

**TOWN OF LIVINGSTON
MASTER PLAN REVISION**

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TABLE OF CONTENTS

<u>Chapter</u>	<u>Page</u>
Introduction	1
Regional Perspective	2
Community Values	4
Natural Resources	11
Demography	23
Economy	32
Housing	43
Community Facilities	47
Transportation	53
Cultural Resources	57
Land Use	64
Land Use Plan	69

INTRODUCTION

The qualities which have made Livingston a desirable place to live have become increasingly vulnerable to change. Unprecedented growth currently threatens the very nature of the Town's rural character. As in all communities, change is inevitable in Livingston, but change can be planned, guided and managed to the Town's benefit.

Town Law provides that the local zoning commission may formulate a comprehensive land use plan for the development of the municipality. The master plan is a blueprint for decisions concerning the community's development. The master plan establishes the framework in which growth will occur over a 10 to 20 year period.

The master plan is essential to government, as it presents policies and guidelines for the physical and economic development of the community in a coordinated manner. The master plan should be constantly referred to by public officials, their constituencies and private developers.

As noted above, the Town of Livingston is currently experiencing development pressures unparalleled in the Town's history. In response to such pressures, the Town Board imposed a one year building moratorium and established a Zoning Commission to assist the Planning Board and Town Board in the revision of the original master plan of 1974.

The first Town plan was prepared by Hans Kluder Associates of New Hampshire in 1974 and was financed in part by a federal grant. Many changes have taken place in Livingston during the past 15 years, hence the necessity for this master plan revision.

This revised plan provides the guidance necessary to ensure that Livingston's future growth can be accommodated while preserving the community's traditional values and goals. The plan considers important policy issues such as land use, housing, community facilities, transportation, cultural resources, the economy, and the Town's demographic characteristics. The master plan also inventories the Town's natural resources and provides policies for environmental preservation, as well as the identification of areas which could support development.

The master plan should form the basis for Town regulations, such as its Zoning Ordinance. In years hence, the plan can be used as a reference for local infrastructure improvements.

The master plan is a flexible, long-term policy guide intended to shape a better community, while avoiding undesirable and costly mistakes, which could be detrimental to the public interest. This master plan revision is the tangible expression of Livingston's desired goals and objectives.

REGIONAL PERSPECTIVE

Land use policy within the Town of Livingston must be based on the Town's land, its economy and its people. Land use policy must also recognize and be aware of regional development pressures, which may affect growth and planning in the Town.

Livingston is bounded on the north by the towns of Greenport and Claverack, on the east by the towns of Taghkanic and Gallatin, on the south by the towns of Clermont and Germantown, and on the west by the town of Germantown, as well as the Hudson River. The towns of Clermont and Germantown, are experiencing low growth in terms of both building construction and population. The towns of Gallatin, Taghkanic and Claverack are experiencing moderate growth pressures, principally due to their bisection by the Taconic State Parkway, which provides a direct link to both New York City and Albany. The Town of Greenport is experiencing rapid suburban growth pressures, due to both residential and commercial construction.

Although Livingston's predominant land use is agricultural, development pressures take the form of single family home construction as well as the proposed expansion of existing mobile home parks and the proposed development of new mobile home parks.

Each of the towns which lie adjacent to Livingston (with the exception of Greenport, which does not have zoning) have completed master plans and currently have land use regulations that implement the recommendations of those plans. Claverack primarily maintains less-than-one-acre zoning (40,000 sq. ft.). For the most part, Claverack's land uses bordering Livingston comprise a combination of rural/recreational/residential zoning of less than one acre. Taghkanic has implemented large lot zoning in the areas adjacent to Livingston. Gallatin has encouraged large areas of two (2) and three (3) acre residential/agricultural zones. Clermont has provided for largely one (1) acre residential/agricultural zoning. Germantown has implemented multiple zoning districts ranging from 10,000 sq. ft. to a ten (10) acre conservation zone.

Columbia County is currently experiencing a period of moderate growth which is expected to greatly intensify within the next decade. The County's population grew from 51,519 in 1970 to 59,487 in 1980. Much of that growth occurred in five (5) towns: Gallatin, Kinderhook, Copake, Livingston and Austerlitz. Columbia County is expected to have approximately 72,000 residents shortly after the turn of the next century. Many of the county's new residents can be expected to locate within the Town of Livingston.

Three (3) major highway corridors bisect Livingston. They include U.S. Route 9, NYS Route 9G and NYS Route 82. These roadways link rural residences in Columbia County with employment and commercial opportunities in both Columbia, as well as Dutchess Counties. These roadways will continue to stimulate growth and accelerate the pace of development within the town of Livingston.

In close geographical proximity to Livingston are the Taconic State Parkway and the New York State Thruway. Both of these provide vital transportation routes to Metropolitan New York, as well as to the Capital District. These important linkages, when associated with the availability of relatively

low-cost, high quality land, make both transportation corridors prime areas for urban dwellers searching for a piece of "the country". Pressures for the development of second home subdivisions along the Town's eastern border is a real possibility.

As a result of this regional analysis, the following impacts are probable:

1. Development pressures will be greatest along the highway corridors of Routes 9, 9G, and 82.
2. There will be an increase in rural second home development, due to the close proximity of the Taconic State Parkway and the New York State Thruway.
3. The Town's rural agricultural areas will attract new residents who value the unique "country-setting."

CHAPTER ONE

COMMUNITY VALUES

INTRODUCTION

A master plan should express the values of the community. A plan which does not express community desires, stands little chance of being implemented.

In the fall of 1989, the Town of Livingston surveyed its residents to learn their opinions regarding the Town's needs and its future. The survey was intended to lay the groundwork for an effective planning process.

SURVEY METHOD AND ANALYSIS

On October 2, 1989 Morris Associates mailed one thousand and one hundred (1,100) community values survey questionnaires to property owners in the Town of Livingston. Names and addresses were obtained from the Columbia County Real Property Tax Service. To ensure an equal opportunity to respond to the survey by residents not owning real property, Morris Associates distributed a total of one hundred and forty (140) questionnaires to the Town Clerk's office, fire house, library, transfer station and post office. Residents were notified of the Community Values Survey through several articles which appeared in the Independent, Daily Freeman and Register Star.

Due to the overwhelming number of responses received after the October 16, 1989 deadline, Morris Associates extended the deadline to November 3, 1989. As a result, a total of four hundred and twenty-two (422) completed questionnaires were recorded. A response rate of 35% was calculated as follows:

1,240 questionnaires (mailed and delivered)
- 41 questionnaires mailed but returned by the Postal Service
1,199 Total

$$422/1,199 = .352 = 35\%$$

The survey was patterned after similar surveys used by other municipalities in Columbia County and revised by the Livingston Zoning Commission to reflect those issues most relevant to the Town. A 35% response rate should be considered as exceptionally high, when compared to rates of 20% - 25% in other area municipalities.

For most questions there were five choices of response: strongly agree, agree somewhat, undecided, disagree somewhat and strongly disagree. All responses were tabulated; however, for purposes of analysis, agree somewhat and strongly agree responses were combined, as were the disagree somewhat and strongly disagree responses. The summary report expresses each result as a percent of all responses. Also, in reference to the summary report, all results were rounded to one (1) decimal place. In doing this, combined results for each question may equal between 99.9% and 100.2%. The detail report expresses each result as a number representative of how many times each response was selected.

The survey questions were grouped in a number of categories: community atmosphere, community services, housing, recreation, business, growth and development and personal data (see appendix A).

In this chapter, analysis of survey results are grouped in the following categories: profile of respondent (personal data), community atmosphere, community services, housing, recreation, business and growth and development.

RESPONDENT PROFILE

The last section of the survey requested information concerning number of years in residence, year-round residency, home ownership, age, type of residence, handicap, retirees, volunteerism, local businesses, and level of combined household income. Information was also requested in this section concerning where people travel for work, medical services, groceries, shopping, and recreation/entertainment. The responses to these questions were used to create a profile of the survey group.

The survey indicated that nearly 50% of respondents have lived in Livingston for more than 15 years and that over 76% are year-round residents. Approximately 22% of the respondents classified themselves as either seasonal or weekend residents.

Based on a sampled population of 1,368 persons, 26.7% of respondents were over 65 years of age, making senior citizens the largest group of respondents. The age group with the lowest response rate was the 18 - 25 year olds with just 8.2%.

Of survey respondents, 86% resided in a single family house. The next highest percentage rate was 5.9% living in mobile homes.

Again, based on a sampled population of 1,368, 8.7% of households showed a handicapped individual residing there, while 32.8% showed at least one retired person living in the household.

The survey showed over 33% of respondents volunteering for a wide variety of community-related activities.

Only 15.7% of those responding to the survey own their own business in the Town.

The greatest majority of respondents, (over 33%) made a combined household income between \$26,000 - \$50,000. Just less than 25% made over \$50,000 per year.

Over 33% of employed respondents work outside the Town of Livingston. Over 40% travel to Hudson for medical services. Over 50% travel to Hudson and Greenport for groceries and other shopping needs. More than 20% also travel to Hudson for recreational needs.

When questioned what type of work respondents performed, 24.5% replied "managerial/professional"; 24.3% stated "retired"; 15.2% as other; 9.7% noted construction; 9.7% stated clerical, sales/service; 6.1% education; 4.7% stated agriculture and 1.6% manufacturing.

COMMUNITY ATMOSPHERE

The vast majority of survey respondents (91.9%) agreed that Livingston's greatest asset is its natural beauty, while 80% felt that Livingston's friendly small-town atmosphere is one of its greatest strengths. 93.6% stated that the Town's rural setting is another major asset. 80.3% agreed that Livingston's historical architecture is worthy of preservation and 92.4% of survey respondents believe Livingston is a good place to live.

COMMUNITY SERVICES

Most people felt that the Town has adequate ambulance service (84.1%) and fire protection (83.8%), but fewer people agreed that police protection is adequate (53.2%).

The majority of respondents stated that postal service is adequate (78.9%), with a lesser percentage (60.6%) agreeing that library service is adequate.

Most of the respondents disagreed that Livingston should provide a Town water system to handle existing pollution problems (45.6%). 49.4% disagreed that central water is needed to accommodate future growth. 47.5% disagreed with providing a Town sewer system to handle pollution problems, while 51.3% disagreed with providing Town sewer to accommodate future growth. The majority of those against Town water and sewer cited several reasons for opposing central systems, namely; the expense involved and that central systems would be inducers for growth.

Survey respondents generally believed that roads were well-maintained, although the level of agreement changes according to road jurisdiction; 85.3% for state roads, 84.1% for county roads, and 77.4% for Town roads.

HOUSING

The majority of respondents agreed that Livingston should permit conversion of vacant buildings for residential use (70.1%). 64.6% favored permitting one (1) accessory apartment in existing single-family homes. 62% of the respondents did not agree that well-planned mobile home parks should be encouraged. 67.7% were opposed to high-density residential development near existing hamlet centers. 61% were not in favor of cluster development.

Respondents generally felt that Livingston needs affordable housing (58.4%). The need for low to moderate income housing was nearly evenly split with 42.3% in agreement, 41.8% in disagreement with 13.3% undecided. Housing for young couples (62.7%) and seniors (59.6%) was favored. Survey respondents were opposed to the following types of housing: apartment complexes (67.2%), multi-family housing (60.1%), mobile home parks (72.2%) and luxury housing (54.4%).

RECREATION

Survey respondents generally believed that Livingston needs to develop recreational facilities for teenagers (67.7%), young children (67%), senior citizens (61.8%), and adults (54.1%).

A majority of those surveyed felt that the Town should acquire land for recreational use (54.4%); develop year round recreational facilities (56.5%); and initiate Town supervised recreational programs (53.7%).

When questioned as to the specific type of recreational use, survey respondents clearly desired to have baseball fields (51.8%), tennis courts (47.3%) and basketball courts (45.8%). A Town swimming pool was opposed (43.9%). Survey respondents were fairly split in the need for both football and soccer fields. 37.5% agreed to have football fields, 35.9% disagreed and 21.6% were undecided. As for soccer fields, 37.3% agreed, 34.7% disagreed and 22.8% were undecided.

A clear majority (60.8%) agreed that Livingston should obtain access to streams, lakes and the Hudson River. Most access to water is currently privately owned.

BUSINESS

When asked to select five (5) businesses which should be encouraged in Town, survey respondents chose agriculture (79.8%), farmer's markets (63.9%) professional services (43.7%), tourism (41.4%) and grocery store(s) (36.8%). Those businesses least favored to be encouraged were movie theaters (85.3%), department stores (85%), retail/specialty stores (75.3%), banks/financial services (72.7%) and convenient stores (72.2%).

GROWTH AND DEVELOPMENT

Survey respondents showed great concern for the environment when asked what issues they considered to be most important during the next ten (10) years. 91% of those surveyed felt protecting the water supply was important; 89.8% stated maintaining the environmental quality as being important, 82.9% stated maintaining the rural character was important; and 81.9% of those responding to the survey listed the protection of prime farm lands as important. Improving or developing water supply showed a 54.4% rate of importance; improving local roads 45.8%; developing greater regional cooperation among local governments 50.4%. 58.2% thought the protection of historical structures was important.

The question of building affordable housing was more evenly split with 30.4% stating important, 37.1% stating fairly important, and 26.1% felt it was not important. A good size majority of 73.9% believed that controlling the rate of development was important to the Town. The question of attracting new commercial/industrial development was fairly evenly split, with 24.5% stating it was important; 23% stating it was fairly important and 46.3% believing it was not important; while 6.2% omitted the question altogether. When asked what development's aim should be, 91.9% of respondents believed it should be to maintain the rural character. 77.4% felt development should make Livingston more attractive. 56.8% thought development should help to provide employment, while 50.6% agreed that development should expand the local tax base. 45.8% of respondents felt development should provide more housing in the Town, and 42.8% thought growth would be encouraged through development.

Livingston residents further expressed their concern for the environment when questioned what should be encouraged through the master plan revision and land use regulation. Preservation of agricultural lands received an approval

rating of 92.2%. 91% agreed that the preservation of groundwater supplies should be encouraged. 85% of all respondents felt wetland preservation should be promoted. Wildlife preserves received a rate of 83.8% of agreement. 82.9% of survey respondents agreed that the preservation of scenic vistas should be encouraged through the planning process. 64.6% agreed that steep slopes should be preserved from development. 53.9% felt proper soil and gravel mining operations should also be encouraged.

Other venues to be encouraged included tourism, as 56.8% agreed that it should be promoted. The encouragement of home businesses received a 58.2% agreement response. Light industrial development did not receive such a clearly defined majority. 45.8% agreed light industry should be encouraged; 38.7% disagreed and 11.6% were undecided. Heavy industrial development should not be encouraged according to 73.6% of survey respondents. 13.1% were in favor of such development, while 8.8% were undecided.

60.1% were against the encouragement of the construction of shopping centers along major roads (strip development). 24.4% thought such construction was advisable and 11.6% were undecided. Commercial development in general was opposed by a margin of 50.6% to 30.4%. 12.4% of respondents were undecided.

Pursuant to new residential development, 41.4% disagreed that it should be encouraged; 36.8% agreed that it should be encouraged and 16.4% were undecided; thereby leaving the question of new residential development left unanswered.

When questioned if land use regulation is needed in the town of Livingston, 68.4% were in favor of regulation, 7.8% disagreed, 9.7% were undecided, and 14% omitted the question. It appeared from the survey results that some form of land use regulation was desired.

SUMMARY

The 35% response rate of those surveyed indicated a high representation of Livingston's population. Survey respondents generally wished to see slow growth in the Town while preserving its natural beauty, rural character and agricultural traditions. Respondents strongly supported regulation of development, in order to protect the environment, aesthetic quality, and historic character of Livingston. Support of land-use regulation lessened when people believed such regulation would specifically interfere with their own property.

Although most of the survey respondents were homeowners, a majority favored new residential construction and affordable housing. Housing for young couples and seniors was also favored. This very same majority, however, were opposed to every specifically mentioned type of affordable housing noted in the survey; including multi-family housing, apartment complexes and mobile home parks. Survey respondents were further opposed to high-density residential complexes near existing hamlets and clustered housing. Single family homes appeared to be the single universally accepted housing option in Livingston.

Regarding commercial and industrial development, survey respondents wished only to encourage light industry and agriculturally related businesses, such as farmer's markets. Respondents also did not wish to see construction of commercial strip development along Livingston's roadways. Although the majority

of respondents were opposed to heavy industry and all forms of commercial development, with the exception of agri-business, those same survey respondents wished to see an increase in employment and an expansion of the Town's tax base, while controlling the rate of growth and development.

In general, Livingston residents do not want development which will bring an over-abundance of new residents, heavy industries or "suburban like" companies and services. Residents also do not wish to see development which would assure the loss of open space, agricultural land, or bring harm to Livingston's historic character or natural resources.

