



# ***Piermont Comprehensive Plan Volume I***

***Piermont Rising:  
Navigating Today,  
Preparing for Tomorrow***

***Adopted:  
April 29, 2025***



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

***Volume I***

**Village of Piermont-Comprehensive Plan**

Adopted:

April 29, 2025

*Prepared for:*

**Village of Piermont Board of Trustees**

Village Hall

478 Piermont Avenue

Piermont, NY 10968

*Prepared with assistance from:*



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*environmental • land use • planning*

# ACKNOWLEDGMENTS



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*Cover Photo Courtesy: Synchronous Media*

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Usha Wright<sup>1</sup>, Chair – Zoning Board of Appeal (Chair October 2024 - )

Kate Buggeln – Chamber of Commerce

Klaus Jacob – Waterfront Resiliency Commission

Rod Johnson – Waterfront Resiliency Commission

Paul Kadin – Traffic & Parking Committee

David Levy – Planning Board (October 2024 - )

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Barbara Scheulen – Piermont Historical Society

Lino Sciarretta – Village Attorney

Daniel Spitzer – Planning Board (March 2023-April 2024)

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<sup>1</sup> Ms. Wright served as a member starting in March 2023 before being elevated to Chair.



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## A. Vision Statement

*The Village of Piermont lies along the steep slopes of the Palisades, at the natural geologic cut where the waters of Sparkill empty into the Piermont Marsh and the Hudson River. This Comprehensive Plan embraces the Village's unique setting and is guided by a vision of 'resilience through harmony' with this majestic and fragile environment. It recognizes the deep and magnificent connection to nature that the Village provides to its residents and visitors alike, while acknowledging the present and future dangers from mountainside runoff and flooding from the tidal river, including increasing coastal storm surges and continuing sea level rise.*

*Within the scope of the next decade and more, Piermont will continue to be an orderly and attractive Village, preserving a sense of community, championing a diverse population, maintaining economic development opportunities and continuing to provide access to a variety of housing options. Architectural standards and historic preservation will be sustained to celebrate the Village's historic identity and reflect this unique sense of place. The Village shall seek new opportunities for open space conservation, protect the wooded character of its steep slopes, and enhance areas along the Hudson River and Sparkill Gap, preserve unparalleled vistas and provide recreational opportunities for residents including those with young families.*

*While we look at the challenges and what can be accomplished within the next decade, we must also recognize and plan for the existential impacts of sea level rise out to the year 2100, when the Hudson River is projected to be up to six and a half feet higher than its level in 2005. Beyond the 10-year horizon of this plan, and possibly before 2050, the Village will be confronted with an existential choice of whether Piermont will continue to be viable as a complete community in its current land use pattern. The Village intends to lay the groundwork for that future decision by leading the adaptation efforts of the region's Hudson River communities, exploring emerging resiliency technologies and strategies, and assessing viable options for adaptation. The initial challenge will be the relocation or restructuring of Village-owned administrative and service facilities that are now in current or future flood zones. The Village recognizes that any changes required to implement adaptation must be consistent with the character of the Village and be forward-looking and sustainable.*



Piermont Pier - Photo Courtesy: Synchronous Media



*Piermont Pier at Dawn – Photo Courtesy Kate B*

## B. Plan Organization & Structure

This Comprehensive Plan consists of the following sections:

- A. Vision Statement
- B. Plan Organization & Structure
- C. Comprehensive Plan Process
- D. Land Use and Housing
- E. Climate Change, Sustainability, and Resiliency
- F. Environmental Protection
- G. Transportation and Mobility
- H. Economic Development
- I. Historic Preservation and Community Design
- J. Infrastructure

#### K. Community Facilities and Services

Chapters D through K are organized by topic areas, each beginning with a summary of relevant information, followed by a goal and a tabular listing of recommendations. Each recommendation includes a recommended time horizon for implementation, or how long each recommendation is anticipated to take within the 10-year Comprehensive Planning Timeframe:

- **Concurrent with Comp Plan Adoption**
- **Short-term** – items that require minimal additional work or study (within 18 months)
- **Medium-term** - items which require further development of details (within three years)
- **Extended-term**- items which may require additional funding or significant additional study/analysis (within 10 years)
- **Ongoing, Continuing** – on an ongoing basis and not a finite project or task

A more detailed description of select recommendations follows as needed.

Finally, Volume II of the Comprehensive Plan includes the full inventory and analysis that the CPC and Village Board relied upon in formulating the Plan’s policies. The information contained in Volume II is a snapshot of the information current at the time the CPC was researching and analyzing existing community conditions between March 2023 and January 2024 and has not been updated at the time that Volume 1 was completed. Volume II is considered a “databook” and does not contain goals, policies or recommendations for the Village of Piermont, which are solely contained in Volume I.

Following adoption by the Village Board, all the goals and recommendations for the Plan will be gathered into one combined table in Appendix A. This table will help provide a consolidated place for the Village Board to track implementation after adoption.



*Low tide – Photo Courtesy: Usha Wright*





First Public Outreach Meeting – Photo Courtesy: Nelson Pope Voorhis

## C. Comprehensive Plan Process

### First Steps

New York State Village Law ("Village Law") regulates the preparation and adoption of a Village comprehensive plan. Section 7-722 of Village Law, subsection 2(a), defines a "village comprehensive plan" as:

*"...the materials, written and/or graphic, including but not limited to maps, charts, studies, resolutions, reports and other descriptive material that identify the goals, recommendations, principles, guidelines, policies, standards, devices and instruments for the immediate and long-range protection, enhancement, growth and development of the village."*

NYS Village Law requires that a comprehensive plan disclose the maximum intervals at which it shall be reviewed. The Comprehensive Plan is a living document, and it is recommended that it be revised at least every ten (10) years to account for possible changes in the community and times. While the Comprehensive Plan proposes recommendations to be implemented over a ten-year timeframe, it is noted that the recommendations were developed based on a longer-term outlook to the year 2100. Moreover, the Village Board should assess annually what has been accomplished as highlighted by the Comprehensive Plan and what still needs to be implemented. The Village Board should anticipate the process of undertaking a comprehensive reexamination of the Comprehensive Plan, no later than 2035



The Village of Piermont commenced the preparation of a new Comprehensive Plan in early 2023, as the Village Board authorized the formation of a Comprehensive Plan Committee (CPC) to oversee the project.

The Village Board then prepared a request for proposals for consultant assistance with preparation and facilitation of the Comprehensive Plan process. The Village ultimately entered a contract with Nelson, Pope & Voorhis, LLC (NPV) in the spring of 2023, to assist in the preparation of the new Comprehensive Plan. The CPC worked with NPV to discuss issues, review, refine and conduct public participation events, and coordinate the review of a draft of the Plan as it was developed.

The CPC consisted of twelve (12) members of the community, including: the Mayor; the former Mayor; a member of the Board of Trustees; Chairs of the Village's Planning Board and Zoning Board of Appeals; Chair of the Traffic and Parking Committee; two Commissioners of the Waterfront Resiliency Commission; the Village Grant Writer; the Village Attorney; President of the Chamber of Commerce; and the Chair of the Historical Society. A dedicated page within the Village's website was formed for the Comprehensive Plan at: [https://www.piermont-ny.gov/comp\\_plan/index.php](https://www.piermont-ny.gov/comp_plan/index.php).

## Review of Existing Plans and Regional Coordination

During the preparation of this document, other plans prepared by the Village of Piermont, as well as those created by the Town of Orangetown and other outside agencies were reviewed. These included:

- Piermont Risk Assessment (2014)
- Resilience Roadmap: Planning for Piermont's Future (2014)
- Local Waterfront Revitalization Plan (2018)
- Sparkill Creek Flood Mitigation & Resilience Report (2022)
- Orangetown Draft Comprehensive Plan (2023)
- Rockland County Comprehensive Plan (2011)
- Mid-Hudson Regional Sustainability Plan (2013)
- Hudson Valley Region Comprehensive Economic Development Strategy (2021 Update)

These plans are summarized in Chapter I of Volume II: Inventory and Analysis.

## Public Outreach Strategy

A Community Outreach Plan was developed as one of the first work products of the Comprehensive Plan project; it was reviewed and approved by the New York State Department of State in May 2023.

The Comprehensive Plan Committee adopted the guiding principles of the American Planning Association, Planning for Equity Guide (2019), for the conducting of community engagement.

All public outreach events were held at locations meeting ADA barrier free and space requirement standards. The CPC committed to providing all meeting materials and Plan text in plain language accessible to all citizens. The Village website was continually updated with draft work products.

The Comprehensive Plan Committee's process was to:

## Draft Incorporating NPV Recommended Changes in Response to Comments

- Engage the Piermont community to develop a vision of the future of the Village and capture this vision in a Comprehensive Plan.
- Ensure fair and equal opportunities for all members of the community to provide input throughout the entire Comprehensive Plan process.

The CPC met once monthly during the spring, summer and fall of 2023, on the fourth Wednesday of each month at 10:00 am at Village Hall. Consistent with New York State Law, the regular monthly CPC meetings were open to the public.

Several public workshops were held as follows:

- Public Workshop 1 – June 27, 2023, 7 pm, Village Hall
  - Summary of Preliminary Inventory & Analysis
  - Exercise: Strengths-Weaknesses-Opportunities-Threats
  - Visioning
- Outdoor “Pop-Up” Event – July 23, 2023
  - Farmers Market @ Flywheel Park, 10 am to 2pm
- Public Workshop 2 – September 26, 2023
  - Topic: Transportation
- Public Workshop 3 – October 24, 2023
  - Topic: Sustainability and Climate Change
- Public Workshop 4 – November 28, 2023
  - Topic: Land Use Controls, Zoning and other codes

A stakeholder list and email blasts were developed to publicize public workshops. The stakeholder contacts lists included private businesses and business associations, residents and homeowner organizations, neighborhood associations, educational facilities and organizations, transportation agencies, religious organizations, civic and non-profit organizations, social clubs, environmental groups, cultural institutions, community groups, and governmental agencies and departments.

Postcards with workshop dates and a QR code linked to the Comprehensive Plan website were distributed, and posted at strategic locations throughout the Village, including Village Hall, select recreation areas, shops, and other facilities. Press releases were prepared and distributed to local media outlets.

Results of each of the five public workshops were documented, and reports may be found in Volume II.

## CPC Public Hearing on Draft Comprehensive Plan and Zoning Amendments

The CPC held a well-attended public hearing of its first draft Comprehensive Plan on January 23, 2025. The CPC presented the Plan and listened to input by the public. Due to the interest expressed by several

## Draft Incorporating NPV Recommended Changes in Response to Comments

members of the public, the time period to provide written comments was held open through February 5, 2025 and many additional written comments were received.

The CPC, having considered the extensive public input on its first draft plan, revised the plan and recommended its second draft to the Village Board for consideration on February 14, 2025.

## Adoption Process

As required by the New York State Village Law, after the Comprehensive Plan was forwarded by the CPC to the Village Board for its consideration, the Village Board held a public hearing on April 15, 2025, at which time members of the public commented on the document, and Rockland County Planning Department comments were reviewed.

The Draft Comprehensive Plan was adopted by the Village Board on April 29, 2025.



March and Pier - Photo Courtesy: Synchronous Media

## D. Land Use and Housing

### Background Conditions

The Village of Piermont lies at the confluence of the Sparkill Creek and Hudson River. The Sparkill Creek travels through a natural gap in the Hudson River Palisades, a line of cliffs that line the western edge of the Hudson. The Sparkill Gap is the most southerly natural break in the Palisades for an approximately 14-mile span south to Edgewater, New Jersey. This location and geography were critical to Piermont's history and land use pattern.

The area was first referred to as Tappan Slote, "slote" likely referring to a "water channel" in Dutch. The first commercial settlement sprang up in the vicinity of the modern day Rockland Road Bridge, where a gristmill was constructed along the Sparkill Creek. Later, the Erie Railroad would use the Sparkill gap to gain access to the river and construct the one-mile-long pier into the Hudson River as a means to load train cars onto barges to access New York City.

The oldest areas of the Village thus sprung up along the Sparkill Creek and along the Hudson River. The first commercial concentration sprang up near the creek but would be supplanted by the current downtown at the foot of the pier. As flatter areas of the Village were built out, residential neighborhoods advanced up the slopes of Clausland Mountain.

The construction of Route 9W made western areas of the Village more attractive for development, notably for Tappan Zee Elementary School and multifamily complexes near the intersection of Route 9W and Hickey Street. The railroad facilities on the pier would be supplanted first by a paper mill, and then by a mixed-use planned waterfront development known as Piermont Landing.

Today, the land use pattern largely reflects how the Village grew over time. Piermont's most notable feature is the pier itself, which has become an open space/park resource for the community and region. Additional prominent open space resources include Flywheel Park at the base of the pier, the Piermont Marsh and the open space surrounding Tappan Zee Elementary School.

Downtown Piermont along Piermont Avenue and along the edges of Flywheel Park form the mixed-use core of the community. Higher Density housing is available at Piermont Landing (including 20 price-restricted affordable units), at the edges of the downtown, in upper-story apartments in the downtown, and in a multifamily node near the intersection of Hickey Street and Route 9W. A few additional commercial establishments are clustered in various small nodes along the Sparkill Creek and the Hudson River shoreline, but most of the balance of the Village's land use is comprised of single-family detached residential neighborhoods with densities decreasing as you get further from downtown and higher up the mountain.

While the Village's total population has remained steady, the makeup of Piermont's population has shifted towards increased affluence and moderately increased racial and ethnic diversity. The distribution of age has shifted, with an influx of pre-school aged children and seniors over 75, but these shifts seem to be only at the extremes, with the total number of children and 55+ adults remaining relatively steady. Volume II contains further demographic analysis.

These changes may correspond with a transition toward a greater proportion of renter-occupied housing units in the Village, which generally are more likely to be occupied by young families and older seniors. Census data suggests that between 2010 and 2022, several one-family detached structures may have been converted into multi-unit structures, which would further explain the increase in the proportion of renter-occupied housing. Volume II contains further analysis of households and housing units.

The Village's land use pattern is controlled by the Village's Zoning Local Law, which regulates how land may be used, the size of structures, the density of residences and requirements for height and setbacks. The Village's existing zoning includes two zoning districts which are not mapped and do not reflect existing conditions in the downtown. The Village's subdivision regulations control the division of a lot into multiple smaller lots, which is the principal means of creating new single-family detached residences within the Village.

The Village is largely "built out." Only 19 remaining tracts totaling approximately 23 acres were identified as having remaining development potential. A quick arithmetic analysis of these remaining vacant parcels indicates that current zoning regulations would yield as many as 76 additional residential units throughout the Village. The actual number is likely to be substantially lower, as many of the remaining vacant lands are encumbered by steep slopes or are at risk of flooding or permanent inundation from rising sea levels. The buildout analysis and an analysis of existing zoning is included in Volume II.



## Goal and Recommendations

CHAPTER D – LAND USE AND HOUSING						
Goal/ Recommendation	Description	Concurrent w/Comp Plan Adoption	Short Term	Medium Term	Long Term	Ongoing, Continuing
Goal D	Affirm and maintain the Village’s existing land use pattern which contributes to the Village’s existing waterfront character and promotes a sense of community, while acknowledging and planning for future changes which must occur in response to impending rising sea levels and increased storm severity.					
D.1	Consider measures to make community facilities, housing and commercial uses resilient to sea level rise and increased upland flooding in the 25- to 75-year time horizon.					✓
D.2	Review and, if needed, revise best practices for bulk requirements and lighting.		✓			
D.3	Review and, if needed, amend allocation of uses between “by right” and “special permit” categories, and remove two unmapped zoning districts.		✓			
D.4	Increase variety and range of housing opportunities.					✓
D.5	Ensure that zoning designations reflect environmental constraints, sensitive natural resources, utilities, and transportation infrastructure limitations.			✓		

## Discussion of Select Recommendations

### D.1. Consider measures to make community facilities, housing and commercial uses resilient to sea level rise and increased upland flooding in the 25- to 75-year time horizon

There is a need for housing at higher densities in the Village. However, the downtown and peninsular areas are largely built out and highly vulnerable to flooding and sea level rise (See Chapter E). The 9W corridor is an area where transportation access is excellent and there are few environmental constraints. The Village will lose existing settled areas as the tidal Hudson River rises and as upland flooding intensifies because of global climate change. The Village believes it is prudent to begin planning for these eventualities. As shown and described later in Chapter E, by the year 2100 under high projections most of the Village east of Piermont Avenue, except for the Piermont Landing Development, which was intentionally built to higher elevations, will be regularly subjected to inundation, even in the absence of severe weather. This regular inundation will impact facilities including but not limited to the Village Library, Flywheel Park, and the Village's two DPW facilities. Future 100-year storm conditions are anticipated to impact the Village Hall/Police Department, Empire Hose Company Number One and most of the existing downtown mixed-use commercial district as early as 2050.

The Village of Piermont is not alone facing these challenges, and there will be tremendous economic pressure to develop new technologies and strategies that allow for community adaptation. The Village should continue to lead the community of Hudson Riverfront Villages and Towns in efforts to confront these challenges and encourage action and support by County, Regional and State agencies.

The Village cannot count on uncertain future technologies or strategies becoming available and must look to the certainty that sea level rise will drastically impact the very heart of the Village, its community facilities, downtown commercial district and housing. This first recommendation of this Plan is therefore to begin planning for one or more "receiving areas" where needed community facilities can be relocated or to otherwise explore restructuring Village services to make them more resilient. Consideration should also be given to whether it would be viable to relocate the Village's commercial district to higher ground, possibly in a new planned mixed-use district, as lower areas become increasingly impacted by sea level rise and increased storm severity. While such existential decisions on whether the Village will be able to adapt to rising sea levels lie with future Comprehensive Plans, the current Village Board, Village Officials and volunteers must lay the groundwork for these decisions now.

### D.2. Review and, if needed, revise lighting requirements.

The Village should consider the adoption of measurable standards for regulating lighting, including limiting light spillage onto adjacent properties, and incorporating International Dark-Sky Association lighting standards into Village codes to avoid lighting nuisances and reduce nighttime light pollution. The CPC recommends these standards be added to Chapter 185 of the Village Code (Trees, Shrubs and Fences).

### D.3. Review and, if needed, amend allocation of uses between “by right” and “special permit” categories, and remove two unmapped zoning districts.

The Comprehensive Plan inventory and analysis identified that Business B (B-B), Waterfront District 2 (WF-2), and Riverfront East and West Districts (RD-East and RD-West) all have detailed use lists with many of the uses requiring an additional special permit approval. The Village should consider cleaning up the code to increase consistency between uses that require special permit approval, and those that only require site plan approval. This recommendation is not intended to add uses to districts that are not already permitted, but rather to make the level of review consistent and appropriate to their intensity.

The text of the zoning code should be amended to remove the Business A Zone and the R-80 Single Family Residential Zone from the list of districts, as they no longer appear on the Zoning Map. Apparently, these zoning districts were eliminated many years ago and the code text not updated to reflect the map change.

### D.4. Increase variety and range of housing opportunities.

The Village should encourage a variety and range of housing opportunities for the Village’s workforce, emergency service volunteers including fire department volunteers, young families, and seniors in a sustainable manner, consistent with existing Village character and to promote a diverse community.

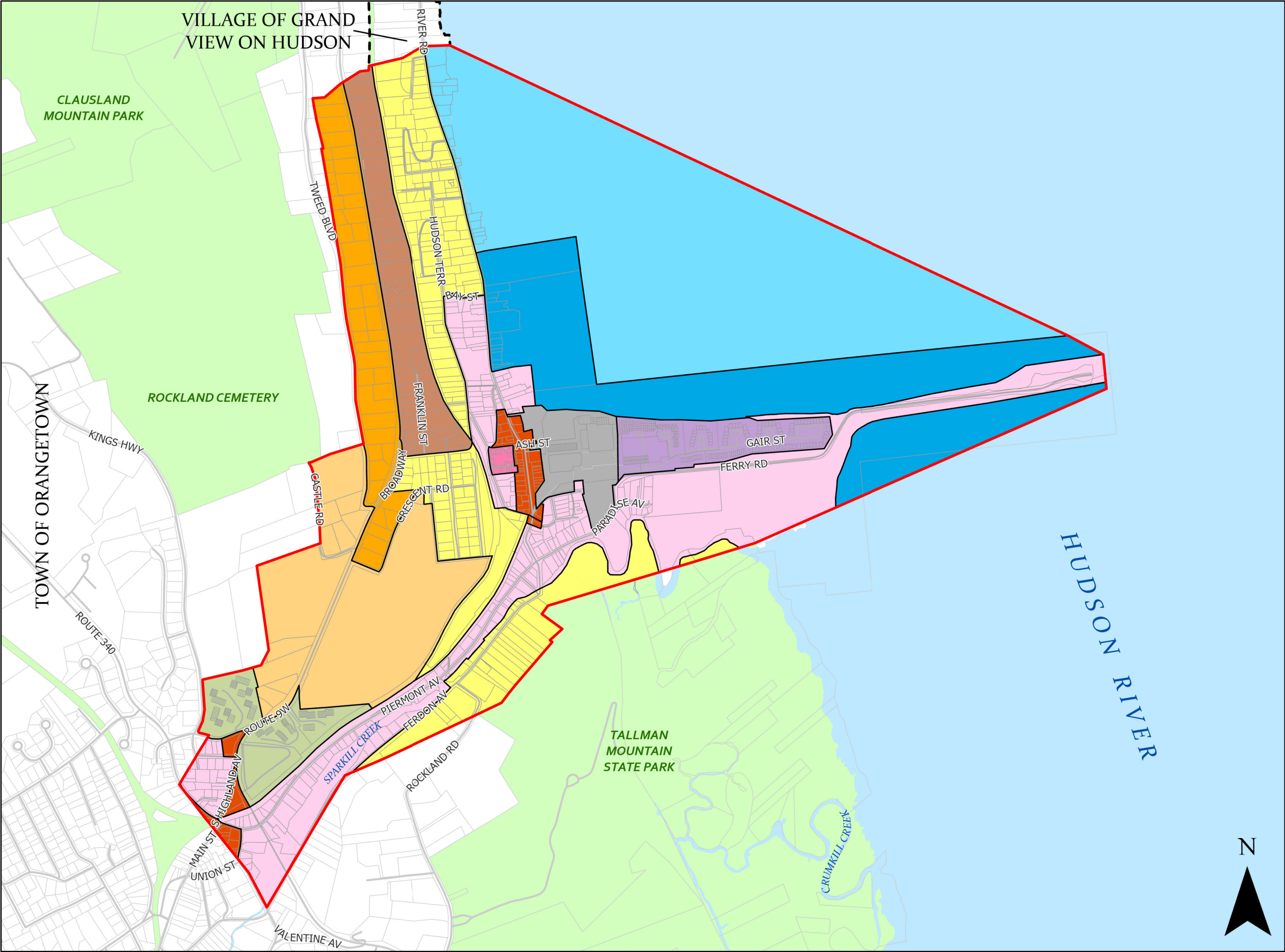
### D.5. Ensure that zoning designations consider environmental constraints, sensitive natural resources, sensitive cultural and recreational resources, utility constraints, and transportation infrastructure limitations.

