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**TAPPAN ZEE BRIDGE/I-287
ENVIRONMENTAL REVIEW**

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Stakeholders' Advisory Working Group Land Use Group Meeting, June 5, 2007


The Land Use SAWG meeting was held on June 5, 2007 at the Comfort Inn & Suites in Nanuet, Rockland County, NY. View minutes of the meeting [here](#) (PDF, 40 KB).

The presentation can be viewed in the following formats:

- [PDF format](#) (1.8MB)
- View the slides below with text narration




Introductory slide.




Content


- What we know
- How we're using it
- What we're trying to learn
- What's next?



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This slide explains how we are establishing existing conditions and current projections to predict future conditions and discusses the Federal requirement that we use regional Metropolitan Planning Organization (in our case NYMTC) forecasts.




What We Know



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What we know.



Current Data

- 30-mile Corridor with complex land uses, congestion & mobility issues
- Journey-to-work: high automobile dependency
- Highway & transit networks: physical characteristics, limited east-west transit
- Population & employment growth: trends & projections
- Anticipated changes, e.g. demographic shifts, housing affordability, water supply, preserving open space, etc.



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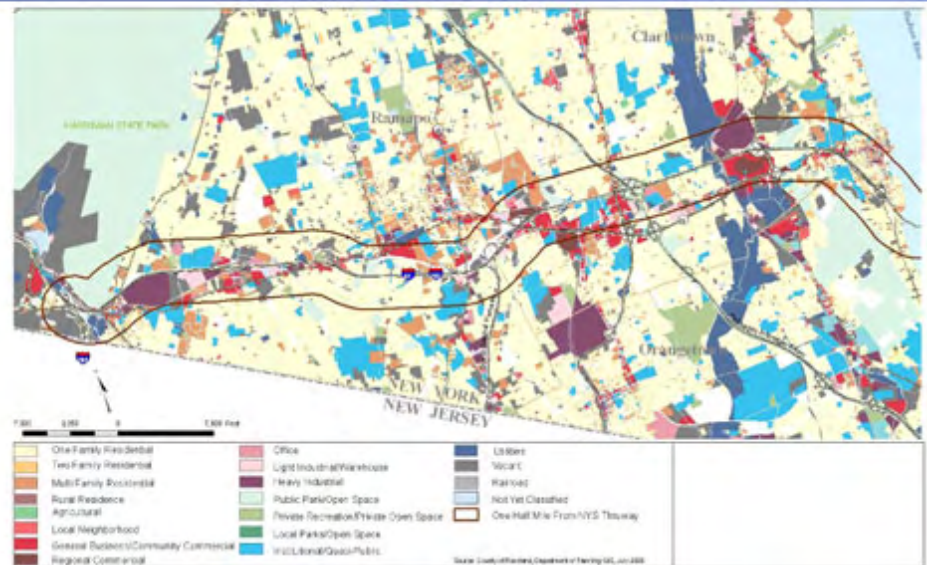


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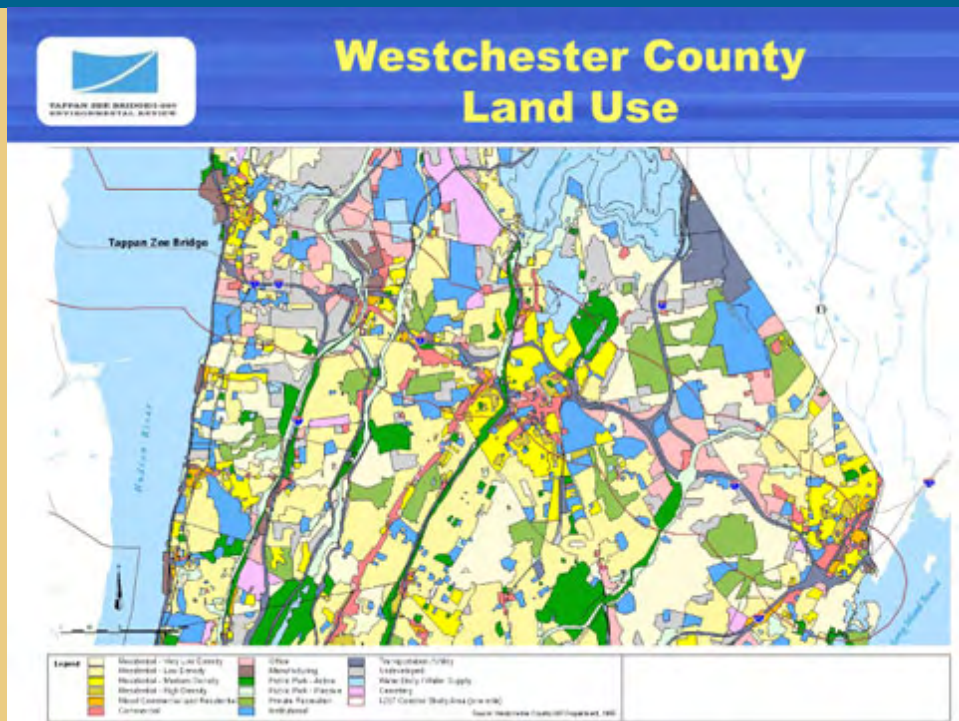
Our current data shows a 30-mile corridor with complex land uses. Our current data include population and employment growth and projections. The Journey-to-work data show high automobile dependency. The corridor has limited transit networks, especially east-west. We show anticipated changes such as demographics shifts, housing, water supply, etc.



Rockland County Land Use



Geographic information system (GIS) from County Planning Department was updated in 2005. This slide shows a one-mile study corridor overlaid on land uses as depicted in the GIS. The data were field-checked in areas of special focus/impact.