IMPLICATIONS FOR PLANNING

As a result of an analysis of the information received during the community values identification process, the following implications for local decision making have been identified:

1. Citizens of the Town of Livingston value the rural and agricultural atmosphere of their Town. The community's master plan and land use regulations should properly reflect the need to preserve this traditional atmosphere.
2. Motivating residents to become involved in the planning and land use decision making process appeared to be a problem throughout the region. Certain responses to the Town's Community Values Survey indicated that it is also a problem in Livingston. Several tools can be utilized in order to improve citizen involvement in this process. They may include: Publicizing actions taken by Town agencies in local newspapers, and holding periodic Town meetings and/or public hearings in regard to planning techniques. Citizen participation is vital to the overall master plan/land use regulation process.
3. Community planning should address the issue of the quality of commercial development in Livingston. Although growth is inevitable, the Town can both effectively and responsibly shape such growth to provide a satisfying environment while growth occurs. To further these ends, the Town could utilize such means as strengthening its site planning review capabilities, implementing both architectural and landscape review procedures, and by initiating improvement programs to beautify its hamlet areas. Such beautification efforts could involve stringent signage review standards, facade improvement programs, and street tree plantings. The Livingston community must provide guidance to local decision makers.
4. Respondents stated the recreation facilities are inadequate. The Town can create recreational space by requiring subdividers to set aside a percentage of their proposed development for recreational purposes. The Town could also require that the developer pay the Town a recreation fee that could be used to finance recreation programs and improvements. Developed recreation space can be acquired should the Town decide to require developers to use cluster development.
5. Agriculture and agri-businesses that preserve the rural character of the Town should be encouraged. This can be accomplished by promoting

the use of agricultural district provisions, developing land use regulations which encourage such uses and limiting large scale residential developments in areas specifically designated for rural and agricultural uses.

6. Critical environmental resources such as forests, wetlands, steep slopes, flood plains and aquifers should be identified and properly managed.
7. Open space preservation is necessary if Livingston is going to maintain its traditionally rural atmosphere. Open space can be preserved by land acquisition, clustering, conservation easements, and the transfer of development rights. An administrative framework appears needed should the Town decide to implement such policies.

CHAPTER TWO

NATURAL RESOURCES

INTRODUCTION

To properly plan for the needs of a growing community, the resources and limitations of the natural environment must be seriously considered. This chapter describes Livingston's major environmental features, including surficial deposits, bedrock, aquifers, slope, soil depth, soil permeability, prime agricultural soils, drainage, wetlands, surface waters and floodplains. Each of these features has characteristics with various implications for development. Careful attention to the opportunities, as well as to the limitations these natural resources represent is necessary, in order to guide future growth in such a way as to maintain the natural beauty and economic viability of Livingston.

Livingston is blessed with an abundance of natural resources which have enabled the Town to prosper. As the Town's population grows, greater pressure will be exacted on these valuable resources. The consequences of damaging the resource base grow as development pressure increases. It is extremely important, therefore, that land use regulations respect the limits of the environment.

GEOLOGY

The geological features of the Town influence drainage, topography, groundwater availability, and soil types. Each of these natural characteristics, in turn, have shaped the Town's land use pattern and affect Livingston's potential for future growth and development.

SURFICIAL DEPOSITS

Unconsolidated materials deposited by glaciers and glacial meltwaters cover much of the bedrock in Livingston. These deposits fall into three (3) categories. Each has distinct features which affect land development.

Lacustrine deposits consist of fine-particled silt and clay laid down by glacial lakes. These deposits have very low permeability and porosity, making them unsuitable sites for septic systems and poor sources of groundwater.

Till consists of a mixture of materials and of a wide range of sizes, ranging from microscopic silt to large boulders. Therefore, its permeability and porosity can vary widely. The majority of till deposits in Livingston have a high clay content, limiting their usefulness as aquifers. Septic systems must be carefully designed.

Sand and Gravel consists of larger particles deposited in lowlands and stream valleys. These deposits are the Town's most productive groundwater sources. Such deposits also provide important building and road construction materials. Sand and gravel deposits, however, are porous, so that pollution from overburdened septic systems, salt,

waste disposal sites, chemical spills and other sources infiltrates quickly, making such deposits highly vulnerable to contamination.

Five (5) major soil groups can be found in Livingston according to the Columbia County Soil and Water Conservation District. They are as follows:

Hudson - Vergennes - Raynham

This soil unit consists of soils formed in glaciolacustrine deposits with a large amount of silt and clay. Coverage is approximately 30.6 percent in Town. This unit can be found along the Klein Kill, west of Route 9 and northward to the Greenport line. Most areas are used for hay or pasture and a few areas are used for corn. All of the soils in this unit are highly erodible and require contour tillage, minimum tillage, careful crop rotations, and maintenance of permanent sod or pasture. Most areas active in farming require drainage. Slow permeability, a seasonal high water table, clayey texture, slope, erodibility and frost action are the main limitations for development.

Blasdell - Hoosic - Knickerbocker

This soil unit consists of soils that formed in glacial outwash along the large tributary valleys of the Hudson River. Coverage is approximately 30.2 percent. This unit can be found along the Roeliff Jansen Kill and in the vicinities of Glenco Mills, Blue Stores, Livingston and Elizaville. Most areas of this soil unit are used for corn, hay, vegetable crops and fruit. The steeper areas are pasture or wooded. These soils are easy to work, although the productivity is sometimes limited by droughtiness. Irrigation improves crop productivity on the less sloping soils of this unit. The hazard of erosion increases as the slope increases. Farming on the contour, stripcropping and using cover crops are effective management practices on the steeper areas. Gravel and surface stones may interfere with the operation of some types of farm machinery. Very rapid permeability causes a potential hazard of groundwater pollution from septic tank absorption fields.

Stockbridge - Georgia

This soil unit consists of soils that formed in glacial till with a moderate to large content of lime derived from local limestone bedrock. Coverage in Livingston totals approximately 15.9 percent. This unit can be found just east of the hamlet of Livingston and in the north-central portion of Town. Stockbridge soils are well drained. Georgia soils are moderately well drained. Most areas of this unit are used for farmland, specifically pasture, hay, row crops, vineyards and fruit orchards. A few areas are wooded or brushland. Stripcropping and crop rotation help to reduce erosion. Included wet spots are usually drained by the use of tile. Slow percolation rates and slope are limitations for community development.

Nassau - Manlius

This soil unit consists of soils formed in medium textured glacial till dominated by shale. The landscape generally consists of folded bedrock ridges in a north-south orientation. Outcroppings of shale bedrock are common, particularly in steep areas. Coverage is approximately 9.4 percent. This soil unit can be found in the Blue Hill area. Nassau and Manlius soils are excessively drained and permeability is moderate. The uses of this unit vary. Slope and the depth to bedrock are the main limitations to development. The soils can be used for corn, hay or pasture, although brushland and woodland are also found. Orchards and vineyards, once established, do well. The soils are highly erodible and are limited in productivity by slope, droughtiness and areas of rock outcrops.

Limerick - Occum - Fluvaquents - Udifluvents

This unit consists of soils that formed in recent alluvial deposits adjacent to the major streams of the Town. Coverage in Livingston is approximately 13.9 percent. This soil unit is located in the eastern portion of Town, as well as along the southern border with Clermont. Limerick soils are poorly drained. Occum soils are well drained. Fluvaquents are poorly drained. Udifluvents are excessively to moderately well drained. Both Fluvaquents and Udifluvents are frequently flooded. Most areas of this soil unit, especially the Limerick soils, are wooded or are in water-tolerant brush and sedges. The Occum soils are well suited to farming. All soils in this unit are subject to seasonal flooding and streambank erosion is a hazard. Some areas have surface stones which interfere with tillage and harvesting. Due to flooding, this soil unit is not suited to community development.

SOILS

Soil Depth and Permeability

Permeability and depth to bedrock are two features of soils which directly influence their suitability for development, farming and other land uses. Permeability rates are measures of the ease with which water flows downward through the various layers of soil. Septic fields and other uses requiring good internal drainage may not operate properly in soils with low rates of permeability. This can make it necessary to place restrictions on development densities in areas without central water and sewer. Shallow soils further limit the placement of foundations, wells and sewage disposal systems. As shallow soils are often associated with steep slopes, they can be extremely vulnerable to erosion and can transmit pollutants quickly.

The Soil Conservation Service of the U. S. Department of Agriculture utilizes a standard permeability rate of 0.63 inches per hour in rating soils. A lower rate is considered a severe limitation on the ability of septic systems to function properly.

When measuring depth, the Soil Conservation Service uses a standard of three (3) feet to bedrock as the cut-off between shallow and moderately deep or deep soils.

Prime Agricultural Soils

Prime agricultural soils are the best and potentially the most productive soils in Livingston. They tend to be level or gently sloping, fertile, stable and deep. As classified by the U.S. Soil Conservation Service, prime soils are suited to a wide variety of farm crops with relatively few limitations.

In Livingston, these soils cover approximately one-quarter (1/4) of the Town. Prime agricultural soils represent an irreplaceable natural resource. The agricultural operations these soils support provide Livingston with large expanses of open space. The Town's future food production depends on these prime soils. Unfortunately, these soils are also some of the easiest and least costly to develop. These prime soils are extremely vulnerable to permanent loss as Livingston continues to grow. Carefully planned land use policies and a strong commitment to environmental protection are needed if Livingston is to maintain its traditionally rural, agricultural base.

BEDROCK

Bedrock types have distinct characteristics which affect the development of land, particularly in terms of water supply and soil types.

Three (3) types of bedrock underlay Livingston. They are as follows:

Walloomsac Slate, Normanskill Shale

Of the various formations of folded Ordovician and Cambrian Rock, the Walloomsac/Normanskill group is the most common in Livingston (74.0%). This bedrock formation is also the youngest of the commonly occurring types of bedrock in Columbia County.

Schodack Formation

Bedrock from the Schodack formation is the least common formation in Columbia County overall, but not in Livingston. The Schodack formation comprises 13.8 percent of the Town's bedrock. This formation is found east of the Klein Kill and west of Route 9 in the northern portion of Town.

Nassau Formation

This bedrock formation is the second most common in Columbia County, while it's the least extensive in Livingston. The Nassau formation comprises 12.2 percent of the bedrock in Town. This bedrock type is also the oldest in the County. Nassau is primarily folded beds of slates, shale and thin interbeds of quartzite. This bedrock formation is located in both the Elizaville and Linlithgo areas.

Livingston is believed to have been covered and uncovered by several advances and retreats of glacial ice. This ice age began approximately 300,000 years ago and ended nearly 10,000 years ago. Livingston is underlain by bedrock mainly of the Ordovician and Cambrian periods.

Water is obtained from fissures and cavities in the bedrock and the quantity of water yielded depends on how much the rock is fractured and how well the fractures and cavities interconnect. Variations in bedrock type also affect the permeability, porosity and chemical composition of the soils above, which affect the type and density of development that is most appropriate in a given area.

AQUIFERS

Aquifers are natural groundwater reservoirs stored in surficial or bedrock deposits. Sand and gravel form the most productive surficial aquifers and carbonate rocks such as limestone form the most productive bedrock aquifers. Areas where sand and gravel overlie limestone are, therefore, the most productive, as well as the most vulnerable aquifers in Columbia County. Land use regulations should be designed to protect the quality of this important resource.

Within the borders of Livingston there exists two (2) unconfined, unconsolidated aquifers. (No underlying bed of impermeable material exists in Town.) The first lies principally between U.S. Route 9 and County Route 19 south of the hamlet of Livingston extending southward to Manorton and eastward to the Taghkanic line near Route 82. This aquifer yields 10 to 100 gpm. It is a sand and gravel aquifer with a saturated zone generally less than ten (10) feet thick but with less permeable silty sand and gravel. Yields in areas adjacent to streams may exceed 100 gpm through pumping (induced infiltration).

The second major aquifer lies along N.Y.S. Route 82 in the northeastern sector of Town. This aquifer yields more than 100 gpm. The sand and gravel is of high transmissivity and with a saturated thickness greater than ten (10) feet. Many such areas are associated with surface water sources that can provide additional water (pumping induced recharge).

In both the Elizaville and Bells Pond vicinities exist aquifers of unknown potential. Both are areas of sand and gravel in which little or no well data is available to determine yield potential. Both of these aquifers are Kame, Kame terrace, Kame Moraine, outwash or alluvium of unknown thickness or saturation. Yield potential is greater where streams are present.

TOPOGRAPHY

Relief and slope are two topographic features that significantly affect land use. Relief refers to the pattern of elevations or irregularities on the land surface. The slope of the land is its degree of steepness. The pattern of alternating hills and valleys, steep slopes and flatlands contribute to the scenic beauty of Livingston.

These features present various constraints upon development. Topographic location affects groundwater yields from bedrock wells. Usually, the yield is highest in the valleys and lowest on the higher elevations. This is due to the fact that the water table is generally closer to the land surface in valleys, rather than on hills. Wells of the same depth will penetrate a greater thickness of saturated material in valleys than on hills and will generally yield more water.

The degree of slope also affects development. Land on which slopes are in excess of 15 percent is steep enough to present difficulties in grading as well as road and driveway design. Steeper slopes cause greater erosion, increased flooding and a greater impact on off-site properties than would normally occur.

RELIEF

Livingston has a wide range of elevations, varying from 10 feet at the lowest point of the tidal flats where the Roeliff Jansen Kill empties into the Hudson River, to 670 feet at the highest point of Blue Hill.

The pattern of relief is directly related to the geology of the region with a north-south orientation of hills and valleys.

SLOPE

Steep slopes, defined as areas with more than a 15 percent grade, cover approximately 30 percent of Livingston. This was determined by measuring steep slopes on a U.S. Geological Survey topographic map showing ten (10) foot contours. Steep slopes appear throughout the Town, but are most common between the Hudson River and County Route 31, as well as along the Town's eastern border with the Towns of Taghkanic and Gallatin. Steep slopes also characterize many hillsides in the north-central section of Town, such as along County Route 10, Cold Spring Road and Blue Valley Road.

These areas provide a scenic backdrop to the valley floors and support much of the wildlife and vegetation in Livingston. Steep slopes have significant implications on development as costs for road and driveway construction, erosion control, proper septic system installation and provision of other services increase as slope increases. The costs of construction on slopes greater than 25 percent is so high and the environmental fragility of such areas so great, that development should be precluded. Often development pressures are strong enough, that even high costs do not prevent construction on steep slopes. Land use regulation is necessary in order to prevent such actions.

WATER RESOURCES

Drainage

Portions of two (2) major drainage basins exist in Livingston - the Claverack watershed and the Roeliff Jansen Kill watershed. The Taghkanic Creek, Mud Creek, Bells Pond and several smaller tributaries are part of the Claverack drainage basin located in the northeast portion of Town. The Claverack watershed drains north and westward to the towns of Claverack, Greenport and Stockport and from there into the Hudson River. The remainder of Livingston is part of the Roeliff Jansen Kill basin, which also drains north and westward into the Hudson River along the Livingston - Germantown border. The Roeliff Jansen Kill, Doove Kill, Klein Kill, Conway Brook, Foxes Creek, Fall Kill and other smaller tributaries to these streams comprise the Roeliff Jansen Kill drainage basin.

The approximate drainage divide or watershed boundary between these two basins runs along hilltops just to the north of the hamlet of Livingston; eastward along Schneider Road to the Taghkanic border; and northwestward from

the Livingston hamlet along the hilltops just to the north of Cold Spring Road and east of County Route 31.

Surface Water

The largest stream in Livingston is the Roeliff Jansen Kill which principally serves as the Town's southern boundary with the towns of Clermont and Germantown. The "Roe Jan" empties into the Hudson River just south of Linlithgo Station Road and west of N.Y.S. Route 9G.

Much of Livingston north of County Route 8 is dominated by streams, ponds and wetlands. The largest surface waters in Town are Bells Pond (60 acres) and Twin Lakes (North Lake - 32 acres) and (South Lake - 37 acres). This vast network of streams, lakes, ponds and wetlands serve a vital function as areas for the storage of floodwaters, recharge areas for aquifers, habitats for wildlife, while allowing fishing and hunting opportunities. These valuable natural resources should be protected through land use regulation.

Floodplains

Floodplains are low-lying areas that are inundated during heavy rains or by melting snow. Floodplains act as shock absorbers in a drainage system by providing space for excess runoff. Floodplains also can serve as recharge areas for aquifers.

One-hundred year floodplains are those areas which have a one percent (1%) chance of being completely inundated in any given year. These areas have been mapped in Town as a part of the National Flood Insurance Program, which is administered by the Federal Emergency Management Agency (FEMA). These maps depict the extensive floodprone areas of Livingston's lowlands.

Lowlands along most of the Roeliff Jansen Kill, the Taghkanic Creek and the Hudson River are floodprone.

Livingston has adopted floodplain management regulations pursuant to the National Flood Insurance Program. Under this program, communities that adopt and enforce floodplain ordinances are eligible for federal disaster assistance. In addition, individuals who own or purchase property in the floodplain may purchase insurance to cover flood losses.

Although these areas need to be protected through land use regulation, the need for specific flood-conscious land use regulations extend beyond the natural boundaries of the floodplain. Drainage regulations usually are designed to manage stormwater runoff rates while allowing total runoff volumes to increase when a site is developed. As more of a watershed is developed, such regulations inevitably lead to more frequent downstream flooding because the cumulative result of increased runoff volumes is a greater load on downstream channels. Regulations which require the use of stormwater detention facilities and long-term retention ponds can be utilized to prevent new development from aggravating flood problems.

Wetlands

Wetlands play an important role in regulating and purifying groundwater supplies and surface waters. Wetlands slow floodwaters and often act as natural retention basins. Wetlands further provide valuable wildlife habitats and open space. Wetlands also may combine with stream channels and ponds to form natural green space corridors.

