

Marlborough: Telling the Story

Natural Resource Inventory Update

What is a natural resources inventory (NRI)?

- Compiles and describes important, naturally occurring resources within a given locality.
- Two basic purposes:
 - to provide the building blocks for comprehensive land-use and conservation planning;
 - to allow natural resource information to be included in local planning and zoning.



Stone Walls in Quinby Farm

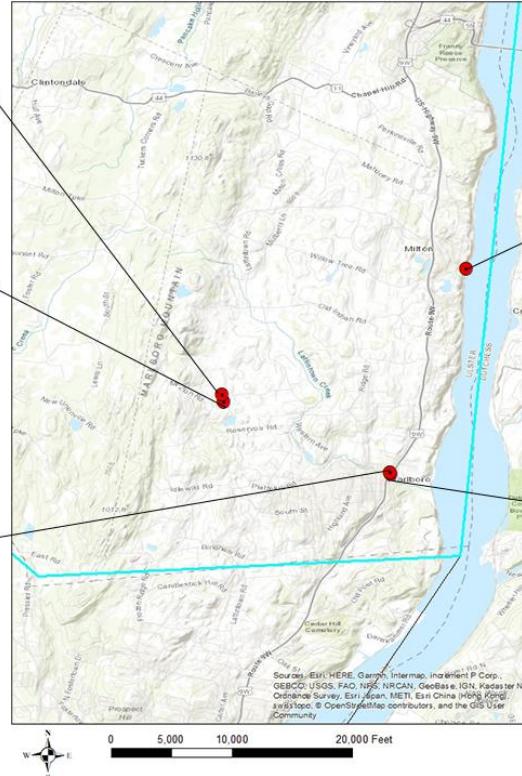


Historical Buildings in Quinby Farm



Commercial Historical Buildings

Natural Resource Inventory Map

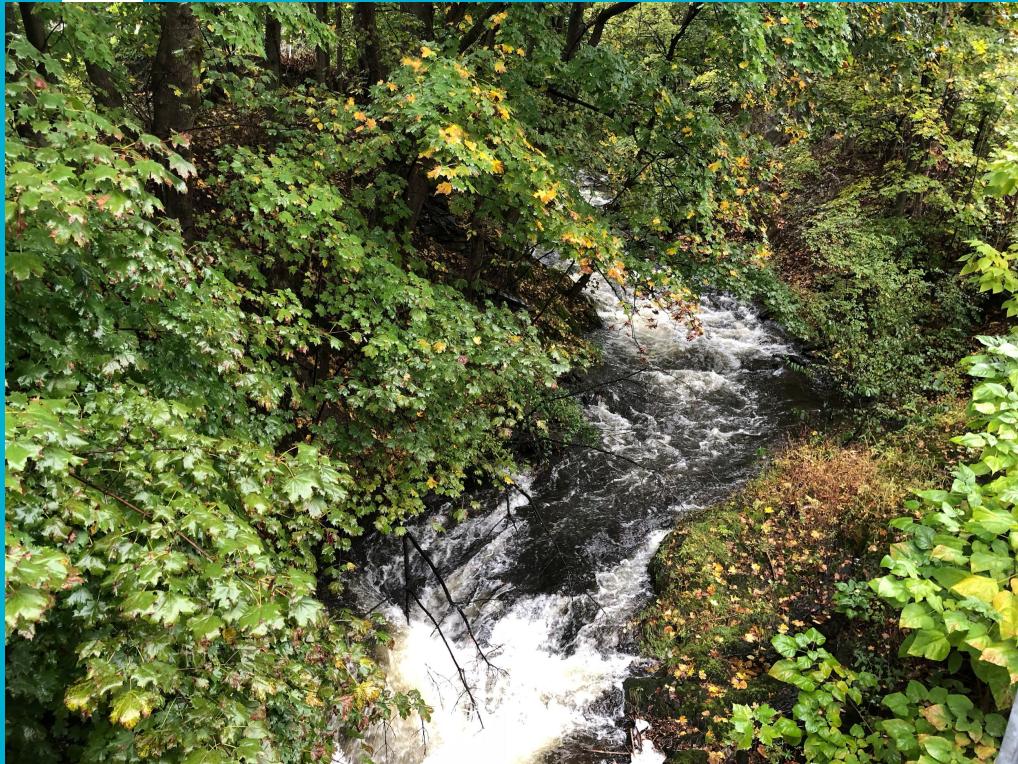


Historical Railroad



Broken Water Mills

What is a Scenic Resource?

