The Art of Planning
A Healthy Infrastructure Plan
for Sugar Loaf, New York

SUNY Albany
Planning Studio
Fall 2004

www.albany.edu/gp/sugarloaf/index.html
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1. Executive Summary
Background

The Planning Studio at SUNY Albany’s Department of Geography & Planning was awarded the task of producing a creative solution to challenges facing the hamlet of Sugar Loaf, a small Arts & Crafts community in Orange County, New York. Eleven students and one professor spent the Fall Semester of 2004 working with community members to develop this Plan, including three weekend sessions in Sugar Loaf. The extensive time spent in the community gave the Studio a unique opportunity to become familiar with all things Sugar Loaf: the people, the arts, the businesses, the history, and both the built and natural environment. The weekends were filled with field research, data collection, focus groups, public meetings and workshops, all of which illuminated the strengths of the community as well as its many challenges.

Sugar Loaf is a collection of about 50 businesses and residential homes along a half-mile stretch of King’s Highway in the Town of Chester. The hamlet was settled in the mid-1700s and its street plan has remained largely unchanged since King’s Highway was paved in 1938. Sugar Loaf became a center of the 1960s Arts and Craft Movement, and has since been able to draw thousands of visitors a year. Recent decades have also seen the development of many suburban-style subdivisions in the vicinity of Sugar Loaf, including Creamery Pond. This neighborhood is located on the west side of the pond that is immediately adjacent to the hamlet. The close proximity of distinctly different neighborhoods has forced the community to reexamine what is considered to be part of Sugar Loaf. Additionally, the community is increasingly concerned with the protection of open space in the region, desiring to preserve the unique character of the hamlet, the surrounding countryside, and even the mountain from which Sugar Loaf gets its name.

The Project

In December of 2002, the Community Vision Committee was formed. Through a community process, several focus areas were identified and a list of priority projects was developed. In 2004, they contracted the SUNY Albany Planning Studio to coordinate the planning process.
There were two critical themes that served as a backdrop when developing solutions to these problems. First, each solution needed to contribute to an improved “healthy infrastructure”. This includes sidewalks, trails, bike paths, and any structural or aesthetic improvements that would lure people out of their automobiles. In addition to promoting physical activity, a healthy infrastructure can dramatically improve the visual environment of the community and thus increase economic development. Second, each solution should attempt to showcase the unique artistic character of Sugar Loaf. From utility poles to street benches to foot bridges, each improvement should embrace form as much as function. These artistic amenities can be created through local or regional contests or by commissioning specific artists.

Summary of Recommendations
After a semester-long study of these issues, the Planning Studio organized the Plan into three main sections: King’s Highway, Creamery Pond Neighborhood, and Trails & Open Spaces.

- **King’s Highway** This section addresses concerns of pedestrian safety, aesthetic quality, traffic calming, parking, lighting, and various street amenities. A major concern was that tourists and potential customers are unable to park and walk down the street in a safe manner. Completing and enhancing the sidewalk network is a first step in addressing many of these issues. A series of traffic control measures including medians, narrower travel lanes, a roundabout, clearly delineated parking and improved crosswalks will dramatically reduce speeds, increase safety and beautify the streetscape. This Plan also recommends that public art be displayed along medians, in the roundabout, and along the sidewalks.

- **Creamery Pond Neighborhood** The homes along Creamery Pond Road are typically not thought of as part of the hamlet of Sugar Loaf, primarily because of their age and their significantly different style and character. However, Sugar Loaf and the Creamery Pond neighborhood are unmistakably tied to each other because they both adjoin the shoreline of Creamery Pond (aka Swetlow Pond), one of the community’s most beloved assets. This section aims to not only improve the character and infrastructure on Creamery Pond Road, but also to encourage physical and
 communal links to the center of town. These initiatives include sidewalks, trails, parks, landscaping and community events.

- **Trails & Open Spaces** This section includes an extensive trail network to connect several points in and around the hamlet. The network will provide alternative pedestrian routes to shops in the center of town and linkages to new neighborhoods. It will also ensure public access to Sugar Loaf Mountain and ultimately to Goose Pond Mountain State Park and the Appalachian Trail. Sugar Loaf Mountain is the site of the community’s 9/11 Memorial and is also a significant Native American heritage site.

A major concern in Sugar Loaf is the lack of public parks and gathering places. This problem is hindered by the absence of any publicly-owned land in the area. The proposed solution includes a number of sites in and around the hamlet. Creamery Pond Park, a playground at one of the bus stops, and Wood Road Ballfield are the centerpieces of the Parks Plan.

Finally, the creation of Barnsider Square is proposed on a portion of the Barnsider Tavern parking lot. The lot will be redesigned to organize parking in the back, with the new Barnsider Square to abut King’s Highway. This will serve as a central meeting place for residents and a resting place for visitors.

It is important to note that this Plan is a living document that contains ideas, visions and possibilities that can only be achieved through creativity and community support. In many cases the concepts are illustrated on private property or public facilities. While we have tried to reach out as much as possible, please recognize that every idea in this Plan is flexible and must respect both the property rights of individuals and the goals of the community.

It is the mission of this Plan, of this Studio Group, of the Community Vision Committee and of the residents of Sugar Loaf to improve upon existing conditions and to be proactive in the preservation of the hamlet’s unique character. This mission can be accomplished while promoting a safer, healthier lifestyle and enhancing the artistic beauty of the hamlet.
numerous examples abound. The resources now need to be focused on the enhancement of the quality of life in the hamlet, resources and the generosity of private landowners. Fortunately, each of these resources already exists in Sugar Loaf, and

Achieving the goals of this plan will ultimately depend on three critical resources: community cooperation, public
II. Participants & Acknowledgements

Participants

- Urban and Regional Planning Students
  Sweta Basnet
  Bryant Cocks
  Meghan Flanagan
  Xiaojuan "Jen" Hu
  Osileke "Leke" Osipitan
  Kevin Kelley
  Kim Lambert
  Patrick LaRow
  Elizabeth Mylott
  Kent Johnson

- Public Health Student
  Katie Haverly

- Professor
  Jeff Olson

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Jill Gasero
Joe Ranni
Yaron Rosner
Cindy Smith
Nick Zungoli
Joann Manino
Richard Logothetis

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- Rosners
- Dukes
- Valentines
- Rannis

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- The Bellvale Bruderhof Community
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III. King's Highway

Handwritten by Mehdi Naserian
A. Overview

King’s Highway runs through the center of Sugar Loaf’s Central Business District (CBD) and is home to a variety of businesses. For the purposes of this document, the CBD is defined as the area bounded by the Planning and Design Studio to the south and the Post Office to the north. In addition to the local artists, there is a mix of other businesses including a restaurant, theater and bakery. More than a commercial strip, King’s Highway is also home to many Sugar Loafers, as several of the shops are attached to homes. The unique character of Sugar Loaf is easily seen along King’s Highway.

This section of the Plan includes many recommendations for improving King’s Highway, both long and short term. There are a number of short-term improvements that can take place in the coming year. We also recommend that an engineering analysis of issues related to drainage, curb design and underground utilities be performed. These issues, as well as all of the recommendations of this document, should be coordinated with Orange County’s plan to repave King’s Highway in 2005. For example, many of the long-term recommendations would require the presence of curbs and drainage. The engineering study should assess the feasibility of such projects and include a timeline of implementation. If funding becomes available, or if the need for certain improvements becomes imminent, then these projects can be completed in coordination with other ongoing efforts.

B. Sidewalks

1. Expansion/Improvements
Sugar Loaf is unique in that its sidewalk network is made up of several different materials including wood planks, brick pavers, crushed stone and asphalt. However, the current sidewalk system contains many gaps and lacks consistent design standards. The smaller gaps in the center of town need to be connected and the overall sidewalk network should be expanded well beyond its current coverage. All sidewalks should be made to comply with the
Map highlights in red the gaps that need connectivity within the CBD.

Standards of the Americans with Disabilities Act (ADA, see Appendix) if they are not already.
In addition to those connections, we recommend the following major expansions to the sidewalk network:

- The west side of King’s Highway from the CBD to Demerest Road
- The entire north side of Demerest Road
- The entire length of both sides of Creamery Pond Road (see details in Chapter IV)
- The south side of Pine Hill Road from Creamery Pond Road to the roundabout
- The north side of King’s Highway from the roundabout to Wood Road

- The west side of Wood Road from King’s Highway to the far entrance of Sugar Loaf Square
- The south side of King’s Highway from the roundabout to the Bypass

Wherever possible, a landscaped buffer zone between the street and sidewalks should be installed. The buffers can include public art, decorative benches and a variety of vegetation.
2. Construction in the CBD
As a component of the continued collaboration between Sugar Loaf and SUNY Albany, a comprehensive Sidewalk Design and Implementation Plan will be developed in the Spring of 2005. Funding for this project will primarily come from individual property owners and grant monies (see Appendix).

Phase 1
SUNY Albany students will gather input on sidewalk design and location from individual property owners. The owners will have a wide range of options with regards to sidewalk materials and design (see Appendix). Many sections of sidewalks in Sugar Loaf are already in good condition and may not require modification. Once the sidewalk inventory is completed, a detailed map, including all of the information necessary to begin the construction phase, will be created. It will also include information relating to adjacent properties and to maintaining continuity.

Phase 2
A SUNY student will manage the construction of the sidewalks. To maximize efficiency and minimize costs, similar types of sidewalks will be built at the same time. For example, all of the concrete sections will be poured one weekend and all of the wood plank sidewalks will be built another weekend. Under this plan, the tools, labor, supplies, etc. will be shared and thus reduce unit costs. This will also serve as a tremendous community builder, underlining the fact that the effort will benefit all of Sugar Loaf, not just the individual property owners.
C. Parking

1. Overview
Residents and visitors alike have expressed concern about parking conditions in Sugar Loaf. Spaces along King’s Highway are not clearly delineated and larger lots like Scott’s Meadow are underutilized. Consequently, the parking scene during a busy festival weekend is usually disorganized, unsafe and rather unsightly. Vehicles are forced to park in unsuitable areas, creating a dangerous pedestrian environment. The objective of the Parking Plan is to alleviate current problems while eliminating the possibility of future parking issues. This will be accomplished by increasing the total number of spaces and lots as well as organizing and improving existing ones.

2. Recommendations
We recommend the installation and/or clear delineation of parallel parking from the south end of the CBD to the proposed roundabout. Each side of the street will yield roughly 50 spaces. Again, this effort should be coordinated with Orange County’s plan to repave King’s Highway in the Spring of 2005. The Sugar Loaf Map clearly shows how parallel parking fits into the overall street design. The spaces are located on both sides of the street, avoiding crosswalks, driveways, existing pull-in parking and the two proposed town center sites at Barnsider Square and Methodist Square.
Our field research indicates that there is ample space to provide parallel parking in the CBD. Orange County mandates that each travel lane be a minimum of 10 feet wide, thus 20 feet is the minimum for two-way traffic. We recommend narrowing the road to 20-feet and installing 9-foot wide parallel parking on both sides of the street, totaling 38 feet. All of this is well within the limits of the public right-of-way, which is between 48 and 53 feet depending on the point along King's Highway. In addition to promoting the efficient use of parking spaces, the narrower road serves as a significant traffic calming measure.

We also recommend installing clear signage for underutilized parking lots, including Scott's Meadow, the Sugar Loaf Station Pub and Sugar Loaf Square. The Scott's Meadow lot should eventually be improved and organized so that parking spaces are used more efficiently. Finally, the town-owned property on Wood Road should be developed into a series of ballfields that can double as an overflow grass lot on busy weekends. Since it is in a residential neighborhood, field lighting is not appropriate. Prior to creating this lot, the community should investigate the development restrictions on the site due to the presence of wetlands (see Chapter V for more details).

**Phase 1**

- Stripe parallel parking in the CBD wherever adequate space and pavement is available (a standard space is 9 feet wide and 19 feet long)
Allow public parking in the Methodist Church’s parking lot except during church services and events
Encourage parking at the Lycian Centre during non-event days
Install Public Parking signs that lead people to Scott’s Meadow, Sugar Loaf Square, the Methodist Church, the Lycian Centre and other existing lots

Phase 2
- Work with the Town of Chester to create a Sugar Loaf Overlay District that reduces individual business parking requirements and better reflects the needs of the community
- Improve the Scott’s Meadow parking lot to clearly delineate existing spaces and add additional ones
- Develop the Wood Road Ballfield/Overflow Parking Lot
- Include parallel parking designs if and when curbs and drainage are installed

D. Traffic Calming

1. Overview
Traffic Calming is an integral component of the Healthy Infrastructure Plan for Sugar Loaf. Currently, pedestrian activity along King’s Highway is difficult due to the excessive speeds of many motorists. Achieving a reduction in vehicle speeds is critical to promoting King’s Highway as a safe pedestrian thoroughfare, and thus promoting healthier lifestyles. The shopkeepers and artisans of the CBD will also benefit from slower traffic. The occupants of the vehicles traveling at a slower speed are more likely to take notice of attractions they may otherwise miss. Pedestrian shoppers will be more likely to linger if provided with a safer and more attractive environment.

