

Section 1: Comprehensive Planning Process

This Comprehensive Plan is the product of a five-year process in which the residents of Philipstown came together to agree upon a common vision for their future, and the Comprehensive Plan Special Board shaped that vision into this action-oriented document. Over the five years, numerous meetings and two public hearings were held, giving residents many opportunities to offer and respond to ideas and suggestions. This Plan is the culmination of a significant effort by many citizens of Philipstown working together to express who we are and what we want for our future. Although a professional planning consultant provided assistance, this Plan was written by the community and for the community.

The process began when the Town Board commissioned a "diagnostic" planning study of the Town by planning consultant Joel Russell. That study, completed in October, 2000, reviewed the 1991 Town Master Plan, and recommended that the Town prepare a more citizen-based comprehensive plan which would be concise and readable, "a new planning document that clearly expresses a set of shared goals and principles." The first step in developing this plan was a town-wide forum bringing a cross-section of the community together to define consensus goals and action strategies to accomplish them. This forum, Philipstown 2020, was held over two and a half days in April, 2001. More than two hundred residents participated. "Philipstown 2020: A Synthesis" (see Appendix A) expresses the outcome of this forum, and its goals were the starting point for preparing this Plan. Those goals have been refined and changed as the community process has evolved.

In September 2001 the Town Board appointed the Comprehensive Plan Special Board (CPSB), and charged it with preparing this Plan. The CPSB formed work groups that gathered information and data on five main subjects featured in the goals of Philipstown 2020: business and economic development, housing, infrastructure, natural resources and open space, and recreation. The findings of the work groups are in the appendix to this plan. Throughout the information gathering portion of this work the CPSB made regular presentations to the Town Board and the public.

The CPSB, with guidance from Mr. Russell, next developed ten goals and related strategies (Chapter 2) building upon both the shared goals of the 2020 Forum and the information gathered by the work groups. These were presented in two subsequent public workshops to receive feedback from the community. Mr. Russell then advised the CPSB on specific actions to achieve the goals and strategies. These implementation recommendations were based upon input from citizens at the various meetings and workshops that had been held. The recommendations became the basis for Chapter 3, "Implementation," which addresses regulatory and non-regulatory measures for both the Town and other agencies to achieve the goals in Chapter 2. Chapter 1 of the Plan, "Background," which includes history and current conditions in town, was written entirely by CPSB volunteers; it lays a foundation for the ten goals.

The CPSB held a public hearing on a draft of the Plan in March 2004, during which residents and organizations submitted many constructive and detailed comments; some changes and additions were made to the Plan as a result of this input. The revised proposed Plan was then submitted to the Town Board for their review. The Town Board is responsible for adopting the Plan, and held its own public hearing on this proposed Plan in January of 2005. The Planning Board also reviewed the Plan and submitted comments in three letters submitted between October 2004 and March 2005. The Town Board has considered all of this extensive input, provided over a five-year period, and has determined that this Comprehensive Plan should guide the Town over the next 20 years, with reconsideration every five years along the way.

Section 2: Brief History of Philipstown

As Philipstown plans for the future, patterns from the past several centuries are both interesting and instructive.

17th – 18th Century

What is now Philipstown was originally acquired from the Wappinger Indians in 1691 by two Dutch traders; six years later Adolphus Philipse, a wealthy merchant, purchased what became known as the Philipse Patent. The Philipses leased sections of their holdings to tenant farmers who cleared what land could be farmed, especially along the Indian trail that became the Albany Post Road, building miles of walls from the stones dug out of their fields, and establishing mills and small economic enterprises. A few of the houses they built are scattered around the town. Among those early settlers were the Hustis, Mandeville, Garrison and Nelson families whose names are familiar here to this day. Beverly Robinson, who married into the Philipse family, was the first Philipse to actually live in the area. His home was in Garrison along what is now Route 9D, and in 1770 he was the founding warden of St. Philip's Church.