The Village should review remaining vacant and underutilized parcels to determine where future development may occur and ensure that the zoning reflects any limitations imposed by environmental constraints such as steep slopes, sensitive natural resources such as wetlands or water bodies, utility access limitations and limitations to vehicular access. Examples include remaining vacant areas along the palisades, where development is impeded by steep slopes, shallow bedrock and extreme stormwater runoff, areas accessed via substandard Village streets, and areas adjacent to parks and the Old Erie Path. Steep areas should be considered not only for the difficulty they present for development, but also the need to retain natural vegetation to maintain the character of the Village’s existing hillside neighborhoods.



*Sunset from the Hudson – Photo Courtesy: Usha Wright*





# VILLAGE OF PIERMONT

## Comprehensive Plan

### Map D.1 Zoning Map

Last amended June 2023

#### Legend

- Village Boundary
  - Surrounding Municipalities
  - Streets
  - Tax Parcels
  - Streams and Rivers
  - Parks and Open Space
- Zoning Districts**
- RD-1.25 - Single Family Residence (1,250 s.f.)
  - R-7.5 - Single Family Residence (7,500 s.f.)
  - R-10 - Single Family Residence (10,000 s.f.)
  - R-15 - Single Family Residence (15,000 s.f.)
  - R-20 - Single Family Residence (20,000 s.f.)
  - R-40 - Single Family Residence (40,000 s.f.)
  - R-M - Multiple Residences
  - RD-East - Riverfront District
  - RD-West - Riverfront District
  - BUS-B - Business
  - WF-1 - Waterfront District
  - WF-2 - Waterfront District

Sources: Rockland County GIS Portal, NYS GIS Clearinghouse.  
Date: June 2023.  
Scale: 1 inch equals 0.2 miles.

Note: For planning purposes only, exact boundaries of features should be subject to site-specific data analysis.

0 500 1,000  
Feet







*Paradise Avenue flooding – Photo Courtesy: Klaus Jacob*

## E. Climate Change, Resiliency, and Sustainability

### Background Conditions

For more than a decade the Village of Piermont has been at the forefront of Hudson River sea level rise resiliency and adaptation efforts. Early modeling conducted in 2014 in partnership with regional and state partners immediately illustrated the problem that the Village of Piermont is still facing today: global sea level rise will significantly impact the Village within the next 25 to 75 years, requiring significant adaptation if the Village is to remain viable. This impending challenge has been confirmed with updated New York State sea level rise projections released during preparation of this Comprehensive Plan.

The Village has adjusted local flood protection codes to require New York State freeboard requirements be measured from advisory base flood elevations (ABFEs), which were released by FEMA in the wake of Superstorm Sandy. These advisory base flood elevations are four to five feet higher than adopted FEMA base flood elevations, and building to these standards provides the Village with a more realistic estimate of flood levels for the current 100-year storm.

The Village, its officials and volunteers have also been instrumental to the founding and continuing efforts of the Hudson River Flood Resiliency Network. This network coordinates the efforts of more than 24 Hudson River Communities and supporting government, institutional and private partners that are committed to taking actionable steps to manage current and future flood risk.

A full accounting of the Village's past efforts and understanding of the impacts of climate change on flooding for both tidally influenced areas and upland areas is contained in Volume II. Sea Level Rise Projections are also included in Maps E.1 through E.7 (for full extent maps, review Appendix B).

## Goal and Recommendations

CHAPTER E - CLIMATE CHANGE, SUSTAINABILITY, AND RESILIENCY						
Goal/ Recommendation	Description	Concurrent w/Comp Plan Adoption	Short Term	Medium Term	Long Term	Ongoing, Continuing
Goal E	Address impacts of climate change with more intense rainfall, high heat days, and sea level rise and storm tides, which are expected to cause more frequent and more widespread flooding over time and loss of buildable land in the future. Pursue both adaptation to the changing climate through resiliency projects, as well as local mitigation efforts such as expanding use of renewable energy sources and green building practices.					
E.1	Consider enacting a Future Shoreline Overlay (FSO) District to limit construction in areas that will be subject to future tidal flooding.			✓		
E.2	Encourage future private and public investment in a manner that acknowledges future flood risk based on climate change.					✓
E.3	Develop standards for adapting water-dependent and other commercial uses in the Waterfront II district to become more resilient to flooding.			✓		
E.4	Continue the Village's role as a leader in the Flood Resilience Network of the Hudson Valley.					✓
E.5	Consider establishing an annual budget allocation toward ongoing grant research and writing for future resiliency project planning and implementation.		✓			
E.6	Require structures in special flood hazard areas of the Hudson River to be elevated by an additional 30 inches	✓				

CHAPTER E - CLIMATE CHANGE, SUSTAINABILITY, AND RESILIENCY						
Goal/ Recommendation	Description	Concurrent w/Comp Plan Adoption	Short Term	Medium Term	Long Term	Ongoing, Continuing
E.7	Consider allowing flexibility for building height for structures required to provide added flood freeboard.	✓				
E.8	Encourage flood adaptation of existing structures.		✓			
E.9.	Explore voluntary buyouts and transfer of housing to higher sites.		✓			
E.10	Implement sustainable and green stormwater practices.			✓		
E.11	Consider amending stormwater management standards to impound runoff from larger storms and for certain single-family development.		✓			
E.12	Consider elevation of roadways and other infrastructure floodproofing.					✓
E.13	Implement and incentivize energy efficiency, sustainability, green building improvements, and consumer-scale alternative energy generation to help mitigate carbon emissions.					✓
E.14	Explore best practices for resiliency to non-tidal flooding as recommended by NYS Flood Risk Management Guidance for Implementation of the Community Risk and Resiliency Act (CRRA).		✓			

CHAPTER E - CLIMATE CHANGE, SUSTAINABILITY, AND RESILIENCY						
Goal/ Recommendation	Description	Concurrent w/Comp Plan Adoption	Short Term	Medium Term	Long Term	Ongoing, Continuing
E.15	Continue to implement climate smart "actions" outlined in the NYS Climate Smart Community program.					✓
E.16	Continue and expand upon the Village's existing recycling initiatives.					✓
E.17	The Village should support and expand education and outreach programs and resources for residents and businesses to become informed about flooding risks, safety and mitigations.					✓
E.18	Consider increased wildfire risks due to climate change.			✓		✓
E.19	Seek funding and explore programs that would allow for buyout and demolition of flood damaged structures.					✓

## Discussion of Select Recommendations

### E.1. Consider enacting a Future Shoreline Overlay (FSO) District to limit construction in areas that will be subject to future tidal flooding.

NYS DEC regulations (6 CRRNY 490) predict that by the 2080's the water elevation of the lower Hudson River will be 30 inches higher than today (medium projection). Columbia University predicts 30 inches of sea level rise may occur as early as 2050, while DEC predicts 12-23 inches of rise over that time. During the preparation of this Plan in January of 2024, high water from the Hudson River led to the flooding of roads and intersections in low areas of the Village. See Map E.2. River flooding events have become noticeably more frequent to the public and are no longer just an academic concern.

To limit damage to residences, the Village should consider creating a new Future Shoreline Overlay (FSO) District to be added to the Village Zoning Map. This district should include all lands currently within the

Hudson River, and up to a landside elevation of 4.61 feet<sup>†</sup>, which is 30 inches above the current mean highest daily tide (MHHW) elevation of 2.11 feet. The FSO would exist along the entire Hudson River and Sparkill Creek Shoreline within the Village. The Village can utilize LiDAR data available from the state to map this area. Within the FSO District, all existing residential uses should be restricted from increasing floor area, structure volume or structure footprint, without receiving special authorization by the Zoning Board.

Under current regulations the lowest habitable story of a residence must be elevated at least 24 inches above the FEMA Base Flood Elevation (BFE) for the 1% storm. If located in an area subject to wave action, the lowest horizontal structural member of the structure must be elevated at least 24 inches above the BFE. As the entire FSO will also be in a special flood hazard area (area subject to flooding with a 1% chance of being equaled or exceeded in any year) and subject to the Village's Flood Damage Prevention Regulations, if any existing structure within the FSO District is damaged by 50% or more of its value during a storm event, it should be required to be elevated by an additional 30 inches (54 inches total) over the current 24-inch requirement.

The FSO District should require that additions or enlargements to the habitable floor area of residences in the district only be permitted with the issuance of a bulk variance by the Zoning Board of Appeals. Within the FSO District, a use variance from the Zoning Board of Appeals should be required to construct any new residence. Such a mechanism will provide a rigorous standard for development in these areas , help to prevent future property losses, and protect the public. Volume 2 of this Plan includes a prediction of the economic damage expected to be caused in the Village by Hudson River flooding. This economic modeling utilized the COAST tool and was included in the Resiliency Task Force report of 2014. The COAST tool estimated building damages from flooding based on 2.42 feet of sea level rise between 2014 and 2055 (slightly less than the 30 inches now predicted by New York State under medium projections). The economic model predicted that such a rise would result in \$70.8 million in cumulative damage to real property and that 87 parcels would become permanently inundated by the Hudson River resulting in the loss of \$56.6 million in assessed property value.

Maps E.1 to E.7 at the end of this chapter provide details of future flooding impacts.

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<sup>†</sup> When discussing sea level rise and flood elevations, throughout this document, all elevations are referenced to North American Vertical Datum of 1988 (NAVD 88). The NAVD 88 is intended to provide an approximation of the geoid, or the model of mean global sea level in 1988 accounting for the rotation of the planet and variation in earth's gravitational fields, but not variations due to tidal forces, ocean currents or wind. NAVD 88 has served as the official vertical elevation of the United States since 1990 but is in the process of being replaced by the National Geodetic Survey. All contemporary Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) report the elevation of Flood zones in NAVD 88. Other datum often referenced include Mean Sea Level (MSL) and Mean High Higher Water Level (MHHW). Based on the closest NOAA station to Piermont (Alpine, NJ), at the time of this Plan's creation, Mean Sea Level is 0.07 feet NAVD 88 and Mean High Higher Water level is at 2.11 feet NAVD 88.



## E.2. Encourage future private and public investment in a manner that acknowledges future projected sea level rise and flood risk based on climate change.

Generally, the Village should encourage future infrastructure and real property investment in areas of the Village that are less likely to flood accounting for sea level rise. The Village should rely on the projections of the New York State Community Risk and Resiliency Act as most recently revised. For most real property that is anticipated to last at least 30 years, the Village should look to medium projections for year 2080 (30 inches) to guide where future construction should be permitted and to what elevations it should be constructed. For street infrastructure and public improvements of low- to moderate value such as recreational facilities, the Village should look to medium projections for a longer time horizon such as year 2100 (36 inches). For high-value infrastructure such as sewer and water infrastructure and emergency service facilities, the Village should look to high-medium projections for the longest predicted timeframe of 2150 (89 inches)

## E.4. Continue the Village's role as a leader in the Flood Resilience Network (FRN) of the Hudson Valley.

The Village should continue its leadership role in the Flood Resilience Network of the Hudson Valley (FRN) to help access a range of resources and help realize new strategies and technologies for addressing the impacts of climate change. Piermont is a founding member of FRN, instrumental in catalyzing FRN into a collaborative association of more than 38 municipalities and nonprofits in the Hudson Valley providing peer-learning, partnerships, and technical support opportunities to increase communities' access to technical assistance for resilience planning and implementing strategies to reduce flood risk. Piermont serves on FRN's Advisory Committee and Chairs the Funding for Municipalities Working Group.

## E.5. Consider establishing an annual budget allocation toward ongoing grant research and writing for future resiliency project planning and implementation.

Because of Piermont's limited tax base, securing public funding is crucial for future resiliency planning and project implementation. The Village should consider establishing a budget line item for grant research and writing related to resiliency that is in line with current market costs for professionals so that the Village remains competitive for grant funding as volunteer participation may change over time.

## E.6. Consider requiring structures in special flood hazard areas of the Hudson River to be elevated by an additional 30 inches

This plan recommends the Village consider changes to Chapter 112 (Flood Damage Prevention) codes to increase the margin of safety for structures within the special flood hazard area. Currently, this chapter of the Village Code requires two feet of separation from the lowest floor of a structure and the base flood elevation (BFE), as established in the Advisory Base Flood Maps published by FEMA in 2013. These ABFEs (see Figure E.1) are more inclusive than the adopted BFEs (see Map E.1) and include lands

inundated by floods to elevation 10 as opposed to elevation 8, and those subject to wave action up to elevation 12 as opposed to elevation 9. They are based on observed flood elevations experienced during Hurricane Sandy.

Depending on the type of structure and the special flood hazard area that the structure is located within, this separation may be measured to the top of the floor surface, or the lowest horizontal structural member. To achieve the same level of flood safety for the next 30+ years, floodplain regulations are recommended to be amended to now require 4.5 feet (54 inches) of separation (the current two feet, plus an additional 30 inches to account for sea level rise through 2080).

### **E.7. Consider allowing flexibility for building height for structures required to provide added flood freeboard.**

It is recommended that the Board of Trustees consider amending the zoning local law to provide how building height is measured. The intent would be to allow some flexibility so that structures that must be elevated to meet new freeboard requirements (see Recommendation E.6) can still be constructed in a manner that reflects the general character of the neighborhood.

Ordinarily the bottom of a building is set by the average grade of the land around its base. The Village may consider allowing the height to be increased by the difference between average grade and the freeboard requirement, but cap the height increase in a manner that would avoid character impacts to the neighborhood.

### **E.8. Encourage flood adaptation of existing structures.**

The Village should continue to encourage adaptation of commercial and residential properties in flood prone areas. “Wet Floodproofing” are measures that anticipate that a building, its support systems, or its accessory structures will get wet during floods, but steps are taken to allow quick recovery after the flood waters recede. Wet floodproofing steps include raising of interior utilities, electrical systems, and HVAC equipment, and providing openings for water to flow through foundation walls. “Dry Floodproofing” includes steps to keep water out including installing berms or temporary flood walls around buildings, sealing doors, windows, and elevator equipment.

The Village also should review and revise other portions of the Village Codes to encourage the incorporation of other new, innovative techniques in site planning and building design as they emerge, including floating structures, to make buildings more resilient to flood damage. The Village may wish to advocate for changes to New York State building codes to allow such innovations, including the possibility of floating homes with resilient utility hookups. The Village should advocate for changes to the State Codes to allow this housing type, which has been successfully implemented in other jurisdictions and internationally

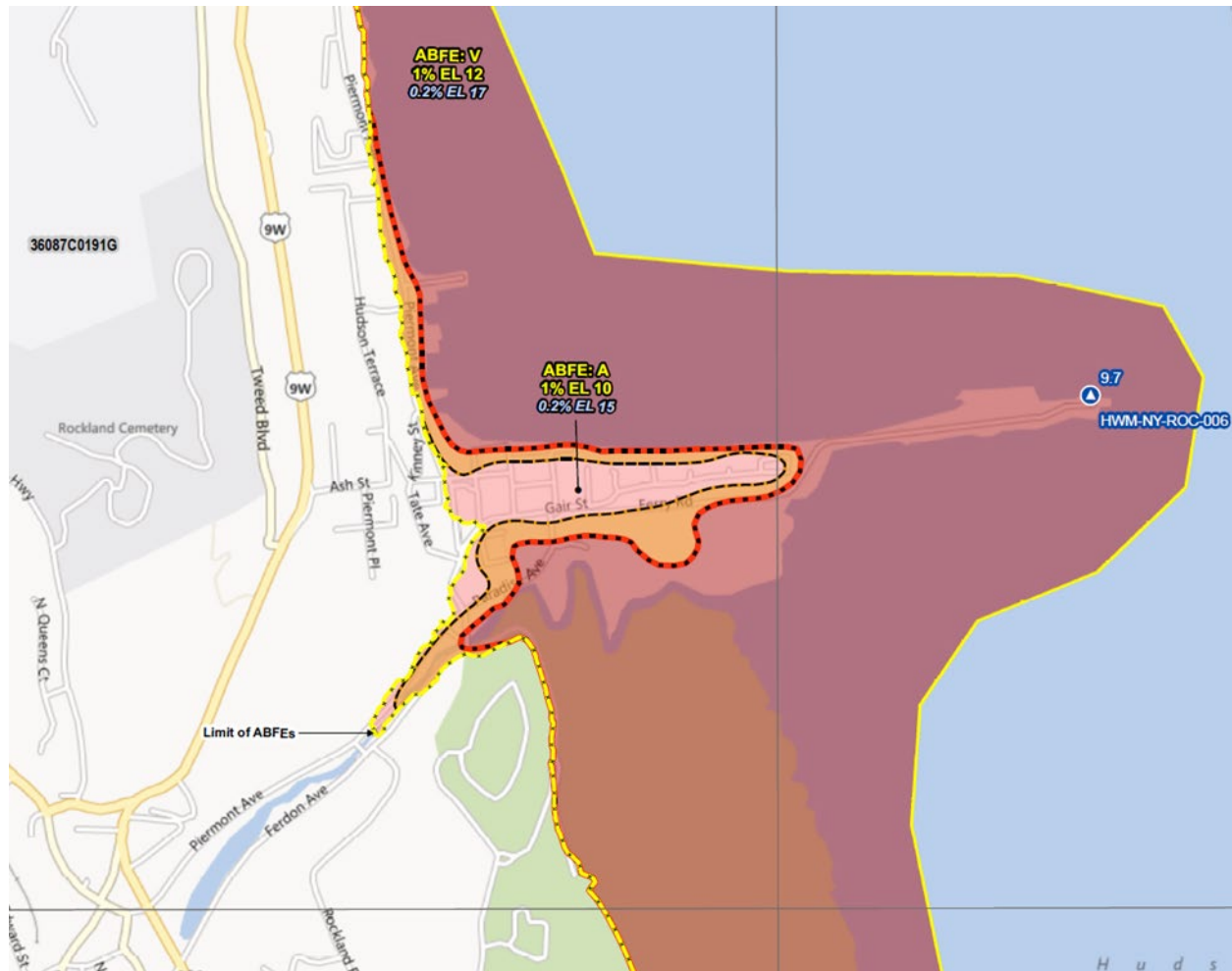


Figure E.1.a FEMA Advisory Base Flood Elevation Map – Nyack SE Panel – June 20, 2013

## E.9. Explore voluntary buyouts and transfer housing density to higher elevation sites.

The Village should explore participation in a voluntary buyout program for properties subject to repetitive losses from flood damage being developed by New York State Department of State. As such programs are implemented in the future, the Village of Piermont should consider seeking State funds for purchasing properties where residents are inclined to sell voluntarily.

## E.10. Implement sustainable and green stormwater practices.

The Village should investigate and adopt requirements for “green infrastructure practices,” so that new development will create green pockets of vegetation to collect and treat stormwater runoff, mimicking natural systems. While conventional piped drainage and stormwater treatment systems are designed to move urban stormwater away from the built environment, green infrastructure reduces and treats stormwater at its source while delivering environmental, social, and economic benefits.

When rain falls in natural, undeveloped areas, the water is absorbed and filtered by soil and plants. Stormwater runoff is cleaner and less of a problem in a natural area. Green infrastructure uses vegetation, soil, and other elements and practices to restore some of the natural processes required to manage water into the built environment. Even in downtown areas, small “rain gardens” with under-drainage can be installed at the edges of a site to collect runoff that is taken up by the roots of plants, and a green garden amenity is provided. The State of New York has produced guidance on the installation of such features in section 9.5 of the NYS Stormwater Management Design Manual. At the Village scale, green infrastructure can create a patchwork of natural garden areas that provides habitat, flood protection, cleaner air, and cleaner water.

Any proposed requirements will need to be considered in relation to the Villages bedrock geology. Areas of very shallow bedrock may not be viable for green stormwater practices.

### E.11. Consider amending stormwater management standards to impound runoff from larger storms and for certain single-family development.

Current stormwater management codes mandated by New York State require onsite water quality treatment and water quantity impoundment and release gradually over time so that the net rate of runoff from a site is not exceeded. The current code only requires water quality and quantity controls for single-family residences disturbing over 5 acres, other disturbances of 1 acre or more, or where certain pollutants are proposed to be discharged. Additionally, these controls are designed around regularly occurring rainfall events.