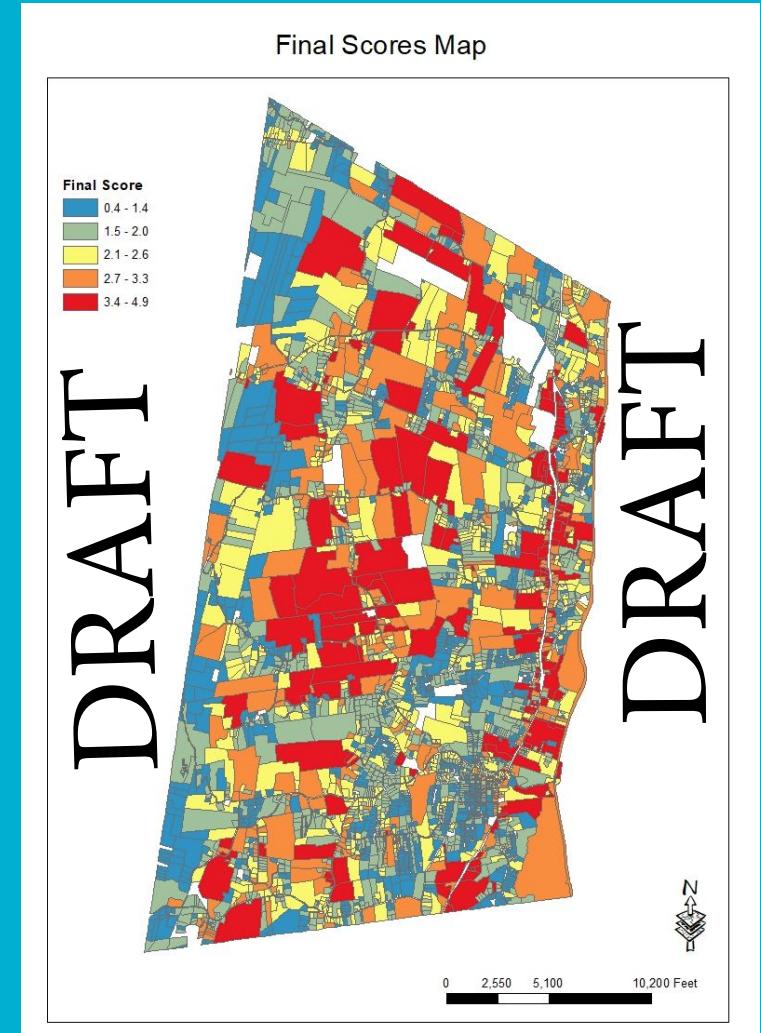


- Routes, landscapes, and places that are publicly accessible
- Have features and vistas of all kinds that contribute to a community's character and aesthetic quality
- Sometimes provide tourism-related economic opportunities

Identified Natural Resources

Series of criteria used:

- Historic Sites;
- Farmland;
- Ecological Value;
- Visibility from Public Space;
- Borders High-Volume Road;
- Road Frontage Ratio;
- Proximity to Already-Preserved Parcels;
- Parcel Size;
- Land Value;
- Parcel Grade



The Scenic Resources of Marlborough

Agricultural:



Historic & Cultural:



Conservation Strategies

Easement:

- Alternative to outright purchasing land;
- Give up a right (such as: the right to occupy, lease, sell, and develop) to conserve it.
- Retain ownership.
- Purchase of Development Rights (PDR)
- Transfer of Development Rights (TDR)



Conservation Strategies

Zoning

- “Hamlet floating zone” district
- Reflect design and development patterns of traditional hamlets
- Preserve the architectural character of the area

Historic Preservation

- National/State Historic Registry to assess preserve older buildings
- Highlight historic structures through markers and signs by the road to encourage drivers to pull over



Conservation Strategies



Parks Creation

- Scenic Hudson has created or enhanced parks throughout the Hudson River Valley.
- Protect open spaces and historic resources.
- This option should be considered for the Old Reservoir parcel, as well as Quimby Farm



Scenic Resource Inventory for the Town of Marlborough

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The Mission

Why a Scenic Resource Inventory for Marlborough?