Freshwater wetlands occur where the water table is at or near the land surface for most of the year. Wetlands cover approximately ten percent (10%) of Livingston. Under the New York State Freshwater Wetlands Act of 1975, the Department of Environmental Conservation (DEC) flags, maps and regulates those wetlands covering at least 12.4 acres and smaller wetlands which are judged to be of local importance. The law requires permits for all non-agricultural activities that could change wetland quality, including, but not limited to construction activity, grading, filling, excavating and any activity which would remove water or decrease the water table.

Twenty-eight (28) state regulated wetlands cover approximately 1,259 acres in Livingston. The largest wetland in Town is HS-11, which encompasses 155 acres at the mouth of the Roeliff Jansen Kill and extends northward along the Hudson River.

Another large wetland (CL-5) of 134 acres exists in the central portion of Town along the Klein Kill and its tributaries in the vicinity of Sparrow Bush, Platner and Schroeder Roads. Smaller wetlands are scattered throughout the Town and are often associated with lakes, ponds or streams.

SUITABILITY FOR DEVELOPMENT

Due to the abundance of steep slopes, impermeable and shallow soils and wetlands in Livingston, in addition to smaller areas of floodplains and surface waters, only approximately forty percent (40%) of the Town is free of substantial limitations on development. These areas would include the hamlets of Livingston, Manorton and Elizaville. Other locations would include the Bells Pond vicinity, the area along County Route 19 between Manorton and Elizaville, much of the land along the eastern side of U.S. Route 9 between Blue Stores and Bells Pond, the north-central area of Town east of County Route 31 and north of Cold Spring Road to the Greenport line, land near Bingham Mills, and areas in the vicinity of Wire Road. Some of these areas have previously been developed primarily due to the ease and lower cost of improving the land.

As there are areas of Livingston relatively free of natural limitations, there are also locations which would place multiple constraints on development. Generally, these would include areas where shallow soils cover steep slopes and where lakes or wetlands fill the intervening flatlands and valleys. Some of these locations with considerable development constraints would include the Oak Hill, Blue Hill and Mount Tom areas, land immediately bordering the Hudson River, certain lands bordering the Roe Jan along Clermonts' panhandle, an expansive area east of County Route 31, west of U.S. Route 9 and south of Cold Spring Road, many areas along N.Y.S. Route 9G, and land in the Town's northern and eastern most border near Churchtown.

It should be mentioned that there are certain features of even the most suitable lands which present concern. The two most significant of these are the presence of prime agricultural soils and aquifers. Such features are often

characteristic of easily developable lands. Agricultural soils are level or gently sloping, deep and fairly permeable. Soils, overlying sand and gravel and/or limestone aquifers are usually highly permeable, and wells yield extensive quantities of water. These valuable resources, however, are very vulnerable to pollution or permanent loss. Although prime agricultural soils and aquifers do not present natural limitations on development, Livingston may wish to consider implementing protective measures on such features so appropriate forms of development may be permitted without negative impact.

SUMMARY

The Town of Livingston is endowed with a natural resource system which provides ample surface water, adequate groundwater reserves, extensive open space and large areas of fertile farmland. A number of natural features do however, impose certain restrictions on development densities and location. Steep slopes, floodplains, wetlands, and areas of shallow or impermeable soils are common. Local regulation should be thoughtfully linked to the lands' natural limitations, so the Town will not have to shoulder the responsibility of service costs and environmental damage caused by poorly designed or inappropriately located development.

IMPLICATIONS FOR PLANNING

1. Livingston should take advantage of the State Environmental Quality Review Act (SEQRA) as a means of obtaining detailed information regarding the impacts that proposed projects may have on environmentally sensitive resources. Through the SEQRA process, the Town should identify measures which would minimize or prevent environmental damage and should further require developers to use such measures. Where appropriate, Livingston can also use the information revealed through SEQRA as justification for withholding permission for development activities which will harm Livingston's natural resources.
2. The majority of the land in Livingston has at least one characteristic which would limit its suitability for development. Steep slopes, floodplains, wetlands, shallow and impermeable soils, or geological deposits that are unlikely to have large water yields appear throughout the Town. To accommodate anticipated growth while maintaining a safe environment demands careful, innovative land use policies. These policies must be able to produce development which is compatible with the resource base. Land use regulations should utilize such techniques as clustering, conservation easements, erosion control plans, stormwater infiltration policies and other appropriate methods in order to foster well-planned growth and development.
3. The streams, ponds, lakes, floodplains and wetlands of Livingston are integral parts of the same hydrologic system. Within a drainage basin, any modification of any one element will result in the modification of all the other elements. Land use regulations for the Town should reflect the interconnected nature of its water resources.
4. Groundwater is a critical resource in Livingston. Although the size and capacity of the Town's aquifer system is not fully known, the resource is quite vulnerable to pollution and misuse through overcrowding, chemical

contamination, and excessive coverage of the land surface with impervious materials. Land use controls and development density limits should reflect the importance of protecting the aquifer system. Local officials should require thorough analysis of the hydrologic impact of any proposed large development in order to ensure that adequate water supplies may be obtained without adversely affecting other water users.

5. Careful management of stormwater runoff throughout Livingston can prevent new development from aggravating existing problems. All new development should be designed so that the rates of runoff leaving the site after development are not greater than they were prior to development. Stormwater detention facilities and retention ponds can be utilized to alleviate flooding problems.
6. To help preserve the quality of its surface waters and soils, the Town should strictly enforce erosion control standards for development projects, road construction, mining, agricultural operations and other activities that disturb the land surface.
7. Livingston should strictly govern the siting of commercial, institutional and industrial facilities that handle toxic or hazardous substances. Such facilities should be kept away from Livingston's principal aquifers, recharge areas and well sites.
8. Because of their linear shape and level terrain, floodplains are ideal sites for bikeways, hiking and running trails, bridle paths and cross-country ski trails, as well as recreation facilities such as athletic fields and tennis or basketball courts. Livingston should take immediate advantage of the open space corridors that floodplains provide, by promoting the increased use of recreation activities and passive open space, through a combination of public acquisition, floodplain management regulations, the use of conservation easements and zoning. Quite often communities working closely with individual developers can have substantial areas of recreational land provided as part of subdivisions.
9. The Freshwater Wetlands Act of 1975 applies to wetlands covering at least 12.4 acres and the few smaller wetlands which the NYSDEC recognizes as being of unusual local importance. Several communities in New York State recognize the fact the wetlands smaller than 12.4 acres are also worthy of protection and have enacted legislation that regulates wetlands as small as two (2) acres in size. Because wetlands form critical elements of hydrologic systems, small wetland areas in important locations can be just as valuable as large wetland systems. Groups of small wetlands may actually support wildlife habitats that are superior to isolated large wetlands. Livingston should carefully assess the quality of wetland protection and consider the implementation of comprehensive regulations that reflect the value of wetlands less than 12.4 acres.
10. As Livingston is located downstream of the headwaters of the Taghkanic Creek and the Roeliff Jansen Kill, land use changes in upstream towns could have significant long-term effects on flood levels in the Town. Activities that increase flood levels in Livingston affect downstream communities, as well. Development in all communities along the above noted drainage basins can affect the volume and quality of groundwater contained in the local

aquifers, as well as the quality of surface water flowing through the numerous streams and creeks. Livingston should consider the regional environmental effects of land use policies and should seek the cooperation of other municipalities in properly administering floodplain uses, as well as surface and groundwater resource systems.

11. Steep slopes and shallow soils cover large expanses of Livingston. Such features place severe restrictions on development for the following reasons:

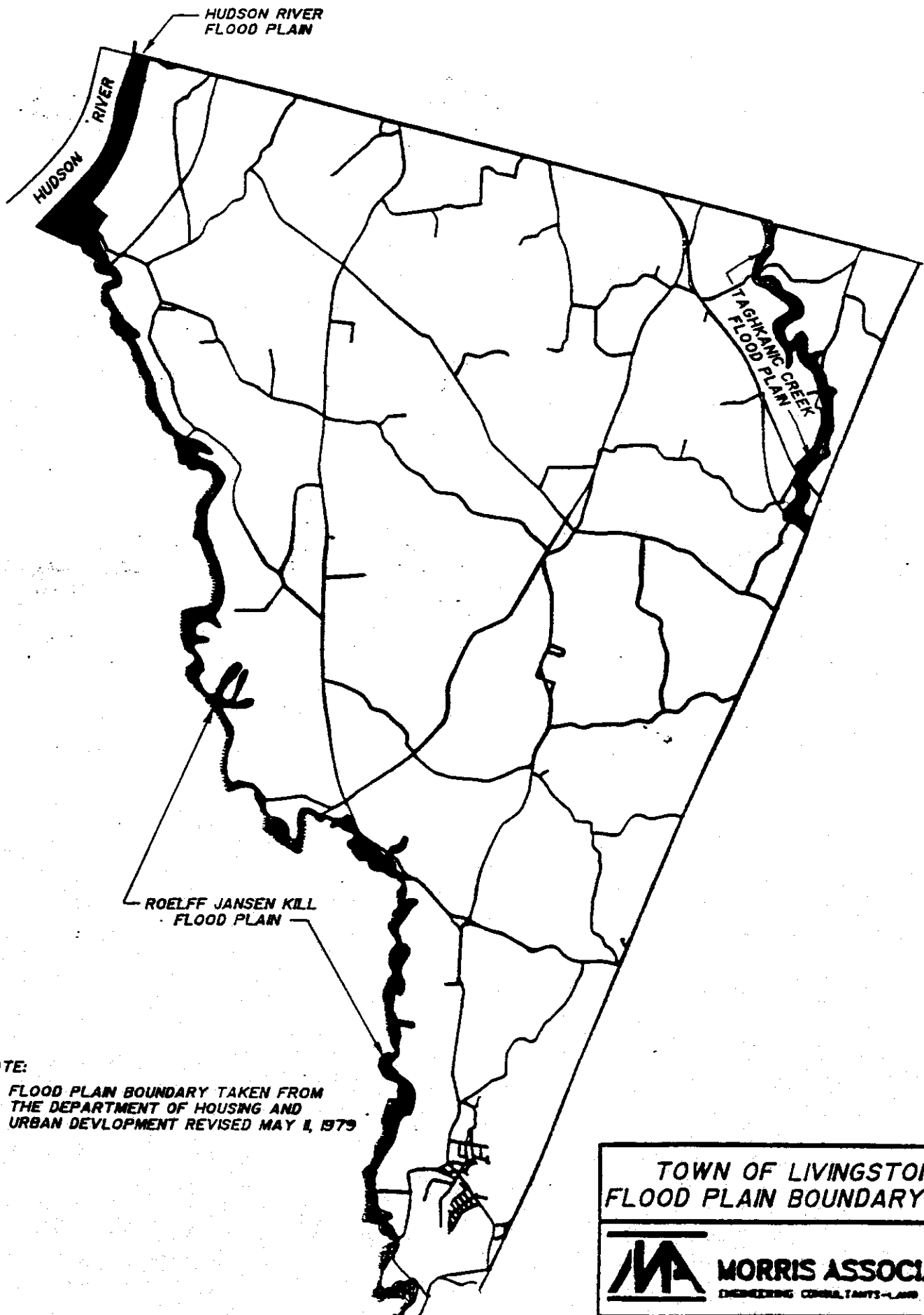
- Developing and maintaining steep slopes to control erosion, and provide adequate waste treatment, while preserving natural features is expensive. Roads, utilities, and building construction in areas of harsh terrain can require extensive cutting, filling and grading.
- Steep slopes shed more runoff at higher velocities than level areas. This creates erosion problems when the land is disturbed and adds to the sediment load of downstream waters and drainage facilities.
- Shallow soils or steep slopes cannot properly filter septic system wastes. The effluent tends to flow downslope without being sufficiently treated, which can then lead to serious health, aesthetic and environmental problems.

Careful attention should be paid to the zoning of areas of steep slopes. Slopes over 25 percent present serious development constraints. Slopes of 15 to 25 percent should be preserved as open space unless extreme care is taken to prevent soil erosion, slope subsidence and septic failures, as well as other environmental damage.

12. In Livingston, soils with poor permeability are common. Because poor permeability can be a severe constraint on land developability, development activity in such areas should be carefully controlled. The installation of central sewage facilities should be a prerequisite to any large scale, medium to high density development on soils with permeability rates of less than 0.63 inches per hour.
13. Soil characteristics can greatly vary over any development site. To ensure that soil limitations are appropriately considered in the site selection and design processes, Livingston should require that the developer submit soil data and a soils map with applications for either site plan or subdivision approval. Developers should further be required to provide detailed information about water tables and soil drainage conditions. Such information can then be used for project reviews, the calculation of buildable areas and the evaluation of economic and environmental impacts.
14. Imposing conventional development patterns on variable topography could result in monotonous development sites, the loss of scenic views and loss of viable recreational opportunities.
15. Scenic and visual resources are usually considered to be mere amenities which make life more pleasurable but not necessarily essential. Because they tend to cover large areas, these resources may be expensive or difficult to maintain. However, when scenic and visual resources are

combined with other natural features such as steep slopes, woodlands, floodplains, wetlands and agricultural areas, development can be limited and their amenity value preserved.

Sources: Columbia County Department of Planning;
Soil Survey of Columbia County New York, 1989;
Base Map Overlays prepared for the Town of Livingston by the Columbia
County Soil and Water Conservation District;
Potential Yields of Wells in Unconsolidated;
Aquifers in Upstate New York;
Hudson - Mohawk Sheet, 1986.



NOTE:

FLOOD PLAN BOUNDARY TAKEN FROM
 THE DEPARTMENT OF HOUSING AND
 URBAN DEVELOPMENT REVISED MAY 8, 1979

**TOWN OF LIVINGSTON
 FLOOD PLAN BOUNDARY MA.**

MA MORRIS ASSOCIATES
 ENGINEERING CONSULTANTS-LAND SURVEYORS

CHAPTER THREE

DEMOGRAPHY

INTRODUCTION

An understanding of population changes and characteristics is fundamental to planning for the future of Livingston. Such population data can enable local decision-makers to anticipate community needs concerning land use, economic development, housing, schools, parks and recreation, transportation systems and sewer and water facilities.

This chapter examines past and present population data such as size, age composition, mobility, and projects future population through the year 2010. Comparisons with the County and neighboring towns provide a context for understanding how Livingston is changing. The planning implications of this demographic information are also discussed.

POPULATION GROWTH TRENDS

Table 3.1 shows the growth trends in population from 1900 - 1980. The Town of Livingston decreased in population during the first two (2) decades of the twentieth century, while the following twenty (20) years showed increased growth. The population again dropped during the 1940's, but has increased dramatically since then.

TABLE 3.1

POPULATION CHANGE BY DECADE

1900 - 1980

YEAR	<u>LIVINGSTON</u>		<u>COLUMBIA COUNTY</u>		
	NUMBER	PERCENT CHANGE	NUMBER	PERCENT CHANGE	
1900	1707	---	43,211	---	
1910	1620	-5.1	43,658	1.0	
1920	1339	-17.3	38,930	-10.8	
1930	1473	10.0	41,617	6.9	
1940	1564	6.2	41,464	-0.4	
1950	1457	-6.8	43,182	4.1	
1960	1770	21.5	47,322	9.6	
1970	2280	28.8	51,519	8.9	
1980	3087	35.4	59,487	15.5	
1900-1980	---	80.8	1900-1980	---	37.7

Source: U.S. Bureau of the Census, 1980.
Columbia County Department of Planning, Census Affiliate

Table 3.2 makes it possible to compare Livingston to contiguous towns and to Columbia County. In Table 3.3, these population figures have been converted into percentages, so that growth rates are apparent.

TABLE 3.2
POPULATION GROWTH - LIVINGSTON
AND NEIGHBORING MUNICIPALITIES 1900 - 1980

Municipality	1900	1910	1920	1930	1940	1950	1960	1970	1980
Livingston	1,707	1,620	1,339	1,473	1,564	1,457	1,770	2,280	3,087
Claverack	2,452	2,301	3,747	4,168	4,071	2,614	3,239	4,037	4,522
Clermont	812	800	667	805	806	898	980	1,120	1,269
Gallatin	823	720	633	511	554	613	621	737	1,292
Germantown	1,686	1,649	1,424	1,462	1,427	1,418	1,504	1,782	1,922
Greenport	1,191	1,639	1,103	1,800	1,864	2,055	3,299	3,686	4,029
Taghkanic	894	771	666	683	604	575	727	804	1,101
Columbia County	43,211	43,658	38,930	41,617	41,664	43,182	47,322	51,519	59,487

Source: U.S. Census - 1980
Columbia County Department of Planning, Census Affiliate

TABLE 3.3
POPULATION GROWTH RATES - LIVINGSTON
AND NEIGHBORING MUNICIPALITIES - 1900 - 1980

Municipality	1900- 1910	1910- 1920	1920- 1930	1930- 1940	1940- 1950	1950- 1960	1960- 1970	1970- 1980
Livingston	-5.1%	-17.3%	10.0%	6.2%	-6.8%	21.5%	28.8%	35.4%
Claverack	-6.1%	63.0%	11.2%	-2.3%	-35.8%	24.0%	24.6%	12.0%
Clermont	-1.5%	-16.6%	20.7%	.1%	11.4%	9.1%	14.3%	13.3%
Gallatin	-12.5%	-12.1%	-19.3%	8.4%	10.6%	1.3%	18.7%	75.3%
Germantown	-2.2%	-13.6%	2.7%	-2.4%	-.6%	6.1%	18.5%	7.9%
Greenport	37.6%	-32.7%	63.2%	3.6%	10.2%	60.5%	11.7%	9.3%
Taghkanic	-13.8%	-11.7%	2.6%	-11.6%	-4.8%	26.4%	10.6%	37.0%
Columbia County	1.0%	-10.8%	6.9%	-0.4%	4.1%	9.6%	8.9%	15.5%

Source: U.S. Census - 1980
Columbia County Department of Planning, Census Affiliate

It would appear that Livingston's decrease in population (-22.4%) from 1900-1920 can chiefly be attributed to the closure of the Burden mines, the loss of the local fishing industry, and the decline of area milling operations. The Town showed a steady population increase from 1920-1940. The following decade (1940-1950) saw a small decrease. Between 1950-1980 Livingston's population grew by 112 percent. Much of the population growth during the last three (3) or four (4) decades can be attributed to the nation's "baby-boom", as well as the in-migration from downstate New York. Livingston has kept pace with its neighbors from 1940 to 1980, with growth rates that are quite consistent, although Livingston has exceeded the County's growth rate since 1950. The Town's population is projected to steadily increase over the course of the next two (2) decades.