Many types of traffic calming measures exist and have been successfully implemented by other communities. The challenge is to choose measures that are appropriate for Sugar Loaf and then to design them in a fashion that improves the attractiveness of the community. It is also important to employ context-sensitive design, considering the unique land uses and surroundings of each section of roadway. For example, the community should consider
Traffic engineering studies have consistently shown that actual vehicle speeds are determined by the physical environment, not posted speed limits. In other words, a narrow tree-lined road with textured pavement, public art and distinct crosswalks will be much more effective in slowing traffic than if the speed limit were lowered. Slower speeds in the CBD will also help promote the Sugar Loaf Bypass as the faster alternative for traveling past the hamlet, diverting more of the unwanted traffic.

We recommend implementing a number of traffic calming techniques designed to divert unwanted traffic and slow remaining traffic while aesthetically enhancing the hamlet’s built environment.

2. Crosswalks
Crosswalks have already been a design victory for Sugar Loaf. The addition of several crosswalks along King’s Highway was a great short-term solution that has increased pedestrian safety. The map on the following page shows our recommended improvement/expansion of the crosswalk network. To avoid confusion and redundancy, existing crosswalks should be removed to yield to the recommended network. This network was developed using consistent spacing and demand-based locations. The locations were also determined in part by other recommendations pertaining to parking and the trail system.
It is important that all crosswalks be installed perpendicular to the roadway. Angled crosswalks create a situation where pedestrians have their backs to oncoming traffic. In addition to their safety benefits, crosswalks are another opportunity to add bits of artistic flair to the street as each of them can be painted differently.

We recommend crosswalks at the following locations (19 total):

**King’s Highway**
- North of the intersection with Demerest Road
- At the south end of the CBD
- At the brick path next to The Exposures Gallery
- At the proposed Visitor Center next to Bostree Pottery
- At the proposed Barnsider Square*
- Connecting Sundog Studio and Endico Watercolor
- At the proposed Methodist Square*
- On all three sides of the proposed roundabout
- Connecting the Dance Studio and Sugar Loaf Square
- In front of the Post Office
- At the Northern Gateway
Creamery Pond Road
- Near the upper entrance to the Lycian Centre parking lot
- At the west end of the proposed Creamery Pond Trail
- At the proposed Bus Stop Park & Playground

Pine Hill Road
- East of the intersection of Creamery Pond Road (serving the bus stop)

Wood Road
- Connecting Sugar Loaf Square and Serendipity
- Across from the proposed Wood Road Ballfield

*We recommend that 2 crosswalks be installed side by side to call greater attention to pedestrian activity at these prominent gathering places.

In the long-range plan, raised crosswalks can be installed that will further reduce vehicle speeds. These are designed so that vehicle approaches are textured and have a slight incline. We recommend that textured surfaces not be used within the crosswalks, as this is too rough for wheelchairs, strollers, etc. Raising only the crosswalks at the proposed town squares would likely achieve the desired effect of slowing traffic and would be less costly than converting all of them.

Phase 1
- Stripe crosswalks according to the above list
Phase 2
- Raise crosswalks at Barnsider Square and Methodist Square during installation of curbs and drainage system

3. Bumpouts
The first step in reducing speeds on King’s Highway is to reduce the lane widths. However, the visual impression of narrower lanes can not be accomplished simply by pulling in the white lines. If all of the parallel parking spaces are empty, the roadway will still appear quite wide and speeds will remain dangerously high. The true vision of narrower lanes will be accomplished through a series of bumpouts and crosswalks.

Bumpouts (aka chokers, safe crosses, bulbouts, neckdowns) are strategically placed curb extensions that truly narrow the roadway. In the case of King’s Highway, the bumpouts should extend about 9 feet from the curb and should be installed at each of the crosswalks. Bumpouts reduce the distance that a pedestrian must walk to cross the street and they provide additional definition to the beginning and end of parallel parking sections. This technique is best applied when the street has curbs and drainage and is thus a long-term project.
4. Street Painting Fair
Many of the traffic calming recommendations are long-term in scope. In the short-term, the residents of Sugar Loaf have an opportunity to engage in a unique event that will not only bring the community together, but will also create a distinctive, one-of-a-kind, traffic calming measure. Twice a year, the commercial section of King’s Highway will be closed, while community members will be given an area of pavement to paint as they wish. Themes can be incorporated into the Street Painting Fair, such as flags, Spring or animals. The painted pavement is an inexpensive way to slow traffic without interfering with the use of the road. The biannual fairs will enhance the sense of community pride and will also add another attraction for tourists. This is a creative short-term method of traffic calming and can be initiated as early as 2005.

Note: It is critical that the community use paint that will not harm the environment when it is washed off. Additionally, the paint should not reduce the surface friction of the road, which would be a safety hazard. A scaled back version of this event would involve chalk rather than paint, which may alleviate these concerns.
5. Gateway Designs

a. Overview
The ultimate purpose of the Gateway Designs is to encourage unwanted traffic to use the Sugar Loaf Bypass, rather than traveling through the hamlet. This can be accomplished by slowing traffic in the center of town as well as decreasing the time it takes to travel around town via the Sugar Loaf Bypass (which is really not a Bypass, since only the northern half of it was built).

Unwanted traffic is defined as all vehicles, including trucks, that pass through Sugar Loaf but have no intention of stopping there to enjoy the community. An example of unwanted traffic is a commuter traveling north from Warwick to NY17, in whose journey Sugar Loaf is nothing more than another town to speed through. Under current conditions, traveling through Sugar Loaf is about three minutes shorter than traveling around it on the Bypass.

It should be noted that not every vehicle fits neatly into an “unwanted” or “desired” category. Some travelers may intend to pass through but end up stopping if something catches their eye. Also, if Sugar Loaf experiences some of the significant transformations set forth by other sections of this Plan, the community may attract those that had previously traveled many times through town but did not feel compelled to stop. Such travelers may be lost if the Gateway Designs are implemented. However, even if encouraging unwanted traffic to use the Bypass results in a loss of a few potential customers, the overall revitalization and beautification of Sugar Loaf will more than compensate.

b. Southern Gateway Design
The Southern Gateway Design involves realigning the King’s Highway and Bellvale Road intersection as well as the Bellvale Road and Sugar Loaf Bypass intersection. The “T” configurations of both of these intersections would be reversed so that using the Bypass will require no turns. This will significantly reduce
Project: Bypass Realignment/Southern Gateway Design

Goals:
1) Make the Sugar Loaf Bypass faster and more convenient than traveling through Sugar Loaf
2) Reduce speeds for vehicles approaching Sugar Loaf
3) Work in conjunction with traffic calming techniques used in the business district
4) Create a southern gateway to Sugar Loaf

SIGNAGE
(as seen traveling north)

ADVANTAGES:
- Significantly reduces travel time around Sugar Loaf
- Forces vehicles headed for Sugar Loaf to slow down and turn left

DISADVANTAGES:
- Higher costs for construction and land acquisition
- Requires either negotiation with land owners or employing powers of eminent domain
the time it takes to travel around Sugar Loaf, making it the more attractive option. Additionally, improved signage will be necessary for the design to be successful. This signage will reflect the recommended changes to the county road numbering system and road names.

In order to further reduce speeds of vehicles entering Sugar Loaf from the south, a mini-circle is recommended at the intersection of White Oak Road and King’s Highway. This will be much smaller than a typical roundabout or traffic circle but will still force a slight shift in traffic lanes. A distinctly “Sugar Loaf” sculpture should be placed in the center of the mini-circle to serve as a landmark at the beginning of the hamlet. From that point, King’s Highway between White Oak Road and the start of the business district should have a median, which will provide space for creative landscaping and additional public art.
c. Northern Gateway Design

The Northern Gateway Design involves changing the intersection of King’s Highway and the Sugar Loaf Bypass to a more distinct 90-degree angle and installing a gateway median to clearly indicate a change in environment. The median would stretch from the intersection west to the railroad crossing. We also recommend installing a roundabout at the intersection of King’s Highway and Pine Hill Road, which would reduce the speed of vehicles entering the hamlet and dramatically improve a dangerous and confusing intersection. The roundabout is a more appropriate design for this intersection when compared to its predecessors, the rotary and the traffic circle. It slows down the traffic and increases pedestrian safety. According to *Roundabouts: An Informational Guide*, this type of design can reduce the accident rate by 29%.

**Phase 1**

- Renumber county roads so that County Road 13 travels around Sugar Loaf, County Road 13A travels through Sugar Loaf, and County Road 82 ends at the intersection of Bellvale Road and the Sugar Loaf Bypass
• Install/improve signage for county roads (13, 13A, 82), road names (King's Highway, Bellvale Road, Sugar Loaf Bypass) and guidance signs
• Request that Warwick School Buses use the Bypass unless serving the immediate hamlet
• Move existing weight limit sign at intersection of King's Highway and Bellvale Road to a point south of its current location, which will allow ample time for truck traffic to divert to the Sugar Loaf Bypass
• Reduce the weight limit, forcing larger trucks to divert to the Sugar Loaf Bypass

Phase 2
• Realign King's Highway and Bellvale Road intersection and Sugar Loaf Bypass and Bellvale Road intersection
• Install mini-circle at King's Highway and White Oak Road
• Install median on King's Highway from White Oak Road to start of the CBD
• Install roundabout at King's Highway and Pine Hill Road
• Install median on King's Highway from railroad crossing to Sugar Loaf Bypass
• Realign northern intersection of King's Highway and Sugar Loaf Bypass to a more distinct 90-degree angle
• Encourage creative landscaping and public art displays in medians, the roundabout, and the mini-circle
E. Utilities

A major concern of community members is the presence of many unsightly utility lines that detract from the beauty of Sugar Loaf. We recommend a campaign to beautify the existing utility poles by painting them and/or attaching tile mosaics. Many communities, such as Rochester, New York, have had success decorating their poles. Orange and Rockland Utilities own the poles, and should be contacted prior to decoration.

We also recommend the strategic planting of trees along the street to visually hide the utility lines. Certain species have a maximum height that is low enough to avoid interference with the lines. These trees would beautify the view of the entire street and fit well into the landscaped buffer zones between the sidewalks and the street.

As a long-term solution, Sugar Loaf and the Town of Chester should work with Orange and Rockland Utilities to determine the feasibility of burying the utility lines. An intermediate step would be to relocate specific lines to the Sugar Loaf Bypass, such as the ones that merely pass through the hamlet but do not serve it. Another compromise would be to relocate some of the lines behind the homes on King’s Highway.

The Edison Electric Institute created a report on the costs and benefits of undergrounding utility lines. They cite improved aesthetics, better power reliability and increased safety for workers as a few advantages. Disadvantages include the high cost of burying the lines, risk of failure due to water and moisture filtration and the cost for upgrading connections to older buildings.
Phase 1
- Decorate the utility poles
- Plant trees to beautify the street and hide the utility lines

Phase 2
- Relocate certain utility lines behind the homes or to the Sugar Loaf Bypass
  - or -
- Bury the utility lines

F. Street Lighting

Proper lighting is a critical component of a safe and attractive streetscape. Sugar Loaf currently has very tall poles that are designed for the automobile and do little to illuminate the sidewalks. Some of the highway lights are so improperly placed that they shine into residents’ upper rooms more than the actual street.

Light posts should be designed at a smaller, more human scale (about 12 feet) and direct light down towards the street and sidewalks. The lights should be placed at fairly short intervals along the roadway so that there are no breaks. Street lights can be extremely attractive and are useful during evening hours in creating a safer walking environment.

When they are installed, the community should select a design that reflects the artistic creativity of Sugar Loaf. Most communities choose the standard “period lighting” that gives a Victorian or Colonial feel to the streetscape. Though the hamlet was settled in the Colonial Era, Sugar Loaf’s pride, identity and marketability are more tied to its recent artistic
roots. We recommend therefore that the community install creatively designed poles and lights, where no two are alike. There are plenty of unique and unusual designs available on the market. The community should also consider commissioning specific artists or holding design competitions for the lights. A less expensive method would be to attach the fixtures to existing utility poles, saving the actual pole installation for a later project.