Marlborough is a town a part of Ulster County, New York. Marlborough has a deep history of scenic vistas being that it is part of the Hudson River Valley. The breathtaking landscapes and agricultural brings many people to the area which is key to the economy and community. Furthermore, this region receives some land protection through the Hudson River Estuary Program. Marlborough has made efforts to protect many scenic and historical resources. A Scenic Resource Inventory will be beneficial for Marlborough to help guide their efforts for conservation and preservation.

The vision for a Scenic Resource Inventory goes beyond taking concepts of a place and selecting a specific set of criteria for measuring a parcel's scenic importance. It is also about inspiring and igniting fire for change in a community through appreciation for its history and natural views. The criteria used for scoring the scenic or historical resources is based on scenic impact, development risk, visibility and potential for conservation.



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Introduction

The History: Where It All Began



Marlborough is known to be one of the original towns in Ulster County. It is located on the west side of the Hudson River. The town of Marlborough includes the neighborhood of Lattington and the hamlets of Milton and Marlboro. The area was first inhabited by Esopus Indians. In 1684, the land was purchased by Colonial Governor Thomas Dongan in part of the Dongan Charter. The town was named after British general, John Churchill, First Duke of Marlborough. The town of Marlborough used to include the town of Newburgh, New Windsor, and Poughkeepsie. However, in 1762, the Act of Assembly split them into separate precincts.

Marlborough is known for the establishment of many notable families that shaped the town's history. Captain William Bond was one of the first to settle in northern Marlborough which is now known as Milton. Furthermore, Marlborough is also home to Major Lewis DuBois. He owned 3000 acres of land on both sides of Old Man's Kill. During DuBois time, Marlborough was set to be a port of entry for whale oil; however, the company went to Hudson to establish this oil business.



Today, apples, raspberries, and grapes are the main crops of Marlborough. This is in part due to the fertile land of the town due to its proximity to the Hudson River. Over time, these main crops have allowed the town to flourish. The immense amounts of wineries and orchards have increased economic growth and have become tourist attractions in Marlborough.

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Accessibility & Impact

Visibility from Public Space

Justification: Tourists will most likely be able to see and experience scenic resources and landscapes through access from public spaces, such as roads and parks. These access points act as viewsheds providing valuable scenic experience Marlborough. As a result, parcels visible from public spaces shape how tourists perceive the town.

Methodology: The viewshed analysis tool in Arc-Map was used to place parcels visible from major roads and parks into quartiles. Quartiles were assigned a score of 0, 5, 10, or 15 points, based on their visibility from public vantage points such as roads or parks. Parcels not visible from public vantage points received a score of 0 while those in the most visible received the maximum score of 15.

Borders High-Volume Road

Justification: A big point taken from our initial meeting at the town of Marlborough was asking the question: "How do we get people to stay in Marlborough when passing through Route 9W?" Highlighting scenic resources in parcels adjacent to high traffic roads will encourage people to have a stop and look around the town.

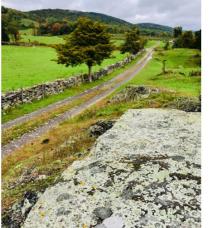
Methodology: Using NYS Average Annualized Daily Traffic data from the NYS Dept. of Transportation we are able to see which routes have high traffic counts. Parcels that border road sections on which more than 10,000 vehicles per day travel were given 15 points. 4,000-10,000 were given 10, 1,000-4,000 were given 5, and anything below 1,500 was given 0.

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Proximity to Already-Preserved Parcels

Justification: In order to identify which parcels are in high priority to preserve, we don't need to consider lands which are already preserved by the government.

Methodology: Parcels owned by the federal or state government or the property by persons who were identified as all parcels within a 150-foot buffer of those parcels were identified and given 5 points. Parcels not close proximity to those protected received a score of 2, while parcels that are already preserved, received a score of 0.



Road Frontage Ratio

Justification: This ratio will highlight parcels that lie along the road and that add great scenic value to a route. Parcels with a high perimeter contribute to the feeling of a scenic corridor, or screen.

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 which had a low score reflected its low ration, the reverse is also true.

Conservation Protection Parcel Size

Justification: Considering that each parcel preserves a unique combination of resources with the landowner, that preserving large parcels generally has a much larger impact on the scenic landscape than smaller ones, and that price per acre is nearly always correlated with the size of the property, parcel size is an essential component of this ranking.

Methodology: Parcels were divided into deciles, with the smallest decile receiving a score of 1 and the largest a score of 10.

Land Value

Justification: Cost is often the largest hurdle to land preservation work, so this criterion is key. Land value was used (instead of assessed value or full market value) because that is the value of the property to a developer, and thus the value with which Purchases of Development Rights figures are calculated.