DENSITY

With a land area of 38.7 square miles, Livingston had an average population density of 79.76 persons per square mile in 1980. As shown in Table 3.4, this is lower than the County as a whole. Livingston's population density is greater than the neighboring Towns of Clermont, Gallatin and Taghkanic, but less than Claverack, Germantown, and Greenport.

**TABLE 3.4
POPULATION DENSITY
PER SQUARE MILE
1980**

Livingston	79.76
Claverack	128.13
Clermont	68.96
Gallatin	32.62
Germantown	153.76
Greenport	210.94
Taghkanic	27.18
Columbia County	92.45

Source: 1980 U.S. Census
Columbia County Department of Planning, Census Affiliate

CHARACTERISTICS OF THE POPULATION

RACIAL CHARACTERISTICS

The vast majority of Livingston residents are white. Of 1980's total population of 3,087, 98.3 percent of Town residents were white, 1.1 percent were black, and .6 percent were classified as other. The 1980 census further revealed that whites comprise 95.8 percent of Columbia County's population, blacks 3.4 percent and other .8 percent.

Livingston's racial composition is similar to that of many Columbia County municipalities. Four of Livingston neighbors had lower percentages of blacks - Greenport (1.0%), Germantown (.8%), Taghkanic (.4%) and Gallatin (.3%). Only Claverack (1.3%) and Clermont (3.0%) had more black residents than Livingston.

AGE DISTRIBUTION

Table 3.5 shows how the 1980 age distribution of Livingston residents compares to that of Columbia County. Livingston's population was generally older than that of the County. The Town's median age is 36.4, compared to 34.0 for the County as a whole. Currently Livingston's older population is even greater in 1990 than one decade ago. The increasing size of those of retirement age and elderly may have implications for planning in regard to the availability of housing and the provision of community services.

Livingston may also expect an increase in its number of pre-school and school age residents, as the "baby-boom" generation continues their climb into the reproductive age group. School enrollments will naturally increase. If the current rate of in-migration continues, the increased rate of school enrollment may be dramatic.

TABLE 3.5
COMPARATIVE AGE DISTRIBUTION
1980

Age Group	Livingston	Columbia County
0-4	5.9	6.0
5-14	14.7	15.2
15-24	14.1	15.6
25-44	25.1	26.1
45-54	8.3	10.3
55-64	10.9	10.9
65 and over	21.0	15.8
Median Age	36.4	34.0

Source: 1980 U.S. Census,
Columbia County Department of Planning, Census Affiliate

The age group compositions are examined below to determine their impact on the Town and its facilities.

1. 0-4 (Pre-School Children)

Near the County average for this age group, Livingston can expect an increase in the number of pre-school age children as the "baby-boom" generation become parents.

2. 5-14 (School Age Children)

The size of this group has a direct effect on the availability of need for classrooms in the 1990's.

3. 15-24 Age Group

This group includes a mixture of students, young married couples and single adults who may either live with or apart from their parents. Impacts for housing can be expected from this group of residents.

4. 25-44 Age Group

This age group traditionally has included young families purchasing their first home. This group also represents a significant portion of the child-bearing population, as well as representing parents of the children in the pre-school and school age groups.

5. 45-54 Age Group/55-64 Age Group

These age categories are important to the economic vitality of the Town, as it is during these years that people usually reach their peak earning power.

6. 65 Years and Over

As of 1990, approximately 30 percent of Livingston's residents were 65 years of age or older. The large number of residents within this age group directly impact Livingston's economy and the Town's ability to provide community facilities.

HOUSEHOLDS

In 1980, the total number of households in Livingston was 1,079 and the average household size was 2.70 persons. This was nearly identical to the average household size for the County (2.71). Of neighboring municipalities, only Gallatin and Claverack had larger household sizes (both having 2.78). Clermont and Taghkanic had smaller households (both having 2.69). Germantown's average household size was 2.64, while Greenport's was 2.61.

Below is listed the Town's households by size:

1 Person	249
2 Persons	334
3 Persons	165
4 Persons	175
5 Persons	112

6+ Persons 33

EDUCATIONAL ATTAINMENT

Table 3.6 indicates the level of education completed by residents of Livingston, adjacent townships and Columbia County as a whole.

**TABLE 3.6
YEARS OF SCHOOL COMPLETED
AGE 18 OR OLDER
BY PERCENTAGE OF POPULATION**

Municipality	Elementary (0-8)	High School 4 yrs.	1-3 yrs.	College 4 yrs.	5+ yrs.
Livingston	30.3	23.9	11.2	3.8	2.5
Claverack	43.7	46.7	16.1	6.3	7.0
Clermont	30.3	27.2	10.6	4.1	2.7
Gallatin	26.3	28.3	10.1	3.7	4.2
Germantown	26.5	26.7	13.1	4.6	3.6
Greenport	31.4	30.5	13.6	4.1	2.8
Taghkanic	29.7	27.0	9.7	5.4	2.3
Columbia County	26.0	26.1	11.4	4.9	4.2

Source: U.S. Census, 1980
Columbia County Department of Planning, Census Affiliate

POPULATION PROJECTIONS

Projecting population growth is a useful step in planning for a community's needs. Previous sections of this plan have concentrated on information provided by the 1980 census and how the population of Livingston compares to that of its neighbors and Columbia County as a whole. Past and present trends have also been discussed. The subject of the following section is the future population of the Town.

Several techniques can be utilized to project population change. Any projection, however, is merely an educated guess that looks to past and present conditions, in order to look ahead to the future. It should be understood that projections do not take unforeseen events into account. Population projections are to be used as guidelines or as indicators of general trends, rather than as precise predictions of future growth.

TABLE 3.7
POPULATION PROJECTIONS
TOWN OF LIVINGSTON
1990-2010

Source/Method	1990	2000	2010
1. NYSDEC Projection	3,550	4,150	4,750
2. NYSEDED Projection	3,567	4,138	4,768
3. Continuation of 1970-80 growth rate (35.4% per decade).	4,180	5,660	7,664

Source: NYSDEC, NYSEDED and Columbia County Department of Planning, Census Affiliate

1. NYSDEC Projection

These figures are official estimates by the New York State Department of Environmental Conservation of what the Town's population will be in future years. These projections are reported to the U.S. Census Bureau and revised periodically. During the periods of 1980 to 1990, 1990 to 2000 and 2000 to 2010, shown is an increase of 15.0 percent, 16.9 percent and 14.5 percent respectively. DEC projections, according to Columbia County Department of Planning are conservative.

2. NYSEDED Projection

These figures are official estimates by the New York State Department of Economic Development of what Livingston's future population will be. These projections are also reported to the U.S. Census Bureau and periodically revised. During the periods of 1980 to 1990, 1990 to 2000 and 2000 to 2010, shown is an increase of 15.5 percent, 16.0 percent and 15.2 percent respectively. DED projections should also be deemed conservative.

3. Continuation of 1970-1980 Growth Rate

This third set of population projections is based on a continuation of the 35.4 percent growth rate that Livingston experienced from 1970 to 1980.

Major changes could occur in the twenty (20) year period from 1990 to 2010. It is impossible to predict which of the projections in Table 3.6 is most accurate. The consistent message of these projections is that Livingston residents can expect their population to further increase. This message has several implications for Livingston's future, such as the demand for housing and public services, as well as for transportation improvements, natural resources and land use.

IMPLICATIONS FOR PLANNING

1. Livingston is growing. The Town's population rose over one-hundred (100) percent in the thirty (30) year period from 1950-1980. The population is projected to continue to increase over the next two (2) decades. As long as there are no major regional economic downturns, steady growth is likely to continue, both in Livingston and the County overall. Shortages of affordable housing could impede this growth, or make it nearly impossible for moderate income families to find suitable living quarters. The construction of poorly planned housing developments would also result in the inefficient use of public services and community facilities and could prevent the protection of the Town's significant natural and agricultural resources. Careful planning and land use regulation are needed to help accommodate growth while preserving the positive features of the community. A variety of housing types appears necessary.
2. As population growth fuels the demand for housing, such home development will invariably scatter throughout the Town unless land use regulations and planning policies clearly link development densities and location to the Master Plan.
3. As the Town's population grows, pressure will mount to develop or allow development to encroach upon valuable agricultural lands and sensitive natural resources such as forests, wetlands, floodplains, steep slopes, highly erodible soils and important aquifer areas. Conserving these environmental features is vital to the maintenance of a healthy and attractive community. Careful planning and progressive land use regulation are needed to properly ensure that growth in Livingston will be compatible with sound environmental management practices.
4. Average household size has been decreasing, while household types are increasingly diverse. Life spans have lengthened and seniors are remaining in their own homes for a greater duration. Single parents with children are also more numerous than they were in previous decades. Many of these small households have limited incomes. Many cannot afford to buy large suburban homes. Alternatives to large conventional single family homes are needed to accommodate the variety of residents essential to a thriving community. Such alternatives could include ECHO housing, accessory apartments, conversion of single family homes, apartment buildings and mandatory clustering. Clustering should be encouraged as a means of preserving open space, so that the rural and agricultural character of the Town is preserved, even as the population increases.
5. The age group growing most rapidly in Town are those individuals over the age of 65. These persons comprise approximately thirty (30) percent of the Town's population. It is important to recognize that many older residents are on fixed incomes and wish to remain in their own homes. Carefully planned land use regulations are necessary in order to ensure that such residents will be able to afford to maintain their homes, possible through the provision of accessory apartments for supplemental income. The needs of Livingston's elderly should be

measured to plan for land use, transportation and community facilities.

6. Fluctuations in the Town's birth rate have complicated efforts to predict future needs for educational facilities, day care centers and recreational areas. Although the "baby-boom" has past, these same children of the post World War II era are now having children of their own. It is likely that the Town's birth rate will increase over the next decade. In-migration would also appear to impact educational and child care planning.
7. As Livingston's population increases, so will the need of roadway improvements. Uncontrolled growth along the Town's principal transportation corridors (Routes 9, 9G, 9H, 23 and 82) could possibly congest these roads in the future.
8. As the population continues its rise, it is even more important to identify and preserve open space resources and sensitive ecological features. Both public sector actions, such as mandated clustering, conservation zoning, wetlands regulation and land acquisition, as well as private sector actions such as the use of conservation easements and the transfer of development rights, should be encouraged as a means of conserving land resources. Site plan requirements that use landscaping and setbacks to create a feeling of openness on developed land should be utilized.
9. Densities should be used which would reflect the soil's abilities to absorb septic system wastes and yield groundwater.
10. As the population of Livingston increases, residential uses will increasingly dominate the agenda, classifying Livingston as a "bedroom community". The Town should carefully consider what type and how much residential, institutional, commercial and industrial development is desired and where such development should be located. Commercial development should be thoughtfully designed and appropriately located in areas which would best serve the hamlet areas. The proliferation of commercial strip development should be discouraged.

CHAPTER FOUR

ECONOMY

INTRODUCTION

Understanding the local economic structure is vital in planning for the needs of a community. This chapter profiles the economy by presenting information on employment, income, business activity and commuting patterns. The intent of this chapter is to provide a perspective on the economic potential of Livingston.

HISTORY

Livingston's economic development has reflected that of Columbia County. Agriculture has been the base of both the County and the Town for more than 300 years. Livingston's rich historical economy began with the manor system and the Palatines. During the eighteenth century, wheat farmers and fruit growers extended their farming activities eastward from the early land holdings along the Hudson River. The agricultural economy grew and prospered. With the opening of the Erie Canal in 1825, agricultural competition forced many Livingston farmers to switch to dairy production. The dairy industry flourished as rail service made New York City and Albany markets more accessible to Columbia County's production of perishable goods.

In Livingston, non-farm industrial development paralleled the growth of the local dairy industry. As the nineteenth century progressed, Livingston's creeks and streams attracted numerous mills for textile manufacturing as well as grist and lumber operations. After the Civil War, much of the regions' textile production moved to the South.

Manufacturing activities have not expanded greatly in Livingston and agriculture still remains the local economic mainstay. The nature of agriculture production has changed however. As the means of production have become mechanized, smaller farmers have increasingly become unable to effectively compete in the market place. Many such farmers have been forced to sell their land to either large farms or land developers. The remaining farmers have been consolidating their operations and striving for increased production levels.

Livingston, today is a rural residential community. The Town's traditional small town character is perhaps its greatest asset. Livingston is presently attracting new residents who are willing to commute long distances to their jobs. Many tourists, weekenders and seasonal residents come to Livingston to escape the pressures of the region's urban areas. Livingston can expect numerous changes and development pressures as a result of these recent trends, which could very well effect the future of the Town's present economic structure.

EMPLOYMENT

Among the Towns of Columbia County, which has a comparably equivalent unemployment rate to New York State (7.2% vs. 7.1% respectively), Livingston has a lower rate of 6.1%. Of the entire labor force, (persons aged 16 and over who

are neither institutionalized nor retired), only 6.1 percent or 76 persons were unemployed in 1980. This rate of unemployment demonstrates that there is a solid employment base in the vicinity which would support local economic stability. The following table indicates participation in the labor force.

TABLE 4.1
EMPLOYMENT RATES - 1980

	Total Labor Force	Employed	Unemployed
Livingston	1,317	1,165	76 (6.1%)
Columbia County	26,658	24,743	1,916 (7.2%)

Source: 1980 Census of Population and Housing

The labor force constitutes 42.7 percent of the Town's total population of 3,087 persons and 55.7 percent of the Town's working age population of 2,363 persons. Compared to other Columbia County towns with similar populations, Livingston has a lower proportion of persons in the labor force, as indicated in the following table.

Table 4.2 shows that a relatively low proportion of Livingston's adult population is in the labor force, as compared to neighboring towns (with the exception of Gallatin) and the County as a whole. This indicates that a significant percentage of the population is retired. Population data shows that the percentage of Livingston residents over the age of 65 (21.0%) is much higher than the county-wide average (15.8%). The rate of participation in the labor force appears to have been increasing in Livingston, as more women enter the workforce.

TABLE 4.2
COMPARISON OF LABOR STATUS (BY POPULATION)

Municipality	Total Population	Labor Force	Adult Population (16%)	Labor Force
Livingston	3,087	42.7%	2,363	55.7%
Claverack	6,061	46.2%	4,579	61.2%
Clermont	1,269	47.2%	1,006	59.6%
Gallatin	1,292	39.3%	985	51.7%
Germantown	1,922	44.0%	1,500	56.4%
Greenport	4,029	52.0%	3,403	61.7%
Taghkanic	1,101	38.7%	852	77.4%
Columbia County	59,487	44.8%	45,455	76.4%

Source: 1980 Census of Population and Housing

OCCUPATION

Table 4.3 shows the distribution of employment by occupation. In 1980, the largest portion of residents were employed in clerical and administrative support (14.8%). In this characteristic, Livingston is similar to its neighbors (with the exception of Taghkanic) and the County as a whole.

The percentage of Livingstons' workers engaged in farming, fishing and forestry (12.0%) is much higher than the average for Columbia County (5.8%). Only the most rural of Livingston's neighbors (Clermont) has a greater percentage (13.3%) of those employed in such work. Livingston, however, has the largest total number of residents employed in these pursuits (149 persons).

Livingston has a higher proportion of workers employed in sales than most of the adjacent towns (with the exception of Greenport) and the County overall.

7.1 percent of Livingston residents are employed in management positions, which is a relatively low percentage in relation to bordering towns (except Clermont) and the County average. Professional speciality employment (8.5%) is also lower than average in regard to Livingston's neighbors (except Greenport) and the County as a whole.

