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MARLBORO HAMLET ENHANCEMENTS DESIGN REPORT

Design Guidelines for the Hamlet of Marlboro, Town of Marlborough,
Ulster County, New York

*Prepared for the
Marlboro Economic
Development
Committee of the
Town of Marlborough*

Prepared By:



Acknowledgements

Marlboro Hamlet Enhancements Design Report

Town of Marlborough, NY

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Marlboro Hamlet Enhancements

Project Introduction

Commerce and development in the Town of Marlborough are primarily concentrated in the Marlboro Hamlet. As investment and spending from the New York City metropolitan area moves north into Ulster County, the Town has sought ways to prepare and guide ensuing development. The *Town of Marlborough Comprehensive Plan (2002)* was an initial step in this direction, paving the way for the preparation of the *Marlboro Hamlet Area Transportation Plan (2008)* and the *Marlboro Hamlet Master Plan (2010)*.

The Town's interest in advancing the economic revitalization and historic preservation in the Marlboro Hamlet requires the addition of cost-effective projects to be identified, prioritized, funded, designed, and constructed. The next steps are intended to refine the visioning work and recommendations compiled in the earlier reports, identify feasible projects that are cost-effective, and establish preliminary designs and cost estimates. Potential funding sources are identified and a suggested implementation strategy included.

The *Marlboro Hamlet Enhancements Design Report (2015)* incorporates many of the specific recommendations related to changes expressed in these prior plans. The aesthetic improvements envisioned include plantings, signage, lighting, and pedestrian amenities at the gateways to the hamlet along NYS Route 9W and tree plantings along the corridor where feasible. Parking improvements are planned and conceptually designed in the hamlet center area, building upon the concepts outlined in the *2010 Hamlet Master Plan*. Lastly, a coordinated implementation strategy was developed to help secure grants and other funds to implement these projects.



The Hamlet of Marlboro Economic Development Committee working group assumed the role of advisory committee in conjunction with the Town Supervisor and worked with Barton & Loguidice, D.P.C. to complete the *Design Report*. The Ulster County Planning & Economic Development Department was also solicited for involvement and worked closely with the project team where necessary.

Project Methodology

The Economic Development Committee (EDC) and B&L set up a project scope to develop a more extensive and focused *Marlboro Hamlet Enhancements Design Report*. A kick-off meeting was held for the project team (B&L and the EDC Committee) to go over protocols, the project timeline and scope, and identify deliverables. It also included a guided site visit and a sit-down workshop meeting with the Committee to identify potential and/or preferred design opportunities.

B&L reviewed existing plans, the Town Zoning Code and related local laws to better understand the community development and regulatory frame work that may be impacting the Marlboro Hamlet. Existing plans that were reviewed included:

- *Town of Marlborough Comprehensive Plan (2002)*
- *Marlboro Hamlet Area Transportation Plan (2008)*
- *Marlboro Hamlet Master Plan (2010)*

With background data collection complete, B&L then began to work with the EDC to identify and prioritize potential design improvement areas and concepts in close proximity to the hamlet.

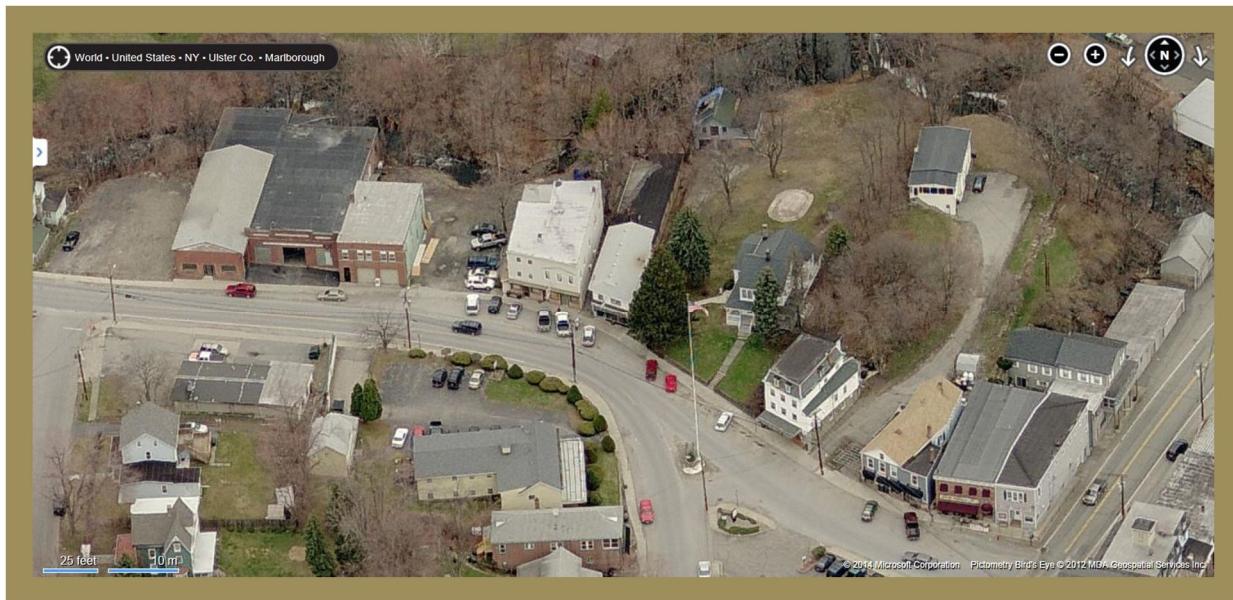
Next, the project team completed conceptual design plans for potential hamlet gateway areas, the Route 9W corridor that runs thru the hamlet, and any hamlet center parking areas.

When potential design improvement areas and hamlet-specific design concepts were identified, the project team sought the input of the public. A public information meeting was conducted presenting the project team's results to-date and those on hand offered their thoughts on the direction of the designs.

From there, B&L prepared the Draft *Marlboro Hamlet Enhancements Design Report* and distributed it to the EDC Committee for comment. After comments on the draft were received, B&L prepared the Final Report which included the specific recommendations for changes to be incorporated immediately, as well as future changes to be further developed and incorporated in future year updates.

B&L staff will attend a Public Hearing for adoption of the final design report at a Town Board meeting to present the highlights of the report and to address any questions.

Recommendations of Previous Studies



Town of Marlborough Comprehensive Plan (2002)

The Comprehensive Plan for the Town of Marlborough, within which resides the hamlet of Marlboro, was developed in 2002. A section of the plan focused solely on envisioned development in the town's two hamlets of Marlboro and Milton. The plan recommended the following:

- Steering growth away from rural areas and toward the hamlets where infrastructure already exists;
- Considering reducing minimum lot sizes in both hamlets;
- Developing design guidelines and architectural review standards;
- Planting of street trees; and
- Implementing a Transfer of Development Rights Program.

More particular to the Marlboro Hamlet, the Plan recommended three targeted action items:

- Conduct water and sewer infrastructure analysis to support the expansion of Marlboro Hamlet;
- Construct additional recreation facilities in the hamlet area to meet the needs of diverse age groups in the community; and
- Implement a two-part action item to improve the public realm in the hamlet center. First, the Town must resolve the traffic and parking issues in the Marlboro Hamlet center. When those are resolved, enhancements to the commercial area should be considered including streetscape and sidewalk improvements with new lighting, landscaping, and street furniture.

Marlboro Hamlet Area Transportation Plan (2008)

The *Marlboro Hamlet Area Transportation Plan* was developed in 2008 in response to the traffic and parking issues discussed in the 2002 Comprehensive Plan. Figure 3.1 “*Land Use and Transportation Recommendations Map for the Marlboro Hamlet and Surrounding Area*” of the plan summarizes the recommended transportation investments needed to help facilitate the Plan’s vision. The Figure identifies several recommended improvements, which are as follows:

Complete Streets

- Provide sufficient shoulder width for walking and bicycling on Route 9W and Western Avenue outside the hamlet
- Provide on-street parking within the hamlet where feasible
- Provide shared use travel lanes for vehicles and bicycles within the hamlet where roadway widths are restricted
- Develop several transit stops including a centralized stop within the hamlet with a shelter and other amenities
- Provide safe areas for pedestrian crossings near transit stops
- Enhance pedestrian connections between transit stops and surrounding land uses
- Continue to coordinate with UCAT for improved transit service to nearby areas such as Poughkeepsie and Newburgh
- Coordinate with Orange County and Ulster County to designate Lattintown Road as an emergency by-pass route
- Implement streetscape improvements such as street trees, lighting, and landscaping

Hamlet Center

- Traffic Intersections and Flow Safety
 - o Improve intersections, traffic flow, and safety along Route 9W: Six alternatives
 - Pedestrian and Access Management Improvements (With and Without a Traffic Signal)
 - Route 9W Left-Turn at Western Avenue
 - Route 9W Left-Turn at King Street
 - Two-Way Traffic on Western Avenue
 - Roundabout at 9W/King Street or 9W/Western Avenue
 - Couplet – Two-Way Traffic Flow on King Street and Western Avenue
- Parking
 - o Minimize loss of parking
 - o Increase parking behind buildings
 - o Maintain on-street parking
 - o Explore shared parking
 - o Integrate parking into future development
- Streetscape Enhancements
 - o Install street trees, plantings, lighting, benches, and other amenities
- Historic Preservation
 - o Help landowners preserve existing historic buildings and structures
- Public Park
 - o Create a “public square” or park space

Hamlet Mixed-Use

- Support and maintain a mixed-use center (such as residential, businesses, offices, and public amenities)
- Maintain and strengthen hamlet-scale commercial uses (bakery, laundry, bank, small grocery)
- Avoid auto-dependent uses that generate high volumes of traffic or parking

Hamlet Transition

- Make transition from conventional to hamlet-style development
- Orient development to Route 9W and create a “public face” to the development
- Extend three-lane road design (two travel lanes with a turning lane) from Riverview Drive southward to Young Avenue
- Maintain rural character of surrounding land uses
- Take the environmental constraints and rural setting into consideration for new development
- Limit signage, paving, and outdoor storage to the extent feasible

Hamlet Gateways

- Use design features to create a defined hamlet center and highlight the entrances to the Marlboro Hamlet
- Use design elements to slow traffic upon entering the hamlet

