

SECTION II
INVENTORY AND ANALYSIS

INVENTORY & ANALYSIS

A. Existing Land Use

The Village of Piermont is a low-lying coastal community on the west shore of the Tappan Zee in the Hudson River estuary (see Figure 1). Situated approximately 25 miles north of the Battery end of Manhattan, the Village encompasses .7 square miles and has 2.5 miles of shoreline on the Hudson, 1 mile of frontage on the tidal portion of the Sparkill Creek and .6 miles on the freshwater Sparkill (see Figure 2). The Village has a combination of residential, retail sales, marine recreational, and light industrial development. The recreational opportunities for boating, fishing, and wildlife viewing are exceptional.

Land use in the Piermont LWRP Area can be divided into six subsections: residential riverfront, commercial waterfront, mixed use residential and commercial development, mid-river Village Park, tidal and freshwater creek, and upland viewshed (see Figure 10). A more detailed description of these LWRP subsections follows.

The narrow, winding and steep Village streets, in combination with limited access routes, preclude major development activity of the type that would attract large numbers of commuters, tourists, shoppers, or heavy trucks. Development would best be limited to the small scale of the historic village character.

Area I, from the northern boundary of the Village with Grand View, south to the Tappan Zee Marina, with .4 miles of shoreline, is residential in character and zoned for 1/4 acre density single family houses. The water-dependent use here centers on individual private moorings. (This use extends north from Area I along the entire Grand View shoreline.)

Area II, from the Tappan Zee Marina south to Parelli Park, with .3 miles of shoreline, is the existing commercial waterfront, which provides about 500 slips for recreational boating use. Area II also includes three commercial fishing operations for shad and blue crabs, a seaplane, two restaurants, a delicatessen, a bar, and a mix of residential dwellings. The Waterfront-2 zoning district here adds to special permit uses of the residential zone by including marinas, boatyards, clubs, wharves, docks and pilings, and accessory fuel, supplies and service facilities (see Figure 11).

Area III, the former industrial site extending east from the base of the Piermont Pier with .6 miles of shoreline along the north side, is now being developed for mixed uses. Located in the middle of town opposite a block of 19th century Main Street buildings, the industrial operations were once central to the life of the Village for a century-and-a-half, in the 19th century as the Erie Railroad terminus and repair shops and in the 20th century as a paper manufacturing and boxboard printing complex. The paper and boxboard factories moved out in the early 1980's and the property became the object of

speculation. A used clothing recycling operation occupied a portion of the site, as did a small trucking business originally accessory to the factory operations. The zoning here has been changed to "River Front District" to reflect a newly approved mixed use development. Main Street retail stores adjacent to the factory lots are zoned "Business B."

The new RD zone will contain 257 residential units, of which 25 will be affordable rental units built and managed by the developer at cost. The total residential density will be 7.2 units/acre. There will also be 44,000 square feet of retail and office space (exterior dimensions, not usable space). Buildings 28 and 41 of the old factory complex will be retained. These were the only buildings deemed suitable for review in the Belle, Beyer, Blinder survey of 1984. Building 28 will be used for residences, residents' parking, and residents' storage space. Building 41 will be used for parking, vehicular access to Building 28, and winter boat storage and maintenance. The developer will repair the Village-owned north shore sea wall, construct a public walking path on the north shore connecting Parelli Park with Ferry Road at the dogleg, construct a square open to the river between Parelli Park and Building 28, provide 100 parking spaces to the Village, construct a truck delivery access road parallel to Main Street for use of stores on the east side of Main Street and an additional street parallel to Main Street to off-load Main Street, pay for filling the Village-owned drainage canal between Ferry Road and the road, deed the Plastifold building and associated land to the Village, and build a library and municipal building, at cost, on land abutting the new square. The commercial area will be laid out in a rectangular grid street pattern extending the village pattern and abut the village commerce area.

Area IV, the end-section of the Piermont Pier with .5 miles of shoreline on each side, is now a mid-river Village Park. It is the principal public access point to the Hudson River in Piermont. It is used year-round for fishing and wildlife viewing and simply walking along admiring the wide angle view of river, sky, and mountains. This narrow rock-fill construction was built in the 1840's to enable the Erie Railroad cars to reach deep draft boats. The dock at the end of the Pier is approximately 1 mile out into the Hudson east of Parelli Park and is used both by Columbia University's ocean going research vessels and by the Hudson River Sloop Clearwater to take on passengers for educational sails. On the north side of the end-section of the Pier is a marsh area that floods at high tide known as the "duck ponds" where swans have been known to nest. Motor vehicle access along Ferry Road is restricted by a permit system controlled by the Village. Along the south side of Ferry Road, the new Goswick Pavilion and ballfield has been well-utilized since its construction in 1984, including the annual Village Picnic and picnics sponsored by local civic organizations, the Village Summer Recreation Program, the Village Youth T-Shirt League, the volunteer firemen's softball league, and kite festivals. The reservation calendar for those willing to use the pavilion and field is filled far in advance. The Pavilion and ballfield area once contained the Village dump. This area has been tested (May, 1989) for a wide variety of toxics and found to pose no problems for use by residents and their children.

The end of the Pier has been owned by the Village since 1981 when it was acquired from the Continental Group through the Nature Conservancy. The Village is committed to keeping this area free from commercial development and has designated it as parkland.

Area V, the Sparkill Creek and marsh south of Ferry Road, includes .3 miles of marsh shoreline on the River, .9 miles of tidal water on the Sparkill, and .6 miles of freshwater Sparkill.

The character of Area V is mixed, beginning with undeveloped marshland of the National Estuarine Sanctuary at the mouth of the Creek, then a commercial fishing operation, a small boatyard and waterside park further in from the mouth, and on the freshwater portion including a nature sanctuary and a skating pond; but the predominant use along the Sparkill Creek is residential with density zoned at 1/4 and 1/6 acre single family houses. About a dozen boats are moored along the tidal portion of the Creek. Access at low tide is limited to shallow draft boats, such as rowboats, canoes, and sailboats with centerboards. The commercial fishermen use flat-bottomed aluminum workboats. Access at high tide is limited upstream by the low clearance under the historic drawbridge which is fixed in the down position. Canoeists often manage with some difficulty to put in from Tallman Park beside the Army Bridge at the fire road entrance.

Area VI is the upland viewshed of the waterfront, situated on the Palisades slope overlooking the River and Creek, with the west side of Route 9W as the uphill boundary. The area is zoned residential with density ranging from 1 acre single family to multiple occupancy buildings with 13.3 units per acre. Route 9W has been proposed for designation as a Scenic Road in recognition of the scenic vistas it offers. Area VI includes a lot with upwards of 30 undeveloped acres as part of the Tappan Zee Elementary School, which was closed in 1981. Area VI also includes the Erie Path, a former railroad right-of-way now a Village Park that overlooks the waterfront along a woodland walkway (see Figure 12).

B. Underwater Lands

The Village of Piermont owns extensive underwater rights in the Hudson River, immediately north of the Pier peninsula and east of Parelli Park. The Village also owns the coastal strip adjoining the underwater property. Development and use of these underwater rights to increase public access to the Hudson River and to generate revenue for the Village has been a goal of the Village since the coastal strip was deeded to the Village by Continental Can Corporation in 1973.

C. Existing Zoning

Piermont was incorporated in 1851, essentially at the behest of Eleazer Lord, President of the Erie Railroad. Incorporation enabled Piermont to provide services not available in the county itself, such as fire protection and sanitation law. Since the Village was the

eastern terminus of the Erie, and its residents were mostly dependent for employment on the Erie, it was easier for the Erie to dominate the Village than to dominate the county or even the township. (An early set of Village Board meetings shows the Board differing for weeks on deciding to fine Lord \$10 for running an open sewer ditch on one of his properties, finally mustering the courage to impose the fine, and then rescinding it the following week.)

Zoning was first imposed in Piermont in 1965. A major effort was made to conform the zoning to what in fact had developed in each locale. Naturally, since Piermont had grown freely and unchecked for the past 115 years, lot sizes, bulk, setbacks, etc., were fairly random, although more coherent in each neighborhood than one might have expected. Certainly the results were a great deal better than one would have guessed they'd be, providing both visual order and surprise, functional clustering of type, coherence of scale, arrangements that took sensible advantage of available land and were determined by convenience, suitability, and eye judgements. The Village has not always done as well (often worse) since zoning was introduced.

Part of the problem the Village has experienced with zoning has been the fact that the zoning categories are those considered in the 1960's as best suited for undeveloped land. These categories produced development tracts, such as those seen inland from Piermont. This is not the type of development desired by the people of Piermont.

Currently, zoning allows 1/4 acre density single family houses from the northern Village boundary to the Tappan Zee Marina (Area I). A Waterfront 2 district along the waterfront (Area II) adds to the special permit uses of the residential zone marinas; boatyards; clubs; wharves, docks, and pilings; and accessory fuel, supplies, and service facilities. Area III, the former industrial area, has been rezoned to allow mixed residential and commercial uses. Main Street retail stores adjacent to the factory lots are zoned "Business B"

The end-section of the Piermont Pier (Area IV) is now a Village park and the principal public access point to the Hudson River. It is zoned Riverfront District RD which allows for a planned mix of compatible residential and non-residential uses.

Area V, the Sparkill Creek and marsh south of Ferry Road, is zoned 1/4 and 1/6 acre density for single family homes.

Area VI constitutes the upland viewshed of the waterfront. It is zoned residential with density ranging from one acre single family to multiple occupancy buildings with 13.3 units per acre.

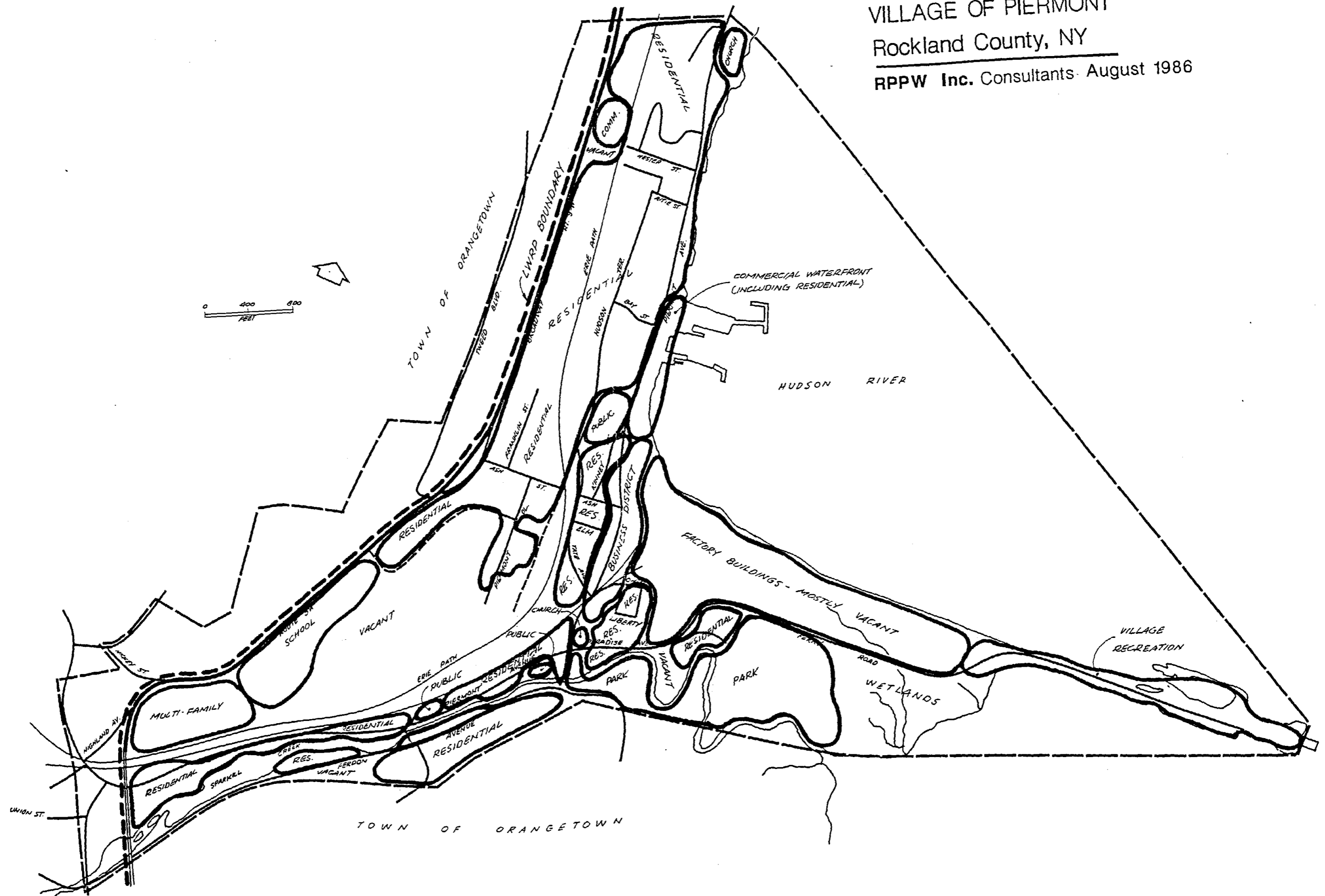
The Village has made erosion control and drainage control regulations in slope areas considerably more protective by introducing strict requirements governing impermeable surface areas, terracing, and land maintenance into slope zones.