The Village should consider revising the requirements to require water quantity controls for all development proposed on the Village’s steep hillsides, particularly between Tweed Blvd/Route 9W and Piermont Avenue, where stormwater runoff is already problematic. Additionally, water quantity mitigations should be designed to impound volumes consistent with larger storms, such as those classified as 1% and 2% annual storm events.

### E.12. Elevation of Roadways and Other Infrastructure Floodproofing

The Village should seek funding and implement projects to adapt to climate change, including possible elevation of roadways or other road floodproofing measures. However, such projects to elevate or shield roadways from flooding for even short distances may be very costly and may require extensive drainage measures. The elevation of roads which may improve vehicle passage during high water events may also inadvertently worsen drainage and flooding situations at adjacent properties, for example by impounding flood waters that would otherwise recede quicker.

Road elevation may also interfere with adjacent on-street parking and with driveways and/or building entrances. Rerouting of road locations may be preferable. Any elevation projects must be studied with relative costs and benefits estimated and evaluated. The lifespan of any elevation project must also be considered given the continued sea level rise predicted by the State in 6 CRR-NY 490 regulations. (See recommendation E.2)



The Village should also consider cost-effective measure for floodproofing other facilities and infrastructure in the short-term, until they can be relocated as recommended in chapters J and K of this Plan.

### **E.13. Implement and incentivize energy efficiency, sustainability, green building improvements, and consumer-scale alternative energy generation to help mitigate carbon emissions.**

When planning for climate change, “mitigation” is a term used to describe policies and techniques to limit the production of carbon dioxide as a byproduct of human activity. Mitigation steps help slow the pace of climate change by lowering carbon dioxide emissions that turn the earth’s atmosphere into a greenhouse, with higher average temperatures. The Village should consider a variety of measures that would help lower the “carbon footprint,” from Village operations and facilities, and incentivize private investment toward energy efficiency.

The Village should review its codes to remove barriers to solar, geothermal and other alternative sustainable energy sources for homes and businesses. Additionally, the Village should consider the adoption of codes governing both commercial and consumer battery storage. The Village should explore State model laws, grants, and programs that will assist in the retrofitting of existing homes and buildings or the development of new homes and buildings with sustainable and green building practices and technology along with the necessary infrastructure to support such projects.

### **E.14. Explore best practices for resiliency to non-tidal flooding as recommended by *NYS Flood Risk Management Guidance for Implementation of the Community Risk and Resiliency Act (CRRRA)*.**

*The New York State Flood Risk Management Guidance for Implementation of the Community Risk and Resiliency Act*, provides several recommendations for anticipating future increases to non-tidal flood elevations caused by the impacts of climate change on increased storm severity. The Village should consider conducting local flood modelling to estimate how a state-predicted 120% increase in the peak flow rate of the 1% annual storm (through 2100) would impact the vertical elevation and horizontal extent of flooding along the Sparkill Creek, and determine the vertical elevation and horizontal extent corresponding with varying amounts of freeboard, as recommended by the NYS guidance document.

### **E.15. Continue to implement climate smart "actions" outlined in the NYS Climate Smart Community program.**

The Village of Piermont was designated a Bronze certified NYS Climate Smart Community in September 2019, having completed 23 actions and earned 134 points. The Village should continue to participate in the program and strive to earn every possible additional point for climate change mitigation and adaptation activities. Additionally, the Village should ensure that the Climate Smart Coordinator position remains filled.

The following Table E.1 details the CPC PE6 Action: Comprehensive Plan with Sustainability Elements fulfilled by this Plan.

**Table E.1. Comprehensive Plan Sustainability Elements Recognized by the Climate Smart Program**

Sustainability Elements	Possible Points	Aspect of This Plan
Support alternative modes of transportation (including strategies for bicycles, pedestrians, public transit, and electric vehicles)	Required	Goal G and its related recommendations, specifically G.1, G.2, G.9, G.10, and G.11 encourage and support these alternative modes of transportation.
Promote smart growth principles in land-use policies	Required	Some of the Smart Growth principles <sup>‡</sup> in land-use policies in the Plan are as follows: <ul style="list-style-type: none"> <li>• Storm resiliency – E.2 eliminates new residential uses by right on land below a certain elevation.</li> <li>• Historic preservation- I.4 encourages adaptive reuse.</li> <li>• Compact development in areas appropriate for higher densities, such as downtowns</li> <li>• A mix of housing options to accommodate all households, ages, backgrounds, and incomes- D.4 encourages a variety and range of housing opportunities for the Village’s workforce, emergency service volunteers, young families, and seniors in a sustainable manner, and to promote a diverse community.</li> </ul>
Conserve natural areas (including strategies to designate open space and protect it from development)	Required	I.9 discusses how the Village should preserve and promote greenspaces in the Village. Goal F and its associated recommendations also focus on the protection of the various natural resources in and around the Village.
Promote a healthy and safe community	Required	The plan encourages the importance of walkability in addition to taking numerous holistic approaches when reviewing impacts to residents and the community at large. A healthy and safe community is one that people want to enjoy, keeping in mind possible environmental constraints, sensitivities, etc.
Foster equity (including strategies for housing, schools, transportation, recreation, food, and environmental exposures)	Required	D.5 highlights the need for diverse housing opportunities, as a form of increasing equitable access to housing for the Village’s workforce, emergency service volunteers, young families, and seniors.
Foster green economic development	3	E.1 emphasizes the importance of sustainable development within the community, making sure the

<sup>‡</sup> As outlined by the NYS Smart Growth Program-[NYS Smart Growth Program](#) | [Department of State](#)

Sustainability Elements	Possible Points	Aspect of This Plan
		development can be supported properly by the community and will not degrade various resources.
Decrease dependence on fossil fuels and support energy efficiency and renewable energy production	3	G.6 specifically focuses on developing transportation infrastructure away from greenhouse gas emitting technologies; E.11 notes the development of both solar and geothermal energy sources.
Foster the efficient use of natural resources (e.g., water conservation)	3	As noted in the inventory and analysis the Village has and should continue to use water-efficient fixtures.
Promote the development of (or the conservation of) local food systems.	3	H.6 recommends continuing the local farmers' market.
Minimize solid waste (including strategies to promote recycling and composting or anaerobic digestion of organic materials)	3	E.15 recommends continuing and expanding existing recycling initiatives.
Protect drinking water sources from pollution	3	J.9 recommends working with Rockland County and/or the Towns of Clarkstown and Orangetown to implement a Critical Environmental Area for protection of Village Drinking Water sources.
Promote adaptation to climate change (including strategies related to land use and public education and engagement)	3	Goal E, and its recommendations are specifically aimed at promoting adaptation to climate change through appropriate retrofitting, local mitigation and education of the public.

## E.16. Continue and expand upon the Villages existing recycling initiatives.

The Village should consider exploring additional programs for local recycling implementation including but not limited to:

- Composting, including local drop off for Orangetown's composting program
- Repair cafés
- Electric lawn equipment
- Community swap programs/community yard sales
- Guidance for pollinator-friendly lawns
- "Zero-waste days" (where residents can bring non-municipal waste to a central location for proper recycling and disposal).

## E.18. Consider increased wildfire risks due to climate change.

As the climate changes, increased drought conditions, coupled with higher temperatures and periods of high winds may result in increased risk of wildfire. This increased risk has the potential to particularly impact homes on steep slope areas, as well as homes in the vicinity of the Piermont Marsh. The Village should work with Rockland County to ensure that the County's All Hazard Mitigation Plan considers and properly plans for such increased risk. Measures to reduce fire risk should be considered, such as periodic clearing of hazardous brush/leaf piles and vegetation from public lands including the Old Erie Path and Village rights-of-ways. The Village should also ensure that its emergency service providers are prepared with appropriate training, equipment and strategic partnerships to battle wildfires should they occur. Lastly, the Village should reach out to residents and property owners throughout the Village with educational information advising on how to make their properties more fire resilient.

## E.19. Seek funding and explore programs that would allow for buyout and demolition of flood damaged structures.

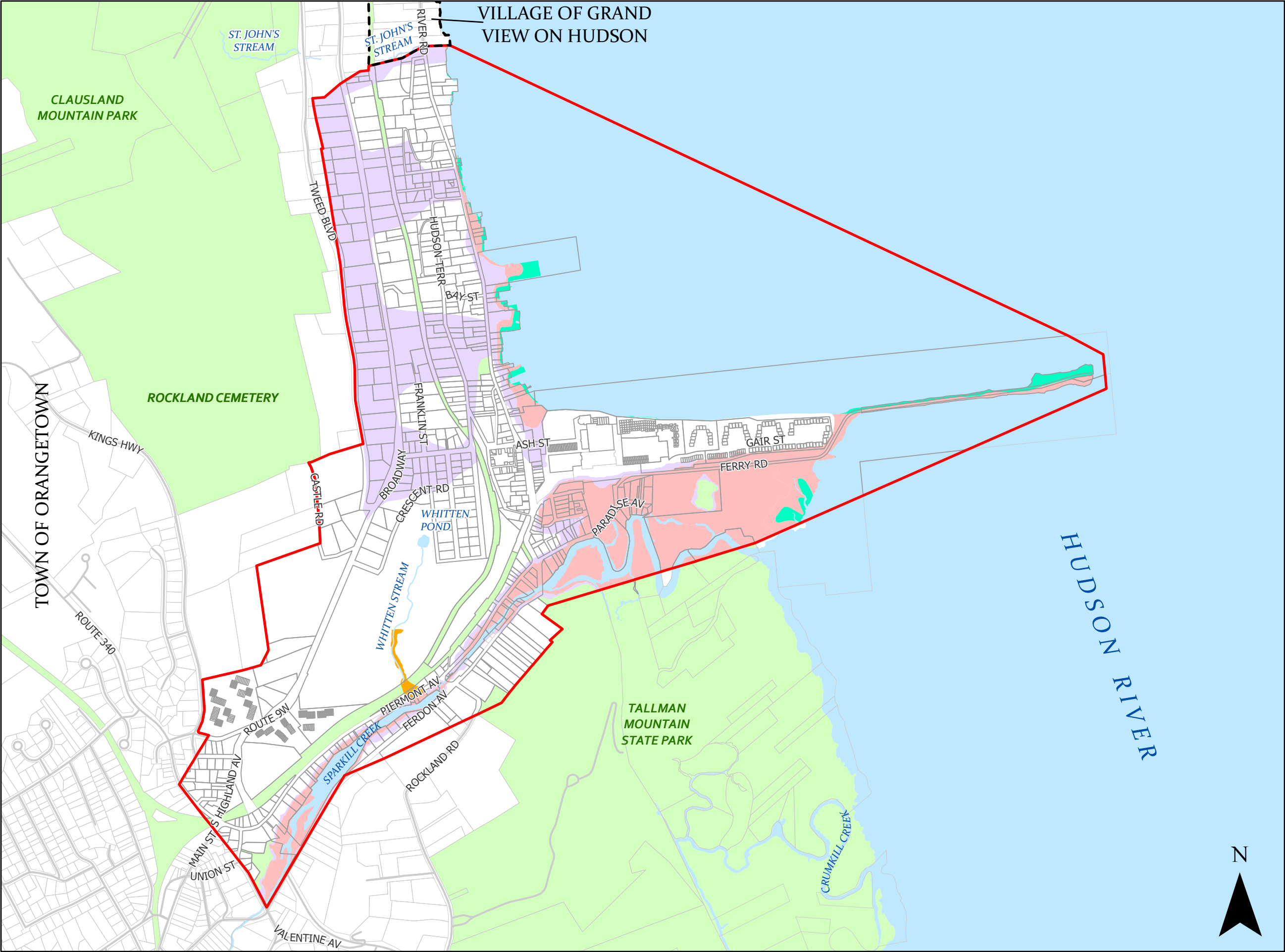
The Village has experienced instances where structures were irrecoverably damaged by flooding, and the structure owner failed to rebuild or demolish the structure. This can present a danger to the health, safety and welfare to Village residents. At the minimum a dilapidated building presents a blighting influence on the neighborhood. More seriously, flood damage homes can present physical dangers to trespassing children, while homes, heating oil tanks and home appliances exposed to the elements can release chemicals into the natural environment and Village ground and surface water.

The Village should explore funding and participate in programs that would allow the Village to purchase and safely remove flood damaged structures. Over time, the need to do so is anticipated to increase and the Village should prepare itself for this eventuality.



*Sparkill Creek in Summer – Photo Courtesy: Kate B*





# VILLAGE OF PIERMONT

## Comprehensive Plan

### Map E.1 FEMA Floodplains

#### Legend

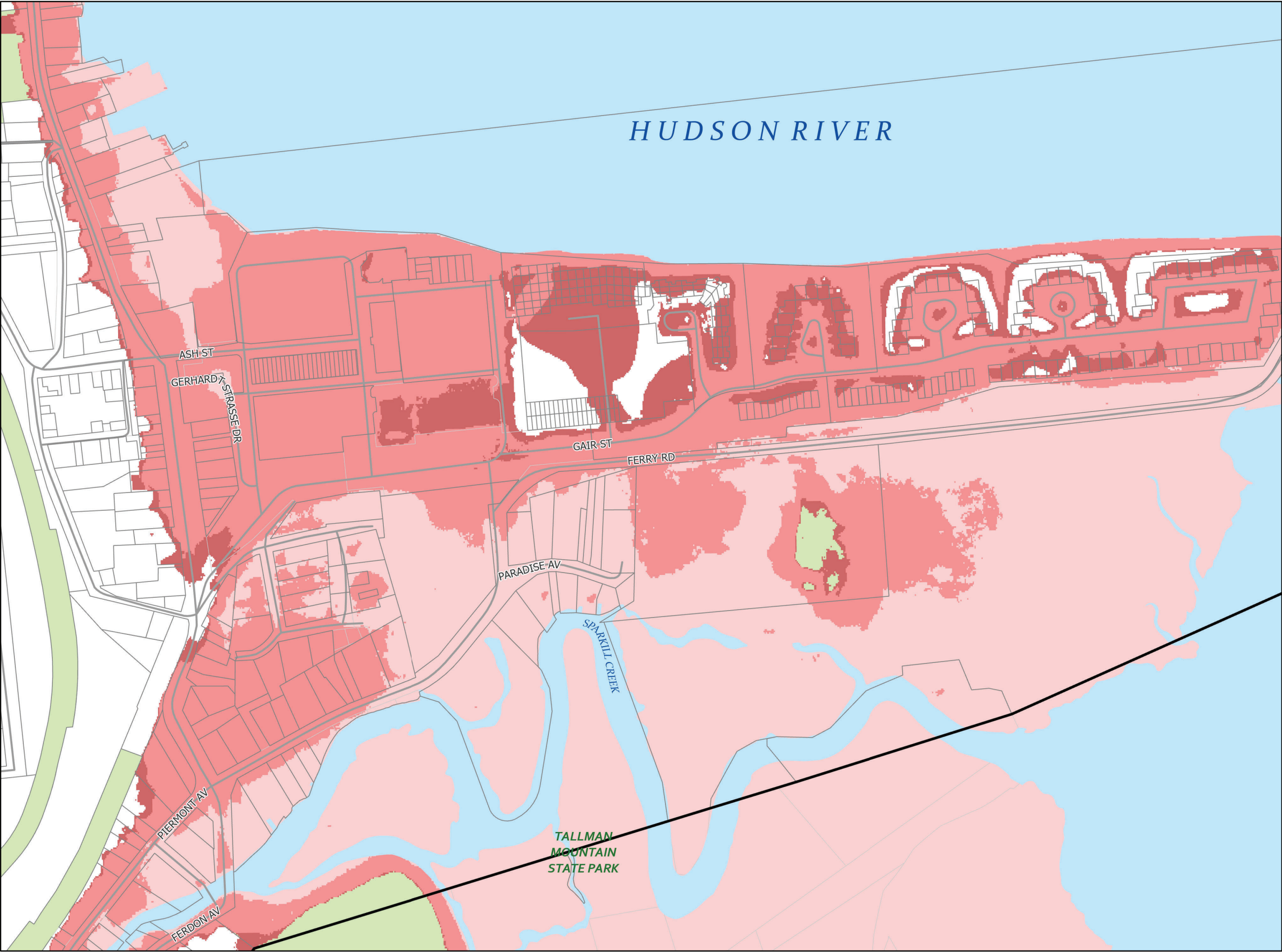
- Village Boundary
- Surrounding Municipalities
- Tax Parcels
- Streets
- Parks and Open Space
- Streams and Rivers
- Zone A: 100-year Floodplain - Elevation Undetermined
- Zone AE: 100-year Floodplain - Elevation Determined
- Zone VE: 100-year Floodplain - Velocity Zone
- Zone X: 500-year Floodplain

Sources: Rockland County GIS Portal, NYS GIS Clearinghouse.  
Date: June 2023.  
Scale: 1 inch equals 0.2 miles.

Note: For planning purposes only, exact boundaries of features should be subject to site-specific data analysis.

0 0.1 0.2 Miles





# VILLAGE OF PIERMONT

## Comprehensive Plan

Map E.2 Columbia University  
Hudson River Flood Impact  
Decision Support Tool  
2050  
30 Inches  
High Sea Level Rise Projection

- Village Boundary
- Tax Parcels
- Streets
- Streams and Rivers
- Parks and Open Space
- High Projection, No Storm
- High Projection, 100 Year Storm
- High Projection, 500 Year Storm

Sources: Rockland County GIS  
Portal, NYS GIS Clearinghouse,  
[www.ciesin.columbia.edu/](http://www.ciesin.columbia.edu/)  
[hudson-river-flood-map](http://hudson-river-flood-map)  
Date: August 2023.  
Scale: 1 inch equals 0.05 miles.

Note: For planning purposes  
only, exact boundaries of  
features should be subject to  
site-specific data analysis.

0 0.03 0.05  
Miles







# VILLAGE OF PIERMONT

## Comprehensive Plan

Map E.3 Columbia University  
Hudson River Flood Impact  
Decision Support Tool  
2050  
18 Inches  
Medium Sea Level Rise Projection

- Village Boundary
- Tax Parcels
- Streets
- Streams and Rivers
- Parks and Open Space
- Medium Projection, No Storm
- Medium Projection, 100 Year Storm
- Medium Projection, 500 Year Storm

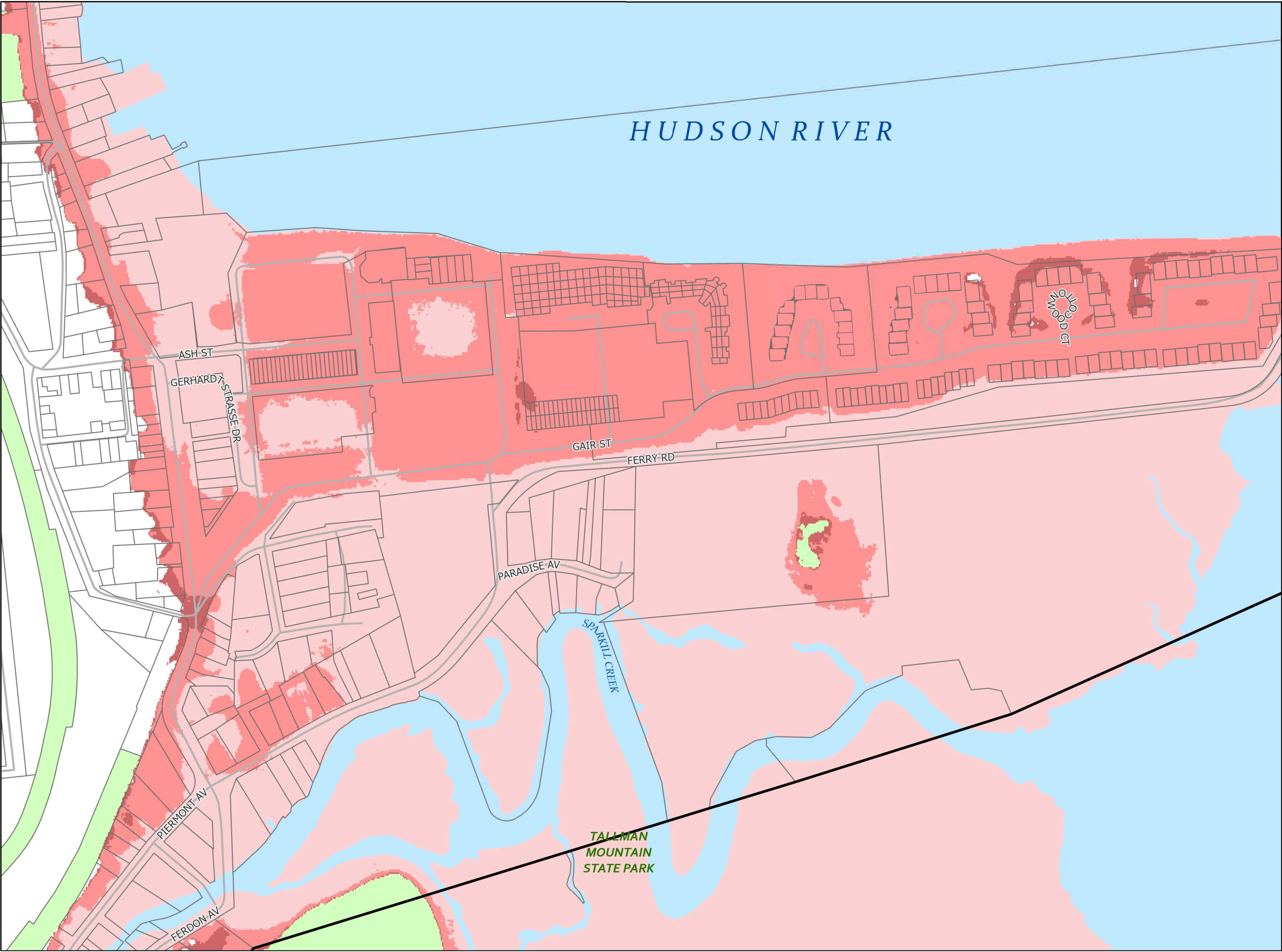
Sources: Rockland County GIS  
Portal, NYS GIS Clearinghouse,  
[www.ciesin.columbia.edu/  
hudson-river-flood-map](http://www.ciesin.columbia.edu/hudson-river-flood-map)  
Date: August 2023.  
Scale: 1 inch equals 0.05 miles.

