

**VILLAGE OF RED HOOK  
BOARD OF TRUSTEES WORKSHOP MEETING  
VILLAGE HALL  
MARCH 23, 2026**

Present: Mayor Karen Smythe, Deputy Mayor Melkorka Kjarval, Trustee Amy Smith, Trustee Anthony Maccarini, and Village Clerk Jen Cavanaugh

Mayor Smythe began the Village Board meeting at 6:00PM for voucher review.

Trustee Frances Uku joined the meeting at 6:25PM.

General board business started at 6:30PM.

Trustee discussed the minutes from the March 9, 2026 Board of Trustees Meeting & Public Hearing. Trustee Uku suggested a correction to the paragraph regarding sewer financials and advance from general fund.

**Trustee Smith made a motion to add a resolution supporting a school speed zone for Linden Avenue Middle School and the Red Hook High School. The motion was seconded by Trustee Maccarini. All in favor. Motion approved.**

**Trustee Smith made a motion to table the discussion of the Hardscrabble Day event application. The motion was seconded by Trustee Uku. All in favor. Motion approved.**

**Trustee Uku made a motion to add a discussion of the use of Zoom for Board meetings. The motion was seconded by Trustee Smith. All in favor. Motion approved.**

**Mayor Smythe asked for a motion to accept the agenda as amended. Deputy Mayor Kjarval made the motion and it was seconded by Trustee Smith. All in favor. Motion approved.**

No public comment.

Trustees discussed the latest version of the Northeast Quadrant Land Use & Zoning Study (amendment to the Village's Comprehensive Plan) and comments from the Dutchess County Department of Planning & Development.

RESOLUTION 9 – 2026

RESOLUTION TO ADOPT THE NORTH BROADWAY CORRIDOR LAND USE AND ZONING STUDY AS AN AMENDMENT TO THE VILLAGE COMPREHENSIVE PLAN

WHEREAS, a proposed amendment to the Village Comprehensive Plan entitled "North Broadway Corridor Land Use and Zoning Study" (the "Proposed Amendment") has been submitted to the Village Board of Trustees of the Village of Red Hook (the "Board"); and

WHEREAS, the Proposed Amendment reviews existing conditions and development needs in the Village and proposed parameters for new zoning regulations which would meet those needs, to be adopted by local law after the Comprehensive Plan is amended as part of the same action; and

WHEREAS, a Full Environmental Assessment Form ("EAF") dated March 2, 2026, has been prepared on behalf of the Board, and is on file with the Village Clerk; and

WHEREAS, in accordance with the New York State Environmental Quality Review Act ("SEQRA"), the Board is required to determine the classification of the proposed project; and

WHEREAS, pursuant to 6 NYCRR § 617.4(b)(2), the adoption of changes in the allowable uses within any zoning district, affecting 25 or more acres of the district, constitutes a Type I action under SEQRA; and

WHEREAS, the Village Board held a public hearing to gather input on the preparation of the Proposed Amendment on December 8, 2025, during which all those who wished to speak were heard; and

WHEREAS, the Village Board held a second duly noticed public hearing on the Proposed Amendment on January 12, 2026, which was extended to February 9, 2026 and March 9, 2026, during which all those who wished to speak were heard; and

WHEREAS, the Proposed Amendment was referred to the Dutchess County Department of Planning and Development pursuant to Section 239-m of the General Municipal Law, which responded on March 12, 2026, that it was a matter of local concern with comments; and

WHEREAS, a copy of the Proposed Amendment is on file with the Village Clerk, with minor amendments made during the March 9, 2026 meeting; and

WHEREAS, the Board has reviewed Parts 1, 2 and 3 of the EAF and information obtained through its own knowledge, the public hearing, its consultants and other agencies and has sufficient information on which to base a determination of significance; and

WHEREAS, the Board has considered the criteria contained in 6 NYCRR § 617.7 and thoroughly analyzed all identified relevant areas of environmental concern.

NOW THEREFORE BE IT RESOLVED, by the Board as follows:

1. The Mayor is hereby authorized and directed nunc pro tunc to execute page 13 of the EAF on file with the Village Clerk.
2. The Proposed Amendment is a Type 1 SEQRA action and there are no other involved agencies.
3. The Board hereby adopts a determination of significance, a negative declaration, determining that the Proposed Amendment will not result in any significant adverse environmental impacts and that a Draft Environmental Impact Statement would not be prepared, and directs the Mayor to execute Part 3 of EAF.
4. Adopts the Proposed Amendment as an amendment to the Village’s Comprehensive Plan and directs the Village Clerk to append a copy of the Proposed Amendment to the Village Comprehensive Plan and make any other required notations to the Comprehensive Plan to acknowledge the new amendment.

Motion by: Trustee Smith

Seconded by: Deputy Mayor Kjarval

The foregoing motion was duly put to a vote, which resulted as follows:

Mayor Smythe	<input checked="" type="checkbox"/> Aye	<input type="checkbox"/> Nay	<input type="checkbox"/> Abstain	<input type="checkbox"/> Recuse	<input type="checkbox"/> Absent/Excused
Deputy Mayor Kjarval	<input checked="" type="checkbox"/> Aye	<input type="checkbox"/> Nay	<input type="checkbox"/> Abstain	<input type="checkbox"/> Recuse	<input type="checkbox"/> Absent/Excused
Trustee Uku	<input type="checkbox"/> Aye	<input checked="" type="checkbox"/> Nay	<input type="checkbox"/> Abstain	<input type="checkbox"/> Recuse	<input type="checkbox"/> Absent/Excused
Trustee Smith	<input checked="" type="checkbox"/> Aye	<input type="checkbox"/> Nay	<input type="checkbox"/> Abstain	<input type="checkbox"/> Recuse	<input type="checkbox"/> Absent/Excused
Trustee Maccarini	<input type="checkbox"/> Aye	<input checked="" type="checkbox"/> Nay	<input type="checkbox"/> Abstain	<input type="checkbox"/> Recuse	<input type="checkbox"/> Absent/Excused
Vote Total	3	2			
Result	Motion: Passed				

(Adopted North Broadway Corridor Land Use and Zoning Study Attached at the end of the minutes.)

Trustee Uku read a statement to the Board elaborating on her ‘no’ vote.

Mayor Smythe reviewed the draft comprehensive Village fee schedule with the Trustees.

**RESOLUTION 10 – 2026**  
**A RESOLUTION SCHEDULING A PUBLIC HEARING TO CONSIDER AMENDMENTS TO**  
**THE VILLAGE FEE SCHEDULE**

WHEREAS, the Village of Red Hook (the "Village") has current fee schedules covering Building/Planning & Zoning Department, Sewer Department, Water Department, Police Department, Village Clerk, Property Maintenance & Waste Management fees; and

WHEREAS, the Board of Trustees is considering establishing certain fees and reviewing others as noted in the Proposed 2026-2027 Fee Schedule; and

WHEREAS, the Board of Trustees desires to schedule a public hearing to receive public comment on the Proposed 2026-2027 Fee Schedule.

NOW, THEREFORE, BE IT RESOLVED, by the Board of Trustees of the Village of Red Hook, New York, as follows:

1. Public Hearing Scheduled.

A public hearing is hereby scheduled to be held by the Board of Trustees on May 11, 2026 at 6:35pm, at Village Hall, 7467 S Broadway, Red Hook, NY 12571, or such other location as may be specified in the notice, to consider and receive comment on the Proposed 2026-2027 Fee Schedule.

2. Notice.

The Village Clerk is hereby directed to cause a public notice of the hearing to be published at least five (5) days prior to the hearing date in the official newspaper of the Village and otherwise as required by law.

3. Availability of Information.

Copies of the Proposed 2026-2027 Fee Schedule and this Resolution shall be made available for public inspection during normal business hours at the Office of the Village Clerk at Village Hall.

4. Effective Date.

This Resolution shall take effect immediately upon adoption.

Motion by: Trustee Maccarini

Seconded by: Trustee Smith

The foregoing motion was duly put to a vote, which resulted as follows:

Mayor Smythe	<input checked="" type="checkbox"/> Aye	<input type="checkbox"/> Nay	<input type="checkbox"/> Abstain	<input type="checkbox"/> Recuse	<input type="checkbox"/> Absent/Excused
Deputy Mayor Kjarval	<input checked="" type="checkbox"/> Aye	<input type="checkbox"/> Nay	<input type="checkbox"/> Abstain	<input type="checkbox"/> Recuse	<input type="checkbox"/> Absent/Excused
Trustee Uku	<input checked="" type="checkbox"/> Aye	<input type="checkbox"/> Nay	<input type="checkbox"/> Abstain	<input type="checkbox"/> Recuse	<input type="checkbox"/> Absent/Excused
Trustee Smith	<input checked="" type="checkbox"/> Aye	<input type="checkbox"/> Nay	<input type="checkbox"/> Abstain	<input type="checkbox"/> Recuse	<input type="checkbox"/> Absent/Excused
Trustee Maccarini	<input checked="" type="checkbox"/> Aye	<input type="checkbox"/> Nay	<input type="checkbox"/> Abstain	<input type="checkbox"/> Recuse	<input type="checkbox"/> Absent/Excused
Vote Total	5				
Result	Motion: Passed				

Trustees reviewed costs related to health insurance (including medical, eye, dental) and life insurance.

Trustees discussed the Ancillary Administrative Services Agreement with Lifetime Benefit Solutions, Inc. to administer CDPHP's Traditional Health Reimbursement Account (HRA).

**Mayor Smythe asked for a motion authorize her to sign the Ancillary Administrative Services Agreement with Lifetime Benefit Solutions, Inc. if this is the only HRA administrator company contracted to work with CDPHP. Deputy Mayor Kjarval made the motion and it was seconded by Trustee Smith.**

The foregoing motion was duly put to a vote, which resulted as follows:

Mayor Smythe	<input checked="" type="checkbox"/> Aye	<input type="checkbox"/> Nay	<input type="checkbox"/> Abstain	<input type="checkbox"/> Recuse	<input type="checkbox"/> Absent/Excused
Deputy Mayor Kjarval	<input checked="" type="checkbox"/> Aye	<input type="checkbox"/> Nay	<input type="checkbox"/> Abstain	<input type="checkbox"/> Recuse	<input type="checkbox"/> Absent/Excused
Trustee Uku	<input checked="" type="checkbox"/> Aye	<input type="checkbox"/> Nay	<input type="checkbox"/> Abstain	<input type="checkbox"/> Recuse	<input type="checkbox"/> Absent/Excused
Trustee Smith	<input checked="" type="checkbox"/> Aye	<input type="checkbox"/> Nay	<input type="checkbox"/> Abstain	<input type="checkbox"/> Recuse	<input type="checkbox"/> Absent/Excused
Trustee Maccarini	<input type="checkbox"/> Aye	<input checked="" type="checkbox"/> Nay	<input type="checkbox"/> Abstain	<input type="checkbox"/> Recuse	<input type="checkbox"/> Absent/Excused
Vote Total	4	1			
Result	Motion: Passed				

Trustee Smith reviewed the Apple Blossom Day event application.

**Mayor Smythe asked for a motion to accept the Apple Blossom Day application. Trustee Smith made the motion and it was seconded by Deputy Mayor Kjarval. All in favor. Motion approved.**

RESOLUTION 11 – 2026  
A RESOLUTION SUPPORTING A SCHOOL SPEED ZONE FOR LINDEN AVENUE  
MIDDLE SCHOOL (LAMS) AND RED HOOK HIGH SCHOOL (RHHS).

WHEREAS, the safety of our students is of paramount concern to the Village of Red Hook; and

WHEREAS, there is currently no School Speed Zone around LAMS or RHHS, both located in the Village of Red Hook; and

WHEREAS, both LAMS & RHHS have entrances on State Route 199, and LAMS has an entrance on County Route 79 (Linden Avenue).

NOW, THEREFORE, BE IT RESOLVED, the Board of Trustees of the Village of Red Hook supports the proposal to create a school speed zone on State Route 199 and County Route 79 (Linden Avenue).

Motion by: Trustee Maccarini

Seconded by: Trustee Smith

The foregoing motion was duly put to a vote, which resulted as follows:

Mayor Smythe	<input checked="" type="checkbox"/> Aye	<input type="checkbox"/> Nay	<input type="checkbox"/> Abstain	<input type="checkbox"/> Recuse	<input type="checkbox"/> Absent/Excused
Deputy Mayor Kjarval	<input checked="" type="checkbox"/> Aye	<input type="checkbox"/> Nay	<input type="checkbox"/> Abstain	<input type="checkbox"/> Recuse	<input type="checkbox"/> Absent/Excused
Trustee Uku	<input checked="" type="checkbox"/> Aye	<input type="checkbox"/> Nay	<input type="checkbox"/> Abstain	<input type="checkbox"/> Recuse	<input type="checkbox"/> Absent/Excused
Trustee Smith	<input checked="" type="checkbox"/> Aye	<input type="checkbox"/> Nay	<input type="checkbox"/> Abstain	<input type="checkbox"/> Recuse	<input type="checkbox"/> Absent/Excused
Trustee Maccarini	<input checked="" type="checkbox"/> Aye	<input type="checkbox"/> Nay	<input type="checkbox"/> Abstain	<input type="checkbox"/> Recuse	<input type="checkbox"/> Absent/Excused
Vote Total	5				
Result	Motion: Passed				

Trustees and Village Clerk discussed how to prevent ‘zoom bombing’ while also making it easy for residents to obtain the link to participate in Board meetings via videoconferencing.

Trustees discussed the proposed artificial intelligence (AI) policies.

**Mayor Smythe asked for a motion to adopt the “Policy for the Use of Artificial Intelligence (AI) Tools and Confidential Information” (attached). Trustee Smith made the motion and it was seconded by Trustee Maccarini.**

The foregoing motion was duly put to a vote, which resulted as follows:

Mayor Smythe	<input checked="" type="checkbox"/> Aye	<input type="checkbox"/> Nay	<input type="checkbox"/> Abstain	<input type="checkbox"/> Recuse	<input type="checkbox"/> Absent/Excused
Deputy Mayor Kjarval	<input checked="" type="checkbox"/> Aye	<input type="checkbox"/> Nay	<input type="checkbox"/> Abstain	<input type="checkbox"/> Recuse	<input type="checkbox"/> Absent/Excused
Trustee Uku	<input type="checkbox"/> Aye	<input checked="" type="checkbox"/> Nay	<input type="checkbox"/> Abstain	<input type="checkbox"/> Recuse	<input type="checkbox"/> Absent/Excused
Trustee Smith	<input checked="" type="checkbox"/> Aye	<input type="checkbox"/> Nay	<input type="checkbox"/> Abstain	<input type="checkbox"/> Recuse	<input type="checkbox"/> Absent/Excused
Trustee Maccarini	<input checked="" type="checkbox"/> Aye	<input type="checkbox"/> Nay	<input type="checkbox"/> Abstain	<input type="checkbox"/> Recuse	<input type="checkbox"/> Absent/Excused
Vote Total	4	1			
Result	Motion: Passed				

**No budget adjustments.**

**Mayor Smythe asked for a motion to pay all Village bills after audit. Trustee Maccarini made the motion and it was seconded by Deputy Mayor Kjarval. All in favor. Motion approved.**

Trustees discussed status of NYCOM conference registration fees.

Mayor Smythe thanked Trustee Maccarini for his service to the Village.

**Mayor Smythe made a motion to go into Executive Session to discuss a personnel matter related to employment history. Trustee Smith made the motion and it was seconded by Trustee Maccarini. All in favor. Motion approved.**

Public session paused at 8:39pm

No action taken in Executive Session

**Mayor Smythe asked for a motion to return to public session. Trustee Uku made the motion and it was seconded by Trustee Smith. All in favor. Motion approved.**

Public session resumed at 8:43pm.

Mayor Smythe thanked Trustee Smith for her service to the Village.