Route 9W Access Management (entire corridor)

- Consolidate and channelize curb cuts along existing commercial properties
- Define entrances and exists
- Allow only one access point onto Route 9W per parcel
- Create shared driveways and access roads where feasible
- Create interconnected road and sidewalk networks

Pedestrian Accommodations

- Complete sidewalks along Route 9W between Young Avenue and South Street
- Install crosswalks at the library, Western Avenue, Young Avenue, & Raccoon Saloon
- Widen shoulder and provide safety measures along Western Avenue between the hamlet center and the High School

Aesthetic Enhancement

- Beautification of bridge over Lattintown Creek
- Create scenic overlook to enjoy views of the falls

Possible Hamlet Expansion Areas

- Maintain hamlet vernacular style and scale with buildings facing the public realm and interconnected streets
- Minimize or eliminate access points onto Route 9W
- Connect new neighborhoods to hamlet center and schools along sidewalks or trails

Two Creeks Greenway

- Preserve significant natural areas
- Connection to Hudson River Greenway / water & rail
- Preserve and feature views of the ravine falls
- Create public access to the Hudson River, Lattintown Creek, and Mill Creek

Marlboro Hamlet Master Plan (2010)

The purpose of this hamlet master plan was to identify and provide solutions to land use issues and opportunities that will inform future zoning changes and physical improvements to the Hamlet of Marlboro. The recommendations are intended to help shape the future of the hamlet in a direction that is desired by the community. This work built upon the *Marlboro Hamlet Area Transportation Plan (2008)*, which identified several transportation alternatives for the Route 9W corridor.

The *2010 Hamlet Master Plan* identified a series of "Identified Problems and Opportunities" with input from the advisory committee and the general public, key issues were identified that continue to challenge the hamlet. Problems identified also formed the basis for development opportunities going forward in the effort of shaping hamlet development and the quality of life for local residents. They were identified as follows:

- Lack of sidewalk continuity and pedestrian connectivity
- Pedestrian crossings of NY-9W
- Heavy vehicular traffic on NY-9W
- Inconsistent structure and streetscape design quality
- Lack of business vitality

The plan reviews and analyzes the following topic areas relevant to the guidance of future hamlet development:

- Land Use
 - o Mixed-Use Development
 - o Hamlet Center Residential
 - o Hamlet Transition
 - o Gateway Commercial
 - o Waterfront
 - o Greenway, Open Space, and Recreation
 - o Conservation Design
 - o Hamlet Expansion
- Transportation
 - o Transportation Study
 - o Pedestrian Connections
 - o Connectivity
 - o Gateways
 - o Hamlet Center
 - o Parking
- Business Vitality

The plan also discussed how to use zoning and infrastructure investment as tools to achieve land use outcomes desired in the community's vision.

Lastly, in the plan's "Conclusion and Implementation" chapter, several general short term recommendations were listed in order to help guide future revitalization efforts as the Town continues to nature and celebrate the unique assets of Marlboro Hamlet.

Hamlet Zoning Analysis

The Marlboro Hamlet has emerged as a traditional mixed-use center in which residential, retail, offices, and public amenities share the same space within a well-defined, compact area of the Town. Hamlet-scale commercial uses including bakeries, laundry facilities, banks, restaurants and small retail stores and mixed-use buildings that include residential and professional offices exemplify and define the hamlet's character. The hamlet also serves as a crossroads for connecting several major roads within the town that allow for the movement of goods and services across the community and region. This mix of uses is prescribed by the *2008 Marlboro Hamlet Area Transportation Plan*, and the *2002 Town Comprehensive Plan*.

Existing Zoning Code Review

Land uses within the Marlboro Hamlet are currently regulated by the Commercial (C-1) Zoning District (see Zoning Map on page 9). The purpose of this zoning district is to provide reasonable standards for the orderly expansion of general retail and commercial uses in conformity with the objectives of the Town of Marlborough Comprehensive Plan and to otherwise create conditions conducive to support local businesses. As such the Hamlet is and was historically a center for business activity and grew organically without the guidance of formal zoning.

A brief overview of the Town's current zoning regulations (Chapter 155) in place for the Marlboro Hamlet area were outlined in the *2010 Marlboro Hamlet Master Plan*. That plan concluded that the existing C-1 District allows for commercial growth without specific guidelines for mitigation. In order to improve the aesthetics and maintain green space in the commercial corridor of 9W to the north and south of the hamlet, the Town should consider incorporating design guidelines and standards which address the function and aesthetic quality of these extensions of the hamlet. This report seeks to provide this definition and guidelines for the hamlet.

Potential Revisions to the Zoning Code

It is clear from reviewing the C-1 zoning district regulations that the existing zoning district does not aggressively promote mixed uses in the hamlet center area. In order to facilitate mixed use development in the hamlet center, area and bulk requirements, parking standards, design guidelines and standards which allow and encourage a variety of uses including commercial, residential, and office should be modified. Parking requirements should be appropriate to a small urban center, rather than suburban-style development. Also certain uses such as gas stations are generally not appropriate in the center of the hamlet, and as such the town should consider

prohibiting them in the hamlet center zoning. Pre-existing gas stations should be required to provide enhanced landscaping and architectural treatments, and discourage internally lit signs and canopies with bright colors. To further the preferred design and aesthetic vision of the Marlboro Hamlet, the following changes to the Town zoning code should be considered for the Marlboro Hamlet.

A new separate "Hamlet" zoning district or overlay district should be created specifically for the Marlboro and Milton Hamlets that defines the uses, bulk and area requirements based on the current complexion of each individual hamlet, and that reflects the preferred design and development patterns of traditional hamlets. The new district should also recognize and make distinctions between hamlet "Core" areas, and outer hamlet areas and apply a graduating scale of physical (bulk and area) regulations to create the preferred physical distinctions in the built form. It should allow for increased density and higher buildings in the core, with graduated massing and scale extending outward. This physical or "form-based" approach to creating zoning for the hamlets will ensure that the hamlets are built out according to more preferred traditional development patterns.

Specific Hamlet regulations might include the following elements:

Modify Zoning Code Chapter 115, Article IV: To include a new "Hamlet" Zoning District

New §155-12 G (2) – "H" Hamlet Development District - Permitted Uses

- Include all of the permitted uses found in the C-1 district with the exception of:
 - Automobile Repair Stations
 - Wholesale and accessory use storage establishments (Special Use)
 - Commercial Recreation Uses (Special Use)

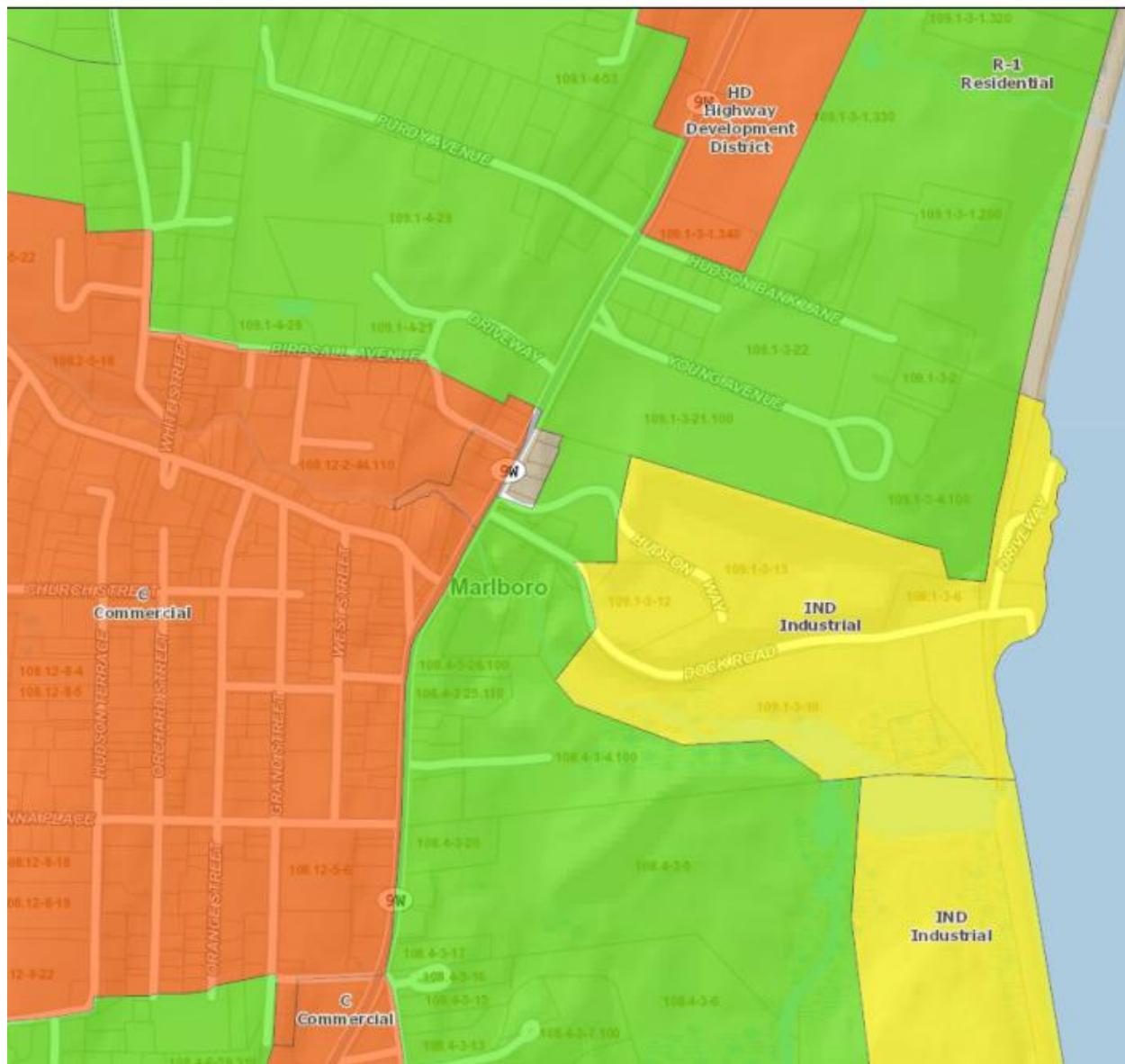
New §155 Schedule I – "H" Hamlet Development District – Lot, Yard and Height Regulations

- Minimum Lot sizes should be reduced to reflect the actual small size of the parcels found in the hamlets. (Suggested minimum lot sizes should be 5,000-7,500 sq. ft.)
- All new buildings (residential and commercial) should be required to be built at the front of the parcel with a minimal front set back.
- Yard Setbacks in the hamlet cores should be reduced to 5' Front, 0' side and 20' Rear... to allow for more compact, dense infill development of the hamlets, as was the traditional historic development pattern found in most hamlets.
- Minimum Lot Width should be 40' and minimum lot depth should be 100'
- Maximum Building Coverage should be increased to 75%, again to support the preferred dense hamlet development pattern.