The American Revolution divided loyalties among the settlers and farmers. The Philipse heirs supported the King and, as a consequence, most of them lost title to their lands. However, to this day, mineral rights to most Philipstown properties are held by the descendants of the Philipse family.

Philipstown's role in the American Revolution was important but not spectacular: the great chain across the Hudson terminated at Constitution Island; Benedict Arnold fled from here; George Washington passed through from time to time. Troops were garrisoned in Continental Village, while the North and South Redoubts in Garrison were reconnaissance outposts from which enemy moves could be spied upon, and signal fires burned to muster the tenant farmers to arms.

As part of Fortress West Point, the massive chain was installed in the spring of 1778; this chain and the forts and redoubts on both sides of the Hudson successfully deterred British attempts to split the rebelling colonies along the Hudson River corridor. Benedict Arnold, one of American history's most notorious traitors, was headquartered in Garrison at the Beverly Robinson house when he contracted with the British to deliver the fortification plans of West Point, which he commanded. When he learned that his treason was about to be discovered by General Washington, Arnold fled downriver to British protection in New York City.

After the war, some of the North Highlands' tenants bought their lands at auction from New York State and continued to improve services in their small communities. Farming this rough terrain did not produce much surplus. Timbering, however, did. Wood from Highlands forests, shipped down the Hudson, was in great demand in New York City. With the building of the Philipstown Pike in 1815 (now State Route 301), farm produce from as far away as the Connecticut border was shipped to the Hudson for export with Cold Spring as the transfer point.

19th Century

Industry and transportation brought about significant changes in Philipstown in the 19th century. The West Point Foundry just south of the Village of Cold Spring began operating in 1817, making use of the abundant natural resources in the area — iron ore, timber, and the Hudson River. The factory owners, the foremost of whom was Gouveneur Kemble, smuggled skilled Irish foundry workers out of Britain; they in turn trained apprentices to make everything from simple pig iron fireplace grates to complicated wrought iron machines. New York City water pipes are still those made at the Foundry to replace the wooden ones of earlier times.

From the outset, however, the West Point Foundry was primarily a gun factory; through the engineering skills of Robert Parrott, a West Point graduate, cannon design improved over the years. (The mountains across the Hudson were used for target practice.) During the Civil War the federal government's demands for Parrott guns pushed production at Cold Spring to the limit, employing 1,400 workers at its peak.

The foundry's success allowed its owners to enjoy the pleasures of a refined, bucolic culture, captured in Thomas Rossiter's painting, "Pic-Nic on the Hudson" on display at the Butterfield Memorial Library in Cold Spring. Although most of the Hudson River School's romantic painters managed to ignore the smoke and grime rising from the foundry, John Ferguson Weir, in "The Gun Foundry," now hanging in the Foundry School Museum at the Putnam County Historical Society in Cold Spring, realistically depicted the rigor of the casting process.

Little remains of the Foundry and the surrounding settlement: there are a few workers' cottages on Main Street and Kemble Avenue in Cold Spring; a shell of the Administration Building remains on the site itself (now owned by Scenic Hudson); the Foundry School Museum in Cold Spring houses memorabilia from that era. The Chapel of Our Lady, however, still overlooks the Hudson as it did in 1833 when it was built to serve the Irish Catholic foundry workers.

Transportation, both ferry service and the railroad, helped shape Garrison. Since the early days of the 18th century Garrison Landing had been an important river crossing and rendezvous point for sloops and boatmen. Harry Garrison, a descendent of Gerret Gerretson for whom the hamlet and landing are named, established the first chartered ferry in 1821; it was a horse-powered scow. This was replaced by a steam ferry, after the railroad was completed through Garrison in 1849. An assortment of ferries followed until the completion of the Bear Mountain Bridge in 1924.