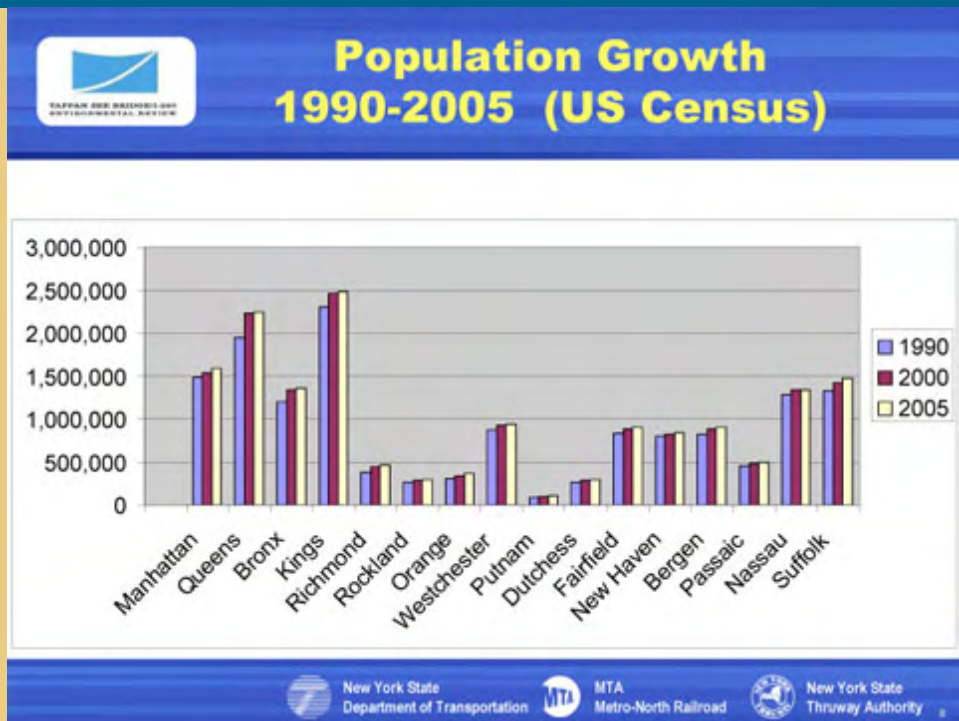
GIS from County Planning Department in 1996, currently being updated. This slide shows a one-mile study corridor overlaid on land uses as depicted in the GIS. The data were field-checked in areas of special focus/impact.

Journey-to-Work Patterns (Census 2000)

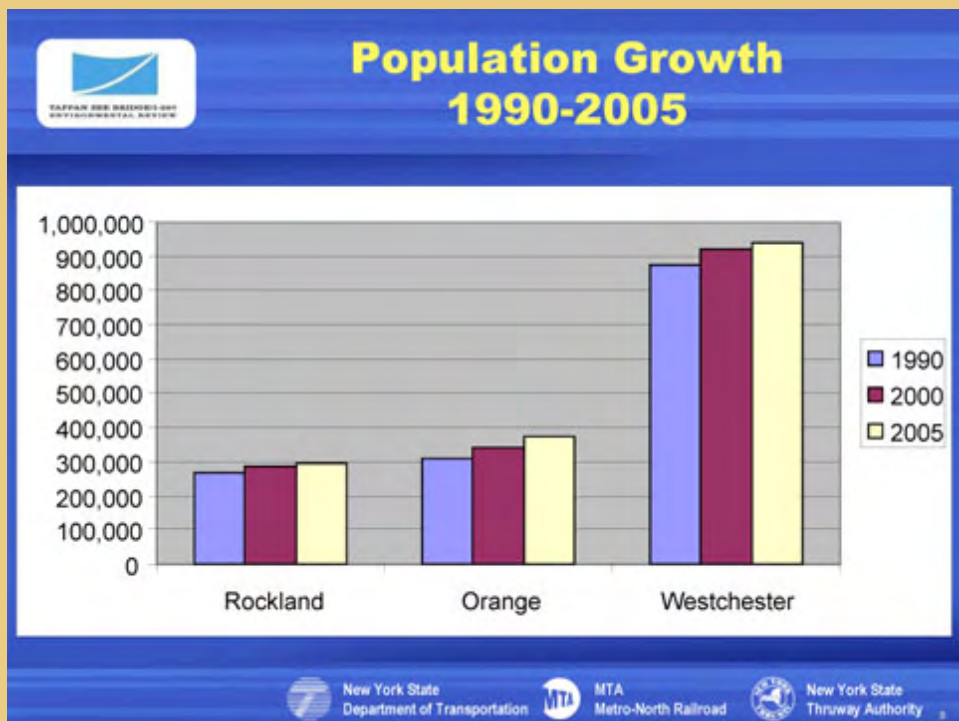
Means of Transportation	Orange County	%	Rockland County	%	Westchester County	%
Total:	152,489	100	132,302	100	425,052	100
Car, truck, or van:	133,644	87.6	112,169	84.8	302,126	71.1
Drove alone	116,763	76.6	97,551	73.7	261,742	61.6
Carpooled	16,881	11.1	14,618	11.0	40,384	9.5
Public transportation:	7,203	4.7	10,846	8.2	86,735	20.4
Bus or trolley bus	3,124	2.0	7,050	5.3	21,481	5.1
Streetcar or trolley car	15	0.0	10	0.0	225	0.1
Subway or elevated	145	0.1	277	0.2	6,650	1.6
Railroad	2,875	1.9	2,498	1.9	55,587	13.1
Ferryboat	16	0.0	29	0.0	31	0.0
Taxicab	1,028	0.7	982	0.7	2,761	0.6
Motorcycle	62	0.0	70	0.1	158	0.0
Bicycle	306	0.2	197	0.1	472	0.1
Walked	6,404	4.2	3,659	2.8	17,180	4.0
Other means	785	0.5	676	0.5	2,076	0.5
Worked at home	4,085	2.7	4,685	3.5	16,305	3.8