**Mayor Smythe asked for a motion to adjourn the March 23, 2026 Village Board Workshop Meeting at 8:45pm. Trustee Maccarini made the motion and it was seconded by Trustee Smith. All in favor. Motion approved.**

Respectfully Submitted,

Jennifer Cavanaugh, Clerk

# North Broadway Corridor Land Use and Zoning Study



**Prepared for:**



Village of Red Hook Board of Trustees  
7467 S Broadway  
Red Hook, NY 12571

**Prepared by:**



**NELSON POPE VOORHIS**  
environmental • land use • planning

**Adopted March 23, 2026**

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**Appendix A: Traffic Calming Measures**

**Appendix B: NPV Historic Resources Narrative**

# I. Introduction and Purpose

The Village of Red Hook retained Nelson, Pope & Voorhis, LLC, to evaluate existing conditions and potential zoning options for the Study Area, which extends along North Broadway to the Village’s northerly border with the Town of Red Hook. To the extent that this report and its findings are adopted by the Village Board of Trustees, it would be considered an addendum to any previously adopted Village of Red Hook Comprehensive Plan.

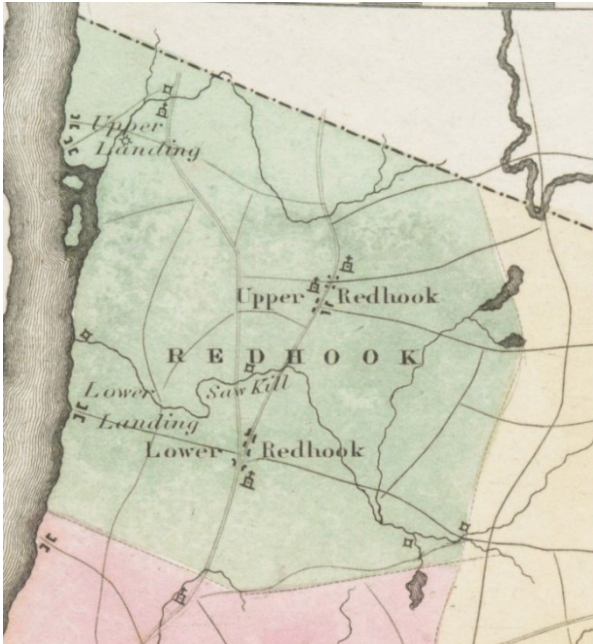


Image 1 Excerpt of Dutchess County Map, David Burr, 1829.

The historic Village of Red Hook is an approximately 1.1 square mile incorporated Village within the Town of Red Hook, Dutchess County, NY. The Town is the most northerly community within Dutchess County and its westerly boundary is within the Hudson River.

The Village of Red Hook (“Village”) is located south centrally within the Town (see Figure 1), founded in 1894. Historically, it was known as Lower Red Hook and grew from a hamlet situated at the crossroads of a road system which connected the Hudson River to inland farm communities, as well as a post road extending from Albany to New York City. North Broadway within the Village is the northerly segment of this historic crossroads around which the Village grew – it is also current day NYS Route 9.

Historic maps of the Village show that many of the buildings along North Broadway were already with shops and residences by 1858. Cherry Street and Graves Street had already been laid out.

The purpose of this Study is to review the North Broadway corridor, including the Cookingham property and determine whether the underlying zoning should be amended to encourage development of the underutilized properties, and offer new opportunities to promote land uses compatible with “Smart Growth Principles”<sup>1</sup> including mixed land uses, compact building design, range of housing, walkable neighborhoods, supporting a variety of transportation choices, and allowing additional uses which may not presently be allowed.

This Study supports the shared values of the Village of Red Hook that promote healthy and sustainable neighborhoods. These values include the following:

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<sup>1</sup> As per the NYS Smart Growth Community Planning Program, Smart Growth supports and integrates four key themes: equity, economy, environment, and energy/climate.

- preserve the traditional neighborhood scale and historical aspects of the area;
- enhance the pedestrian experience by creating safe, walkable neighborhoods with attractive landscaping and building design supporting a welcoming, connected community
- calm vehicular traffic by creating and/or refurbishing the Village’s interconnected network of narrow, tree-lined streets with sidewalks and paths that disperse traffic and reduce the length of automobile trips by offering multiple routes for vehicular and pedestrian traffic, and connecting those streets to existing and future developments
- ensure that buildings and landscaping contribute to the physical definition of streets as public spaces;
- provide a range of housing types, sizes and price levels to accommodate a variety of age and income groups, household sizes, and residential preferences;
- ensure developments are compatible with historic Village lot sizes, housing sizes and varieties, and building patterns, and create a strong sense of community identity and neighborhood feeling experienced in traditional rural settlements;
- support economic development opportunities that activate and energize the surrounding mixed-use neighborhood; and
- promote local economic development that expands employment opportunities for community members and contributes to a thriving Village economy.

**Figure 2** illustrates the Study Area within the Village of Red Hook. The Study Area includes a portion of the Cookingham property within the Village of Red Hook, centered around Camp Lane. It also includes properties primarily with frontage along Old Post Road and North Broadway, extending to about Cherry Street. **Figure 3** presents an aerial view of the Study Area.

## II. Baseline Conditions

### A. Demographics and Housing

#### Demographics

This section presents a snapshot of the Village’s demographics and housing stock as a basis for considering the Village’s present and future housing needs. According to the 2020 Decennial Census, and the 2024 American Community Survey 5-year estimates, the Village of Red Hook had an estimated population of 2,275 persons and 1,069 total households in 2024.

Year	Estimate	Percent Change
2024	2,275	+15.2
2020	1,975	+0.7%
2010	1,961	+8.6%
2000	1,805	+0.6%
1990	1,794	+6.0%
1980	1,692	+0.7%
1970	1,680	---

Source: 2024 American Community Survey.

In 2024, it was estimated that the average household size was 2.10 persons, and the average family size was 2.82 persons<sup>2</sup>. **Table 2** provides a breakdown of household size for all renter- and owner-occupied housing units.

<b>Table 2 Household Size</b>		
Household Size	Estimate	Percent
1	419	39.2
2	323	30.2
3	233	21.8
4 or more	94	8.8
Total Households	1,069	100.0
Source: 2024 American Community Survey 5-year estimates, U.S. Census Bureau.		

In 2024, the median household income was \$107,411, and the total housing units were 1,150 dwellings.

The median age of a person residing in the Village was 45.7 years, compared to a median age of 40.1 years statewide. Approximately 27.7 percent of all residents were 65 years and older, while statewide, 18.9 percent of the population is within this age segment.

In terms of income, the median household income in the Village (\$107,411) was higher than statewide (\$85,820). In the Village, families had a median income of \$111,667 while married couple families had a median income of \$151,806. Nonfamily households had a median income of \$49,212. The percent of persons below the poverty level in the Village was 7.9 percent, compared to 14.0 percent in New York State.

For the population that is 25 years and older in the Village, 17.4 percent had a high school degree or equivalent, 9.3 percent had some college, and 9.3 percent had an associate’s degree. Approximately 19.7 percent of the population had a bachelor’s degree, and 37.4 percent had a Graduate or professional degree. Approximately 59.6 percent of residents 3 years of age and older are enrolled in kindergarten through 12<sup>th</sup> grade.

In terms of employment, 77.8 percent are employed as private wage and salary workers. An additional 13.4 percent work for local, state or the federal government, and 8.8 percent are self-employed. Approximately 20.9 percent work from home.

Most employees work locally – the average travel time to work was 19.9 minutes. Statewide, the average travel time was 33.2 minutes. Most residents are employed in educational services, health care and social assistance industries (34.8 percent). This could reflect the Village’s proximity to

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<sup>2</sup> A Census “household” includes all people who occupy a single housing unit (house, apartment, mobile home, or room) as their usual place of residence. It consists of either one person living alone or a group of people (related or unrelated) living together. A “family” is specific type of household defined as two or more people, including the householder, who are related by birth, marriage, or adoption and live together. It is common for the average household to be smaller than a family household as the former includes single persons.

Bard College as well as persons employed by the Red Hook Central School District. Approximately 8.5 percent of residents are employed in retail trades, while 12.1 percent are employed in manufacturing industries.

## Housing

This section provides a snapshot of the Village of Red Hook’s current housing stock. Of the 1,150 housing units present in the Village in 2024, 93 percent were occupied, and 7 percent were vacant. Of the occupied housing units, 39.3 percent were inhabited by married couple/cohabiting households. Male and female householders with no spouse/partner presented occupied 60.7 percent of all housing units. Of the male and female households with no spouse/partner present, householders living alone occupied 39.2 percent of those households.

Most of the housing in the Village consists of single-family detached dwellings.

	Estimate	Percent of Total
Housing Units	1,150	100.0
Occupied Housing Units	1,069	93.0
1, detached	801	69.7
1, attached	27	2.3
2 units	87	7.6
3-4 units	42	3.7
5-9 units	44	3.8
10 or more units	144	12.5
Mobile home or other housing	5	0.4
Source: 2022 American Community Survey 5-year estimates, U.S. Census Bureau.		

Approximately 19.8 percent of all housing units were constructed prior to 1939. Since 2000, 25.6 percent of the Village’s housing stock was constructed. Almost half the Village’s housing stock has been constructed since 1980.

Occupied Housing Units	Estimate	Percent
2020 or later	26	2.3
2010-2019	126	11.0
2000-2009	141	12.3
1980-1999	255	22.2
1960-1979	126	11.0
1940-1959	248	21.6
1939 or earlier	228	19.8
Total	1,150	100.2*
Source: 2022 American Community, U.S. Census Bureau. * Due to rounding.		

**Table 5** provides a snapshot of the number of renter-occupied housing units in the Village. In 2023, approximately 1/3 of all housing units were renter occupied – this represents a reduction in the percentage compared to 2017. The COVID-19 pandemic accelerated migration from the New York City metropolitan area into the Hudson Valley, driven largely by the rapid expansion of remote and hybrid work arrangements<sup>3</sup>.

<b>Table 5 Housing Units by Tenure</b>			
Year	Occupied Housing Units	Renter-Occupied Units	% of Housing Units
2024	1,069	361	33.8%
2017	833	410	49%

Source: 2017 and 2024 American Community Survey 5-year estimates, U.S. Census Bureau.

Much of the Village’s occupied housing stock consists of 3-bedroom dwellings. According to U.S. Census Bureau estimates, the Village has more studios and 1-bedroom dwellings than 4 or more-bedroom dwellings.

<b>Table 6 Number of Bedrooms</b>		
Bedrooms	Estimate	Percent
0	39	3.4
1	236	20.5
2	178	15.5
3	573	49.8
4 or more	124	10.8
Total	1,069	100.0

Source: 2024 American Community Survey 5-year estimates, U.S. Census Bureau.

A review of the data in **Table 7** suggests that the Village has been adding more housing units than population in the past 50 years. Between 2000 and 2015, it is noted that two major developments were constructed. One is Red Hook Commons – 94 apartments for low-income seniors with a majority of one-bedroom and some two-bedroom apartments built between 2006 through 2008. The other development is Knollwood Commons, consisting of 20 townhome dwellings - 15 with one bedroom and 5 units with two bedrooms. The project started in 2008 and was completed in 2014. Two buildings along the frontage of Fire House Lane have commercial/retail spaces on the ground level and 4 residential apartments in the upper story of each building for a total of 8 apartments, completed in 2015.

<sup>3</sup> <https://www.timesunion.com/hudsonvalley/news/article/pattern-for-progress-income-migration-report-19539547.php>

The number of persons per dwelling unit has generally been decreasing and the Village consists of smaller households, which is reflected in the population and household data. This is also reflective of a community where few of the dwellings have four bedrooms – fewer bedrooms are correlated with smaller households. This trend should be considered when determining housing needs.

Year	Total Population	Population Change	Percent Change	Total Housing Units	Housing Units Change	Percent Change	Persons per Unit
<b>2024</b>	<b>2,275</b>	<b>300</b>	<b>+15.2%</b>	<b>1,150</b>	<b>+147</b>	<b>14.7%</b>	<b>1.98</b>
2020	1,975	+14	+0.7%	1,003	+56	+5.9%	1.96
2010	1,961	+156	+8.6%	947	+153	+19.2%	2.07
2000	1,805	+11	+0.6%	794	+34	+4.5%	2.27
1990	1,794	+102	+6.0%	760			2.36
1980	1,692	+12	+0.7%				
1970	1,680	--	---		--	--	--

Source: U.S. Census Bureau, 2024. Data obtained from the decennial census data for each year.

According to Patterns for Progress Hudson Valley Regional Market Report, Dutchess County's Median Sale Price in 2019 was \$290,000. In 2025, it rose to \$465,000 - or a +60.3% increase. As per the website <https://pad.tax.ny.gov/salesSearch>, the Median Sale Price in the Village of Red Hook in 2019 was \$232,000. In 2025, it rose to \$674,000 - or a +291% increase. According to the NYS Department of Taxation & Finance Real Property Sales Web Data, sales prices have more than doubled – refer to **Image 2**. The data exclude undeveloped lots and rental apartments.

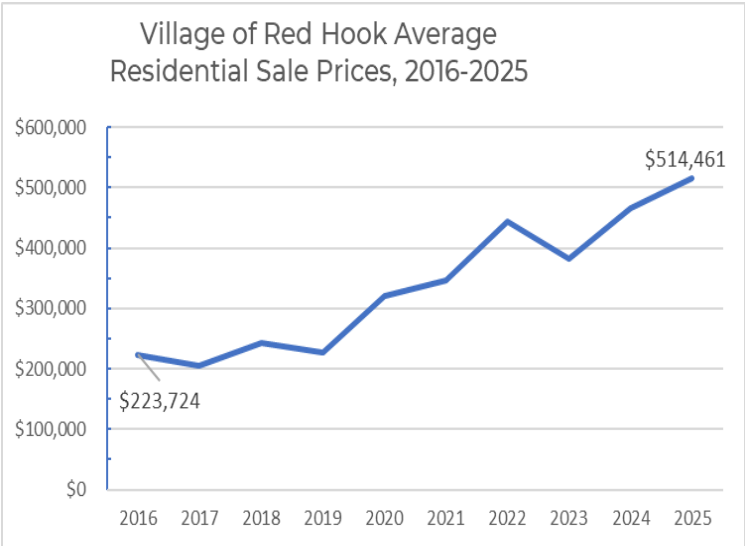


Image 2. Village of Red Hook Average Residential Sales Price, 2016-2025.

Overall, like much of Dutchess County and the Hudson River Valley, housing prices have increased in large part due to the demand created by residents moving from the NYC metropolitan area during COVID. COVID-era pricing for single-family homes has become the baseline for Village real estate transactions. This trend in the Village’s housing market means homebuyers looking to start out or to retire here are being priced out entirely. To alleviate this strain and maintain the Village’s variety of residents, the housing stock needs to expand.

## B. Existing Land Use

The Study Area consists of a mix of vacant, agricultural, commercial, and residential uses (refer to **Figure 4**). Starting at the north end, the Study Area is dominated by agricultural properties owned by RTC Farm, LLC (Cookingham Farm or properties). While identified as being in “fruit crop” use, several properties on the east side of North Broadway have been fallow. In addition, both Cookingham properties contain dwellings on them as well as accessory agricultural buildings. The westerly property contains an older structure dating back to the 1880s-1900s. The Cookingham properties are located within NYS-certified agricultural districts. Except for the 12-acre parcel which has been set aside for housing, the remainder of the landholding within the Village is protected by conservation easement and is not available for development.



*Image 3. Buildings on the Cookingham Farm Property.*

The easterly side of the property was subdivided in 2022. The southerly portion of the property is vacant and slopes upward toward the Village water tower. The remainder of the parcel contains numerous structures – according to the filed subdivision map (Map 7753C), three dwellings, a trailer, an office, three barns, and numerous sheds are present.



*Image 4. Vacant fallow land for proposed affordable housing site. Village water tower in the background of photo on right.*

Traveling south on North Broadway and on the west side of the road, many of the dwellings are buffered and screened from the road by Memorial Park, which occupies the land between Old Post Road and North Broadway. The park has memorial monuments, a sidewalk, benches and acorn lighting as well as a memorial garden. The land use consists almost exclusively of single-family detached dwellings extending to Moul Drive. Exceptions include a two-family dwelling and a vacant flag-shaped lot. In addition, a dwelling identified as “residential with commercial use” – the “The Grand Dutchess” - is identified as an inn and bed and breakfast.