The extension of the railroad to Garrison allowed a new prominent business class to have country homes within commuting distance of New York City. These wealthy newcomers, railroad owners, financiers and statesmen, built estates along the ridges and the Hudson River shore; some of their names are familiar today, including deRham, Fahnestock, Fish, Healy, Osborn, Perkins, and Sloan. Many of these large landholdings are still intact as private residences and non-profit organizations or have been preserved as part of Hudson Highlands State Park or by conservation organizations, contributing to Philipstown's special character.

20th Century

Two industrial enterprises were undertaken in the 20th century. The rock quarries near Breakneck Ridge, providing local employment, were closed down by 1944. The last heavy industry in the area was also a defense plant manufacturing nickel cadmium batteries during and after the Korean War. The plant sent its poisonous metallic wastes through Cold Spring's sewers to the Hudson and through pipes into Foundry Cove. It took Federal Superfund action in the 1990's to finally clean up and recover the site on Kemble Avenue in Cold Spring.

Summer communities in Continental Village, Manitou and Lake Valhalla provided an escape from the heat and congestion of the city. Through the years these smaller homes have been expanded and winterized for year-round living as the highway network increased the commuting pattern begun by the railroads. These densely settled communities have their own distinct land use issues today.

Religious and educational institutions also bought land here or converted mansions. Graymoor, Surprise Lake Camp, Saint Basil's, and the Fresh Air Fund Camp are still in operation, the former two for over 100 years. Two other long-standing institutions closed recently, making way for new uses. One is the Malcolm Gordon School, now home to the Hastings Center and the Town Park on Route 9D in Garrison. Most recently, the Capucian Friary at Glenclyffe became home to the Garrison Institute and the Philipstown Community Center. As these properties change hands and uses, they present challenges and opportunities not only to their owners but also to the Town.

Section 3: Philipstown Today: Community Conditions, Issues and Trends

As it has for decades, the population of Philipstown, including the Villages of Cold Spring and Nelsonville, remains just under 10,000. However, since 1990 the makeup of the population has changed; the number of residents between the ages of 20 and 34 has declined approximately 475, while there has been a corresponding increase in 45 to 60 year olds.

Philipstown's scenic beauty and small town community character continue to attract many new residents who value the easy access to New York City. These qualities also keep families here for generations.

Ask either newcomer or long-time resident where they live, and their response will most likely be something other than "Philipstown." Cold Spring, Nelsonville, North Highlands, Continental Village, Garrison, and other smaller locales see themselves as separate communities and lack a common identity. Part of the fragmentation stems from geography; the town is divided by hills and valleys, spread out in a landscape that ranges from the main street of Cold Spring to areas that seem as rural as Vermont. Social and economic histories have also produced some social tension within the town. One of the goals identified in preparing this plan is to bring together these disparate communities through the formulation of a shared vision for the future.

Municipalities and Districts within Philipstown

Within Philipstown there are the following jurisdictions and districts:

- *Two villages: Cold Spring and Nelsonville*
- *Three school districts: Haldane, Garrison, and Lakeland*
- *Four fire departments: North Highlands, Garrison, Cold Spring, and Continental Village*
- *Two ambulance corps: Philipstown and Garrison*
- *Three governments: Philipstown, Cold Spring, and Nelsonville.*

Many residents don't realize that there are two distinct and autonomous villages in Philipstown. The two villages, Nelsonville (established in 1855) and Cold Spring (established in 1846), are both located entirely within the Town of Philipstown. Village residents are also residents of Philipstown and they pay taxes to the Town, vote in Town elections, may be elected to Town office, and serve on Town boards.

The villages have their own governments, whose responsibilities include all zoning and land use matters within the village; therefore the goals and actions of this plan apply only to the areas of Philipstown outside the villages.

However, since collectively Cold Spring and Nelsonville function as the main community center, they hold the key to many aspects of the town's character and future. Tourism, higher density housing, and retail activity in the villages needs to be taken into account when evaluating available resources in Philipstown's Comprehensive Plan. While these issues are most pressing in the villages, they affect the entire town.