Until these fixtures are installed, residents and business owners along King’s Highway should leave their porch lights on during the evening hours. This is an easy and inexpensive way to create a more attractive streetscape that is both inviting and safe. Seasonal lights are another effective way for community members to light the street.

Phase 1
- Leave Your Porch Light On campaign

Phase 2
- Design/purchase unique pedestrian-scale street lights
- Install poles and fixtures or attach fixtures to existing utility poles
- Remove existing street lights

G. Street Amenities

1. Overview
The following is a list of several street amenities that will dramatically enhance the attractiveness of Sugar Loaf. Each amenity should reflect the artistic character of the community and will strengthen the sense that the community is designed with the pedestrian in mind. If a Business Improvement District (BID) were created, it would be responsible for securing funding, coordinating design competitions, and providing maintenance for many of these amenities.
2. Bollards/Planters
Both bollards and planters serve to protect the pedestrian. They should be strategically placed between the sidewalk and the road as well as at each crosswalk. They are designed to deter automobile/pedestrian conflicts and provide additional opportunities for vegetation and public art. Both pieces of street furniture can be original and attractive as well as utilitarian.

3. Benches
There is a clear lack of public seating along King’s Highway. Public benches will encourage visitors to remain in the community longer and allow residents to relax and socialize with comfort and ease. We recommend that the BID commission local and regional artists to design several unique benches for the CBD. There should also be a number of benches that are somewhat standard in form but can be decorated by local children or other community members.

4. Bike Racks
To further encourage healthier transportation choices, a number of creatively designed bike racks should be placed throughout the CBD. Contests can be held for designing these amenities.

5. Waste Receptacles
A common complaint in the community is the lack of waste receptacles. A commercial corridor with a pedestrian focus absolutely needs a place for tourists and shoppers to get rid of trash. We recommend that creatively designed containers be placed throughout the CBD. Benches and waste receptacles should be grouped together to encourage use and deter littering.
6. Public Restrooms
Sugar Loaf has only one well-known public restroom, located at the Barnsider Tavern. The lack of additional restrooms is a major barrier to attracting additional tourists and shoppers. Families with small children are especially inconvenienced by this problem. We recommend the installation of at least two ADA compliant public restrooms. Potential locations include:

- Towards the end of Romer’s Alley
- At the proposed Visitor Center, which could be in the Caboose or in the small building behind Bostree Pottery
- At the proposed Wood Road Ballfield

The design of the public restrooms should be more creative and attractive than the standard portable toilet. The community should sponsor a contest for designing the shelters/structures that will house the restrooms. Finally, if a General Store is reestablished across from the Methodist Church, we recommend that the BID encourage the new owner provide a restroom in the store.
I. Creamery Pond Neighborhood

Academia by Elizabeth Mylon
A. Overview

The Creamery Pond neighborhood, across the pond from Sugar Loaf’s Central Business District, is the closest of many suburban-style subdivisions that have been developed near the historic hamlet over the past 15 years. Many Sugar Loafers regret the loss of the wooded area around the pond and the overall loss of open space in the region. However, the reality is that the subdivision is a permanent neighbor and should be embraced as such. There are many initiatives that will help spread some of Sugar Loaf’s personality into the new neighborhood. After all, no one imagined that a homogeneous collection of Victorian homes built in the mid-1700s would ever be transformed into the eclectic art and craft community known as Sugar Loaf.

We recommend a series of improvements to the infrastructure and overall character of the Creamery Pond neighborhood. Each element of the Plan is designed to enhance connectivity to the CBD and promote the sense that the suburban street is an important member of the Sugar Loaf community.

Many of the design recommendations for the Creamery Pond neighborhood can also be implemented in other new neighborhoods. People who buy new homes in the area are attracted to Sugar Loaf’s unique charm and the region’s rural character. The Plan focuses on ways to improve the livability of the new neighborhoods while turning them into spaces that are uniquely Sugar Loaf.

B. Sidewalks

A series of conversations with residents on Creamery Pond Road revealed that many people regret that the street was constructed without sidewalks. There is a natural pedestrian loop formed by Creamery Pond Road and King’s Highway, yet there are only scattered sidewalks in the CBD to serve that excursion. Parents also remarked that sidewalks would be a wonderful improvement for children’s activities, including walking to the bus stop.
We recommend the installation of sidewalks on both sides for the entire length of the street. The public right-of-way of about 50 feet has plenty of room for two 12-foot travel lanes and two 5-foot sidewalks. We also recommend at least a 4-foot landscaped buffer between the sidewalk and street.

The sidewalk network should be chalked or even painted onto the pavement prior to any major construction efforts. This will allow the residents to become accustomed to the narrower traffic lanes, which are rather wide to begin with. The new “sidewalk” spaces can be personalized by the community in an event similar to the Street Painting Fair. Not only will this be a fun community-building event, but it will create a safe space for cyclists and pedestrians. This can also be done on King’s Highway, though most of the future sidewalk locations do not have pavement to work with.

When permanent sidewalks are installed, they can be personalized by the community through choice of materials and additional decoration. For example, a stamped concrete sidewalk could have space in front of each house for a small drawing, symbol or handprint designed by each household.

**Phase 1**
- Chalk or paint the sidewalks onto existing pavement

**Phase 2**
- Install the permanent sidewalks with artistic designs similar to those in the CBD

**C. Bus Stop Park and Playground**

We recommend developing a small park at the southeast corner of the intersection of Creamery Pond Road and Pine Hill Road. The park would provide a space for parents and children to congregate and play, especially before and after school. Recommended amenities include playground equipment appropriate for small children, benches and possibly a water fountain. See Chapter V for more details.
D. Walking School Bus Program

Children may be at the highest risk for inactivity in Sugar Loaf because of the current lack of sidewalks, play spaces and bike lanes. Additionally, area schools are located too far away for students to walk. Creamery Pond Road is not yet dedicated as a public road, and therefore cannot have any public school bus stops. Consequently, several dozen children are driven every day to and from the bus stop at the intersection with Pine Hill Road. This morning and afternoon event features a long line of cars on Creamery Pond Road and a lively group of school children waiting to cross a road with no crosswalk. There is not a clearer example in all of Sugar Loaf of urban design that failed to consider the interests of parents and children.

Other chapters in this Plan outline the need for sidewalks, crosswalks and a playground at the intersection to improve this situation. Another solution is to start a Walking School Bus program, which will also increase physical activity. These kinds of programs have been successfully adopted in many communities around the world.

Under the program, one parent each week volunteers to be the Bus Walker and is responsible for walking children to their bus stop. The group stops at each house along the way, just like a bus driver would. This enables children to walk safely to school without burdening each of the

Photos by Elizabeth Mylott
parents every day. In order to provide for families with children in school as well as too young for school, a second person volunteers to provide temporary child care. This way the Bus Walker has a Child Care House to drop off younger children while the school children are delivered to the bus.

Such programs have been found to increase physical activity in children, decrease traffic and increase the sense of community in a neighborhood. The following websites are useful tools for getting a Walking School Bus program started:

- www.walkingbus.com
- www.walktoschool-usa.org
- www.cdc.gov/nccdphp/dnpa/kidswalk
Mountain: During an autumn day from the top of Sugar Loaf and would be a breathtaking sight on an community and strengthen its identity, Maples would do wonders to unify the pond. Sugar Loaf covered in Sugar pond. Sugar Loaf covered in Sugar and in the backs of properties along the focus spectacularly along the streetscape each property. The plantings should would be planted generously throughout select one or two types of trees that recommend that the entire community plantings in the neighborhood. We addition to simply encouraging more are seen from across the pond, in vegetation, including the back yards that most properties are relatively bare of attired communities in the first place. removing much of the rural character that Creamery Pond neighborhood was built. Many trees were cut down when the

E. Greenery Commission
Several community-wide activities centered on the Greenery campaign should be initiated. For example, a Sugar Maple tree could be presented to each new family that moves into the neighborhood. Another would be to sponsor Sugaring Walks where residents and tourists carry a bucket from tree to tree to tap their own maple syrup.

Several organizations can help get a Greenery campaign started. For example, the National Arbor Day Foundation offers 10 free trees with free shipping for signing up for a $10 membership.
  ❖ www.arborday.org

There are also grants available from the New York State DEC Urban and Community Forestry Program.
  ❖ www.dec.state.ny.us/website/dlf/privland/urban/index.html

*Phase 1*
❖ Begin contacting funding sources
❖ Encourage Creamery Pond residents to increase vegetation on their properties
❖ Select the species of tree that will be planted on each of the properties in the area

*Phase 2*
❖ Begin a program of tree gifts to new neighbors
❖ Begin the planting of selected tree species throughout the community

*Phase 3*
❖ Once trees have matured, organize additional community events including Sugaring Walks and a hike up Sugar Loaf Mountain to view the foliage
F. Home Occupation Zoning

Sugar Loaf's eclectic charm is created in part by the fact that many structures in the CBD include the residence, studio and retail space for the artists. This is also a major difference between the CBD and the surrounding new neighborhoods. However, the concentration of artists in the hamlet is a phenomenon that is little more than 30 years old. It is quite possible for this phenomenon to begin to spread beyond the perceived borders of Sugar Loaf and into neighborhoods like Creamery Pond.

Through zoning, home occupations and studio spaces should be expanded into the newer residential areas surrounding the hamlet. This effort would increase economic development opportunities for the area and further remove communal barriers between local residents. It will also increase foot traffic throughout the community and add a whole new dimension to its attractiveness and functionality.

Home Occupation Zoning should attempt to reduce negative impacts on the neighborhoods. There should be restrictions on the size of businesses, number of non-resident employees, sign dimensions, number of delivery vehicles, type of equipment used, and hours of operation. It is admittedly challenging to picture these suburban tracts being transformed by the introduction of artists' studios and small retail spaces. However, the Sugar Loaf of the early 20th Century could have never imagined the Sugar Loaf of 2004.
A. Overview

Creating a network of trails and parks is a vital component of enhancing the healthy infrastructure of Sugar Loaf. With obesity and diabetes reaching epidemic proportions in the U.S., opportunities for physical activity within walking or biking distance are a necessity. Sugar Loaf residents know that spaces for people to walk and play are few and they want to create more.

Developing parklands is especially difficult because of the shortage of publicly owned land in the area. Therefore, it may be necessary for the community to rethink the concept of how public space is established. Public spaces do not always require ownership and maintenance by the government. There are several examples in Sugar Loaf, both large and small, of generous landowners who encourage the public to use their private property.

- The Lycian Centre has installed benches along Creamery Pond, inviting residents to enjoy a resource that is completely surrounded by private land.
- The Bertoni Sculpture Garden welcomes strollers to admire dozens of sculptures in a quaint spot next to their studio. This space is a vital alternative to walking on the shoulder at a dangerous bend in the road.
- The Methodist Church built a simple stairway in the back of their parking lot that provides an important link between the Creamery Pond neighborhood and the CBD.
- The Scott’s Meadow complex includes a large gathering space with several outdoor tables and chairs.
- Endico Water Color has built a small patio area with several benches next to their studio.

There are many other store owners who have invested in the community by planting gardens, building sidewalks and installing benches. None of these landowners had to build these amenities, but they each did knowing that an attractive and welcoming landscape benefits the entire community. In addition to this organic-style of public space creation, Sugar Loaf will need to rely on more traditional methods like acquiring land with public money and working with property owners to allow easements or even donate land.
A major piece of the Plan is centered on Sugar Loaf Mountain, the highest point in all of Orange County. The mountain is the site of a 9/11 Memorial established by the community. It also contains some particularly significant Native American sites. The Town of Chester Comprehensive Plan identifies the mountain as an area of “unusual scenic beauty” and advocates that it be preserved. The mountain’s viewshed can be improved through conservation development and open space protection. Trail access to the mountain can be protected through conservation easements that would be used to reestablish a connection from the hamlet to the peak and beyond.

B. Trails

1. Overview
A comprehensive trail system in and around Sugar Loaf will encourage pedestrian activity and cycling. The combination of sidewalks and paths will allow residents and visitors to move around the hamlet and the surrounding areas with ease. Each of the sidewalks recommended in previous chapters should be considered part of this trail system. We recommend the creation of several trails to enhance the pedestrian infrastructure of Sugar Loaf.
2. Minisink Trail
Minisink Trail will run behind the properties on King’s Highway and connect the Bertoni Sculpture Garden to the Barnsider Tavern. It should eventually be upgraded to a multi-use trail with pavement suitable for rollerblades, bicycles, strollers, etc. This trail would require two stream crossings, one of which is already built on the Barnsider property. The connection from the Sculpture Garden to the stream also exists, and the property owner is enthusiastic about renovating and extending it.