TABLE 4.3
EMPLOYMENT BY OCCUPATION, PERCENT, (1980)

Occupation	Livingston #	Livingston %	Claverack	Clermont	Gallatin	German- town	Green- port	Taghkanic	Columbia County
Farming, Fishing, Forestry	149	12.0	4.8	13.3	10.7	8.4	2.8	8.0	5.8
Executive, Administrative, Management	88	7.1	7.5	5.5	8.0	10.9	7.8	8.3	9.2
Professional Specialty	105	8.5	14.1	10.4	12.2	13.9	8.4	12.5	12.9
Technicians, Related Support	23	1.9	2.0	1.4	2.3	2.3	2.6	2.0	2.2
Sales	139	11.2	9.6	6.7	8.8	6.7	11.7	7.0	8.3
Administra- tive Support (includes Clerical)	184	14.8	14.2	13.6	13.2	14.4	18.9	9.3	14.9
Precision Production, Craft, Repair	158	12.7	13.6	10.4	16.4	13.6	12.8	19.5	12.7
Private Household Service	0	0.0	0.2	0.0	1.1	0.5	0.0	0.0	0.6
Protective Service (including police & fire)	44	3.5	0.4	1.9	2.5	1.3	2.0	0.8	1.5
Other Service	107	8.6	13.1	17.5	9.7	10.8	10.6	13.3	11.7
Machine Operators, Inspectors, Assemblers	115	9.3	10.5	9.2	6.5	6.1	10.5	9.5	10.1
Transpor- tation and material handling	84	6.8	4.2	4.2	5.0	5.6	4.7	2.8	5.5
Handlers, Helpers, Equipment Cleaners, Laborers	45	3.6	5.6	5.7	3.6	5.6	7.2	7.0	4.7

Source: 1980 U.S. Census of Population and Housing

COMPARISON 1960-1980

Comparison of the present employment structure with earlier years is difficult because of changes in methods of obtaining and categorizing the data and the change in the age cut-off for inclusion in the labor force. There are, however, several discernible general trends for the period. The percentage of workers holding administrative support positions (including technical, and clerical) has increased significantly in Livingston, as well as Columbia County as a whole. The number of labor and equipment operation positions have declined in the County, as well as in Livingston. Management and professional positions have increased since 1960, both at Town and County levels. Livingston, however, ranks below the County average in this category. Agricultural related jobs have declined in Livingston, as many small farms have ceased operation, but farming remains the traditional backbone of the local economy.

Livingston can be generally characterized as a community changing from an agriculture and labor-oriented workforce to a more service oriented workforce. This transition will likely occur at a far less rapid pace than many other communities in the region have so far experienced.

INDUSTRY

A breakdown of employment by industry, shown in Table 4.4, indicates that over 15 percent of the Town's labor force is involved in retail. Over 14 percent are involved in agriculture/fishing/forestry/mining, 14 percent in the manufacture of durable goods and 12 percent in health-related professions. The economy is quite diversified as the remainder of the labor force is distributed fairly evenly among other industries. Although there are a number of differences between the Town and County distributions, two can be considered significant. The first notable difference is that Livingston's economy is much more heavily supported by agriculture. The second is that Livingston's economy relies more on the production of durable goods than does the County as a whole.

TABLE 4.4
EMPLOYMENT BY INDUSTRY, PERCENT, 1980

Industry	Livingston		Claverack	Clermont	Gallatin	German- town	Green- port	Taghkanic	Columbia County
	#	%							
Agriculture, Fishing, Forestry, Mining	185	14.9	5.3	14.0	10.7	13.5	3.7	8.3	6.8
Commercial, Other Public Utilities	13	1.0	1.9	0.5	2.5	3.1	1.6	1.0	2.2
Public Administration	81	6.5	5.1	4.2	8.6	3.0	10.1	3.3	7.8
Finance, Insurance, Real Estate	17	1.4	2.6	3.9	4.4	2.7	1.7	6.3	3.5
Business & Repair Service	33	2.7	2.5	1.9	5.3	4.0	4.6	5.0	3.0
Personal Entertainment, Recreation Services	19	1.5	3.0	2.8	2.5	3.0	3.1	2.5	3.3
Wholesale	59	4.8	4.8	6.4	6.3	3.0	4.7	2.0	3.6
Construction	51	4.1	4.8	4.6	8.4	6.3	6.3	10.8	6.1
Manufacturing/ Non-Durable Goods	93	7.5	10.1	4.2	7.8	4.1	8.0	14.8	10.2
Manufacturing/ Durable Goods	181	14.6	10.0	12.9	7.8	11.9	12.3	5.8	9.5
Transportation	79	6.4	6.4	5.5	7.1	7.1	6.4	6.0	5.6
Retail	188	15.1	17.4	15.1	8.6	14.1	18.6	13.0	14.6
<u>Professional and Related Services</u>									
Health	154	12.4	11.0	12.4	7.8	10.4	9.1	12.3	9.4
Education	55	4.4	11.0	4.4	9.9	10.6	6.3	4.5	9.4
Other	33	2.7	4.2	2.7	2.3	3.1	3.5	4.5	5.0

Source: 1980 U.S. Census of Population and Housing

COMPARISON 1960-1980

As noted previously, trends in the economic structure are difficult to determine because of changes in Census methodology. Certain generalizations, however, can be made for the 1960-1980 period. Employment in administrative jobs, as well as in professional service positions have increased in Livingston, as well as throughout Columbia County. The manufacturing industry is on the decline as is farming and related businesses. Although on the decline throughout the County, agriculture in Livingston is still a viable industry, as demand for fruit products and field crops remain high throughout the region. The local trends in agriculture are discussed in greater detail in the following section.

THE AGRICULTURAL INDUSTRY

Livingston's agricultural economy is currently quite diversified and will likely become even more so in the future. No single field crop or item of production can be singled out as being the primary agricultural product. The Town's farming economy is presently undergoing a transition which reflects the changes in agriculture nationwide. Although the industry has declined in importance in terms of employment and overall land use, it remains an integral part of the economy. Economic indicators merely show a change in the nature of agriculture in Livingston. Mechanization of the means of production has led to the consolidation of some farms and the loss of some of the smaller family operations. Farming has become a capital intensive commercial enterprise. Several local farmers could no longer afford to own their land, so they have sold out to larger farms or land developers. Livingston's once thriving dairy industry has recently hit an all-time low; both in terms of the total number of farms, and overall milk production. Truck farming in Livingston is currently limited, although, the potential for expansion of such operations appears to be strong. Horse farms have not made a substantial impact in Town, as they have in other areas of Columbia County, where they have important implications for land use patterns. Horse farms preserve large areas of open space, thereby protecting the agricultural character of area. Horse farms in Livingston serve primarily a recreational or "light-horse" need, and do not serve as large-scale breeding operations.

The growing metropolitan areas of New York City and the capital district should keep demands for fruit products and field crops strong, helping to maintain Livingston's agricultural industry.

COMMUTING PATTERNS

Of the 422 Livingston residents who responded to the Community Values Survey, only 7.9 percent indicated that they work within the Town. 11.6 percent of those respondents are employed in Hudson; 4.3 percent in Kingston; 3.5 percent in Red Hook/Rhinebeck; and 2.3 percent in Poughkeepsie. A relatively significant portion of employed residents commute long distance to work - 3.9 percent traveling to Albany and 7.5 percent to New York City.

INCOME

Certain indicators can be used to compare the income characteristics of Livingston to those of neighboring municipalities and Columbia County. These include mean family/household income (i.e., the average income per

family/household), and median family/household income (i.e., the middle value with 50 percent of all cases being higher and 50 percent being lower). Columbia County does not break down per capita income (i.e., the average income per person) on a municipal basis. The County's per capita income in 1980 was \$9,474.

According to these indicators, as shown in Table 4.5, incomes are lower in Livingston compared to the County as a whole and comparable to neighboring Towns. These figures relate to the agriculture, labor, and service-oriented nature of the Town's employment structure.

TABLE 4.5
INCOME INDICATORS, 1980

Municipality	Family Mean	Household Mean	Family Median	Household Median
Livingston	\$19,300	\$16,921	\$17,213	\$14,434
Claverack	\$19,404	\$17,676	\$16,512	\$15,093
Clermont	\$19,518	\$17,127	\$15,816	\$13,674
Gallatin	\$20,674	\$18,497	\$17,955	\$14,757
Germantown	\$19,864	\$16,807	\$17,359	\$14,588
Greenport	\$21,346	\$18,993	\$17,978	\$15,797
Taghkanic	\$16,743	\$15,668	\$15,291	\$13,152
Columbia County	\$19,937	\$17,584	\$17,299	\$14,989

Source: 1980 Census of Population and Housing; NYS Department Commerce, Summary of Social and Economic Characteristics.

Table 4.6 arranges family income by level. It is apparent that the income distribution in Livingston is less dispersed than that of Columbia County overall and weighted towards the lower levels. Only 2.7 percent of families earn more than \$50,000 annually, compared to 3.4 percent for the County as a whole. The largest income group (24.7%) earns between \$10,000 - \$14,999.

TABLE 4.6
FAMILY INCOME DISTRIBUTION, PERCENT, 1980

Family Income	Livingston %	Claverack %	Clermont %	Gallatin %	German- town %	Green- port %	Taghkanic %	Columbia County %
Under \$2500	1.1	2.3	2.6	1.6	2.8	0.8	5.1	2.1
\$2,500-\$4,999	2.5	2.4	6.6	0.8	3.2	3.2	5.4	3.6
\$5,000-\$7,499	5.9	10.4	5.5	9.8	7.1	7.9	10.0	8.0
\$7,500-\$9,999	7.5	8.2	10.6	11.5	4.8	9.3	10.2	9.0
\$10,000-\$14,999	24.7	19.2	20.1	18.9	21.2	16.5	18.0	18.2
\$15,000-\$19,999	19.1	19.7	23.0	14.8	21.6	17.6	24.3	18.5
\$20,000-\$24,999	15.7	13.7	12.6	16.9	13.6	19.3	12.0	14.8
\$25,000-\$29,999	10.9	7.7	5.5	8.7	11.4	7.2	6.0	9.9
\$30,000-\$34,999	5.4	6.1	6.3	6.8	5.0	6.2	3.3	5.8
\$35,000-\$39,999	2.9	3.6	2.6	2.7	3.2	4.7	1.2	3.6
\$40,000-\$49,999	1.4	3.8	1.7	2.2	1.9	2.8	2.4	3.1
\$50,000-\$74,999	2.1	2.2	0.9	3.3	3.5	2.2	1.8	2.3
\$75,000 or more	0.6	0.6	2.0	1.9	0.7	2.3	0.6	1.1

Source: 1980 Census of Population and housing

One factor to be aware of in the consideration of income is the number of employed per family or household unit. As previously indicated, Livingston has large numbers of women who do not work outside the home and significant numbers of retired persons.

IMPLICATIONS FOR PLANNING

Livingston is undergoing a gradual transition from an agricultural, labor-oriented economy to a more professional, service-oriented economy, similar to trends occurring elsewhere in the region. Although fewer Livingston residents will be employed in agricultural pursuits, the agricultural economy is changing and strengthening rather than disappearing. Trends such as these are indicated by a number of economic factors. One such factor is that professional and business services, sales and other service related jobs provide more than half the Town's employment and appear to be increasing in importance. Another factor is that employment in labor and equipment operation has declined, but remains strong relative to other municipalities within the County.

Incomes are low due to the traditionally lower paid agricultural labor, the small percentage of two income families, and the high percentage of retirees. As more people leave agricultural labor and more women enter the workforce, incomes can be expected to increase.

There is no single large scale employer in Livingston. Due to changes in employment opportunities, as well as highway and rail improvements, many residents commute long distances to work. Other sections of Columbia, neighboring counties, as well as the New York metropolitan area and the Capital District provide large employment centers for Town residents who wish to live in a rural area and who are willing to commute. Due to the easy access to Livingston via the Taconic State Parkway and the otherwise protected nature of the Town, an increasing number of weekenders, seasonal residents and tourists may wish to settle in Livingston on a year-round permanent basis.

These noted trends will hold important implications for land use and facilities and services within the community. In particular, Livingston can expect to be confronted with choices regarding the development of agricultural lands.

Land use policy will have to be capable of addressing various issues which are emerging due to the economic patterns developing in Livingston.

1. The current dependence on employment outside of Town will characterize Livingston as a "bedroom" community. The resulting commuting pattern may cause an increase in traffic congestion, while encouraging both commercial and residential strip development along Route 9, 9G, and 82 that may limit their function as through highways.
2. Traditional housing patterns can be expected to change, as Livingston's population increases and diversifies. The demand for new home construction, affordable housing and the upgrade of current housing stock should be anticipated. Clustering would minimize the overdevelopment of traditional residential land uses.
3. Commercial and industrial uses locating in Town would increase the current tax base while providing expanded employment opportunities for local residents. Town provided financing for public services would correspondingly rise as a result of such economic development.
4. A rise in income will be reflected by an increasing demand for consumer goods and services. Such demand may produce pressure to expand existing

commercial sites, while establishing new commercial centers in formerly undeveloped locations. This may cause inflated property values, increased competition among retailers, and the expansion of professional service opportunities.

5. The increasing affluence of the population, due to rising incomes, may generate an increased demand for more specialized facilities and public services such as centralized utilities, roadway improvements, and recreational opportunities - all of which require higher capital expenditures.

CHAPTER FIVE

HOUSING

INTRODUCTION

Housing was not addressed in Livingston's first master plan, which was completed in 1974. At that time, housing was affordable, a situation made possible by federal mortgage insurance, lower energy costs, lower interest rates, and less expensive land prices. At the time of the first master plan, housing was not a significant issue that required the attention of local decision makers.

Presently, it is recognized that there is a growing demand for housing in Livingston, Columbia County and the Hudson Valley Region overall. This demand has led to rising housing costs for both rental and owner occupied units. Livingston needs to assess its housing situation in terms of the needs of the current and projected population. This chapter examines data from the 1980 Federal Census regarding housing characteristics, as well as the supply of housing. This chapter further attempts to analyze current trends and predict future demand.

HOUSING UNITS

The 1980 census identified 1,372 housing units within Livingston. The Town's inventory of housing has increased by 168.5 percent since 1940, when the Federal Bureau of the Census first began to enumerate housing. The greatest number of units were built during the 1960s (238), although the most rapid growth occurred during the 1970s (35.3%).

Much of the growth of the past fifty (50) years has consumed the most easily developable land. Future housing development will require more costly technology and materials, and may be situated on prime agricultural lands. As site limitations become more severe, developers will shift their focus to higher density proposals which minimize infrastructure and construction costs. Clustering is one such example. Livingston can anticipate having to review development proposals which will be difficult to assess in terms of their social, economic and environmental impacts.

TABLE 5.1
TOTAL NUMBER OF HOUSING UNITS
PERCENTAGE INCREASE
1940 - 1980

Municipality	1940		1950		1960		1970		March 1980	
	#	%	#	%	#	%	#	%	#	%
Livingston	511	----	605	18.4	776	28.3	1,014	30.7	1,372	35.3
Claverack	1,140	----	1,249	9.6	1,493	19.5	1,939	29.9	3,008	55.1
Clermont	250	----	281	12.4	339	20.6	419	23.6	589	40.6
Gallatin	202	----	236	16.8	323	36.9	435	34.7	709	63.0
Germantown	474	----	619	30.6	706	14.1	809	14.6	866	7.0
Greenport	534	----	586	9.7	1,028	75.4	1,244	21.0	1,627	30.8
Taghkanic	181	----	241	33.1	298	23.7	411	38.0	607	47.7
Columbia County	11,686	----	13,305	13.9	15,991	20.2	19,188	20.0	25,948	35.2

Source: 1980 Census of Population and Housing,
Columbia County Department of Planning,
Census Affiliate.

TYPES OF HOUSING

Single family housing constituted the majority (71%) of the Town's total housing stock. Multi-family housing (two families or more) totaled 8.8 percent of the Town's housing units. These percentages are typical of bordering townships, with the exception of Claverack and Greenport where greater numbers of multi-family units have been developed.

Mobile homes numbered 224 units in 1980, which accounted for 16.6 percent of the Town's housing. Livingston has a greater percentage of mobile homes than any other of the adjacent communities, as well as the County as a whole, where mobile homes constitute just 7.8 percent of the housing stock.

In 1980, there were only 26 seasonal and migrant units in Livingston, comprising a mere 1.9 percent of the Town's total housing stock. While Livingston's number of migrant units has decreased during the last decade, the number of seasonal or second homes appears to have drastically increased.

There were no condominium developments existing in Livingston in 1980; nor are there any in existence today.

The high percentage of traditional, detached single-family residences (not including mobile homes), indicates a lack of affordable alternatives for persons seeking housing. The viability of the more affordable mobile home has been enhanced by the fairly recent development of federal construction standards, by new designs which more closely resemble the appearance and function of traditional structures, and by the development of mobile home parks with conventional utility and infrastructure elements. Multi-family housing is increasingly attractive as an alternative because such developments are less costly per unit to construct than detached housing and because stricter building and design criteria have increased the general quality of new development. The conversion of older, larger single-family dwellings into smaller-scale multi-family units could allow the productive reuse of those buildings.

AGE OF HOUSING

Identifying the year that dwellings were constructed indicates the age of the Town's housing stock. The relative age may suggest the potential for deterioration and the demand for rehabilitation or replacement, as well as trends for future growth.

Approximately 26 percent of the Town's housing stock was relatively new (less than ten years old) in 1980. Twenty-six (26) percent was also the county-wide figure.

Approximately 37 percent of the 1980 housing stock was built prior to 1940. This percentage is lower than the county-wide figure of 45 percent.

OCCUPANCY

How the existing housing stock is utilized reflects the nature of the current supply and the trend of future housing demand. In 1980, 78.7 percent of the Town's year-round housing stock was occupied, 58.2 percent owner-occupied and 20.5 percent renter-occupied. 21.3 percent of the Town's housing stock was either vacant, for sale or rent, boarded up, or only seasonally occupied.