In addition, several of the Town's facilities, including Town Hall and the Highway Department, are located in the villages. The Town has a responsibility to consider the impact of the Town's plan on the villages and to continue to involve the villages in its planning process.

Local Communities - Cold Spring, Continental Village, Garrison, Nelsonville, and North Highlands

Most residents identify with their local communities, rather than claiming Philipstown as home. There is no train station or post office that bears the name 'Philipstown;' rail commuters and postal addresses recognize only Cold Spring or Garrison. The identity of Town residents of Continental Village seems least connected to Philipstown; their community stretches beyond Philipstown into both Putnam Valley and Westchester County, with some students going to Lakeland Schools and others to Garrison.

In addition to the formal district borders and the more loosely defined community boundaries (see locator map at end of Chapter 3) there are also social, cultural and economic divisions within the town. Historically, there is a long-standing division between Garrison and Cold Spring that is still felt by some residents, and remembered by many. Newer residents tend to be less aware of this division; however, having two school districts reinforces the separation between Garrison and Cold Spring.

The Philipstown Recreation Department sponsors many activities that bring the community together, and the Philipstown 2020 planning process has also helped create a stronger shared identity for the town as a whole, both helping blur the divisions.

Geography is Destiny

For many reasons it can be said that, for Philipstown, geography is destiny. From its strategic location on the Hudson River at the hub of the Hudson Highlands region, Philipstown gets its most valuable asset — its scenic beauty. This asset also brings with it a challenging terrain for development, but the town's setting of unparalleled beauty and its feeling of isolation from the congestion of the New York metropolis are its greatest economic attractions.

This is apparent to travelers driving up Route 9 from Westchester to Dutchess County. Mixed development along the four-lane highway in Westchester gives way to two lanes through the rugged terrain in Garrison and small-scale commerce in the North Highlands before the road widens to six lanes to serve mega-shopping complexes in Fishkill. This pattern, which is no accident, is mirrored by the Hudson River; what is a wide river to the north and south, is narrow and deep here. The Hudson Highlands are part of the Appalachian chain which runs east-west through the region in a band ten to fifteen miles wide — the entire length of Philipstown. The North Highlands section of Route 9 is in the Clove Creek valley, formed by geologic forces that also deposited sand and gravel. Mining of these deposits and the associated industries has had a major impact on the character of this section of Route 9.

Philipstown's scenic beauty has for many years attracted the attention of national and regional conservation organizations. Over forty seven percent of the town is conserved either by private conservation organizations or as state park. Approximately 10,000 acres of the town's 29,873 acres (outside of the villages) are in either Fahnestock or Hudson Highlands State Park. With this much land owned by the state, and additional property owned by other non-profit and religious organizations, loss of property tax revenues is a concern of many residents. (The State will begin making payments in lieu of taxes in 2007 which may help to alleviate some of this concern.) Many others appreciate the gain to the town from these large swaths of protected land. Open space contributes to our quality of life, making this an attractive place to live, work and play. It also is the town's natural infrastructure, maintaining the quality and quantity of our drinking water, controlling flooding, and promoting healthy habitats for a wide range of interdependent species of plants and animals.

The western boundary of the Town is approximately 9.5 miles of Hudson River shoreline. The Hudson displays its oceanic origins in its salt content—ocean tides compete against the sweet water coming down from the Adirondacks to become what Native Americans are said to have called 'the river that flows both ways.' The Hudson continues to be a major focus of the town, just as it was in the previous three centuries. However, the focus has shifted from industry and transportation to tourism, recreation and natural resources.

Many demands are being placed on the riverfront. Residents rely on the Hudson for a wide variety of uses such as boating, kayaking, fishing, swimming, education, picnicking and relaxing. Access to the river has its challenges because of the railroad, topography of the shoreline and interests of property owners. Appendix H of this plan provides a comprehensive inventory of parcels along the riverfront that are, or could, be used for access to the Hudson.