*Image 5. North Ridge Apartments – land in the rear slopes to the top of a small ridge which is part of the Ross vacant lot.*

Numerous commercial buildings line North Broadway on the east side of the road extending from the Cookingham properties to Cherry Street. An exception is an apartment complex tucked behind – it consists of 2, 2-story buildings with a total of 8 units- the density of the lot is about 1 dwelling unit per 3,600 square feet. In addition, the apartment complex is on a landlocked lot and is obtaining access to North Broadway via easement.



Image 6. Red Hook Business Park rear parking area.

Traveling south is a 1.5-story building with a nail salon and dog groomer, a one-story Greek restaurant, and a recently renovated 2-story building with a hair salon and Italian restaurant. Adjoining the restaurant is the Red Hook Business Park (former Silver Lake Dairy complex), which contains numerous small businesses including an antique and auction business, fabric shop, and other commercial uses. Much of the rear portion of the property is underutilized parking and storage area.



Image 7. CVS is located on two properties.

The CVS pharmacy is a one-story retail building with a small pocket park constructed in front of the building offering benches and acorn lighting. Of note, it is the one more modern commercial building that does not have parking to the front – parking is located to the side and rear of the building. It is also contained on two properties, with a large parking lot and stormwater basin behind the main building. The rear parking area appears to be underutilized and could be considered for alternative uses.

To the south of CVS is a single lot which contains three buildings before reaching Cherry Street - two of the buildings front to North Broadway. One building houses a radio

broadcaster, and the other building is Historic Red Hook at the Elmendorph Inn. Historic Red Hook Story Studio is located along Cherry Street on the same lot – the three buildings are 1.5-2 stories in height. Parking is also located to the rear of the Inn, and the public sidewalk is textured in this location. Unlike other locations, the sidewalk is along the curb edge; there is not a grassy landscaped verge between the sidewalk and road. While this is true elsewhere in the Village, the lack of on-street parking does not provide a perceived “buffer” as it does within the center of the village.

To the south of Cherry Street, the two properties that front on Broadway within the Study Area are a one-story Stewarts Shops and a one-story diner. Parking and pavement encircle these buildings and the streetscape conveys an older strip commercial appearance.

The Study Area encompasses properties along Cherry Street. Buildings are not served by any public sidewalks along this street. Between the CVS parking lot and Cherry Street are three single-family dwellings and one two-family dwelling. Lot sizes are about 7,500 square feet, and the dwellings have 40-50 feet of lot frontage. Buildings are 1-2 stories. On the south side of Cherry Street to Graves Street is an apartment building complex, and two single-family dwellings. The apartment complex consists of two buildings with 4 units each, which is a density of one dwelling unit per 1,750 square feet on this lot.

An entrance to the CVS building forms an intersection with Cherry Street at Graves Street. East of Graves Street and on the south side of Cherry Street are single and two-family dwellings. On the north side of a lot with two residential single-family dwellings. Next to this parcel is the Methodist Episcopal Cemetery. Adjoining the cemetery is a large 7-acre vacant parcel (the “Ross” lot) which extends north to the Cookingham properties. Beyond the vacant lot, single and two-family dwellings continue along Cherry Street.

## C. Zoning

As per the adopted Village of Red Hook zoning map (last revised 6/13/22), the Study Area is located within three (3) zoning districts:

- R-20,000 Residential 20,000
- R-10,000 Residential 10,000
- General Business

**Figure 5** illustrates zoning within the Study Area. The Cookingham properties, the Ross lot, and dwellings on the west side of North Broadway, and Memorial Park are zoned R-20,000. On the east side of North Broadway, extending below Cherry Street and including properties up to Graves Street, the properties are zoned General Business. Within the Study area, three parcels on the west side of North Broadway at its intersection with Cherry Street are also zoned General Business. Lastly, properties that are along Cherry Street, and to the east of Graves Street, are zoned R-10,000.

The Village of Red Hook’s land use regulations are contained in Chapter 200, Zoning, of the Code of the Village. The zoning chapter describes the purpose of each zoning district:

- **R-20,000** - *The land uses most appropriate in this district include lower-density single-family residences and the public facilities which complement them (e.g., parks and schools). Residential lot sizes would be determined by the capacity of the land to absorb septic waste, but would, in no case, be less than 20,000 square feet per dwelling unit. The relatively undeveloped character of these areas provide opportunities for preserving open space, especially through clustering.*
- **R-10,000** - *The land uses most appropriate in this district include higher-density single-family residences and the public facilities which complement them (e.g., parks and schools). Residential lot sizes would be determined by the capacity of the land to absorb septic waste,*

but would not, unless served by central sewage facilities, be less than 20,000 square feet per dwelling unit. The relatively concentrated character of residences within this district provides opportunities for extending amenities, such as sidewalks, utilities and streetlighting.

- **General Business** - The land uses most appropriate in this central commercial area include those business appealing to pedestrians, as well as institutions and public facilities with community-wide orientation. In addition, the upper floors of commercial structures may provide limited opportunities for accessory residences, especially for seniors.

**Table 8** identifies the uses allowed within each zone. Note that some of the uses listed below have additional standards which must be applied during the review process. The table is generally broken down by open space and recreation related uses, residential uses, and commercial uses. **As per recent zoning amendments, the General Business zone does not allow residential uses except those that existed prior to June 30, 2021.** Figure 6 compares the existing land use to the zoning boundaries within the Study Area

<b>Table 8</b>			
<b>Uses Allowed within the Study Area by Zoning District</b>			
<b>Allowable Use</b>	<b>R20,000</b>	<b>R10,000</b>	<b>General Business</b>
Agriculture	P		
Parks, public and private	P	P	
Playgrounds	P	P	
Accessory dwelling in a detached structure	SUP		
Dwelling, one-family	P	P	P*
Dwelling, two-family	SUP	SUP	P*
Boardinghouse or rooming house	SUP		P
Multifamily			P*
Schools, elementary	P	P	
Schools, secondary	P	P	
Bed-and-Breakfast	SUP		P
Bus passenger shelter	SUP	SUP	
Carnivals	SUP		
Circuses	SUP		
Church or parish house	SUP	SUP	
Clinics, medical or dental	SUP	SUP	P
Day-care facilities	SUP	SUP	P
Fairs	SUP		
Satellite dish antenna	SUP		
Schools, vocational	SUP		
Apparel and accessory stores			P
Antique stores			P
Amusement and recreation services			P
Art galleries			P
Banks			P

**Table 8  
Uses Allowed within the Study Area by Zoning District**

<b>Allowable Use</b>	<b>R20,000</b>	<b>R10,000</b>	<b>General Business</b>
Bars or taverns			P
Clubhouses			P
Credit agencies other than banks			P
Drugstores			P
Eating and drinking establishments			P
Financial establishments			P
Food stores			P
Funeral homes			P
Furniture stores			P
General merchandise stores			P
Grocery stores			P
Hardware stores			P
Home furnishing and equipment stores.			P
Hotels			P
Insurance agencies.			P
Inns			P
Legal services.			P
Libraries.			P
Medical and health services.			P
Miscellaneous retail stores, including the making of articles to be sold at retail on the premises, provided that any such manufacturing and processing shall be incidental to the retail business...			P
Mixed use in upper floors of commercial uses			A
Motels			P
Motion-picture theaters, other than a drive-in			P
Offices, business/professional			P
Places of assembly			P
Real estate establishments			P
Restaurants			P
Services, miscellaneous/personal/professional			P
Theaters			P
Tourist homes			P
Video rentals and or sales			P
Automobile sales area			SUP
Bakeries employing not more than five persons			SUP
Drive-through window			SUP
Garages, public			SUP
Laundries, coin-operated, and dry cleaners			SUP
Nursing or convalescent homes			SUP
Wholesale businesses			SUP

<b>Table 8</b>			
<b>Uses Allowed within the Study Area by Zoning District</b>			
<b>Allowable Use</b>	<b>R20,000</b>	<b>R10,000</b>	<b>General Business</b>
Residential mixed use precedent as to uses in existing context			SUP
Notes: * Have to be legally in existence as of June 30, 2021. P = Permitted use. SUP = Special Use Permit requiring Planning Board approval. A = Accessory use.			

Note that the General Business zone allows the following use: “Residential mixed use precedent as to uses in existing context.” ***The zoning chapter does not appear to define or regulate this use, although allowed by special use permit.*** It is believed this relates to the zone’s intent, which is to allow residences in upper story apartments, especially for seniors. However, in Section 200-31 of the zoning which regulated multifamily dwellings and apartments, the zoning states that there is no limit on the number of apartments permitted in a mixed-use or commercial building provided a minimum of 600 square feet of habitable floor area per apartment is provided, adequate provision is made for water and wastewater and all other dimensional requirements are met. Also, in buildings with more than five apartments, at least 20% of the apartments shall have two or more bedrooms. The required number of units shall be rounded down to the nearest whole number. It is presumed in the General Business district that some amount of commercial space must remain within any building with apartments as multifamily buildings are not otherwise permitted in this zone. The development would also require adequate sewer and water service.

In terms of bulk requirements, the R20,000 and R10,000 generally have a minimum lot size of 20,000 square feet. However, in the R10,000 zone where central sewer is available, the minimum lot size is 10,000 square feet. The R20,000 allows cluster development. The General Business zone does not appear to have any minimum lot area requirement.

The following are certain dimensional standards applicable to the zoning districts.

<b>Table 9</b>			
<b>Select Dimensional Requirements by Zoning District</b>			
<b>Dimensional Requirement</b>	<b>R20,000</b>	<b>R10,000</b>	<b>General Business</b>
Minimum Lot Area (sf)	20,000	10,000*	
Maximum Percent Coverage	15%	15%	65%
Maximum Building Height			
Feet	35	35	45
Stories	2.5	2.5	3.5
Notes: * With central sewer.			

Within the R-20,000 zone, the zoning allows “cluster for large scale development.” As part of site plan approval, the Planning Board may waive the front, side and rear yard requirements, except that the net lot area (exclusive of streets and other public open space) per dwelling unit is not less than 20,000 square feet and the minimum distance between buildings shall not be less than 30 feet. By applying this to a five-acre lot, for example, this would yield 10 dwellings if there were no streets or open space. As this is allowed as part of the site plan process, it is presumed all dwellings would be located on one lot.

It is noted that development within the Village is subject to the Pattern Book and Architectural Design Guidelines appended to the zoning. In addition, the Greenway Compact Program and Guides for Dutchess County Communities, as amended from time to time, have been adopted as part of the zoning as a statement of land use policies, principles and guides. See <https://www.dutchessny.gov/Departments/Planning/Greenway-Connections-Guides.htm>

At present, none of the districts within the Study Area allow multifamily dwellings – the General Business zone allows pre-existing multifamily housing that existed in 2021.

In reviewing the other zoning districts set forth in the zoning chapter, the Neighborhood Mixed Use District explicitly allows multifamily dwellings (six dwelling units per acre), and allows townhomes, senior housing, and live-work units. It also allows apartments as accessory dwelling units in a mixed-use building. The zone also appears to allow many of the same commercial uses that are found within the Study Area.

The Village of Red Hook zoning incorporates illustrative sketch plans of what has been intended, in terms of the pattern of development, within the Study Area – these were added to the zoning in 2017. The design comes from the Pattern Book – refer to **Image 8**.

The Red Hook Neighborhood Extension Illustrative Sketch Plan envisioned that the Cookingham property would be developed with a combination of small to large lots. A parking lot located behind buildings that front to Route 9 would remove parking from the fronts of the buildings. Paralleling the CVS driveway from Cherry Street would be a road which would provide access through the Ross lot, on the east side of the cemetery. The road would intersection with another road coming from Route 9 and then extend into the Cookingham property.

The sketch plan does not identify what uses were intended for the buildings but illustrates building footprints. As shown, the sketch plan does not appear to preserve the onsite barn buildings on the Cookingham property.

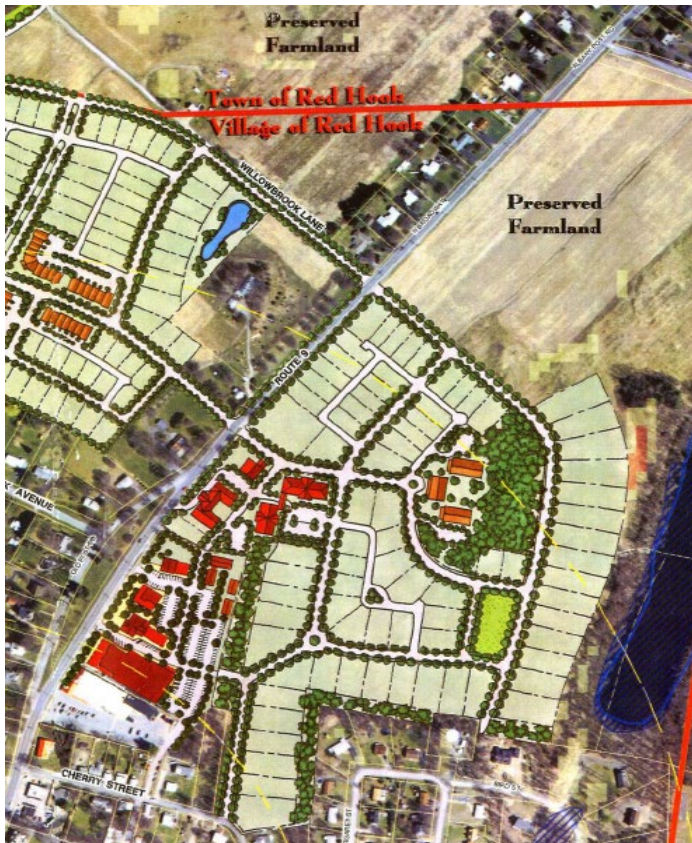


Image 8. Red Hook Traditional Building Concept.

Any potential concept plan would have to take into consideration topography and potential bedrock considerations. The layout that is shown in **Image 8** may not be achievable when these constraints are taken into consideration. But the intent is evident; the concept envisioned platting the Cookingham and Ross properties and introducing a gridded street pattern comparable to what exists in the Village today.

## D. Historic Resources

As per the Introduction, the Village of Red Hook is a historic community, and several properties within the Study Area are listed, or eligible for listing, on the National and State Registers of Historic Places. While not listed, many residential buildings within the Study Area date to the late 1800s – early 1900s. As per the Pattern Book, future development is to consider the historic nature of the environs within which any new development or expansions occur.

Historic properties/buildings are described in **Table 10**. Except for the Martin Homestead, the NYS Historic Preservation Office CRIS database does not contain information on the three residences or Grand Dutchess B&B. Appendix B contains a narrative regarding the various properties for which information was available, including the CRIS website and other sources, such as the Historic Red Hook website (<https://www.historicredhook.org/>). The United Methodist Church Cemetery is not listed as a National Register site, but has a historical marker, and is also identified in Appendix B. The Cookingham Barn has been added but its eligibility has not been verified. Table 11 provides a summary of historic resources in the Study Area. **Figure 7** shows the location of the properties within the Study Area.