Note: For planning purposes  
only, exact boundaries of  
features should be subject to  
site-specific data analysis.

0 0.03 0.05  
Miles







# VILLAGE OF PIERMONT

## Comprehensive Plan

Map E.4 Columbia University  
Hudson River Flood Impact  
Decision Support Tool  
2080  
60 Inches  
High Sea Level Rise Projection

- Village Boundary
- Parcels
- Streets
- Streams and Rivers
- Parks and Open Space
- High Projection, No Storm
- High Projection, 100 Year Storm
- High Projection, 500 Year Storm

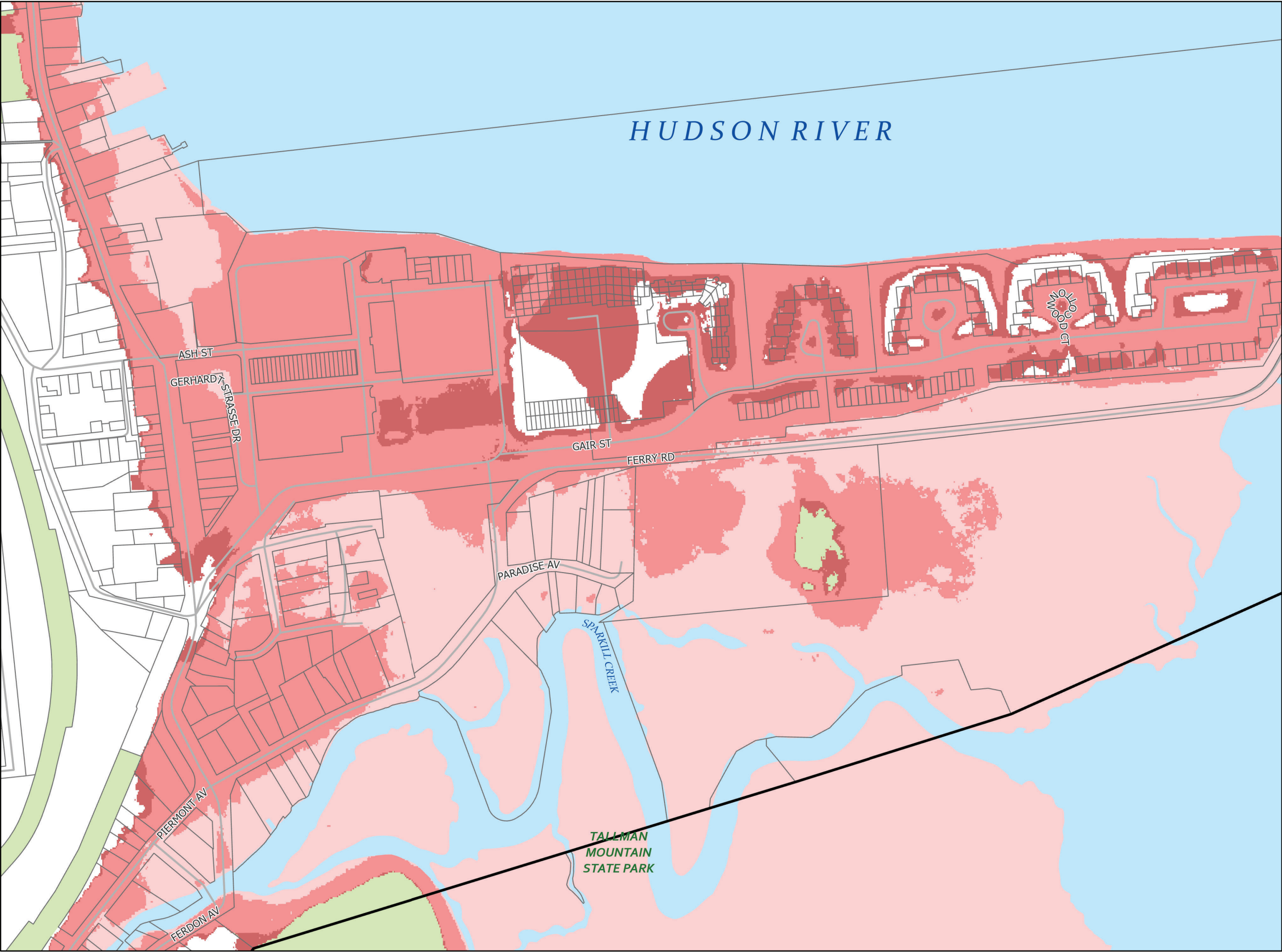
Sources: Rockland County GIS Portal, NYS GIS Clearinghouse, [www.ciesin.columbia.edu/hudson-river-flood-map](http://www.ciesin.columbia.edu/hudson-river-flood-map)  
Date: August 2023.  
Scale: 1 inch equals 0.05 miles.

Note: For planning purposes only, exact boundaries of features should be subject to site-specific data analysis.

0 0.03 0.05  
 Miles







# VILLAGE OF PIERMONT

## Comprehensive Plan

Map E.5 Columbia University  
Hudson River Flood Impact  
Decision Support Tool  
2080  
30 Inches  
Medium Sea Level Rise Projection

- Village Boundary
- Parcels
- Streets
- Streams and Rivers
- Parks and Open Space
- Medium Projection, No Storm
- Medium Projection, 100 Year Storm
- Medium Projection, 500 Year Storm

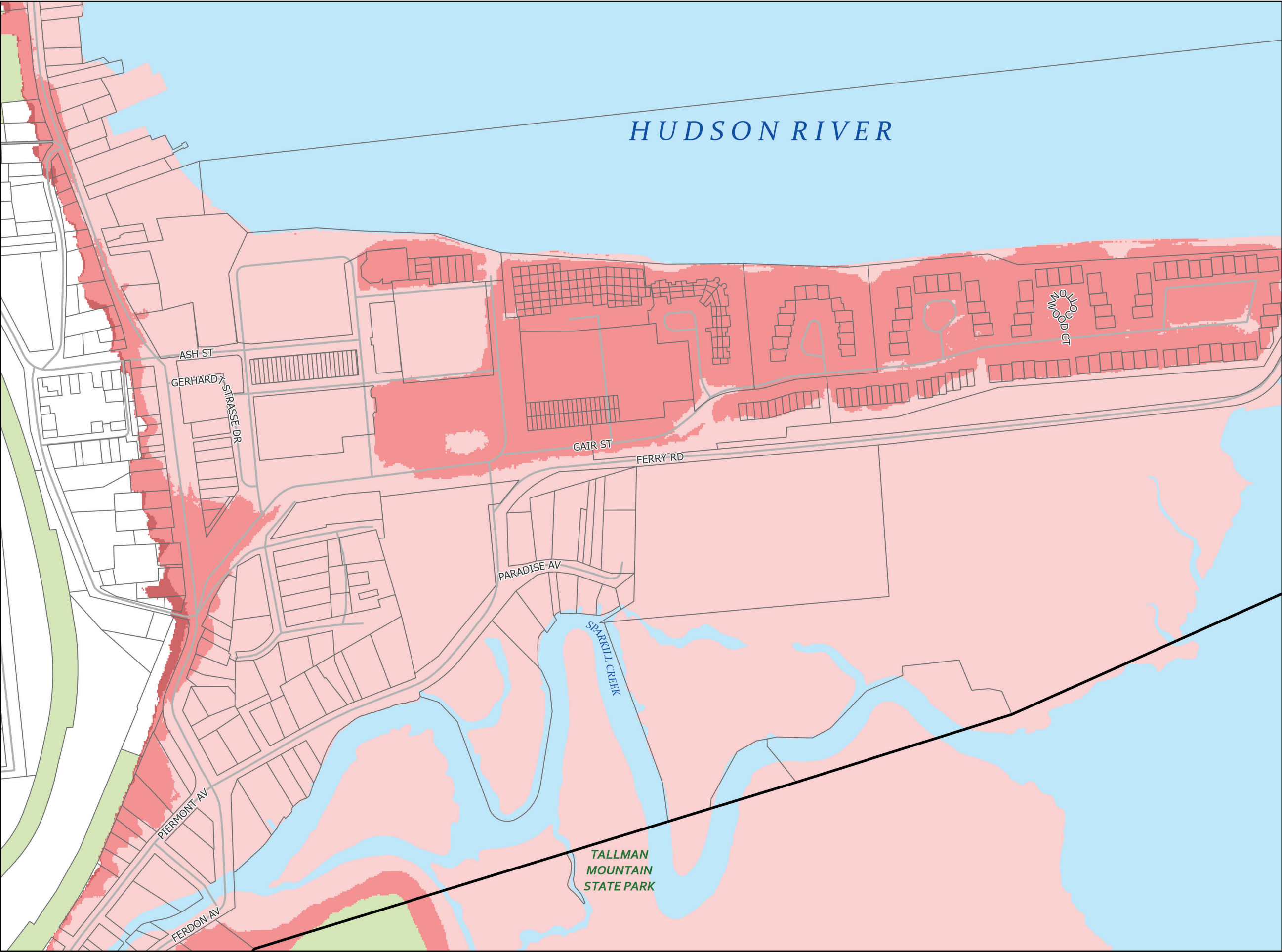
Sources: Rockland County GIS  
Portal, NYS GIS Clearinghouse,  
[www.ciesin.columbia.edu/  
hudson-river-flood-map](http://www.ciesin.columbia.edu/hudson-river-flood-map)  
Date: August 2023.  
Scale: 1 inch equals 0.05 miles.

Note: For planning purposes  
only, exact boundaries of  
features should be subject to  
site-specific data analysis.

0 0.03 0.05  
Miles







# VILLAGE OF PIERMONT

## Comprehensive Plan

Map E.6 Columbia University  
Hudson River Flood Impact  
Decision Support Tool

2100  
72 Inches  
High Sea Level Rise Projection

- Village Boundary
- Parcels
- Streets
- Streams and Rivers
- Parks and Open Space
- High Projection, No Storm
- High Projection, 100 Year Storm
- High Projection, 500 Year Storm

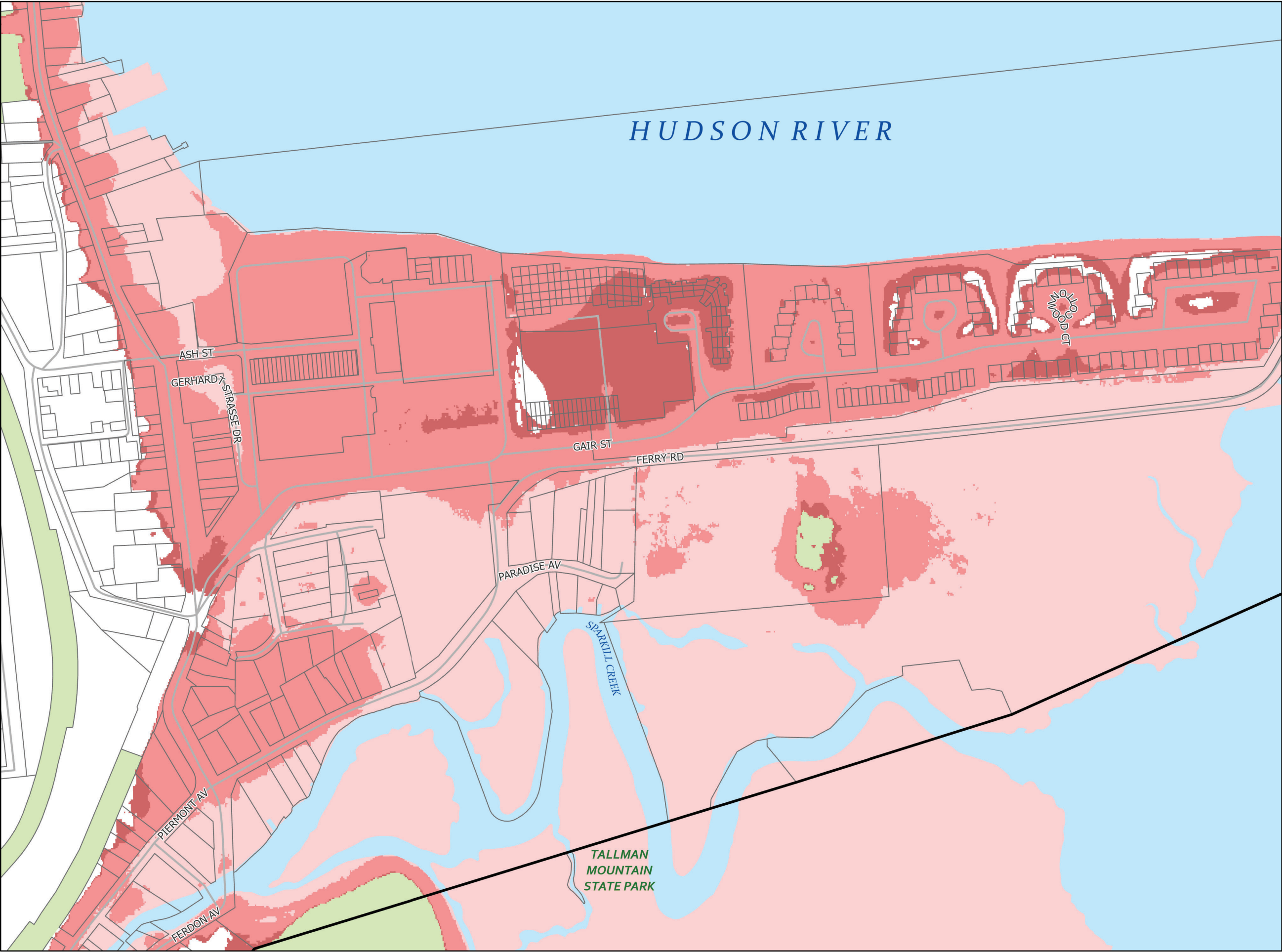
Sources: Rockland County GIS  
Portal, NYS GIS Clearinghouse,  
[www.ciesin.columbia.edu/  
hudson-river-flood-map](http://www.ciesin.columbia.edu/hudson-river-flood-map)  
Date: August 2023.  
Scale: 1 inch equals 0.05 miles.

Note: For planning purposes  
only, exact boundaries of  
features should be subject to  
site-specific data analysis.

0 0.03 0.05  
Miles







# VILLAGE OF PIERMONT

## Comprehensive Plan

Map E.7 Columbia University  
Hudson River Flood Impact  
Decision Support Tool

2100  
48 Inches  
Medium Sea Level Rise Projection

- Village Boundary
- Parcels
- Streets
- Streams and Rivers
- Parks and Open Space
- Medium Projection, No Storm
- Medium Projection, 100 Year Storm
- Medium Projection, 500 Year Storm

Sources: Rockland County GIS  
Portal, NYS GIS Clearinghouse,  
[www.ciesin.columbia.edu/  
hudson-river-flood-map](http://www.ciesin.columbia.edu/hudson-river-flood-map)  
Date: August 2023.  
Scale: 1 inch equals 0.05 miles.

Note: For planning purposes  
only, exact boundaries of  
features should be subject to  
site-specific data analysis.

0 0.03 0.05  
Miles





*Sparkill Creek in Fall – Photo Courtesy: Kate B*

## F. Environmental Protection

### Background Conditions

Many areas of Piermont are dominated by significant environmental constraints. A large proportion of the Village is located over the significantly sloping lands of Mount Nebo and Clausland Mountain rising north from the Sparkill Creek and west from the Hudson River and Tallman Mountain and the Palisades escarpment rising south from the Sparkill Creek and west from the Hudson River. Slopes can range up to well over 35% in these areas. The underlying geology for these steeply sloping areas is shallow Palisades diabase, which causes significant runoff during rainstorms. These slopes are also densely wooded. Dead trees, brush and fallen leaves can present a wildfire risk during dry periods of high wind.

The Village also contains areas of the Piermont Marsh tidal wetland. This wetland provides important ecological services for the Hudson River, oxygenating and filtering the water and presenting habitat for wetland wildlife. The Sparkill Creek and Hudson River provide aquatic habitat, and as the Old Millpond continues to silt up, additional upland wetland habitat may be created there. Another notable wetland in the Village is located on the Tappan Zee Elementary School parcel. This wetland complex was identified in the recently released New York State informational wetland mapping as shown below. More information on the Village's environmental resources is found in Volume II.



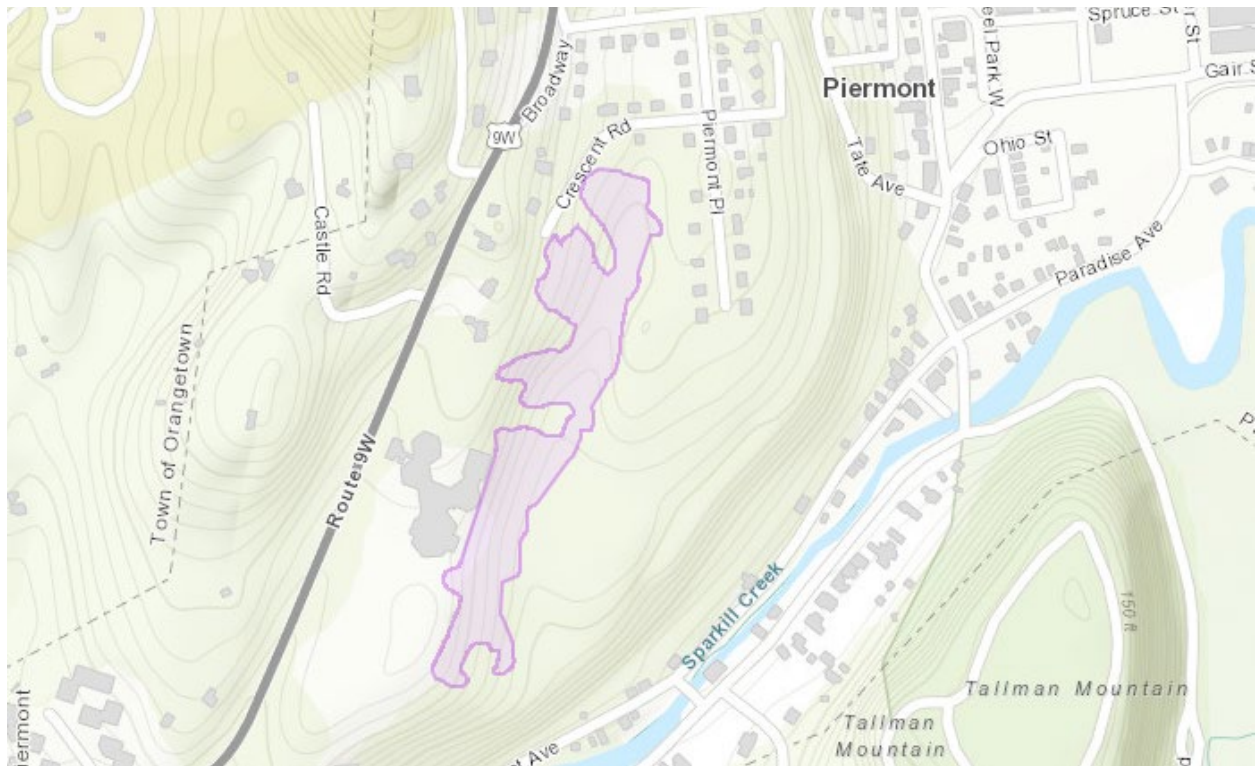


Figure F.1. New York State DEC Environmental Mapper – Informational Freshwater Wetlands



*Schooner on the Hudson from Piermont Marsh – Photo Courtesy: Kate B*

## Goal and Recommendations

CHAPTER F - ENVIRONMENTAL PROTECTION						
Goal/ Recommendation	Description	Concurrent w/Comp Plan Adoption	Short Term	Medium Term	Long Term	Ongoing, Continuing
Goal F	Conserve, protect, and enhance the forests, parks, wetlands, water courses, and Hudson River waterfront, which provide Piermont with its community character as a beautiful village.					
F.1	Protect environmentally sensitive stream ecosystems and floodplains to preserve their ecological functions of storing and filtering runoff.					✓
F.2	Situate developments in a manner that limits visual impacts to the community.			✓		
F.3	Review and potentially enhance provisions related to development on steep slopes.	✓				
F.4	Consider adopting standards consistent with International Dark Sky Association's recommendations.		✓			
F.5	Explore available programs for invasive species abatement for plants and animals to protect the Village's natural resources.			✓		
F.6	Promote native and pollinator-friendly landscape plantings during subdivision and site plan review.		✓			
F.7	Explore dredging or other methods to restore the historic Old Millpond on Sparkill Creek.			✓		
F.8	Consider utilizing a range of tools to preserve the Village's remaining open space areas from development.		✓			
F.9	Endorse, encourage and cooperate with all agencies seeking to identify and address sources of contamination, especially to the Sparkill Creek watershed.				✓	
F.10	Review and Update Piermont's open space acquisition and preservation local law of 2002.					✓

## Discussion of Select Recommendations

### F.1. Protect environmentally sensitive stream ecosystems and floodplains to preserve their ecological functions of storing and filtering runoff.