The trail will provide a scenic view of the hamlet and Sugar Loaf Mountain and will be an alternative to walking along the street. It will provide a forum for artwork from the Bertoni Gallery as well as other local and regional artists. Each property owner along the trail can choose to use something from their shops for advertisement and draw in customers to a rear entrance. The trail will travel along the stream and will be an excellent place for creative landscaping and public benches.

The completion of Minisink Trail will rely on cooperation from at least four property owners to allow people to use the trail on the back of their property. We recommend the creation of an easement to address any concerns. The
Minisink Trail will be a beautiful connection for the residents of the community. Tourists will also enjoy a short walk through the woods as part of their visit to Sugar Loaf.

The Minisink Trail could serve as a predecessor to a more ambitious project – Queen's Lane. This new alley would run parallel to the path of Minisink Trail and possibly extend south to connect to Scott’s Meadow. It would provide several amenities and opportunities for Sugar Loaf and its business owners.

Queen's Lane would create dozens of parking spaces, either parallel spots or small lots at different intervals just off the street. It would also provide an alternate entry point to Scott’s Meadow, providing a catalyst to help revitalize that retail complex. Another major opportunity provided by this parallel access would be the new store frontage that could be created on the back of the existing properties. New businesses and artists’ studios could be established that would increase economic development in the hamlet. The creation of this new alley is a long-term project because of the scale of the operation but would be an exciting economic opportunity if completed.

**Phase 1**
- Work with property owners to solidify the path of the trail
- Establish an easement
Phase 2
- Begin construction of Minisink Trail
- Begin landscaping including stream improvements, benches and gardens

Phase 3
- Begin construction of Queen’s Lane, extending it to Scott’s Meadow

Sugar Loaf Mountain Trail System
This dirt trail will start on the east side of King’s Highway at the south end of the CBD. It will travel south to the intersection with White Oak Road, where it will then head towards the Orange County Citizen’s Foundation property. From there it will cross the railroad and the Sugar Loaf Bypass and then connect to the existing Sugar Loaf Mountain trail system. The corner of the Citizen Foundation’s property could
contain a gazebo with a wildlife/wetland viewing area. Portions of that property are very wet, so a boardwalk may be less intrusive upon the property.

The Sugar Loaf Mountain Trail will have an additional spur that runs from the Minisink Trail to the railroad tracks, and then heads south to connect with the main trail. There are also existing trails at the base of Sugar Loaf Mountain behind the newer developments off of the Sugar Loaf Bypass. Trail connections should be made between these developments as well as connecting them to the mountain trails. Most of the trails on the Sugar Loaf are well-established dirt walkways that are often used by the public. An easement should be created if a more publicly advertised trail system is created. Easements can help reduce property taxes and protect the landowners from liability (see Appendix for more details on easements).
Finally, we highly recommend that connections be established to Goose Pond Mountain State Park to the east and the Appalachian Trail to the southeast. Trails along utility easements could be created prior to establishing permanent pathways. The connection to the Appalachian Trail should utilize the Bruderhof Community’s excellent trail system as an existing link.

4. Pedestrian Bridge Over the Railroad
Seldom used, but nevertheless active, a rail line crosses the proposed trail sites. A pedestrian crossing is needed to ensure safe crossing of these tracks. Fortunately, abandoned abutments for a proposed pedestrian bridge over the tracks already exist. The existence of the abutments will facilitate the placement of decks and girders at a reduced cost when compared with the construction of a new bridge. On completion, it will connect the proposed trails and provide safety to pedestrians.

Based on observation and measurement of the height of the existing abutments from the railroad track, we determined that additional reinforcement and concrete work would be required so as to attain a standard clearance for double stack freight train traffic. The measured height as shown below is 17 feet while the proposed height that needs to conform to the code of Federal Regulation is 21 feet. Therefore, an additional concrete reinforcement of four feet high would be
required. Deck and girders would also be needed. In order to have an idea of the costs of suitable materials for a wood deck bridge, Mr. T.J. Schuotz of Continental Bridges Company was contacted on November 26, 2004. He estimated that the weathering steel will cost $35,000, painted and galvanized will cost $43,000 and galvanized steel will cost $65,000.

It is estimated that if the galvanized steel is chosen, coupled with the additional reinforced concrete abutment, the total cost of placing the pedestrian bridge over the railroad is about $150,000.

5. Creamery Pond Trail
This trail will begin near the stairway behind the Methodist Church and end at Creamery Pond Road behind the Lycian Centre. It will provide much-needed access to the Creamery Pond waterfront. The trail will travel through the proposed Creamery Pond Park and feature spurs that connect to Romer’s Alley, the Lycian Centre, and the south end of the CBD near The Exposures Gallery. This trail will also serve as an intermediate link for the major pedestrian loop formed by King’s Highway and Creamery Pond Road.
recommend extending the wooden walkway and/or improving the remainder of the path. The trail would connect existing walkways. There is already a footbridge in place, but much of the area still has poor drainage. We The shortest of the proposed trails, the Lyceum Centre Trail is primarily an improvement and extension of 6. Lyceum Centre Trail
to the theater's parking lot and then extend to the Creamery Pond Trail. It will provide convenient pedestrian access to the theater from the CBD, which would further encourage physical activity in the community. It will also bring dozens of additional parking spaces within walking distance of the theater.

C. Parks

1. Overview
As a solution to the lack of parklands, we recommend the creation of three new community parks: Creamery Pond Park, Bus Stop Park and Playground and Wood Road Ballfield. The latter is on the town well site and is the only publicly owned land in the area. The first two parks would require public acquisition by the Town of Chester or an established BID. Another method is to have the land donated to the community. Creamery Pond Park and Bus Stop Park are both parts of larger parcels. These areas are currently unused and essentially undevelopable, making the tax benefits of donation or easements an attractive option for the landowners. The parks will preserve environmental and natural resources, provide spaces for outdoor recreation and improve the overall quality of life in Sugar Loaf.

Note: Each of these park names are temporary suggestions. We recommend that the names have a connection to Sugar Loaf, such as a famous person, historic reference or a local plant or animal.
2. Creamery Pond Park
This park consists of the eastern half of the Planning and Design Studio property. There is already a well-crafted brick walkway leading into the area and a distinct path in the woods along Creamery Pond. The park would provide a small wooded area next to the pond, a valuable resource that was lost when the subdivision was built. It would be a tremendous location for a tree-fort, a community facility that some children pointed out as noticeably missing from Sugar Loaf. We recommend installing rampart stones to buffer part of the shoreline, especially along the southwest wooded area, which could also be used for fishing.

3. Bus Stop Park and Playground
Located at the intersection of Pine Hill Road and Creamery Pond Road, this park consists of the rear section of a lot fronting on King’s Highway. Inspiration for this idea came from observing the event that takes place twice every school day at the intersection. Parents line their cars up on Creamery Pond Road and wait for their children to run from the school bus across Pine Hill Road, which has no crosswalk.

It was evident that everyone enjoyed the event because the children were rather excited and it gave parents a chance to socialize. However, the fact that they had to gather in the middle of the street demonstrated a major flaw in the design of the neighborhood. This park, along with the aforementioned Walking School Bus program, would alleviate this problem. The area should include benches, playground facilities and a decorative fountain. It could also be another location for a
children's tree fort. We recommend using low bushes, flowers or natural stone to provide a buffer on the two sides facing the street.

4. Wood Road Ballfield
The Town of Chester owns a piece of land on Wood Road that would make a great ball field and could double as overflow parking during busy weekends. The area could include a soccer field and a baseball or softball diamond. Many communities have successfully designed these combination facilities so that the sports equipment does not interfere with parking and the parking does not damage the playing surface. We also recommend this facility contain a public restroom facility, as it will serve many tourists on busy weekends (see map in Chapter III).

Note: Prior to creating this park, the community should investigate the development restrictions on the site due to the presence of wetlands.

D. Public Meeting Spaces

1. Overview
Many community members have expressed concern over the lack of a central meeting place in Sugar Loaf. Given the shortage of any publicly owned land in the immediate hamlet, the solution requires some creativity and
cooperation on the part of private landowners. First, it is important to recognize the existence of at least two natural gathering places in Sugar Loaf.

2. Methodist Square
The lawn of the Methodist Church has worked well as a central meeting area, especially during the Church Craft Fair held every September. The pedestrian activity at the church property naturally flows across the street to the former General Store. If that business is reestablished and the front of its property is creatively landscaped, it will emerge as another significant gathering place for the community. This is the reasoning behind the proposed double crosswalks from the church to the former General Store.

3. Scott’s Meadow Café
The existing Outdoor Café at Scott’s Meadow should also be utilized as a space for public meetings and community events. It has a convenient location, abundant seating and will have multiple access points if the recommended sidewalk system is created in its entirety. Decorative signing should be installed to clearly identify the space.
4. Barnsider Square

a. Design
We also recommend the development of a central public meeting space next to the Barnsider Tavern. The area’s central location, ample parking and local popularity make it a natural choice for locating the primary Town Square. Additionally, the owner of the property has shown significant enthusiasm in the concept illustrated by the Sugar Loaf Map.

The concept involves developing a portion of the Barnsider parking lot into Barnsider Square. The Square would be an area covered in brick pavers, with a landscaped buffer between the bricks and the street. The remainder of the existing parking lot would be accessed from a driveway adjacent to the Square. The brick area and the buffer would serve as a central gathering place for festivals, meetings, cookouts and various other activities. When it is not needed for a gathering place, vehicles would be able to park on the brick area, providing additional parking for the restaurant and the hamlet.
b. Linkages
Barnsider Square would also be complimented by an Outdoor Café, which would be an extension of the Barnsider Tavern. A well-designed café will attract others to the Square and establish it as the "center" of town. This notion will be reinforced by installing two crosswalks, side by side, where the Square meets the street. The entire design should enhance the visual sense that pedestrian activity in Sugar Loaf is a much higher priority than ease of vehicular traffic.

Connectivity is a vital aspect of the Barnsider Square design. In addition to the crosswalks, the Square will be accessed by the sidewalk and trail system. Sidewalks along King's Highway will naturally lead to the Square, and a rear sidewalk connection between the Square and Scott's Meadow Outdoor Café is highly recommended. MinisinkTrail will connect the rear of the Barnsider Tavern property to the Bertoni Sculpture Garden, providing a leisurely connection to the north end of the business district.
E. Open Space Zoning

Many communities want to conserve open space in order to protect historic and natural resources, curb sprawl and create parklands. Sugar Loaf and the Town of Chester are prime examples of areas whose open spaces and rural character are seriously threatened by the ever-encroaching New York City suburbs. In November 2004, residents voted to have the town purchase part of the Cold Spring Farm north of Sugar Loaf for the sake of preservation. Unfortunately, the town does not have the resources to purchase multiple pieces of property in this fashion. They must rely on additional means in order to protect open spaces and preserve community character.

Another tactic available involves the town’s zoning. A basic zoning ordinance assigns a use designation to each piece of land, such as residential, commercial, agricultural, industrial, etc. This system does not create open space, rather it encourages sprawl in that every square inch could potentially be built on.