- Maximum Building Height should be increased to 3 stories to allow for development of the types of buildings historically found in the hamlet core.
- Parking should be required to be located at the rear of commercial uses that are within the Hamlet zone, or on adjacent municipal lots.

Of course it is strongly recommended that the Town also develop specific design standards to accompany the proposed new Hamlet zoning district. Such standards require specific design criteria for new and infill development to ensure that new development advances the hamlet's preferred design themes as expressed in the *Town of Marlborough Comprehensive Plan*, the *Marlboro Hamlet Transportation Plan*, and the *Marlboro Hamlet Master Plan (2010)*.

Ulster County Parcel Viewer



Inventory of Existing and Proposed Design Elements and Facilities



Existing Marlboro Hamlet Streetscape

Introduction

Specific facility needs and desired improvements include:

Private Parking/Access

- Improve capacity by formalizing parking areas and implementing shared parking
- Investigate potential expansion of private parking lots
- Coordinate with Key Bank in the Triangle

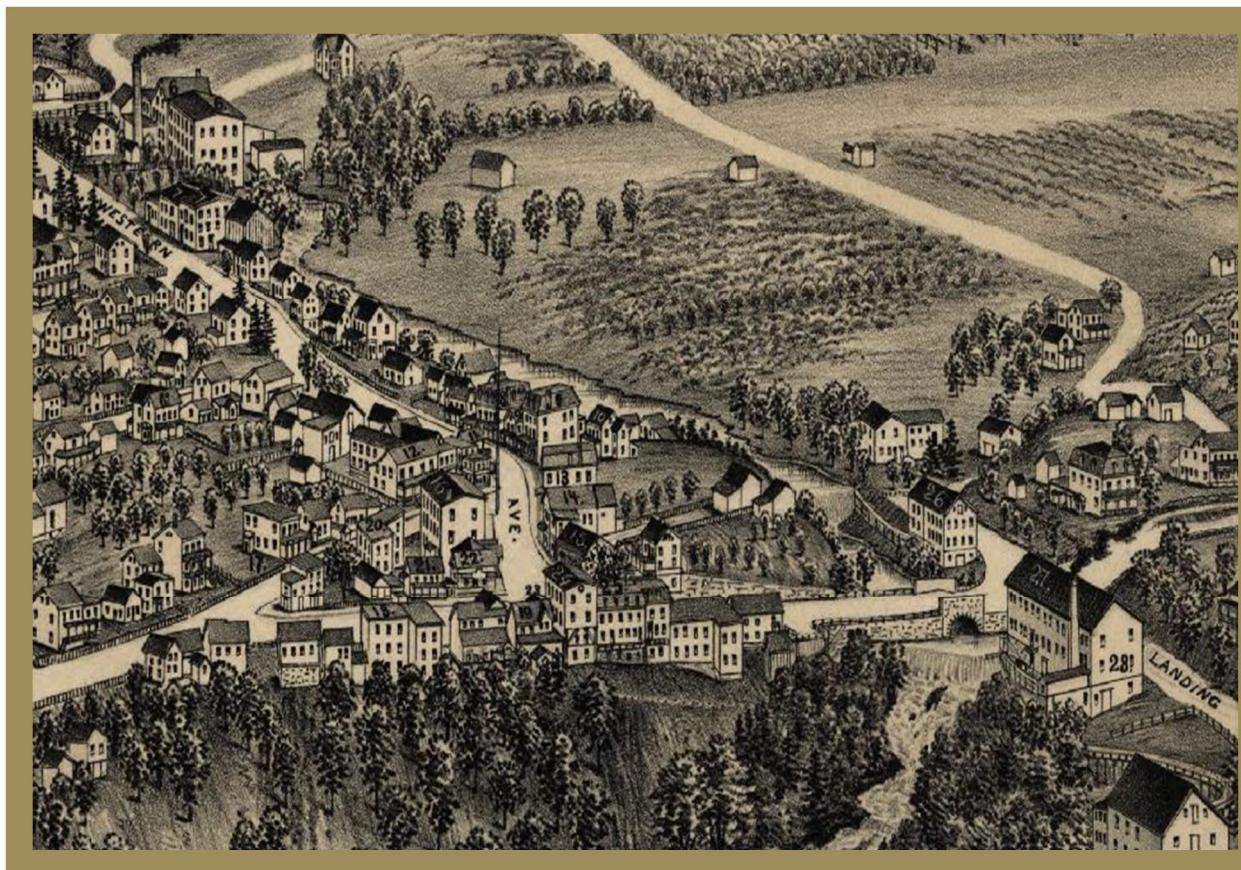
Public Parking/Access

- Develop new additional public parking lots in the hamlet when space becomes available
- Develop design guidelines for parking lots
- Provide pedestrian walkways to establish internal connections within lots and to connect to external locations

Marlboro Hamlet Character

Future development should reinforce the basic existing character of the hamlet.

- 2-3 story structures
- Façade at or near front yard
- Main Entrance facing street
- On-street parking
- Build facades conforming to historic street pattern
- Mill ponds, waterfalls, mills
- Stone walls
- Agricultural landscape around hamlet
- The flag pole
- Buildings conform to existing spaces



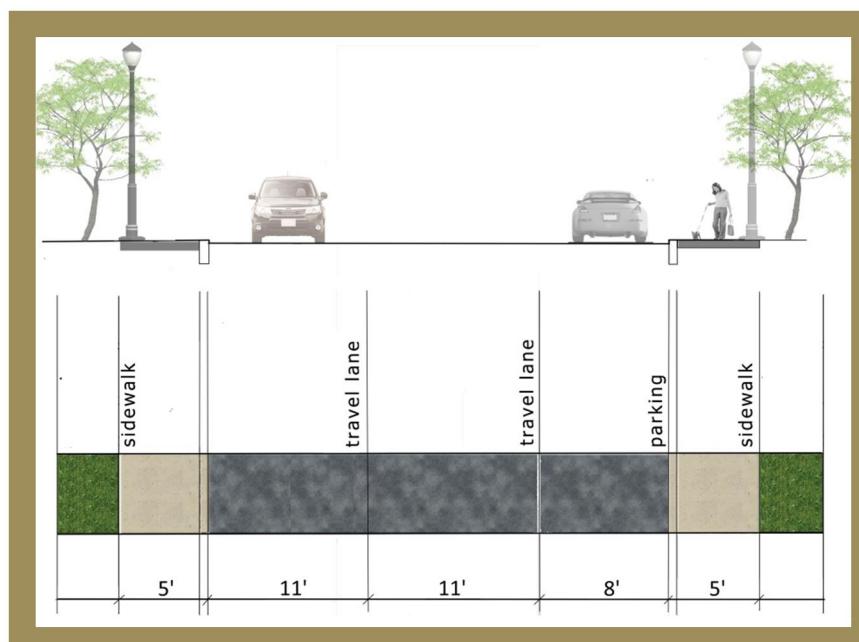
Hamlet Streets

In general hamlet streets reflect the unique character that was established in the 19th Century and may not conform to a regular street cross section. New development may leverage the existing pattern and apply it to other hamlet locations