EXISTING LAND USE

VILLAGE OF PIERMONT

Rockland County, NY

RPPW Inc. Consultants August 1986



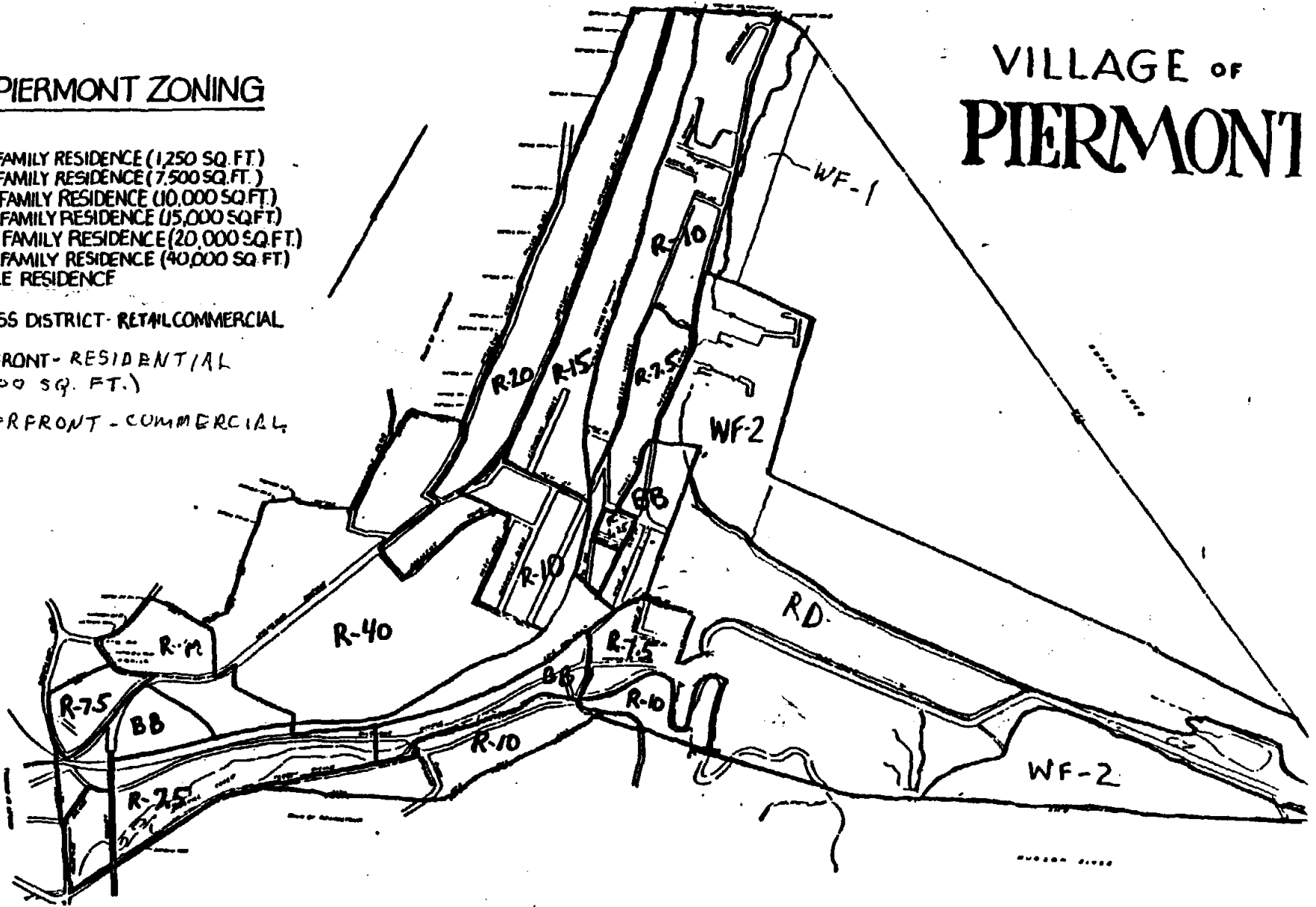
PIERMONT ZONING

R-1.25 - SINGLE FAMILY RESIDENCE (1,250 SQ. FT.)
R-7.5 - SINGLE FAMILY RESIDENCE (7,500 SQ. FT.)
R-10 - SINGLE FAMILY RESIDENCE (10,000 SQ. FT.)
R-15 - SINGLE FAMILY RESIDENCE (15,000 SQ. FT.)
R-20 - SINGLE FAMILY RESIDENCE (20,000 SQ. FT.)
R-40 - SINGLE FAMILY RESIDENCE (40,000 SQ. FT.)
R-M - MULTIPLE RESIDENCE

BB - BUSINESS DISTRICT - RETAIL COMMERCIAL

WF-1 - WATERFRONT - RESIDENTIAL
(10,000 SQ. FT.)

WF-2 - WATERFRONT - COMMERCIAL



VILLAGE OF PIERMONT

D. Flood-Hazard and Flood-Prone Areas

Much of the Village lies in flood plains -- both coastal and riverine. The Village lies at the bottom of the drainage basin of the Sparkill Creek and near the bottom of the drainage basin of the Hudson River where the incoming tide will back-up storm-water runoff. The Sparkill Creek watershed includes the area between the Hudson and Hackensack River systems in Orangetown in Rockland County and extends into northern Bergen County in New Jersey.

The Piermont waterfront along the Sparkill Creek is subject to frequent flooding, especially along the tidal portion, and high flood flows have resulted in extensive damage to residential properties. Damage in Piermont from a single storm in March 1984 was estimated to total nearly \$1 million, based upon filings from individual land owners, when Piermont was granted national disaster status. These flood-prone areas are covered by the provisions of the National Flood Insurance Program.

During flood conditions, the roadway of the historic drawbridge across the tidal Creek at Bridge Street is completely submerged. The frequent flooding also results in harbor siltation and significant degradation of coastal water quality. Residents who have experienced the need to file flood damage claims have received grossly inadequate recompense for their losses.

The Piermont Pier and the Tappan Zee shoreline to the north make a bight that protects Piermont Bay from storms out of the west and south. However, the bight is open to the northeast, and major storms blowing in from the northeast wreak havoc. Parelli Park, located at the center of the bight where northeasterly storm winds and waves are focused, has twice required major repairs to its bulkhead in the first decade since its construction. The proposed Village Landing expansion of Parelli Park must have protection from the northeast.

Ice in the river also causes extensive shoreline damage in the winter, particularly because Piermont is located along the brackish section of the estuary where sheets of ice form and break up with every change of the tide. Giant ice floes are in constant motion in the main channel and pile up along the shore, especially along the north side of the Pier on the outgoing tide. Northeasterly wind drives ice into the bight. As a result, bulkheads and seawalls along the shore require frequent repair and replacement. Placement of "dolphins" (open conical pilings), either in addition to the breakwater or as an alternative to the breakwater, would substantially decrease ice damage and consequently reduce bulkhead maintenance costs.

The shape of the Sparkill Creek watershed forms a kind of geological bottleneck. The upstream course of the Sparkill Creek and its tributaries drain 11.7 square miles as it meanders through a wide basin that geologists believe was once Hudson River bottom, but it passes through Piermont in a very narrow gorge formed by the only place the

Palisades ridge is cut through (see Figure 3). While this cut was the historic reason that early development of Rockland County began here, the current period finds a flood plain with historic houses built alongside the Creek where there is less than 600 feet between the 100 foot elevation lines on either side of the waterway. Every heavy rainfall quickly produces a dramatic rise in the level of the Sparkill Creek as it passes through Piermont. At exceptionally high flood stage the Creek actually reverses the direction of flow in the tributary Sparkill Brook which drains part of Bergen County, New Jersey, so that the Sparkill Brook flows back south into the Hackensack River drainage. Thus, only .7 square miles of the 11.7 square mile watershed of the Sparkill Creek is in Bergen County for purposes of flooding analysis.¹

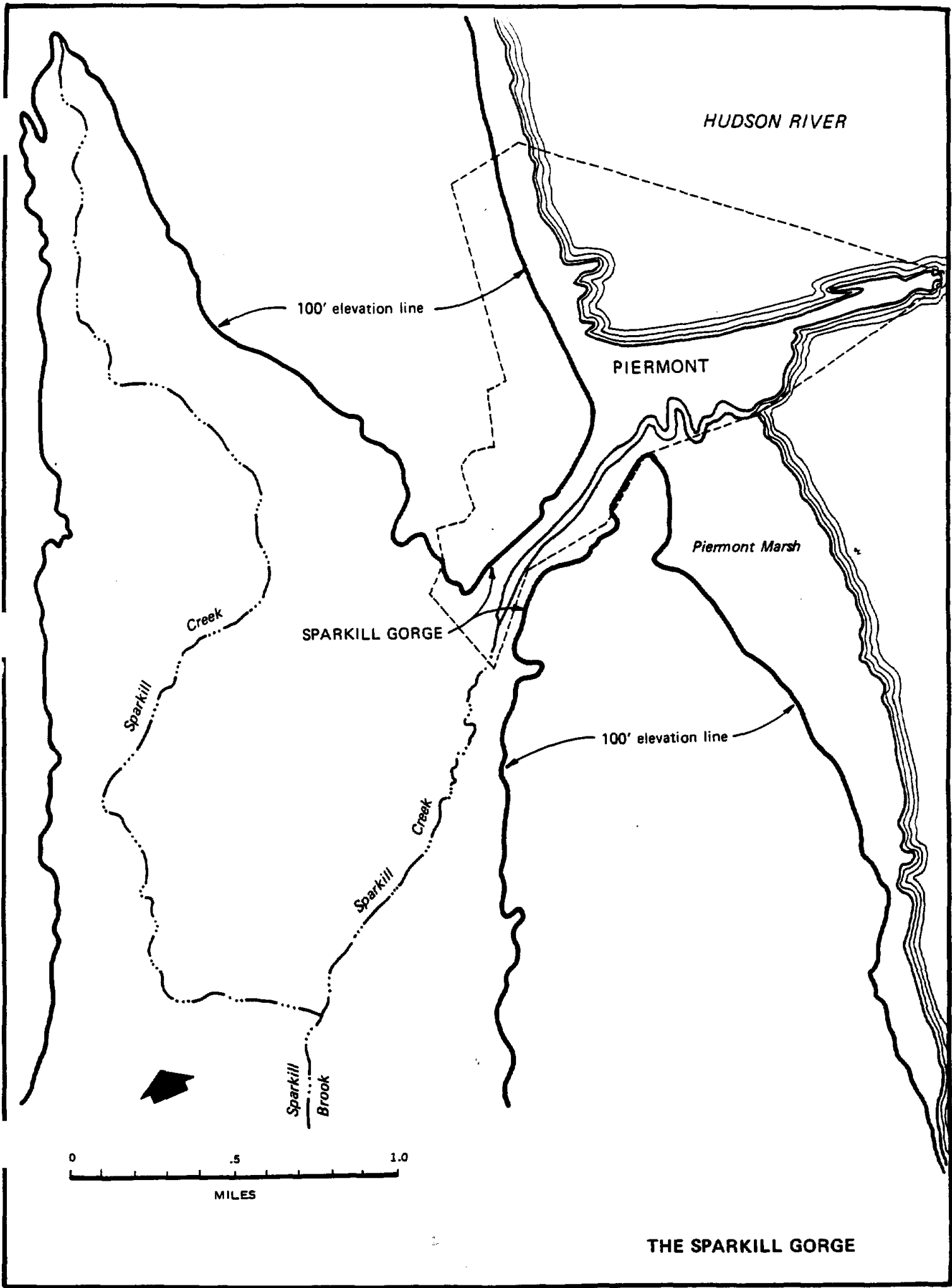
The most severe flooding area in the Village is along the tidal reach of the Sparkill Creek, which receives the increased runoff from the Sparkill Creek watershed caused by the intense development in the recent era combined with the tidal rise of four feet or more between low and high tide. When stormwater runoff from the freshwater Creek meets the opposing surge of a flood tide, the Creek overflows its banks. While communities upstream see the solution to their drainage problems in projects designed to increase the rate of stormwater runoff, this "solution" serves only to intensify the drainage problem downstream, exacerbating flooding in Piermont. The rapid runoff in the Creek erodes the stream banks and carries a large burden of silt into Piermont Bay, as well. The upstream areas must take responsibility for retaining and slowing additional runoff from any new development sites.

At the upstream boundary of the Village on the Sparkill Creek, the Valentine Avenue bridge with its stonework culverts has been characterized by the Town of Orangetown as a partial obstruction to the flow of the Sparkill Creek. In fact, any obstruction is caused primarily by the build-up of debris at the openings of the culverts.

E. Water and Sewer Service

Virtually the entire portion of the Village within the Waterfront area has water (Spring Valley Water Co.) and sanitary sewers, although a few individual homes may not be hooked up. Sewer service is not available at the end of the pier. The former factory area on the pier is served by larger sewer connections than are needed to serve the uses permitted in the new RD zone for the factory area. Additionally, the owners of that area obtained a contract with the Sewer District to accept their sewage, and this contract predates the current moratorium on new sewage connections in the Orangetown. The property is on the exempt list for new service established by the NYS Department of Environmental Conservation (DEC). As part of the negotiations leading to this contract,

¹ The Federal Flood Insurance Study for the Village of Piermont by the Army Corps of Engineers excludes the Sparkill Brook drainage area during flood stage of the Sparkill Creek.