Even small streambeds that are almost dry on normal days can become sources of floodwater during intense rain events. Piermont contains both 100-year and 500-year flood hazard areas associated with the Sparkill Creek and Hudson River. Additional 500-year flood hazard areas associated with surface runoff exist along the Hudson River Palisades. These include areas along Whitton Brook, St. Johns Stream and sections of Hudson Terrace. See Chapter E for a full discussion of recommendations regarding flood-prone areas along the Sparkill Creek and Hudson River.

For the purposes of environmental protection, development of flood prone areas should be avoided. Providing adequate vegetative buffers and limiting floodplain development will help maintain surface water quality and minimize non-point source stormwater runoff impacts. The Village should explore eligibility and funding through DEC's "Trees for Tribs" program to determine if assistance is available from the State to plant trees along the Sparkill Creek to decrease water temperatures, stabilize existing shoreline and reduce erosion associated with surface runoff. See Figures E.1, F.2, and F.3.

### F.2. Situate developments in a manner that limits visual impacts to the community.

The Village should review the provisions of the Zoning Local Law to ensure that controls and provisions contained in Article XIX (Environmentally Sensitive Sites or Features) provide adequate protections for the Village's community character, where development is proposed in areas that will be highly visible.

### F.3. Review and potentially enhance provisions related to development on steep slopes.

The Village should review and potentially enhance zoning provisions that limit land disturbance in steep slope areas. Stormwater Control and Stormwater Management Chapters of the code should be reviewed to ensure that there are adequate sediment and erosion controls and stormwater management standards.

### F.4. Consider adopting standards consistent with International Dark Sky Association's recommendations.

The Village should consider adopting amendments to the Zoning Local Law, or a separate chapter that will implement best practices for responsible outdoor lighting. Such regulations should identify types and intensities of outdoor lighting that constitute a public nuisance and that are not permitted in the Village's traditional residential neighborhoods, except under special circumstances. Additionally, the Village should identify and promote standards for any sizable new development, particularly standards

for site lighting and lighting of parking areas. Such standards should be consistent with International Dark-Sky Association's lighting standards which will reduce nighttime light pollution. Limiting sky glow and preserving the view of starlight will help maintain the nighttime beauty of Piermont's mountain and Hudson River views.

### F.5. Explore available programs for invasive species abatement for plants and animals to protect the Village's natural resources.

New York State provided \$2.9M from the Environmental Protection Fund to 43 projects for the control of invasive species. The Village should consider seeking funding for the identification, control, management and response to invasive species, particularly, species in and around the Sparkill Creek and Old Millpond. No control measures that would introduce questionable chemicals into ground or surface waters should be utilized.

### F.6. Promote native and pollinator-friendly landscape plantings during subdivision and site plan review.

Climate change has negatively impacted insect and bird populations. Providing native plants and species that attract bees and insects will help promote species diversity in Piermont's natural environment and can mitigate some of the effects of development on local ecosystems. The Village should consider adopting approved, discouraged, and prohibited plant lists to guide the Planning Board in review of site plan and subdivision applications, and to provide local homeowners with information. Prohibited plant species should be those that are identified by 6 NYCRR Part 575 as invasive and prohibited. Discouraged species should be those that are identified by the Lower Hudson Partnership for Regional Invasive Species Management (LH PRISM) as Tier 1 through 4 in their Regional Prioritization List.

### F.7. Explore dredging or other methods to restore the historic Old Millpond on Sparkill Creek.

The Village should explore dredging or other methods to restore the historic Old Millpond on Sparkill Creek. This area was formerly open water and used for ice skating in the wintertime. The Old Millpond is formed through impoundment by the Piermont Paper Company Dam near the intersection of Rockland Road and Piermont Avenue. Over time, siltation of the Sparkill Creek upstream of the dam has resulted in shallowing of the Old Millpond with portions of the pond transforming into an emergent wetland, with other portions being dominated by aquatic weeds. Nitrogen loading including suspected nitrogen from upstream sewage treatment facilities has exacerbated the propensity of the pond for weeds and algae. Its character as a pond will eventually be lost unless the pond is dredged.

Additionally, the Village should explore the condition of the historic dam. The condition of the dam has not been rated by NYS DEC. It is considered a low hazard dam, and at approximately eight feet in height is deemed to constitute a low risk to life and property in the event of its failure. Nevertheless, its ongoing viability should be identified, and the Village should assess the costs and benefits associated with various alternatives including but not limited to, maintenance of the dam in its current state of



transition to a wetland, dam removal and restoration of the Old Millpond to a natural stream course or dredging of the pond with or without replacement/upgrading of the dam.

## **F.8. Consider utilizing a range of tools to preserve the Village's remaining sensitive open space areas from development.**

The Village has few remaining open and natural areas that are not already protected as parkland or by easement. The Village should consider ways for preserving any appreciable expanses of open space, especially areas that are constrained by steep slopes, wetlands, or subject to current or projected future flooding, utilizing the following tools:

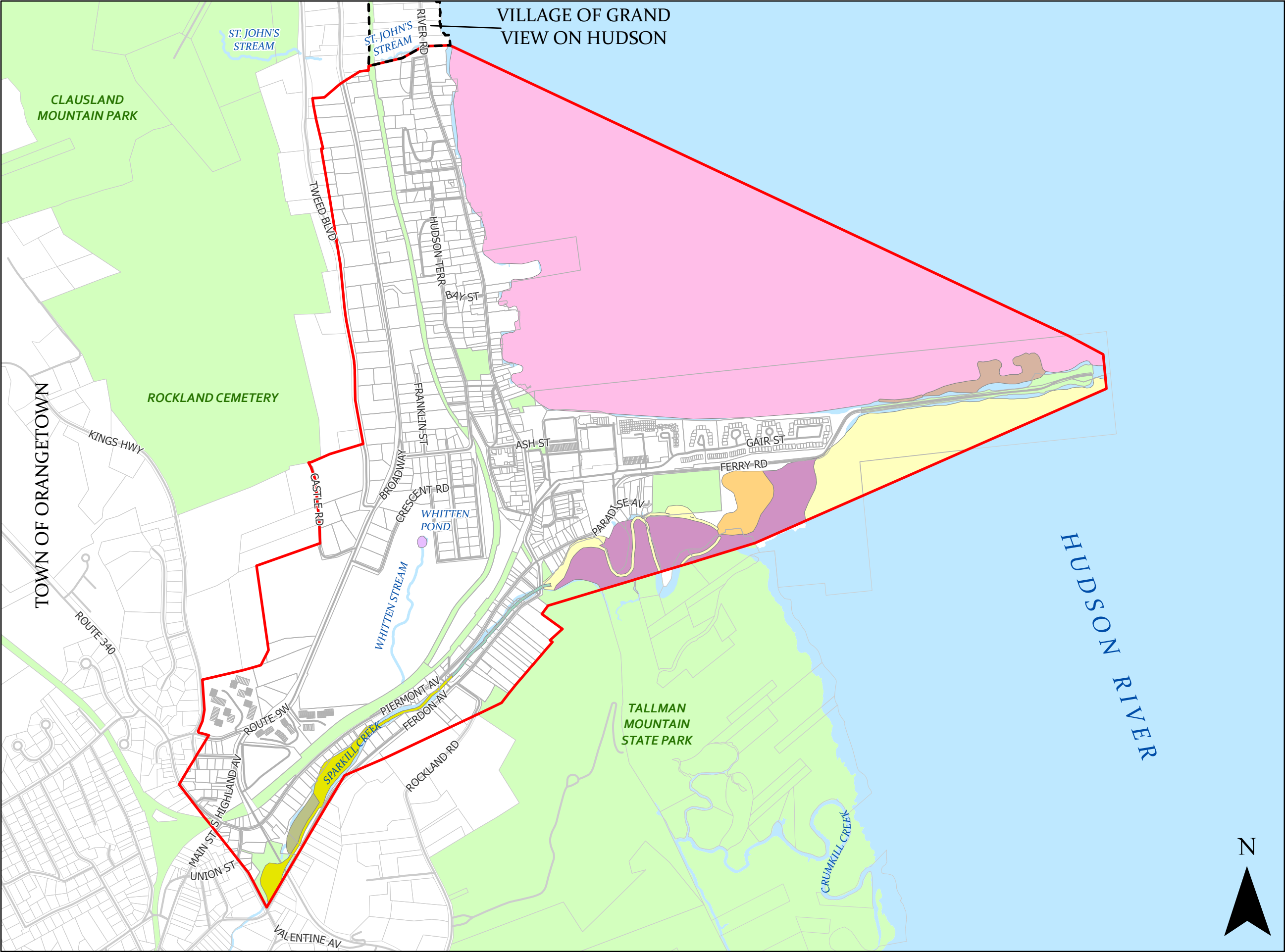
- Direct purchase of land or purchase of development rights, partnering with land conservation organizations such as the Trust for Public Land or Open Space Institute.
- Amending subdivision regulations to allow the Planning Board to require average density (cluster) subdivisions and establishing conservation easements over conserved land in appropriate circumstances.
- A transfer of development rights program that allows for additional units of density in areas of the Village not constrained by slopes, wetlands or flooding (now or anticipated) in exchange for conservation easements or parkland dedication of lands subject to those constraints (usually on a 2 to 1 or 3 to 1 basis.)
- Downzoning to higher districts. Generally, any remaining expanses of open space left in the Village are likely constrained by slopes, bedrock, flooding, wetlands and other environmental constraints. The Village should consider lowering the zoning designations to prevent subdivision into additional lots in environmentally constrained areas.

## **F.9. Endorse, encourage and cooperate with all agencies seeking to identify and address sources of contamination, especially to the Sparkill Creek watershed.**

The Draft Sparkill Creek Watershed Characterization Report, September 2024, prepared by the Hudson River Watershed Alliance, was created to help the communities of the Sparkill Creek watershed understand the current conditions of their shared land and water resources. It compiles existing information in one place, describing and illustrating the physical characteristics, lands, waters, and people of the Sparkill Creek watershed

The Sparkill Creek in Piermont is significantly impacted by upstream contamination, including combined sewer and stormwater connections (CSO's) overflows, that result in contamination and nitrogen loading to the Creek. The Village should seek grants and other sources of funding to improve eliminate upstream combined sewer overflows and other sources of contamination. See also Recommendation J.9. This includes partnering with both public agencies such as the DEC and private advocacy organizations like Riverkeeper, Sparkill Creek Watershed Alliance and Hudson River Watershed Alliance whose missions are to protect and restore the health of the Sparkill Creek and the Hudson River.





# VILLAGE OF PIERMONT

## Comprehensive Plan

### Map F.2 NWI Wetlands

#### Legend

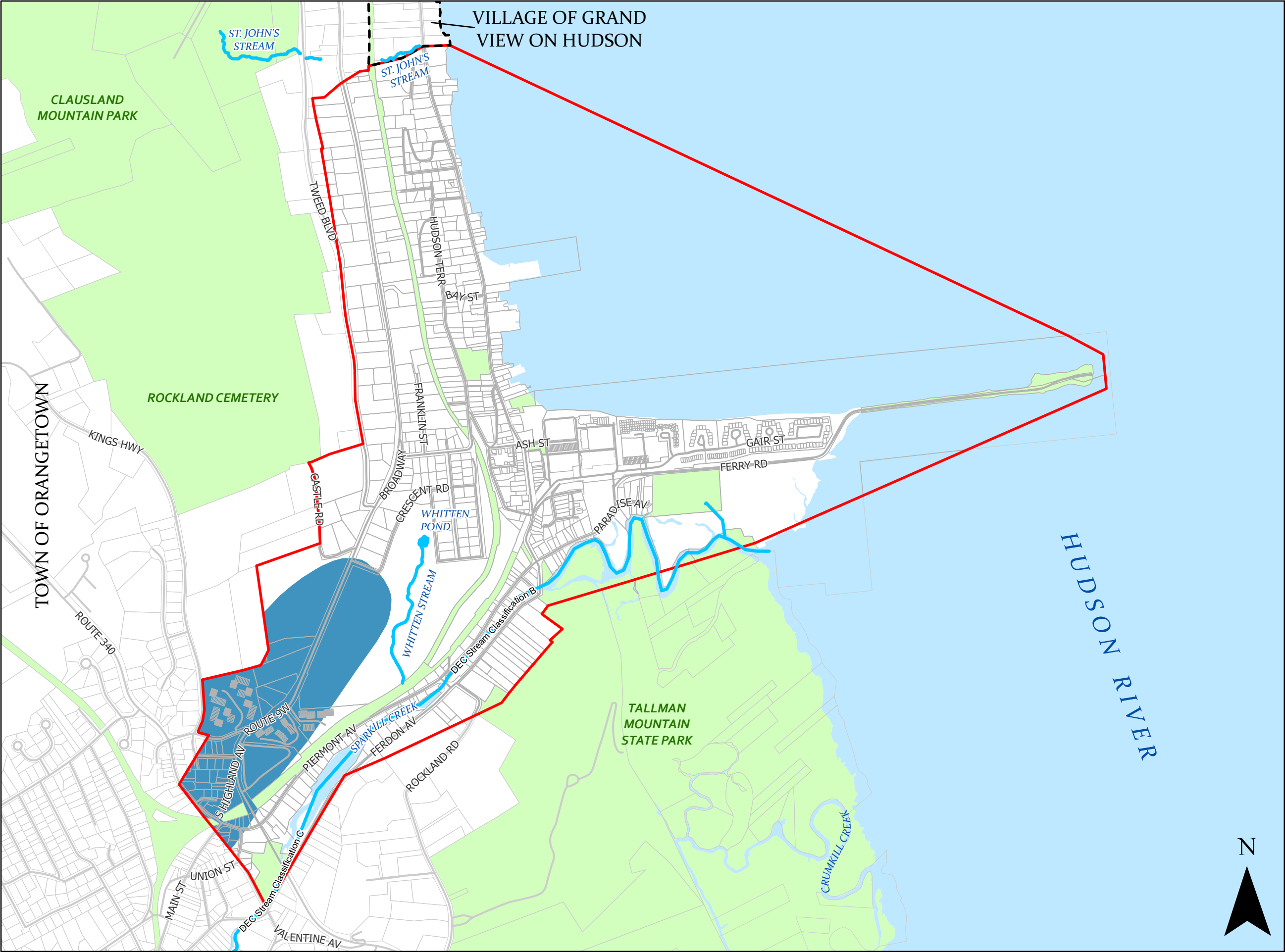
- Village Boundary
- Surrounding Municipalities
- Tax Parcels
- Streets
- Parks and Open Space
- Streams and Rivers
- NWI Wetlands, by Type**
  - E1UBL
  - E1UBL6
  - E2EM1N
  - E2EM5P
  - E2SSiP
  - PSSiF
  - PUBHh
  - R1UBV
  - R2UBH

Sources: Rockland County GIS Portal, NYS GIS Clearinghouse, U.S. Fish and Wildlife Service.  
Date: June 2023.  
Scale: 1 inch equals 0.2 miles.

Note: For planning purposes only, exact boundaries of features should be subject to site-specific data analysis.

0 0.1 0.2 Miles





# VILLAGE OF PIERMONT

## Comprehensive Plan

### Map F.3 Streams and Ponds

#### Legend

- Village Boundary
- Surrounding Municipalities
- Tax Parcels
- Streets
- Parks and Open Space
- Streams
- Ponds
- Aquifers

Sources: Rockland County GIS Portal, NYS GIS Clearinghouse.  
Date: June 2023.  
Scale: 1 inch equals 0.2 miles.

Note: For planning purposes only, exact boundaries of features should be subject to site-specific data analysis.

0 0.1 0.2  
Miles







Photo Courtesy: Planning4Places

## G. Transportation and Mobility

### Background Conditions

The Village of Piermont has several transportation access constraints presented by the local topography and waterbodies. Regional vehicular access to the Village downhill from Route 9W is via Ash Street, which is severely constrained at its intersection with Route 9W and with Hudson Terrace. Ferdon Avenue and Piermont Avenue provide access from points south and Piermont Avenue (River Road) provides access from points north, but only Ash Street provides access that is not subjected to flooding during 100-year storms. Generally, most Village streets can be characterized as narrow and many do not meet New York State standards applicable to new road construction, in terms of travel way width and grade. While new construction standards are not met, the narrow roads contribute to the Village's character.

One of the most notable factors affecting the Village's street network is the high volume of cyclists that utilize the Village's streets, particularly Piermont Avenue and particularly on weekends during warm weather months. The cyclists and other weekend visitors were identified as a particular challenge for residents, making it more difficult to move through the Village particularly through downtown during periods of high bicycle traffic. A Tactical Complete Streets Plan prepared by Urban Cycling Solutions in 2019 suggested several improvements to the downtown to improve the function of the street network to accommodate pedestrians, cyclists and vehicular traffic. Although several strategies were chosen for pilot implementation, none have been permanently implemented.

Wayfinding signage within the Village is limited and varied in appearance. Regional transit access (bus) is also limited.

Sea level rise is anticipated to significantly impact Village roads. Paradise Avenue is already subjected to regular flooding, and as sea levels rise, the Patch (Liberty Street, Ohio Street and Ladik Street) and then sections of Piermont Avenue and Ferdon Avenue will also become unusable, first during extreme weather, and eventually on a regular tidal basis. Piermont Landing homes and roadways were built at higher elevations than Piermont Avenue will become isolated from access roads during storm events.

A more complete inventory and analysis of the Village's transportation system is included in Volume II.

## Goal and Recommendations

CHAPTER G - TRANSPORTATION AND MOBILITY						
Goal/ Recommendation	Description	Concurrent w/Comp Plan Adoption	Short Term	Medium Term	Long Term	Ongoing, Continuing
Goal G	Ensure the efficient and safe movement of people and goods and promote economic development activities in areas near major transportation corridors, while preserving the character of the Village.					
G.1	Holistically investigate traffic congestion and safety for motorists, bicyclists, and pedestrians through a comprehensive traffic and parking plan.		✓			
G.2	Continue to pursue and implement Complete Street improvements including pedestrian and bicycle facility enhancements throughout the Village improving safety and providing an alternative to motorized transportation.					✓
G.3	Maintain the existing character of the Old Erie Path.				✓	
G.4	Improve wayfinding in and around downtown.		✓			

CHAPTER G - TRANSPORTATION AND MOBILITY						
Goal/ Recommendation	Description	Concurrent w/Comp Plan Adoption	Short Term	Medium Term	Long Term	Ongoing, Continuing
G.5	Consider remote parking areas or other methods to shuttle visitors and accommodate large community events.			✓		
G.6	Support transportation infrastructure to encourage a transition away from greenhouse gas emitting technologies.			✓		
G.7	Advocate with the County and private operators of public transportation to improve access to public transit access.		✓			?
G.8	Elevate or improve roadways and create additional connections to allow for means of ingress, egress, evacuation, and emergency access during flooding events.		✓			
G.9	Review traffic control in response to flooding with signage and mass communication systems.		✓			
G.10	Explore means of generating revenue through parking.			✓		
G.11	Address Speeding on Village Roads.		✓			
G.12	Codify the Piermont Transportation Committee into the Village Code which provides for appointment of members, terms, etc.		✓			



CHAPTER G - TRANSPORTATION AND MOBILITY						
Goal/ Recommendation	Description	Concurrent w/Comp Plan Adoption	Short Term	Medium Term	Long Term	Ongoing, Continuing
G.13	Continue to police safe cyclist behavior, and motorist behavior when encountering cyclists. The Village will continue to work with bike clubs and local bike stores, and display safe cycling signage					✓

## Discussion of Select Recommendations

### G.1. Holistically investigate traffic congestion, and improve safety for motorists, bicyclists, and pedestrians through a comprehensive traffic and parking plan.

The Village should consider engaging a qualified transportation professional to take a holistic look at the Village's transportation network and parking resources and develop a detailed plan for mitigating existing traffic safety and congestion concerns for all modes of transportation (including pedestrians, cyclists and vehicles) both now, and into the future as sea levels rise. The study should adhere to complete street principles and better serve the transportation needs of residents while continuing to provide safe access to visitors. Plan recommendations should consider longer-term sea level rise projections where more costly infrastructure investments are proposed. The Village should look to subsequent recommendations of this chapter in scoping out the comprehensive study.

### G.2. Continue to pursue and implement Complete Street improvements including pedestrian and bicycle facility enhancements throughout the Village improving safety and providing an alternative to motorized transportation.

For pedestrians, as discussed in the inventory and analysis, sidewalks in some locations are overgrown with bushes and shrubs that have not been cut back, which narrows the effective walkway width. Landscaping maintenance to trim back overgrown vegetation will provide additional walkway width and

make the sidewalk system more accessible. The lighting of pedestrian routes should be evaluated and improvements encouraged to improve safety during nighttime hours.

Crosswalk improvements as a part of recommended intersection improvements would also help to make the Village more walkable. The *Tactical Complete Streets Plan* recommended shortening crosswalks through the installation of curb extensions. The addition of curb extensions to intersection corners utilizes space that should not be used for parking for safety reasons and therefore does not remove any legal parking spaces. The Plan also discusses realigning the angled crosswalk at the Ohio Street/Gair Street/Piermont Avenue intersection to make it a perpendicular crossing, an improvement that could be better defined with the installation of curb extensions.

### G.3. Maintain the existing character of the Old Erie Path.

The 3-mile Old Erie Path is an unpaved trail which passes through forested land amongst residential homes. It is a significant resource for bicycles and pedestrians,

The New York Metropolitan Transportation Council (NYMTC) is studying the potential of paving the Old Erie Path as part of a project to provide a shared use path between the George Washington Bridge in Fort Lee, New Jersey to the Governor Mario M. Cuomo Bridge in South Nyack. The Village affirms its recently adopted resolution to not support this paving. The Old Erie Path travels through several residential neighborhoods within the Village. The Village hereby affirms its resolution of April 16, 2024, which among other matters, resolves that the Village does not support further development (including paving) of the Old Erie Path in a manner that would compromise the integrity, accessibility or environmental quality of the path or neighboring homes. Improve wayfinding in and around downtown.

