



Giving Growth Back its Good Name

One of the clear expressions at the initial Greenway public workshops was that we are not very proud of what is being built these days. While people are attracted to the choices offered by new homes and stores, they hate the traffic and understand that each new outlying subdivision and franchise outlet is slowly destroying the traditional character of their towns. As a result, growth is considered a threat. Slow-growth or no-growth sentiments confront many development proposals.

How do we grow and change without sacrificing our communities? Growth is most often associated with good things: trees and gardens grow, children and families grow, knowledge grows. The Greenway Guides offer the opportunity to give growth back its good name. They build on traditional development patterns, showing how to maintain the rural features that define Dutchess County and connecting communities together with green corridors, not highway strip districts.

Smart Growth...The Greenway Compact Program is a "Smart Growth" strategy, consistent with initiatives across the country that have been endorsed by a broad coalition of national environmental organizations, public officials, farm advocates, New Urbanists, builders' associations, and groups representing developers. *Greenway Connections* complements the Smart Growth programs being practiced in many other states by providing a regional perspective, but stressing action at the local level, by encouraging priority growth areas to focus development in well planned patterns, rather than random sprawl, and by relying on incentives and guidelines, not rigid requirements.

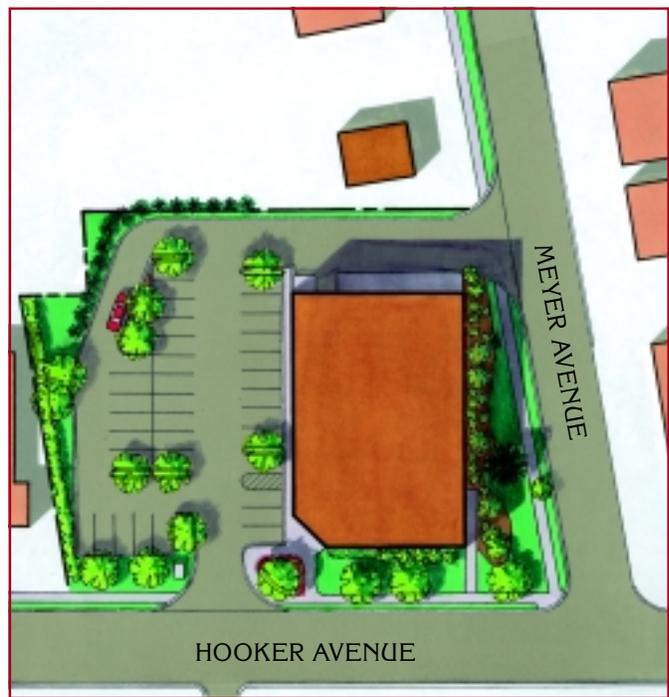
The Greenway Guides are intended to, over time, with every decision, help create better communities. To some extent, the Guides are based on the principle that "a picture is worth a thousand words." They give strong visual clues about the kind of development a community welcomes, yet still allow flexibility in the local planning review process. The Guides are like a toolbox, but success can only be measured by the places we build. Each subdivision and site plan review represents a unique set of issues and challenges. But if the community agrees to basic principles up front, the review process will thrive from a balanced, coordinated, and more streamlined approach.

Using the Guides

The Greenway Guides are designed as a three-ring binder so additional or updated guide sheets can be inserted and used as a living, growing sourcebook. The Guides are organized by project type and location in relation to the county's primary landscape patterns:

- A. Protecting the Countryside** - How to comfortably fit low density development into the rural landscape without destroying its open space and agricultural characteristics.
- B. Strengthening Centers** - Ways to reinforce traditional settlement centers, including hamlets, villages, cities, and their immediately surrounding growth areas, or build new town centers.
- C. Improving Suburbs** - Methods to improve outlying single-use suburban districts, including highway commercial strips and separate tracts of single-family housing.
- D. Greenway Connections** - Strategies to create natural corridors and green linkages between settlement centers and countryside, such as transportation networks, trails and open space systems.
- E. Site Specifics** - Site plan details, such as sign guidelines, landscaping and lighting details, or parking recommendations.

How to take a fresh look at a commercial site plan:



As an example... This proposal for a corner pharmacy in the City of Poughkeepsie (left), with its front yard parking, emphasis on asphalt over landscaping, standard pole sign and franchise architecture, and lack of pedestrian connection to the front sidewalk, could be redesigned by following the Guides.

See Guides:
B2 - Walkable Communities
C1 - Commercial Strip Redevelopment
D3 - Highways into Greenways
E1 - Landscaping
E2 - Signs
E3 - Parking Lots
E4 - Lighting
E5 - Street Trees

The final design (right) featured a well landscaped frontage saving the existing mature trees, parking to the side and rear, a low sign, and store entrance directly off the sidewalk. This more compact, neighborhood-scale design also saved the house to the rear from demolition.