HUDSON RIVER

100' elevation line

PIERMONT

Piermont Marsh

SPARKILL GORGE

100' elevation line

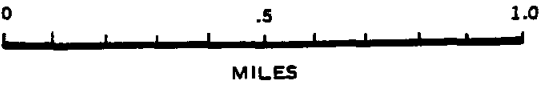
Creek

Sparkill

Creek

Sparkill

Sparkill
Brook



THE SPARKILL GORGE

Orangetown agreed to Piermont's status as a member of the Sewer District with the right to transmit sewage up to a maximum of 3,600 residents, a number derived from an old Master Plan. The only other area possibly subject to development at any scale is the Tappan Zee school property which has water and sewer service.

F. Sewer Overflows

Stormwater runoff enters the sanitary sewer lines leading to the Orangetown sewage treatment plant and the Rockland County Sewer District #1 treatment plant, which processes the liquid waste of the entire southern half of Rockland County. The stormwater infiltration over-burdens the treatment plants so that raw sewage is discharged into the adjacent Sparkill Creek and from the combined outfall line that terminates in the Hudson River just south of the end of the Piermont Pier, polluting the adjacent Piermont Marsh National Estuarine Sanctuary (see figure 4). The Orangetown system cannot handle the systemwide infiltration flow it receives during storms, and so, protects itself by shutting off flow from the Piermont line. The operators of the system illegally make use of the proximity of the Sparkill Creek to shed the flow. Both Orangetown and the DEC have ignored complaints for years. As a result, raw sewage is backed up during major storms, escapes from manholes along Ferdon Avenue, and flows untreated into the Sparkill Creek alongside the road. When this health hazard condition occurs, the Town of Orangetown routinely dispatches a pumper truck to discharge raw sewage directly from the Piermont pumping station into the Sparkill Creek, somewhat mitigating the health hazard. Orangetown plans to enlarge the capacity of the Sparkill pumping station in the near future, but the capacity of the Sparkill station is not the source of the problem. The problem is systemwide infiltration.

G. Sewer Outflow Line

The Orangetown/Rockland County Sewer District #1 outfall line presently terminates just south of the end of the pier and dispenses waste both upstream and downstream, depending on the stage of the tide. The outfall line has many leaks and the waste is often untreated, particularly when storm runoff infiltrates the sewerage system.

Over the past few years, the Board of Trustees has sought to have repairs made to the outfall line, located within the Village boundaries (and located within the National Estuarine Sanctuary) and has endeavored to have this outfall line extended westward so that the line discharges within the Hudson River Channel. The Rockland County Executive has intervened and supports these actions. It has been the concern of many that the increase in population caused by the Carlyle project will only have adverse effects on the Village and the environment. The Village Board believes that one positive effect will be the complaints of 227 families living in proximity to this outfall line will provide an important political spur to the responsible authorities to correct the situation. The new residents will be better situated to report, and thereby prevent, such activities

as disposal of old cars, refrigerators, and trash in the marsh and Village parklands, as well as provide pressure on more significant polluters.

The Sewer District repaired the line in the Spring of 1988, but the line broke again one month later just five yards from the south shore of the pier peninsula and discharges a portion of the effluent into the Estuarine Sanctuary. The New York State Department of Environmental Conservation, Region 3, has manifested continuous indifference to these problems.

H. Solid Waste

The collection and transport of solid waste from households in the Village is now performed by Village Highway Department employees, and most disposal is currently in the Clarkstown landfill. This is an improvement over the past practice when both the Village and Pier industries dumped in the marshland adjacent to the Sparkill Creek and Hudson River. However, the solid waste disposal problem has been moved out of sight rather than solved; and the present disposal location is not without leachate, capacity, and other problems. The Village should join any serious county-wide effort to improve solid waste handling and resource recovery procedures. The Village Conservation Commission in conjunction with the Piermont Civic Association and the Fire Department Ladies Auxiliary has run a voluntary paper recycling program, and this program has now expanded into a mandatory paper recycling program.

The Village maintains a compost collection site beyond the center field of the Goswick Pavilion ballfield, and this composting program has served well by reducing the volume of waste taken to the landfill, as well as by providing soil and mulch for the planting projects of the Village Parks Commission. However, the content of the compost material must be closely monitored since the compost site has the potential to impact the adjacent Sparkill Creek and Piermont Marsh if hazardous waste were to be placed there. Also, the continuing Village practice of storing demolition debris alongside Ferry Road for eventual use in building and maintaining Ferry Road needs careful review.

I. Transportation

Piermont has adopted the following standards for traffic capacity and allocation of that capacity:

1. In addition to requiring that traffic meet normal conditions for satisfactory flow as defined both nationally and in N.Y. State, the Village also insists that traffic flow through residential streets should not be at such volumes as to destroy their residential amenity.
2. In the developed areas of Piermont, it is impermissible to take land from residential lots to widen streets or create additional streets. It is also

impermissible to use the Conrail right of way to create a street parallel to the creek.

3. Upon determining the ability of the residential feeder streets to carry traffic at acceptable levels, the resulting noontime and rush hour flows are the maximum flows that can ever be allowed. During the SEQR proceeding on the RD district these maximum flows were determined for entrance and exit streets in the Village, and are tabulated in the SEQR Findings Statement. This capacity must be apportioned among all users, current and potential, in a fair way. For the downtown, "all users" means:
 - a) Existing traffic from local residences, residences in the Carlyle-Piermont development, and residences that may be created by infill on unbuilt lots under existing zoning.
 - b) Existing commercial and retail traffic, Carlyle's contribution to this, expansion of retail traffic due to revitalization consequent to the Carlyle project, and commercial infill under existing zoning.
 - c) Existing marina traffic and traffic generated by a maximum potential 700 slip Village owned marina.

Determination of the maximum permissible traffic levels on residential streets feeding the downtown was done during the SEQRA process for the Carlyle-Piermont proposal, and an allocation for Carlyle was determined.

It is apparent that Piermont's traffic needs even now call for some improvements, principally of entrances and exits to Rte. 9W. A list of these, and of other traffic mitigation measures required by the Carlyle project can be found in the Village's Findings Statement made under the State Environmental Quality Review Act review of the Carlyle project.

The Village has requested that the NYS Department of Transportation (DOT) widen Rte. 9W at the north fork of the intersection of Ash St. with Rte. 9W to permit southbound traffic to exit Piermont via the north fork. The DOT has agreed, and State funds are available for this improvement.

The Village has also requested signalization (active control during days of use) of the entrance to Tappan Zee Elementary School at Rte. 9W.

The vehicular crossing function of the historic drawbridge over the Sparkill Creek has been made redundant by construction of the adjacent Army bridge. Converting the drawbridge into a footbridge would eliminate a hazardous intersection and minimize maintenance. The County has also expressed concern about the safety of vehicular weight loads on the bridge.

J. Harbor Sedimentation

Soil, stripped of vegetation, washes into the Sparkill and ends up contributing to shoaling of Piermont Bay. Similarly, recent development in the Hudson River watershed, as well as agricultural activities has increased the burden of silt carried downstream. The Tappan Zee Bridge lowers water velocity, causing additional silt deposition in the Piermont Bay. The siltation in Piermont Bay has increased greatly in the past 30 years so that where native Piermonters dove into the Hudson above sandy bottom as youths, now as adults they see mudflats at low tide. This decrease in water depth jeopardizes the long-term survival of the established marine recreational use of Piermont Bay and the marinas that cater to this use. The commercial fishermen based along the shore are also hampered by inadequate low tide water depth.

A significant increase in the volume of storm water and silt runoff and flow down the Sparkill Creek may adversely impact the Piermont Marsh National Estuarine Sanctuary.

K. The Army Bridge

The Army Bridge linking Ferdon Avenue and Main Street at Kane Park, was built as a temporary wooden structure by the U.S. Army during World War II. It was used to transport troops from Camp Shanks in Tappan to the Army Dock at the end of the Piermont Pier. Over 1,000,000 U.S. soldiers debarked for Europe, primarily for the invasion of France, in this way.

The temporary bridge has so far lasted 45 years. Fire had damaged its underpinnings, and the wooden dock has been replaced by (still more) temporary metal plates. At this time, the bridge certainly requires repair, or perhaps even replacement. The bridge is owned and maintained by the County.

The position occupied by the bridge, which has a pedestrian walkway at its east side, affords a treasured view of the creek, the marsh, and Taliman Mountain. It provides a magnificent entry to downtown Piermont. Any change which degrades this view will be resisted fiercely by the Village.

Kane Park, a well-used, well-loved children's park, is immediately adjacent; Piermont and Orangeburg parents, enjoy this facility; children romp and parents chat in this delightful setting. This tiny park has been shown on national TV as the idyllic bucolic setting of the annual Bluegrass Fair, held in Piermont every Memorial Day weekend.

New York State builds small bridges according to a small set of pre-existing plans. None are appropriate for this location. The stereotyped plans, combined with the position of the modern (but landmarked) concrete abutment of the historic drawbridge would combine to force a fifteen foot encroachment on the boundaries of Kane Park, as it now sits. This would destroy the park.

L. Erosion and Drainage on the Slope

The Village now lacks legislation governing removal of trees on private property, or even to prevent clear-cutting and vegetation stripping on slopes. The Village has no legislation limiting the percentage of slope land that may be distorted in construction, or governing the amount of impermeable surface that may be disturbed in construction, or governing the amount of impermeable surface that may be created. In the past, the Village has depended on the good sense of residents to protect the land. Recently, a property owner in Orangetown, owning a two acre property located between the Erie Path Park and Route 9W, near the Piermont-Grandview borders, demonstrated the hazards of such activities, clear-cutting and stripping his property, eventing a desert in a paradisiacal spot, now actively eroding, subject to mudslides, creating siltation problems in the river, and landslide hazard on the slope. The wrecked property is now for sale.

Motivated by this debacle, the Village is now preparing protective slope legislation. This legislation has several features of interest.

1. Depending on the degree of overall slope, and earth, and on the size of the plats, the law will limit the permitted square footage of disturbed earth and impermeable surface. Proximity of disturbance to cliffs further reduces the permitted disturbed area. The permitted disturbed area is a function of the plat size, slope, and proximity to hazards.
2. In no case does the new limitation deprive the owner of use of the land. Further, it does not change conforming lots into non-conforming lots, but reverses the degree of non-conformance.
3. Portions of the property which were stripped of trees or vegetation, otherwise disturbed, or rendered impermeable prior to the application still will count as disturbed or impermeable where regrowth has occurred, or land partially cleared, the Planning Board may determine that such land is "partially disturbed". Thus, that Board may decide that a 50,000 square foot section is 40% disturbed.

M. Public Access and Recreation

The Piermont Conservation Advisory Commission has inventoried open space in the Village. The following locations serve for public access (see Figure 5).

1. Parelli Park, a "vest pocket" size park at the base of the Piermont Pier and the southern end of the existing marinas, was constructed by the Piermont Lions Club on land acquired by the Village and furnished with park benches and a flagpole with a plaque in memory of Frank Parelli.
2. The end of the Pier, the long narrow area to the east of the former industrial site

acquired by the Village in 1981, is used for passive recreational purposes, primarily fishing and wildlife viewing, with motor vehicle access regulated by a permit system. The Pier was originally constructed in the 1840's to provide access to deep water for the Erie Railroad terminus. The Village has received a grant from the Heritage Task Force toward the cost of constructing a boat launch in this area. However, the Harbor Advisory Committee and the Village Board have now decided that the increased traffic on Ferry Road and increased parking at the Pier make the site undesirable.

3. Northshore Public Walkway on Piermont Pier, a public walkway, will be constructed as part of the new development on the pier to ensure that public access to the Hudson River is maintained and enhanced. The walkway will be located along the entire length of the northern edge of the site.

An emergency vehicle lane will begin east of the firehouse and end at Ferry Road, east of the project and within the Village's pier parkland. The northernmost eight feet of this emergency vehicle lane will be surfaced in such a fashion as to permit wheelchair and pedestrian access along this newly formed riverwalk.

The site plan review shall ensure that the eastern end of the seawall and walkway shall be so designed as to maintain pedestrian access to the littoral at the dog-leg, and shall not interfere with valuable marsh species to the east of the dog-leg or in its vicinity.

The Village Code provides that up to 10 percent of the total area of a site may be required to be set aside for Village parks and recreation land. The land, from the inland side of the walkway, out to the Village lands on the river side, shall become Village owned parkland wherever it is not already Village land. If the seawall is reconstructed at its original location, these lands plus the re-created lands will be deemed to satisfy the 10 percent maximum requirement to be set aside by the new development.

If the walkway generates too much traffic within Piermont, or other problems arise, the Board of Trustees may, at its discretion, alter its normal policy and restrict its use. Use of the walkway may be limited at all times, or on certain days or hours. Fishing and picnicking are expressly forbidden.

4. Goswick Pavilion, the area south of the Ferry Road on the Pier just east of Paradise Avenue, is owned by the Village and is the site of a ballfield and pavilion constructed in 1984. Village recreational opportunities were greatly improved by the 1983-84 construction of the Goswick Pavilion and field with the provision of a full-size softball diamond, horseshoe pits, a volleyball area, and pavilion amenities including shelter from rain or shine, picnic tables, a kitchen,

and toilets. The Pavilion area serves as the principal public recreation site in the Village. The original plans for the facility proposed eventual upgrading of this resource by adding tennis courts. It is Village policy never to add lighting for night events.