Several initiatives will put more pressure on the town and its position on the river. Putnam County and State agencies such as the Greenway Council are considering ways to use the Hudson River and its shoreline for tourism and to attract other businesses. There are also State programs through the DEC and Greenway Conservancy that bring greater understanding and appreciation of the ecology of the river and its watershed.

Development pressures

The town faces a number of conflicting pressures. Development pressure in all directions is increasing. As neighboring areas are gradually built out, there will be increasing pressure to build in Philipstown despite its many physical constraints. Eastern Putnam County and Westchester are also affected by the New York City watershed regulations, limiting development on remaining land to the south and east of Philipstown. At the same time, the increasing value placed upon the town's fragile scenic, historic, and environmental resources continues to make it both attractive for development and a focal point for land and historic preservation. With two commuter rail stations, it is a place that retains a unique combination of natural beauty and accessibility to New York City.

Over the past decade Philipstown has seen several development proposals that have brought out strenuous opposition. Two in particular, on the Hubbard property northeast of the intersection of Routes 9 and 301 and at Glenclyffe on Route 9D in Garrison, were residential developments of a scale that would have had a significant impact on the character of the community. They were both eventually withdrawn and the properties were purchased by the Open Space Institute.

Throughout this comprehensive planning process residents have been clear that they like the community the way it is, and any new development should be in scale and character with Philipstown's special character. However, there are a number of important and sensitive issues regarding land values, property taxes and open space conservation. A sampling of opinions of residents that need to be addressed in this plan include the following: property owners want to be assured that they will get a reasonable return on their investment; some residents believe that the Town's real property taxes would be lower if there was more development and less conservation; other residents value the previous efforts for land conservation and would like to see more, believing that it keeps the community attractive and town expenditures down.

To respond to these issues the community, and this plan, needs to understand and promote types of development and land use that balance the Town's goals.

Five major areas of interest were identified during the 2020 forum — infrastructure, housing, business and economic development, natural resources and open space, and recreation. The current conditions and issues of each of these topics is addressed below.

Infrastructure – Roads, Cell Towers, Water and Sewer

Infrastructure in Philipstown is closely coupled with the above statement that 'geography is destiny'. The steep, rocky terrain, and many hills and valleys present infrastructure challenges. For example, outside of the villages, the majority of residences and businesses rely on individual wells and sanitary disposal systems, making high density or large-scale development problematic.

The almost 63 miles of Town roads are winding and narrow in many places, and 32 miles are dirt roads. Many residents strongly support keeping the dirt roads unpaved because they are a large part of Philipstown's rural character; others see advantages to paved roads. Safety issues, particularly speeding, need to be addressed on all our roads — Town, County and State. Truck traffic and traffic volume on Route 9D are growing concerns for residents, especially with the increasing development in Beacon. The desire to create pedestrian-friendly centers in Garrison and on Route 9 at Perks Plaza call for active measures to control the impact of rising traffic volumes.

Cell towers have been a controversial development in the past few years, since they mar the hilltops and ridgelines that contribute to the town's scenic beauty and rural character.

Appendix E of this plan contains data on Philipstown's infrastructure.

Housing

Philipstown's natural beauty and proximity to New York City combine to produce growth pressures that continue to mount and threaten both the town's scenic resources and its economic diversity. The shortage of housing opportunities for people who make their living locally (fueled by the competition for housing from new residents who are connected to the regional economy) will continue to price people out of the housing market. This applies not only to long-time residents and their families, but also to potential new residents the community needs for regeneration: to maintain a diverse population, to work in the town's schools, shops, and offices, and to serve as emergency services volunteers.