**Table 10**  
**Historic Properties within the Study Area**

Name	Address	Description
Martin Homestead NRE; SR USN 02749.000001	7605 N. Broadway	Constructed ca. 1776 by Gottlieb Martin,[1] a one-and-one-half story Palatine German vernacular stone residence eligible for the National Register under Criterion C.[2] Side-gable roof, five-bay facade with full-length porch, divided Dutch door, 2-ft-thick stone walls on rubble foundation with hewn timber frame; ca. 1880 clapboard addition to the rear.[2] The basement kitchen with open hearth and beehive oven reflects German building traditions distinct from the predominantly Dutch stone houses of the region.[3] HABS documentation confirms the exterior has changed very little.[4]
Elmendorph Inn NR; SR 90NR00450	North Broadway (east side, at Cherry St)	Constructed ca. 1750–1770, possibly the oldest existing building in the Village and the only remaining gambrel-roofed structure.[5] Originally a simple farmhouse; by 1785 an inn on the four-day stagecoach route between New York City and Albany. Advertised for sale in the New York Packet (July 1783) as “an ELEGANT HOUSE either for a store-keeper or tavern on the public road to Albany.”[6] George Sharp, son of a Palatine leader from the East Camp settlement (modern Germantown), sold the inn in 1796 to Cornelius Elmendorph, its namesake.[5] Served over two centuries as stagecoach stop, courtroom, tavern, Town Board meeting site, and kindergarten.[7] Augustus Martin, son of Gottlieb Martin of the Martin Homestead, later owned the building and converted it back to residential use (per 1867 Beers Map).[8] Listed on National and State Registers (1978).[5]
Halfway Diner (Village Diner) NR; SR 90NR00449	North Broadway (east side)	Constructed 1951 by the Paterson Vehicle Company of Paterson, New Jersey.[11] Silk City prefabricated metal diner, serial #5113 (13th diner built in 1951).[9] Intact example of the streamlined stainless steel type introduced in 1949 and manufactured until 1952; Silk City changed designs roughly every four years in the post-war period.[10] Welded steel-frame construction with arched roof and exterior monitor not reflected on the interior.[11] Originally commissioned for a location on U.S. 9 in Rhinebeck; moved twice locally before installation at its current site ca. 1957.[11] Listed on National and State Registers (1988) — the first diner listed on the National Register in New York State.[11]
Residence NRE; SR USN 02749.000072	7581 Old Post Rd	Constructed ca. 1937 on the west side of Old Post Road. National Register eligible. Not individually documented in CRIS. Part of a cluster of four NR-eligible properties along Old Post Road.[12]

Residence NRE; SR USN 02749.000071	7579 Old Post Rd	Constructed ca. 1850 on the west side of Old Post Road. National Register eligible. Not individually documented in CRIS. Part of the Old Post Road cluster.[12]
Residence NRE; SR USN 02749.000070	7575 Old Post Rd	Constructed ca. 1890 on the west side of Old Post Road. National Register eligible. Not individually documented in CRIS. Part of the Old Post Road cluster.[12]
Grand Dutchess B&B NRE; SR USN 02749.000069	7571 Old Post Rd	Constructed ca. 1880 on the west side of Old Post Road. National Register eligible. Not individually documented in CRIS. Currently or formerly operated as a bed-and-breakfast — the only commercial use in the Old Post Road cluster.[12]
United Methodist Church Cemetery Status undetermined	Cherry Street	Established ca. 1848; land sold to the church by Gilbert Fraleigh and others for \$1.00.[13] Graves date from 1844 to 1941. NYS historic marker installed 2021 by the William G. Pomeroy Foundation.[14] Register eligibility undetermined. Notable interment: Alexander Gilson (ca. 1824–1889), African American horticulturist. Born into slavery at Montgomery Place; head gardener for the Livingston, Barton, and Hunt families for approximately 50 years, credited with cultivating <i>Begonia Gilsonii</i> and <i>Achyranthes Gilsonii</i> (now <i>Iresine herbstii</i> ‘Gilsoni’); work noted in <i>American Agriculturalist</i> and <i>The American Florist</i> .[15]
Cookingham Farm Barn (Not separately evaluated)	North Broadway (east side, opp. Martin Homestead)	Agricultural barn on the east side of Route 9, directly opposite the Martin Homestead. Part of the historic Martin/Cookingham farm property.[1] Not separately evaluated for register eligibility.

#### Sources

1. Historic Red Hook, “Dismantling Dispatch: The Martin Homestead’s Many Layers,” [historicrodhook.org](http://historicrodhook.org) (construction date, builder, family history). The Hendrick Martin House NR nomination (NRHP #07000776, 2007) documents the Martin family’s arrival from the Palatine West Camp settlement ca. 1750 and Hendrick’s Red Hook deed of 1751.
2. NY SHPO CRIS, USN 02749.000001 (Martin Homestead, Red Hook, Dutchess County). Architectural description, NR eligibility under Criterion C.
3. Hendrick Martin House, National Register Nomination Form, NRHP #07000776 (2007), Statement of Significance: German building traditions including basement kitchen with open hearth and beehive oven, distinct from Dutch examples in the Hudson Valley.
4. Historic American Buildings Survey, HABS NY-341 (Martin Homestead, U.S. Route 9, Red Hook, Dutchess County, NY). 6 photographs, 10 measured drawings, 2 data pages. Library of Congress, Prints and Photographs Division. [loc.gov/item/ny0912/](http://loc.gov/item/ny0912/).
5. Gobrecht, Larry. “Elmendorph Inn, Dutchess County.” National Register of Historic Places Nomination Form, NRHP #78001850 (listed Sept. 20, 1978). NY State Office of Parks and Recreation, Division for Historic Preservation.
6. New York Packet, July 1783 (for-sale advertisement: “an ELEGANT HOUSE either for a store-keeper or tavern on the public road to Albany”). Earliest documented reference to the building.
7. Historic Red Hook, “Tour the Elmendorph Inn,” [historicrodhook.org](http://historicrodhook.org) (functions over two centuries: stagecoach stop, courtroom, tavern, Town Board meeting site, kindergarten). See also Klose & Pagano, presentation on Red Hook’s historic inns and hotels (2012).

8. Beers, Frederick W. "Town of Red Hook, Dutchess County, New York," in *Atlas of New York and Vicinity from Actual Surveys* (New York: Beers, Ellis & Soule, 1867). Augustus Martin shown as owner of the Elmendorph Inn and five parcels on the north side of Cherry Street.
9. Manufacturer's tag, interior above entrance door: Paterson Vehicle Company serial #5113 ("51" = 1951, "13" = 13th unit built that year).
10. Gutman, Richard J.S. *American Diner Then and Now* (Baltimore: Johns Hopkins University Press, 2000). Silk City production history, design cycles, and the streamlined stainless steel type (1949–1952).
11. National Register of Historic Places Nomination Form, NRHP #87002297 (Halfway Diner, listed Jan. 7, 1988). First diner listed on the National Register in New York State. Nomination PDF not yet digitized by NPS; paper copy at NARA and NY SHPO (CRIS #90NR00449).
12. NY SHPO CRIS, USN 02749.000069–000072 (Old Post Road properties). Construction dates from CRIS survey records; no individual documentation available.
13. Bendiner, Nancy. "Witnesses to History: Elmendorph Inn Neighbors on Cherry and Graves Streets Remember," *Historic Red Hook* (blog), Sept. 28, 2023 (land sale by Gilbert Fraleigh).
14. William G. Pomeroy Foundation, NYS historic marker for Alexander Gilson, installed 2021 at Red Hook Methodist Burial Ground, 19–21 Cherry Street.
15. The Cultural Landscape Foundation, "Alexander Gilson," [tclf.org/pioneer/alexander-gilson](http://tclf.org/pioneer/alexander-gilson). See also Bard College Stevenson Library, "Gilsonfest" exhibit (2021); *American Agriculturalist and The American Florist* (contemporaneous references to Gilson's cultivars).
16. Gillette, John E. *Map of Dutchess Co., New York: From Actual Surveys* (Philadelphia: John E. Gillette, 1858). Surveyor: James Charles Sidney. 50 inset town/village plans including Red Hook. Library of Congress catalog: [loc.gov/item/2013586110/](http://loc.gov/item/2013586110/).

**Table 10 prepared by Trustee Frances Uku.** *Narrative descriptions consolidated from the Study text and verified against primary sources including National Register nomination forms, SHPO CRIS survey records, the Historic American Buildings Survey (Library of Congress), and the archives of Historic Red Hook. Source identification and citation assisted by Claude (Anthropic). All factual claims are independently documented in the endnotes above; no AI-generated content was adopted without source verification. March 17, 2026.*

## Historic Building Patterns

Portions of the Study Area are representative of the historic gridded building pattern within the Village. Specifically, buildings and lots from Cherry Street south were platted mostly into rectangular lots and front to a gridded street pattern. Interestingly, it appears that Augustus Martin, son of Gottlieb Martin, owned the Elmendorph Inn (he converted it back to a residential building upon its acquisition) as per an 1867<sup>4</sup> map of the Village, as well as the five parcels on the north side of Cherry Street to the east. An excerpt from the Beers map illustrates the 1867 northerly "edge" of the Village with Cherry Street shown centrally. The dwellings along Cherry Street and North Broadway are also shown on a map dating to 1858 without the lots (John E. Gillette Map). An article from *Historic Red Hook*<sup>5</sup> indicates that the small lot residential dwellings in the area were often for workers who were employed in local industries such as tin, chocolate and tobacco establishments. The small parcels along Cherry Street are generally 40-50 feet wide and 150 feet in depth. Dwellings have small front yards, and all have a small front porch, usually running the length of the front façade. With a few exceptions attached garages are not present, as they were constructed before the invention of the automobile in the United States. As per the *Historic Red Hook* article, residents

<sup>4</sup> Frederick Beers, 1867.

<sup>5</sup> <https://www.historicredhook.org/blog/cherry-and-graves-streets>

have indicated that the village roads have been widened over time – this appears to have resulted in the removal of street trees once present along the local roads including Cherry and Graves Streets although a few are still present. Even with any pavement widening, street widths are around 22-23 feet wide. Along North Broadway, dwellings maintain larger front yard setbacks, but the buildings still have front porches. Sidewalks are present along North Broadway, and the paved road is about 30-32 feet in width. Street trees are present, although more have been preserved on the west side of the street, as the overhead utility poles line the east side, limiting tree locations. North Broadway, being a prominent street, also has more substantial and ornate residential buildings. Behind homes to the rear of the lots are often accessory barns and carriage houses, some of which have been converted to dwelling units. The historic building patterns should be considered as part of any new development or redevelopment.

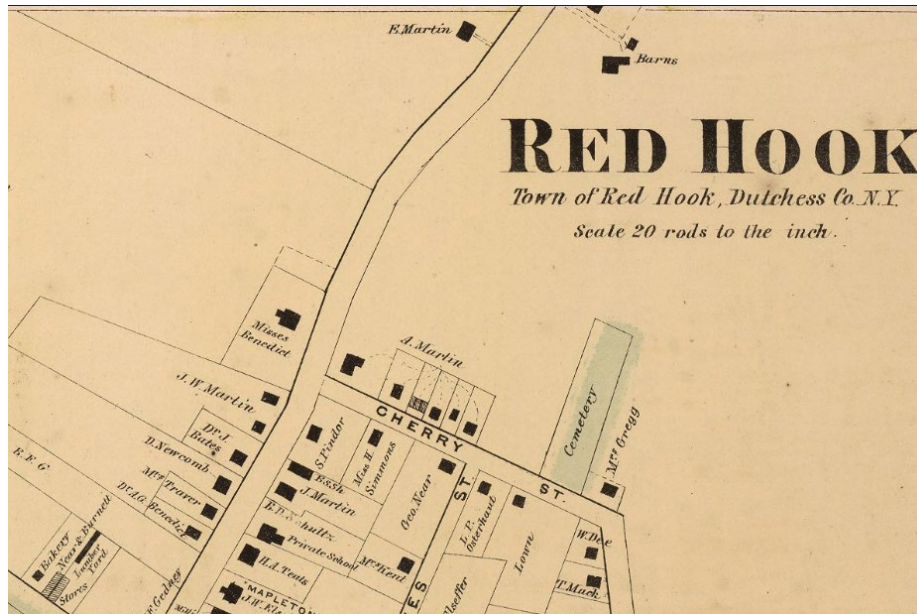


Image 10. Excerpt from 1867 Beers Map.

It should be noted that the Study Area is also identified as being archaeologically sensitive and any new development would be required to consult with the State Historic Preservation Office regarding the need for additional archaeological investigations.

## E. Mobility and Parking

The Study Area is served by the following roads:

- NYS Route 9, which is a state-owned highway. It is identified as North Broadway within the Village. Within the study area, it is a two-lane road with a north bound and southbound travel lane. The lanes are striped with a passing lane striping headed northbound.
- Old Post Road, is a small semicircular Village roadway which parallels Route 9 from Park Avenue to approximately Cherry Street. It is a two-way road with a northbound and southbound lane. Lanes are not striped. There are stop bars and stop signs at either end of the road's intersection with North Broadway.
- Park Avenue is a two-lane village road that intersects with Old Post Road at a stop sign and stop bar-controlled intersection. It has a westbound and eastbound lane.
- Cherry Street intersects North Broadway at the southern end of the Study Area. It allows two-way traffic with westbound and eastbound lanes and no pavement striping. A stop bar and stop sign on Cherry Street at the intersection.
- Graves Street dead ends at the CVS driveway. The Village road allows two-way traffic with north and south lanes and is not striped.
- Camp Lane is a small private drive serving the Cookingham property.

Within the Study Area, sidewalks are present on the west side of Route 9 within Memorial Park. Park Avenue also maintains a sidewalk on the south side of the road. The sidewalk continues along Old Post Road southbound and on the west side of the road where the sidewalk continues into the Village center.

Along North Broadway on the easterly side of the road, sidewalks begin at the CVS property, and continue into the Village Center. In front of the CVS, the sidewalk is wider and there is a grassy verge protecting pedestrians. As mentioned previously, in front of the Elmendorph Inn property, the sidewalk consists of older decorative pavers. Major overhead utility lines are located on the east side of the road making it difficult to landscape (street trees) below the lines.

Note that some of the curbing along North Broadway appears to be granite. However, curbing at the CVS and north of the property are concrete, where curbing is present.

Old Post Road has a mix of different curbing types.

Curbing and sidewalks along Cherry Street end near the intersection with North Broadway. There are no sidewalks along Cherry Street or Graves Street.

To the extent that any development occurs on the Cookingham property, consideration should be given to extending the sidewalks on the east side of North Broadway. Sidewalks and curbing would also allow for additional channelization of traffic from the commercial properties. This may affect the location of off-street parking on several properties, which may be located within the state right-of-way. At a minimum, any new development or redevelopment should be required to install sidewalks on the east side of North Broadway.

In addition, there is a preference to interconnect residential neighborhoods as is the pattern throughout most of the Village. While Tower Street ends at the water tower and the Cookingham

property, there is insufficient right-of-way to be a road connection; pedestrian access should be considered. Ultimately, additional access to the Cookingham property would be needed, and the Ross parcel should be evaluated for this purpose. Because of intervening topography, the possibility of linking the Ross property to a proposed parallel road extending from Grave Street and then north may not be possible but should be evaluated as well.

Finally, when the Cookingham property residential layout is designed, some consideration should be given to segregating farm related traffic along Camp Lane with residential development traffic if possible.

NYS DOT will also have input regarding any new access roads onto Broadway (State Route 9).

## F. Utilities

The Study Area is served by a recently updated wastewater treatment plant (WWTP). The wastewater treatment plant is located on a Village-owned parcel located to the west of Red Hook Commons senior housing<sup>6</sup>. The municipal SPDES permit for the facility was renewed in 2020 and 2025 is effective to 2030. Treated effluent discharges to a tributary of the Saw Kill. The capacity of the entire system is 75,000 gpd, which includes 25,000 gallons per day (gpd) at the existing plant which was constructed originally for Red Hook Commons, and 50,000 gpd at the new plant which was constructed by the Village. The WWTP does not have any additional excess capacity at this time and would need to be expanded to serve additional properties within the Village, including the proposed RUPCO project described further below. The Village is seeking funding which would allow a plant expansion to accommodate additional development within the Village. As part of the Phase II feasibility study for sewer expansion, the RUPCO and Ross properties within the Village are being considered.