5. Kane Park, a vest pocket park on the Sparkill Creek on land opened to the Village by the Macedonia Baptist Church, is equipped with recreational facilities popular with children, as well as a gazebo constructed by the Piermont Civic Association. It is the site of the annual Memorial Day Bluegrass Fair. This tiny park serves as a children's playground for residents of Grandview, Sparkill, Tappan and other areas around Piermont, as well. It is also a viewing point, proving a delightful entranceway to downtown Piermont. It is threatened by the N.Y.S. D.O.T. plans for reconstruction of the Army Bridge, which would take 15 feet from the park. The contemplated structure and barriers are completely inappropriate by the site, and would create a visual intrusion.
6. Skating Pond, a winter recreation facility administered by Orangetown and owned by the Spring Valley Water Company, serves as a stormwater retention basin. It was formerly used as a site for ice-making and as a mill pond for water power.
7. The Erie Path, a former rail line bed, was dedicated as a park by the Village in 1975 and is used for walking, jogging, and bicycling.
8. The Community Center Park is the site of a demolished high school building on the slope overlooking Piermont Bay. It has recreational equipment and playing space used by the Teen Center and Community Play Group daycare program located in an adjacent former elementary school building. The park includes a wooden steps walkway down to Main Street, and is furnished with picnic tables and plantings maintained by the Village Parks Commission.

N. Commercial and Sport Fishing

The existing marinas and boat clubs have been a major part of the identity of Piermont since the turn of the century when Fort Comfort was a popular summer recreational site. Commercial fishing has been a part of Village life since its first days, and several commercial shad and crab fishermen remain active today. The recreational fishing opportunities today continue to attract fishermen in all seasons for catfish, white perch, tomcod, eels, and menhaden. However, the marinas are unable on their own to undertake the channel dredging and maintenance project necessary to their long term economic viability.

Also, the commercial fishing operations are economically depressed by the ban on commercial stripped bass catching and need encouragement to survive until PCB levels are reduced enough to permit renewed commercial harvesting of the stripers.

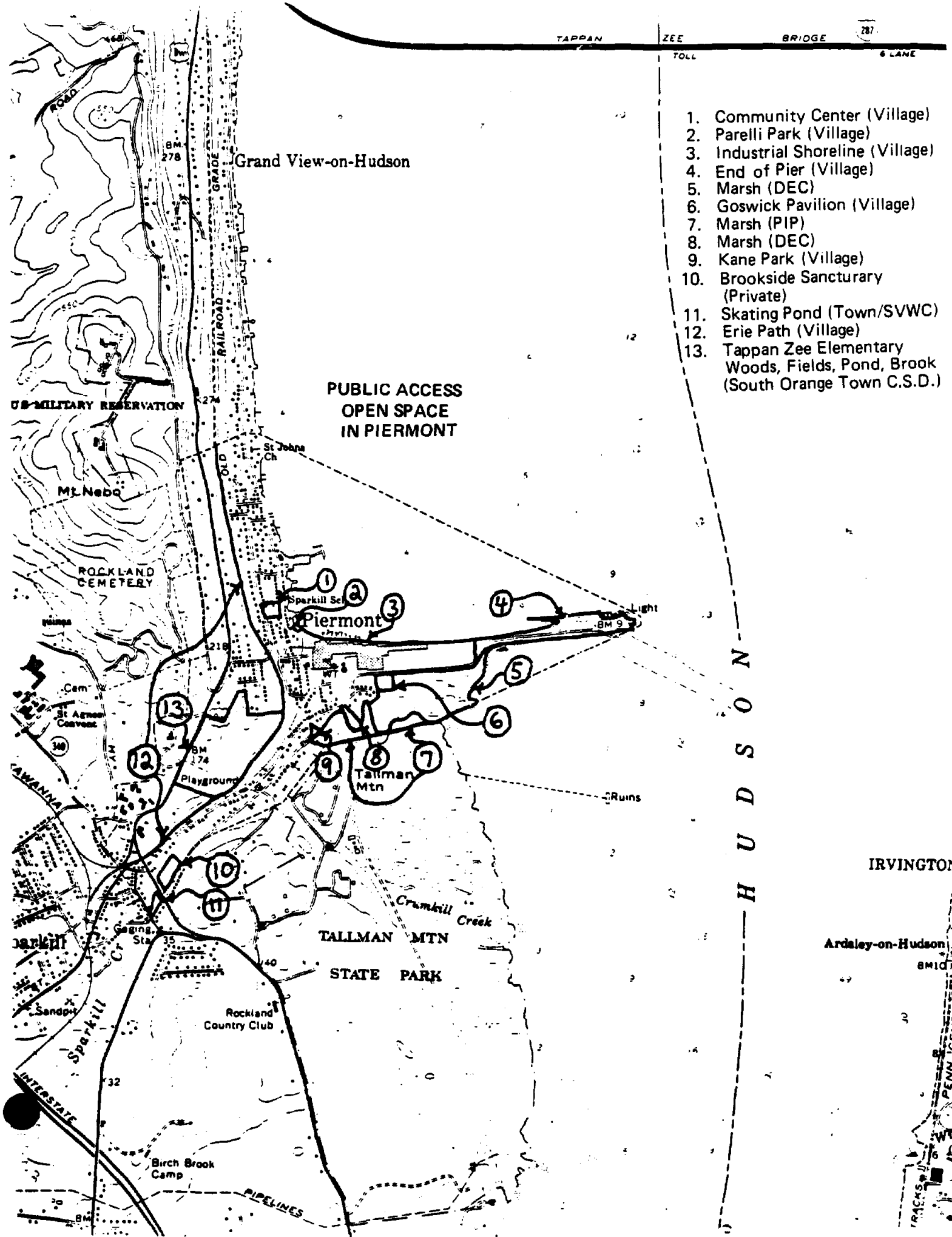
Fishing does take place along the pier and at the end of the pier. The tidal shallows adjacent to the Piermont Marsh, the tidal portion of the Sparkill Creek, and the shallow water of Piermont Bay are an important habitat for the fry of many species of fish that breed in the Hudson estuary.

O. Water-Dependent and Water-Enhanced Uses

Water-dependent uses in Piermont consist of:

1. Existing marinas
2. Potential Village-owned marina
3. Commercial fishing operations now in existence. At present, these are limited to shad because of PCB contamination in the river. Before this problem arose striped bass were also fished commercially. At one time, sturgeon existed in the river and were commercially fished.
4. Recreational and sport fishing. The current prevalent site is in the Pier Park. Fin fish and blue fin crabs are taken.
5. Recreational river viewing. Parelli Park and the Pier Park provide spectacular public river view sites. The new North Shore Public Walkway will provide 3300 ft. of river-edge viewing access.
6. Small, human-power craft on the creek and estuary. The bridge barrier at Bridge Street is to be eased (drawbridge raised, spans elevated). The Village is seeking to determine an appropriate site for launching car-top craft. The DEC canoe launch has no associated parking.
7. The winter boat storage and repair facility planned for the Carlyle projects will launch and retrieve craft directly from the river (avoiding Village roads) via a negative fork lift. At some future time, if a ramp is constructed at this launch point, the ramp will also be used for Village access.
8. Residential docks on the river and creek.

Virtually all commercial uses in Piermont are water-enhanced or water related. Such uses include restaurants, boat sales and showrooms, boat storage, boat repair, and sporting goods shops.



Grand View-on-Hudson

**PUBLIC ACCESS
OPEN SPACE
IN PIERMONT**

1. Community Center (Village)
2. Parelli Park (Village)
3. Industrial Shoreline (Village)
4. End of Pier (Village)
5. Marsh (DEC)
6. Goswick Pavilion (Village)
7. Marsh (PIP)
8. Marsh (DEC)
9. Kane Park (Village)
10. Brookside Sanctuary (Private)
11. Skating Pond (Town/SVWC)
12. Erie Path (Village)
13. Tappan Zee Elementary Woods, Fields, Pond, Brook (South Orange Town C.S.D.)

H U D S O N

IRVINGTON

Ardaley-on-Hudson

TRACKS
PENN
N.Y.

P. Harbor Management Needs

Access to the Piermont Bay marinas is difficult at low tide because navigation is obstructed by an offshore shoal and by shallow water at the docks (see Figure 13). The rapid loss of water depth due to siltation is a problem that has occurred in the past thirty years since the construction of the Tappan Zee Bridge and has reached the point that the long term viability of the marinas has been called into question. A natural channel that comes in along the north side of the Piermont Pier needs to be marked, deepened, and maintained. A sunken barge off the north end of the Pier near this channel needs to be removed. All along the developed shoreline, bulkheads, seawalls, and docks have been constructed; and these structures require periodic maintenance and renewal. The Carlyle Project will restore the North Shore Seawall and guarantee the North Shore Seawall maintenance for 25 years.

Upland disposal of dredge spoils is assumed because the cost of using barges to remove spoils is considerable, whereas the cost of upland disposal is minimal when the dredge spoil can be used as a landfill cover. At present, the Town of Orangetown is under contract to the Town of Clarkstown to provide landfill cover, and Orangetown will provide truck transportation gratis for removing dredge spoil material to be used as landfill cover.

Dredge spoil from Piermont Bay has already been approved by the Department of Environmental Conservation for use as landfill cover as part of the permit approval for dredging by one of the commercial marinas. This assumes that the Clarkstown landfill continues in operation.

There are several navigation hazards within the waterfront revitalization program area, but the primary hazard is a sunken barge just north of the Pier which is in line with the natural channel that the waterfront revitalization program proposes to dredge, mark, and maintain. This sunken barge is now marked by a buoy. In the context of the many tasks associated with maintenance of navigation in the Hudson estuary, removal of this hazard has not achieved priority status. However, in the context of establishing the Piermont Bay navigation channel, the logically connected project of removing this hazard should be included. Also, in connection with the Department of Environmental Conservation project to remove the abandoned ferry slip and other unnatural shoreline features from their property on the end of the Pier, it would be very cost-effective with the equipment already on site to include the immediate vicinity project of removing this sunken barge on the north side of the pier.

In addition, there are several sunken barges alongside the Pier that were abandoned by the Army at the end of World War II when the use of the Pier as an embark station point ceased. These barges are now disintegrating and releasing timbers that are a hazard to all boat traffic in the Hudson estuary. Their removal is also called for as part of the waterfront revitalization program.

The lowered drawbridge over the Sparkill Creek is an obstacle to further upstream navigation at high tide. Its original function in addition to providing a vehicular crossing was to permit boats to travel as far upstream as the silk mill. However, it has been fixed in the down position for many years, blocking the upstream passage of even low-clearance boats. The roadway is rendered impassable itself by flooding following every major storm. The vehicular crossing function of the drawbridge has been made essentially redundant by the adjacent Army bridge. Converting the drawbridge into a footbridge would eliminate an extremely hazardous intersection and minimize maintenance -- the County has already expressed concern about the safety of vehicular weight loads; and replacing the immobilized fixed section of the span with an arch would open the Creek to upstream small boat navigation at high tide and permit the upcoming adjacent Army Bridge replacement to cut the corner somewhat and thereby avoid encroaching on Kane Park.

The Sparkill Creek is subject to siltation from upstream runoff, especially at its mouth, so that access for motorboats is limited by the tide, while shallow draft boats can get in and out even at low tide. Except for boats moored along the creek, few motorboats now venture into the creek. More motorboats in the creek would be dangerous because as it reaches its mouth, the creek meanders through tall reeds in the Piermont Marsh National Estuarine Sanctuary, and the unwary motorboater here is a hazard to others who may be coming toward him unseen around a bend. Also, the wildlife would be disturbed by a marked increase in motorboat traffic, and dredging would be particularly damaging to aquatic life. Consequently, it is best to leave motorboat traffic in the creek at its existing level and leave the sediment at the mouth of the creek to be periodically washed away by the scouring action of the spring ice breakup.

Removal of debris that has collected in the tidal reach would improve navigation as well as drainage.

Any inadequacy of the capacity of the existing Valentine Avenue bridge culverts to carry storm runoff flow is a measure of the poorly-planned upstream development approved in recent years in complete disregard for its downstream impact. The solution is not replacement of the Valentine Avenue bridge with a new bridge designed to permit increased flow and increased flooding in Piermont. Rather, the upstream areas must cease approving new construction in wetlands and require any other developments to provide drainage retention areas on site.

Much of the upstream drainage area was originally wetlands. However, land development in wetlands and in the flood plain in both Orangetown and northern Bergen County has greatly reduced the absorption capacity of the watershed, especially in the last 30 years. As a result, floods have become higher and more frequent as more and more absorbent land is paved over and built upon. The efforts of areas upstream to speed stormwater runoff serve to exacerbate flood conditions in Piermont.