The lack of large subdivisions in Philipstown is a major contributor to the character of the community; instead the Town is characterized by a mixture of housing scattered throughout the community, with modest homes located next to large estates. One threat to Philipstown's character could be a proliferation of housing developments that concentrate residents in large enclaves of the same housing type and price range. Multi-family housing, for seniors and the general population, should be distributed throughout the town in small groups. Senior housing in particular should ideally be located to best serve this population — adjacent to hamlet centers where residents will be close to amenities and public transportation.

Appendix D presents data and further analysis of housing issues in Philipstown.

Business and Economic Development

Philipstown's business community contains a mix of small, independent retail and commercial businesses, many in the construction and extraction industries. The Town and local businesses have succeeded in improving the visual quality of new businesses along Route 9 over the last few years through newly adopted development guidelines. However, current zoning ordinances are still in place that could lead to undesirable strip development along Route 9. The inconsistent visual quality of older, existing businesses along Route 9 and the need for adequate buffers between commercial and residential properties are other issues requiring improvement. The lack of large, level building sites with access to sewer and water infrastructure is, and will continue to be, a deterrent to large-scale business development in Philipstown.

Non-profits

Philipstown is unique in the large number of non-profits located here. The Hastings Center, Glynwood Center, The Garrison Institute, Hudson Riverkeeper, Garden Conservancy, Manitoga, Surprise Lake Camp, Graymoor and the national headquarters of Outward Bound bring visitors from around the world, as does Boscobel, the restored Federal mansion, which additionally is the site of the highly acclaimed Hudson Valley Shakespeare Festival.

A number of these non-profits are also large landowners, providing low-impact uses and maintaining large parcels of open space. These institutional uses also employ many local people and support local businesses. These large institutions tend to be located in zoning areas where they are considered a special use and therefore any changes they make to their facilities require ZBA approval. Institutions see this as sometimes unnecessarily cumbersome for a minor project that won't increase their operation, or impact the community. The Town's zoning could better address the needs of these institutions.

Tourism

Tourism in the Town and Village of Cold Spring is growing and creating new issues and challenges. The City of Beacon to the north is being developed as a tourist destination fueled by the recent opening of the new art museum, Dia: Beacon, and many new shops and restaurants are springing up there. The town and village can expect to experience more traffic and visitors as a result. The challenge is how to balance the desires of local businesses that benefit from this traffic with the increased strain on the community's infrastructure, as well as the intangible impact on community character.

Property Taxes

Philipstown's property tax rate is the lowest in the region, though because of increasing property values the tax paid per capita is in the middle range. Philipstown has high property values because of its scenic qualities and proximity to New York City; as more people are attracted to the town this will only continue.

The rapid increase in property values has enabled the Town to keep its tax rates relatively low and to generate much of its revenue from homes that have high valuations but send relatively few children to local schools. However, due to a number of factors, property taxes have increased, putting financial pressure on some residents to move, long term residents on fixed incomes are particularly effected by increasing property taxes. The affordability of Philipstown has serious consequences for the character of the community and for the availability of local service workers and emergency services volunteers.

Taxes can be kept reasonable by containing municipal expenses and increasing the amount of tax ratables and non-tax revenues. Philipstown relies heavily on its residential tax base for revenue, with 79% of taxes received coming from residential property. Because so little of the tax base is commercial, even doubling the value of commercial development will have a minimal impact on the tax base, and even more important, only a modest effect on the average homeowner's tax bill. This is counter to the commonly held belief that commercial development is the key to increasing the tax base.

Increasing non-tax revenues could be a popular strategy, though because some sources require state legislation it is a challenging route. Philipstown could also benefit by receiving more from real estate transactions that pay a mortgage or transfer tax.

Appendix C is a synopsis of a report on Philipstown's economy that was used in part to prepare the goals and strategies of this plan.

Natural Resources

Philipstown's natural infrastructure provides its ground and surface water, habitat for flora and fauna, its scenic beauty, and recreational opportunities – some of the community's most fundamental and most appealing assets. The potential for poorly planned development poses an enormous threat to these natural resources, as witnessed in some nearby communities. In order to ensure their preservation, there needs to be greater understanding of how development can be achieved with ecological sensitivity, and how to balance conservation with growth.