According to the 2017 sewer map and 2021 as-built drawings prepared by CT Male Associates, the sewer line runs behind and on the east side of properties that front to North Broadway. The line crosses Cherry Street in a northerly direction on the Elmendorf Inn property. It then runs along the CVS properties southerly property boundary until it again turns northward through the access drive and parking lot for CVS. It continues north behind the buildings and ultimately terminates by the two apartment buildings and does not extend into the Cookingham property. On the west side of North Broadway, the sewer line travels generally behind the buildings to just north of the road's southern intersection with Old Post Road.

According to the Village of Red Hook Annual Drinking Water Report, the Village water system serves over 2,730 people through 868 service connections. The water is from eight (8) active drilled wells that draw from an underground aquifer. The water is disinfected with sodium hypochlorite within the pump house facility to inactivate microbiological contaminants prior to distribution. In 2023, the water system was in compliance with applicable State drinking water operating, monitoring and reporting requirements. The NYSDEC 2022 Water Withdrawal Form indicated that the average daily withdrawal from the system is 239,000 with a maximum daily withdrawal of 444,000 gallons per

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<sup>6</sup> The plant is located on the former PERX property

day. The permitted withdrawal is 538,560 gallons per day. The Village's well field is located south of Firehouse Lane.

Within the Study Area, properties are served by the Village's public water supply system and the Village has some capacity to serve additional users. In terms of sewer service and according to the tax assessment roll, most of the properties are not identified as being served by public sewer. Although the properties may be within a Village sewer district, many parcels may not be connected.

## G. Environmental Considerations

Although much of the Village is flat, a portion of the Study Area contains hills that represent the highest elevations in the Village. On the Cookingham property, elevations are approximately 280 feet above mean sea level (msl). The Village's water tower, just south of the parcel, is situated on this same ridgeline. The Ross property also has a small ridgeline that trends from north to south, and elevations exceed 250-260 feet msl. In comparison, along North Broadway by Old Post Road, the elevation is approximately 223 feet msl. Thus, any development on these upper elevations is likely to be prominent and possibly visible from other locations, unless development is situated on the lowest portions of the site or between the hilltops. Steep slopes are associated with these ridgelines and hillsides. Refer to **Figure 8**.

An unnamed pond is located on the preserved portion of the Cookingham property and may be federally regulated. Given the prevailing elevations, the pond drains to the north, and surface waters drain to the Saw Kill outside the Study Area, which ultimately enters the Hudson River to the west. In 2028, this wetland will likely become a state-regulated wetland. Refer to **Figure 9**.

Floodplains are not present in the Study Area. A review of the EAF mapper notes that Bald Eagle habitat is potentially present in the Study Area.

## III. Zoning Considerations

### A. Cookingham Property

In and around September 2023, the Town of Red Hook, Scenic Hudson, and the Dutchess Land Conservancy partnered to acquire Cookingham Farm properties totaling approximately 224 acres in order to preserve about 169 acres of active farmland. A portion of the Cookingham farm is located within the Study Area. As part of the acquisition, 108 acres of farm area, including 63 acres of prime farmland, are to be protected. Approximately 12 acres within the Village of Red Hook have been excluded for purposes of accommodating an affordable housing development.

The Town of Red Hook has been working with the Rural Ulster Preservation Company (RUPCO), a nonprofit housing organization, toward the organization acquiring 12 acres of land which is within the Study Area. RUPCO has been seeking funds to construct the housing and infrastructure for the project. At this time, the concept has been to construct 40 units of affordable and mixed-income housing, with 20 single-family homes and up to 20 units of multifamily rental housing. The project also proposes to adaptively reuse an existing barn on the site. One concept proposes multifamily housing situated at the front of the property along Route 9, with 20 single-family dwellings situated

in the higher elevations of the site, but below the ridgetops. RUPCO has estimated that the total wastewater flow for the proposed concept would be 10,640 gpd. Added to other flows at the plant, the plant capacity was estimated to be 47,440 gpd, which would necessitate an expansion. Further, the property was not included in the original sewer district boundary. Potable water is available to serve the project, although infrastructure would need to be extended. RUPCO has requested \$4.15 million to construct the housing from the Momentum Fund.

The site is presently zoned R-20,000. If the project site is situated on 12 acres, this would result in up to 24 dwelling units using a cluster development option. This would not serve RUPCO's density needs.

**Image 11** is an illustration of multifamily housing. As per the Patterns Book, the development will need to consider the surrounding architecture of other buildings and fit into the Village's historic and architectural building patterns.



*Image 11. Multifamily Dwelling Architectural Concept. Barn is shown to the left.*

## B. Underutilized Properties

Within the Study Area, there are additional vacant and underutilized parcels. These include:

- Ross property, which consists of 7 acres. This parcel is constrained somewhat by steep slopes and may be constrained by bedrock.
- The Red Hook Business Park property is 2.6 acres and is significantly underutilized. Much of the rear portion of the property is gravel parking which is not utilized.
- CVS property, which totals 2.3 acres. The back portion of the property (a separate lot) was constructed for additional parking, but it appears to be underutilized. It would be useful for a parking utilization study to be conducted for this lot.

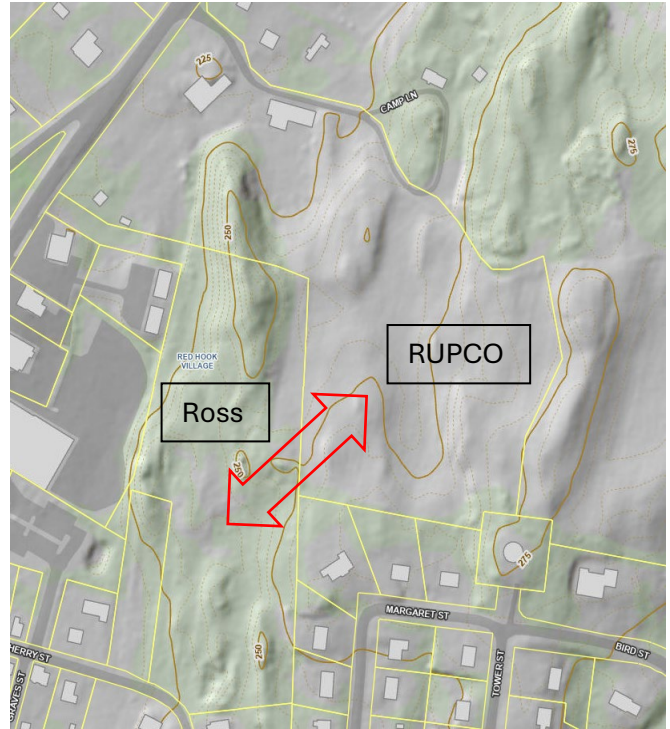


Image 12. Connection between the RUPCO and Ross properties.

As per the Red Hook TND concept plan, and with the availability of sewer, there are opportunities to better arrange for the redesign and reuse of these properties and connect them internally with interior drives that do not rely on Route 9 for access. As per the TND concept, a parallel road could be developed which extends from Graves Street through the back of the CVS building through to the Cookingham property. This could allow for additional housing opportunities similar to the apartments to be located behind the commercial buildings facing North Broadway.

Consideration also should be given to connecting the Ross property through the Cookingham property. The east end of this property is more gently sloping and abuts the Cookingham property. Given more steeply sloping lands between the apartment buildings and the Ross property, full connection between North Broadway through the Ross property to the RUPCO site may not be achievable.

Apartments above buildings could also be considered, which is presently allowed within the General Business zone.

## C. Observations

The North Broadway corridor is a major gateway in the Village and is unique from other areas of the Village. In considering any future zoning, the intended evolution of the Study Area's growth needs to be expressed. The west and east side of North Broadway are very different, with the west side being almost exclusively in residential uses; these residential buildings are generally older historic buildings separated from one another by manicured lawns and greenery. The landscaped front yards also separate it apart from the North Broadway-Route 9 corridor commercial appearance to the east.

The pattern of a gridded village roadway network generally ends at Cherry Street. To the north of Cherry Street on the east side of North Broadway, where the pattern is reminiscent of more conventional, strip commercial development with parking in front of and surrounding stores and buildings. Unlike the Village's central business district, with its historic row style buildings, buildings fronting to the sidewalk and on-street parking rather than front yard parking lots, the North Broadway commercial area is dominated by parking and impervious surfaces. In the central business district, some buildings achieve a height of three stories; within the North Broadway area, commercial uses are typically in 1-2 story buildings. The Grand Duchess and another residence on the west side of Broadway achieve a 3-story building height. Along North Broadway, there is "space" between buildings to accommodate lawns and landscaping for residential properties, and parking and driveways for commercial properties.

The above pattern reflects that the North Broadway corridor is a transitional area, away from the higher density, attached building pattern exhibited in the center of the Village as one travels into the northerly agricultural areas of the unincorporated Town. Introducing a dense building pattern along North Broadway may take away from and compete with the central business district and the uses there. While the TND concept portrayed a layout which could be accommodated in the Study Area, it does not realistically consider that most buildings will remain and would not be demolished to accommodate the conceptual layout.

Infill development would be appropriate that would enhance the streetscape along North Broadway, make it more pedestrian friendly, and yet respect the more open character of this area of the Village and limit potential impacts of denser development on the residential neighborhoods along the west side of North Broadway. The preferred scale of development is no more than 2-2.5 stories within the Study Area.

It is contemplated that commercial uses should continue to front to North Broadway – apartments could be contemplated in the upper stories of buildings. Infill mixed use and residential development could occur to the rear of the commercial buildings that front to North. Any street or driveway should attempt to incorporate the more traditional gridded pattern of the Village but be adjusted to accommodate the sloping hillside on the Ross property and the RUPCO site. Road and driveway interconnections are favored between the properties, to limit the need for multiple curbs and turning movements on Route 9, which created a better pedestrian atmosphere. However, it is acknowledged that there may be some limitations because of topography.

The Village of Red Hook has been contemplating zoning changes within the North Broadway area to accommodate potential future development on the Cookingham Properties, as well as to consider whether the existing zoning allows the Village to achieve the traditional neighborhood design sought for this area of the Village, as conceptualized in a sketch plan incorporated into the Patterns Books, which is an element of the zoning chapter. The following observations are made:

- RUPCO cannot achieve its housing density utilizing the existing R-20,000 zoning. The R-10,000 and the R-20,000 do not permit multifamily housing.
- The General Business district could be extended northward to capture the multifamily housing and barn concepts, but it only allows mixed use buildings.

- The Village could consider rezoning the east side of the Study Area within the GB zone and R-20,000 zone to the NMU zoning district. The NMU zone would appear to allow uses on minimum lots of 10,000 square feet, including single-family detached dwellings. It also allows multifamily housing. Further, it could then allow alternative housing, such as townhomes, within this northerly gateway area. The one drawback is that it only allows any building to have a maximum footprint of 2,000 square feet, which could create noncomplying bulk situations with the existing buildings in the GB zone.
- If the Village wants to consider only rezoning the RUPCO property, it could rezone it to NMU. It could include the Ross property, which would benefit from the additional types of housing allowed within the zoning district, as well as the higher density when compared to the R-20,000. The Village could also rezone the apartments to the south of the Cookingham property to make it a conforming use. Note that the footprint restrictions in the NMU zone would still apply. This could be addressed through some new language in the zoning chapter. This would also not achieve the Village’s objective to introduce additional new housing on the GB zoned properties in the Study Area.
- The Village could create a new zoning district which would allow the uses anticipated on the RUPCO site and allow additional opportunity to introduce residential uses on the GB zoned properties. It could then be tailored to ensure that noncomplying conditions are not created for existing uses and buildings.
- Incentive zoning would allow for additional residential and nonresidential development to occur on properties within the Study Area, provided particular benefits are provided to the Village. Incentive zoning is permitted as per Section 7-703 of the New York State Village Law. Specifically: “a village board of trustees is hereby empowered...to provide for a system of zoning incentives, or bonuses, as the village board of trustees deems necessary and appropriate...The purpose of the system of incentive, or bonus, zoning shall be to advance the village's specific physical, cultural and social policies in accordance with the village's comprehensive plan and in coordination with other community planning mechanisms or land use techniques. The system of zoning incentives or bonuses shall be in accordance with a comprehensive plan within the meaning of section 7-704 of this article.” This could be used, for example, as a method of creating a shared parking area behind existing buildings along North Broadway. The owners could be incentivized and allowed to build additional development, e.g., infill commercial buildings, to achieve this objective. It could also be used to require that a percentage of housing be set aside to be affordable to existing households.
- The zoning could include a combination of the above.

There are other options to explore which can be defined upon discussions with the Village Board and stakeholders. Any zoning option will need to consider the ability to serve higher density housing with public sewer. In addition, any new development must comply with the Village’s architectural and design standards – given the National Register eligible properties located in the Study Area, this will be important.

## D. Goals and Objectives

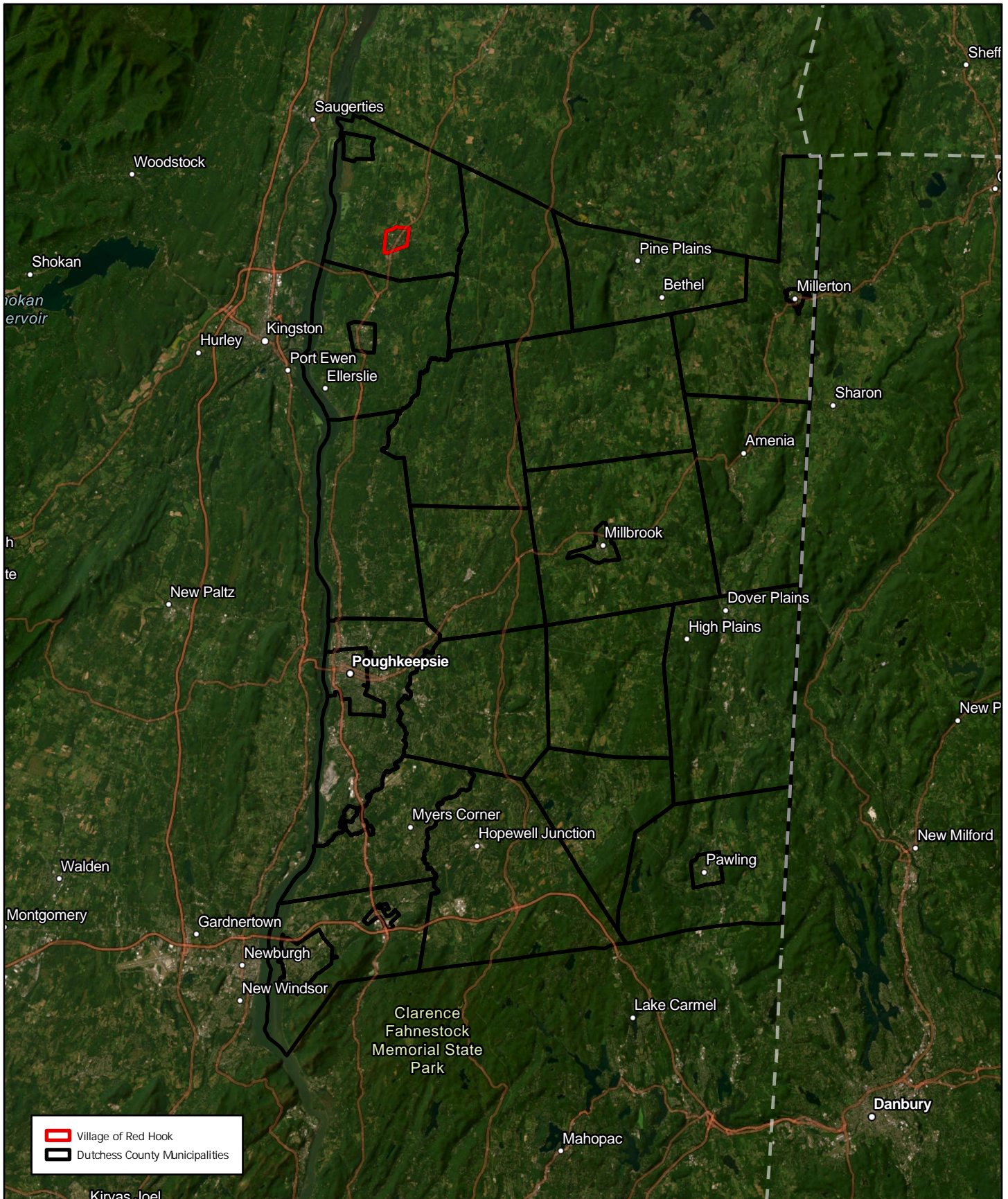
The following goals and objectives are expressed for the North Broadway Corridor Study Area:

1. General Land Use. Allow a diverse mix of residential and nonresidential uses.
  - a. Continue commercial development along the easterly frontage of North Broadway.
  - b. Allow for mixed use (apartments above stores) along the easterly frontage.
  - c. Allow for properties to be developed with multiple uses, e.g., a residential building and a commercial building could be situated on the same lot. Buildings that are solely used for residential development would not front to North Broadway.
  - d. Ensure that any development on the east side of North Broadway considers the existing residential uses and character on the west side of North Broadway, through design measures such as appropriate building orientation, landscaping and pedestrian connections.
  - e. Protect and acknowledge the remaining agricultural uses on the Cookingham property as part of any zoning effort.
2. Housing. Encourage a diversity of housing.
  - a. Encourage a diverse mix of single-family, two-family and multifamily uses on the east side of North Broadway.
  - b. Encourage a diverse range of market rate and affordable rental and for purchase housing.
  - c. Consider allowing incentives to ensure that some percentage of new housing within the Study Area remains affordable for a defined period of time. Incentives would include additional housing units than permitted at this time.
  - d. Allow less density on sloping hillsides, and encourage more housing where constraints are not present.
3. Commercial. Allow commercial uses to continue and allow for the expansion of additional commercial uses on the east side of North Broadway.
  - a. Consider whether the CVS property requires the second rear parking lot, and if it is not needed, allow it to be redeveloped for commercial or residential uses.
  - b. Protect the Cookingham Farm barn and adaptively reuse it for commercial purposes.
  - c. Continue to allow retail, personal service, office, restaurants, outdoor dining, and similar uses which could cater to the Village at large and the new residential development in the Study Area.
  - d. Consider adding an innovative “makers community” to uses that are allowed.
  - e. Consider value added food production activities as allowed as part of the new zoning.
  - f. Consider appropriately scaled hospitality uses.
4. Utilities. Expand utilities to achieve the other goals and objectives of the Study.
  - a. Expand the wastewater treatment plant capacity and extend sewer lines to service the RUPCO and Ross sites and ensure there is sufficient capacity for any infill development.
  - b. Underground utilities in new development.
5. Streetscape and Parking. Continue and extend the more traditional historic Village streetscape into the Study Area.
  - a. Encourage a gridded, interconnected street/driveway system with connected sidewalks which are integrated into the streetscape.

- b. Connect the Ross property to the RUPCO property when laying out new development and the street/pedestrian network.
  - c. Add street trees and other landscape enhancements along all drives and sidewalks.
  - d. Work with local utility companies to underground or relocate utility poles which limit expansion of the pedestrian network and installation of landscaping.
  - e. Extend sidewalks north along North Broadway to the RUPCO site.
  - f. Where possible, gradually eliminate parking in front of buildings in favor of parking to the side and behind buildings in order to accommodate landscaping and streetscape amenities (e.g., benches).
  - g. Incentivize and explore creation of a single, combined Village parking area behind commercial buildings on the east side of North Broadway.
  - h. Review the feasibility of additional on-street parking in the Study Area.
  - i. Consider installing a parallel road/driveway that runs north-south from the CVS parking lot entrance along Cherry Street into the RUPCO site. Introduce on-street parking.
  - j. Introduce decorative pavers or grassy verges along North Broadway as part of the pedestrian system and to create a cohesive appearance.
6. Traffic Calming and Pedestrian Safety. Encourage and/or facilitate traffic calming measures and pedestrian safety measures. Appendix A includes a sample list of various design measures to achieve this goal.
- a. Consider “Road Diet” measures to slow through traffic. Curb extensions, painted bicycle lanes, and edge lines are examples.
  - b. Construct well-designed interconnected walkways and sidewalks to improve the safety and mobility of pedestrians. Pedestrians should have direct and connected networks of walking routes to desired destinations without gaps or abrupt changes.
  - c. Install visual cues that remind drivers that they share a public right-of-way with pedestrians, cyclists and other vulnerable users. This could especially be implemented along Route 9 at the gateway into the Study Area. Examples include speed limit signing or gateway signage.
  - d. Improve crosswalk safety. Consider this especially along Route 9 to slow traffic – crosswalks and beacons are examples of safety measures.
  - e. Consider traffic modifications, including street closures, one-way traffic, speed humps, and other design improvements.
7. Community Character. Acknowledge that the Study Area is a transitional area between the Village’s central business district and low-density land use traveling north to the Town. Allow the community character to evolve from a more conventional commercial appearance to one which incorporates new infill development but at a lower density than the center of the Village.
- a. Protect the wooded ridgelines which are visible from different vantage points within the Village when integrating development.
  - b. Buffer new development appropriately from the historic residential buildings on the west side of North Broadway.
  - c. Utilize a combination of landscaping or fencing to buffer residential uses from new infill development.
  - d. Consider a small Village pocket park or commons within which new residents could recreate on the east side of North Broadway. This could be accommodated on the RUPCO site.

- e. Adhere to existing Village architectural guidelines. For new development, architecture should be designed to be consistent with the scale and massing of historic village development while allowing flexibility to incorporate more flexible modern design options, e.g., the modern farmhouse.
  - f. The scale of new development should allow for the incorporation of landscaping and greenspace between buildings. The Village does not favor lengthy building massing as it is not consistent with the existing streetscape. Buildings are to be no more than 2-2.5 stories in height, or 35 feet.
  - g. Protect any existing National Register eligible buildings in the Study Area and use them as architectural models when designing new infill development.
8. Implementation. Explore options to achieve the goals and objectives set forth in this Study.
- a. Adopt this Study as an addendum or a separate “mini” comprehensive plan for the North Broadway Study Area.
  - b. Consider new alternative concept layouts for the Study Area which incorporate existing buildings but allows interconnected and infill development.
  - c. Continue to pursue the feasibility of sewer expansion.
  - d. Pursue grants which provide funding incentives for new housing.
  - e. Consider NY Forward funding.
  - f. Request additional alternative concepts for the RUPCO site which meets the goals and objectives of the Study Area, including potentially allowing additional housing units.

## FIGURES



**Figure 1**  
**Village Location**

Sources: NYS GIS, 2024  
Scale: 1 inch equals 6.3 miles



North Broadway Study

Red Hook, NY



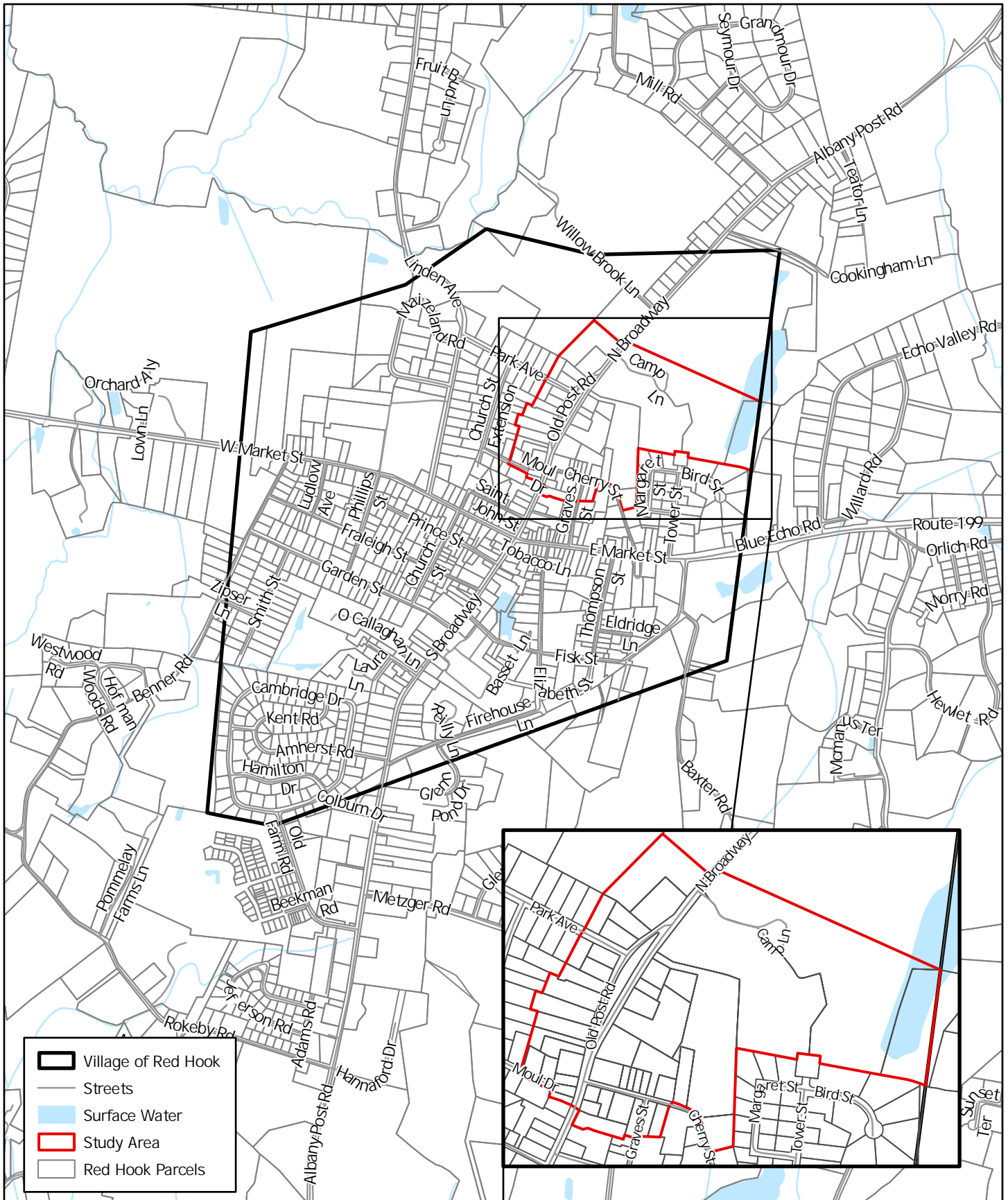


Figure 2  
Study Area Location

North Broadway Study

Red Hook, NY

Sources: NYS GIS, 2024  
Scale: 1 inch equals 0.3 miles



Figure 3  
Aerial of  
Study Area

**North Broadway Study**

Red Hook, NY

-  Village of Red Hook
-  Streets
-  Study Area
-  Red Hook Parcels















Source: Dutchess County GIS, 2024  
Scale: 1 inch equals 0 miles



Figure 4  
Land Use

**North Broadway Study**

Red Hook, NY

-  Village of Red Hook
-  Streets
-  Surface Water
-  Study Area
-  Red Hook Parcels
- Property Class
  -  Single Family Residential
  -  Two Family Residential
  -  Mixed Use Residential
  -  Apartment
  -  Commercial Residential
  -  Vacant
  -  Commercial
  -  Community Services
  -  Agricultural

Source: Dutchess County GIS, 2024  
Scale: 1 inch equals 0.07 miles

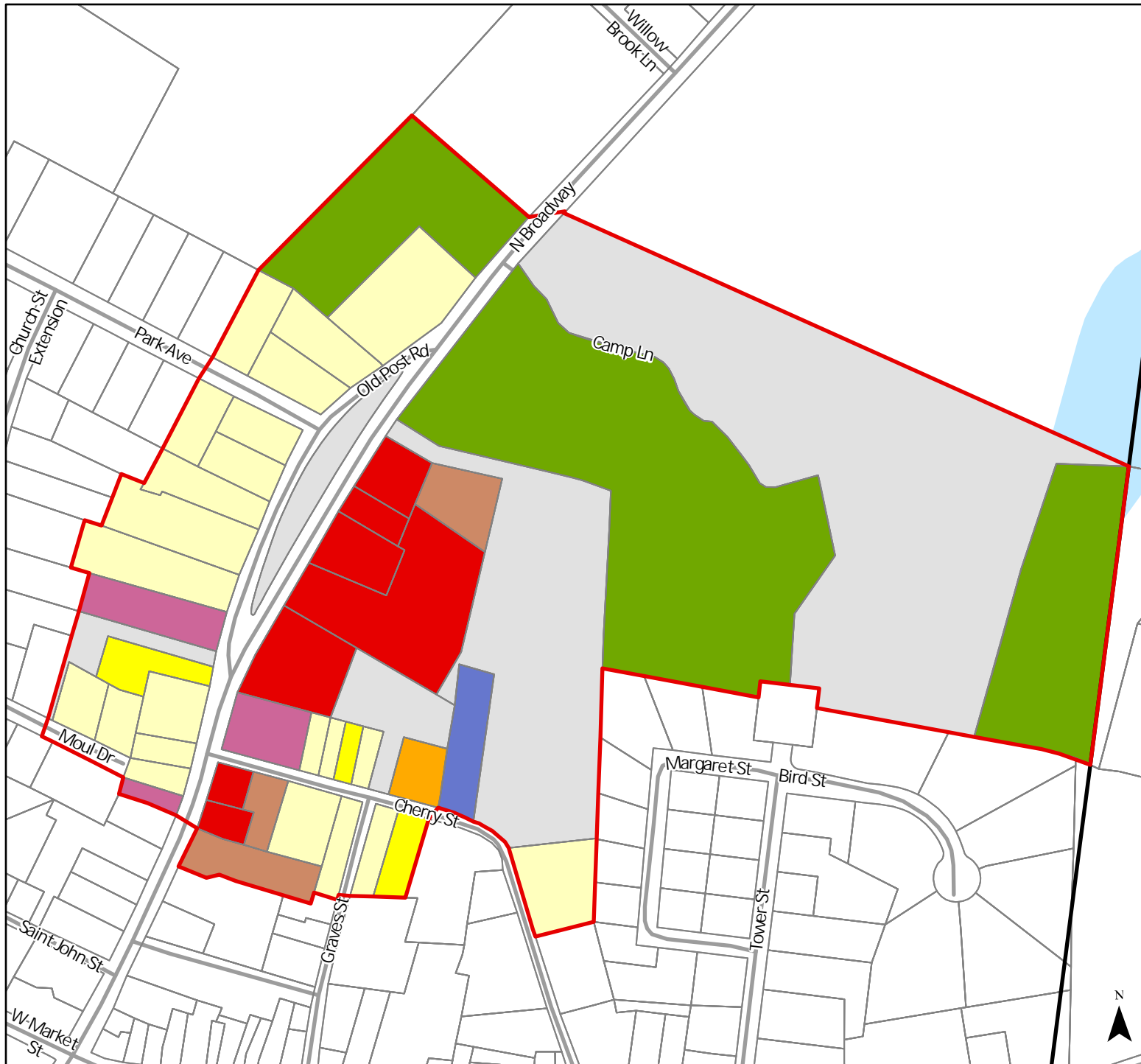











Figure 5  
Zoning

**North Broadway Study**

Red Hook, NY

-  Village of Red Hook
-  Red Hook Parcels
-  Streets
-  Surface Water
-  Study Area
- Zoning District**
-  R-20000 - Residential - 20,000
-  R-10000 - Residential - 10,000
-  GWB - Gateway Business
-  GB - General Business