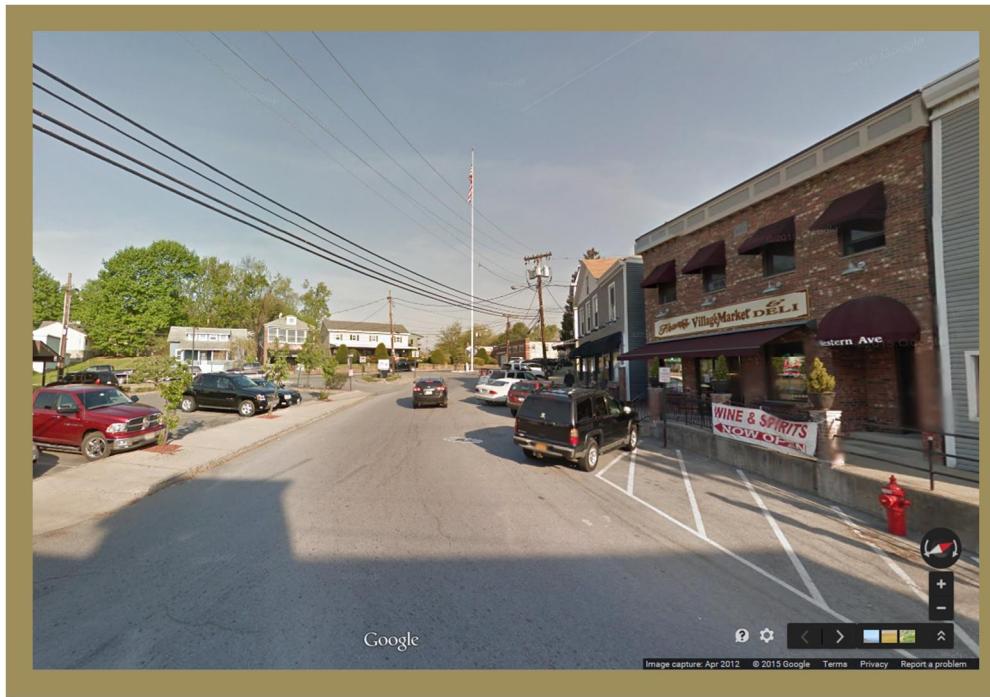
- US Route 9W
 - o Existing



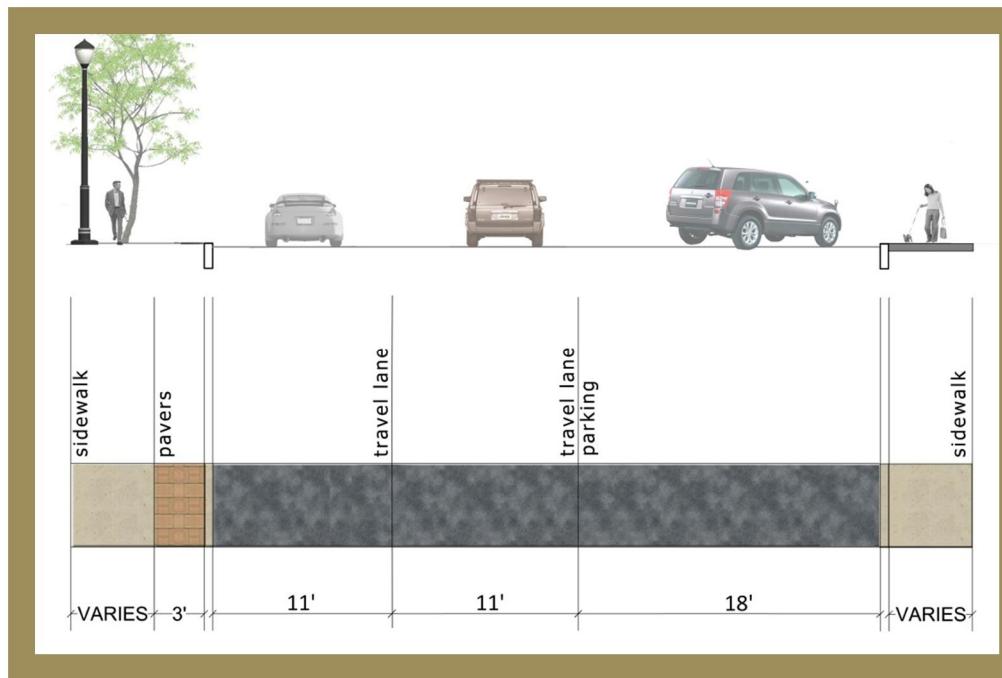
- o Proposed



- Western Ave.
 - o Existing



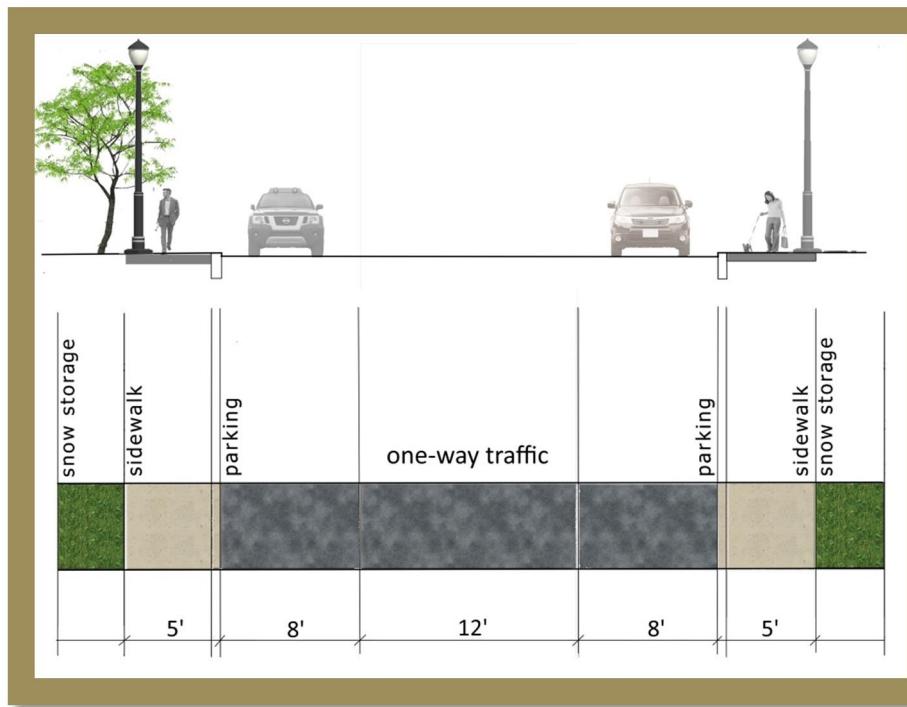
- o Proposed



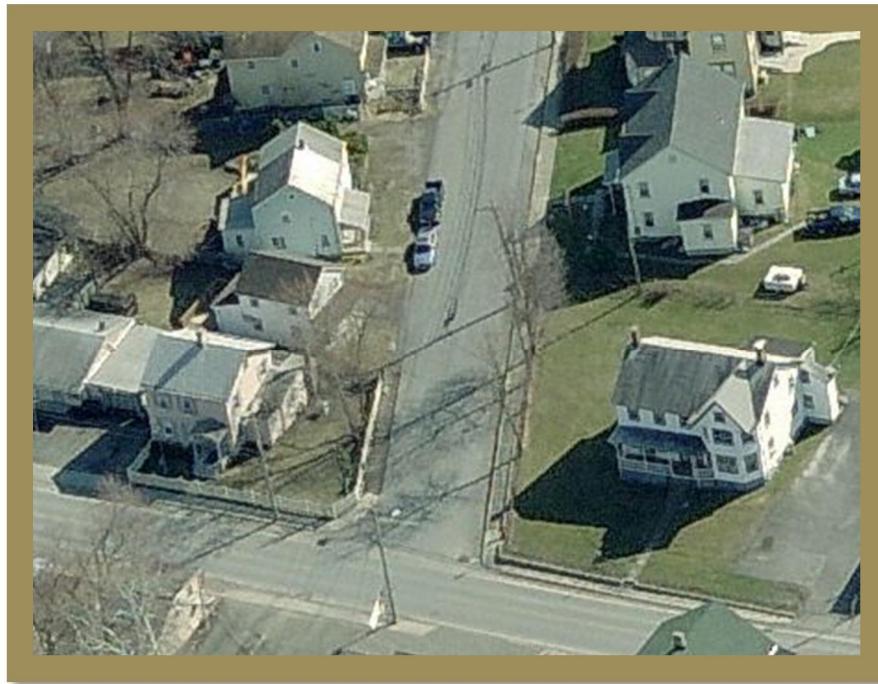
- King Street (one way)
 - o Existing



- o Proposed



- Typical Residential Two Way
 - o Existing



- o Proposed

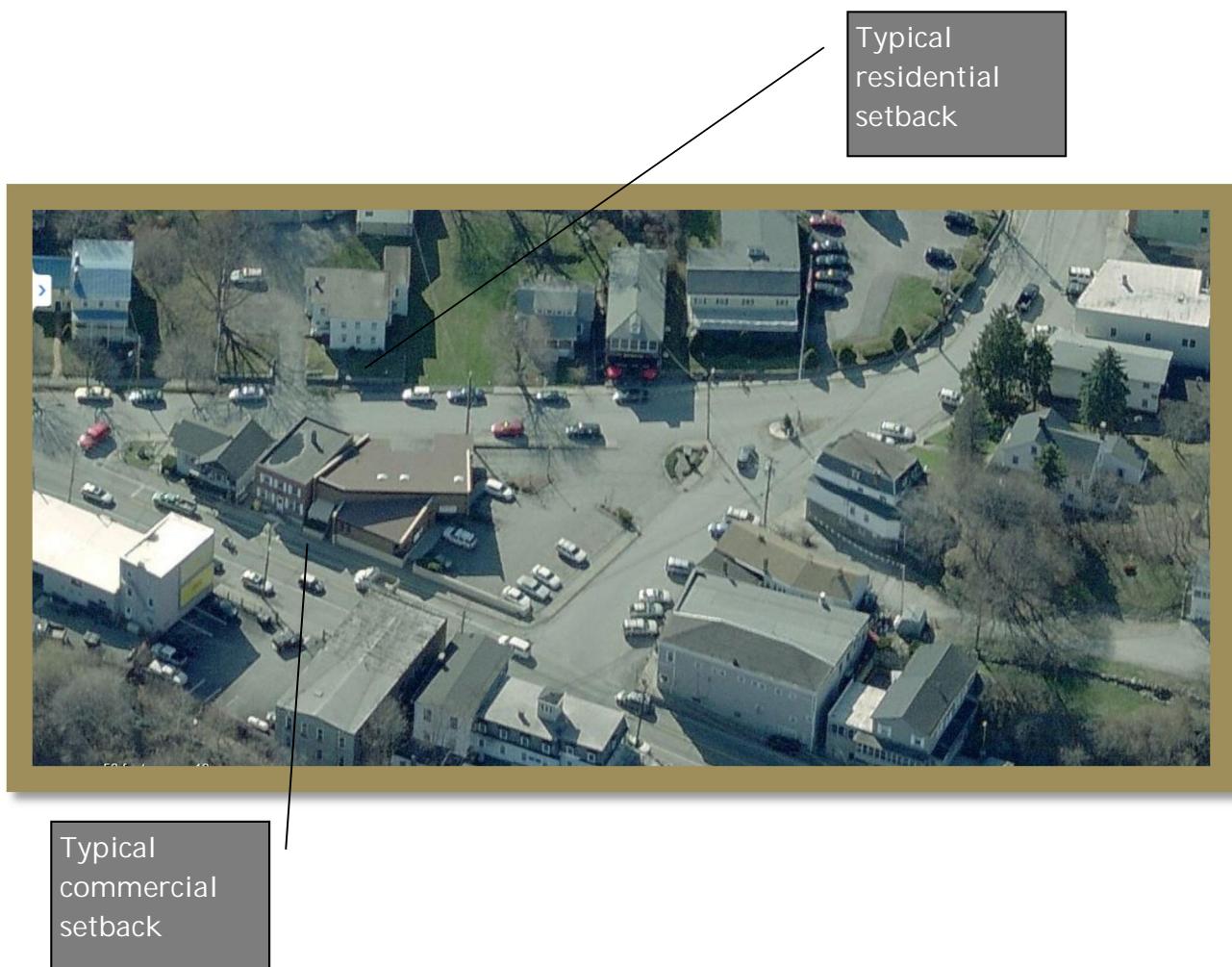


Buildings Relationship to the Street

Existing commercial buildings are generally situated at the front property line. Existing residences are set back minimally from the street. New or infill residences should not be set back significantly as such a site layout would substantially differ from adjacent existing homes.