Methodology: Parcels were divided into 20 quantiles based on their land value per acre, and each was assigned a score between 1-20, with a high score indicating a low cost/acre.

Development Pressure Parcel Grade

Justification: The flatter the parcel is, the more likely it is to be developed. Protection of scenic parcels without steep slopes is thus more

Methodology: The percentage of area with over 25% slope was calculated for each parcel. Parcels were divided into quartiles and each classified with a score from 1 to 5. The higher the score, the flatter the parcel, thus more use

protect.

Potential Conservation Actions

This is primarily used to identify scenic resources in the town of Marlborough and to highlight parcels vulnerable to development or degradation specifically, however, we have created a set of possible conservation methods that the town could use to conserve these parcels. These actions are not the end-all-be-all solutions for the town, but are a starting point for the town. Space and land conservation is a controversial issue where disagreements between public and private enterprises over the appropriate land use can be difficult to navigate. These actions should be used as a reference point for the town and its community to decide how to best tackle preservation of these resources. Actions suggested in this section act as recommendations of sorts.

Easements

Easements allow a landowner to give up a right (such as the right to grow crops or to build a house) to conserve it, while retaining complete ownership of the land and the rest of the rights. For example, this would allow a landowner to give up the right to build additional structures while retaining the right to grow crops. This could allow the town to retain residential developments around the hamlet. New York State mandates that the rights to an easement may not be transferred across county borders. Therefore, rights purchased under a Ulster County TDR program could only be used to expand a new development in Ulster County. This insures the local municipalities are the only municipalities that benefit from this program.

Private properties under conservation easements remain in total and complete ownership of the original owner. Private land use practices (such as farming, mining, and timber harvesting), can continue under a conservation easement, as long as landowners can live on the property as well. Easement agreements may require landowners to take actions to protect land and water resources. It could also require landowners to refrain from

certain practices, such as developing or subdividing the land. While this may be a good alternative to outright purchases, the purchase of development rights overrides the need to subdividing the land. The terms and conditions of a conservation easement are set by landowners and the entity, such as a land trust or an NGO, that will hold the easement. Terms may be agreed to meet the needs and requirements of both parties by tailoring rights necessary to accomplish conservation objectives.

There are two types of easements. *Purchase of Development Rights (PDR) and Transfer of Development Rights (TDR).* PDR is a form of easement in which the rights to develop the property are bought. TDR is a form of easement allows the town to permanently protect farmland and other rural and cultural resources by redressing development on a different part of the town. This could allow the town to retain residential developments around the hamlet. New York State mandates that the rights to an easement may not be transferred across county borders. Therefore, rights purchased under a Ulster County TDR program could only be used to expand a new development in Ulster County. This insures the local municipalities are the only municipalities that benefit from this program.

Zoning

Zoning is a powerful tool available to a municipality as a way to regulate land use and protection. Communities can protect many scenic and historic resources from development through applying a few special zoning types and ordinances in their zoning plan. The Town of Marlborough has implemented overlay districts and ordinances to encourage commercial development along Route 9W.

The 2015 Marlboro Hamlet Improvement Design Report suggested the development of a new "Hamlet" zoning district or overlay district. This new zone should reflect the preferred design and development patterns of traditional hamlets and preserve the architectural character of the area. It should provide incentives and tools to encourage the growth and renewal of the hamlet. Pre-existing shops should be required to provide enhanced landscaping and architectural treatments. The design code should also discourage internally lit signs and canopies with bright colors in order to preserve the feel and nature of the hamlet.

New York Main Street Program (NYMSP)

The New York Main Street program provides funds for street improvement in properties located within mixed-use commercial districts located in urban, small town, and rural areas of New York State. Route 9W currently lacks walkable spaces and expanding the highway could risk the character of the town. The NYMSP program also offers financial and construction backing that involves aesthetics, business creation/retention, and housing will lead to healthy and economically vibrant communities.

Parks Creation

Scenic资源 has created or enhanced parks throughout the Hudson River Valley. Creating a park could allow municipalities to protect open spaces and historic resources. This option should be considered for the Old Reservoir parcel recently purchased by the town of Marlboro. As an important historic resource and the subject of an award-winning documentary film, a beautiful and historic structure should be open to the public and explore. The design of this park should reflect the solemn nature of the farm and barn, and the space should be respected as a historic scenic resource.