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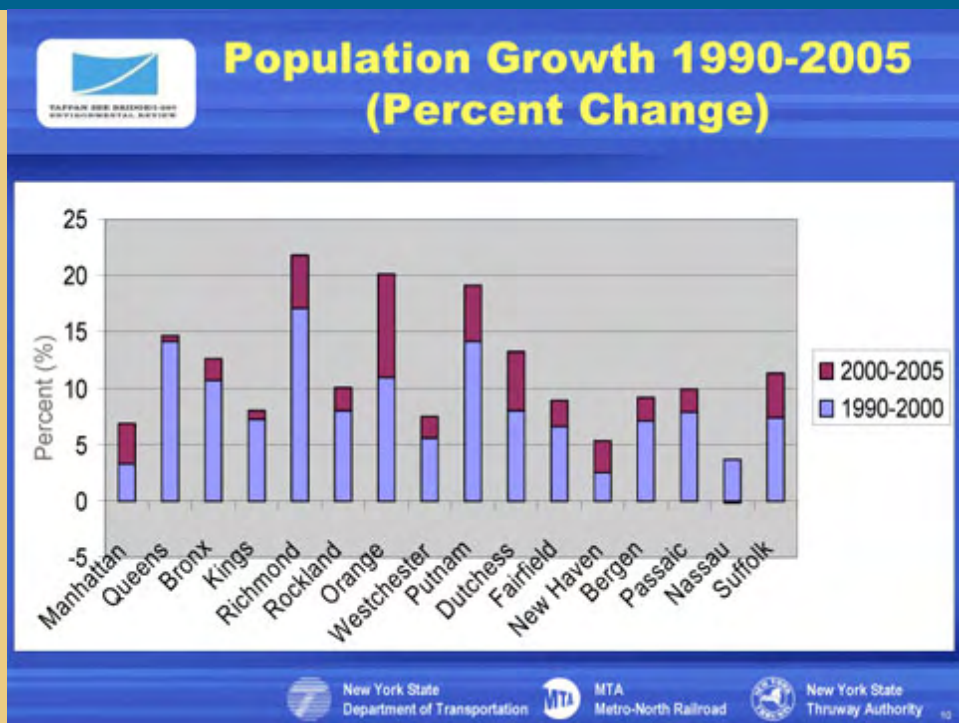
Graph depicts high auto dependency in Orange (87.6%), Rockland (84.8%), and Westchester (71.1%) counties and low transit use in Rockland (8.2 %), Westchester (20.4%). Shows that demographics, employment and infrastructure as major drivers of land use.



Graph depicts population growth between 1990 and 2005. Note population growth in region, especially New York City. Orange, Rockland and Westchester all experienced steady growth.



Graph shows population growth for Rockland: 27,441 (10.3%); Westchester: 65,941 (7.5%); Orange: 65,246 (21.2%).



Slide shows percent changes in the region differentiating 1990-2000 from 2000-2005. Note declining rates of growth in Brooklyn, Queens and Nassau. Growth continues in Orange.




Population Projections (NYMTC)

County	2005	2010	2015	2020	2025	2030	Change
Manhattan	1,583,303	1,626,089	1,651,403	1,676,546	1,695,267	1,710,339	127,036
Queens	2,272,677	2,334,222	2,445,101	2,610,697	2,756,172	2,795,276	522,599
Bronx	1,367,473	1,391,075	1,431,903	1,484,459	1,546,052	1,556,589	189,116
Brooklyn	2,515,300	2,565,915	2,622,312	2,688,106	2,764,267	2,797,476	282,176
Staten Island	470,890	494,690	523,686	553,993	590,980	632,986	162,096
Rockland	298,907	315,679	328,369	342,545	357,566	370,462	71,555
Orange	375,620	408,857	434,127	467,028	499,164	532,361	156,741
Westchester	968,070	974,037	976,099	985,700	1,002,095	1,011,792	43,722
Putnam	101,914	110,044	114,594	120,297	126,119	134,320	32,406
Dutchess	300,052	328,048	342,898	362,913	383,058	431,455	131,403
Fairfield	916,115	945,707	975,292	999,277	1,030,038	1,067,220	151,105
New Haven	850,374	863,886	885,995	906,008	932,509	969,695	119,321
Bergen	905,374	907,361	916,991	931,828	963,070	989,616	84,242
Passaic	498,753	503,806	511,115	523,392	548,409	558,688	59,935
Nassau	1,353,012	1,373,223	1,389,965	1,405,325	1,419,273	1,431,821	78,809
Suffolk	1,480,046	1,545,640	1,605,423	1,660,637	1,737,082	1,783,633	303,587

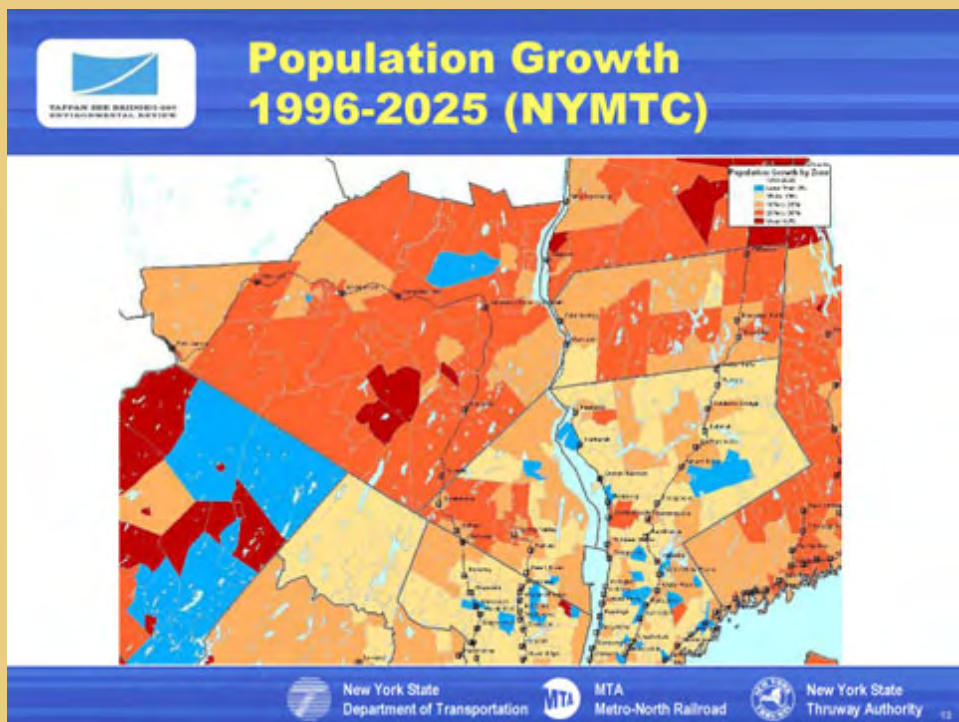
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The slide shows projections by county in the region in 5-year intervals. Rockland is projected to increase by 71,555, Westchester by 43,722, and Orange by 156,741.