Open Space Zoning is a technique that protects undeveloped land without completely freezing development. This method requires that new construction only be permitted on a portion of the property, such as 40% or 50%. The rest of the land becomes protected by a conservation easement, making it available to the community for passive and/or active recreation. It is beneficial to the entire town in that it reduces the cost of developing and servicing utilities such as water, sewer, roads and power. We recommend that Sugar Loaf work with the town to adopt a more aggressive approach to preservation by including provisions for open space in their zoning ordinance.
## APPENDIX A - Plan Implementation Timeline

<table>
<thead>
<tr>
<th>Project</th>
<th>Up to 6 Months</th>
<th>6 months - 1 Year</th>
<th>1 - 5 Years</th>
<th>5 - 10 Years</th>
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</thead>
<tbody>
<tr>
<td>King's Highway</td>
<td></td>
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<tr>
<td>Parking</td>
<td>Stripe parallel parking in the CBD wherever adequate space and pavement is available</td>
<td>Work with the Town of Chester to create a Sugar Loaf Overlay District that reduces individual business parking requirements and better reflects the needs of the community</td>
<td>Improve the Scott’s Meadow parking lot to clearly delineate existing spaces and add additional ones</td>
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<td></td>
<td>Allow public parking in the Methodist Church’s parking lot except during church services and events</td>
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<td>Encourage parking at the Lycian Centre during non-event days</td>
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<td></td>
<td>Install Public Parking signs that lead people to Scott’s Meadow, Sugar Loaf Square, the Methodist Church, the Lycian Centre and other existing lots</td>
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<tr>
<td>Project</td>
<td>Up to 6 Months</td>
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<tr>
<td>Gateway Designs</td>
<td>Move existing weight limit sign at intersection of King's Highway and Bellvale Road to a point south of its current location, which will allow ample time for truck traffic to divert to the Sugar Loaf Bypass.</td>
<td>Renumber county roads so that County Road 13 travels around Sugar Loaf.</td>
<td>Install mini-circle at King's Highway and White Oak Road.</td>
<td>Realign the King's Highway and Bellvale Road intersection and the Sugar Loaf Bypass and Bellvale Road intersection.</td>
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<td></td>
<td>Install/improve signage for county roads (13, 13A, 82), road names (King's Highway, Bellvale Road, Sugar Loaf Bypass) and guidance signs.</td>
<td>Install median on King's Highway from White Oak Road to the start of the CBD.</td>
<td>Install roundabout at King's Highway and Pine Hill Road.</td>
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<td></td>
<td>Request that Warwick School Buses use the Sugar Loaf Bypass unless serving the immediate hamlet.</td>
<td>Install median on King's Highway from the railroad crossing to the Sugar Loaf Bypass.</td>
<td>Install median on King's Highway from the railroad crossing to the Sugar Loaf Bypass.</td>
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<td></td>
<td>Reduce the weight limit for trucks.</td>
<td>Encourage creative landscaping and public art displays in the medians, the roundabout, and the mini-circle.</td>
<td>Realign intersection of King's Highway and the Sugar Loaf Bypass to a more distinct 90-degree angle.</td>
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<td>Project</td>
<td>Up to 6 Months</td>
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<tr>
<td>Sidewalks</td>
<td>Work with SUNY to create inventory of sidewalks</td>
<td>Secure funding for major sidewalk expansions on King’s Highway</td>
<td>Begin construction of major sidewalk expansions</td>
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<td></td>
<td>Begin construction of sidewalks in the CBD</td>
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<tr>
<td>Crosswalks</td>
<td>Stripe new crosswalk network when road is repaved</td>
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<td>Raise crosswalks at Barnsider Square and Methodist Square during installation of curbs and drainage system</td>
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<tr>
<td>Utilities</td>
<td>Decorate the utility poles</td>
<td>Begin discussions with Orange and Rockland about options for removing the utilities</td>
<td>Relocate certain utility lines behind the homes or to the Sugar Loaf Bypass</td>
<td>Bury the utility lines</td>
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<td></td>
<td>Plant trees to beautify the street and hide the utility lines</td>
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<td>Lighting</td>
<td>Leave Your Porch Light On campaign</td>
<td>Design/purchase unique pedestrian-scale street lights</td>
<td>Install poles and fixtures or attach fixtures to existing utility poles</td>
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<td>Remove existing street lights</td>
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<td>Amenities (street furniture, waste receptacles, restrooms, etc.)</td>
<td>Secure funding for amenities</td>
<td>Begin purchasing and installing amenities</td>
<td>Finish installing amenities</td>
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<td></td>
<td>Organize contests and commissions for amenity designs</td>
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<td>Visitor Center</td>
<td>Investigate possible properties that could be used for a Visitor Center</td>
<td>Gather materials and open center under the administration of BID</td>
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<tr>
<td>Creamery Panel Neighborhood</td>
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<tr>
<td>Sidewalks</td>
<td>Chalk or paint the sidewalks onto existing pavement</td>
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<td>Install the permanent sidewalks with artistic designs similar to those in the CBD</td>
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<tr>
<td>Walking School Bus Program</td>
<td>Designate a team leader</td>
<td>Begin program after roads are striped where sidewalks will go</td>
<td>Continue program on newly constructed sidewalks</td>
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<tr>
<td>Greenery Campaign</td>
<td>Begin contacting funding sources</td>
<td>Begin a program of tree gifts to new neighbors</td>
<td>Begin the planting of selected tree species throughout the community</td>
<td>Once trees have matured, organize additional community events including Sugaring Walks and a hike up Sugar Loaf Mountain to view the foliage</td>
</tr>
</tbody>
</table>

<p>| Begin contacting funding sources |
| Encourage residents to increase vegetation on their properties |
| Select the species of tree that will be planted on each of the properties in the area |</p>
<table>
<thead>
<tr>
<th>Project</th>
<th>Up to 6 Months</th>
<th>6 months - 1 Year</th>
<th>1 - 5 Years</th>
<th>5 - 10 Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minisink Trail</td>
<td>Work with property owners to solidify the path of the trail</td>
<td>Begin construction of the trail</td>
<td>Begin landscaping including stream improvements, benches and gardens</td>
<td>Begin construction of Queen's Lane, extending it to Scott's Meadow</td>
</tr>
<tr>
<td></td>
<td>Establish an easement</td>
<td></td>
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<tr>
<td>Sugar Loaf Mountain Trail System</td>
<td>Begin negotiations with landowners to establish easements</td>
<td>Begin construction/improvements of trail system</td>
<td>Establish permanent connections to Goose Pond Mountain State Park and the Appalachian Trail</td>
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<tr>
<td></td>
<td>Work with Orange and Rockland to allow hiking on utility easements that connect to the Appalachian Trail</td>
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<tr>
<td>Creamery Pond and Lycian Centre Trails</td>
<td>Begin negotiations with landowners to establish easements</td>
<td>Begin construction/improvements of trail system</td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>Creamery Pond Park and Bus Stop Park &amp; Playground</td>
<td>Begin negotiations with landowners to establish easements or advocate for the public purchase of the land</td>
<td></td>
<td>Landscape wooded areas and add amenities including playground equipment, benches and a tree fort</td>
<td></td>
</tr>
<tr>
<td>Wood Road Ballfield/Overflow Parking Lot</td>
<td>Determine development restrictions due to presence of wetlands</td>
<td>Purchase sports equipment i.e. soccer nets, backstop, etc.</td>
<td></td>
<td>Construct ballfields and parking access</td>
</tr>
<tr>
<td>Project</td>
<td>Up to 6 Months</td>
<td>6 months - 1 Year</td>
<td>1 - 5 Years</td>
<td>5 - 10 Years</td>
</tr>
<tr>
<td>--------------------</td>
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<td>------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------</td>
</tr>
<tr>
<td>Methodist Square</td>
<td>Encourage the reestablishment of a General Store across from the church</td>
<td>Install signage identifying the area as a public gathering space</td>
<td>Begin creative landscaping of spaces in front of the church and in front of the General Store</td>
<td></td>
</tr>
<tr>
<td>Barnsider Square</td>
<td>Work with Barnsider owners to develop detailed design plans based on proposed concept</td>
<td></td>
<td>Reorganize parking layout to include new lot to the south</td>
<td>Install brick pavers or other hard surface and the landscaped buffers</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Expand Barnsider Tavern to include an outdoor café</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Install signage identifying the area as a public gathering space</td>
</tr>
</tbody>
</table>

**APPENDIX B - Reference Materials**

1. **Creating a Business Improvement District**

BIDs are district areas within municipalities defined by state and local legislation in which the private sector delivers services for revitalization beyond what the local government can reasonably be expected to provide. The properties and/or businesses within this legally constituted district pay a special tax or assessment to cover the cost of providing facilities or services for which the district has a particular need. The benefits are that while the municipality provides some oversight authority, the BIDs control the purse strings.
While state and local legal requirements vary, the creation of special districts involving extra fees usually requires some form of prior approval by a simple majority of district property owners, by owners who control a majority of the land area, or by owners responsible for the majority of the fees assessed. Landowners involved in special assessment district financing may be residents desiring infrastructure improvements, developers interested in preparing property for major projects, or commercial businesses helping to fund improvements that will enhance local economic activity.

Special assessment districts can be independent of local government, having almost complete autonomy to finance, construct and manage specific projects. They can also be dependent on local government, created only to raise revenue for specific projects, which are administered and implemented by local government.

BIDs represent an entrepreneurial approach on behalf of local leaders or participating businesses to solve their own problems. By bypassing the slow movement and cumbersome processes of local government, BIDs are able to efficiently experiment with different strategies that enhance the district’s environment. A Sugar Loaf BID would be empowered to do the following:

- Coordinate public art contests/commissions, tree planting campaigns, holiday and festival decorating, street painting fairs
- Initiate services not provided by public agencies such as maintenance, cleaning and snow removal, marketing, promotions, business retention and recruitment
- Advocate on behalf of local business allowing them to communicate a unified vision/message that presses local government on issues that would aid the district’s revitalization
- Foster cooperation among competitive businesses which allows them to engage in activities that they would not be able to do on their own
Generate financing for capital improvements such as the installation and maintenance of street furniture, waste receptacles, public restrooms, planters, pedestrian scale lighting and traffic calming devices

Manage the Visitor Center/Information Booth

This general overview of the creation and benefits of BIDs can be extremely useful when attempting to gain support for its establishment. Creating a BID in Sugar Loaf would allow the hamlet to not only obtain money and resources needed for general improvements and maintenance, but also for provision of services like snow removal and garbage collection. We also recommend the creation of a Visitor Center, which could be staffed and managed by the BID. Two potential locations for a Visitor Center are the Caboose next to the Sugar Loaf Station Pub and the small building behind Bostree Pottery.

According to New York City’s guidelines, the following steps must be taken in order to create a BID. These guidelines are relevant to any municipality, and are thus given as a guide for Sugar Loaf.

- Contact the Town of Chester and their equivalent to New York City’s Small Business Services.
- Form a steering Committee and hold an initial meeting.
- Develop a Database of property owners and commercial tenants. The Sugar Loaf Map will be a useful tool for this.
- Conduct a Needs Assessment Survey.
- Draft a District Plan, which will include a needs assessment, funding needs, annual budget, and what services will be provided, from sidewalk clean-up to snow removal. It may also include SUNY Albany’s Plan as a supplemental document outlining goals and solutions.

The following are additional forms and guides used in the New York City model:
Consider the following expenses in developing a service-driven budget:

<table>
<thead>
<tr>
<th>Supplemental Services</th>
<th>$</th>
</tr>
</thead>
<tbody>
<tr>
<td>Security</td>
<td></td>
</tr>
<tr>
<td>Sanitation</td>
<td></td>
</tr>
<tr>
<td>Promotion/Advertising</td>
<td></td>
</tr>
<tr>
<td>Holiday Lighting</td>
<td></td>
</tr>
<tr>
<td>Capital Projects</td>
<td></td>
</tr>
<tr>
<td>Total Supplemental Services</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>General &amp; Administrative</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Staff Salary</td>
<td></td>
</tr>
<tr>
<td>Staff Fringe Benefits</td>
<td></td>
</tr>
<tr>
<td>Rent</td>
<td></td>
</tr>
<tr>
<td>Telephone</td>
<td></td>
</tr>
<tr>
<td>Printing/Postage</td>
<td></td>
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<tr>
<td>Office Supplies</td>
<td></td>
</tr>
<tr>
<td>Insurance</td>
<td></td>
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<tr>
<td>Audit/Legal</td>
<td></td>
</tr>
<tr>
<td>Payroll Services &amp; Bank Charges</td>
<td></td>
</tr>
<tr>
<td>Total General &amp; Administrative</td>
<td></td>
</tr>
</tbody>
</table>

| Total Program Cost       |   |
| CONTINGENCY              |   |
| TOTAL BUDGET             |   |

The assessment formula is used to compute the amount each property owner must pay on a yearly basis. The objective is to develop an assessment formula where the amount each property owner pays is roughly proportional to the benefit received by the property.

A formula can be based on one or more of the following variables:

<table>
<thead>
<tr>
<th>Formula Option</th>
<th>Definition</th>
<th>Appropriate Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Footage</td>
<td>The length of the property from corner to corner as measured along the sidewalk at the front of the property (where the main entrance is).</td>
<td>Should be applied when most of the benefit is enjoyed by ground-floor retail.</td>
</tr>
<tr>
<td>Gross Building Square Footage</td>
<td>The number of square feet calculated by multiplying the lot's width by its length.</td>
<td>Should be applied for mixed use districts that include above ground-floor activity.</td>
</tr>
<tr>
<td>Assessed Valuation</td>
<td>The most recent assessed valuation of the property as defined by the City for use in computing real property tax.</td>
<td>Should be applied in districts where the assessed value per square foot is highly variable.</td>
</tr>
</tbody>
</table>

Once the assessment is calculated according to a formula, the committee should examine various projected assessments and determine if these assessments seem reasonable. If so, the committee should proceed with the service-driven budget as written. If not, the committee can estimate a more reasonable assessment level and revise budgeted items accordingly.
2. Creating Conservation Easements

Conservation Easements are a practical solution for communities seeking to preserve natural resources. Easements allow the community to gain access to a piece of land without having to purchase it. The following chart, prepared by the Gathering Waters Conservancy, a coalition of Wisconsin Land Trusts, provides information on developing conservation easements.