Source: Dutchess County GIS, 2024  
Scale: 1 inch equals 0.07 miles

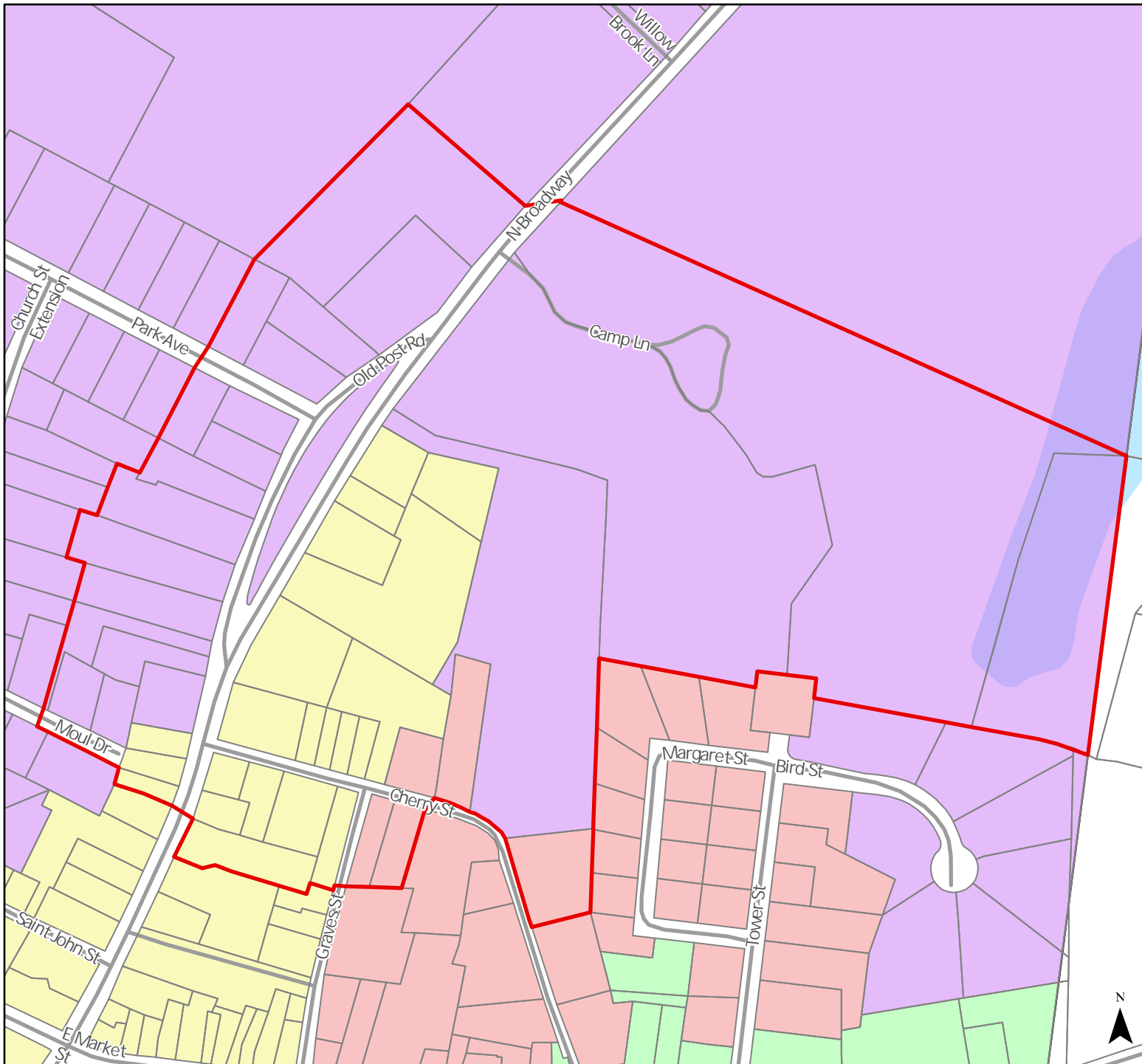



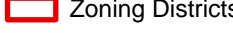
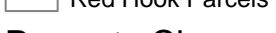
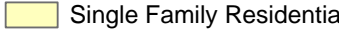
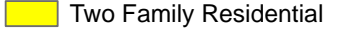
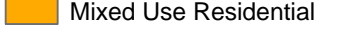
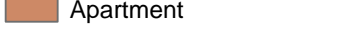
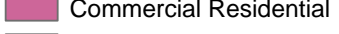

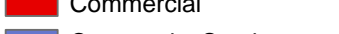
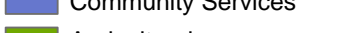
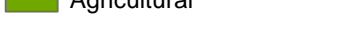


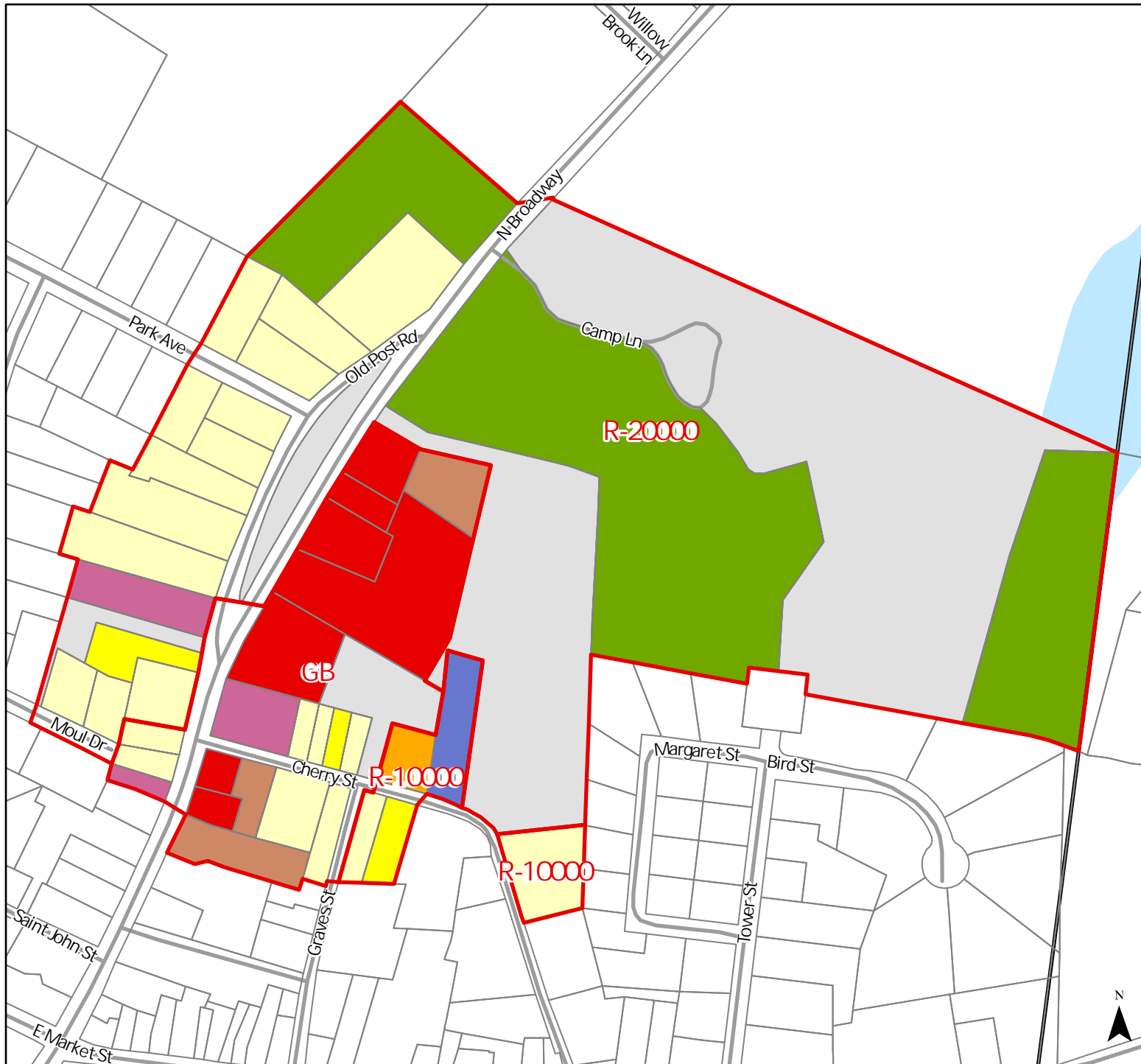
Figure 6  
Land Use & Zoning

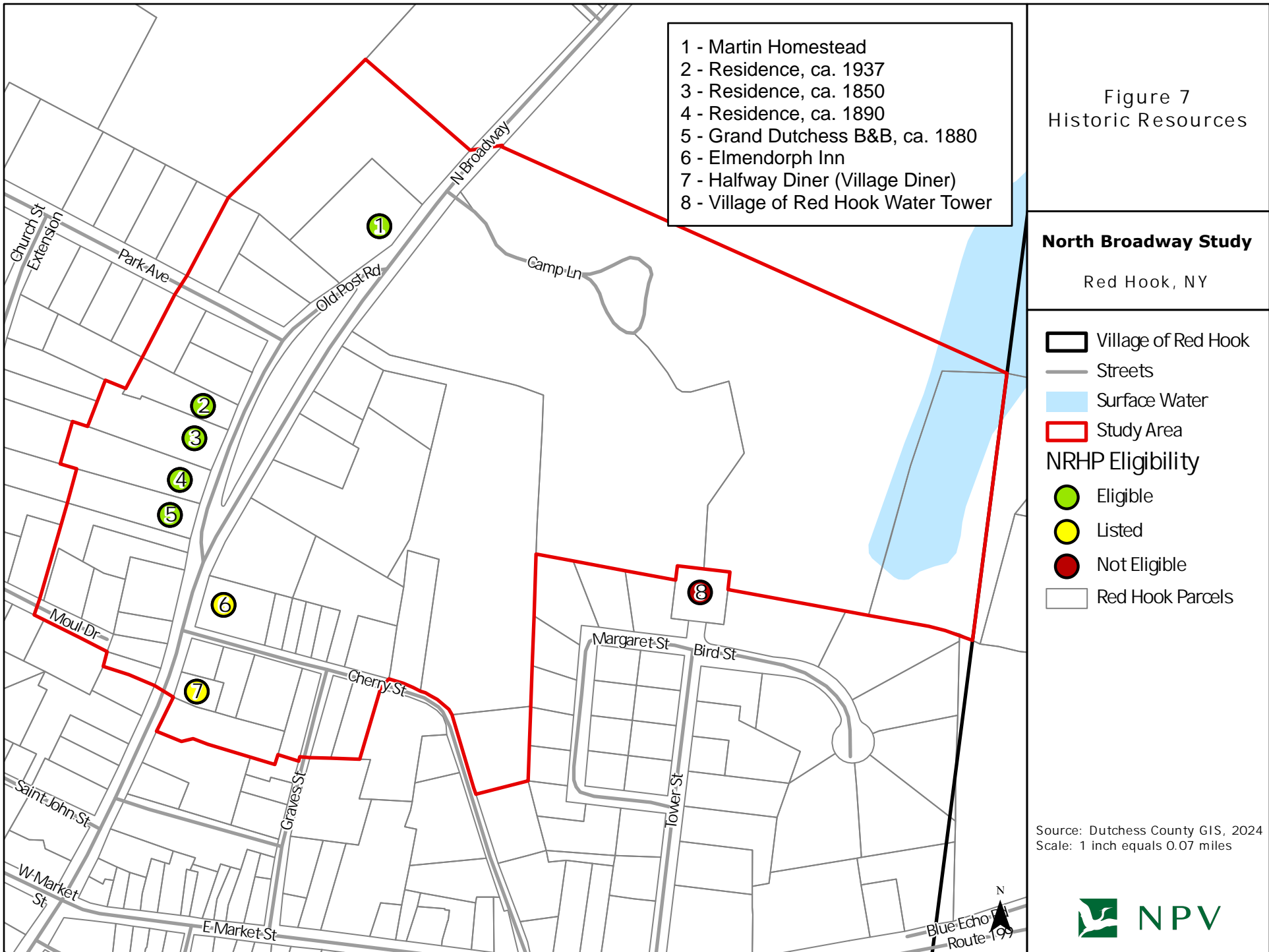
**North Broadway Study**

Red Hook, NY

-  Village of Red Hook
-  Streets
-  Surface Water
-  Zoning Districts
-  Red Hook Parcels
- Property Class**
-  Single Family Residential
-  Two Family Residential
-  Mixed Use Residential
-  Apartment
-  Commercial Residential
-  Vacant
-  Commercial
-  Community Services
-  Agricultural

Source: Dutchess County GIS, 2024  
Town of Red Hook Assessment Roll, 2024  
Scale: 1 inch equals 0.07 miles











