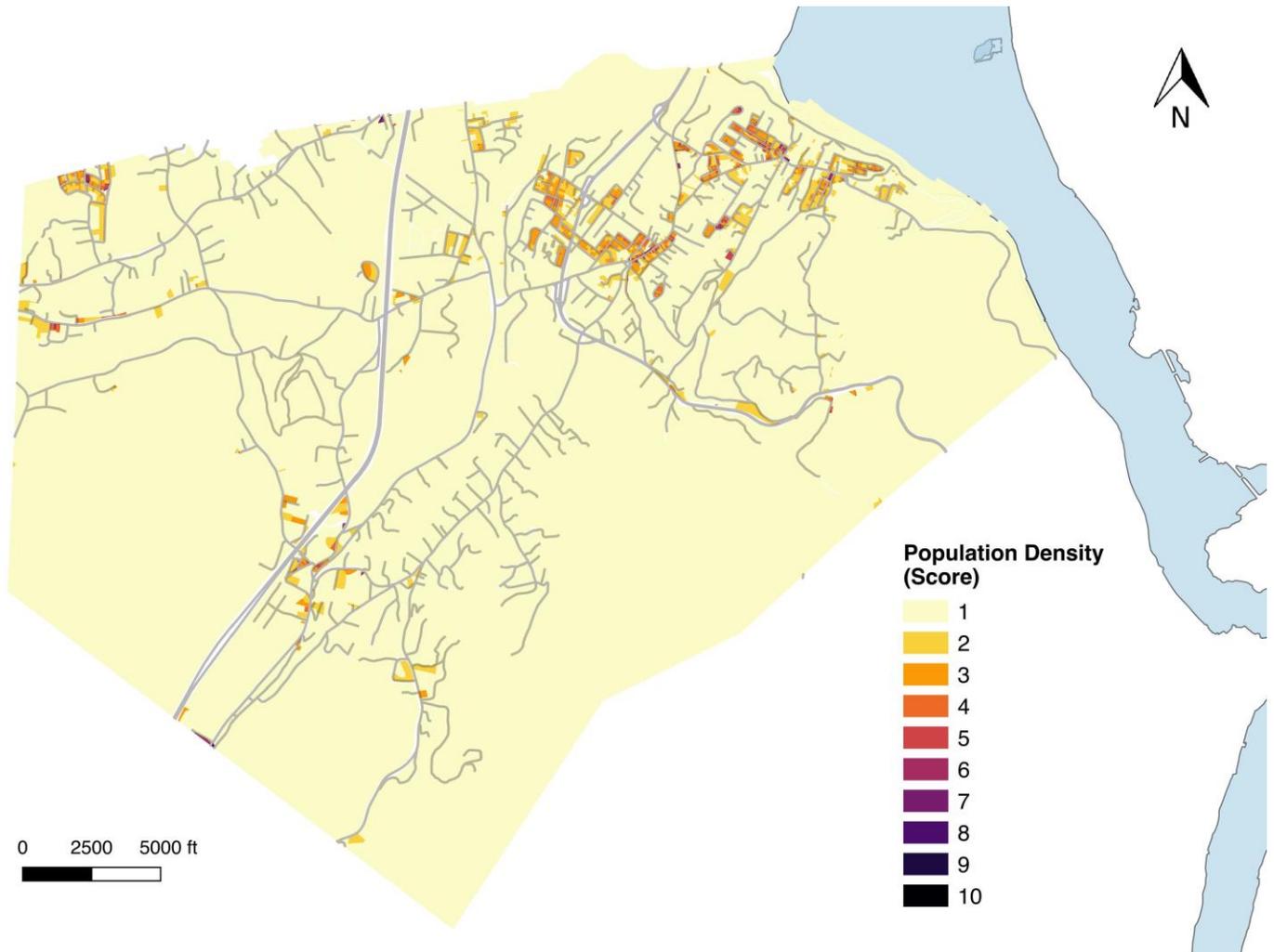
Appendix H

Parcel Size



Appendix I

Population Density



Appendix J

Parcel Grade

Slope Analysis of Cornwall, NY