<table>
<thead>
<tr>
<th>Who is allowed by law to hold a conservation easement?</th>
<th>A qualified nonprofit, tax-exempt conservation organization - such as a land trust or conservancy - may hold a conservation easement, as can federal, state or local government entities.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Who decides what restrictions are included in a conservation easement?</td>
<td>The landowner and the land trust or other nonprofit, tax-exempt conservation organization decide together what is needed to protect the land's conservation value while, at the same time, meeting the financial and personal needs of the landowner and their family. This is a land-protection option known for its flexibility. For example, an easement on property with rare wildlife habitat may limit or further prohibit development of any kind while a farmland easement would allow continued farming and the building of limited agricultural structures. Land subject to a conservation easement remains privately owned and managed by the landowner, but enforcement of the easement restrictions becomes the permanent responsibility and legal right of the land trust.</td>
</tr>
<tr>
<td>Does a conservation easement grant public access to land?</td>
<td>An easement need not require public access. However, public access to protected land can be a stipulation of a conservation easement agreement if mutually acceptable to the landowner and the land trust.</td>
</tr>
<tr>
<td><strong>What effect does a conservation easement have on a landowner’s ability to sell, develop or pass the land to his or her heirs?</strong></td>
<td>While restrictions defined in a conservation easement document run with the property forever, land protected in this way can be sold, passed to heirs or otherwise transferred at any time. Land-use restrictions may affect only certain portions of a property, significant woodland or wetland areas, for example, but allow development on the remainder. Transfer of ownership does not affect the integrity or enforceability of the easement.</td>
</tr>
<tr>
<td><strong>What are the financial or tax benefits of donating a conservation easement?</strong></td>
<td>Donation of a conservation easement to a qualified conservation organization is treated as a charitable deduction for tax purposes as long as it meets federal tax code requirements.</td>
</tr>
</tbody>
</table>

- Federal and state income tax benefits vary with each easement but, in general, to qualify as a deduction, the easement must serve conservation purposes by preserving natural habitat, historic sites, unique scenic landscapes, wildlife corridors or connections to other protected parcels, public recreation or education areas, or open space.
- **Federal estate taxes** can be affected by the donation of a conservation easement. Since the easement reduces the market value of the property, its development potential is likewise reduced, lessening the impact of inheritance taxes and allowing the heirs to retain property that might otherwise have to be sold.
- Reduction in the fair market value of land through a conservation easement also allows a landowner to give more land away in any one year without creating a gift tax obligation or may help reduce the amount of gift tax owed.
- Land subject to a conservation easement can qualify for a reduction in assessed valuation, thereby reducing property taxes on the land. Under Wisconsin law, local property tax assessors are required to consider a conservation easement when setting the taxable value of the property. |
<table>
<thead>
<tr>
<th><strong>How is the value of a conservation easement determined?</strong></th>
<th>The value of the gift, for tax purposes, is the difference between the property's full market value before and after donation of the conservation easement as determined by a qualified land appraiser.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>How is a conservation easement administered?</strong></td>
<td>Accepting the donation of a conservation easement is a tremendous responsibility for a land trust. It means accepting the obligation of monitoring and enforcing the easement terms in perpetuity. Once an easement is established, the land trust documents the site's conservation values, performs periodic site inspections to ensure all the easement's terms and conditions are being honored and keep all future owners of the site informed of the easement agreement.</td>
</tr>
<tr>
<td></td>
<td>If a violation is found, the landowner is notified according to documented procedures and steps taken to repair any damage. Most easement documents contain language that defines the process for resolving disputes between grantor and grantee. The land trust has the right and responsibility to take legal action, if necessary, to enforce easement restrictions.</td>
</tr>
<tr>
<td></td>
<td><em>A stewardship fund</em> often is established along with the conservation easement agreement and is used to cover the expense of monitoring, enforcing compliance and legal defense of the easement.</td>
</tr>
</tbody>
</table>
3. Americans with Disabilities Act

a. Overview
Under the Americans with Disabilities Act (ADA) of 1990, areas open to the public should comply with certain guidelines to allow access by persons of all abilities. In relationship to the conditions in Sugar Loaf, the key areas of consideration include parking, walkways and businesses. To better accommodate the elderly, handicapped and those with temporary mobility restrictions (i.e. broken leg), certain guidelines have been developed. There are, of course, circumstances where it may not be feasible to fully comply with every guideline, such is often the case with older buildings. However, people operate on a continuum of abilities – no one suffers from every disability and even the most physically fit appreciate simple amenities such as relatively smooth sidewalks. Legally, any new construction must be ADA compliant and every effort should be made to improve existing structures.

Accommodating people with a wide range of abilities does not require a drab, institutional, unattractive design. The parameters do allow for creative design of facilities. These accommodations will allow those with disabilities to access businesses in Sugar Loaf and will make for a safer environment for everyone.

b. Parking
It is very important to provide an appropriate number of handicapped parking spaces. In addition to the proper number and location of spaces, drop-off points are also useful. Parking and drop-off points that are available to those with disabilities should be clearly marked.

c. Walkways
Sugar Loaf contains many types of walkways including dirt, gravel, stone, wood, brick, asphalt, etc. Any of these materials can be used to create accessible walkways. The general factors that determine an accessible walkway include stability, slope, width, and edge.
- A stable surface is one that is slip-resistant, firm and free of cracks, loose or broken debris. Additionally, vertical changes greater than $\frac{1}{2}$" should be smoothed with a transitional ramp.
- Slope can occur in two directions – along the walkway and across the walkway. The slope along the walkway should not exceed 1:20. From slopes of 1:20 to 1:12, a handrail is required. Slopes greater than 1:12 should be avoided. The slope across the walkway should be very slight – just enough to permit drainage.
- The minimum width for a walkway is generally five feet. This width allows two people to comfortably walk side by side, and permits two wheelchair users to pass. Areas in front of businesses or where extra pedestrian activity occurs should have wider walkways. Walkways designed to accommodate bicyclists, in-line skaters, etc. should generally be at least eight feet wide.
- A well-defined edge is also a significant component in walkway design. The edge helps to guide the pedestrian and reminds motorists where not to park. This is especially important where the walkway is adjacent to the road, and where the walkway crosses side roads and driveways. In locations where the walkway is elevated above the surrounding ground, it is crucial that the edge is clearly defined. A distinct contrast in color at the edge of the walkway is very effective, as would be a low wall. Where the change in elevation is greater than 18", a railing is often necessary.

d. Businesses
Most businesses in Sugar Loaf will find that stairs and steps compose the greatest barrier to accessibility. Even if the door has a threshold only 2-3" high, it may pose an insurmountable obstacle to a wheelchair user. Each business should carefully assess their options. For example, a side or rear entrance may be easier to adapt to ADA standards. Also, two or more businesses that share a common porch could also share one ramp.
4. Sidewalk Materials
There are various materials that can be used for sidewalk construction. Each material has advantages and disadvantages that should be considered in order to preserve Sugar Loaf’s eclectic character and enhance pedestrian safety.

a. Wood Planks
Wood may be one of the best alternatives since it is already used extensively in Sugar Loaf. The problem with wood, however, is that when wet, it becomes slippery and begins to corrode. To address this issue, there is a need to use a coating over the wood that reduces slipperiness. Wood that is unprotected and exposed to precipitation and sunlight will also experience widespread cracking. This is the result of the rapid moisture changes and corresponding dimensional changes associated with such conditions. Coatings may therefore be desirable in order to minimize the rate and range of changes in moisture content in wood. In contrast, coatings may occasionally be detrimental when, in conjunction with poor detailing of exposed wood parts, they serve to retain water and thus produce conditions conducive to rotting.

Alkyd or oil paints are an option to use as coating for the protection of wood. The term alkyd was coined from the AL in polyhydric alcohols and the CID (modified to KYD) in polybasic acids. Hence, in a chemical sense the terms alkyd and polyester are synonymous. However, the term alkyd more commonly refers to polyesters modified with oils or fatty acids. Other material like Exterior Acrylic Varnish can be used. A quick-drying, durable, water-borne clear coating is available in gloss and satin. Danish Oil can also be used to increase the durability of wood. Exterior woodwork will require re-oiling at least on an annual basis. For instance, oily hardwoods tend to be more resistant than softwoods and oak, which may need more attention. The durability of exterior woodwork can be improved by diluting Danish Oil with equal parts of White Spirit for the first application. This will improve the penetration.
b. Concrete
Concrete offers significant flexibility in terms of experimenting with design patterns. This can be done by either painting or engraving designs on them. Concrete sidewalks are also easy to construct though they are prone to cracking. Proper maintenance, however, can greatly extend the life of concrete and preserve its aesthetics. There are several options for adding artistic flair to concrete sidewalks. Various patterns can be stamped into the concrete. Also, the concrete can be dyed different colors. Some methods create concrete that is uniform in color and others create colored patterns.

c. Brick
Brick sidewalks, also common in Sugar Loaf, are an attractive option. Because brick sidewalks are particularly prone to cracking and shifting, they are the most difficult to maintain unless they are set on a concrete base. In terms of durability, brick has a slight advantage over concrete because it can accommodate small amounts of movement without cracking. There are also differences with respect to cost and maintenance. Installing a brick sidewalk over a bed of gravel and sand costs about three times as much as concrete. The cost to repair a concrete sidewalk can be from ten to thirty times the cost of repairing a brick sidewalk. The time required to repair a brick sidewalk is very little compared to concrete because it requires no heavy equipment. Brick is also more environmentally friendly than concrete because it allows some amount of rainwater to enter the ground while a concrete surface is impermeable.

d. Cobblestone
An attractive alternative to impermeable paving such as asphalt or concrete, though it may be too rough for wheelchairs or strollers.

e. Slate
Slate is available in different colors such as blue, gray and red. It allows rainfall to soak into the soil as it is set in coarse stone dust.
f. Stamped Concrete Paving Blocks
Concrete paving blocks are an artistic way to create sidewalks and patios. They are available in several colors and designs, and can be set in rice stone or river rock. This installation allows rainfall to soak into the soil through the spaces in between the blocks.

g. River Rock
River rock is a colorful alternative to concrete or asphalt for walkways. It is permeable and reduces runoff by breaking up sheet flow during rainfall. It does require seasonal maintenance especially during periods of rain or snow removal. However, it can be held in place with a border of cobblestone or wall stone to reduce some of the maintenance.

h. Stone Dust
An alternative to concrete that is used between the spaces when installing block type paving materials such as stone, concrete, cobblestone, or slate. It is extremely fine grained and is also permeable.

5. Physical Activity in the Community
The overarching goal of this project is to increase opportunities for physical activity through infrastructure design. This also includes improving safety, aesthetics, and amenities in and around Sugar Loaf. Physical activity has been decreasing rapidly among children and adults in the U.S., and this decline has contributed greatly to the rise in diabetes and obesity. Sugar Loaf has a golden opportunity to address this trend towards inactivity through smart design choices to create a built environment that encourages, instead of discourages physical activity.

Approximately 100 calories are burned for every mile walked (2000 steps). Health experts at the Centers for Disease Control (CDC) recommend that individuals take 10,000 steps a day. Walking offers many health benefits including increased energy, weight loss or maintenance and reduced risk of heart disease. Along King’s Highway it is approximately 750 steps from the Lycian Centre to the train tracks. The length of Creamery Pond Road from
Pine Hill Road to King's Highway is around 1500 steps. Walking this loop could help bring Sugar Loaf residents closer to CDC fitness goals for health and wellness. If elements from this design plan are implemented, there will be many more safe, beautiful places to walk in and around the community.

6. Importance of Historic Preservation
Sugar Loaf, like many communities throughout the U.S., is rich in history. Beginning with the presence of Native Americans, in particular the Minisink Tribe, Sugar Loaf Mountain was an integral part of everyday life. During the time of the Minisink Indians, the Mountain is said to have been used as a burial ground. Brief glimpses of this practice can be seen today, as stone walls and stone mounds are scattered all over the mountain side. Within these walls it is believed that there is a grave of a chief or someone of great importance to the tribe. In addition, local residents speak of the many artifacts found on their property that are unearthed during renovations.

When King’s Highway was built in the late 1700’s, it was the start of a new era for Sugar Loaf and the beginning of the end for the Minisink Tribe. Land around the area was purchased and built on to create the first buildings of the new hamlet. The name Sugar Loaf is said to come from one of the first residents of the hamlet, Elizabeth Dobbin. She thought that during the winter the bald crest of the mountain looked like the Sugar Loaves that she made in her kitchen.
Another interesting and extremely important piece of historical information is the Underground Railroad and its link to Sugar Loaf. The Parsonage on King’s Highway was a main destination for those escaping slavery with use of the Underground Railroad. The passageways are still there in the basement of the building.

