



Pleasant Valley Hamlet
Illustrative Sketch Plan



- A continuous street frontage system should include on-street parking, street trees and landscaping, human-scale lighting (8-14 feet high), underground utilities, occasional sitting places and bike racks, attractive store windows, and signs that are sized for pedestrian and slow-moving traffic instead of the highway.
- Renovations to existing commercial buildings, and new construction, should be designed to fit in with the historic character of Pleasant Valley.
- Traffic calming measures need to be adopted such as curb bump-outs, mountable medians, and roundabouts. The number of turns needs to be limited.

Central Utilities

Perhaps the greatest incentive for hamlet growth and the containment of sprawl beyond the hamlet limits is a central utility system. Indeed, it is almost impossible to generate village-scale densities and a walkable commercial core without central water and sewer systems. Successful shopping streets have continuous, closely spaced storefronts on small lots that encourage people to park the car and conveniently walk from business to business. Offices and especially housing on the upper floors above the storefronts provide a daytime and evening population base that helps support the commercial core.

Wappinger Creek and Mill Site

One of the hamlet's greatest yet underappreciated assets is the scenic quality of the Wappinger Creek. The idea of a continuous trail along the creek through the Town and hamlet received strong support at the public workshops. A starting point for this creekside trail would be to create a connection from the park behind the Town Hall to the recently developed Mill Site Museum and Memorial Park.

Hamlet - Washington Hollow

Washington Hollow, a small linear commercial hamlet that straddles the Pleasant Valley-Washington border, has limited room for growth. Wet soils, steep slopes, and public service uses (the trooper barracks and cemetery) bound the Pleasant Valley portion of the hamlet immediately north and south of the Route 44 corridor. The high-speed nature of the traffic on Route 44 now works against development of a more intimate, pedestrian-oriented community. There are possibilities, however, for a mixture of small-scale commercial, office, and more compact scale residential uses east and west of the intersection of Route 44 and Route 82. A limited amount of infill development and re-use of old buildings can be accommodated along the Route 44 frontage.

To make the best of the hamlet's constraints, good landscaping and architecture should be required of all new projects. This is an essential component as this area is a key gateway location in central Dutchess County. The construction of excess driveways along Route 44 should be discouraged; consolidation and shared access are preferred. A speed limit reduction through the hamlet center and the creation of a narrower "T" main intersection with pedestrian crossings should be negotiated with state highway officials (see Graphic #4 - Washington Hollow Hamlet Illustrative Sketch Plan).

Washington Hollow Hamlet Illustrative Sketch Plan

The attached concept plan illustrates some potential improvements to Washington Hollow that would strengthen its role as the original hamlet of Pleasant Valley, including:

- Traffic calming measures, to increase vehicle and pedestrian safety and improve traffic flow, include the addition of on-street parking along Route 44, new extended curbs to shelter on-street parking and shorten crosswalk distances, and the recommendation for a slower speed limit through the center of the hamlet;
- Central green to improve pedestrian safety and channelize traffic from Route 82;
- New civic building located at the intersection of Routes 44 and 82 is a focal point and organizing feature in the hamlet;
- Infill buildings located along the street frontage to expand commercial and residential uses while creating a more appropriate hamlet scale to the area and screening parking lots to the rear;
- Improved sidewalks, crosswalks, and additional street trees;
- Nearby areas available for hamlet-scale residential.

Hamlet - Salt Point

Salt Point is unique in this part of the County as a compact hamlet whose core of historic buildings is directly adjacent to actively farmed land. The traditional setting of this rural hamlet, together with its buildings and small-town functions, lend a charm and practical character to the area and merit preservation. Indeed, it is a special area within the whole Hudson Valley and is so recognized in the 2000 plan prepared by the Regional Plan Association.

In the historic hamlet center, mixed uses should continue to be encouraged at a scale that re-uses old buildings and provides some room for business and residential expansion. Sidewalks and other appropriately-scaled pedestrian amenities should be included. Signs should be improved to be more consistent with the hamlet's historic character. Architectural design guidelines should be established to ensure that new uses and new structures respect their historic setting. The store and post office building act as a centralizing feature and should be enhanced reminiscent of historic photos of the property. The intersection of Hibernia Road and Salt Point Turnpike could be narrowed and edged to lower speeds through the hamlet center.

Sprawl development should not be permitted to blur the hamlet's boundaries. The Town should place priority on supporting continued agricultural use of the properties near Salt Point (and throughout the agricultural areas). The Town should also consider working with area land trusts to acquire conservation easements on key farm properties. Where development does occur on farms near the hamlet, it should be carefully designed and clustered away from the prominent scenic entrances and views responsible for so much of Salt Point's appeal (see Graphic #5 - Salt Point Hamlet Illustrative Sketch Plan).

Recreational opportunities should be expanded to include enhanced creek access. The Town owns land in the center of the hamlet, located adjacent to the western bank of the Little Wappinger Creek. The Town should work with residents to determine the best approach for turning this into a formal Town Park with amenities such as a creekside trail and improved fishing access.