HOUSING UNIT SIZE

Over one-third (38.5%) of Livingston's single family structures consist of two bedroom units. Nearly one-third more (32.9%) consists of three bedroom units. 15.9% have four bedrooms; 8.5% one bedroom; 3.1% five bedrooms or more and 1.6% have no bedroom.

LENGTH OF OCCUPANCY

Data on the year in which a family moves into a place of residence indicates the transience of the population, the stability of the existing housing stock, and the pattern of development. Table 5.2 indicates the Town's length of occupancies. (For example, 9.3 percent of Livingston's 1980 population had moved into their homes in 1949 or earlier.)

**TABLE 5.2
LENGTH OF OCCUPANCY
LIVINGSTON
1940 - MARCH 1980**

By Year Moved in	Total		Owner		Renter	
	#	%	#	%	#	%
1979 to March 1980	119	11.0	36	3.3	83	7.7
1975 to 1978	309	28.6	212	19.6	97	9.0
1970 to 1974	248	23.0	194	18.0	54	5.0
1960 to 1969	217	20.1	189	17.5	28	2.6
1950 to 1959	86	8.0	71	6.6	15	1.4
1949 or earlier	100	9.3	96	8.9	4	.4

Source: 1980 Census of Population and Housing, Columbia County Department of Planning, Census Affiliate.

IMPLICATIONS FOR PLANNING

1. The rising cost of traditional single-family detached homes has placed that housing type beyond the means of affordability for a significant number of potential home buyers including: first time home buyers, young married couples, young singles, low to moderate income individuals, single parents and senior citizens. Affordable housing alternatives appear necessary.
2. Escalating housing costs will result in pressures on the Town to enact land-use regulations which would make provision for affordable housing options such as:
 - cluster development
 - mobile homes
 - conventional suburban-scale apartment complexes
 - condominiums
 - town houses
 - accessory apartments within existing single-family residences
 - conversion of existing large older dwellings to multi-family residence
 - ECHO housing units.
3. Future residential growth should be considered in the context of the local economy and the environmental constraints of the land. Prime agricultural lands should be preserved from over-development. Development situated further from the hamlet areas will have reduced access to the Town's major transportation routes, and will have less likelihood of being served by public utilities (specifically water and sewer), as well as community facility and other provided services. Development should also not encroach upon sensitive ecological areas such as forests, wetlands, flood plains, areas of steep slopes, aquifers and poor soil areas. All future housing development should be carefully planned pursuant to the master plan and any subsequent land-use regulation.
4. Adopted land-use regulations should not be so restrictive as to further increase the cost of development, which may then force low and moderate income individuals from the housing market.

CHAPTER SIX

COMMUNITY FACILITIES

INTRODUCTION

This chapter examines Livingston's community facilities and services including police protection, fire rescue, medical facilities, the Town Hall, Highway Department, library, post office, schools, recreation, water, sewer and solid waste facilities. This chapter also evaluates the Town's facilities and services pursuant to current needs and projected demands. Such demands will largely depend upon the extent and character of future population growth.

POLICE PROTECTION

The Town does not currently employ its own police force. Livingston receives normal coverage from the County Sheriff's Department, based in Greenport, and from the New York State Police, barracked in Claverack. The Sheriff's Department and State Police have no plans for increasing the present amount of law enforcement coverage. As Livingston's population increases, an increase in the amount of police protection may be necessary.

FIRE AND RESCUE OPERATIONS

The Town of Livingston is served by three (3) volunteer fire companies: Livingston #1, Elizaville #2 and Linlithgo #3. The fire district is a member of the Columbia County Mutual Aid Program. Beyond Town boundaries, the fire district services portions of both the Towns of Clermont and Gallatin.

Livingston #1 has a roster of twenty-five (25) active members; Elizaville #2 has twelve (12) active members and Linlithgo #3 tallies ten (10) active members. Currently there exists enough manpower to cover all fire equipment. Although no expansion of facilities is planned, the fire district is interested in purchasing a fire/rescue boat for use on Twin Lakes and the Hudson River.

The following is an existing inventory of fire equipment housed in the three (3) respective stations:

Livingston #1 (located on US Route 9)

- One 1500 gpm pumper (1,000 gal.), all-wheel-drive
- One tanker (3450 gal.) all-wheel-drive
- One quick-attack, mini-pumper (240 gal.), all-wheel-drive
- One Civil Defense rescue truck (fully equipped)
- Fire station equipment includes:
 - One 5000 psi compressor
 - 45 kw propane power generator

Elizaville #2 (located on County Route 19)

- One 1500 gpm pumper (1500 gal.).
- One front mounted pump (750 gal.).
- Fire station equipment includes:
 - One 25 kw propane power generator

Linlithgo #3 (located on County Route 10)

- 1000 gpm pumper (1200 gal.).
- One quick-attack, mini-pumper (240 gal.), all-wheel drive.
- Fire station equipment includes:
 - One 4 kw propane power generator

Located on U.S. Route 9, the Southern Columbia County Ambulance Service was established in 1971, and began performing its service in 1972. An all-volunteer, NYS certified, not-for-profit service, South Columbia County Ambulance presently maintains an active roster of 23 members and operates under the Columbia County Mutual Aid System. Basic Life Support (BLS) is currently provided. In the near future the Ambulance will provide Advanced Life Support (ALS). The coverage areas include Livingston, Clermont, Germantown, and portions of Gallatin and Taghkanic.

Southern Columbia County Ambulance's present building was constructed in 1975-76 and its second floor is currently being renovated. Two (2) ambulances are stationed there.

As the number of calls has increased (approximately 1200 annually), the number of volunteers has steadily declined, due in part to excessive NYS mandates, a lengthy training period, and the increased risk of lawsuit, associated with the health care system.

As the Town's population increases, an increase in fire and rescue services may be necessary.

MEDICAL FACILITIES

Area hospital emergency facilities are located in Rhinebeck at Northern Dutchess Hospital and at the Columbia-Greene Medical Center located in Hudson and Catskill. Livingston Family Practice is located within the Town on Route 9.

TOWN HALL

The Town Hall is located in the hamlet of Livingston on County Route 19, just south of the Church Road intersection. It provides office space for numerous Town officials and departments: the Supervisor, Town Board, Town Clerk, Planning Board, Town Court, Tax Collector, Assessor, Code Enforcement Officer, Bookkeeper, etc.

Office, meeting and storage space is limited. Scheduling is difficult due to the lack of meeting rooms. Parking is also inadequate, in terms of the total number of spaces. The Town Hall's greatest asset is its centralized location in the hamlet of Livingston.

Although handicapped accessible to the first floor, the second floor is not as yet accessible to special needs consumers.

As the Town's population and number of provided services increase, it may become necessary to staff Town Hall on a full-time basis.

HIGHWAY DEPARTMENT

The Town Highway Department is sited on approximately two (2) acres of land at the intersection of U.S. Route 9 and Cold Spring Road. Three separate buildings accommodate the department's offices and equipment. Sand storage is located outdoors on the site. The Town shares a salt storage shed with the County in the immediate vicinity.

The current inventory of highway equipment includes:

- Six trucks with plows
- One water truck
- One sand truck
- One mowing tractor
- One backhoe
- One grader
- One jeep for cutting brush
- One front-end loader
- Assorted pick-ups, etc.

Within the next five (5) years, the department plans to build an addition onto the existing garage.

The department currently employs six (6) full time employees (including the Superintendent) as well as two (2) part time employees. Staff levels are expected to remain the same over the next several years.

LIBRARY

Constructed circa 1914, and conveniently located on County Route 19, this free association library was originally a gift of the Potts Memorial Fund. The library currently receives limited funding from the Town and accepts private donations. Open Monday, Wednesday and Friday totalling six (6) hours, it is operated by one part-time librarian. The current collection totals 2,810 volumes.

Several improvements are necessary, including the need for an addition to accommodate the growing collection and a paved parking area. In the near future, New York State is expected to mandate that the library install restrooms and become handicapped accessible.

POST OFFICE

Four (4) separate post offices (Livingston, Elizaville, Hudson and Germantown) handle postal services and delivery within the Town.

SCHOOLS

The following are the school districts located within the Town of Livingston with their total enrollment (Fall 1988):

- Germantown 696
- Hudson 2,423
- Pine Plains 1,317
- Red Hook 1,789
- Taconic Hills 1,618

Source: Public School Enrollment and Staff 1988-89, New York State Department of Education.

The projected figures per district are as follows:

<u>School</u>	<u>Fall 1989</u>	<u>Fall 1990</u>	<u>Fall 1991</u>
• Germantown	724	755	1,577
• Hudson	2,399	2,407	2,445
• Pine Plains	1,366	1,405	
• Red Hook	1,805	1,855	1,921
• Taconic Hills	1,593	1,576	1,577

Source: James Barnes, New York State Department of Education

The number of school buildings per district are as follows:

- Germantown - 1
- Hudson - 5
- Pine Plains - 3
- Red Hook - 3
- Taconic Hills - 2

The Adventist School, located on Route 9 consists of one (1) building (part of the church) with a capacity of twenty-five (25) students. The current enrollment is twenty-four (24). The Adventists plan to build a new school building, separate from the church, with construction beginning in 1990.

RECREATION

There currently exists no Town owned recreational facilities, however, the Town will both assume responsibility for the maintenance of, and pay monthly rental (in the amount of \$100.00, over a five (5) year period), for the Lockwood Road recreational area. The majority of the community value survey respondents favored the development of year-round recreational facilities and the initiation of Town supervised programs. The desire is also great for the Town to obtain access to the river, creeks, ponds and lakes for recreational use. As there are also no public schools within the borders of the Town, the need for recreational facilities is even more apparent.

WATER FACILITIES

The majority of the Town currently relies on individual on-lot wells for its water supply. Several privately owned central water systems exist in mobile home parks.

The individual wells serving the Town are adequate for current needs, given the low density of development. Contamination problems have occurred in the past, at various sites.

At some future date, the Town may wish to develop a utility plan which would correspond with future development plans and density distribution in the vicinity of the hamlet centers. Presently, there are no guarantees that future residential or commercial development will be able to access a central water system. This therefore would restrict the density at which such development could be permitted.

The majority of the community values survey respondents were strongly opposed to both high-density residential development and a central water system.

SEWER FACILITIES

The Town currently has no centralized sewage system. Although the feasibility exists for providing a central sewage system to the hamlets and other high density areas, the majority of respondents stated in the community values survey that they were opposed to a central system, citing the expense associated with the construction and maintenance of such a system.

SOLID WASTE FACILITY

On November 1, 1989, mandatory recycling became effective in Columbia County. The recycling law applies to commercial, industrial, institutional, and residential uses.

The Columbia County Recycling Program, otherwise referred to as S.O.R.T. (Save Our Resources Today) operates one (1) transfer station within the Town of Livingston on the west side of County Route 19 between the hamlets of Livingston and Manorton.

The transfer station accepts household garbage, as well as recyclable items such as newspapers, aluminum, metal food cans, glass bottles and jars, and plastic bottles. Bulk items may also be dropped off at the transfer station. A user fee/punch card system is presently utilized.

IMPLICATIONS FOR PLANNING

1. Many Town facilities and services would benefit from some measure of improvement or expansion. The Town Hall, post offices (Livingston and Elizaville), and highway department facilities are in need of upgrade. The library is in need of additional space, and soon will face state mandates to install both restroom facilities and make the building accessible to the handicapped. Police and fire services are adequate at present. Ambulance service is currently suffering from a shortage of volunteers, and that shortage is expected to worsen at a time when calls for emergency services are increasing.

2. Although a great deal of open space exists, much is privately owned. Developed Town recreational facilities are non-existent. A plan for the development of organized recreational facilities is necessary. Public access to streams, Bells Pond, Twin Lakes and the Hudson River is also desired by many Town residents, as indicated in the Community Values Survey.

3. Although the existing situation of individual wells and septic systems are deemed to be adequate, development pressures may require the Town to examine the feasibility of providing central systems to specific locations.

CHAPTER SEVEN

TRANSPORTATION

INTRODUCTION

A transportation system serves to connect people and the communities in which they reside, work, shop and participate in recreational and other leisure activities.

This chapter examines transportation services and facilities in the Town of Livingston. Auto, bus, rail, water (commercial) and air transportation are discussed. For Livingston and most other communities in Columbia County, the predominant method of travel is the private automobile. Although water (commercial) transport, mass transit and rail transportation facilities exist and are available to other communities in the region, none serve Livingston. These various forms of transportation do have an indirect impact on growth within the Town, as they support economic activity that provides employment opportunities for Livingston residents.

WATER TRANSPORTATION

The Hudson River, which bounds Livingston on the west, has a deep water channel for deep-draft vessels as far north as Albany. The Port of Albany primarily receives the shipment of oil and cement. Shipping activities and those businesses associated with it, indirectly effect Livingston by providing employment opportunities for Town residents.

RAIL TRANSPORTATION

As indicated in the community values survey, many Town residents commute to Westchester and New York City daily for employment. Many appear to take advantage of Metro North's northernmost line at Poughkeepsie in Dutchess County. Amtrack provides daily service from the Rhinecliff and Hudson stations to points north, west and south.

Freight service is offered on the Hudson Line and supports several industries in Hudson.

Although rail service does not directly support economic activity in Livingston, it does, however, support regional industries and economic activity which do provide employment opportunities for Town residents.

MASS TRANSIT

Prior to April 2, 1990, no public transportation had existed in Columbia County, with the exception of the City of Hudson. As of April 2, 1990, Hendrick Hudson Bus Lines began daily service between Hudson and New York City. Although no scheduled stops in Livingston are currently proposed, Livingston residents may "flag" busses operating on Route 9. Passengers can leave the bus anywhere they wish along Route 9 between the priority destinations.

The Columbia County Office of the Aging operates a twenty-passenger senior citizen bus, which travels throughout the County enabling seniors to visit friends, attend events, and seek treatment at area medical facilities. The Office of the Aging bus operates in Livingston on alternate Thursdays.

AIR TRANSPORTATION

Airport facilities in Columbia County include the Columbia County Airport in Ghent, Kline Kill Airport in Ghent and Green Acres Airport in Livingston. Both Kline Kill and Green Acres Airports are privately owned and operated. Columbia County Airport is owned by the County.

The airport is located in the southwest corner of the Town of Ghent, approximately five miles northeast of the City of Hudson. The land area of this general aviation airport is 293 acres.

Under contract with Columbia County, Richmor Aviation operates the County Airport and is responsible for the following functions:

1. Air transport for passengers (including jet ambulance service), property, cargo and mail;
2. General maintenance and repair for aircraft and electronic gear;
3. FAA approved pilot and aircraft maintenance instruction;
4. Sale and rental of aircraft;
5. Sale of aircraft parts and supplies;
6. Twenty-four hour fuel service;
7. Hangar and tie down service.

According to the Upper Hudson Regional Aviation System plan, 1984 Airfield Inventory, there are 32 single engine; 12 multi-engine; 2 turboprop and 5 jet planes based at the County Airport, for a total of 51 aircraft.

The airport has a lightened asphalt runway, 4,200 feet in length and 75 feet in width, with a 12,000 square foot paved auto parking area of 23 cars. The taxiways are 49 feet wide, asphalt paved and lighted. The apron area is asphalt paved, lighted and totals 106,400 square feet. The apron consists of a 60,000 square foot based aircraft tie down area; 37,300 square foot transient apron and a 9,100 square foot fueling area. The airports conventional storage hangar area measures 6,400 square feet. In addition, Richmor Aviation has constructed a 10 bay T-Hangar.

The Columbia County Airport is an uncontrolled airport as there is no control tower on the airfield. An Airport Advisory Station (UNICOM) is maintained at the Airport and is available to pilots on a frequency of 122.8 MHz. This service provides local traffic pattern advisories and is not used for air traffic control purposes.

Kline Kill Airport and Green Acres Airport both provide varying services and amenities. All three (3) airport facilities do not support significant economic activity, but serve to provide recreational flying.

Columbia County Airport

Route 9H

West Ghent, New York 12075

Fixed Base Operator: Richmor Aviation

Owner: Columbia County

Kline Kill Airport

County Route 21

Ghent, New York 12075

Owner and operator: Leo Gardina

Green Acres Airport (Official Livingston Airport)

Schneider Road

Livingston, New York 12541

Owner and operator: Steve Yandick, Jr.

Source: Columbia County Department of Planning

ROADS AND HIGHWAYS

The road system in the Town of Livingston is a significant component of the overall transportation system for Columbia County and the surrounding region. As noted previously, the primary mode of transportation within the Town and the surrounding County is by private automobile on public roads. These public roads are provided and maintained by different levels of government and perform various functions for their users.

TOWN ROADS

The Town of Livingston owns and maintains 53.05 miles of roads or approximately 70% of the total road mileage in the Town. Town roads are primarily used for access to private residential units. The Town Highway Department had plans to widen and resurface White Oak Road during the spring of 1990.