Sugar Loaf’s history is filled with many stories of murder, theft, corruption, and bootlegging. With such a rich heritage in this quaint little hamlet, it is vital to preserve the history of the community. Increasing development pressures in places that could disrupt the hamlet’s historical landmarks could be detrimental not only to the businesses located there, but also to the history that remains undisturbed. Development on Sugar Loaf Mountain could permanently destroy the Native American sites, including the sacred burial grounds. Each piece of land and each building in Sugar Loaf has a unique piece of history to offer, and that needs to be preserved.

Although preserving the past is important, it is equally important to realize that Sugar Loaf will grow. “More people will come to Sugar Loaf bearing more dreams and visions... Time will never stand still and [the residents] cannot retreat into a cocoon... nor should [they] hark back to a romantic past that bears little connection to reality... Sugar Loaf... will endure the vicissitudes that it must inevitably confront in the next century.” (Hull, Richard. “Sugar Loaf, NY” p. 44) The Hamlet of Sugar Loaf must remember its past, but plan for the future by improving upon its assets and addressing problems. Historic preservation in the hamlet will remain an integral part of its future.
# APPENDIX C - Potential Grant Sources

<table>
<thead>
<tr>
<th>Organization</th>
<th>Contact Information</th>
<th>Description/Requirements</th>
<th>Website</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Transportation Enhancements Clearinghouse</td>
<td>Bob Viti</td>
<td>Transportation Enhancements (TE) activities are federally funded, community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. TE projects must be one of 12 eligible activities and must relate to surface transportation. For example, projects can include creation of bicycle and pedestrian facilities, streetscape improvements, refurbishment of historic transportation facilities, and other investments that enhance communities and access. The federal government provides funding for TE projects through our nation’s surface transportation legislation.</td>
<td><a href="http://www.enhancements.org/index.asp">www.enhancements.org/index.asp</a></td>
</tr>
<tr>
<td></td>
<td>Jeff Firmin</td>
<td></td>
<td><a href="http://www.dot.state.ny.us/progs/tep.html">www.dot.state.ny.us/progs/tep.html</a></td>
</tr>
<tr>
<td></td>
<td><a href="mailto:bviti@dot.state.ny.us">bviti@dot.state.ny.us</a> 518-457-4835</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><a href="mailto:jeffrey.firmin@fhwa.dot.gov">jeffrey.firmin@fhwa.dot.gov</a> 518-431-4125</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hudson Valley Bikeway and Trailways</td>
<td>Jim Rapolni</td>
<td>Information on bicycle and pedestrian planning projects and funding opportunities.</td>
<td><a href="http://www.dot.state.ny.us/reg/r8/r8.html">www.dot.state.ny.us/reg/r8/r8.html</a></td>
</tr>
<tr>
<td></td>
<td><a href="mailto:jrapoli@gw.dot.state.ny.us">jrapoli@gw.dot.state.ny.us</a></td>
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<tr>
<td></td>
<td>Russell Robbins</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><a href="mailto:rrobbins@gw.dot.state.ny.us">rrobbins@gw.dot.state.ny.us</a></td>
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</tr>
<tr>
<td>NY DEC Urban and Community Forestry Program</td>
<td>845-256-3000</td>
<td>Possible grant money for trees.</td>
<td><a href="http://www.dec.state.ny.us/website/dlf/privland/urban/index.html">www.dec.state.ny.us/website/dlf/privland/urban/index.html</a></td>
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<tr>
<td><strong>Organization</strong></td>
<td><strong>Contact Information</strong></td>
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<tr>
<td>New York Main Street Program</td>
<td>Division of Housing and Community Renewal Regional Offices  Debra Devine, Regional Director  518-486-5012</td>
<td>Eligible activities include providing funds to building owners for façade renovation grants, to preserve or restore original architectural elements or provide a consistent streetscape; for building renovation grants, to fund necessary interior and exterior rehabilitation that will create or maintain jobs or businesses; for downtown anchor grants, which will provide gap financing for more extensive rehabilitation of important Main Street buildings to create business or cultural anchors; and for streetscape enhancement grants, which will only be provided in combination with one of the other activities, to fund tree planting, street furniture, kiosks, public informational signage, and other ancillary enhancements.</td>
<td><a href="http://www.dhcr.state.ny.us/general/new/mainstowna.htm">www.dhcr.state.ny.us/general/new/mainstowna.htm</a></td>
</tr>
<tr>
<td>Arbor Day Foundation</td>
<td></td>
<td>Possible source of free trees.</td>
<td><a href="http://www.arborday.com">www.arborday.com</a></td>
</tr>
<tr>
<td>State Office of Parks, Recreation and Historic Preservation</td>
<td>518-473-3835</td>
<td>Grants are available for projects in several categories: parks, historic preservation and the Heritage Areas System and land acquisition. In conjunction with the state of New York, the Hudson River Greenway Council offers grants for greenway trail systems that include development of walkways, bikeways, intermodal storage areas for bicycles, canoes and kayaks and related projects that would enhance public access to the greenway trail system. These matching grants are available to local governments and not-for-profit organizations.</td>
<td><a href="http://www.nysparks.state.ny.us/grants">www.nysparks.state.ny.us/grants</a></td>
</tr>
<tr>
<td>Organization</td>
<td>Contact Information</td>
<td>Description/Requirements</td>
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<td>Hudson River Valley Greenway Communities</td>
<td></td>
<td>Allocates funds for planning and project implementation for those located within the geographic area of the Greenway, including efforts that support trails and bicycling.</td>
<td><a href="http://www.hudsongreenway.state.ny.us/funding/funding.htm">www.hudsongreenway.state.ny.us/funding/funding.htm</a></td>
</tr>
<tr>
<td>Consolidated Local Street and Highway Improvement Program (CHIPS)</td>
<td></td>
<td>Local highway and bridge capital improvements. Assists localities in matching federal funds for projects.</td>
<td><a href="http://www.dot.state.ny.us/chips/guide.pdf">www.dot.state.ny.us/chips/guide.pdf</a></td>
</tr>
<tr>
<td>Recreational Trails Program</td>
<td></td>
<td>A matching grant program for the acquisition, development, rehabilitation and maintenance of trails and trail-related projects. Funds are available to non-profit organizations, municipal, state and federal agencies, Indian tribal governments and other public agencies and authorities. Funded projects must be identified in, or further a specific goal of, the SCORP and must be available to the general public. Source of funds: Federal Highway Administration.</td>
<td>nysparks.state.ny.us/grants</td>
</tr>
<tr>
<td>Municipal Streets and Highway Program Environmental Protection Fund (EPF)</td>
<td></td>
<td>Funds to local government and not-for-profit organizations to purchase, develop, and preserve park lands and historic resources.</td>
<td><a href="http://www.dec.state.ny.us/website/opensp/opepfl4.html">www.dec.state.ny.us/website/opensp/opepfl4.html</a></td>
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# APPENDIX D - Additional Sources & References

<table>
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<tr>
<th>Organization</th>
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<tr>
<td>Orange County Department of Health</td>
<td>Mary Wickes</td>
<td></td>
<td><a href="www.co.orange.ny.us/orgMain.asp?orgid=49&amp;storyTypeID=&amp;sid=&amp;">www.co.orange.ny.us/orgMain.asp?orgid=49&amp;storyTypeID=&amp;sid=&amp;</a></td>
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<td></td>
<td>Heidi Treubert</td>
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<td></td>
<td>Robert Deitrich</td>
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<td></td>
<td>845-291-2336</td>
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<tr>
<td>NY/NJ Trail Conference</td>
<td>Walt Daniels</td>
<td>“We would be interested in possible easement information that you uncover and would most likely being willing to participate in trail design and construction efforts.”</td>
<td><a href="www.nynjtc.org">www.nynjtc.org</a></td>
</tr>
<tr>
<td></td>
<td><a href="mailto:wdhiker@optonline.net">wdhiker@optonline.net</a></td>
<td></td>
<td></td>
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<tr>
<td>Rails to Trails</td>
<td></td>
<td></td>
<td><a href="www.railtrails.org">www.railtrails.org</a></td>
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<tr>
<td>New York Bicycle Coalition</td>
<td></td>
<td></td>
<td><a href="www.nybc.net">www.nybc.net</a></td>
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<tr>
<td>Traffic Calming/Pedestrian Issues</td>
<td></td>
<td></td>
<td><a href="www.trafficcalming.org">www.trafficcalming.org</a></td>
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<tr>
<td></td>
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<td><a href="www.walkinginfo.org">www.walkinginfo.org</a></td>
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APPENDIX E - Site Visits

1. September 10th–12th
Arriving early Friday afternoon, we began our first visit to Sugar Loaf with a walking tour of the community. We learned about the history, the structures, the people and the variety of problems facing the community. That evening we had a working dinner where we were introduced to the Community Vision Committee (CVC).

Saturday morning we divided into two groups. One group hiked up Sugar Loaf Mountain while the other conducted field work. We were treated to lunch and homemade pies at the Methodist Church Fair and then regrouped to prepare for the evening’s public meeting. Held at the Lycian Centre, the meeting was a great way for us to meet community members and better understand their concerns.

Sunday morning we met with the CVC to discuss the previous night’s meeting and plan for the weeks ahead.
2. October 15th-17th
Arriving Friday afternoon, we split into two groups; one remained at the Lycian Centre to meet with representatives from the Orange County Health Department and the other group met with community members and collected additional information around town.

A brainstorming session was held with SUNY students, CVC members and two public health officials from the Orange County Health Department. One idea presented was to have a competition between Sugar Loaf and another town to see who could walk to “New York City” the fastest by creating walking groups and calculating steps walked with pedometers. Other ideas included holding a health or walking fair sponsored by local or corporate businesses to raise money for the design changes needed in Sugar Loaf.

The Health Departments' main interest was in supporting and using these attempts as a model for other towns in Orange County to increase physical activity. CVC members met with the Health Department for the first time, and this connection will hopefully be the beginning of a collaborative effort between the hamlet and the county.

The two main events in the 2nd visit to Sugar Loaf occurred on Saturday. Early in the morning, we met up with Suzanne Forbes and Jim Palmer who gave us a guided tour of some rarely traveled sections of Sugar
Loaf Mountain. They pointed out the elaborate stone walls that frequent the woods, but are easily missed if one is on the path. Their suggestion was that the stone walls were not colonial farm walls, but rather were put there by Native Americans as part of their burial grounds. If that were true, much of the mountain could be considered a vital part of their history. This provided yet another reason to promote the preservation of that land and prevent new residential subdivisions from forever burying that history.

The second event was the Open House presentation that the group gave at the Lycian Centre, from 4-7PM. Several stations were set up around the room. Station topics included traffic calming, public art and options for redesigning gateways. One station included a map of Sugar Loaf on which attendees could draw their ideas and recommendations. Another station allowed kids to illustrate their visions of a better community.

Sunday morning we met with the CVC to discuss the weekend and refine plans for the weeks ahead. Finally, Beth and Steve Mindes treated us to lunch and a round at their golf course.

3. November 19th-21st
Our final visit to Sugar Loaf began with a working dinner at the Barnsider Tavern on Friday. After a delicious meal, students ironed out some final details pertaining to the presentation that was to be given the following night. The next morning, the group divided in two. One hiked the Sugar Loaf Mountain while the other went on a hike with residents from the Bruderhof Community. There, students examined the trail system created by community members (mostly young students) including paths through wetland/marshy areas, a boardwalk across a pond and a hiking trail to the top of Snake Mountain. In the afternoon, the entire group had lunch at the Lycian Centre.

Photo by Jeff Olson
and began to prepare for the open house that would begin at 4PM. Many maps were laid out around the room, and the power point presentation scrolled through continuously from 4-7PM while town members filtered in and out. Around 75-100 individuals came to hear the final presentation at 7PM. Audience members included local and county officials including County Executive Ed Diana who addressed the meeting. Bryant delivered the presentation and discussed our recommendations for Sugar Loaf delineated by King’s Highway, New Neighborhoods and Trails, Parks and Open Space. After the presentation, a question and answer session with the town generated some concerns, ideas and support for the Plan. Afterwards, refreshments were served and residents mingled with students to ask further questions.