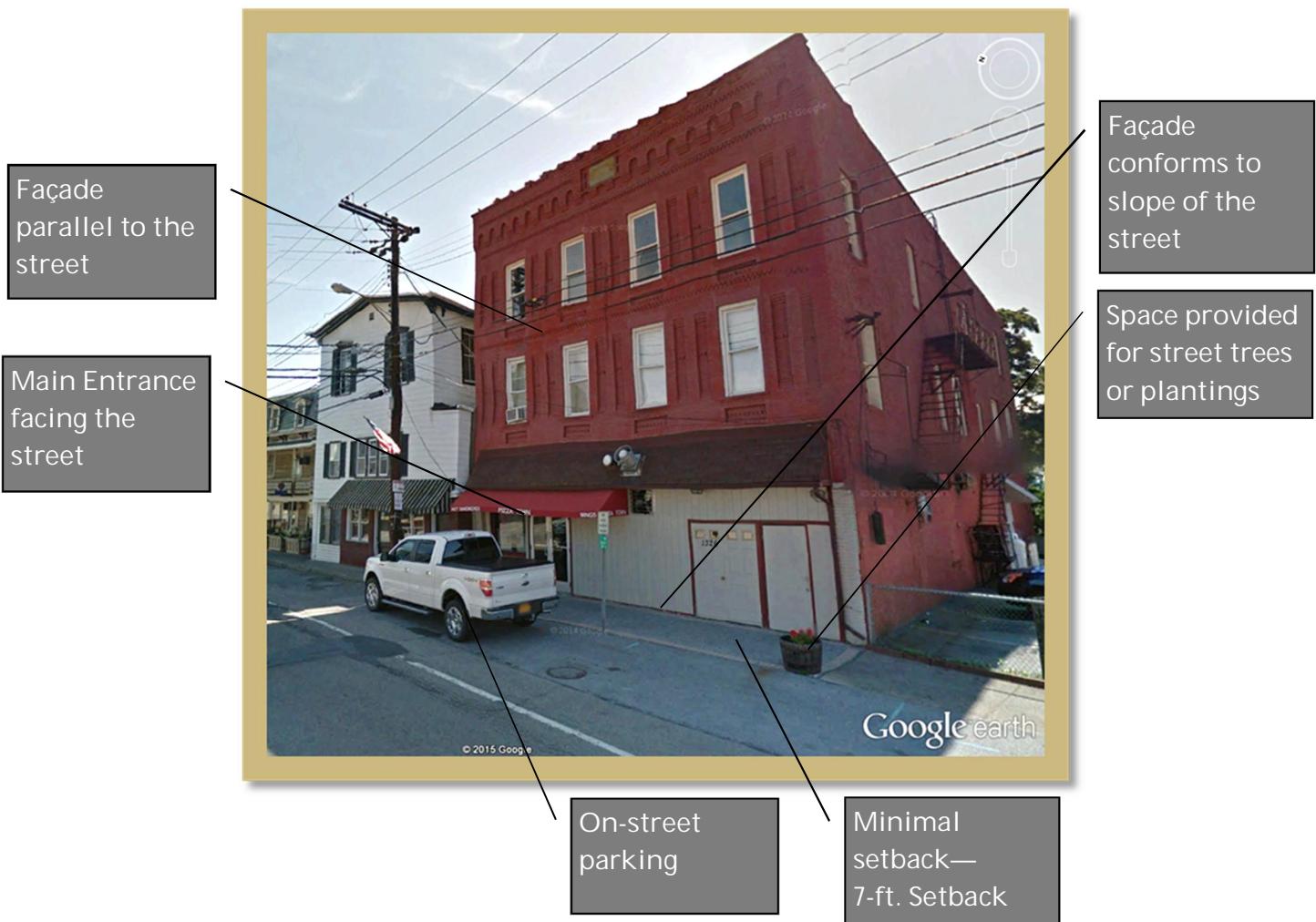
To ensure future infill or redevelopment projects are compatible, the following guidance should be used:

- Provide minimum of 5 feet for pedestrian space at the building front
- Align façade parallel with the street centerline
- Allow for on-street parking
- Place main entrance facing street
- Provide for street trees wherever possible



Commercial Buildings

Existing -



Residential Buildings

Existing -

10-ft. front
yard setback

Deep rear lots

Shared
parking
pavement

Front porch

Hedgerow at
lot line; no
visible fencesPrivate
sidewalks at
curb line /
pavement edgeOn-street
parkingNarrow side
lot; built to lot
line

On-Street Parking *Locations*

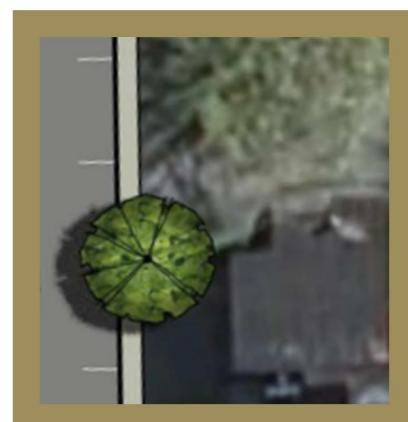
On-street parking shall be encouraged on all hamlet streets to calm traffic, buffer the street from pedestrian and bicycle systems, and to support local businesses.



Standards

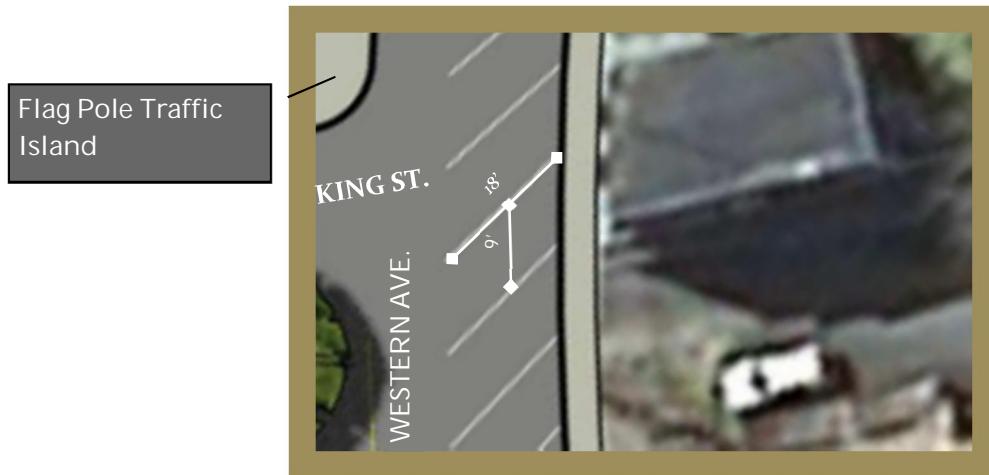
Parallel Parking

Parallel parking stalls shall be a minimum 8 feet wide and 20 feet long.



Angled Pull-In Parking

Angled pull-in parking shall be a minimum of 9' wide measured perpendicular to the parking stall. Minimum stall depth shall be 18' as illustrated in the detail at the bottom of the page.



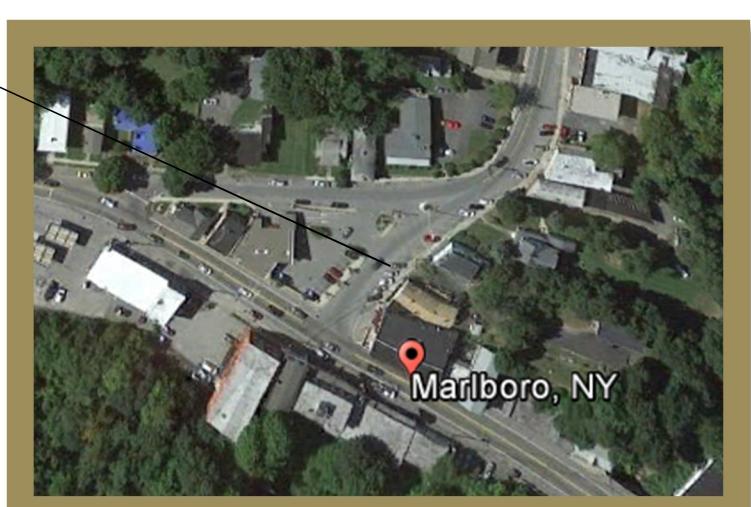
Off-Street Parking

The majority of existing off-street parking in the hamlet is private. However, the Town may develop municipal parking to support economic development, trail, and park projects in the hamlet. The following guidance should be followed for future lots:

- Encourage shared-use parking
- Only on-street in front yard
- Parking in side or rear yards
- Provide 9' x 18' stalls and 24' access aisles
- Provide landscaping between parking bays in large lots

- Existing

Public parking in hamlet Core largely confined to on-street spaces



- Proposed



Streets: Access Management

Long uncontrolled access exists along portions of streets within the hamlet. Uncontrolled access to streets poses a danger to pedestrians and motorists and is visually unappealing in general. Below are the same suggested techniques to better manage access and simultaneously make streets more visually appealing.