TAPPAN

ZEE

BRIDGE

287

TOLL

6 LANE

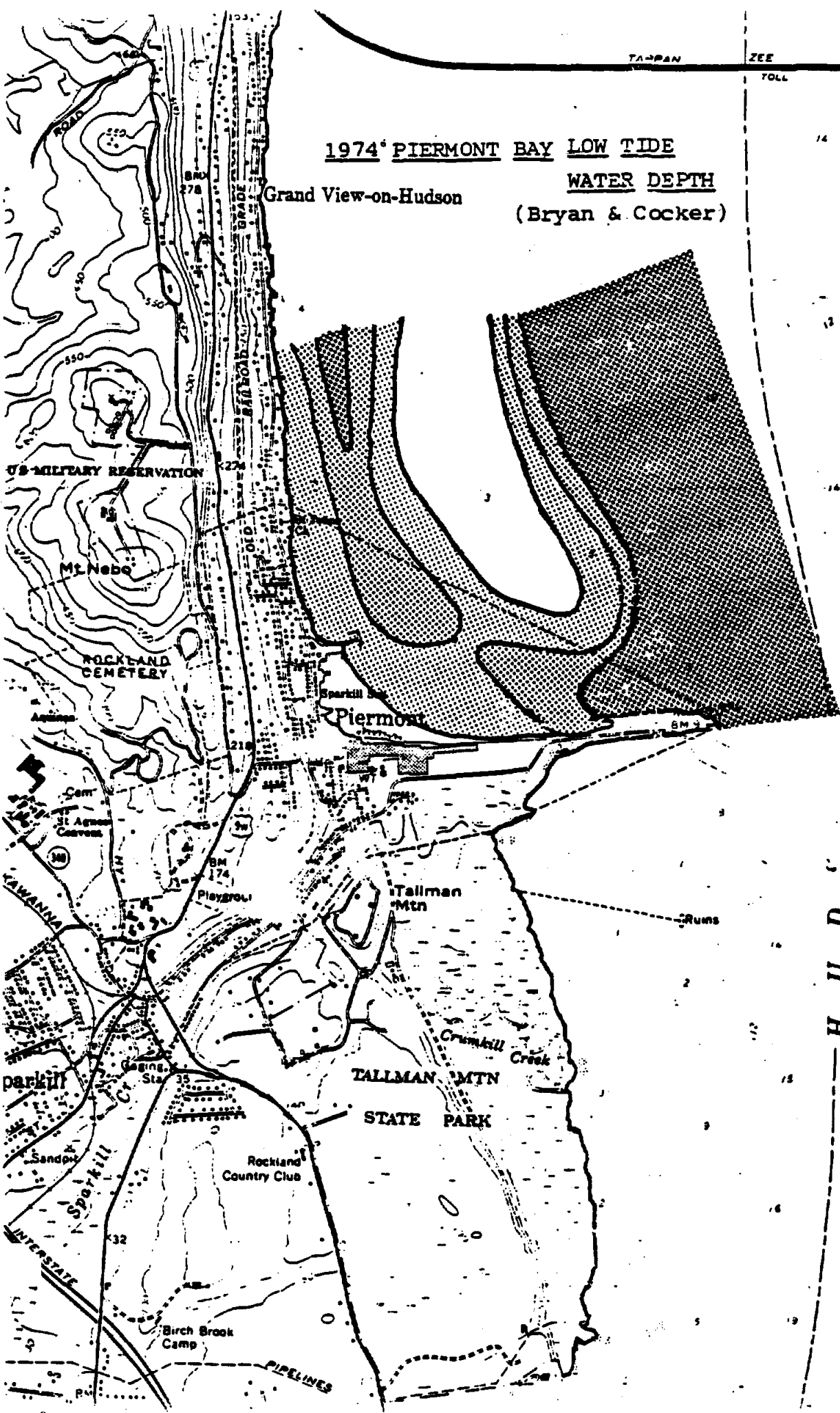
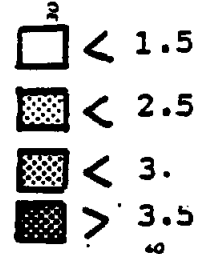
1974 PIERMONT BAY LOW TIDE

WATER DEPTH

Grand View-on-Hudson

(Bryan & Cocker)

Depth
in feet



H U D

IRVINGTC

Ardley-on-Hudson

BM10

30

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

THE NORTSHORE SEAWALL

The Village owns the coastal strip along the north shore of the Pier Peninsula. This strip varies from 4' to 20' in width and contains the seawall. The seawall is intact to the west, and is progressively more deteriorated to the east. The Village owns substantial lands at the east end, between the deteriorated seawall and the Carlyle property; and this area would be an extremely desirable one for a viewing park if the seawall were restored at its original location. The developer will repair or construct the northshore seawall from Parelli Park to the eastern end of the site; the details of the eastern end will be determined by the Village Board. (See also description of the North Shore Public Walkway on page II-18.) The Village Board will require that this seawall be constructed at, or close to, its original location, so as to improve public access to the northshore walkway and to separate the public use from the abutting new residential development, provided that approvals can be obtained from the appropriate permitting agencies. The Village will give the developer access over its lands to construct the seawall and to maintain it.

Maintenance at a level deemed suitable by the Village will be the responsibility of the developer or of his successor in ownership for 25 years. After that time the Village will create a special improvement district that will include the Village, the owner(s) of the Carlyle property and the owner/operator of the marina, if one is present.

Q. Piermont Marsh Significant Habitat

The Piermont Marsh is a designated Coastal Fish and Wildlife Habitat of Statewide Significance. It is also a part of the Hudson River National Estuarine Sanctuary and Research Reserve.

LOCATION AND DESCRIPTION OF HABITAT

Piermont Marsh is located on the west side of the Hudson River, at the southern edge of the Village of Piermont, in the Town of Orangetown, Rockland County (7.5' Quadrangle: Nyack, N.Y.). The fish and wildlife habitat is an approximate 725 acre area, encompassing a large, intertidal, predominantly brackish marsh, extensive tidal shallows (less than 6 feet deep below mean low water), and the mouth of Sparkill Creek. The marsh area is dominated by narrow-leaved cattail and common reed, with lesser amounts of salt-marsh cordgrass, salt-meadow cordgrass, saltgrass, and purple loosestrife; sparse growths of pondweeds are present in the shallows. Sparkill Creek and Crumkill Creek meander through the marsh, but account for a very limited amount of open water. Piermont Marsh is bounded on the north by a mile-long earthen pier, constructed in 1839 as the eastern terminus of the Erie Railroad. The western end of the pier is occupied by several factories, while the eastern end is a park area owned by the Village of Piermont. Most of Piermont Marsh and the land area to the west (predominantly steep, undeveloped, forestland) are within Tallman Mountain State Park, owned by the Palisades Interstate Park Commission. The south and east sides of the area open broadly to the Hudson River. The NYSDEC owns an approximate 70 acre parcel at the north end of the marsh.

FISH AND WILDLIFE VALUES

Piermont Marsh is one of the largest, undeveloped, wetland complexes on the Hudson River. It is the only sizeable intertidal brackish marsh within the Hudson estuary, and is exemplary of this ecological community type. For these reasons, Piermont Marsh has been designated as one of four sites comprising the Hudson River Estuarine Sanctuary, dedicated to environmental research and education.

Piermont Marsh is a productive wetland area, with minimal human disturbance. Consequently, it provides favorable habitats for a variety of fish and wildlife species. Probable or confirmed breeding bird species in the area include pied-billed grebe, green-backed heron, mallard, black duck, gadwall, wood duck, American woodcock, marsh wren, red-winged blackbird, and swamp sparrow. Other species that have been reported at Piermont, but were not documented breeding there since at least 1980, include American bittern, least bittern (SC), Virginia rail, sora, king rail, fish crow, and sedge wren (SC). Concentrations of herons, waterfowl, and shorebirds occur in the tidal flats and shallows during spring and fall migrations (March-April and September-November, respectively), but the extent of use by these birds has not been documented. Other resident wildlife species in the area include muskrat, mink, raccoon, diamondback terrapin (SC), snapping turtle, and northern water snake. Sparkill Creek and Crumkill Creek provide limited spawning and nursery habitats for a variety of anadromous and resident freshwater fishes. Species found in the area include alewife, blueback herring, white perch, striped bass, banded killifish, and mummichog. Fiddler crabs are abundant in the marsh, and blue claw crabs occur regularly in the shallows.

The diversity and abundance of fish and wildlife species at Piermont Marsh are unusual in the lower Hudson River. Opportunities for birdwatching, fishing, and informal nature study, especially from Piermont Pier, attract a substantial number of Rockland County residents to the area. More importantly, however, is that designation of Piermont Marsh as an Estuarine Sanctuary will focus research and education activities in the Hudson Valley on this area.

The major adverse impact on the marsh is the biological enrichment of the marsh water from the Rockland County Sewage Outflow Line. Ideally, the outlet should be farther out, in deeper water, providing greater dilution before settling.

R. Critical Environmental Areas

There are three important wildlife habitats in Piermont, all of which were recognized by the Village Board in 1985 as Critical Environmental Areas. They are the Piermont Marsh and adjacent shallows, the Sparkill Creek, and the Tappan Zee Elementary School property and adjacent land that comprises the Palisades Slope area. (See Figure 6)

1. The Piermont Marsh is a designated Coastal Fish and Wildlife Habitat of Statewide Significance and constitutes the southernmost portion of the Hudson

River Estuarine Sanctuary and Research Reserve. (See description of the habitat in chapter Q. of the Inventory and Analysis.)

Since the Hudson estuary is quite narrow with few marshes and shallows, the Piermont area is especially important to the continued viability of estuarine wildlife. The Piermont marsh and the marshy area on the north side of the Piermont Pier, known as the "duck ponds", not only support many nesting birds; in addition, many thousands of birds migrating in the spring and fall along the Hudson flyway stop here to rest and feed.

An endangered species of fish, the shortnose sturgeon, has frequented the Hudson in the vicinity of Piermont. Six endangered species of birds listed by the Department of Environmental Conservation have been sighted near the Piermont Pier and marsh as documented in Appendix 4 of the Environmental Impact Statement prepared for the Hudson River Estuarine Sanctuary Program: bald eagle, golden eagle, peregrine falcon, least tern, roseate tern, and loggerhead shrike. Also, three threatened species have been sighted: osprey, red-shouldered hawk, and common tern. These species all have legal protection in New York State. In addition, Appendix 4 lists eight bird species categorized as special concern species in New York State: common loon, cooper's hawk, eastern bluebird, black tern, upland sandpiper, least bittern (nesting), vesper sparrow, and grasshopper sparrow. A ninth special concern bird species, the short eared owl, was sighted on the Piermont Pier on January 17, 1972, as reported in an article by Tony Amos in the July, 1976 "Piermont Newsletter."

2. The Tappan Zee Elementary School property, has reopened as an elementary school by the South Orangetown School District. The land is located on the slope of the Palisades above the Sparkill Creek and includes a large undeveloped area with a pond, brook, wetlands, woodlands and fields. This undeveloped portion of the school property may be crucial to certain species of wildlife that use it as a corridor for passage between Tallman Mountain Park and Clausland Mountain Park. Both deer and foxes have been seen there, and loss of this woodland corridor would isolate wildlife in two much smaller areas instead of the combined habitat of Tallman Mountain and Clausland Mountain.

The South Orangetown Central School District would like to sell some 20+ acres of its property not needed for school use. At present, the property is zoned R-40. It would be desirable to cluster development on the southwest portion, and even more desirable for the Village to acquire the property if funds could be obtained.

3. The tidal portion of the Sparkill Creek is an important habitat for the fry of many species of fish that breed in the Hudson estuary and for all forms of wildlife that feed on the fry. (See Figure 7.)

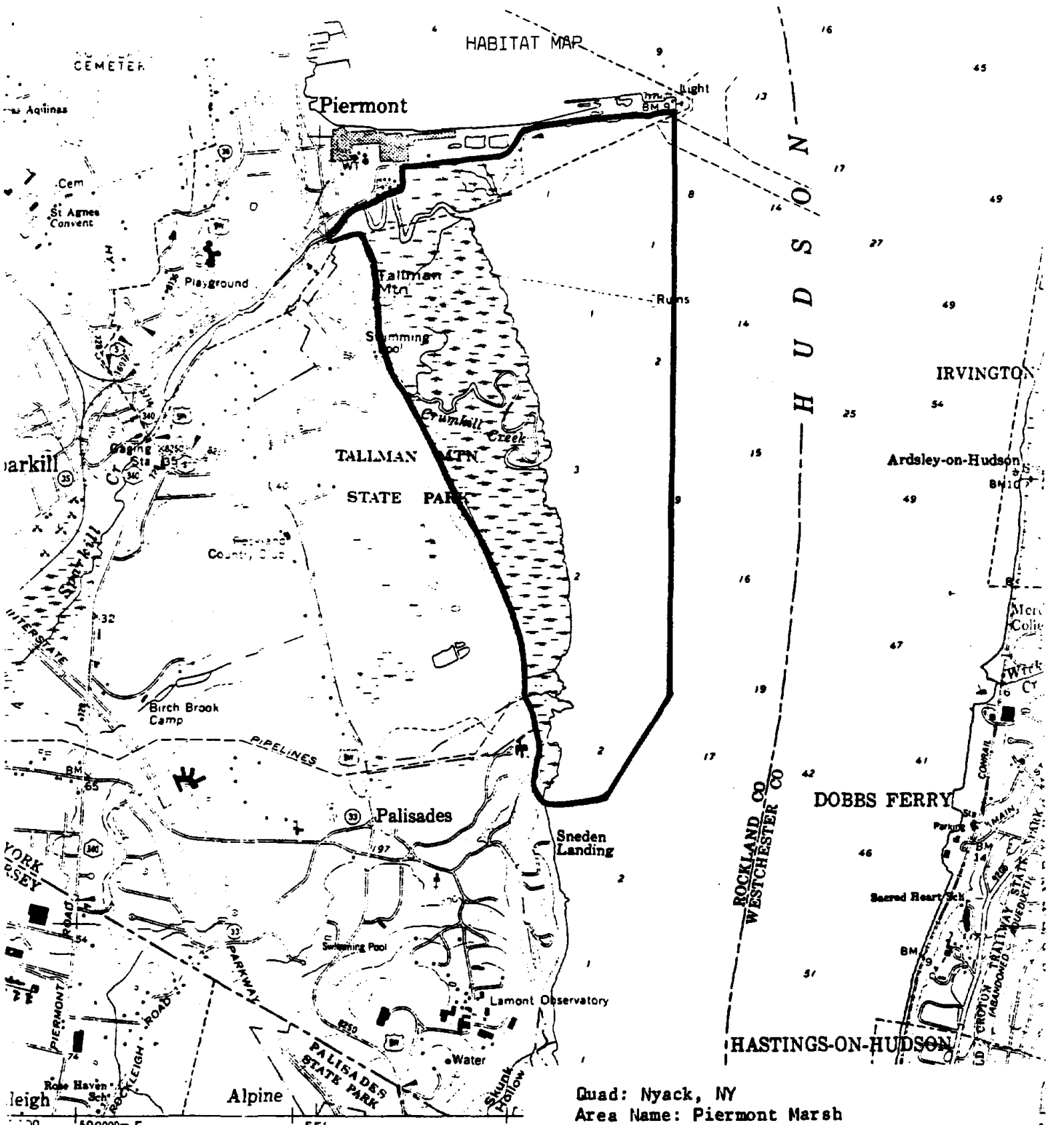
The freshwater wetlands in and around the Brookside Sanctuary on the Sparkill Creek support a great variety of wildlife, particularly waterbirds. The Brookside Sanctuary is private property and remains a sanctuary at the pleasure of its owner. The water quality is Class "C", and trout stocking has been done each spring for several years. The area is a popular fishing spot.