County	2005-2010	2010-2015	2015-2020	2020-2025	2025-2030	2005-2030
Manhattan	2.7%	1.6%	1.5%	1.1%	0.9%	8.0%
Queens	2.7%	4.8%	6.8%	5.6%	1.4%	23.0%
Bronx	1.7%	2.9%	3.7%	4.1%	0.7%	13.8%
Brooklyn	2.0%	2.2%	2.5%	2.8%	1.2%	11.2%
Staten Island	5.1%	5.9%	5.8%	6.7%	7.1%	34.4%
Rockland	5.6%	4.0%	4.3%	4.4%	3.6%	23.9%
Orange	8.8%	6.2%	7.6%	6.9%	6.7%	41.7%
Westchester	0.6%	0.2%	1.0%	1.7%	1.0%	4.5%
Putnam	8.0%	4.1%	5.0%	4.8%	6.5%	31.8%
Dutchess	9.3%	4.5%	5.8%	5.6%	12.6%	43.8%
Fairfield	3.2%	3.1%	2.5%	3.1%	3.6%	16.5%
New Haven	1.6%	2.6%	2.3%	2.9%	4.0%	14.0%
Bergen	0.2%	1.1%	1.6%	3.4%	2.8%	9.3%
Passaic	1.0%	1.5%	2.4%	4.8%	1.9%	12.0%
Nassau	1.5%	1.2%	1.1%	1.0%	0.9%	5.8%
Suffolk	4.4%	3.9%	3.4%	4.6%	2.7%	20.5%

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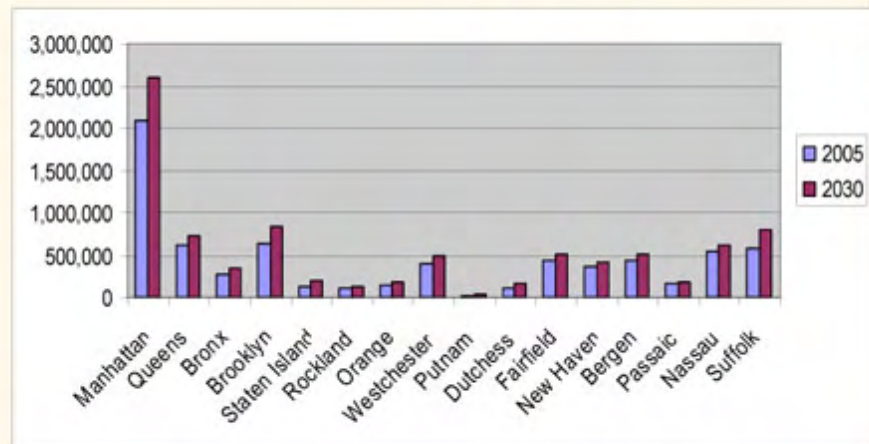
Slide shows 23.9% growth in Rockland, 4.5% in Westchester; 41.7% in Orange.



Map shows growth by traffic zones in region.



Employment Projections (NYMTC)



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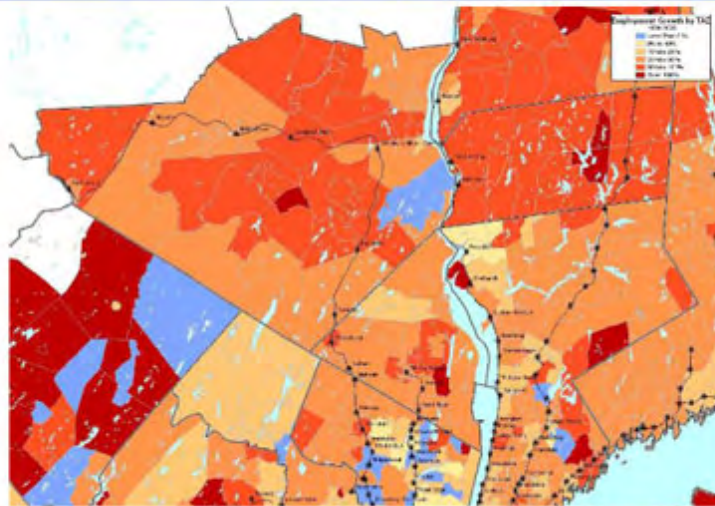


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We will predict to 2035 (NYMTC update to 2040 expected in 2007). The numbers show substantial growth in region and in Rockland (27,110), Westchester (83,673), and Orange (49,935).



Employment Growth 1996-2025 (NYMTC)



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Map shows growth by traffic zones in the region.



Land Use Regulatory Environment

- State power delegated to local government (exceptions, e.g., permits, state projects)
- County review when proximate to county roads, parklands, streams, etc.
- Multiple local governments in the Corridor:
 - Rockland County: 12 municipalities
 - 3 towns/ 9 villages
 - Westchester County: 11 municipalities
 - 2 cities/ 3 towns/ 6 villages