Case Study #1 – Key Bank Flag Pole Area

Existing -

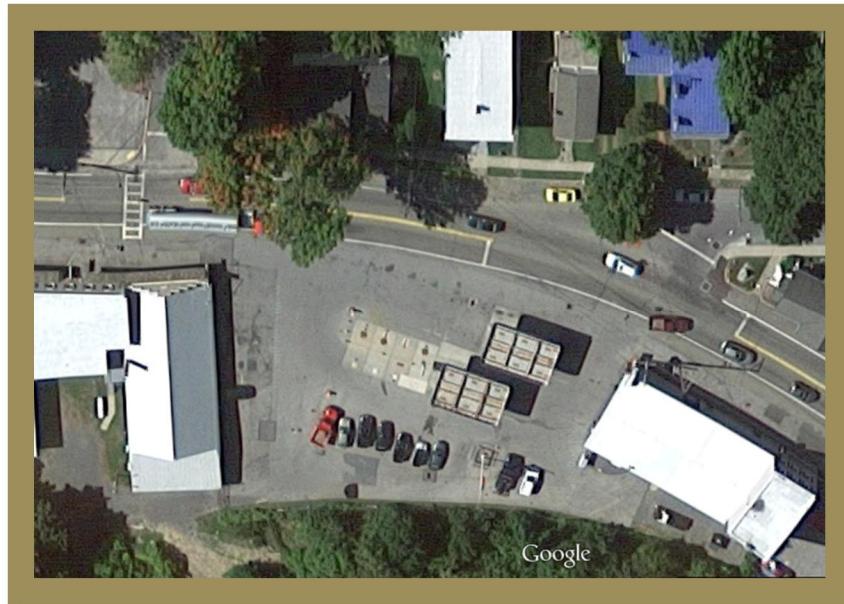


Proposed -



Case Study #2 – Sunoco Gas Station & Convenience Store

Existing -



Proposed -



Street Trees

The Town has initiated a street tree planting program in the hamlet. Trees make a significant positive impact in urban environments including greenhouse gas reduction, providing shade, and creating more visually appealing street corridors. To ensure their survival and proper placement, the following guidelines are recommended:

Locations

- Where feasible trees should be planted on the outside of the sidewalks
- Where space outside of the sidewalk is unavailable, trees can be in the sidewalk a minimum of 3 feet from the curb
- Use tree grates and tree guards where trees are within sidewalks
- Tree locations should not conflict with underground or overhead utilities
- Locate trees on private property if needed, with owner's permission
- Field verify locations before planting commences

Form

- Pedestrian zones
 - Minimum 8 feet vertical branch height
 - Upright growing form
- See Acceptable Species Matrix on the following page.



Species

The Town desires to continue the local tradition of planting Black Locust as an urban street tree. In addition, the Autumn Brilliance Serviceberry tree will be primarily used where a smaller flowering tree is desired. Other suitable street and small flowering trees can be substituted as present in the chart below:

Marlboro Hamlet Streetscape Project - Recommended Street Trees

Common Name	Botanical name	Size	Ht-Width	Growth rate
Small/Flowering Street Trees				
Autumn Brilliance Serviceberry	Amelanchier canadensis 'Autumn Brilliance'	S	25-15	Med
Crabapple	Malus spp.	S	20-20	Med
Japanese lilac	Syringa reticulata	S	20-15	Slow
Large Urban Street Trees				
Honeylocust 'Skyline'	Gleditsia triacanthos 'Skyline'	L	45-35	Fast
American sycamore	Platanus occidentalis	L	80-50	Fast
Homestead elm	Ulmus 'Homestead'	L	55-35	Fast
Frontier elm	Ulmus x 'Frontier'	L	40-30	Fast
Black Locust	Robinia psuedoacacia	L	60-35	Fast
Gingko 'Saratoga'	Gingko biloba 'Halka'	L	45-40	Slow
Gingko 'Magyar'	Gingko biloba 'Magyar'	L	50-25	Slow
Silver Linden	Tilia tomentosa	L	60-40	Med

SOURCE: RECOMMENDED URBAN TREES, Urban Horticulture Institute, Cornell University, 2009.

Note: See expanded suitability matrix in Appendix A.

Preferred Trees -



Pedestrian Systems

The street pattern in the hamlet poses unique challenges in the development of pedestrian systems. In general, sidewalks can be expanded and extended as shown in the overall plan. Another challenge is the existing slopes along streets.

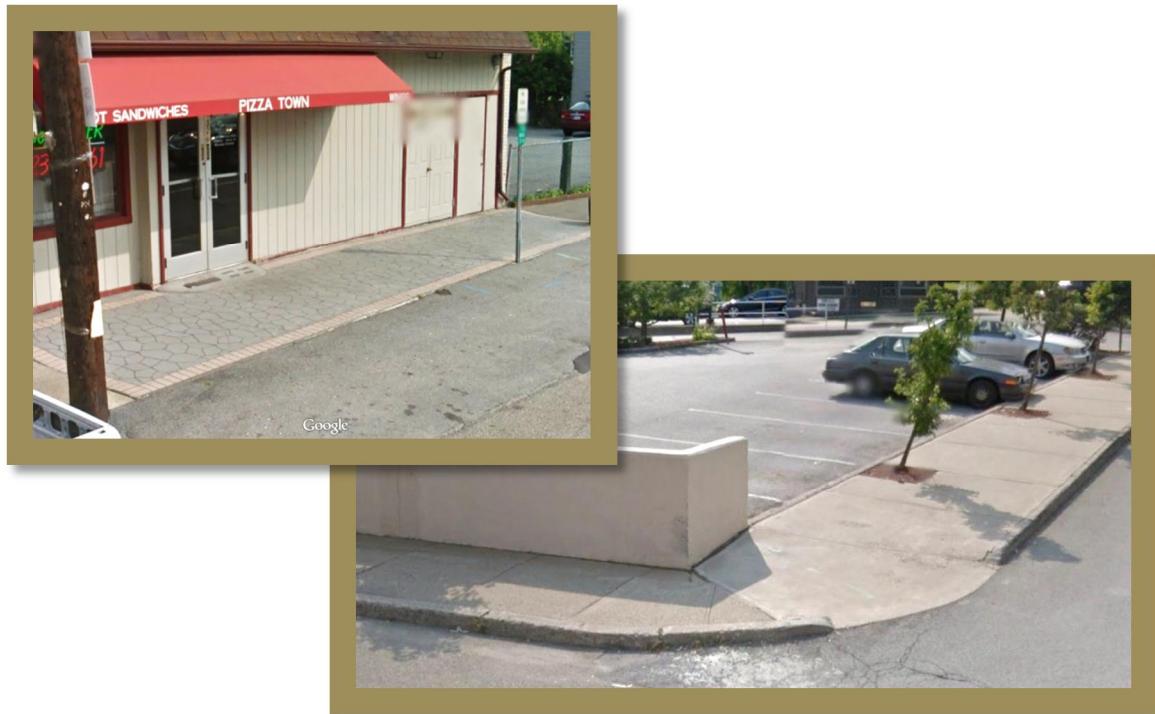
Sidewalks should generally be protected from the street by a 6" vertical curb. However, textured and colored pavements can also be introduced to indicate pedestrian areas and crosswalks.

Sidewalks

The following general guidance is suggested for sidewalks:

- Sidewalks in the hamlet should be concrete providing a clear contrast to asphalt pavement identifying pedestrian paths and driveway crossings
- Minimum width should be 5 feet
- Maximum gradient should be 5% and minimum cross slope should be 2% (0.25 inches per foot)
- Sidewalk rehabilitation projects should include compliance with ADA accessibility guidelines and NYSDOT Standards for flush curbs, curb ramps, and detectable for warning strips.

Existing -



Proposed -



Crosswalks

Several systems exist to delineate crosswalks on streets. The current painted system is sufficient. However, it quickly fades and needs to be regularly repainted.

Existing -



Proposed Options -

<i>Street Print</i>	
Analysis	Photo
<p>Pro:</p> <p>Easy to install and repair. Inexpensive, flexible solution can be tailored to local design vocabulary, can include graphics and logos.</p> <p>Con:</p> <p>Color wears unevenly and must be reapplied every few years depending on traffic volumes.</p> <p>Cost: \$6.75 per Sq. Ft. (DOT)</p>	 <p>Street print Crosswalk, California</p>
<i>DuraTherm</i>	
<p>Pro:</p> <p>Easy to install and durable, long wearing regardless of volumes. Surface has a friction coating. Somewhat flexible solution can be tailored to local design vocabulary, can include graphics and logos.</p> <p>Con:</p> <p>Limited color selection for grid and must be completely replaced for repairs.</p> <p>Cost: \$10 – 18 per Sq. Ft. (est.)</p>	 <p>DuraTherm Grid Incorporating a Town Logo into Crosswalk.</p>

<i>Pavers</i>	
<p>Pro:</p> <p>Extreme durability and flexibility in design.</p> <p>Con:</p> <p>Need for constant maintenance.</p> <p>Periodic removal and reinstallation required.</p> <p>Cost: \$35-75 per Sq. Ft.</p>	 <p>Paver crosswalk with interlocking pavers to prevent shifting and breakage.</p>

Off-road Paths

The Town has identified an opportunity to develop a unique trail along the Lattintown Creek. This trail will provide an off-road link between the hamlet and the Hudson River shoreline and might include the creation of bridges, railings along steep rock walls, and stair systems. A future feasibility study will be needed to further evaluate potential trail routes. A trail head is anticipated to be located near a Town parking lot as illustrated on the overall plans.

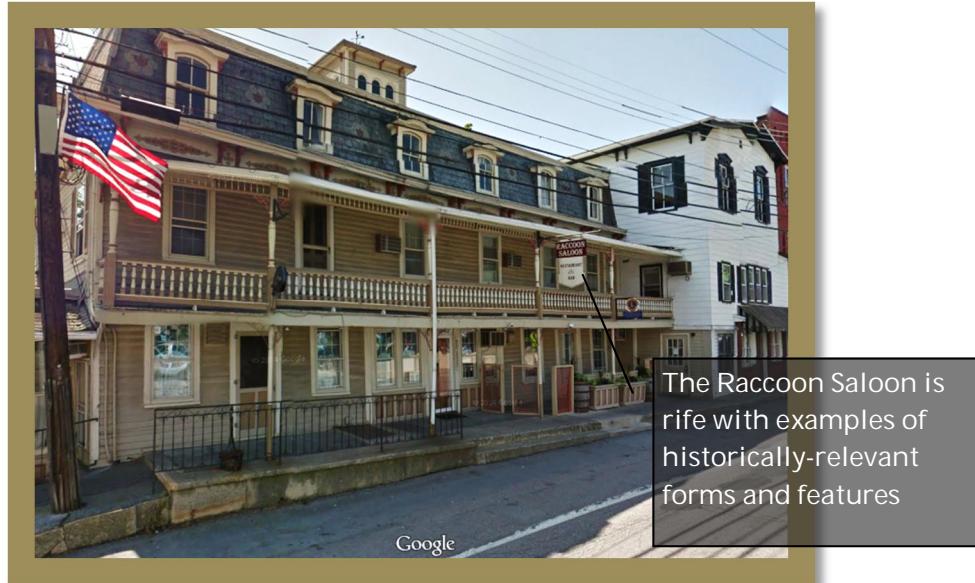
Proposed -



Street-side Property Improvements

Improvements to private property along the hamlet's primary streets should be less than 4-feet-high fences, plantings, or walls. Materials should reflect historically-used building materials and historic forms.