S. Conservation Areas

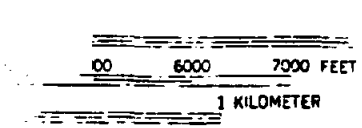
1. Drainage Ditch on Piermont Pier.

As part of the new pier development, the drainage ditch, located on Village-owned property, south of the project site will be returned to its pre-industrial state and will be revegetated. A small section of the ditch at the east end will be rebuilt as a lagoon for nature study. Thus, the ditch site will continue as a food source and refuge for ranging waders. We note that extensive alternate sites exist in the marsh. At present, the B.O.D. of sewage from the leaking county outflow line has killed off the crab population, and the mill ditch has not served ranging waders during the past three years. The current water classification is "SB"; suitable for recreation and any other use except for the taking of shellfish for market purposes. The size of this lagoon will be dictated by considerations of landscape buffering and by CZM policy. The applicant will be responsible for filling the ditch and for solving any drainage problems caused by filling the ditch. The Village will undertake the replanting of this filled area or may allow it to revegetate naturally.

- 2. The Palisades Interstate Park Marsh -- area to the south of the Sparkill Creek owned by the Palisades Interstate Park and part of Tallman Mountain State Park.**
- 3. Paradise Avenue Department of Environmental Conservation Marsh -- lot(s) fronting on Paradise Avenue targeted for acquisition by the Department of Environmental Conservation as part of the Hudson River Estuarine Sanctuary.**
- 4. The Department of Environmental Conservation Marsh -- area to the south of Ferry Road on the Pier acquired by the Department of Environmental Conservation in 1981, part of which is former landfill.**
- 5. Brookside Sanctuary -- privately-owned wetland parcel on the freshwater portion of the Sparkill Creek, habitat for many species of waterbirds and popular fishing spot.**
- 6. Parts of Piermont Bay, in particular, the "duck ponds," and the marshy area on the north side of the Pier, are frequented by rafts of waterbirds, especially in winter. They support many nesting birds, and during spring and fall thousands of birds migrating along the Hudson flyway stop there to rest and feed.**

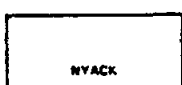


Quad: Nyack, NY
 Area Name: Piermont Marsh
 Habitat Boundary: **_____**
 Page 1 of 1



American datum.
 Transverse Mercator grid.
 Zone 18 of the Universal Transverse
 Mathematical extensions of Zone 18.

INDEX TO
 1:9600 (1" = 800')
 MAP COVERAGE



ROADS:
 Touring Route markers:
 Interstate..... 87
 U. S. 20

Divided highways and streets:
 Wide mall.....
 Narrow mall or barrier.....

.....
 Incorporated Village.....

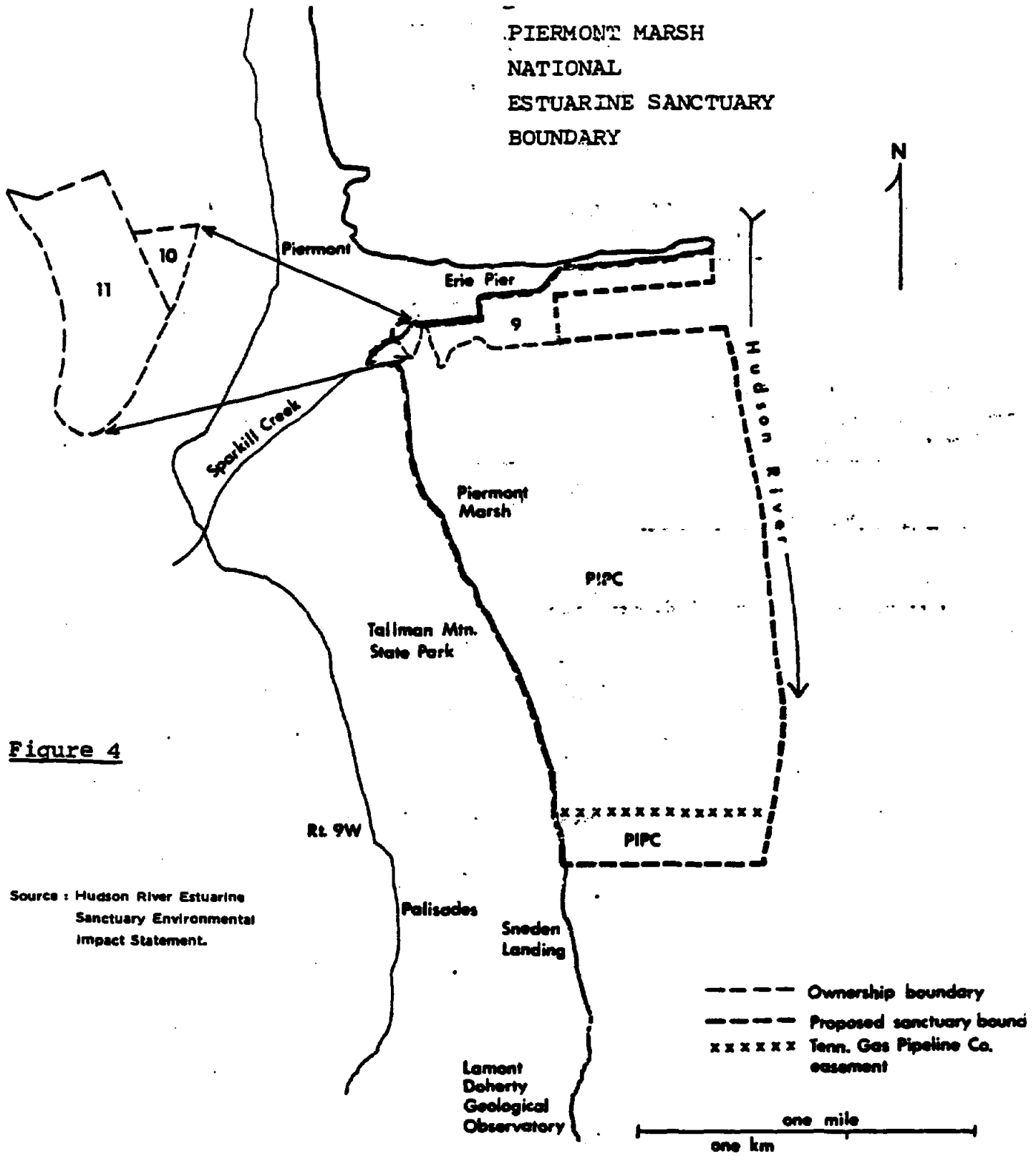


Figure 4

Source : Hudson River Estuarine
Sanctuary Environmental
Impact Statement.

(Adapted from USGS Nyack, N.Y. - N.J. quadrangle.)

T. Scenic Resources

There are numerous scenic vistas to be seen from the upland area from the several roads and paths that are terraced on the slope of the palisades ridge rising above the Tappan Zee waterfront. The most exceptional views are presented at the following sites: (1) along Route 9W at the northern end of the Village from the parking lot of the Hudson Terrace restaurant, a panoramic aerial-like view of the entire Tappan Zee including the Piermont Pier and marsh, the Piermont marinas, the Tappan Zee Bridge and the Westchester County shoreline and hills; (2) along Route 9W at the southern end of the Village from the viaduct over the Sparkill Creek, an aerial-like view of the Sparkill Creek valley including the Brookside Sanctuary and Tallman Mountain with the Hudson River and Tappan Zee Bridge in the distance; (3) along the Erie Path a little south of Ash Street from an overlook where the Sparkill Creek valley opens out onto the Hudson River, an aerial-like view of the tidal portion of the Sparkill Creek including the Piermont marsh and Tallman Mountain, the dwellings along Paradise Avenue dating from c. 1800, the base of the Piermont Pier, the end of the Piermont Pier, and the Tappan Zee across to Irvington and Dobbs Ferry; (4) along the Erie Path from an overlook a little upstream of the Silk Mill bridge, an aerial-like view of the freshwater Sparkill Creek and dwellings including some dating from c. 1700 with Tallman Mountain in the background; and (5) along Hudson Terrace by the Community Center park and from the walkway down to Piermont Avenue, a view of the Piermont waterfront including the marinas provided with several benches and floral plantings. There are lovely views from many other sites along Route 9W, the Erie Path and Hudson Terrace, as well as from Ash Street, Tate Street, Kinney Street, Bay Street, Ritie Street, Orchard Terrace, Hester Street, and Stevenson Street; and many views open up considerably for the six months or so when the deciduous trees are bare.

The 19th century Main Street buildings have a special charm recognized by Woody Allen, who used Main Street as a backdrop in "The Purple Rose of Cairo."

Tappan Zee Scenic District

Piermont has joined Upper Nyack, Nyack, and Grand View-on-Hudson in requesting a designation of their coastal area as the Tappan Zee Scenic District under Article 49 of the Environmental Conservation Law. Piermont and Nyack are the only communities in the District which provide riverfront parkland that affords panoramic views of the Hudson River shorelands.

Piermont also has a children's park, Kane Park, which is pleasantly situated on the Sparkill Creek at the edge of the marsh, and a community park on the site of the old high school, extending from Hudson Terrace to Piermont Avenue, and affording views of the river. However, the upland park most relevant to the goals of the proposed Scenic District is the Erie Path walking park, following the Erie from South Nyack to the Hoboken commuter line right-of-way. In Piermont, it extends from the Sparkill border northwards to the Grandview line, with only a brief interruption at Ash Street. The path affords views of Sparkill Creek, Tallman Park,

the marsh, and the Hudson River. In most places in Piermont one traverses the Erie Path through areas of unspoiled natural beauty. Poor planning has resulted in despoliation of the entrance to the Park at Ash Street, heading south into the park, and creation of severe environmental hazard by threatening the integrity of the mountain slope east of the path in its northern section. The Village is now attempting to deal with these unnecessary problems. Fortunately, both are limited in nature.

To prevent more extensive diminishment of the scenic value of the walking path in Piermont, the Village Board is now considering zoning legislation that would require a 100 foot setback from the centerline of the Erie Path to the west (uphill side) and a 50 foot setback from the centerline to the east.

Conrail is in the process of abandoning its spur from Sparkill into old factory properties. The spur parallels the commuter line Erie Path from Sparkill until it crosses Main Street at Tate Avenue. The Village, if it can afford acquisition or obtain grants for acquisition, should acquire this remaining railroad land, and adjoin it to the current Erie Path, primarily to maintain the integrity of the cliffside below the Erie Path. Some of the property closest to existing residential sites will probably be made available for purchase by those homeowners, since the rail line itself is only a few feet from many homes. As a result of its closeness to the park, such land should only be sold covenanted against construction. There are only a very few spots along the way which are viable as building lots and will not impact the park negatively.

Plans are being developed for the creation of a Scenic District Park Authority in each governmental jurisdiction along the River within the district. The Authority would acquire comments on riverine land to preserve visual integrity along the River's edge.

In particular, the Park Authority could acquire easements on underwater land rights permanently covenanting the underwater lands against structures higher than current standards for docks and piers as a viewshed protection measure.

U. Historic Resources

The Piermont Architectural Review Commission surveyed much of the Village for sites of architectural and historic interest in 1984, and many sites were noted in its preliminary report. The oldest buildings are along the Sparkill Creek, where settlement began in the 17th century. Many fine examples of 19th century architecture are found on the Main Street block that was built during the heyday of the Erie Railroad and many grandly-styled residences at the north end of the Village were built near the turn of the century. (See Figure 8) These sites and others are described in some detail in The Piermont Walking Guide & Shopping Directory, published by the Piermont Civic Association in 1984. Two structures were placed in the National Register of Historic Places in 1985 - the 1874 drawbridge and the c. 1800 Sneden House along the Sparkill Creek -- and many more structures merit listing. Prehistoric and historic archeological remains may potentially exist in the Village, as well, although none have been specifically identified. Some of the historic buildings shown on Figure 8 are in the flood hazard area.