COUNTY ROADS

There are six (6) County Roads within the Town of Livingston. Columbia County owns and maintains 22.07 miles of roads or approximately 20% of the total roadways in Livingston. County roads are designed to collect traffic from residential streets and channel it to elements of the regional highway systems. County roadways also function as connectors between neighboring communities and to provide inter-county transportation links. County Route 2 runs in a basically east-west direction along the Roeliff Jansen Kill and with the border of the Town of Clermont. County Route 8 leads east from Blue Stores through Manorton and continues east to the Town of Gallatin line. County Route 10 leads from the Town of Germantown line southeastward to its intersection with County Route 19 and continues northward to Church Road and then eastward to the Town of Taghkanic line. County Route 12 leads from the intersection of New York State Route 82 and Bells Pond Road in a northeasterly direction to Livingston's border with the Town of Claverack at Miller Road. County Route 19 runs southward from the hamlet of Livingston to Elizaville and the Town of Clermont. County Route 31 leads northwestward from Blue Stores to the Town of Greenport line. The

Columbia County Highway Department plans to perform minor resurfacing on County roads within the Town of Livingston during the next five (5) years.

STATE ROADS

The State of New York owns and maintains approximately 10% of the total roads in Town or 12.62 miles of roads. The State has the responsibility for the regional highway network. The State of New York maintains Routes 9, 9G, 9H, 23 and 82 within the Town of Livingston. Routes 9 and 9G are north-south thoroughfares providing access to the City of Hudson, as well as points north and south of the Town. Route 9H is a north-south artery serving points to the north of Livingston. Route 23 provides continued access to the Rip Van Winkle Bridge spanning the Hudson River, eventually leading to the New York State Thruway (Interstate 90). Route 82 leads in a southeasterly to northwesterly direction from the Town of Taghkanic line to Bells Pond and Routes 9H and 23. A large amount of traffic exits the Taconic State Parkway at Route 82 in Taghkanic for points north of Livingston, including the City of Hudson and points west, connecting with Route 23 and the Rip Van Winkle Bridge. The Department of Transportation has no plans for road projects in Livingston for the next five (5) years.

Sources: Town of Livingston Highway Department;
Columbia County Highway Department;
New York State Department of Transportation;
Columbia County Planning Department;
1980 U.S. Census

IMPLICATIONS FOR PLANNING

1. Livingston has reasonable access to rail and air transportation. The road and highway network is the critical component of the transportation system in the Town. The majority of the work force either drive or ride in private automobiles to work. Shopping, recreation and other leisure activities can be reached most easily by car. The lack of sidewalks and bicycle routes further contributes to a dependence on the automobile.
2. Traffic volumes are low, and no dramatic increase in traffic is expected. There are several unsafe intersections contributing to the number of accidents in Livingston. No improvements are planned, however, for these County and State intersections.
3. There is great potential for the designation of scenic roads in Livingston. A number of roadways offer exceptional views of the Taconic Mountains, the Catskills and the Hudson River, as well as the rural countryside.

CHAPTER EIGHT

CULTURAL RESOURCES

INTRODUCTION

Cultural resources are the natural and man-made elements of the landscape which are generally recognized as having significance based upon their cultural, historic, scenic, or environmental value. These resources are important to the community in many ways. They help to establish the Town's identity and contribute to the enjoyment of its residents. Cultural resources serve as appropriate examples for future development, and they strengthen the business community by their attractiveness to tourists.

The special attractiveness of Livingston is formed from the historic homes, churches, and other buildings, scenic vistas, rolling hills, extensive forest and farmland, and other valued features such as the Hudson River, Bells Pond, Twin Lakes and the many streams found throughout the Town.

The community values survey conducted by the Livingston Zoning Commission revealed a strong appreciation of these historic and special features. Based upon that appreciation, the Livingston Master Plan encourages the identification and preservation of these important resources. This chapter examines some of the highlights of the Town's history and presents a preliminary inventory of cultural resources.

HISTORY OF LIVINGSTON

The following history was taken from the writings of Mary Howell, Livingston historian:

The first inhabitants of Livingston were the Mahikan Indians, who had been here thousands of years before the first white man appeared. It was the Mahikans who in 1683 sold a large tract of land to Robert Livingston.

Robert Livingston came to Livingston from Scotland, first settling in Dutch New Amsterdam in 1675. In 1699, Robert Livingston built what was to be the first manor house at the mouth of the Roeliff Jansen Kill, on the Hudson River. In 1686, the English government granted Robert Livingston's land holdings manor status.

In 1710, the first Palatines from Germany arrived on Livingston Manor. The Palatines were brought from Germany by the English government in a failed tar making operation. As the project was grossly mismanaged by the English from the start, the Palatines turned to farming on the Manor.

After one hundred years of toiling under the manor lords, many of the tenant farmers became discontented with the manor system, its high rents, and taxes imposed by the landlords. The original land holdings of the first manor lord were eventually divided into seven townships. With each division of land, the landlords lost more political

influence. The power of the tenants to vote hastened the end of the manor system. In the 1840's, with the tenants refusing to pay their rents and with increased taxes being imposed by absentee landlords, fifth generation Livingstons sold their shares of the manor. By 1846, only 35,000 of the original 160,000 acres were still owned by the Livingston family.

Farming has been Livingston's main industry since the Town was founded in 1788. Cash crops, orchards and dairy farming continue to be the major contributor of the Town's economy.

As early as 1728, Robert Livingston, the first lord of the manor, realized the existence of iron ore in the "Mt. Tom" area, but lacking the proper methods for extracting and processing the ore, the early residents were unable to do anything with that knowledge until the late 1800's.

In 1883, the Hudson River Ore and Iron Co. was formed. Four mines were created, employing hundreds of area men. Burden Village, in its heyday, was the home of nearly 2,000 people and had its own school, post office, infirmary church and store. By 1898, mining operations ceased, due to rising costs, a national recession, and the problems associated with mining deeper to extract the ore. Nothing of the vast operation remains today, with the exception of a few foundations, abandoned buildings, kiln ruins and the old railbed.

In 1988, Livingston celebrated its bicentennial, honoring its rich heritage of the manor lords, the Palatines, the Burden Mines, agriculture, and especially its people.

The following list of cultural resources was compiled by the Zoning Commission, with the help of the Town Historian. It includes recognized historic buildings, as well as informally valued special features. It is not all-inclusive; it serves as a base for future efforts towards identification and preservation of the Town's cultural resources.

HISTORIC STRUCTURES

1. Livingston Memorial Church and Burial Ground
(State and National Registers - 1985)

Located at the present day intersection of Wire Road and County Route 10 in the hamlet of Linlithgo. Construction of the church was completed in 1722. The church was an active parish until 1814 when the congregation moved eastward to the hamlet of Johnstown to form the Linlithgo Reformed Church of Livingston. In 1870, the present Gothic style church was built.

2. Linlithgo Reformed Church of Livingston

This church, as noted, originated in Linlithgo in 1722. The new church was located at the intersection of the Old Post Road and the Ancram Turnpike and was dedicated in November of 1815. In 1854 the church was torn down and a new and larger church was built on the same site. The new cornerstone was laid in July of 1854 and the first service in the new church held in August 1855.

3. St. John's Evangelical Lutheran Church in Manorton

The church was dedicated in November of 1821. In 1861, a larger church was built across the road. In July of 1901, lightning struck the Manorton Church and it burnt to the ground. The church was rebuilt and dedicated in June of 1902. The name "Manorton Church" originated as a result of its location on the Livingston Manor.

4. The Church of the Nativity

Located at the intersection of County Routes 10 and 31, the church was built in 1924.

5. Oak Hill

(State and National Registers - 1979)

Just to the north of a high bluff overlooking the Hudson River, the Wackenkasik Creek enters the river and marks the northwestern corner of the former Livingston Manor. It was on this parcel of land, that John Livingston, third lord of the manor, built his second house. Constructed between 1793 and 1795, it has been the home of six generations of Livingston family members. Originally built as a two-story house with an attic, the residence was later converted in 1872 to its present two and one-half story height using the Mansard roof styling so popular in that period.

6. Oak Hill Gate House

Built in 1900 by Herman Livingston, this cottage is a fine example of the Colonial-Revival style that has retained all its original features. Of special note are the cross gable, narrow board siding, paired windows, corner pilasters, a central chimney and a fully developed revival porch with balustrade.

7. Casparus Cole Farmhouse

Built about 1778, before the construction of Oak Hill, this structure is the oldest on the Oak Hill Estate. Originally a simple story and one half, the farmhouse was renovated in the 19th century. Renovations included the raising of the roof, installation of five eyebrow windows, 6/6 main windows and a front door with a rectangular transom and side panel windows.

8. Former Studley House

This home was built in 1780 by a resident tenant of the Livingston Manor and was later re-purchased by the Livingston family. Altered in the late 1800's, the house retains its original structural configuration.

9. Nancy Van Dyke House

Located on Route 9, this home was built in the late eighteenth or early nineteenth century on the Jacob Finger Farm, which was owned by Henry Livingston. Upon his death in 1823, this farm was inherited by Nancy Van Dyke. An addition was constructed on the west side of the house at a later date.

10. Teviotdale
(State and National Registers - 1979)

Walter Livingston, son of Robert Livingston, built this house in 1774, which was modeled after several homes he had seen in England, while a student at Cambridge University. Teviotdale was originally built as a one-story home. After the Revolution, the roof was raised and a second story added. A second period of alteration took place in the 1820's when the entire exterior rock was covered with stucco. A palladian window was added over the front door. French windows were added, as well as wings to both sides of the structure. A long curved colonnade, each terminating in an octagon, were also added to the original building. All alterations, however, have since been removed.

Many famous individuals were guests at Teviotdale, including George and Martha Washington. Robert Fulton, inventor of the steamboat, was married here.

After many years of neglect and all but forgotten, Teviotdale has since been completely restored to its former glory.

11. Richmond Hill
(State and National Registers - 1988)

One of the finest remaining examples of a federal-style farmhouse in Columbia County is one that was built by Walter Tryon Livingston around 1810.

In the mid-1800's, then owner, Joseph Miller renovated the house by removing the long columned porch, to add a new two-story wing.

Richmond Hill is a fine example of how farm life, as evidenced by its buildings, has changed in this area during the past 200 years. At Richmond Hill, one is able to see modern-day grain silos, alongside an original nineteenth-century carriage house, next to an original eighteenth-century Dutch barn.

12. James Smith Livingston Home

Located on the corner of County Route 8 and Buckwheat Road is an old house that most local people still refer to as Dr. Orr's or Mrs. Krystal's home. It is generally believed that the house was built about 1700. The original stone portion of the house has walls 2 feet thick. The original house was a small one-room building, with an overhead loft. The rest of the house was attached to the stone structure about 1800 when James Smith Livingston took ownership.

Another theory, however, exists as to the structures' origin. Some believe that the house was built by the Ten Broecke family prior to 1700 and used as a trading post with the local Indians.

An addition was built by Dr. Orr around 1960 to the rear of the structure. In 1966, a fire partially destroyed the second-story of the original stone section. When the house was rebuilt, the stone was replaced with wood siding on the upper level.

13. Forth House

Believed to have been constructed in the 1830's by Carroll Livingston, and less than one mile south of the hamlet of Livingston, is Forth House, a fine example of Federal style architecture.

In the 1920's and 1930's, Forth House was used as a guest house and for families visiting patients at the adjacent Potts Memorial Medical facility. During this time, a school of music and its students were housed as well.

The current owners, Frank and Harry Van Dyke designed an octagonal conservatory into the southern end of the structure in 1980. Care was taken to construct this addition in the same style as the original structure, so as not to detract from it.

14. Calendar House

Named after a Livingston estate in Scotland, Samuel Ten Broeck built this colonial farmhouse in 1773. Calendar House is located just south of Manorton on the banks of the Doove Kill, off County Road 19. An addition to the original home was added at a later date.

15. Stage Coach Inn

This historic inn is located at the present day intersection of Route 9 and County Route 31. The inn was also known as the Blue Stores Hotel and the Post Road Inn. The inn was a private home until about 1809 or 1810 and owned by Walter Tryon Livingston. Town records show that the first license to run a tavern at this location was issued to John Van Deusen in 1806. When the Highland Turnpike was completed in 1804 and the County seat moved to Hudson, the crossroads at Blue Store became increasingly important. Weary travelers stopped at the inn before proceeding to Hudson, Catskill or Albany. In 1840, new owner, Caleb Washburn, painted the inn blue and the structure was thus called the Blue Stores Hotel. During the Washburn family's 100 year association with the inn, a third-story was added.

16. Glenco Hotel

Built around 1850, this hotel was a popular stagecoach stop on the old Hudson-Ancram Turnpike.

17. Stone House

The Stone House is located on the western side of Route 9, just north of the hamlet of Livingston. It is unknown who built this house. It is believed to have been built in the early 1700's, if not earlier.

18. Elizaville United Methodist Church

This church was erected on present County Route 19 around 1838.

19. Linlithgo Schoolhouse

In the early 1700's, the area called Stadtchie (now Linlithgo) was becoming the center of Manor activity. By 1722, a small Dutch Reformed Church was constructed, which also served as the area's first schoolhouse. As the old church building fell into a state of disrepair, a proper schoolhouse was built at the present day intersection of County Route 10 and Wire Road. The schoolhouse was built sometime before 1851. In 1949, the school was closed. The building is currently a private residence. The exterior is presently being renovated to its nineteenth century appearance.

20. Livingston School District #1

Located in the hamlet of Livingston, this former schoolhouse is now a private residence.

21. Elizaville School District #10

Located on County Route 19, it is likely that this schoolhouse was built in the early 1800's. The school did not close its doors until the 1960's. It is currently privately owned.

22. Manorton School District #9

Once known as the new church school, this building (located on County Route 19) was constructed about 1829. By 1939, local students were no longer attending school at this site. For several years, the former schoolhouse was used as a polling place. The schoolhouse has since been converted into a private residence.

23. Cold Spring School District #4

This school was built in 1849, on Cold Spring Road (at that time known as the Ancram Turnpike). The school closed in 1944. The schoolhouse is now privately owned and used as living quarters for farm workers during apple picking season.

24. Scudderhook School District #6

Classes first began in this one-room schoolhouse in 1822 and continued until about 1934. The schools' desks and books remained untouched until 1964. In 1965 the former schoolhouse was moved to Manorton, and is presently used as a storage shed.

25. Walkers' Mills School District #3

Built in 1864, this schoolhouse replaced the original one built near the Klein's Kill. It was used for classes until 1944. The former schoolhouse is currently a private residence.

26. Glenco Mills School District #7

This former schoolhouse is now a private residence.

IMPLICATIONS FOR PLANNING

1. A comprehensive historic survey of Livingston, along with the rest of Columbia County, is currently being undertaken by the County Department of Planning. The survey will identify structures which, for the integrity of their architecture and style, merit further historic research for possible nomination to the State and National Register of Historic Places. Thus, there are likely to be additional buildings or more extensive areas of historic significance than those identified in this chapter.

2. The Town may wish to create a zoning "overlay" district for important cultural and historic resources. Such a district could include individual lots or encompass a broad area of local significance. Proposed development in the general vicinity of such a district would have to meet all requirements of that district.

Sources: * Mary J. Howell, Town Historian,
 -Livingston: Then and Now, 1988.
 * Columbia County Department of Planning

CHAPTER NINE

LAND USE

INTRODUCTION

A survey was undertaken in the Town of Livingston to determine the extent and distribution of each form of existing land use. This information is essential to an analysis of past and present development trends. The land use patterns resulting from these trends help to determine the needs for public services and utilities, transportation improvements and environmental protection. All are important factors in choosing the best locations for different types of growth, and all fundamentally affect the visual appearance and character of the community.

LAND USE SURVEY METHOD

Land uses were inventoried by means of field surveys and air-photo interpretation. Aerial photos taken in 1980 were used to update U.S. Geological Surveys taken in 1960 and 1963. The field survey, undertaken in February 1990, involved the mapping of land uses by parcel as seen from the road. This survey technique is also referred to as a "windshield survey". A land use map was prepared at a scale of 1":2000' using the following categories: agriculture, low and high density residential, commercial, extractive industry, industry, transportation, power lines and substations, public and quasi-public, recreation, cultural/historical, water resources and vacant land.

Agricultural land includes farm buildings, orchards, crop land and pasture. Land devoted to agriculture (excluding vacant land) is the Town's dominant land use.

The low-density residential category includes single dwellings on parcels of one (1) acre or more. The high-density category are those parcels with more than one unit per acre.

Commercial refers to commercial uses which are located throughout the Town; not necessarily in compact or strip-type patterns. Extractive industry refers to sand and gravel mining operations. The category of industry includes both manufacturing and warehousing operations. In Livingston, transportation uses include the Town airport and major road interchanges. Power line and sub-station uses are self-explanatory. Public and quasi-public uses include churches, cemeteries, schools, and municipal buildings. Recreation land includes public and private open space. Cultural/historical includes those resources of significance in the community. Water resources include the Hudson River, lakes, ponds and large streams. Vacant land refers to forest and brushland, abandoned agricultural land and wetlands.

It should be noted that the boundaries between land uses shown on the map do not necessarily coincide with parcel or lot lines. Instead, they represent the approximate edges of the areas devoted to a particular use.

This inventory should be considered as a reliable general assessment of the patterns and types of Town land uses. Due to the fact that the field survey method did not give access to interior areas not visible from the particular roadway and because parcel-by-parcel was not conducted to verify the aerial photo interpretations, the accompanying existing land use map and the information gathered from it is not an exact picture of land uses in the Town of Livingston.