An improved, coordinated wayfinding system that includes better signage indicating parking locations and key locations could improve congestion, as visitors would be more able to find parking without the need to circling around multiple times.

As detailed in the Volume II, some parking spaces are not marked in the Village. There are opportunities to restripe private parking lots and private streets, as well as off-street parking lots, to maximize parking. As discussed previously wayfinding signage would also assist with parking management. See Figures G.2, G.3, G.4.

### G.5. Consider remote parking areas or other methods to shuttle visitors and accommodate large community events.

Options to increase parking, especially on busy weekends, include using remote parking areas and shuttling visitors to Piermont Avenue, especially where special events are planned. Options for consideration include utilizing the former Tappan Zee Elementary School property.

## G.6. Support transportation infrastructure to encourage a transition away from greenhouse gas emitting technologies.

The Village of Piermont has bronze level certification from the Climate Smart Communities Program and the Sustainable Piermont webpage encourages residents to purchase electric and hybrid vehicles<sup>4</sup>. Increasing and enhancing multi-modal transportation options (pedestrian, bicycle, micromobility, and transit) will reduce greenhouse gas emissions for the Village, consistent with the Program goals. In addition, providing additional electric vehicle charging stations will promote the use of EV and plug-in hybrid vehicles by Piermont residents.

The Village should also explore partnering with pay-per-use providers of e-bikes and electric scooters. To support battery-powered transportation, the Village can adopt policies related to their use. Dedicated parking for EVs and scooters (in addition to bicycle parking) can be added to the zoning code for new construction or redevelopment. Building code updates require EV parking for new construction for new commercial and multifamily buildings. Many communities utilize a combined parking space for bicycle and scooter parking. Existing bicycle parking in on-street vehicle spaces could be relocated, where feasible, to alleys and spaces not appropriate for vehicle parking, potentially curb extensions if they are large enough. This would free up a few existing vehicle parking spaces. The Village could add parking areas for bicycles, scooters, and EVs on Village-owned properties, where feasible, and could open up existing government parking spaces, potentially via a shared-parking type setup if use of municipal spaces is needed during the weekday, permitting public use during non-weekday peak times. The Village should work with the Fire Department to consider adopting standards for indoor charging of electric vehicles and wheeled devices to mitigate fire hazards from overheated batteries.

## G.7. Advocate with the County and private operators of public transportation to improve access to public transit.

The Village was recently successful in advocating for additional bus service from Rockland Coaches by Coaches USA during the development of this Comprehensive Plan. The Village should continue this advocacy to expand public transit service.

Transport of Rockland (TOR) bus service is not currently available in Piermont. The Village should coordinate with the County to determine if extending service to the Village is feasible and if not, what would be needed to bring the service to the Village.

As part of improving transit accessibility, an inventory of transit stops, recommended improvements for transit stops, and recommendations for additional stop locations should be undertaken to improve the overall transit network. This effort could be done in partnership with the County and transit operators.

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<sup>4</sup> <https://piermont-ny.gov/government/sustainable/index.php>

## G.8. Elevate or improve roadways and create additional connections to allow for means of ingress, egress, evacuation, and emergency access during flooding events.

As documented in Chapter E, sea level rise is anticipated to inundate low-lying roads in the future and will require vital decisions to be made regarding elevating, wetproofing or otherwise changing the transportation system to make it more resilient. This is particularly true for Piermont and Ferdon Avenues and should be part of conversations focused on improving connections between the various terraces of the Village and the waterfront. The Village could explore the viability of new roadway connections between the waterfront and upland areas that could improve access during flooding events. It is noted that Crescent Road is a partially constructed “paper street” that provides potential, emergency-only access from Route 9W. More consistent maintenance would help to make this existing Village right-of-way viable for use on an emergency basis should Ash Street become unusable when other Village Roads are flooded.

Access to the Hudson River and water-dependent uses will still be needed despite sea level rise. Long-term transportation improvements will need to be evaluated related to sustainability recommendations. For example, discussions should include whether Piermont Avenue should be elevated and the benefits and detriments that may come with such an action, and whether the bridge at Ferdon Avenue needs to be elevated and what that may mean for adjacent areas. Detailed cost estimates and engineering assessments will be needed to determine the feasibility for elevating any transportation infrastructure and to assist in grant applications for funding for those changes. Such cost estimation is beyond the scope of this Comprehensive Plan. The 2014 *Resilience Roadmap: Planning for Piermont’s Future* study describes several of the scenarios for elevating road infrastructure, and these cost estimates will need to be updated once a scenario is selected.

## G.9. Review traffic control in response to flooding with signage and mass communication systems.

Because the Village is prone to flooding, it is important to evaluate traffic control communications when low-lying roads are inundated. Temporary signage and street closure blockades can help keep vehicles out of already flooded areas, but visible indicators of an impending flood event and notice of an evacuation declaration such as lights on utility poles for emergencies, mass communication efforts such as cell phone text messaging, and website updates and e-blasts to Village residents and property owners could be utilized to alert anyone living or working within an area about to flood.

## G.10. Explore means of generating revenue through parking.

The Village should explore means of generating revenue from visitor parking to expand the availability of public parking in and around the downtown.

The Village could choose to employ existing mobile parking app technologies to generate parking revenue, which should be deployed to increase the supply of parking, or otherwise offsetting the impact of parking overdemand on Village residents and businesses. Utilizing such mobile app pay-to-park

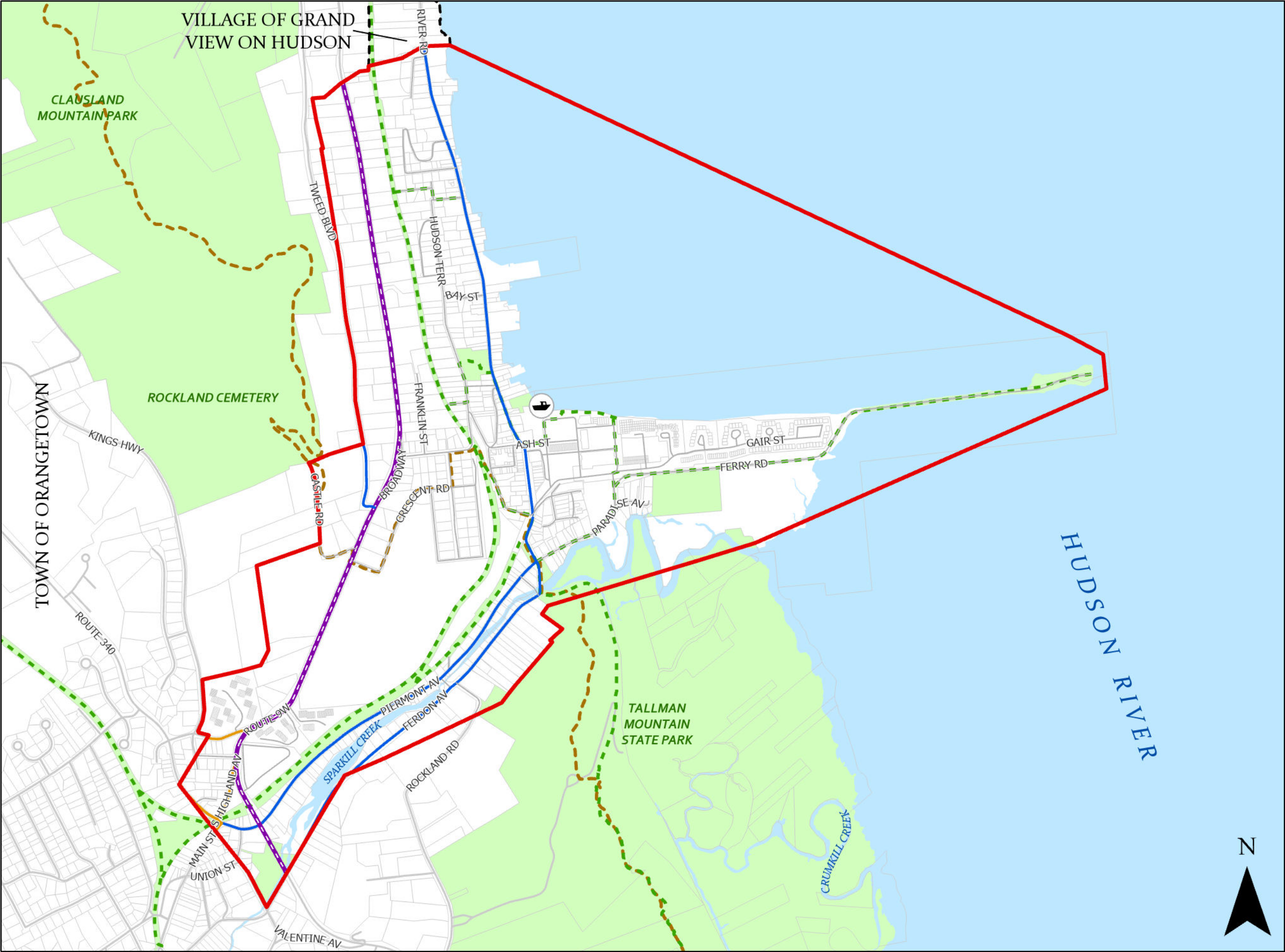
technologies, parking fees can vary by location, time of day, day of week, and seasonally. Lower or no fees can be leveled to residents, employees, or frequent users. The Village can tailor a pay-to-park program that best serves its need to generate revenue, while adjusting the fee to avoid impacting local businesses by fitting the parking fees to parking demand.

## G.11. Address speeding on primary roads.

Speeding on primary roads was identified as a particular problem during public transportation workshops. The Village should seek measures to increase compliance with posted speed limits along primary roads. This could be part of the considerations included in a comprehensive traffic and parking plan as recommended in G.1. Opportunities include:

- Increased speed patrols by Village Police.
- Smart radar-enabled speed limit signage.
- Additional on-street parking.
- Passive traffic calming measures, such as
  - Removal of centerline striping (double-yellow).
  - Chokepoints
  - Road off-sets (chicanes).
  - Adding additional stop-controlled intersections.





# VILLAGE OF PIERMONT

## Comprehensive Plan

Map G.1  
Transportation

### Legend

#### NYSDOT Functional Classification - Roads

- Urban Minor Arterial
- Urban Major Collector
- Urban Principal Arterial
- Other
- Local

#### Pedestrian / Water Routes

- Greenway Water Trail - Access
- Long Path
- Greenway Trail

#### Other Features

- Village Boundary
- Surrounding Municipalities
- Streams and Rivers
- Parks and Open Space

Sources: Rockland County GIS Portal, NYS GIS Clearinghouse.  
Date: July 2023.  
Scale: 1 inch equals 0.2 miles.

Note: For planning purposes only, exact boundaries of features should be subject to site-specific data analysis.

0 0.05 0.1 0.2 0.3 Miles





# VILLAGE OF PIERMONT

## Comprehensive Plan

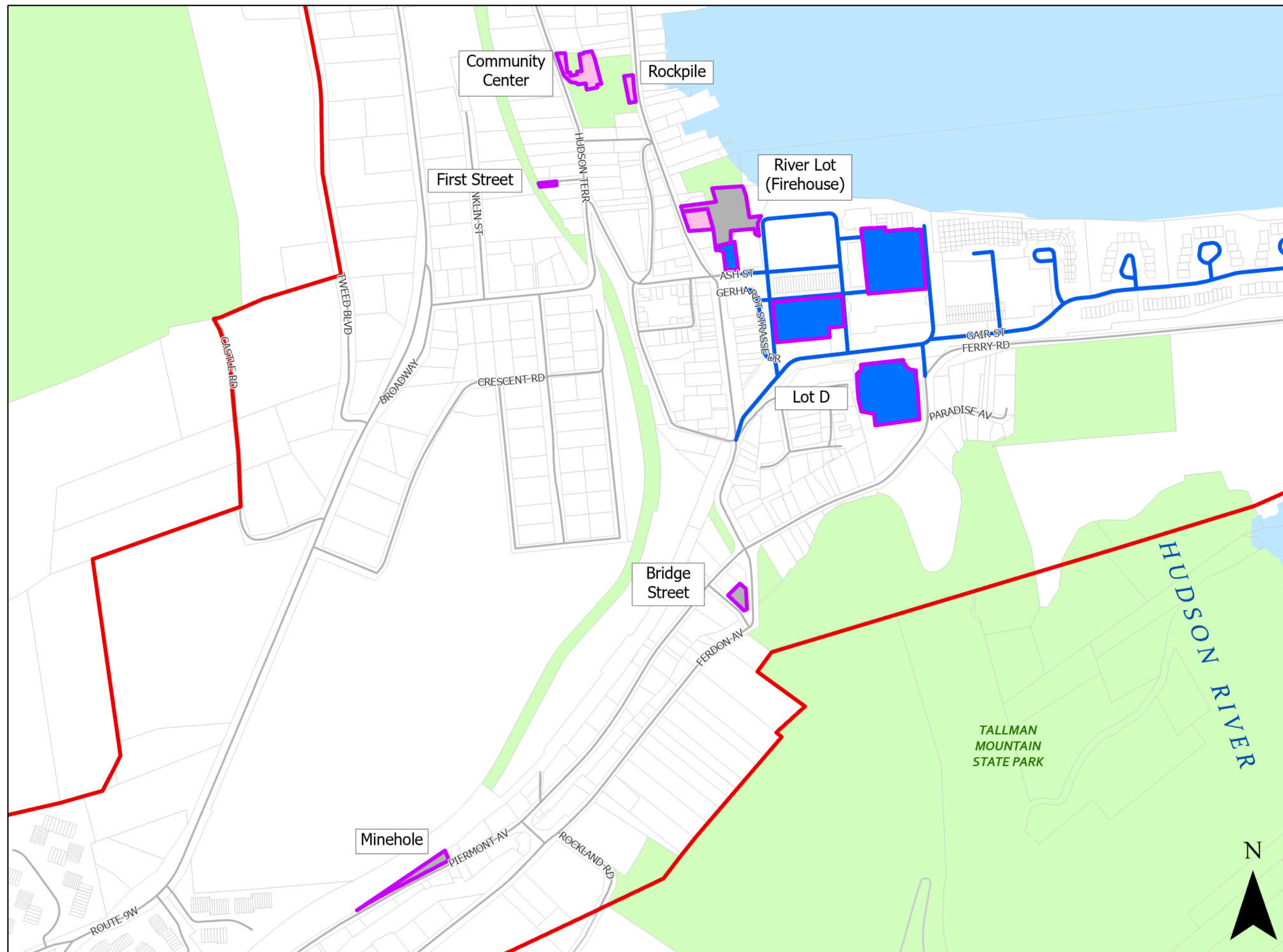
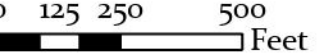
### Map G.2 Parking

#### Legend

-  Village Boundary
-  Surrounding Municipalities
-  Parks and Open Space
- Parking Lots**
  -  Private
  -  Reserved
  -  Public
  -  Private Roadway

Sources: Rockland County GIS Portal, NYS GIS Clearinghouse.  
Date: July 2023.  
Scale: 1 inch equals 0.1 miles.

Note: For planning purposes only, exact boundaries of features should be subject to site-specific data analysis.







# VILLAGE OF PIERMONT

## Comprehensive Plan

### Map G.3 Aerial Parking

#### Legend

- Village Boundary
- Surrounding Municipalities
- Parks and Open Space
- Parking Lots**
  - Private
  - Reserved
  - Public
- Private Roadway

Sources: Rockland County GIS Portal, NYS GIS Clearinghouse.  
Date: July 2023.  
Scale: 1 inch equals 0 miles.

Note: For planning purposes only, exact boundaries of features should be subject to site-specific data analysis.

0 60 120 240  
Feet







# VILLAGE OF PIERMONT

## Comprehensive Plan

### Map G.4 Estimated Downtown Parking Demand

#### Legend

- 2023 Estimated Parking Demand - Village of Piermont
- Number of Apartments Located Above Businesses
- Streets
- Tax Parcels
- Parks and Open Space

Sources: Rockland County GIS Portal, NYS GIS Clearinghouse.  
Date: September 2023.  
Scale: 1 inch equals 73.9 feet.

Note: For planning purposes only, exact boundaries of features should be subject to site-specific data analysis.

0 20 40 80  
Feet







Farmers Market – Photo Courtesy: Nelson Pope Voorhis

## H. Economic Development

### Background Conditions

Piermont is primarily a highly educated and white-collar community. Recent trends show growing diversity and increasing populations characterized as young families with pre-school children. The Village's median income is significantly higher than for Rockland County, and median housing prices are significantly higher than the county, particularly owner-occupied housing.

The Village has approximately 115 businesses that employ approximately 650 people. More than 77% of employees that work in the Village are engaged in the services and retail trade. Government, finance, insurance and real estate comprise an additional 14% with less than 10% engaged in other sectors.

Piermont's retail business composition has significantly transformed following the closure of the mill, and importantly, the massive growth of chain store retailers within driving distance of the Village (along the 303 corridors in Orangetown and Northvale, NJ). The reduction in daily Village foot traffic and the nearby availability of competitively priced goods and services, has made it challenging for businesses other than niche specialty retail, art galleries, yoga studios and restaurants to be successful in the Village. However, the existing portfolio of niche businesses are frequented by both residents and visitors, improving the overall quality and vibrancy of Village life.

Piermont's small Chamber of Commerce strives to support these businesses, its website introducing Piermont as a place "where residents and visitors alike revel in our one-of-a-kind natural environment,

remarkable Village history, and a vibrant restaurant, pub, arts and shopping scene.” The Piermont Chamber’s limited membership constricts its ability to aggressively program events, apply for Rockland County tourism funds and/or act cooperatively with other nearby chambers of commerce and regional agencies.

## Goal and Recommendations

CHAPTER H - ECONOMIC DEVELOPMENT						
Goal/ Recommendation	Description	Concurrent w/Comp Plan Adoption	Short Term	Medium Term	Long Term	Ongoing, Continuing
Goal H	Promote economic development through a balanced approach to sustainable development that will preserve the Village’s ratable base and will provide existing and future residents with a range of business, employment, and housing opportunities without disturbing the reasonable, peaceful enjoyment of the property for residents.					
H.1	Balance tourism-related commercial development with development designed for use by residents					✓
H.2	Acknowledge and accommodate changing work patterns as it relates to expanded/dispersed employment opportunities in residences.		✓			
H.3	Continue to regulate short-term rentals.					✓
H.4	Coordinate with regional agencies and not-for-profits to encourage appropriate economic development.					✓
H.5	Consider a process for adding new uses similar to existing permitted uses – without need for rezoning.		✓			
H.6	H.6. Support Farmers’ Market.					✓

## Discussion of Select Recommendations

### H.1. Balance tourism-related commercial development with development designed for use by residents.

During public participation for development of this Plan, the Comprehensive Plan Committee received extensive input from residents that the Downtown Village does not have enough establishments serving residents, and that there are already excessive restaurants and shops that primarily serve visitors. The CPC, while acknowledging these concerns, finds that businesses that serve non-tourism clientele are typically located on Route 9W and in neighboring communities, and cannot compete with the stronger tourism-related market for downtown space.

The Village will strive to promote and build upon the Village's historic charm, enhancing transportation and parking resources to encourage restaurant and shopping tourism, while balancing this with improving resident quality of life and reducing congestion.

### H.3. Continue to regulate short-term rentals

The Village supports continued regulation of short-term rentals to ensure the residential character of existing neighborhoods is preserved to the extent possible and that housing does not become overly tourist oriented. Regulations should continue to require periodic renewals and a public hearing as part of the renewal process to ensure that short-term rental guests are respectful of the quality of life of residents and do not adversely impact or endanger the health, safety and general welfare of the community or its natural resources.

### H.4. Coordinate with regional agencies and not-for-profits to encourage appropriate economic development.

The Village should promote coordination between Piermont's Chamber of Commerce, Rockland County Tourism, and the chambers of commerce in nearby river towns, to develop initiatives and practices which nurture healthy tourism and business development. Piermont realizes that it is part of a network of Riverfront communities and inland supporting Villages and Towns that all work together to create a vibrant Hudson Valley region.

### H.5. Consider a process for adding new uses similar to existing permitted uses – without need for rezoning

Existing business zoning districts allow a limited number of permitted commercial uses. For example, the Business B District, does not currently list such uses as martial arts studios, music instruction, tasting rooms, internet cafes, or gym/health clubs.

Rather than trying to anticipate every use which might be appropriate for the Village's business districts, the Village should consider amending the Zoning to institute a new special use permit for non-residential uses that are similar to other uses already permitted in the Village's various business zoning districts but not specifically listed. The Village already exercises the ability to amend the zoning to allow for desirable uses. A special use permit would allow the Village to permit a particular use in a particular location without changing the allowable uses for the entire zone. By requiring a special use permit, a public hearing will be required to allow the Village Board to receive feedback from neighbors and interested parties. Code provisions should require the Board of Trustees to only allow the new use where it is found to be similar in character, supported by existing infrastructure and no more impactful than other uses already permitted within the zoning district. This has been helpful in other communities as new commercial uses emerge over time.



## H.6. Support Farmers' Market

The Village should continue to support the farmers' market and further the development of a local food economy. This improves residents' access to fresh food, as well promoting visits from out-of-towners during morning periods when the Village downtown is less crowded.