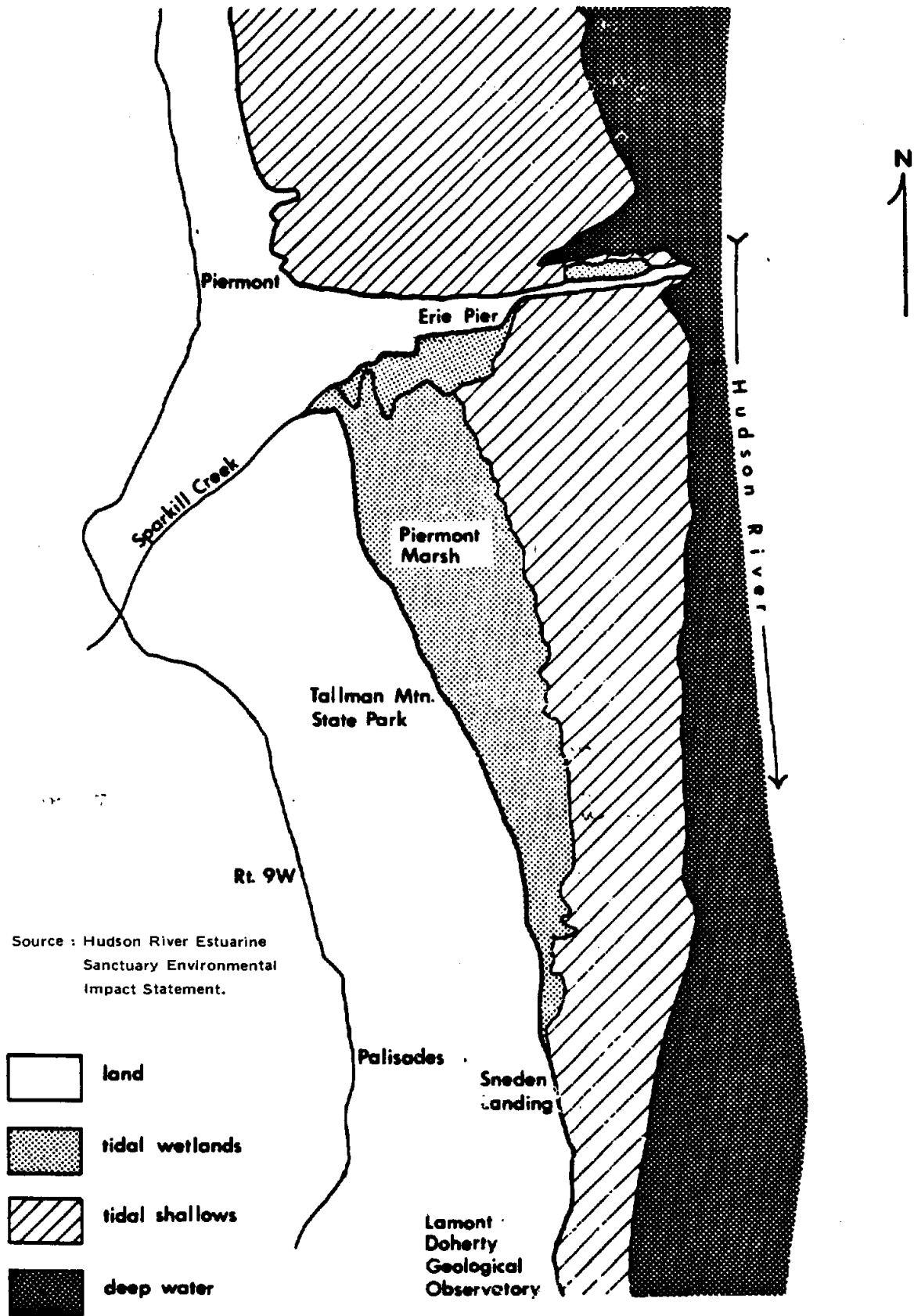
The John Moor(e)/William Ferdon upper mill site adjacent to the present skating pond on the Sparkill Creek is particularly noteworthy because Moor(e), one of the first early industrialists in the area, was black. Indeed, the remnants of a community of freed Blacks along the Creek that dates from the 18th century remains today. The foundations of the upper mill (as opposed to the lower mill that was located near the Silk Mill dam) are located on property owned by the Spring Valley Water Company, the local water utility, and used as a Town Park and skating pond by Orangetown. It would be a simple matter for these entities to take note and mark this historic site.

The period in the middle of the 19th century when Eleazor Lord made Piermont the eastern terminus of the first long line railroad in the United States put Piermont on the map as an incorporated Village and developed the base of the Pier for its subsequent use as an industrial site in the 20th century. The importance of the Erie Railroad in the life of Piermont should be noted with a historical marker.


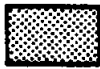


The Village and the Clevepak Corporation commissioned a study by the firm of Beyer, Blinder and Belle of the potential for adaptive reuse of the buildings on the Pier at the former Clevepak site. An inventory of the buildings and their classification according to architectural significance showed more than 40 structures (see Figures 9A and 9B). Buildings 28, 41, and the Plastifold Building are being retained in the Carlyle development plan. The Plastifold building is being dedicated by the Village. All but these three have been demolished.

PIERMONT MARSH AREA

TIDAL WETLANDS AND SHALLOWS



Source : Hudson River Estuarine
Sanctuary Environmental
Impact Statement.

-  land
-  tidal wetlands
-  tidal shallows
-  deep water

one mile
one km

Piermont Marsh Area.
(Adapted from USGS Nyack, N.Y. - N.J. quadrangle.)
(Areas shown as 'tidal wetlands' and 'tidal shallows' are
both considered tidal wetlands under the State
Tidal Wetlands Act.)