Existing -



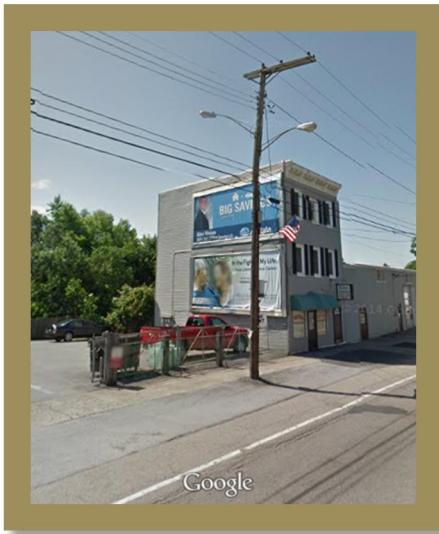
Proposed -



Street Lighting

- Ornamental street lights should be provided at a pedestrian scale in the hamlet.
- Fixture with LED lamps focused on pedestrian spaces.

Existing -



Proposed -



Pocket Parks

Where feasible, unused public spaces should be landscaped to create small pocket parks with seating, landscape plants, and other amenities. The new trail along Lattintown Creek may yield additional opportunities to create green spaces and pocket parks that can be linked to the streets in the hamlet.

Existing -



Proposed -



Hamlet Gateway Areas

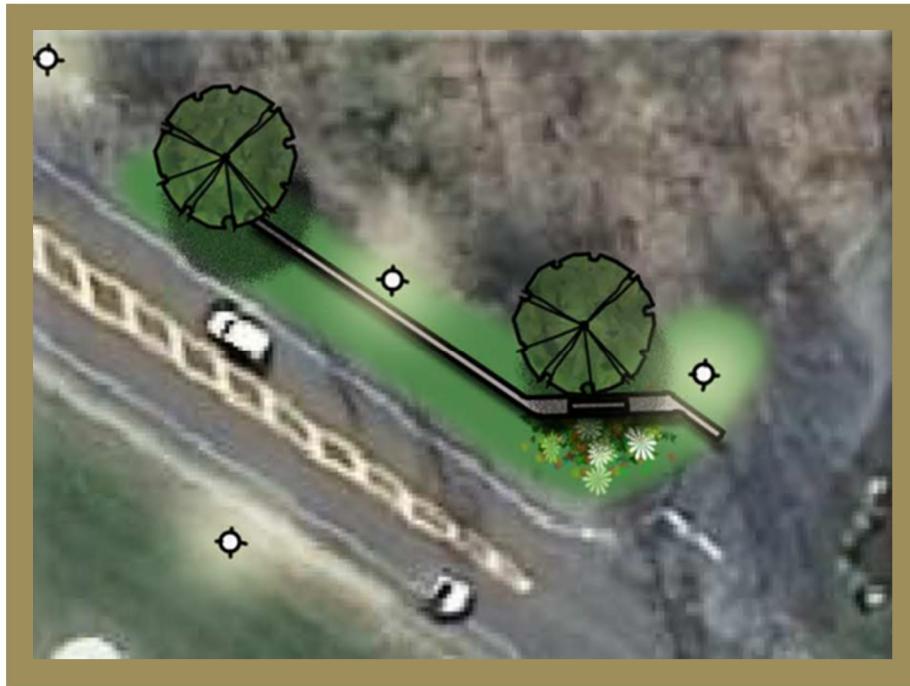
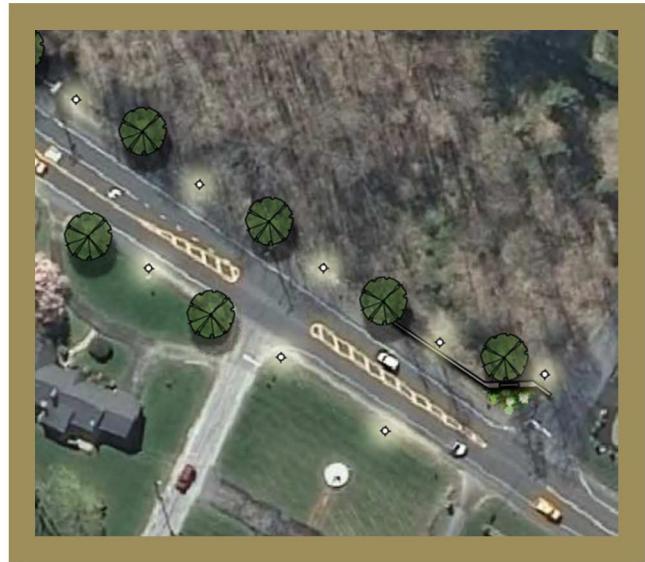
Two key entrances to the hamlet were identified by the Town for gateway upgrades on Route 9W. The committee chose the sites based on the potential for significant positive visual impact, available public land, and anticipated growth in the hamlet. Amenities should be consistent with other street improvements

North 9W Gateway Site

Existing –



Proposed –



South 9W Gateway Site

Existing –



Proposed –



Concept Plans

Base mapping for development of alternatives were created using Ulster County Geographic Information System (GIS) data including aerial photos and real property parcel data.

- Hamlet Center
- Lattintown Creek Trail

Hamlet Center



Lattintown Creek Trail



Cost Estimates for Plan Implementation

Route 9W Streetscape				
Item	Unit	Unit Price	Quantity	Subtotal
Mill/Fill Asphalt	SF	1.66	27,000	\$44,817
8' wide sidewalk	LF	66.00	230	\$15,180
5' wide sidewalk	LF	42.00	360	\$15,120
6' Curb Island	SF	32.00	1340	\$42,880
ADA curb ramp	EA	1,250.00	6	\$7,500
Textured crosswalk	EA	16,000.00	3	\$48,000
Concrete Curbing	LF	49.00	1420	\$69,580
Small Single Post-Mounted Signs	EA	225.00	12	\$2,700
Street Tree	EA	550.00	7	\$3,850
Street Light	EA	5,000.00	20	\$100,000
Striping	LF	0.50	1360	\$680
Establish turf	SY	11.25	500	\$5,625
Dry Laid Stone Wall	SF	80.00	150	\$12,000
Alter Drainage Structure	EA	1,000.00	8	\$8,000
Construction Subtotal =				\$375,932
% MTP based on project complexity	5%	Percentage	1	\$18,797
% for Incidentals, Inflation and Contingencies	20%	Percentage	1	\$75,186
Total Construction Cost =				\$469,915
% for Survey	5%	Percentage	1	\$23,496
% for Design based on project complexity	10%	Percentage	1	\$46,991
% for Construction Inspection	10%	Percentage	1	\$46,991
Total Project Cost =				\$587,394

NOTE: Concept-level probable project cost below is based on 2015 construction cost data and improvements illustrated in the overall Hamlet Plan.

Route 9W Gateways (incl. trees & lights along corridor)

Item	Unit	Unit Price	Quantity	Subtotal
Mill/Fill Asphalt	SF	1.66	11,100	\$18,426
Gateway Signage	EA	10,000.00	2	\$20,000
Small Single Post-Mounted Signs	EA	225.00	4	\$900
Street Tree	EA	550.00	40	\$22,000
Street Light	EA	5,000.00	54	\$270,000
Striping	LF	0.50	620	\$310
Establish turf	SY	11.25	600	\$6,750
Dry Laid Stone Wall	SF	80.00	660	\$52,800
Alter Drainage Structure	EA	1,000.00	4	\$4,000
Construction Subtotal =				\$395,186
% MTP based on project complexity	5%	Percentage	1	\$19,759
% for Incidentals, Inflation and Contingencies	20%	Percentage	1	\$79,037
Total Construction Cost =				\$493,982
% for Survey	5%	Percentage	1	\$24,699
% for Design based on project complexity	10%	Percentage	1	\$49,398
% for Construction Inspection	10%	Percentage	1	\$49,398
Total Project Cost =				\$617,478

NOTE: Concept-level probable project cost below is based on 2015 construction cost data and improvements illustrated in the overall Hamlet Plan.

Western Ave. Streetscape				
Item	Unit	Unit Price	Quantity	Subtotal
Mill/Fill Asphalt	SF	1.66	25,500	\$42,330
8' wide sidewalk	LF	66.00	160	\$10,560
5' wide sidewalk	LF	42.00	1200	\$50,400
Landscaped Curb Island with benches	EA	25,000.00	1	\$25,000
ADA curb ramp	EA	1,250.00	9	\$11,250
Textured crosswalk	EA	16,000.00	5	\$80,000
Concrete Curbing	LF	49.00	1340	\$65,660
Textured Pavement	SF	8.00	1320	\$10,560
Small Single Post-Mounted Signs	EA	130.00	8	\$1,040
Street Tree	EA	550.00	7	\$3,850
Striping	LF	0.50	1100	\$550
Establish turf	SY	4.75	70	\$333
Dry Laid Stone Wall	SF	80.00	150	\$12,000
Alter Drainage Structure	EA	1,000.00	6	\$6,000
Construction Subtotal =				\$319,533
% MTP based on project complexity	5%	Percentage	1	\$15,977
% for Incidentals, Inflation and Contingencies	20%	Percentage	1	\$63,907
Total Construction Cost =				\$399,417
% for Survey	3%	Percentage	1	\$19,971
% for Design based on project complexity	10%	Percentage	1	\$39,942
% for Construction Inspection	5%	Percentage	1	\$39,942
Total Project Cost =				\$499,270

NOTE: Concept-level probable project cost below is based on 2015 construction cost data and improvements illustrated in the overall Hamlet Plan.