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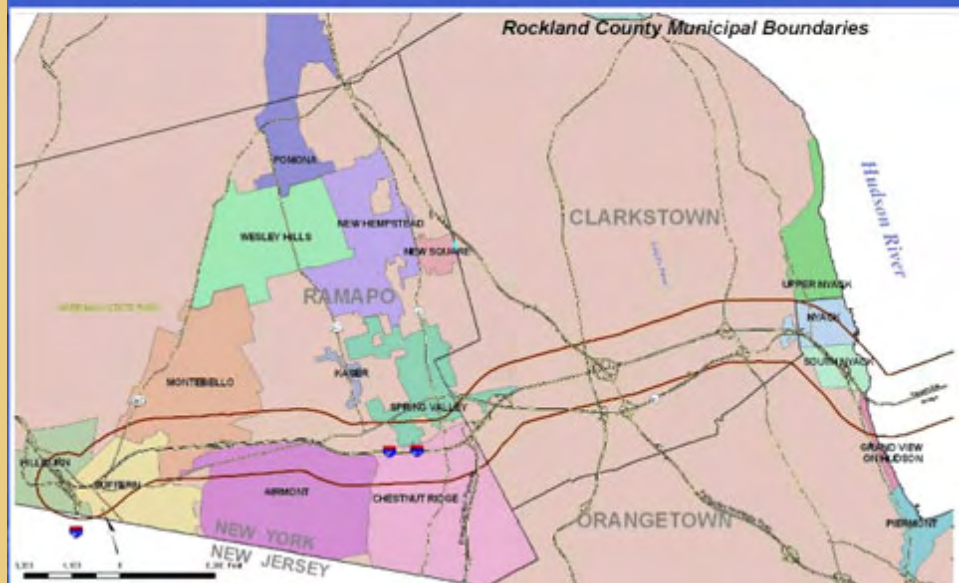


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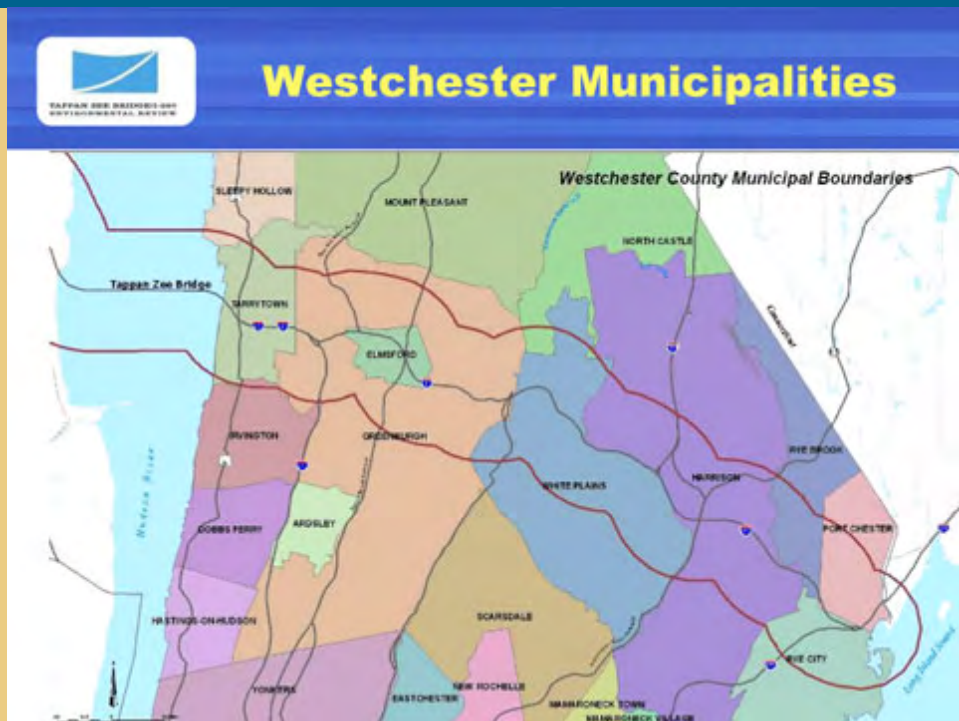
This slide discusses the state, county and local roles, and notes the multiple local governments in the Corridor.



Rockland Municipalities



Map shows Rockland municipalities.



Map shows Westchester municipalities.



Land Use Regulatory Tools

- Comprehensive Plans
- Zoning
- Subdivision Regulations
- Community Visioning
- Context-sensitive Design
- Others: capital programs/ urban renewal/
environmental review/ tax incentives/ etc.



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Slide shows list of tools, most based on “police power”.
Reasons for intervention focus on negative spillover effects and market failures.



Overview of Existing Land Use Plans/Policies

- County Plans:
 - *River to Ridge* (2001) in Rockland never adopted
 - *Patterns of Westchester* (1996) currently being updated
- Local Plans:
 - Diverse mosaic – hard to interpret what neighbors are doing/planning
 - Often very old
 - Often more as-of-right development potential than desired, and sometimes restricts development where appropriate to develop
 - Continuing updates and evolution



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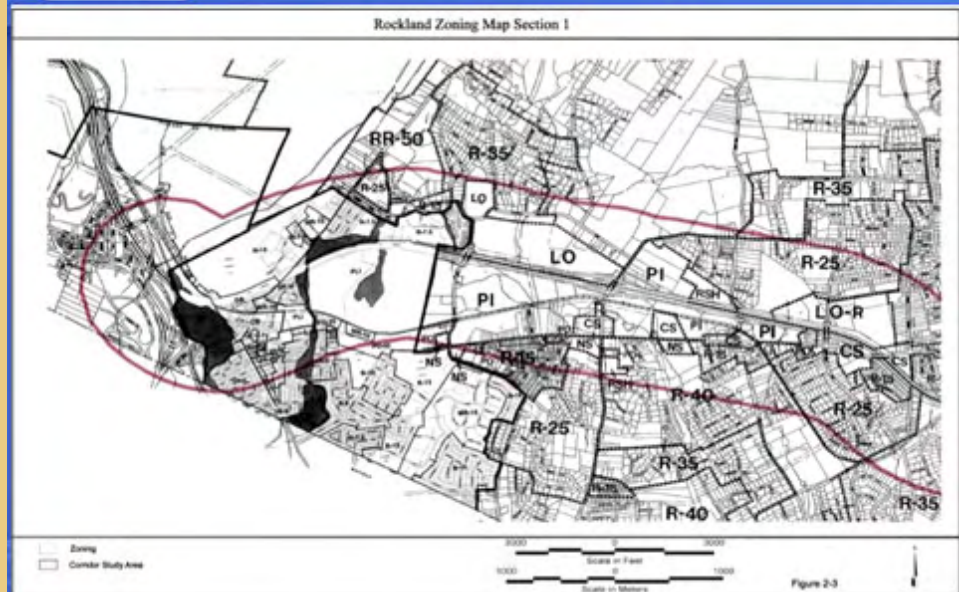
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Rockland's *River to Ridge* (2001) never formally adopted; new effort to revise is underway. Westchester's *Patterns* (1996) adopted and in process of being updated. Local plans a complex mosaic – hard to interpret, often out of date, not easy to change.