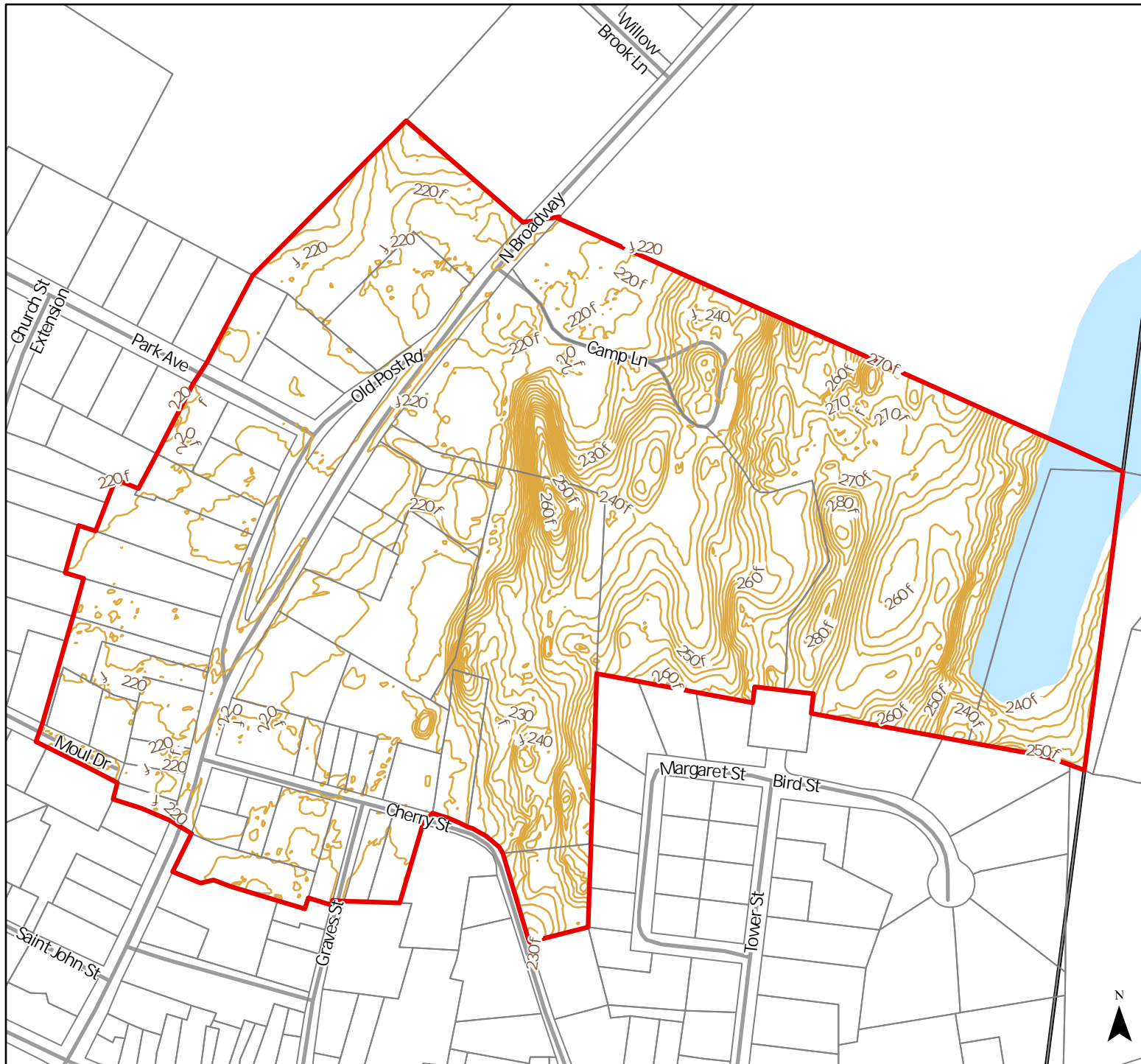
**Figure 8**  
Topography

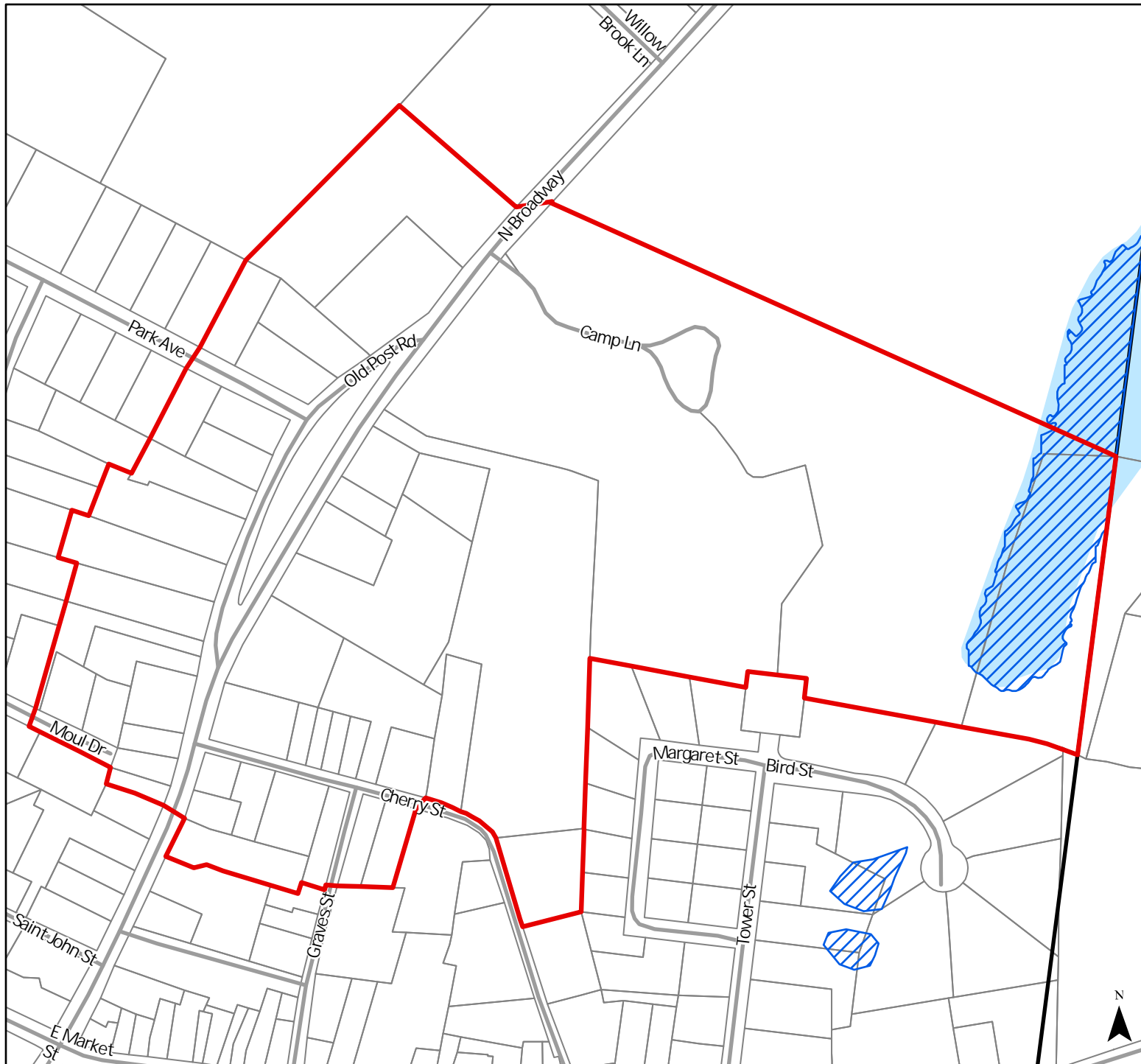
**North Broadway Study**

Red Hook, NY

-  Village of Red Hook
-  Study Area
-  Streets
-  Surface Water
-  2 ft. Contours
-  Red Hook Parcels

Source: Dutchess County GIS, 2024  
Scale: 1 inch equals 0.07 miles





**Figure 9**  
Wetlands,  
Waterbodies,  
Floodplains

**North Broadway Study**

Red Hook, NY

-  Village of Red Hook
-  Streets
-  Surface Water
-  Study Area
-  NWI Wetlands
-  Red Hook Parcels

Note: Floodplains are not present within the Study Area.

Source: Dutchess County GIS, 2024  
Scale: 1 inch equals 0.07 miles



**APPENDIX A**  
**EXAMPLES OF TRAFFIC CALMING MEASURES**

## Traffic Calming Measures

The measures below represent a wide variety of traffic calming measures. The selection of traffic calming measures will depend on the functional classification and role of the roadway within the Village.

A. **Road Diets** (A Road Diet can be a low-cost safety solution when planned in conjunction with a simple pavement overlay, and the reconfiguration can be accomplished at no additional cost. Typically, a Road Diet is implemented on a roadway with a current and future average daily traffic of 25,000 or less. [source](#))

- Blub Out or Curb Extension
- Chicanes
- Choker or Neckdown
- Diverter
- Driveway Link
- Median
- Reducing number of Lanes
- Roadway narrowing
- Bicycle Lanes
- Roadway narrowing with edge lines
- Diagonal Parking
- On street parking
- staggering parking

B. **Improved Pedestrian walkways:** Well-designed pedestrian walkways, shared use paths, and sidewalks improve the safety and mobility of pedestrians. Pedestrians should have direct and connected network of walking routes to desired destinations without gaps or abrupt changes. In some rural or suburban areas, where these types of walkways are not feasible, roadway shoulders provide an area for pedestrians to walk next to the roadway, although these are not preferable. ([source](#))

- ADA- Compliant Designs
- Chicanes
- Widening Sidewalks/Narrowing Streets and Traffic Lanes - These techniques provide a flexible way to take back space from the street for non-motor-vehicle uses. Traditional traffic engineering calls for 12- to 13-foot lanes, citing "traffic safety" standards - but newer evidence shows that lanes as narrow as nine feet can still be safe for driving. [Source](#)
- Providing for a landscaped buffer between pedestrians and traffic
- Lighting pedestrian pathways

C. **Visual Cues to influence Driver Behavior:** using visual cues that remind drivers that they share this public right-of-way with pedestrians and other vulnerable roadway users:

- Gateway signage (welcome to / wayfinding signs)
- Repeating Landscaping to signify that new 'area'
- Repeating Design Treatments, flag poles with flags, signs
- Street Trees that frame and narrow roadway vistas

- Human Scale in the public right of way Benches, trash receptacles, planters, clocks, way-finding signage.
- Speed limit signing
- Driver speed limit feedback

**D. Improving Crosswalk safety:**

- Crosswalk Visibility Enhancements
- Rectangular Rapid Flashing Beacons (RRFB) [source](#)
- Intersection Median Barrier
- Pedestrian Refuge Island Medians and Pedestrian Refuge Islands (Pedestrian crashes account for approximately 17 percent of all traffic fatalities annually, and 74 percent of these occur at non-intersection locations.<sup>1</sup> For pedestrians to safely cross a roadway, they must estimate vehicle speeds, determine acceptable gaps in traffic based on their walking speed, and predict vehicle paths. Installing a median or pedestrian refuge island can help improve safety by allowing pedestrians to cross one direction of traffic at a time. [source](#))
- Striped Cross walks
- Striped No-Parking zones
- No parking curb paint & No parking road signage
- Raised crosswalks

**E. Traffic modifications:**

- Full Street Closure / Woonerf (vehicle-free plaza)
- Modified T-Intersection
- Partial Street Closure
- Speed Humps & Speed Tables
- Transverse rumble strips / markings
- Raised Intersections
- Mini-Circle / Roundabouts and Mini-Roundabouts
- Curb radius reductions
- Curb ramps
- Semi diverter
- Diagonal diverter
- Right in right out island
- Raised median through intersection

Examples of various traffic calming measures are available for review at:

<https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer>

**APPENDIX B**  
**NPV HISTORIC RESOURCES NARRATIVE**

**Martin Homestead:** The Martin Homestead sits on a 1.49-acre parcel of land and is eligible for the State and National Register for its local significance under Criterion C as an intact example of vernacular architecture in the Hudson Valley from the late 18th century. The original building block was built c. 1776 and is a one-and-one-half story residence featuring a side gable roof that slopes down to a full-length porch that covers the five bay façade and divided Dutch door entrance. The front door is in the traditional divided Dutch style, graced by a mid-eighteenth-century Egyptian Revival brass door knocker with distinct sphynx design featuring the likeness of Queen Victoria. The two-foot-thick stone walls sit upon a rubble stone foundation and support a hewn timber frame. A c. 1880 expansion to the stone house resulted in a one-and-one-half story, clapboard, addition. The asymmetrical west elevation (rear) features a full length hipped-roof porch, and a gable above the rear entrance which interrupts the otherwise flat roof of the addition. The windows of the older section of the house are a mix of eight-over-twelve and six-over-six paned double-hung windows, with original second-story casement windows, and a modern casement window punctuating the east side of the kitchen ell. Double-hung and modern casement windows are used in the rear addition. The interior retains several architectural characteristics dating to the time period including rough-hewn beams, wide-plank wood floors, fireplace mantels, although several fireplaces have been enclosed, exposed wooden beams and original iron hardware on several doors both interior and exterior. Historic American Building Survey (HABS) documentation from 1936 shows that the exterior and the floorplan have changed very little since that time. The current owners indicated a barn directly opposite the Martin Homestead was part of the historic farm property.

The dwelling is associated with the predominate Martin family, specifically Gottlieb Martin, who began construction of the home in the spring of 1776. The home of Hendrick Martin, his father, is located at the end of Willowbrook Lane. The Martin family were Palatine Germans who initially settled the West Camp/Kaatsbaan/Saugerties area prior to establishing their home in Red Hook in approximately 1750. The design of the Martin Homestead reflects German building traditions, including a basement kitchen with large open hearth and bee-hive oven. This design is not as common in other predominantly Dutch examples of Hudson Valley stone houses.

The property was passed down through the Martin family for generations, culminating with Gottlieb's grandson Edward Martin who was a lucrative businessman who eventually became president of the Rhinebeck and Connecticut Railroad. The current owners document that when Edward died in 1893, he bequeathed the farm to his niece Serena Martin (1837 – 1924), the daughter of his brother Henry Gilbert, who had lived with and kept house for him for many years. Upon Serena's death, the farm was passed to her niece and nephew, Elizabeth Martin (1855 – 1929) and her brother Edward Montgomery Martin (1863 – 1933). After Edward Montgomery Martin's death, the home was purchased by Oakleigh Thorne Cookingham, Sr. and his wife Clara.

Mr. Cookingham named the farm Applewood and set about planting the farm with apple trees, and in a short time the farm became one of Dutchess County's most successful orchard operations. Mr. Cookingham, Sr. served as Red Hook Town Supervisor from 1936 to 1940, and again from 1942 to 1947. Mr. Cookingham, Sr. died in 1967, with his wife residing in the house until her death in 1988. His son, Oakleigh Cookingham, Jr. oversaw a contracting and excavating business based out of the old barn opposite the house on U.S. 9. Following the death of his first wife, Mr. Cookingham, Jr. and his second wife, Jacquelyn Potter Cookingham, lived in the home, where Jacquelyn was noted for her

DAR sponsored tours. Following Mr. Cookingham's death in 2011, and Jacquelyn's subsequent decline over the next several years, the house was sold to its current owners in 2020, making them only the third family to have continuously owned the home during its history, with the Martin family in residence from 1776 until 1933 (157 years), and the Cookingham family residing there from 1933 until 2020 (87 years).

**Elmendorph Inn:** The Inn, built 1750-1770, may be the oldest existing building in the Village of Red Hook. It is the only remaining gambrel-roofed structure in the Village.

Originally built as a simple farmhouse, by 1785 it was an inn that served as a popular stopover on the four-day stagecoach run between New York City and Albany. In 1796, the owner, George Sharp, son of a Palatine leader from the original settlement at East Camp (modern Germantown), sold the inn to Cornelius Elmendorph, the current building's namesake.

Over many years, the inn served as a stagecoach stop, courtroom, tavern, site of Town Board meetings (before the Village's incorporation) and a kindergarten.

**Halfway Diner:** The Halfway Diner, now known as the Village Diner, is a Silk City prefabricated metal diner manufactured by the Paterson Vehicle Company of Paterson, New Jersey, in 1951. The diner was installed at its current location in ca. 1957. Originally commissioned for use at a location south of Red Hook and on U.S. 9 in the town of Rhinebeck, it was moved twice locally in the intervening years before being moved to Red Hook in 1957, where it has remained ever since. The Halfway Diner, built in 1951, is an intact example of the type of streamlined, stainless steel diner that the Paterson Vehicle Company introduced in 1949 and manufactured until 1952. Silk City diners changed their designs roughly every four years in the post-World War II period. It was standard practice for the company to include a manufacturer's tag that included a serial number, consisting of year of manufacture, followed by the diner's number. For example, the Halfway Diner's manufacturing tag reads #5113, thereby identifying it as the 13th diner built in 1951. The tag with this serial number is on the interior above the entrance door. The diner is a long, rectangular box of welded steel-frame construction, with an arched roof and exterior monitor that is not reflected on the interior.

Except for the Elmendorph Inn and the Diner, National Register eligible properties are clustered on the west side of North Broadway and Old Post Road.

**United Methodist Church Cemetery:** Although the Burial Ground has a historic marker, it does not appear to have been listed or determined to be eligible as of the date of this report. In about 1848, Gilbert Fraleigh and others sold to the church for \$1.00 the land on Cherry Street that became the Methodist Cemetery. Graves dating from 1844 to 1941 are in this cemetery. One notable decedent that has a historical marker is the grave of Alexander Gilson (1824-1889). Alexander, a noted African American horticulturist, was the head gardener for Montgomery Place, the residence



Image 9. Burial Ground marker.

of the Livingston, Barton, and Hunt families, for about 50 years. He is credited with cultivating Begonia Gilsonii, Aschyranthus Gilsonii, and other plant varieties.

*(This narrative prepared by Nelson Pope & Voorhis via research; non-AI generated text)*



## POLICY FOR THE USE OF ARTIFICIAL INTELLIGENCE (AI) TOOLS AND CONFIDENTIAL INFORMATION

Village Employees and Elected Officials “Employees” may occasionally use artificial intelligence (AI) tools to assist with tasks such as drafting content, summarizing information, or generating ideas. While AI can be a helpful resource, it is important to use these tools responsibly and with caution. Although AI may be utilized in the assistance of certain tasks, the individual employee remains responsible for the final work product, including any errors.

### Verification of AI-Generated Content:

- AI-generated content may be inaccurate, incomplete, or biased. Employees must always verify information from AI tools before using it in reports, communications, or any official documents.
- Critical decisions, legal documents, financial information, or other business-sensitive materials should never rely solely on AI output.

### Handling Sensitive or Confidential Information:

- Employees must not input confidential, proprietary, or personally identifiable information (PII) into AI tools.
- PII is information that can be used to distinguish or trace an individual’s identity, either alone or when combined with other information that is linked or linkable to a specific individual (definition from US Dept of Labor).
- Examples of prohibited information include but are not limited to: employee personal data, customer or vendor details, financial records, and intellectual property.
- Sharing sensitive information with AI systems could violate privacy regulations and company policy and may pose a security risk.

### Responsible Use:

- AI tools should be used as supportive aids, not replacements for professional judgment, human review, or standard verification procedures.
- Cite any AI use at the beginning of a document identifying the AI tool used.
- When in doubt about whether information can be shared with AI or how to verify AI output, consult the Mayor or the Village Board.

By adhering to these guidelines, employees help maintain the accuracy, security, and integrity of company information while leveraging AI responsibly.

Adopted by the Board of Trustees on March 23, 2026