Aquifers are a source of much of our drinking water and are fed primarily by underground streams, sometimes crossing the borders of neighboring communities. Planning decisions should be based on more detailed and specific knowledge of these aquifers and how they are fed. All the streams in Philipstown are tributaries of the Hudson River; they serve as important habitats for a wide variety of flora and fauna and should be protected from pollutants and other threats.

Philipstown contains many thousands of acres of high quality, unfragmented forests. There is a danger that the importance of these forested areas will be overlooked because they are so vast and plentiful. A key to appreciating the value of these forests and the other habitats that rely on them is the concept of biodiversity. Biodiversity refers to the interaction and interdependence of floral and fauna, habitats and the natural processes that maintain them. As more and more development encroaches on these forests, their ability to maintain biodiversity diminishes and the habitats are no longer healthy and self-sustaining. Land use policies need to be developed that will balance landowner needs with preservation of the habitat value of the forest.

Philipstown's farmland is another important natural resource, part of the "working landscape" that defines community character and makes the Town an attractive place to live. Although Philipstown does not have a large quantity of farmland, the farmland that does exist adds economic value to the Town and is a significant landscape feature where it occurs. Much of the farmland in the Town is located in a newly created County Agricultural District. This Comprehensive Plan takes into consideration the recently adopted Agricultural and Farmland Protection Plan for Putnam County entitled "Agriculture in Putnam County: Opportunities & Challenges," by making recommendations for the preservation of farmland and continuation of agriculture in the Town of Philipstown.

Appendix F of this plan discusses Philipstown's natural resources and open space.

Recreation & Town Center

Philipstown's Recreation Department and Commission provide an impressive array of activities for all age groups and a wide span of interests. Additional programs are offered through other organizations for youth, such as Pop Warner Football and Little League baseball. For boating, hiking, mountain biking, horseback riding, hunting and fishing, residents also take advantage of the Hudson River, trails, woodlands, brooks and lakes.

A town-wide recreation survey in 2002 reveals a strong desire for more hiking trails, a town swimming pool and an ice rink. An inventory of existing facilities is in Appendix G.

Beyond the activities themselves, recreation is important because it brings the community together. Through the 2002 survey and the 2020 Forum, residents expressed a desire for a place (or places) where people both young and old can play, take leisurely strolls, meet for casual conversations or formal gatherings, hold annual festivals; in short, a place to satisfy a "quest for community in the form of a community center." During the time that this plan was being prepared, the Town Recreation Department has moved into leased space at the Glencllyffe property and plans for the facility are being completed. This will greatly benefit the recreational opportunities of the town.

Appendix G of this plan discusses recreation and a Town center.

Yesterday, Today and Tomorrow

There are various trends in our history that resonate today. As we face the challenges laid out in this plan it is encouraging to realize that our community has coped with them before; industries come and go, some attractive others not so; natural resources are exploited and lost, or valued and renewed; social groups are defined by locale, religion, wealth or common interests, sometimes harmoniously mixing and coexisting, other times fragmenting the community.

The conditions, problems and potentials we have at hand here in the 21st century are in some ways unique, but in other ways a repetition of the past. How we are to address them is our challenge, and we have a variety of tools to use that were not available to our predecessors. New ways of looking at planning and zoning, including concepts such as 'smart growth', hold the key to how we respond to some of our challenges. Applying new technologies, such as wireless communication, the internet or state of the art waste treatment facilities, can help overcome previous obstacles. New concepts and knowledge, such as biodiversity, can lead us to look at problems differently.

This Comprehensive Plan is a shared vision for our community's future; it blends the issues, challenges, and options facing our community. It is Philipstown's response to the challenge of fostering economic development and a mixture of housing that is sensitive to our natural resources and the character of our community. As in the past, it relies on the strength and support of our community to make it a success.