King St. Streetscape				
Item	Unit	Unit Price	Quantity	Subtotal
Mill/Fill Asphalt	SF	1.66	13,100	\$21,746
5' wide sidewalk	LF	42.00	690	\$28,980
ADA curb ramp	EA	1,250.00	5	\$6,250
Textured crosswalk	EA	16,000.00	2	\$32,000
Concrete Curbing	LF	49.00	720	\$35,280
Small Single Post-Mounted Signs	EA	225.00	4	\$900
Street Tree	EA	550.00	9	\$4,950
Street Light	EA	5,000.00	10	\$50,000
Striping	LF	0.50	180	\$90
Establish turf	SY	11.25	30	\$338
Alter Drainage Structure	EA	1,000.00	3	\$3,000
Construction Subtotal =				\$183,534
% MTP based on project complexity	5%	Percentage	1	\$9,177
% for Incidentals, Inflation and Contingencies	20%	Percentage	1	\$36,707
Total Construction Cost =				\$229,418
% for Survey	5%	Percentage	1	\$11,471
% for Design based on project complexity	10%	Percentage	1	\$22,942
% for Construction Inspection	10%	Percentage	1	\$22,942
Total Project Cost =				\$286,771

NOTE: Concept-level probable project cost below is based on 2015 construction cost data and improvements illustrated in the overall Hamlet Plan.

Trailhead Parking				
Item	Unit	Unit Price	Quantity	Subtotal
New Asphalt	SF	7.75	13,600	\$105,400
5' wide sidewalk	LF	42.00	160	\$6,720
Pedestrian Path with Bridge	EA	150,000.00	1	\$150,000
Small Single Post-Mounted Signs	EA	225.00	2	\$450
Striping	LF	0.50	700	\$350
Establish turf	SY	11.25	180	\$2,025
Construction Subtotal =				\$264,945
% MTP based on project complexity	5%	Percentage	1	\$13,247
% for Incidentals, Inflation and Contingencies	20%	Percentage	1	\$52,989
Total Construction Cost =				\$331,181
% for Survey	5%	Percentage	1	\$16,559
% for Design based on project complexity	10%	Percentage	1	\$33,118
% for Construction Inspection	10%	Percentage	1	\$33,118
Total Project Cost =				\$413,977

NOTE: Concept-level probable project cost below is based on 2015 construction cost data and improvements illustrated in the overall Hamlet Plan.

Summary of Probable Hamlet Plan Implementation Costs

Route 9W Streetscape	\$ 587,394
Route 9W Gateways (incl. trees & lights along corridor)	\$ 617,478
Western Ave. Streetscape	\$ 499,270
King St. Streetscape	\$ 286,771
Trailhead Parking	\$ 413,977
<hr/>	
Total	\$ 2,404,889

Implementation Techniques

The Implementation Techniques section of this document discusses grant-funded routes toward making the recommendations in this report a reality. Many recommendations call for brick-and-mortar construction projects in the immediate short term while others require further planning efforts in advance.

With so much public input, data and analysis aggregated through this planning process, it is important the momentum garnered not be allowed to idle. Implementation funding for specific action items listed in this document should be sought after.

Additionally, once adopted, the revitalization plan can be used as a guide for municipal decision making. Indirectly, the *Marlboro Hamlet Enhancements Design Report* will also serve additional purposes. Depictions and policy recommendations found within the plan could be used by property owners and developers as ready-made renderings and design parameters. Additionally, the report and proposed projects may serve as idea generators for local entrepreneurs. Ultimately, the ideas and recommendations offered in this design report will propel and guide the revitalization of Marlboro Hamlet for years to come.

Cost estimates provided in the previous section will be an asset in the preparation of grant applications for implementation projects evolving from the *Marlboro Hamlet Enhancements Design Report* and other planning studies. The following is a list of proposed grant application projects that may be submitted through the Consolidated Funding Application (CFA) process or other grant programs as well as a listing of other suitable grant programs of note:

- Downtown Marlboro Hamlet Beautification: This would be an “implementation” grant that builds on the: 2010 *Marlboro Hamlet Master Plan*, 2015 *Marlboro Hamlet Enhancements Design Report*, and the private sector investments that are being made by Central Hudson. The grant could request funding for such items as: street trees, street furniture, parking, lighting, and gateway signage, etc.
- Hamlet Streetscape Improvements/Parking Lot Development Project: This project will leverage private investments by Key Bank and CHGE and will incorporate design elements from this report such as sidewalks, lighting, street trees, and pedestrian amenities and parking designs.
- Pedestrian/Bicycle Improvements Project: This project could include work on NYS and Ulster County Highways including development of off-road trails, safe routes to school, and accessibility improvements to comply with ADA Guidelines. The Marlborough Route 9w Corridor Study, funded by the Ulster County Transportation Council, will be conducted in the near future and this project could implement its recommendations.

- Lattintown Creek Trail Feasibility Study: This initiative would be to secure grant funds to enable a full Study of the opportunities and constraints regarding the development of a recreational trail in the hamlet. The Study would investigate issues such as: the availability/cost of rights-of way, preliminary cost estimates for the trail, review of handicapped access, parking, and pedestrian safety in the area.

This study would then be utilized in the 2016 CFA Round for development/implementation of such a trail.

- Lattintown Creek Trail – Phase One: There was discussion of the feasibility of seeking “implementation” funds for Phase One of this proposed Trail. This option would serve to highlight historic resources that are located along this corridor and be a potential “draw” for increased tourism.
- Local Waterfront Revitalization Program (LWRP): This funding, through the NYS Department of State, provides planning funds to assist with land or water-based recreational trails. Additionally, the funds can assist with hamlet re-development planning. Such a grant initiative would impact the entire waterfront area of the township and required local match could be provided by work done on the 9W Corridor Study.
- NYSDEC Urban Forestry Grant Program: Project Scope will be focused on the hamlet area tree planting and landscaping:
 - o Implementation of Hamlet Plan Street Tree Recommendations (part of this study) including purchase and installation of street trees and other plant materials.
- Hudson River Valley Greenway Community Grant Program: Project scope will be focused on the hamlet area trail planning and development and their connection to the Hudson River:
 - o Greenway trail planning and feasibility analysis.
 - o Sketch plan and concept budget preparation.
- NYSDEC/EFC Green Innovation Grant Program: Funding from this program can be used to implement necessary changes in stormwater management and/or wastewater infrastructure and the treatment of streetscape improvements.
- Main Street New York Program: This program could fund a Hamlet Streetscape/Pocket Park Implementation Project.
- Office of Community Revitalization - Economic Development Grant Programs: These programs could provide loans and/or grants to the Town, which could then be awarded to local small businesses and start-ups at affordable financing rates.

Appendix A: Street Tree Suitability Matrix

Marlboro Hamlet Streetscape Project - Recommended Street Trees

Group	Common Name	Botanical name	Size	Ht-Width	Grow Zone	pH Max	Salt tolerance	Compaction tolerance	Moisture tolerance	Shade tolerance	Transplant-ability	Growth rate	Fall B&B	Fall BR	Score	
Small/Flowering Street Trees																
B	Autumn Brilliance Serviceberry	<i>Amelanchier canadensis 'Autumn Brilliance'</i>	S	25-15	4	7.5	Sensitive	Tolerant	4 to 7	Tolerant	Easy	Med	Y	Y	12	Excellent Heat and Drought Tolerance
B	Crabapple	<i>Malus spp.</i>	S	20-20	4	8.2	Moderate	Moderate	4 to 11	Intolerant	Easy	Med	Y	Y	9	
C	Japanese lilac	<i>Syringa reticulata</i>	S	20-15	3a	8.2	Moderate	Moderate	4 to 11	Moderate	Easy	Slow	Y	Y	7	
Large Urban Street Trees																
A	Honeylocust 'Skyline'	<i>Gleditsia triacanthos 'Skyline'</i>	L	45-35	4b	8.2	Tolerant	Tolerant	2 to 12	Intolerant	Easy	Fast	Y	Y	12	High Traffic Streets
A	American sycamore	<i>Platanus occidentalis</i>	L	80-50	4	8.2	Tolerant	Tolerant	1 to 10	Moderate	Easy	Fast	Y	Y	12	Recent construction
A	Homestead elm	<i>Ulmus 'Homestead'</i>	L	55-35	5a	8.2	Moderate	Tolerant	2 to 11	Intolerant	Easy	Fast	Y	Y	11	
A	Frontier elm	<i>Ulmus x 'Frontier'</i>	L	40-30	5	8.2	Moderate	Tolerant	2 to 11	Intolerant	Easy	Fast	Y	Y	11	
A	Black Locust	<i>Robinia pseudoacacia</i>	L	60-35	4b	8.2	Moderate	Tolerant	3 to 12	Tolerant	Easy	Fast	Y	Y	11	Fruit litter and thorns can be a problem, pleasant fragrant flowers in June
B	Ginkgo 'Saratoga'	<i>Ginkgo biloba 'Halka'</i>	L	45-40	4b	8.2	Moderate	Tolerant	4 to 12	Intolerant	Easy	Slow	Y	N	9	Shorter tree lawns
B	Ginkgo 'Magyar'	<i>Ginkgo biloba 'Magyar'</i>	L	50-25	4b	8.2	Moderate	Tolerant	4 to 12	Intolerant	Easy	Slow	Y	N	9	
B	Silver Linden	<i>Tilia tomentosa</i>	L	60-40	5a	8.2	Unknown	Tolerant	4 to 10	Intolerant	OK	Med	Y	Y	9	Most urban tolerant linden, dense canopy

SOURCE: RECOMMENDED URBAN TREES, Urban Horticulture Institute, Cornell University, 2009.

Planting Space	Group A High Traffic Compacted sites	Group B High Traffic Quality site	Group B Medium Traffic	Group C Low Traffic
Small	Salt Easy to transplant Medium to Fast Growth 9 levels of moisture tolerance 3 to 11 OR 4 to 12	Salt Easy to transplant Medium to Fast Growth 7 levels of moisture tolerance 5 to 10 OR 6 to 11	Moderate salt Moderate transplantability Medium to fast growth 8 levels of moisture tolerance 4 to 11 OR 5 to 12	Moderate Salt Moderate transplantability Medium growth 7 levels of moisture tolerance 5 to 10 OR 6 to 11
Medium	Salt Compaction Easy to transplant Medium to Fast Growth 9 levels of moisture tolerance 3 to 11 OR 4 to 12			
Large - Front Yards or Parks	Salt Compaction Easy to transplant Medium to Fast Growth 9 levels of moisture tolerance 3 to 11 OR 4 to 12			