*Outdoor Dining – Photo Courtesy: Kate B*





Photo Courtesy: Nelson Pope Voorhis

## I. Historic Preservation and Community Design

### Background Conditions

*The following chapter is based on applications submitted to the National Register of Historic Places accessed through the Cultural Resource Inventory System (CRIS)<sup>5</sup>, the Village of Piermont's June 2018 LWRP<sup>6</sup>, and the Piermont Historical Society's website<sup>7</sup>.*

Prior to European contact, Piermont was frequented by the Lenape Native American people. European settlers settled the Tappan Slote in the vicinity of the present-day Rockland Road Bridge as early as the 17<sup>th</sup> century. During the 18<sup>th</sup> century, the Onderdonk House was the home of patriots, fired upon by many British ships and later was the location where General George Washington met with British General Sir Guy Carleton to discuss terms for a treaty between the United States and Great Britain in 1783.

The 19<sup>th</sup> century brought industrial development to the area, as the Erie Railroad was constructed and provided access from New York City to Lake Erie. This construction resulted in the construction of the one-mile pier into the Hudson River where train cars could be placed onto barges to access NYC markets. Tappan Slote would be renamed Piermont, as Eleazar Lord, owner of the Erie Railroad wanted to rename the area to recognize the Erie Pier and the mountain where he was building his estate.

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<sup>5</sup> [Cultural Resource Information System \(CRIS\) \(ny.gov\)](https://www.nps.gov/cris/)

<sup>6</sup> [Village of Piermont LWRP June 2018](#)

<sup>7</sup> [Piermont Historical Society \(piermonthistorysociety.org\)](http://piermonthistorysociety.org)



The early 20th century brought a new industry to Piermont, as the Piermont Paper Company built a new industrial complex on the old rail yards. This company later merged with the Robert Gair Company of Brooklyn, expanding to nearly 1,200 employees. In the mid-20th century Gair merged with the Continental Can Company, and in the 1970s Federal Paperboard and Clevepak were still operating in some of the original buildings. Just as had happened with the railroad industry, the paper industry became obsolete as mills were forced to close due to unprofitability.

During World War II, Piermont pier was taken over by the U.S. Government to be used as a principal embarkation point for soldiers heading to Europe. Piermont became known as “Last Stop USA” to many soldiers, as over 40,000 soldiers per month marched from nearby Camp Shanks out to the end of the pier to ships that were going to take them to France in support of the D-Day invasion forces. This same pier was used by over half a million men on their return home after the war.

Ultimately, the late 19th and early 20th centuries showed a growth of tourism to the Piermont area. People from the city journeyed to the Hudson Valley, looking to escape to nature. The Fort Comfort Inn and Realty Company converted an old mansion along the west side of Piermont Avenue into a hotel, providing visitors with a place to stay when visiting the area. The “Fort Comfort Resort”, also known as “Old Fort Comfort Park”, was located on the peninsula between Piermont Avenue and the river, southeast of the hotel in 1903. This recreational enterprise included an ice cream parlor, bathing beach, merry-go-round and shooting gallery.

Tweed Boulevard was planned and developed by Boss Tweed to be a “modern” roadway to access the mansions built for his wealthy acquaintances. Tweed’s political demise doomed the project.

The Village of Piermont has 18 sites and one (1) building district that are listed on the National Register of Historic Places (NRHP). One (1) site within the Village of Piermont is eligible for National Register of Historic Places (NRHP) designation, in addition to numerous undetermined eligibility locations. The Village can view these locations as possibilities for future historic recognition.

The Village of Piermont has numerous locations that are locally recognized as historically relevant, although not officially registered through the National Register of Historic Places. These locally significant historic locations help to build the sense of community and connection to the past with the Village.

Due to its location, the Village of Piermont offers residents and visitors alike scenic vistas and landscapes from almost anywhere. The Village has identified five (5) scenic views that are especially prevalent to the area. These include:

1. Along Route 9W at the southern end of the Village from the viaduct over Sparkill Creek, an aerial-like view of the Sparkill Creek Valley including the Brookside Sanctuary and Tallman Mountain with the Hudson River and Tappan Zee Bridge in the distance.
2. Along the Erie Path a little south of Ash Street from an overlook where the Sparkill Creek Valley opens out onto the Hudson River, an aerial-like view of the tidal portion of the Sparkill Creek including the Piermont Marsh and Tallman Mountain, the dwellings along Paradise Avenue dating from c. 1800, the base of the Piermont

- Pier, the end of the Piermont Pier, and the Tappan Zee across to Irvington and Dobbs Ferry.
3. Along the Erie Path from an overlook a little upstream of the Silk Mill bridge, an aerial-like view of the freshwater Sparkill Creek and dwellings including some dating from c. 1700 with Tallman Mountain in the background.
  4. Along Hudson Terrace by the Community Center Park and from the Half Moon Park walkway down to Piermont Avenue, a view of the Piermont waterfront including the marinas provided with several benches and floral plantings.
  5. Along Piermont Pier and the North Shore Walkway are views both out to the river and towards the Tappan Zee Bridge and inland views to the Village upland areas to the northeast and Tallman State Park to southeast.

## Goal and Recommendations

CHAPTER I- HISTORIC PRESERVATION AND COMMUNITY DESIGN						
Goal/ Recommendation	Description	Concurrent w/Comp Plan Adoption	Short Term	Medium Term	Long Term	Ongoing, Continuing
Goal I	Encourage preservation of the Village's cultural and historic resources and special places, which reinforce the Village's unique identity, and are a source of pride for all residents. Preserve the character of Piermont and the aesthetic appearance of the Village					
I.1	Continue to preserve historic buildings, sites, landmarks, and landscapes throughout Village, pursuant to Chapter 126.					✓
I.2	Carefully consider designating additional landmarks under Chapter 126 procedures.				✓	
I.3	Consider the creation of a historic properties committee to assist the Village Board of Trustees.			✓		
I.4	Review and revise the existing zoning regulations to incentivize the adaptive reuse of older historic buildings.			✓		
I.5	Utilize the Village website to describe the history of the Village and as a resource to educate Village residents on tools and programs available for restoration, interpretation and enjoyment of historic and cultural resources.			✓		

CHAPTER I- HISTORIC PRESERVATION AND COMMUNITY DESIGN						
Goal/ Recommendation	Description	Concurrent w/Comp Plan Adoption	Short Term	Medium Term	Long Term	Ongoing, Continuing
I.6	Develop a uniform signage style guide for Piermont for identifying historic resources in the community.			✓		
I.7	Consider empowering the Planning Board to define standards for the appearance of new buildings and substantially modified buildings			✓		
I.8	Review and amend, if appropriate, the standards and procedures in Chapter 4 of the Village Code for the Architectural Review Commission (ARC).			✓		
I.9	Preserve and promote greenspaces in the Village.					✓
I.10	Beautify Village Gateways.			✓		
I.11	Acknowledge and enhance the importance of the pier to the Village's character and work to enhance the appearance, accessibility and presence of the pier in Village life.		✓			

## Discussion of Select Recommendations

### I.1. Continue to preserve historic buildings, sites, landmarks, and landscapes throughout the Village, pursuant to Chapter 126.

As highlighted repeatedly during the public participation process, the historic nature of the community is an important focus of preservation in the Village. The Village should continue to preserve these historic buildings, sites, landmarks, and landscapes. This is especially true for the locations identified in Volume 2, inclusive of the national and local historic designations. See Map I.1.

### I.2. Carefully consider designating additional landmarks under Chapter 126 procedures.

The Village currently has a process for designating historic districts and landmarks located in Chapter 126, Landmark Preservation, of the Village Code. Using this chapter of the Village Code to expand the number of historic districts and landmarks would align with the goal of this chapter as well as the priorities of the community. The Village should consider the designation of the national and locally

significant locations Volume 2 as a top priority. Local designation provides property owners, as well as the community at large, with greater protections of the historic character of their neighborhoods.

### **I.3. Consider the creation of a historic properties committee to assist the Village Board of Trustees.**

The Village Board of Trustees is currently the authoritative body overseeing the local landmark preservation. If undertaking expansion of districts or adding landmarks, the BOT may benefit from the assistance of a committee. Said committee can then review the applications, following the process outlined in Chapter 126, Landmark Preservation, and either recommend approval by the BOT or instead become the authoritative body instead.

### **I.4. Review and revise the existing zoning regulations to incentivize the adaptive reuse of older historic buildings.**

Adaptive reuse is the continued use of properties for different uses than the original construction was intended for. In some communities, this is seen through the adaptive reuse of large residential properties as multi-tenanted spaces or industrial factories used for residential purposes. Incentivizing this sort of reuse, through supportive zoning, can help to further encourage the overarching goal of preserving historic resources in the Village.

### **I.7. Consider empowering the Planning Board to define standards for the appearance of new buildings and substantially modified buildings.**

Many communities establish design guidelines to help refine the appearance of new buildings as well as potential modifications to existing buildings. This is usually done by analyzing the existing character and design norms of a community and establishing standards of what the community wants to look like from an aesthetic perspective. In some areas, these are general standards for all uses, while other communities divide this in terms of the type of uses, such as commercial, residential, etc. Establishing standards for appearance and compatibility through the development of design guidelines can help the Village to support the continuance of the existing character.

### **I.8. Review and amend, if appropriate, the standards and procedures in Chapter 4 of the Village Code for the Architectural Review Commission (ARC).**

The Village should allocate responsibilities for architectural review between the Planning Board, ARC, and building inspector for review of signage and various types of building projects to improve the overall process. Where an ARC is not constituted, responsibilities should be allocated to the Planning Board.

In reviewing this section of the Code, the Village should ensure that the current written procedure is a proper reflection of the best practices in place for review and are in alignment with the goals of the community at large. Allocation of responsibilities is important to clarify who is responsible for what and



to help support those who apply for the various reviews outlined in the Village Code. It is common in many communities for the Planning Board and Architectural Review Commission to operate as concurrent entities.

### **I.9. Preserve and promote greenspaces in the Village.**

Greenspaces provide communities with a variety of benefits. For some residents, this may be the benefit of added connectivity to nature. For general environmental benefits as well, greenspaces can help communities to stay cooler and combat issues associated with immense areas of impermeable surfaces. From a design perspective, greenspaces can also provide a sense of balance to communities that are fairly developed, such as the Village of Piermont. In the Village, the current greenspaces, such as Flywheel Park, provide residents with additional natural space that reflects on the natural environments of the waterfront of the Hudson River and the wooded areas of Tallman Mountain.

### **I.10. Beautify Village Gateways.**

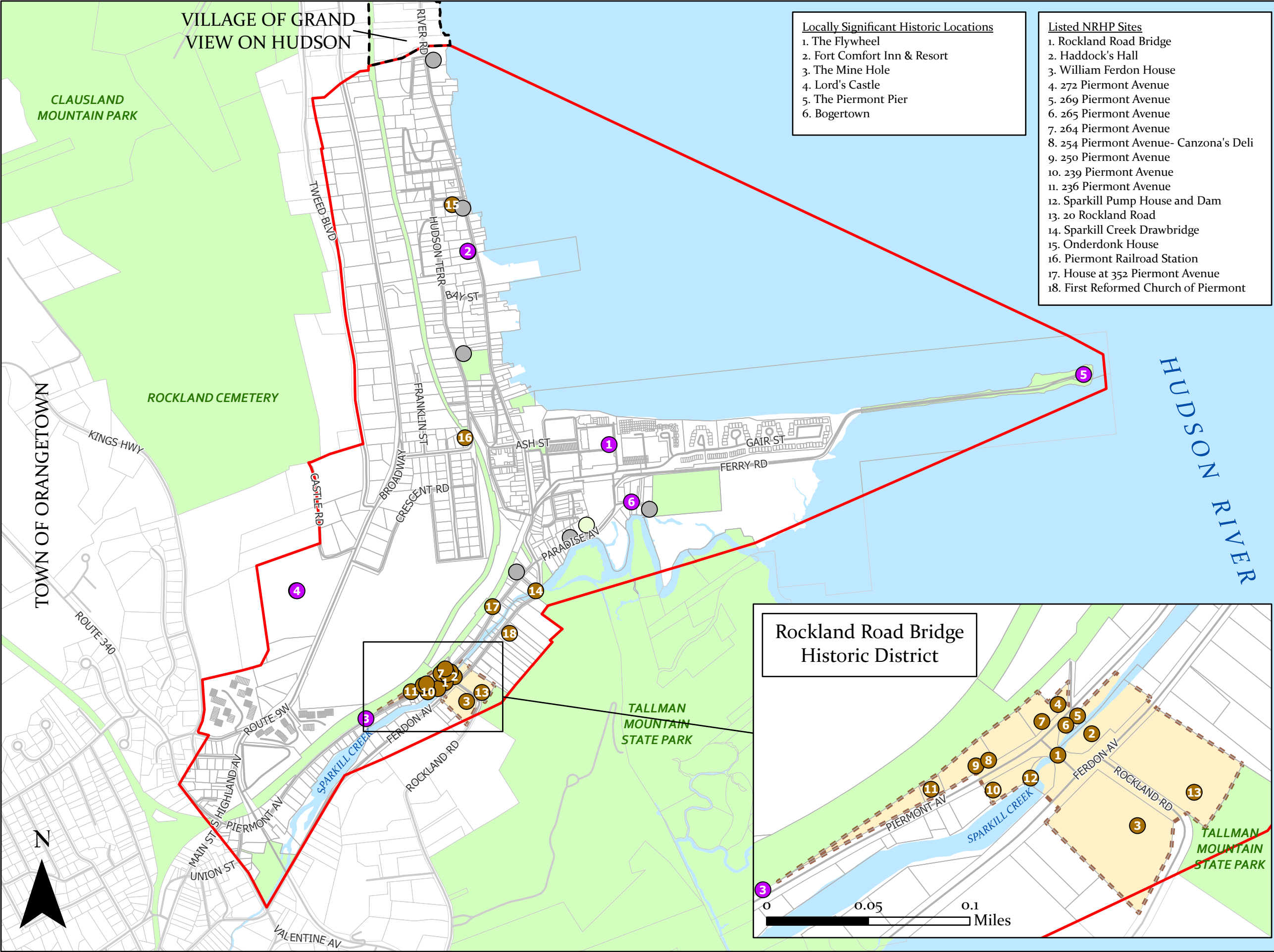
At Route 9W and other key intersections near the Village boundaries, beautify the gateways with plantings and signage.

Gateways to the Village are essentially visitors' first impression of what a community is like. The Village should consider partnering with local garden clubs or other local non-profits to beautify key Village gateways, such as the gateway at Route 9W through landscaping and signage in order to establish a sense of place. See Map I.2.

### **I.11. Acknowledge and enhance the importance of the pier to the Village's character and work to enhance the appearance, accessibility and presence of the pier in Village life.**

Piermont – literally “mountain by the pier” – is inextricably tied to the pier which juts into the Hudson River. The Village should ensure that the pier remains highly accessible, well-maintained and attractive to residents and visitors alike. The Village should ensure that current maintenance and support commitments by partners such as the New York Department of Environmental Conservation, Verizon and Columbia University are being met and should seek additional partners to protect this regional landmark.

Opportunities should be sought to enhance the role of the pier in Village life, such as considering additional future recreational programming both directly by the Village and/or through partnerships with local and regional not-for-profits, and possibly commercial river cruise operators. It is noted that the T-dock at the end of the pier requires significant repair or replacement. The Village should look for opportunities to help fund the improvements via State and/or Federal grants for recreation, historic interpretation, and/or water access.



# VILLAGE OF PIERMONT

## Comprehensive Plan

### Map I.1 Historic Resources

#### Legend

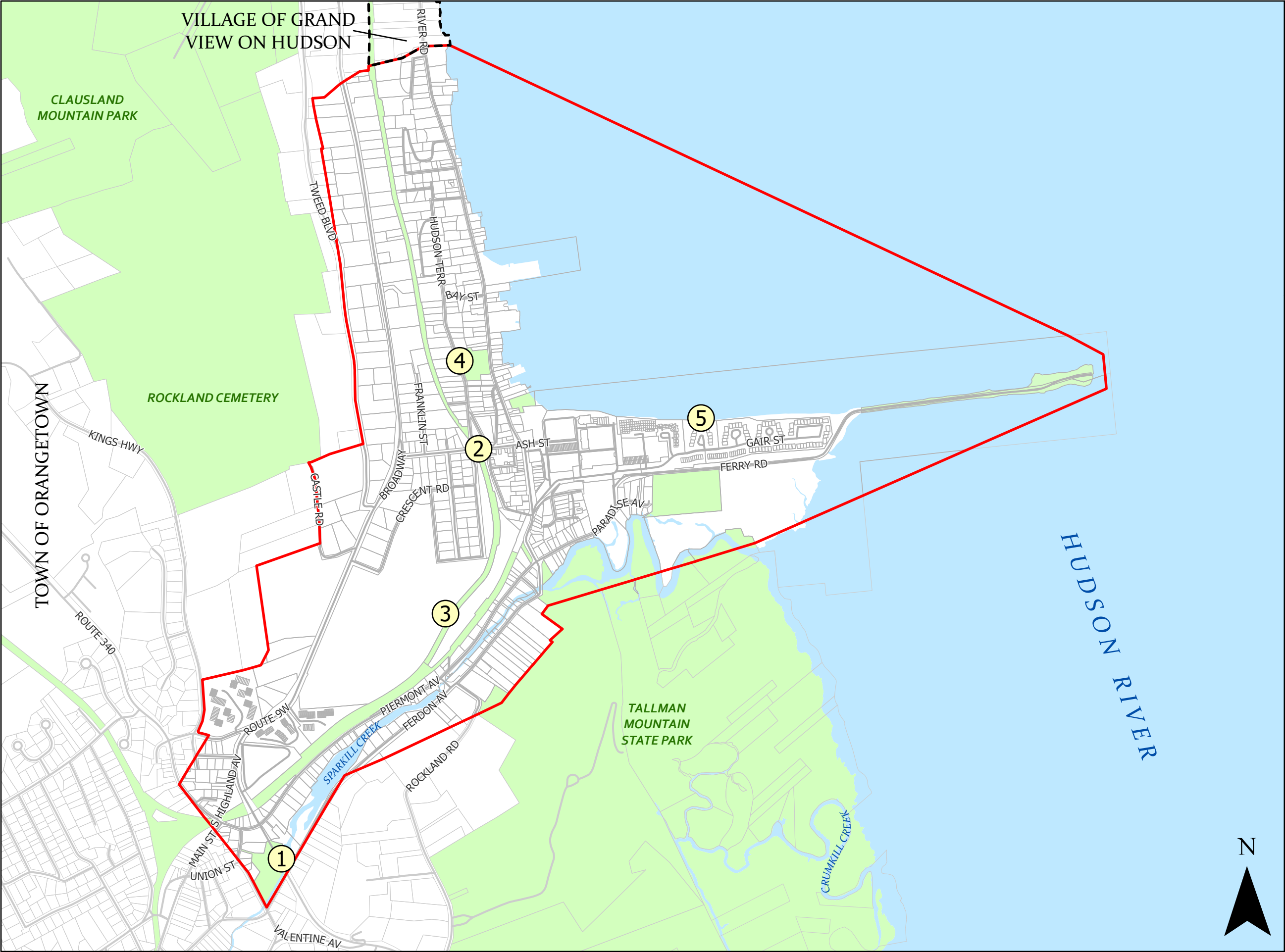
- Village Boundary
- Surrounding Municipalities
- Tax Parcels
- Streets
- Streams and Rivers
- Parks and Open Space
- Rockland Road Bridge Historic District
- Locally Significant Historic Locations
- NRHP Eligibility**
  - Listed
  - Eligible
  - Undetermined

Sources: Rockland County GIS Portal, NYS GIS Clearinghouse, Historic resource and National Register data courtesy of NY State Historic Preservation Office.  
Date: June 2023.  
Scale: 1 inch equals 0.2 miles.

Note: For planning purposes only, exact boundaries of features should be subject to site-specific data analysis.

0 0.1 0.2 Miles





# VILLAGE OF PIERMONT

## Comprehensive Plan

### Map I.2 Scenic Views

#### Legend

- Village Boundary
- Surrounding Municipalities
- Tax Parcels
- Streets
- Streams and Rivers
- Parks and Open Space
- Scenic View Locations

Sources: Rockland County GIS Portal, NYS GIS Clearinghouse, Village of Piermont LWRP (2018).

Date: June 2023.  
Scale: 1 inch equals 0.2 miles.

Note: For planning purposes only, exact boundaries of features should be subject to site-specific data analysis.

0 0.1 0.2  
Miles







Piermont Pier – Photo Courtesy: Kate B

## J. Infrastructure

### Background Conditions

The Village's water is sourced from outside the Village, mainly the Lake DeForest Treatment Plant in West Nyack.

Stormwater runoff and drainage pose increasing threats to the Village due to increased storm severity caused by global climate change. An increase of stormwater runoff has been noted as occurring from Tweed Boulevard downhill to State Route 9W and eventually ending up in other drainage systems along the Erie Path. Due to this being a critical slope area of the Village, this has become a hazard to Village residents and their properties during heavy rain events.

Cracks and breaks in the sanitary sewer collection system allow groundwater and stormwater to enter, and these flows are referred to as infiltration and inflow (I&I). Orangetown was considering further investigations of sanitary sewers town-wide to eliminate such I&I problems, but the Town did not have plans to line the sanitary sewers in Piermont. It is noted that excessive I&I as well as areas where stormwater sewers are combined with sanitary sewers can result in combined sewer overflows (CSOs). Such events can result in untreated sanitary waste entering local waterbodies.