Zoning Map



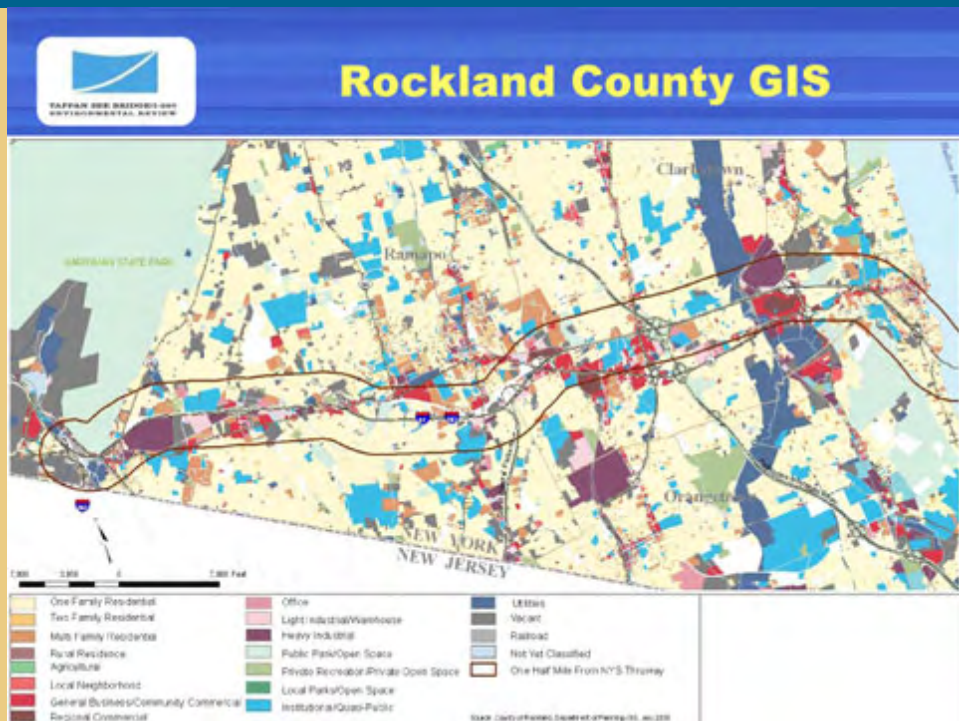
The slide shows an example of a zoning map in Suffern showing study area. The study team has these for the entire Corridor.

[illegible]

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ENVIRONMENTAL REVIEW

- Traditional centers
- Growth and dispersal
- Open space and recreation (42%)
- Residential uses (30%)
- Commercial – retail (1.7%)
- Office & industry (2.7%)
- Vacant or unidentified (23.6%)

The slide shows percentages allocated to major use categories, e.g., residential uses at 30%.



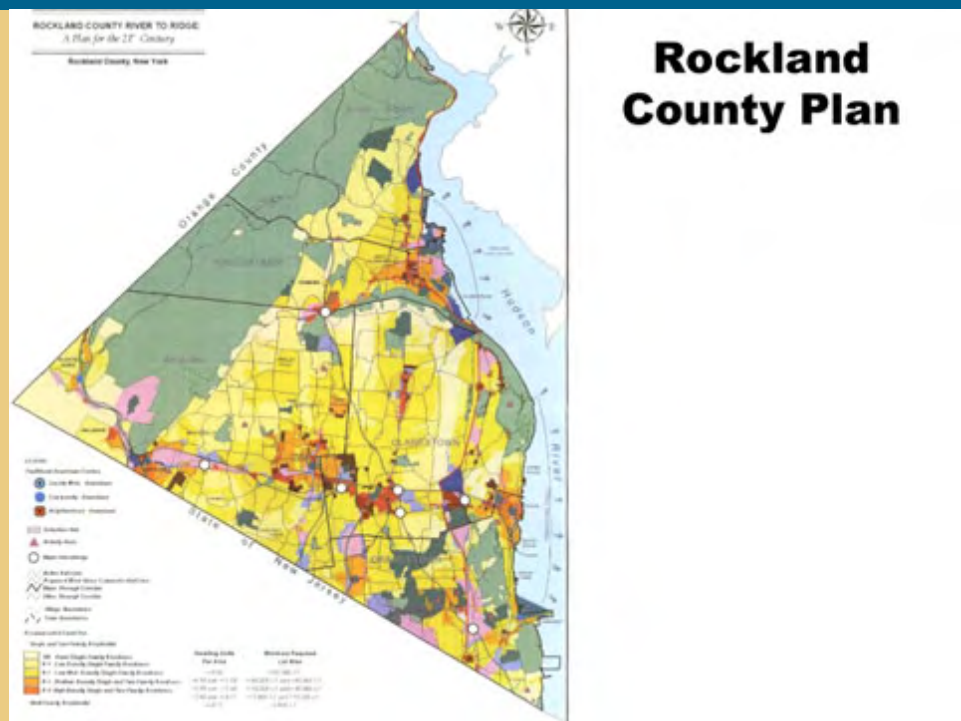
The map is used to point out traditional centers, dispersed patterns of low-density residential, limited commercial corridors, and industrial activities.

**Existing Land Use Patterns
Rockland (cont.)**

- Municipal profiles, patterns & policies
- Ramapo
 - Varied densities; Spring Valley and Suffern revitalization efforts; preservation efforts along scenic 202 & protection of Ramapo Pass aquifer
- Clarkstown
 - Low to moderate densities; major commercial centers & corridors (Rtes. 303 & 59)
- Orangetown
 - Varied densities; older centers; emerging business centers (Rte. 303); concentration of colleges

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The slide lists highlights of towns' patterns and policies.