The following morning, we met with the CVC to finalize the next steps for the project and discuss the town meeting from the night before. Two students, Kent and Bryant, agreed to work on this project in the spring, and will be involved in sidewalk construction and design. After the meeting, students presented the town with a gift. We helped plant a Catalpa Tree in front of Barnsider owner Matt Kannon’s property to denote a visible first step in Sugar Loaf’s new design plan.
Dear Friends and Neighbors of Sugar Loaf,

As you may know, Sugar Loaf, N.Y. was chosen as the recipient of SUNY Albany’s extensive study by its graduate program in Geography and Planning. The SUNY team and the Sugar Loaf Vision Committee, in conjunction with the S.L. Chamber of Commerce and the S.L. Community Foundation, cordially invite you to attend the presentation of, “The Art of Planning: A Creative Vision for a Unique Community”.

Over the past three months, a team of fifteen professional and graduate planning specialists have spent several weekends living, walking, working, researching and enjoying our unique community. On November 20th the Team will make it’s first formal presentation of it’s collective ideas and recommendations which will include such areas as: safety & accessibility; recreation; preservation; and planned growth. Several members of the SUNY team will continue to work within the community through the upcoming months to assist in achieving our goals and pursuing funding.

Your input is very important to Sugar Loaf’s future. So come be part of “The Vision”!

Sincerely,
The Sugar Loaf Vision Committee

Paula Aji
Beth Dake
Jill Gasoro
Richard Logothetis
Joann Manino
Joe Ranni
Yaron Rosner
Cindy Smith
Nick Zungoli
845-469-9382

Sugar Loaf Chamber of Commerce  P.O Box 125  Sugar Loaf, New York 10981
www.sugarloafnychamber.com
Sugare Leaf Forum Sign In

Name  Address  Phone
JAN WESTFELD  PO Box 14  467-8852
Jim Myers  15581 6th Ave S  468-5342
Ellen & Mike Kersov  PO Box 206, 1078  464-7967
Doris Vinson  PO Box 77  1080  469-9694

Atty MiraS  230 W 28th St  783-1991

Rachel Bertoni  567 Sugar Leaf  467-6999
Dorothy Dehaan  911 W 13th Ave  469-5422
Cindy Smith  Chester - 122 North  469-4342
Jean Aiello  Warwick, N.Y.  10990  468-7233
Tim Clement  347 Lebanon Rd.  998-3852  468-3424
Sharon VanderClute  PO Box 90  Sugar Leaf  469-8983

Chelsea  50 Sugar Leaf  469-6649
Sue Varnum  PO Box 277  Sugare Leaf  469-6974

Comments

Please email me on meetings of the Vision Committee.
Heather Barrella
the preservation collective@yahoo.com

Sue Varnum  859-7293

Keep me updated,
Let me know of any news happening.
Lucille Damone
Times Herald Record  914-273-4007
la611@comcast.net

Please Sign In

Name  Address  Phone
Don Hughes  Pewter  467-2764
Jeff Ford  2827  7th St  469-2876
Paul Clement  357 Green Run Rd  Chester  572-3829
Richard  Long Island  565  1927-3723
Jeanne & Dan Faron  868-4720
Betty Kay  1812 13th Ave  468-8153
David Reisasser  1210  13th Ave  469-8284
Sharon Kenderclute  90 Sugar Leaf  469-4502

Rachel Bertoni  50 Sugar Leaf  469-8027
Sharon Kenderclute  90 Sugar Leaf  469-4502

Ann Peery  902  2nd St  469-7997
Lucille Damone  Times Herald Record  914-273-4007

Maxine Chiesle  469-2717
Jesse Backlund  469-9666
Ray Robertson  469-2717

Build Ravino  Old Farm Road  469-8332
Rachel Bertoni  1545 St. highway  469-8688
Mike & Jan Krens  115 Cromwell Rd
Emma Krens  13242  193 Country Parkway
APPENDIX F - Press Clippings

"Sprucing up Sugar Loaf"
by Beth Quinn
Times Herald-Record
February 17, 2004

What began as a complaint from a visitor in a wheelchair about sidewalks in Sugar Loaf has led to a plan to give the artisan community a complete face lift.

"The sidewalks are an accident waiting to happen," said Sugar Loaf photographer Nick Zungoli. "His complaint made us realize we needed to do something to make the hamlet safer and more accessible to everyone," said Zungoli.

That was in November 2002. And it led quickly to the formation of the Sugar Loaf Community Vision Committee, a grass-roots organization of about 10 residents and business owners.

That led to the development of goals that go far beyond repairing sidewalks: better parking, underground utility wires, historical street lighting, public rest rooms and a nature trail through nearby wetlands.

The changes would enhance the unique, old-fashioned feel of the hamlet, home to craft shops ranging from pottery and candle makers to vintage clothing and photography. Most of the shops were built in the 18th and 19th centuries.

The group got a major boost a few weeks ago when SUNY Albany agreed to take on its proposal as a graduate student project.

Students in the college's geography and planning department will earn credits toward their master's degree by turning Sugar Loaf's hopes into a practical, viable plan. They'll begin their work in September.

"This is a community with clear-cut goals, and the ideas bubbled up from the residents," said Ray Bromley, director of SUNY Albany's master's program in urban and regional planning. "For us, that's a major requirement."

He said the college has taken on two to three such projects a year for the past nine years. Last year, the college won a national award for the best student project in the country for a
Bromley said part of the reason the college accepted Sugar Loaf’s application – one of dozens he receives annually – is that the group already has the cooperation of the county. Sugar Loaf’s plan to bury utility lines will dovetail with the county’s plan to upgrade King’s Highway, which extends from Warwick to Chester.

The county has already agreed to start the highway project at the Warwick end to give the hamlet time to find funding to bury the utility wires by the time road workers reach Sugar Loaf. Both the county’s planning and tourism departments have lent expertise and support from the beginning. Sugar Loaf is the third-largest tourism draw in Orange County, after Woodbury Common Premium Outlets and West Point.

"This is an important plan for Sugar Loaf," said Orange County Tourism Director Susan Cayea. "Every time you spruce a place up, it attracts a new population of tourists as well as repeat visits from those who want to see what's changed."

Part of the student project will be to help the hamlet find funding sources, including grants. The Vision Committee has already obtained grant money to cover the $10,000 expected in travel, food and other costs for the nine students and instructor who will travel from Albany to Sugar Loaf.

"We’re poised for a renaissance," said Sugar Loaf resident and Vision Committee member Jill Gasero. "This will be the second coming of Sugar Loaf."

“Public Forum to Focus on Sugar Loaf’s Future”
by Maureen Nandini Mitra
Times Herald-Record
September 11, 2004

Members of the Sugar Loaf Vision Committee and 11 students from SUNY Albany’s geography and planning department will hold the first of three public forums today, to discuss ways to develop this hamlet that would preserve its old-fashioned, artists' community feel and yet provide for balanced growth.

The planning sessions are part of Sugar Loaf’s effort to create sustainable economic and environmental solutions for its residents and visitors. The students will earn credits toward their
master's degree by creating a "healthy infrastructure plan" for the community, generating new ideas for improved pedestrian and bicyclist facilities, traffic calming solutions on Main Street, and land use concepts that support long-term economic growth.

Today's session will begin at 7 p.m. at The Lycian Pavilion. The next two forums are slated for Oct. 16 and Nov. 30. For more information, call 469-9382.

"Public Draws Visions for Sugar Loaf"
by Maureen Nandini Mitra
Times Herald-Record
October 24, 2004

Sugar Loaf Vision Committee's second public forum on planning the hamlet's future drew quite a crowd last weekend. On large boards set up around the Lycian Pavilion, locals and visitors penned in, or painted, their vision of what the hamlet needs to retain its quaint character and yet provide for balanced growth.

Suggestions ranged from more parking places and walking trails (from adults) to colorful tree houses to "hang out" in (from kids).

Eleven students from SUNY Albany's geography and planning department, who'll earn credits toward their master's degree by creating a "healthy infrastructure plan" for the community, collected the suggestions and offered some of their own.

"I think what's very important in our project is advocating a healthy lifestyle," said Kent Johnson, a SUNY student from Virginia who called Sugar Loaf "unique."

The next forum, where the students will make a presentation based on public input and their research, is Nov. 30. For more information, call 469-9382.
"Students to Present Vision for Sugar Loaf"
by Maureen Nandini Mitra
Times Herald-Record
November 20, 2004

A group of students from SUNY Albany's geography and planning departments, who have been working on creating a "healthy infrastructure plan" for Sugar Loaf, will make their first formal presentation at the Lycian Pavilion today.

Based on their ideas and public input, the students will present their vision of how they think this artists' hamlet should be developed so as to retain its quaint character and yet provide for growth. The presentation will begin at 7 p.m. at the Lycian Pavilion in Sugar Loaf. For more information, call 469-9382.

"Students Showcase Plan for Hamlet"
by Lucille Damone
Times Herald-Record
November 26, 2004

Sugar Loaf – Two years ago, residents and business owners in Sugar Loaf decided it was time for this artists' hamlet to be given a face lift.

Sidewalks, handicap accessibility to its shops and restaurants as well as an overall revamping of the eclectic artisan community was order of the day.

The challenge to create the blueprint for this vision was put before a group of SUNY Albany students studying regional planning.

Last week these students proved they were more than able for the challenge as they showcased their plans for improvement.

The students focused on three specific areas: new neighborhoods, King's Highway, and trails and open spaces.

They laid out a plan to connect existing sidewalks throughout the hamlet with a uniform material such as wood planking or traditional concrete.

They also suggested more crosswalks for pedestrians, street furniture, such as benches and
bike racks, and decorated pavement, painted by the townspeople themselves.
Each idea highlighted the artistic flavor of the hamlet and attempted to accentuate it.
Students also proposed a roundabout at Pine Hill Road and King’s Highway where local artwork could be featured in the center.
To preserve open space, three specific projects were proposed: a ballfield for soccer or baseball, a playground and a park by Creamery Pond. A tree-planting campaign was suggested to add greenery.
Trails for walking or bike riding were proposed around the perimeter of the hamlet and up Sugar Loaf Mountain.
Sugar Loaf resident and business owners Ray Boswell and Charlie Mannino were impressed by the students’ proposed improvements.
"They made Sugar Loaf look beautiful," Boswell said. "They showed us possibilities of what could be."
A final draft of the students’ proposal will be considered and discussed at a public forum in the spring. "Things are going to happen," Chester town Councilman Steve Neuhaus said. "I see a light at the end of the tunnel."

"Healthy Plan with a Sugar Loaf Twist"
by Nancy Owen
Warwick Valley Dispatch
December 1, 2004

“A healthy infrastructure plan with a Sugar Loaf twist” is how the SUNY students described their preliminary recommendations to the Sugar Loaf community at the last open forum held on Sat., Nov. 20.
The program, which was attended by approximately 75 residents and politicians, included a slide show showing the effect of some of the students’ recommendations on the main shopping area of the craft village as well as the new developments. One of the goals is to unify the community; neither separating the craft stores from the developments or vice-versa.
Councilperson Cindy Smith sees this as a “work in progress; (it is) no longer a vision but a real project,” that could take several years to complete. Based on several comments from
residents there are still a lot of decisions to make about what ideas will be instituted and which will not. The complete preliminary report will be available for review on or about Dec. 6 on the students' website:  www.albany.edu/gp/sugarloaf/index.html.

County Executive Edward Diana promised $7,000 in a county grant applied for by Smith and Steven Neuhaus, the newest member of Chester’s Town Council. Neuhaus noted that Chester has received about $20,000 in grant money every year for the past ten years but this year he anticipates grant money in the neighborhood of $750,000.

Priorities which were delineated at previous meetings (Sept. 11 and Oct. 16) include pedestrian walkways, parking, street lighting, traffic calming, improve gateways, parks and public places, public restrooms, and water and drainage. The three focus areas selected were Main St., new neighborhoods and open space which were all addressed during this program.

Personalized sidewalks, dynamic crosswalks, roundabouts, street furniture and “walking buses” were among the more interesting suggestions. The Town of Chester voted to “buy the farm” on the left side of King’s Highway as you approach Sugar Loaf from 17M to keep some open space.

Better signage was encouraged, to indicate the by-pass, and directions to the craft village. Katy, a health major, plans to research the possibility of grants available for “bike and hike trails” and stated that this was a good time to apply for government funding. Basically the visionaries would like to fund the projects through grants and special funds, having as little impact on homeowners as possible.

Probably the most important message that came out of this program was that now is the time for Sugar Loaf residents, politicians and craft shop owners to look at the proposals and decide which ones will work for them and which will not. As one student put it, “there are positive and negative aspects of each idea and it is up to the Town to decide what is most important.”

Jeff Olson, the students’ faculty advisor, suggested starting by drawing sidewalks in the developments and leaving a porch light on in each house until pedestrian scale lighting can be purchased. He further suggested that contests to design and decorate the streets and a special day to celebrate Sugar Loaf Mountain could unify the community in its efforts.