## Goal and Recommendations

CHAPTER J - INFRASTRUCTURE						
Goal/ Recommendation	Description	Concurrent w/Comp Plan Adoption	Short Term	Medium Term	Long Term	Ongoing, Continuing
Goal J	Provide enhanced, resilient, and sustainable infrastructure throughout the Village.					
J.1	J.1. Encourage broadband internet and cellular telephone service					✓
J.2	Seek potential partnerships with the school district and library to improve wireless internet access within the community.			✓		
J.3	Strengthen site plan review requirements relating to infrastructure improvements.		✓			
J.4	Improve road access during extreme weather events.		✓			
J.5	Explore reducing electrical power outages during storm events by investigating ways to improve infrastructure.			✓		
J.6	Work with the sewer district to elevate or relocate pump stations vulnerable to flooding.		✓			
J.7	Work with partners to address sewer infrastructure needs.		✓			
J.8	Seek grants and other sources of funding to improve stormwater management, complete MS4 mapping, and eliminate combined sewer overflows.		✓			
J.9	Work with partners to protect Village drinking water sources.		✓			

## Discussion of Select Recommendations

### J.1. Encourage broadband internet and cellular telephone service

Per recommendations J.1 and J.2, the Village will encourage the provision of adequate telecommunications infrastructure throughout the Village to serve residents and businesses, including broadband internet access, mobile/cellular network coverage, and corresponding network support services. Regarding wireless access, which is needed by all residents for daily life tasks such as applying

for work, contacting government agencies, and bill paying, the Village will seek potential partnerships with the school district and library to improve free wireless internet access within the community.

### J.3. Strengthen site plan review requirements relating to infrastructure improvements.

The Village should consider zoning code amendments to strengthen site plan review requirements, so that when applications for new development are considered, improvements to sidewalks, streets, traffic signals, drainage systems, and utilities needed to service the new development will be funded by the developers. This will be particularly important for developments in flood prone areas of the Village. See Chapter E for extensive discussions for the need for flood resiliency.

### J.4. Improve road access during extreme weather events.

The Village will ensure that Codes will require that proposed development located in special flood hazard area V and A zones, as well as in any other areas subject to periodic flooding during storm events, can be accessed by emergency vehicles and first responders. In January of 2024, there were several times in one month that flood waters prevented access to areas of the Village downtown. See Chapter E for extensive discussion of frequent flooding issues.

### J.7. Work with partners to address sewer infrastructure needs.

The Village will work with the sewer district and Town of Orangetown to facilitate the elevation or relocation of pump stations vulnerable to flooding. The Village will also work with Sewer District and Town to eliminate inflow and infiltration into sewers, and to eliminate combined sewer and stormwater connections (CSO's) to avoid sewage overflows that can endanger public health. As Piermont downtown and its pump station are low at the Hudson River shoreline, unfortunately its sewer collection systems suffer from infiltration and inflow of stormwaters that leak into the pipes in the high land above it, located in Orangetown and Nyack. Ther Village should seek grants and other sources of funding to improve stormwater management, complete MS4 mapping, and eliminate combined sewer overflows. See Chapter E for extensive discussion of flooding issues.

### J.9. Work with partners to protect Village drinking water sources.

Because the Village obtains its drinking water from Veolia from sources outside of the Village of Piermont, the Village cannot directly pursue, "protecting its drinking water sources from pollution." The Village should consider working with Rockland County and/or the Towns of Clarkstown and Orangetown to implement a Critical Environmental Area to ensure any projects in the Lake DeForest watershed consider environmental impact to Veolia's drinking water sources.





*Watchfire at Bud Sedlack Fire & Rescue Boathouse – Photo Courtesy: Kate B*

## K. Community Facilities and Services

### Background Conditions:

The Village maintains several facilities throughout the Village to provide services to its residents. Village Hall and the Village Police Department are located at 478 Piermont Avenue. The existing facilities, which share the Village Hall building with all the other Village Departments that operate there, are cramped for space and currently lie in a flood-prone area. The Police Department's only holding cell is in the main lobby area of Village Hall, which presents a security issue.

The Village of Piermont Fire Department is located at 554 Piermont Avenue. Part of the facility is also owned by Empire Hose Co. #1, a not-for-profit that predates the Village's Fire Department. The facility also houses the Department's ambulance. Facilities are undersized and are in an area that is at risk of flood inundation. Access is only available from Piermont Avenue, which becomes impassable at a certain flood elevation and can result in the prevention of response of the Department's apparatus.

The Piermont Community Center, located at 204 Hudson Terrace was at one time a school and has been occupied largely by the Police Athletic League (PAL) that runs enriching after-school programs for Piermont and neighboring youths, as well as workout facilities for Piermont police and firemen. In 2023, the Village BOT sought to expand the offerings of the Community Center by expanding the hours of operations, enabling easier access to the center by all residents, planning for enhancement of the variety of programs offered, such as fitness classes, arts and crafts workshops, and educational seminars, recreational sports leagues, etc. The Center also boasts a children's playground and in 2024,

the Village received a grant to upgrade it to be safer and ADA compliant and it will be ready for use in summer 2025.

The Village of Piermont Department of Public Works (DPW) has a wide range of responsibilities which are all directed towards the maintenance of Village infrastructure and the delivery of Village services. The primary DPW facility is located at 300 Piermont Avenue, with a storage yard facility located on Ohio Street. The facility on Piermont Avenue as well as the DPW's storage yard on Ohio Street are in flood zones potentially hindering response during emergency events. Both the DPW building and the Ohio Street storage area were impacted during Hurricane Sandy in 2012, as well as Hurricane Irene the previous year.

The following table contains a listing of all Village-owned properties, and their current use. Additional inventory and analysis of community facilities and services are contained in Volume II.

**Table K.1. Village-Owned Land**

Tax ID	Street Address	Tax Classification	Acres	Note
75.46-1-2	South Broadway	Municipal Park	4.7	Erie Path
75-46-2-36	204 Hudson Terrace	Govt Buildings	1.7	Community Center
75.48-1-1	200 Ferry Road	Park	57.7	Pier
75.54-1-18	50 Ash Street	1 Family Residential	0.29	Piermont Historical Society (Piermont Train Station)
75.54-2-14	554 Piermont Avenue	Police/Fire	0.18	Firehouse Parking
75.54-2-19	545 Piermont Avenue	Govt Parking Lot	0.68	Parelli Park & Community Garden
75.54-2-22	539 Piermont Avenue	Vacant Land	0.2	Firehouse Parking
75.54-2-34	478 Piermont Avenue	Govt Buildings	0.16	Town Hall
75-54-2-65	65 Tate Ave	Vacant Land	0.22	West side of Tate
75-55-1-3	31 Ferry Road	Govt Parking Lot	6	Art Rittenberg Field, William Goswick Pavilion, Piermont Community Dog Run
75-55-1-12	64 Ohio Street	Vacant	0.45	DPW Ohio Street Yard
75-62-1-21	Piermont Avenue	Municipal Park	2.9	Erie Path
75.62-1-40	Piermont Avenue	Municipal Park	0.17	JFK Park
75.63-1-54	Paradise Avenue	Playground	0.32	Kane Park & Playground
75.70-1-3	Piermont Avenue	Vacant Land	0.21	Narrow Wedge of Land
75.70-1-10	Piermont Avenue	Govt Buildings	0.28	DPW Garage
75.70-1-17	Piermont Avenue	Municipal Park	0.02	Corner of Rockland Road Bridge
75.70-1-51	Piermont Avenue	Vacant Land	0.1	Dam
75.71-1-2	374 Ferdon Avenue	Sewage	0.05	Pump Station

In addition to the park and recreational facilities listed in Table K.1, the Village also enjoys access to, and use of, the following recreational areas over private land:

- Eleanor Stroud Park
- Flywheel Park
- Piermont Pier North Walkway

## Goal and Recommendations

Community Facilities and Services						
Goal/ Recommendation	Description	Concurrent w/Comp Plan Adoption	Short Term	Medium Term	Long Term	Ongoing, Continuing
Goal K	Ensure that municipal facilities and services continue to serve the populations they are intended to serve adequately, and to introduce or expand facilities in areas planned for future development.					
K.1	Maintain and enhance services and facilities including increasing ADA compliance		✓			✓
K.2	Continue to modernize Village communications and department equipment.					✓
K.3	Continue to support the ongoing work of all Village committees, commissions, and volunteer boards.					✓
K.4	Continue to provide the needed resources for the Building Department to effectively enforce Village regulations.					✓
K.5	Assure the timely delivery of emergency, safety, and public works services.					✓
K.6	Seek to establish Village facilities that are resilient to flooding and sea level rise using CRRRA guidelines.		✓			
K.7	Cooperate and partner with other local and regional government agencies.					✓
K.8	Enhance existing parkland, open space and river access to serve residents and visitors, and add additional resources as the opportunity arises.					✓
K.9	Create inventory of facilities at risk of flooding and plan for capital improvements to relocate or mitigate service interruptions due to flooding events.			✓		



Community Facilities and Services						
Goal/ Recommendation	Description	Concurrent w/Comp Plan Adoption	Short Term	Medium Term	Long Term	Ongoing, Continuing
K.10	Continue to build upon the community center as a recreational and cultural resource.					✓
K.11	Enhance Village facilities and streets with trees.			✓		
K.12	Explore agreement with school district to manage school athletic fields at Tappan Zee Elementary.		✓			
K.13	Improve process for appointing land use board and committee positions.					✓

## Discussion of Select Recommendations

### K.1. Maintain and enhance services and facilities including increasing ADA compliance

The Village of Piermont has extensive community facilities for a Village of its population size. The Village is committed to maintain and enhance its community services and facilities. The Trustees will continue to plan and implement government facility upgrades to meet ADA barrier-free and space requirements and to provide an inclusive environment for all people.

### K.2. Continue to modernize Village communications and department equipment.

The Village of Piermont has an extensive digital presence and active system for engaging with its citizens through its website and email lists. The Village will continue to update and modernize the Village website and its communications and will expand its ability to provide online access to services so that citizens can interact with the Village staff and officials as efficiently as possible.

### K.3. Continue to support the ongoing work of all Village committees, commissions, and volunteer boards.

The effective functioning of the Village is enabled by the extraordinary work of its committees and boards. The Village should continue to support the ongoing work of all Village committees, commissions, and volunteer boards, with technical, legal, and logistical support, backed up by budget appropriations when necessary.

#### K.4. Continue to provide the needed resources for the Building Department to effectively enforce Village regulations.

During citizen participation meetings, the public identified enforcement of zoning and other codes as a fundamental way to ensure that the goals of the Village are met. Without adequate and professional enforcement activities, the implementation of this Plan and continued vitality and success of the Village will not be possible. The Village should continue to provide the needed resources for the Building Department to effectively enforce the Village's environmental, building, and zoning regulations along with floodplain administration and NFIP status.

#### K.5. Assure the timely delivery of emergency, safety, and public works services.

The Village is committed to assuring the timely delivery of emergency, safety, and public works services from fire and ambulance providers, the Village Department of Public Works, and the Village Police Department. The Village should support budgets and operations of the DPW, for providing recycling, composting services, as well as their core functions to keep roadways and other Village facilities functioning and in good repair.

#### K.6. Seek to establish Village facilities that are resilient to flooding and sea level rise using CRRRA guidelines.

The Village should seek to establish buildings and facilities that are resilient to flooding and sea level rise. Public works and emergency services facilities are in flood prone areas that have been inundated in the past and are almost certain to be inundated in the future based on projected levels of Hudson River sea level rise and more frequent, intense rain events associated with climate change. Funding should be sought to relocate and/or floodproof existing DPW and emergency services buildings and equipment.

#### K.7. Cooperate and partner with other local and regional government agencies.

The Village of Piermont has always taken its role seriously as a regional partner with other nearby Hudson riverfront communities. The Village already has entered into an agreement to provide Police, Fire and Ambulance services to the Village of Grandview-on-Hudson. The Village should explore the possibility of cooperating further with regional, Town of Orangetown, Rockland County, New York State, and Federal agencies for regional provision of government services where appropriate. The Village should continue to seek partnerships where applicable with the School District, for projects of mutual interest.

## **K.8. Enhance existing parkland, open space and river access to serve residents and visitors and add additional resources as the opportunity arises.**

The Village enjoys a wide range of nearby park and protected open space resources that provide an exceptional quality of life for residents and visitors. This positive attribute of Piermont was frequently lauded during public participation events. The Village's existing park and protected open space resources are found on Map K.1 Parks and Protected Open Space. Parkland in New York State is protected from development or use for non-recreational purposes, and may be owned by State, County or Local Government. Protected open space includes undeveloped or underdeveloped lands owned by the local, county or state government for purposes other than parkland as well as privately-owned land which is subject to conservation easement, or whose development rights have been purchased.

The Village should appoint a committee to undertake preparation of a Recreation Plan that inventories Village, Town, County and State facilities available to Village of Piermont residents, and the programs and activities that those facilities support. This plan should forecast the recreational needs of residents based on demographics and public outreach efforts and develop a plan to address those needs. The Village should ensure that any Committee appointed to prepare the plan be staffed with committee members with young children. One particular need that a Recreation Plan will need to address will be the future use and sea level rise adaptation of the Art Rittenberg Field.

For its existing parks, the Village should also seek funding for installing ADA-accessible playground equipment or other facilities to enhance enjoyment of its public parks for all ages and abilities.

The Village should be prepared to expand upon its current catalog of parkland and protected open space as opportunities arise. The Village should explore measures to fund future parkland and open space acquisition, whether in fee, by easement or through purchase of development rights. The Village should look to acquire parkland as part of future subdivisions, where those subdivisions contain lands suitably located for enjoyment of parkland by the community.

## **K.10. Continue to build upon the community center as a recreational and cultural resource**

The Community Center offers great potential to be a cornerstone that can actively contribute to the betterment of the quality of life of all residents and their families.

The Village should continue to build on the revitalization effort by seeking grants, designate a capital budget to make the Center safer and ADA compliant, add staff to ensure safety and provide oversight so it truly becomes a cornerstone of the village, a place where all residents, from seniors to children can come together, share experiences, and build a strong sense of community pride

## **K.11. Enhance Village facilities and streets with Trees.**

The Village should pursue funding for developing an Urban Forestry Tree Plan and installation of street trees and seating areas along all primary Village thoroughfares, and within Village recreational facilities,



for the shade and enjoyment of very young children and the elderly. Installing trees throughout the Village can also lower surface temperatures, decrease energy usage and beautify neighborhoods.

### K.12. Explore agreement with the school district to manage school athletic fields at Tappan Zee Elementary.

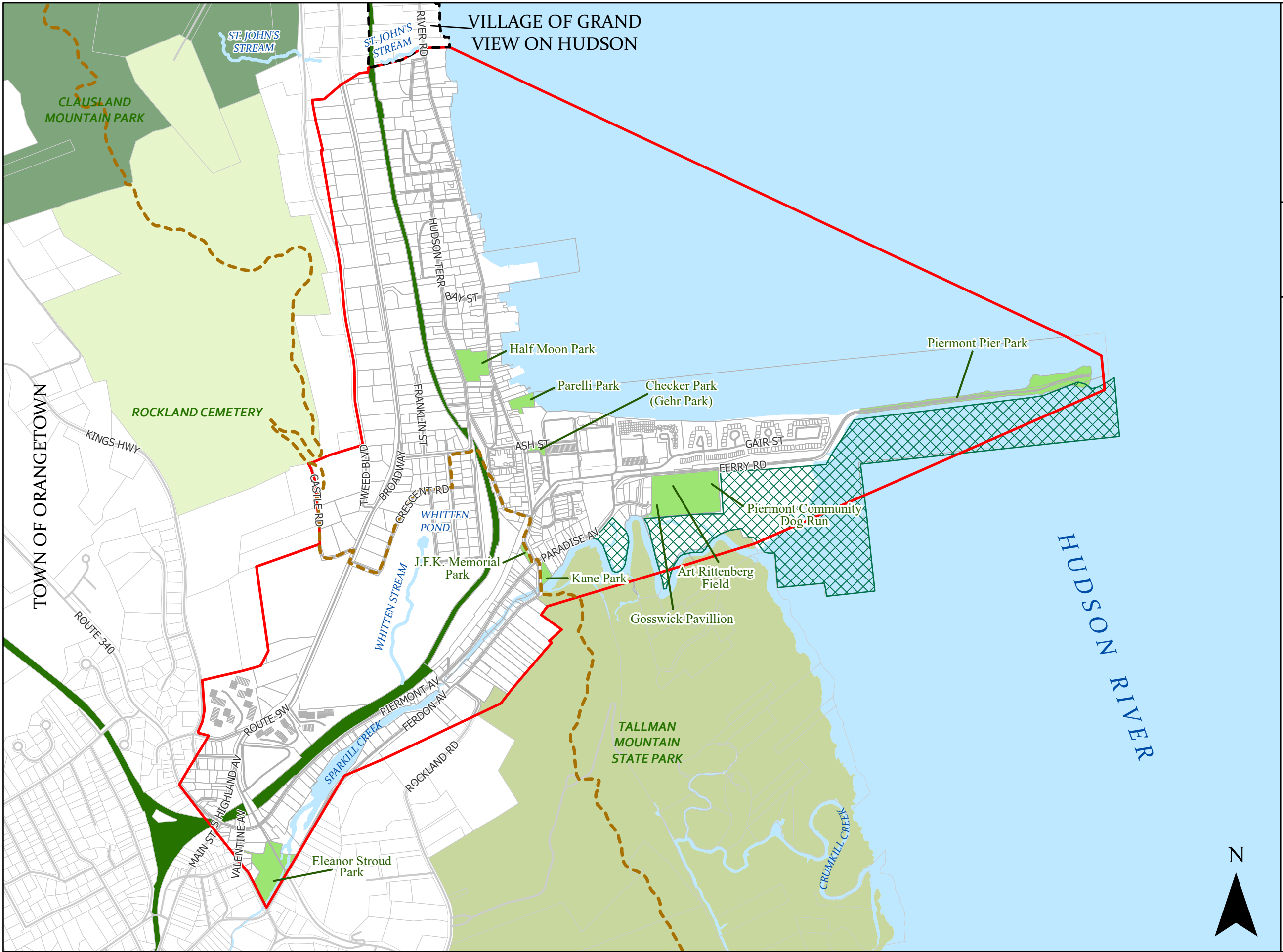
The Tappan Zee Elementary ballfields may be underutilized. The Village should explore whether the School District may be amenable to the Village utilizing and overseeing programming and maintenance of the ballfields. The Village's existing ballfields at Art Rittenberg Field are not usable due to the impacts of repeated flooding.

### K.13. Improve process for appointing land use board and committee positions.

The Village should solicit candidates on an ongoing annual basis for appointment to the Zoning Board of Appeals, Planning Board and various committees. Qualifications should be developed for each position and a competitive process for selecting appointees should be developed. Such solicitation should be broadly advertised through all regular Village communication channels.



*Sunrise over the Pier- Photo Courtesy: Synchronous Media*



# VILLAGE OF PIERMONT

## Comprehensive Plan

### Map K.1. Parks and Protected Open Space

#### Legend

- Village Boundary
- Surrounding Municipalities
- Tax Parcels
- Streets
- Streams and Rivers
- Piermont Parks and Open Space
- Erie Path
- Orangetown Open Space
- Rockland County Parks
- New York State Parks
- DEC Owned Land
- Long Path

Sources: Rockland County GIS Portal,  
NYS GIS Clearinghouse.  
Date: June 2023.  
Scale: 1 inch equals 0.2 miles.

Note: For planning purposes only, exact  
boundaries of features should be subject  
to site-specific data analysis.

0 0.1 0.2  
Miles



## L. Glossary of Acronyms

ABFE = Advisory Base Flood Elevation

ADA = Americans with Disabilities Act

ARC = Village of Piermont Architectural Review Commission (defunct)

BFE = Base flood elevation

BOT = Village of Piermont Board of Trustees (aka Village Board)

CEDS = Comprehensive Economic Development Strategy

COAST = Coastal Adaptation to Sea Level Rise Tool (a modelling software package utilized in the 2014 Piermont Waterfront Resiliency Taskforce Report)

CPC = Village of Piermont Comprehensive Plan Committee

CRR-NY, CRRNY = Code of Rules and Regulations of New York

CSO = combined sewer overflow (the overflow from excessive rainfall of a joint system carrying both rainwater and wastewater, resulting in the discharge of untreated sewage into the environment)

DEC, NYSDEC = New York State Department of Environmental Conservation

DOT, NYSDOT = New York State Department of Transportation

FEMA = Federal Emergency Management Agency

FIRM = Flood Insurance Rate Map

FSO = Future Shoreline Overlay (a proposal to establish a reference area between the current

I&I = Inflow and Infiltration (water entering a sewer system unintentionally through unauthorized connections, loose pipe joints or breaks)

LEED-ND = Leadership in Environmental and Energy Design – Neighborhood Development (guidelines promulgated by the US Green Building Council for more sustainable community development patterns)

LIDAR = Light Detection and Ranging (a remote sensing technology that employs lasers to establish more accurate ground elevations from aerial surveys of areas that are forested)

MHHW = Mean Higher High Water (a reference elevation derived by averaging the higher of the two daily high tides over a 19 year period)

NAVD88 = North American Vertical Datum of 1988

NFIP – National Flood Insurance Program

NOAA = National Oceanic and Atmospheric Administration

NPV = Nelson Pope Voorhis

NYMTC = New York Metropolitan Transportation Council

PB = Village of Piermont Planning Board

RFP = Request for Proposals

SEQR = State Environmental Quality Review

SEQRA = State Environmental Quality Review Act

TOR = Transport of Rockland

ZBA = Village of Piermont Zoning Board of Appeals



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