River to Ridge is an ambitious 2001 effort.

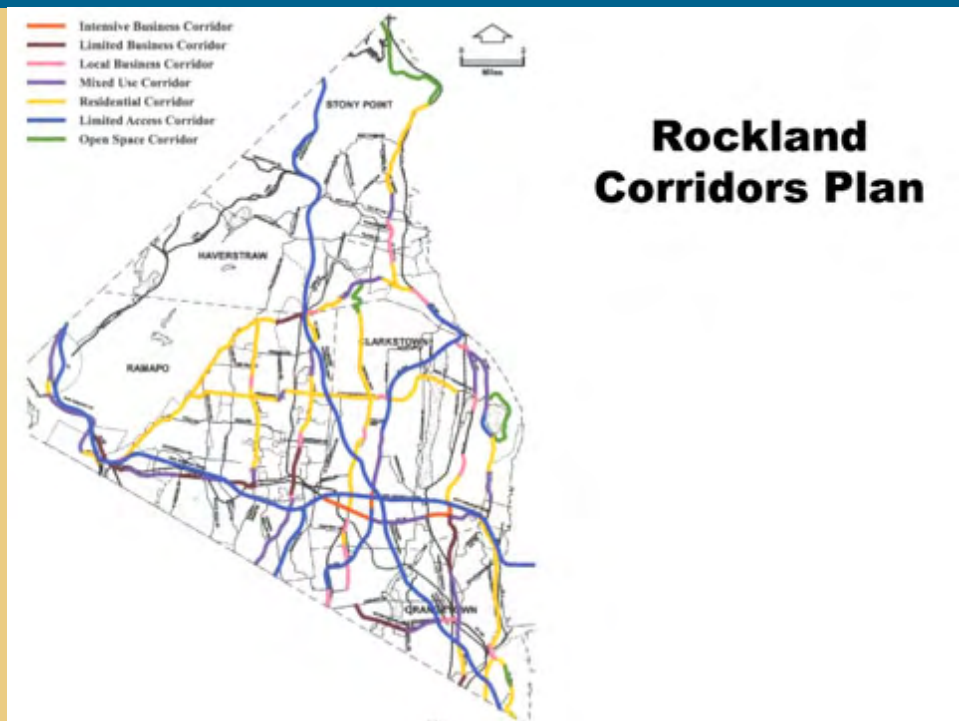
Rockland County Vision Plan

Land Use Vision:


- Traditional centers/suburban hubs/activity nodes
- Business growth in south & east (proximity to transport)
- Supporting emerging government centers
- Encouraging cluster residential
- Limiting densities where environmental constraints
- Protecting natural environment & providing recreational connectors
- Corridors:
 - limiting development where constrained
 - Fostering transit connections
 - Maintaining mixed-use corridors

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Slide lists highlights of the Rockland County Vision Plan.




This example from the County Plan looks at diversity of corridors and sets future policies, from intensive business to open space corridors.




Rockland County Plan - Areas Subject to Change


- **Ramapo:**
 - Vacant sites along Rte. 202
 - Former drive-in at Monsey
 - Vacant sites in Montebello
 - Torne Valley
 - Tilcon quarry
- **Clarkstown:**
 - Limited in-fill development both residential and commercial
- **Orangetown:**
 - Rockland Psychiatric Center
 - United Water Co. lands
 - Nyack waterfront



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Extracts from County Plan in the three towns in the Corridor.



Existing Land Use Patterns Westchester

- Traditional centers of varying size
- Corridors: for transportation/ development/ visuals
- Open space: permanent/institutional/private recreation
- 5 distinct subregions:
 - Long Island Sound communities*
 - Hudson River communities*
 - Bronx River Valley
 - Central County*
 - North County Watershed

* in I-287 Corridor



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The slide shows highlights of the county's land use and percentages to major categories.



Existing Land Use Patterns Westchester

Use	Approximate Acres	Percent
Residential	131,334.47	45.61
Commercial, Retail & Office Institutional	24,901.23	8.64
Mixed Residential/Commercial	1,200.06	.42
Recreation/Open Space	38,745.02	13.45
Cemetery	1,718.46	.60
Transportation/Utility	9,192.76	3.19
Vacant	52,114.02	18.10
Manufacturing	3,061.98	1.06
Agriculture/Nature Preserve	4,759.46	1.65
Water Body/Supply	20,974.04	7.28
Total	288,001.5	100
Source: Westchester County GIS.		



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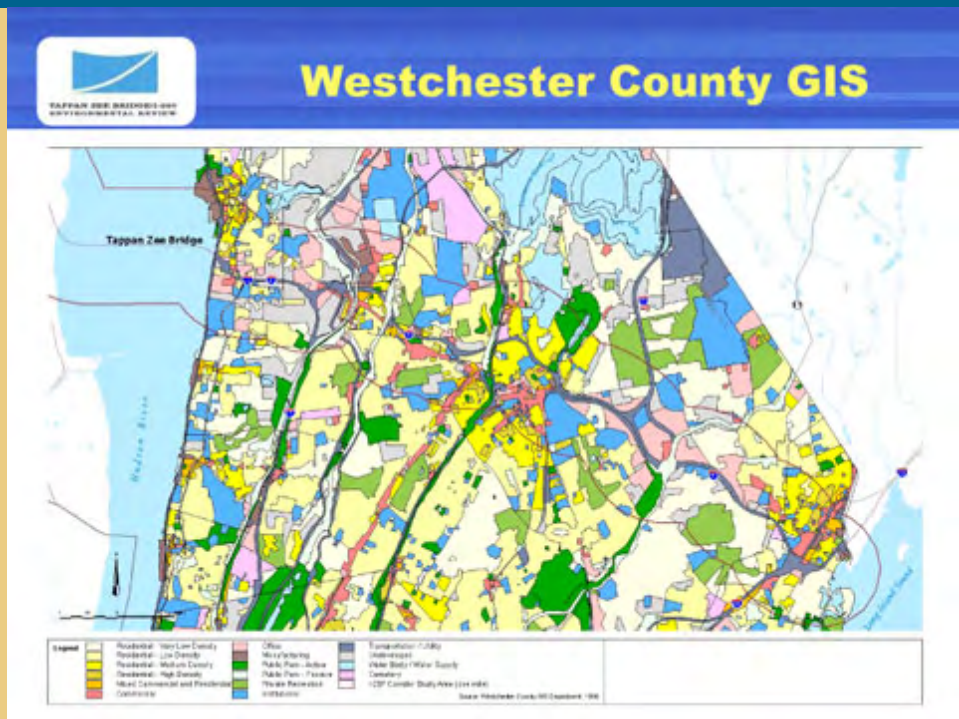
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Slide used to refer to land use categories and percentages.