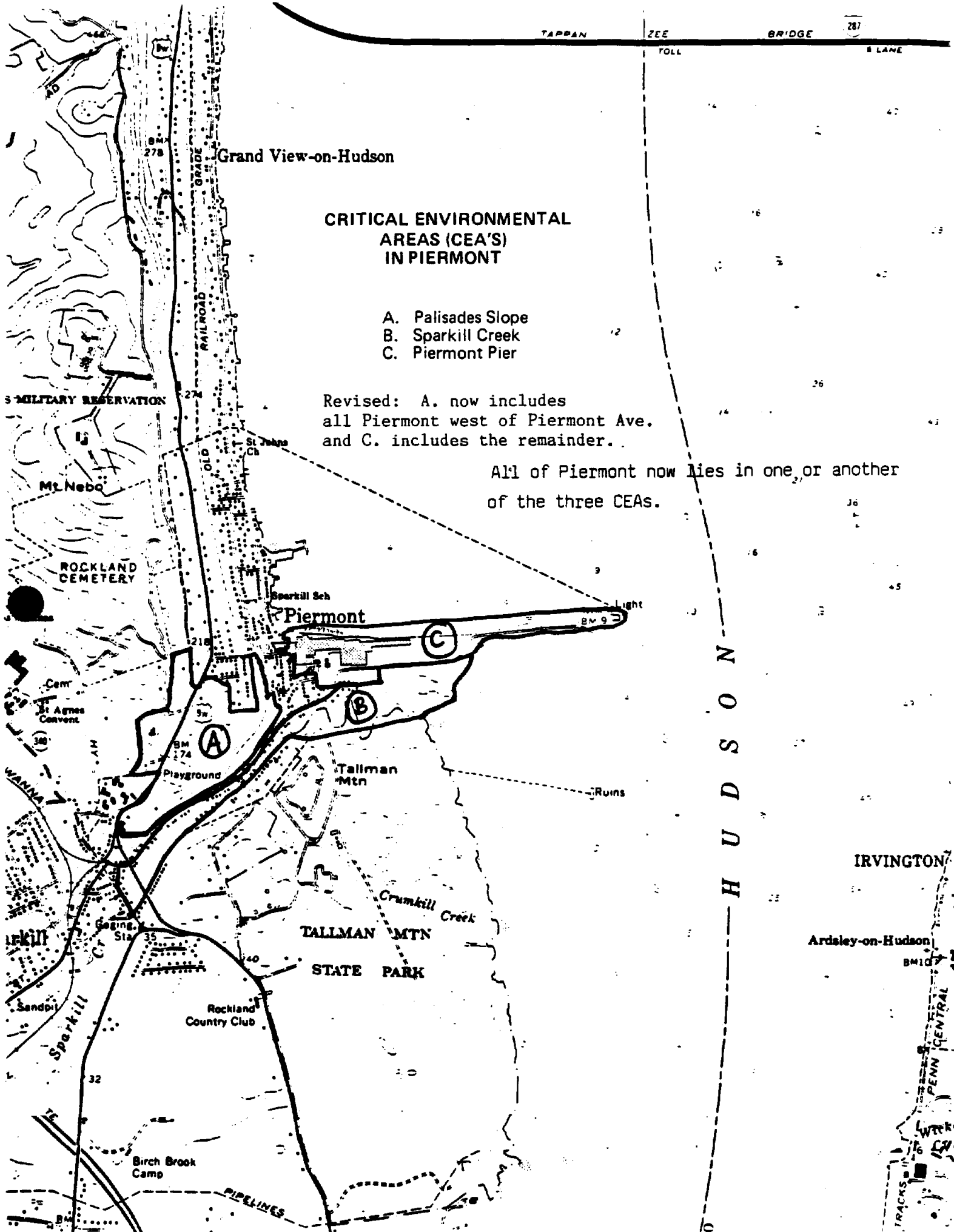
Grand View-on-Hudson

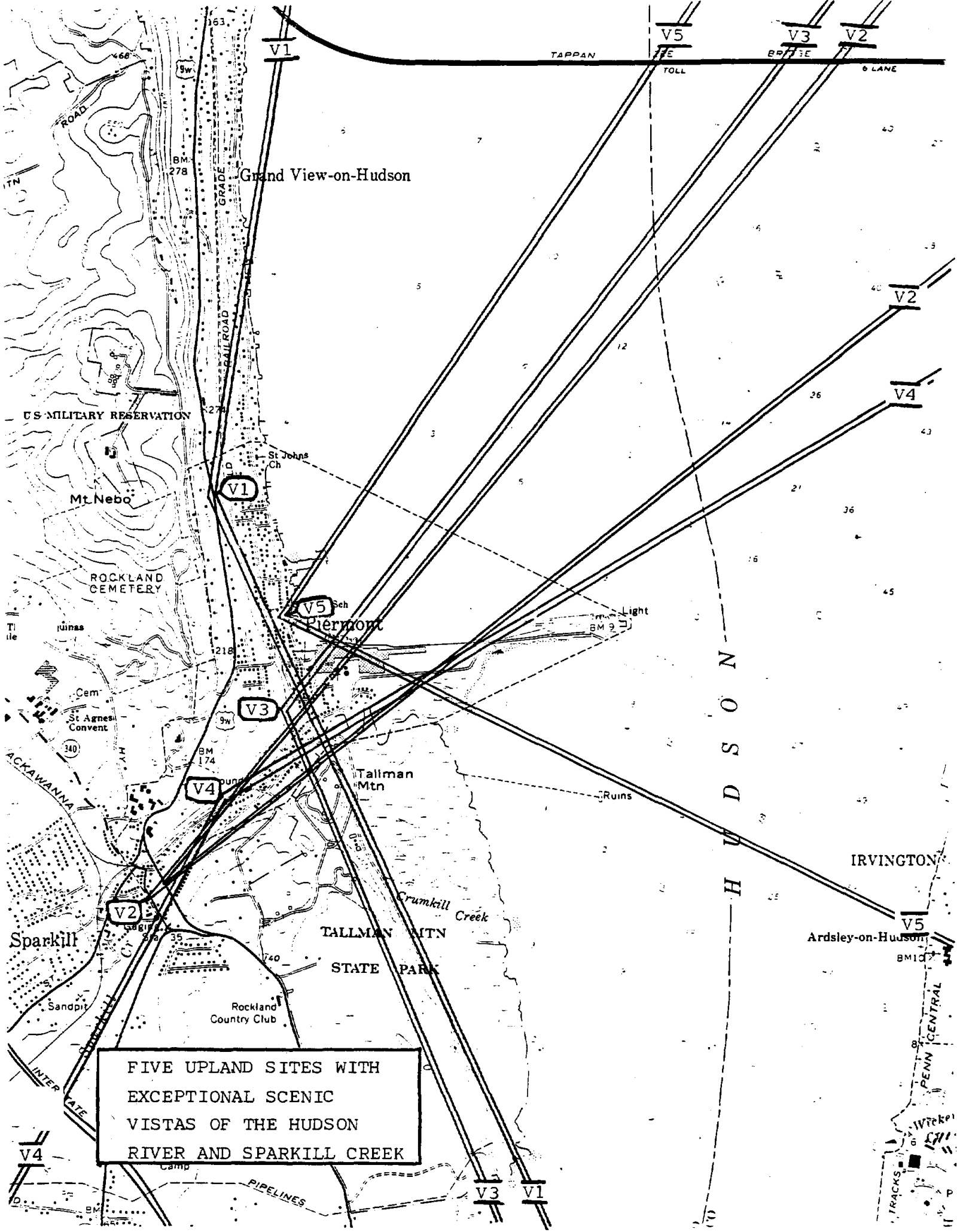
CRITICAL ENVIRONMENTAL AREAS (CEA'S) IN PIERMONT

- A. Palisades Slope
- B. Sparkill Creek
- C. Piermont Pier

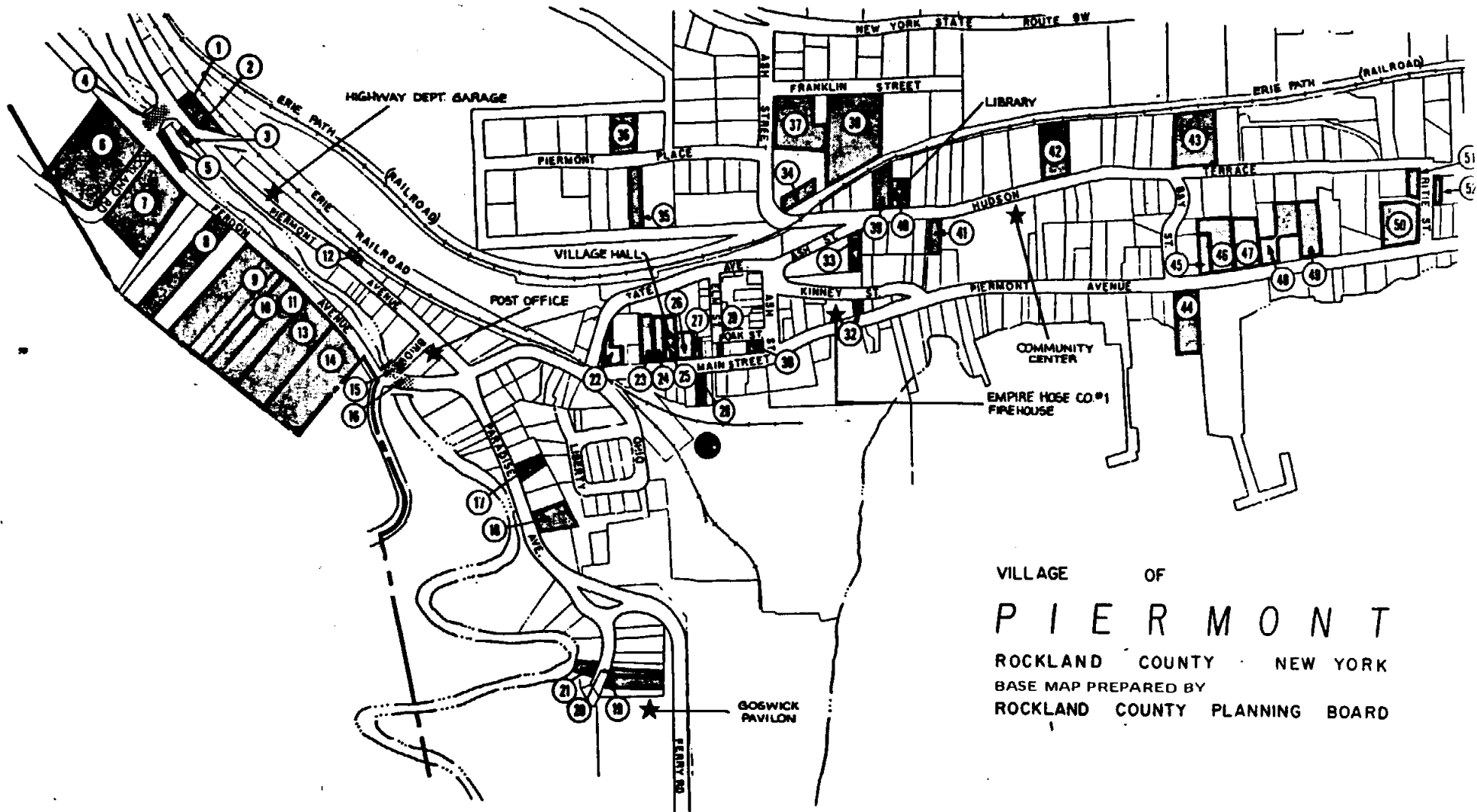
Revised: A. now includes all Piermont west of Piermont Ave. and C. includes the remainder.

All of Piermont now lies in one, or another of the three CEAs.





FIVE UPLAND SITES WITH
 EXCEPTIONAL SCENIC
 VISTAS OF THE HUDSON
 RIVER AND SPARKILL CREEK



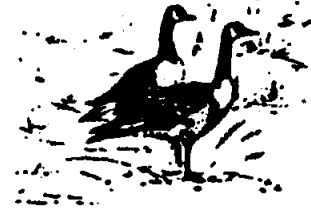
VILLAGE OF
P I E R M O N T
 ROCKLAND COUNTY · NEW YORK
 BASE MAP PREPARED BY
 ROCKLAND COUNTY PLANNING BOARD

Source : PCA Walking Guide

ARCHITECTURAL/HISTORICAL SITES

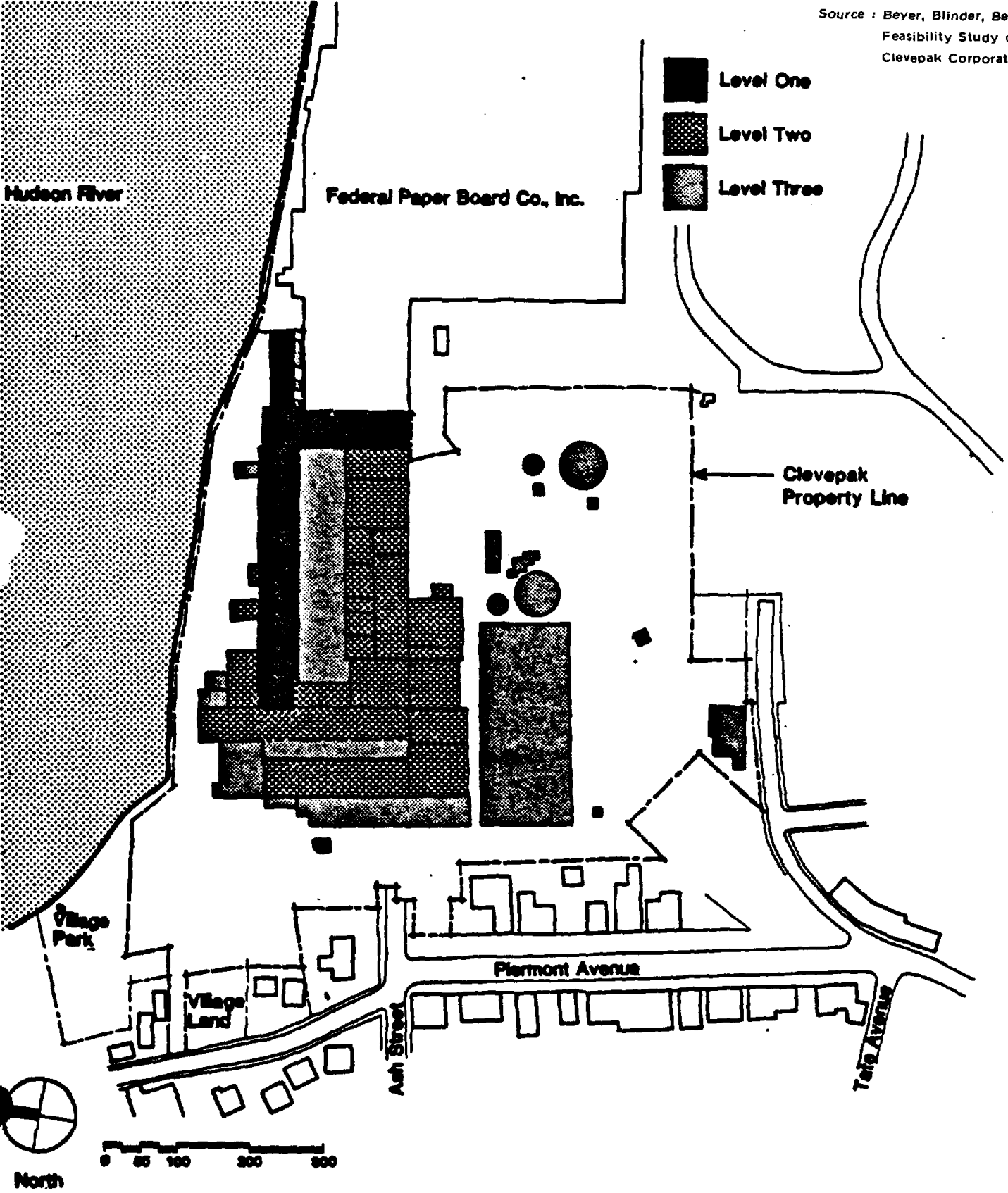
BETWEEN THE MILL DAM AND THE ONDERDONK HOUSE
NOTED BY THE ARCHITECTURAL REVIEW COMMISSION

1. 264 Piermont Avenue, c.1785, formerly an inn
2. 272 Piermont Avenue, c.1731, formerly a tavern, Dutch sandstone; by tradition once host to George Washington
3. 269 Piermont Avenue, pre-1854; believed to have been the first firehouse
4. Silk Mill Bridge, large stone arch, one of the oldest in Rockland County
5. 290 Ferdon Avenue, the Silk Mill, c.1875; originally built as an emporium and meeting hall for Roger Haddock, later converted to war ribbon factory, now residential
6. 277 Ferdon Avenue, the Ferdon House, c.1840, Greek Revival
7. 20 Rockland Road, c.1850, Victorian; original Lawrence House, later home & lab for Sparhawk, renowned chemist & perfumist
8. 321 Ferdon Avenue, c.1875, built by Roger Haddock for his family
9. 335-337-339-341-345 Ferdon Avenue, c.1842; believed to have been built as housing for Erie Railroad workers
10. 355 Ferdon Avenue, First Dutch Reformed Church, similar in appearance to the original which was nearly 100 years old when it burned in the 1940's
11. 361 Ferdon Avenue, Manse for the Dutch Reformed Church
12. 354 Piermont Avenue, c.1749
13. 369 Ferdon Avenue, c.1835
14. 379 Ferdon Avenue, c.1850; built for the children of the owner of #369
15. Drawbridge, 1874, site of earlier sloop and barge traffic to landing at Haddock Hall
16. Army Bridge built to accomodate WWII infantry marching to embarkation point at the end of the pier
17. 38 Paradise Avenue, Federal, c.1800, with gambrel roof
18. 54. Paradise Avenue, Victorian Gothic, c.1838
19. 120 Paradise Avenue, built by Captain Potter c.1800
20. 118 Paradise Avenue, built for Potter's son-in-law, Peter Bogart, c.1820
21. 117 Paradise Avenue, warehouse for #118, converted to a house c.1843
22. 454 Piermont Avenue, pre-1854, former Chamberlain Hotel
23. 468 Piermont Avenue, pre-1854, former Dellmare Hotel
24. 474 Piermont Avenue, pre-1854
25. 478 Piermont Avenue, Village Hall, 1938; built on site of Baptist Church dedicated in 1879
26. 482 Piermont Avenue, 1853
27. 486 Piermont Avenue, pre-1854
28. 489 Piermont Avenue, Victorian with mansard roof, 1853; built by Cornelius Blauvelt
29. 500 Piermont Avenue, pre-1854
30. 516 Piermont Avenue, pre-1854
31. 525 Piermont Avenue, site of Erie Railroad roundhouse and repair shops, Robert Gair and successors paper mill
32. 556 Piermont Avenue, 1810, well-preserved
33. 62-64 Ash Street, Victorian brick, c.1850
34. 50 Ash Street, Victorian, former Piermont Station on the Northern Railroad of New Jersey
35. 46 Piermont Place, early 20th Century Craftsman style
36. 57 Piermont Place, Federal, c.1790, well preserved
37. 6 Franklin Street, Greek Revival, Whiton residence
38. 26 Franklin Street, Victorian
39. 143 Hudson Terrace, Greek Revival, pre-1854
40. Piermont Library, Greek Revival, brick, classic example
41. 170 Hudson Terrace, c.1840
42. 211 Hudson Terrace, Queen Anne/Jacobean Revival
43. 259 Hudson Terrace, Shingle style, c.1880
44. K of C, Piermont Avenue, Victorian with mansard roof
45. 680 Piermont Avenue, 3-story brick Greek Revival
46. 688 Piermont Avenue, early 19th century Greek Revival
47. 696 Piermont Avenue, early 19th century Greek Revival with two giant Ionic columns supporting the pediment
48. 712N-720N Piermont Avenue, pudding stone gate posts and crenelated curved battlement and towers, part of the landscaping of the Fort Comfort/Villa Pierre resort
49. 730 Piermont Avenue, Greek Revival with "Mississippi Steamboat" decorations added
50. 758 Piermont Avenue, the Onderdonk House, red sandstone Dutch Colonial, 1737; site of meeting May 6, 1783 between George Washington and Lord Carleton to arrange for the final evacuation of British troops at the end of the Revolutionary War.
51. 25 Ritle Street, Board & Batten, Carpenter Gothic Victorian
52. 20 Ritle Street, c.1800, related to the Onderdonk House



Architecturally Significant
Clevopak Structures

Source : Beyer, Blinder, Belle
Feasibility Study of
Clevopak Corporation.



Hudson River

Federal Paper Board Co., Inc.

- Level One
- Level Two
- Level Three

Clevopak
Property Line

Village
Park

Village
Land

Plermont Avenue

Ash Street

Tate Avenue

North

0 50 100 200 300