DISTRIBUTION OF LAND USE

The distribution of land use within the Town can be described in terms of the following patterns:

1. Agricultural land is found throughout the Town and is Livingston's predominant land use. Only two (2) areas are noticeably lacking in active farmland: the area west of N.Y.S. Route 9G extending to the Hudson River and the majority of the area bordering the Town of Gallatin, extending southward from N.Y.S. Route 82 to Elizaville.
2. Vacant land encompassing woodlands, brushland, wetlands and inactive farmland is most extensive west of N.Y.S. Route 9G and along the Gallatin line extending from the Glenco Mills area to Elizaville; although this land use is abundant throughout the Town.
3. Low density residential uses are scattered throughout Livingston. More concentrated areas of low density residences occur in the Elizaville and Twin Lakes Area. Low density areas are the dominant residential pattern in Town.
4. High density residential uses are found in the hamlet areas and specifically in the Twin Lakes area of Town.
5. Commercial uses are dispersed about Town, existing primarily in the hamlet centers of Blue Stores and Bells Pond.
6. Cultural/historical uses are also scattered throughout Livingston. Many were associated at one time with the manor system of the seventeenth and eighteenth centuries.
7. Extractive industry is found in several locations. Two operations are located between U.S. Route 9 and County Route 19, south of the hamlet of Livingston; one west of the hamlet of Manorton along the Roe Jan and the Niagara Mohawk easement and two in the Elizaville/Twin Lakes area off of Pleasant Vale Road. These are all current sand and gravel mining operations.
8. Industry occupies only a small portion of the total land uses in Town. Entenmanns' fruit processing plant is located on the east side of U.S. Route 9, just north of the hamlet of Livingston at the U.S. Route 9/County Route 19 intersection.
9. Power lines and substations - Several transmission lines traverse the Town in both north-south and east-west directions. Two substations are located in Livingston, the first on U.S. Route 9 in Blue Stores and the second just west of Black Bridge Road.

10. Public and quasi-public uses are found in scattered locations throughout Livingston. The Adventist Church and Home located on U.S. Route 9 south of the Livingston hamlet is one such quasi-public use. A large portion of the hamlet of Livingston is taken up by the Town Hall, post office, church buildings and a cemetery.
11. Recreation land (public) is found only off of Lockwood Road, where the Town leases ball fields, tennis courts and a pavilion for recreational use. The Town is currently planning expanded recreation programs.
12. Transportation uses included on the existing land use map are U.S. Route 9, N.Y.S. Routes 9G, 9H, 23 and 82; County Routes 2, 8, 10, 12, 19 and 31; as well as the Green Acres Airport located on Schneider Road.
13. Water Resources consist of the Town's streams, ponds and lakes, as well as the Hudson River, which serves as Livingston's western boundary.

The pattern of land uses that can be seen today has been largely influenced by the natural features of the land (such as soil type, bodies of water and slopes) and by the transportation corridors which have developed. In areas of prime soils, row crops and orchards can be found. In locations with a shallow depth to bedrock, pasture lands are found. Livingston's fertile soils have supported extensive agricultural development for generations. It is, however, these very same soil types which easily support residential development. Recent residential development has been scattered about Town, but has been primarily concentrated along Route 9G and the Hudson River, as well as in the Elizaville/Twin Lakes area, due in part to each areas proximity to major transportation routes. The Town's transportation corridor intersections have been the focus of commercial development, such as in the Blue Stores and Bells Pond areas. Very little development has occurred where there are areas of shallow soils, wetlands or steep slopes.

TRENDS IN LAND USE

The amount of land devoted to agricultural uses far exceeds any other existing land use in Livingston. Despite recent losses of pasture, orchards and cropland due to an increase in residential development, agriculture remains the Town's dominant land use feature. The increase of land devoted to residential use has also resulted in the loss of woodland and brushland.

The pattern of residential "strips" has intensified along the Town's roadways in recent years. Residential subdivisions set back from the road are also increasingly commonplace. Most subdivisions are located in the southeastern portion of Town, but others are scattered throughout Livingston. Currently one of the Town's mobile home parks has made application for expansion, while another proposed large mobile home park was denied by the Town Board.

Commercial uses in Livingston, for the most part have remained compact, concentrated in the hamlet areas of Town, predominantly around Bells Pond, Blue Stores and Elizaville. The majority of these commercial uses are small-scale, single-use facilities.

The Town of Livingston has no true functional center, but several distinct hamlets scattered throughout the municipality. The hamlet of Livingston could, in the future, serve as the functional center of Town, due to its centralized location, immediate accessibility to the U.S. Route 9 transportation corridor, and as the site of Town Hall, U.S. Post Office, Livingston Fire Company No. 1, Southern Columbia Ambulance Service and the Town Highway Department and garage. A promoted functional center would provide Livingston with a stronger sense of identity and community cohesiveness.

CONCLUSION

Increasing residential development pressures are gradually molding Livingston into a "bedroom" community. As residential growth continues, increased amounts of agricultural and vacant lands are being developed and the rural composition of the Town is slowly being altered. Although agriculture is still quite viable in Livingston, a rising population promises to increase the pressure for residential development, at lower densities in the more rural areas and higher densities in the more developed southeastern quarter of Town.

IMPLICATIONS FOR PLANNING

As a result of a review of the findings of the land use inventory, the following planning implications have been identified:

1. The face of the Town is changing. Some agricultural and vacant areas are giving way to residential development. This trend threatens to destroy forever the traditional rural and pastoral atmosphere that is valued and enjoyed by those who reside in Livingston.
2. Large areas of open space have kept portions of the Town free from development. Maintaining these areas in their natural state is crucial in order to retain the Town's open character.
3. Agriculture in Livingston is diverse. Fields, crops, fruit orchards, pasture, horse farms, dairy and beef cattle operations all contribute to this diversity. The future appearance of Livingston and its ability to preserve its rural setting depends on the continued health, strength and prosperity of such agricultural enterprises. As prime farmland is also easily developable land, thoughtful, innovative land management, as well as strong community support will be required to keep farming viable as the population continues to increase.
4. Strip residential patterns along the Town's major roadways will eliminate the agricultural atmosphere if they are allowed to proliferate.
5. Commercial uses in Livingston are fairly centrally located near the hamlet centers and at Bells Pond. The unplanned scattering of commercial uses outside of these areas would create a suburban-like commercial strip pattern of development and further threaten the Town's traditional rural character.

6. The pattern of strip residential and commercial land use along Livingston's roadways would eventually reduce the carrying capacity of those vital roads.
7. Extractive sand and gravel use could have adverse environmental and visual impacts on the Town if well-designed reclamation plans are not implemented as the mining operations continue.
8. Livingston's hamlets continue to be the center of community life. This pattern of land use is an essential component of community life. If allowed to be dramatically altered, Livingston as it is currently known will cease to exist.
9. Land use trends appear to indicate that growth will continue at a ever-increasing rate. Livingston has several options for accommodating such growth and each option has an impact on the Town's physical and social structure. Creative land use planning techniques like cluster subdivision and conservation easements can preserve the Town's natural resources and desired open spaces while accommodating growth. These planning instruments can significantly reduce the physical and cultural impact of development on the community.

CHAPTER TEN

LAND USE PLAN

INTRODUCTION

The Livingston land use plan consists of written policies, on differentiated land use categories and a land use map to demonstrate these policies and categories. The plan should be used as a planning guide for the Town, illustrating desirable land use patterns over the next ten (10) to twenty (20) years. While the plan does not have the legal status of the zoning ordinance, building code, site plan review or subdivision regulations, it is a legal prerequisite to zoning and is authorized by Section 272-a of Town Law. The plan helps to assure that the Town's land use regulations are based on an understanding of the community's current development trends and citizen desires.

ZONING MAP

The plan map divides the Town in seven (7) land use categories, as follows:

- . Central Hamlet (1 acre)
- . High Density Residential (1 acre)
- . Low Density Residential (2 acres)
- . Low Density Residential (3 acres)
- . Conservation (7 acres)
- . Commercial (1 acre)
- . Flood Area Overzone

In general, the higher density residential uses are concentrated in the areas of existing hamlet centers. Lower density residential districts dominate both the northern and southeastern portions of the Town. The hamlet of Livingston and surrounding lands are defined as the Central Hamlet which incorporates a combination of residential and commercial uses. Commercial areas are to be located at Blue Stores and Bells Pond. Both commercial areas are to be concentrated in the general vicinity of existing commercial development. A seven (7) acre conservation district has been formed between NYS Route 9G and the Hudson River. This district has been designed to protect critical environmental and scenic resources along the Hudson. The Flood Area Overzone is an overlay district of floodplain boundaries as defined on the Town's Flood Insurance Rate Maps.

A description of each of the land use categories and their locational criteria is as follows:

CENTRAL HAMLET DISTRICT

As noted above, the Central Hamlet District surrounds the existing hamlet of Livingston and is intended to combine both residential and limited commercial uses. The density of development should be limited to one (1) principal use per acre. Residential cluster subdivisions in this district would provide for smaller lots and open space preservation. A variety of housing types should be encouraged, thereby increasing the affordability of housing while reducing the per unit costs for providing necessary services. Commercial uses will be

designed at the neighborhood level. The redevelopment of existing uses and construction of both new residential and commercial structures will require sensitivity to the unique historical and architectural character of the Livingston hamlet.

HIGH DENSITY RESIDENTIAL DISTRICT

This high density residential district is to be located in the Bells Pond/Glenco Mills area; the Manorton area, and the Elizaville/Twin Lakes area. This district was designed in part to provide housing opportunities for those Town residents who cannot afford to purchase land at a lower density. Accessory apartments will provide the need for rental units while providing income for senior citizens and moderate income families, by contributing to the affordability of single-family homes. This residential district has been differentiated by identifying existing soil conditions which have the capability of supporting residential development at a density of one (1) unit per acre.

LOW DENSITY RESIDENTIAL

Low density residential areas are located throughout the Town in two (2) and three (3) acre delineations, based on soil characteristics. Uses within this land use category will be exclusively residential densities which are matched to the soil's ability to assimilate wastes. This land use category is designed to maintain the traditional agricultural character of the Town. Cluster subdivisions in these two (2) and three (3) acre districts should be encouraged in an effort to preserve the open and visual atmosphere of Livingston.

CONSERVATION

This seven (7) acre residential district is situated west of NYS Route 9G along the Hudson River between the Town's northerly border with Greenport and southerly border with Germantown. This district has been designed to provide orderly low density development in an area most suited for open space uses. All intensive use of this land will be discouraged in an effort to preserve important natural, scenic and historic resources.

COMMERCIAL

Commercial uses have been located at Blue Stores and Bells Pond, in areas of existing commercial development. These districts are designed for uses which require highway locations. The need to preserve the through-traffic functioning of adjacent roadways while accommodating each business's special needs is of concern. The use of service roads, common drives and the linkage of adjacent parking areas are to be required.

FLOOD AREA OVERZONE

The Flood Area Overzone is a transparent overlay designed to "overlay" the Town Zoning Map. The FAO indicates floodplain areas as defined on the Town's Flood Insurance Rate Maps (FIRM). Those floodplains exist along the Hudson River, Taghkanic Creek and Roeliff Jansen Kill. Livingston's numerous floodprone areas should be protected from inappropriate development. Residential structures should be excluded from these areas. Open space and recreational uses are appropriate for floodplain areas. Municipal, as well as private open space acquisition and preservation programs should invest in these valuable resources.

PLANNING POLICIES AND RECOMMENDATIONS

During the development of the revised master plan a number of problems and opportunities facing the Town were identified and discussed. Planning policies and recommendations designed to alleviate current problems, avoid future pitfalls and capitalize on existing or future opportunities were then formulated by the Zoning Commission. As follows:

1.0 Community Values

- 1.1 The Town's Zoning Ordinance and land use regulations should properly reflect the need to preserve the Town's rural and agricultural atmosphere.
- 1.2 Open space preservation will be fostered if Livingston is going to maintain its traditional character.
- 1.3 Agricultural and agri-business that preserve the rural flavor of the Town should be encouraged.
- 1.4 Critical environmental resources such as forests, wetlands, steep slopes, floodplains, aquifers, streams, ponds, lakes and the Hudson River should be properly managed.
- 1.5 Large scale residential development in existing agricultural areas should be limited.

2.0 Natural Resources

- 2.1 The Town should take advantage of the State Environmental Quality Review Act (SEQRA) as a means of obtaining detailed information regarding the impacts that proposed projects may have on environmentally sensitive resources.
- 2.2 Land use regulations should utilize such techniques as clustering, conservation easements, erosion control plans, stormwater infiltration policies and other appropriate mechanisms to foster well-planned growth and development.
- 2.3 Densities should reflect both soil type and surficial deposit characteristics, as well as the importance of protecting the aquifer system.
- 2.4 To help preserve the quality of its surface waters and soils, the Town should strictly enforce erosion control standards for development projects, road construction, mining and agricultural operations and other activities that disturb the land surface.
- 2.5 Livingston should strictly govern the siting of commercial, institutional and industrial facilities which handle toxic or hazardous substances. Such facilities should be kept away from Livingston's principal aquifers, recharge areas and well sites.
- 2.6 The Town should take advantage of the open space corridors that floodplains provide, by promoting the increased use of recreational activities and passive open space.

3.0 Demography

- 3.1 As fluctuations over the last thirty (30) years have made it difficult to predict the future size of various age groups, the Town should carefully monitor population growth, school enrollments and housing statistics for indications of future trends.
- 3.2 The Town should pay close attention to demographic changes in neighboring municipalities to gauge intermunicipal influences on development pressures, household size and composition, the location of employment centers, commutation patterns and housing costs.
- 3.3 The Town should begin the systematic improvement and expansion of community facilities such as fire fighting, highway, recreation and cultural facilities at a rate corresponding to population growth trends.
- 3.4 As steady population growth is likely to continue, shortages of affordable housing could occur, making it nearly impossible for low and moderate income families to find suitable living quarters. A variety of housing types should be offered. Such housing alternatives could include clustering, accessory apartments and the conversion of single family homes.

4.0 Economy

- 4.1 Commercial agriculture should be encouraged by discouraging residential development within areas currently in agricultural use and by promoting compatible non-agricultural uses that provide additional income to farm operations.
- 4.2 Commercial expansion should be located in areas where direct access to high capacity roadways is available.
- 4.3 Existing businesses should be encouraged to upgrade their existing locations by providing additional landscaping, easier access and convenient parking.
- 4.4 Strip commercial development along major roadways should be discouraged.
- 4.5 The current dependence on employment outside of Town will characterize Livingston as a "bedroom" community. Economic development within the Town should be encouraged.

5.0 Housing

- 5.1 The Town of Livingston should encourage a variety of innovative design techniques in an effort to provide a wider range of housing types and provide for the housing needs of the elderly, young couples and moderate income families. Among those techniques is clustering, accessory apartments and the conversion of existing large older dwellings to multi-family residences.

- 5.2 Land use regulations should not be so restrictive as to further increase the cost of development, which may force low and moderate income individuals from the housing market.
- 5.3 The Town should develop a mechanism for ensuring architectural compatibility between existing residential uses and the visual character of future development.
- 5.4 Through the use of Community Development Funds, the Town should establish a housing rehabilitation program.

6.0 Community Facilities

- 6.1 Many Town facilities and services would benefit from some measure of improvement or expansion. The Town Hall, post offices (Livingston and Elizaville) and highway garage are in need of upgrade. The library is in need of additional space and faces State mandates to install restroom facilities. All Town facilities should be made fully accessible to the handicapped.
- 6.2 The Town should acquire land for the development of recreational facilities for local residents. Public access to steams, Bells Pond, Twin Lakes and Hudson River is also desired.
- 6.3 Although the existing situation of individual wells and sewage disposal systems are deemed to be adequate, future development pressures may require the Town to examine the feasibility of providing central systems to specific locations.

7.0 Transportation

- 7.1 There is a great potential for the designation of scenic roads in Livingston. A number of roadways offer exception scenic vistas of the Taconic and Catskill Mountains and Hudson River.
- 7.2 Highway capacities and traffic flow within the Town should be maintained and excessive turning movements along major roadways should be discouraged by implementing a number of zoning and planning techniques along State and County roads. As follows:
 - a. Limiting the number of access points
 - b. Providing adequate site distances at intersections
 - c. Providing one-way access drives to commercial developments
 - d. Requiring the use of service roads in commercial areas
 - e. Requiring linkages between parking lots to discourage use of adjacent roadways
 - f. Discouraging strip development along major roadways
 - g. Requiring pedestrian links between commercial uses and residential areas
 - h. Conditioning zoning actions on the provision of highway improvements designed to mitigate adverse traffic impacts will be financed by the developer.

8.0 Cultural Resources

- 8.1 New residential and commercial development should be sensitive to the unique historical and architectural character of Livingston and its identified cultural landmarks.
- 8.2 Further historical and architectural research is warranted for the nomination of additional properties to the State and National Register of Historic Places.

9.0 Land Use

- 9.1 Large areas of open space have kept significant portions of Livingston free from development. Maintaining these areas in their natural state is crucial to retain the Town's rural character.
- 9.2 As prime farmland is easily developable, innovative land management, as well as strong community support will be required to keep farming viable as development pressure increases.
- 9.3 The Town should encourage the use of a variety of alternative techniques for preserving its agricultural lands and rural character. Those techniques should include clustering, conservation easements and the transfer of development rights. These planning instruments can significantly reduce the physical and cultural impact of development on the community.

APPENDIX A