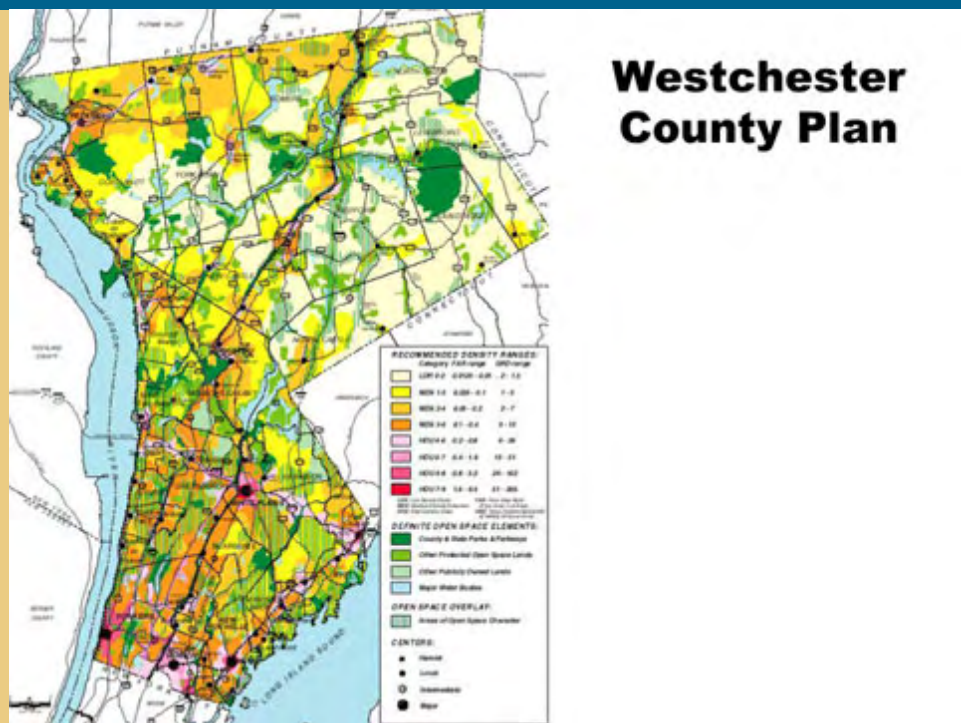
Slide used to refer to land use shown in previous slide.

Westchester County Plan - Land Use Policies and Changes

- County policies:
 - Steering development to established urban centers with appropriate infrastructure
 - Transportation corridors as a key for economic development, including upgrading public transit, e.g., on I-287 Corridor where other corridors intersect it
 - Transit Oriented Development (TOD) opportunities
 - Preserving open space, especially protecting water-supply lands

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Plan is in the process of being updated, expected 2008. This slide highlights county policies, e.g., a transit-oriented development (TOD) focus.



Slide of Patterns land use plan in Westchester.

Land Use Policies and Changes Westchester (cont.)

- Local policies:
 - Hudson River waterfront developments
 - Parks, trails & esplanades (e.g., River Walk)
 - White Plains growth as regional center
 - Platinum Mile infill
 - Port Chester redevelopment

Logos at the bottom: New York State Department of Transportation, MTA Metro-North Railroad, New York State Thruway Authority.

Highlights of some local policies (e.g., White Plains as regional growth center).



Title Page: How We're Using It.



To better understand county and local policies. Refine project alternatives, e.g., improve local "fit," avoid acquisitions, optimize station locations.



Example of How Land Use Data Has Already Been Used

- Avoidance of acquisitions/displacements at Wayne Avenue, Suffern, prompted reconsideration of using Piermont Line



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Slide shows Suffern with two commuter rail alignments. Option on south side of Thruway would impact Wayne Avenue, prompting reconsideration of use of Piermont Line.



Example of How Land Use Data Has Already Been Used

- In Westchester - Avoidance of potential disruption in Fairview/ Greenburgh has LRT and BRT alignment options on north side of I-287 with station near town hall



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In Fairview/Greenburgh, an LRT alternative alignment on the south side of I-287 could impact Yosemite Park and the Fairview neighborhood, so the proposed alignment was moved to the north side of I-287, avoiding these impacts.



What We Want to Learn

- More updated information on emerging local plans/policies
- Other known proposed projects (public and private), e.g., a new park or walkway
- Local nuances to existing conditions, e.g., school safety pathways; lack of a bus stop bay adversely affecting traffic flow; etc.



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Slide discusses more updated information on local policies/plans, other known projects, and local nuances and issues to be taken into account.



What We Want to Learn (cont.)

- Stakeholder insights to detailed land use consequences of TZ project alternatives/options - unanticipated issues and opportunities
- On-going feedback to TZ project, including identification of options and comparisons among options
- How we can refine the project to benefit all adjacent communities, maximize consensus and support for the project



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Stakeholder insights – unanticipated issues and opportunities, on-going feedback on options, and refining the project to maximize benefits.



What's Next?



Possible future Land Use sessions include:

- Transit Oriented Development – accommodating “smart growth” near transit
- Acquisitions, Displacements and Relocations – the potential scale and location of these, and the legal process



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What's next?