

### **Slide 1**

Land Use SAWG #5 continues our local area studies and focuses on the villages of Airmont and Montebello in Rockland, and Elmsford in Westchester. The remaining parts of the Towns of Ramapo and Greenburgh are likely to be on the agenda at our next meeting in January.



## Agenda

### For each community:

- Existing land use in Corridor
- Local land use policy
- Review of project alternatives
- Study and discussion



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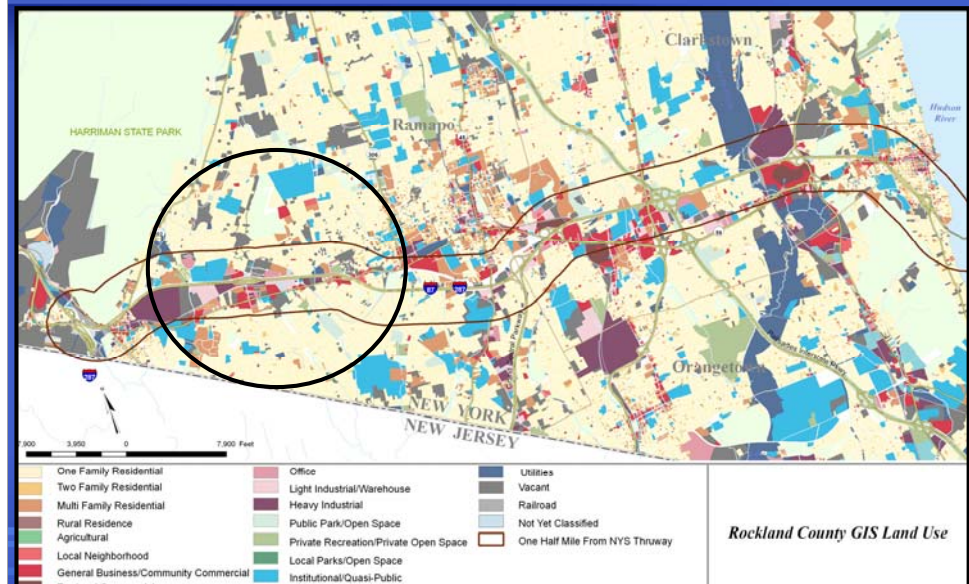
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### Slide 2

As at our last session, each community's existing land use pattern and its land use policies will be briefly described, followed by a discussion of Project Alternatives in each community context.

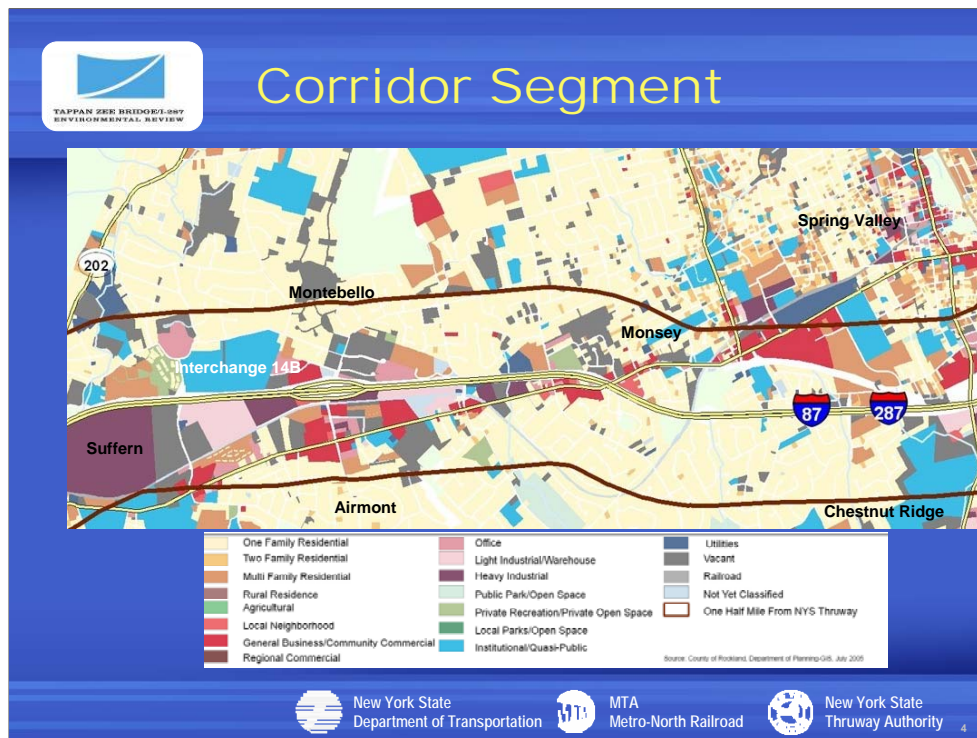


## Rockland County Land Use



### Slide 3

Beginning in Rockland, we move east of Suffern to Airmont and Montebello.



#### Slide 4

The detailed land use map of the area shows the important transportation corridors of the Thruway and Route 59, around which most commercial and industrial activity has gravitated. Note especially Interchange 14B at Airmont Road, the only access to I-287 between Hillburn and Nanuet. Elsewhere is largely low density residential with supporting institutional activities.



## Land Use SAWG

# Airmont



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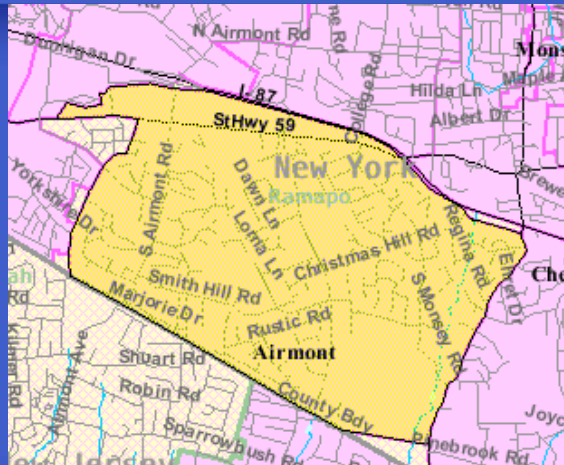
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### Slide 5

Begin with Airmont, photo shows the iconic old diner at the intersection of Route 59 and Airmont Road.

## Airmont: Village Boundary



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### Slide 6

The boundaries of the village are: New Jersey to the south, Chestnut Ridge to the east, Montebello to the north and Suffern to the west (with a small part of unincorporated Ramapo also). The village is entirely located south of the Thruway.





## Airmont: Aerial



### Slide 7

The aerial provides further orientation and shows the little-used Piermont Line, as well as the largely built-out development in typical suburban development patterns of cul-de-sacs and winding streets.



## Airmont: Introduction

- Village of 6.17 sq mi in Town of Ramapo
- Incorporated 1991
- Population of 7,811 in 2000
- Population of 7,835 in 1990
- Median age of 39.4 in 2000



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### Slide 8

Airmont is a newer village, having separated from Ramapo and incorporated in 1991. Its 2000 population was 7,811 and its median age was 39.4, slightly older than the county's 36.2.





## Slide 9

The slide shows Airmont's existing land uses in the I-287 Corridor, showing the mix of commercial and industrial uses between Route 59 and the Thruway, also some residential (as at the Retreat at Airmont). Some vacant land but some of it is wetland. Elsewhere, low density residential uses dominate.



## Airmont: Land Use Policy

- **Zoning Ordinance, adopted 1993**
  - Major revisions 2004
- **Comprehensive Master Plan 2004**



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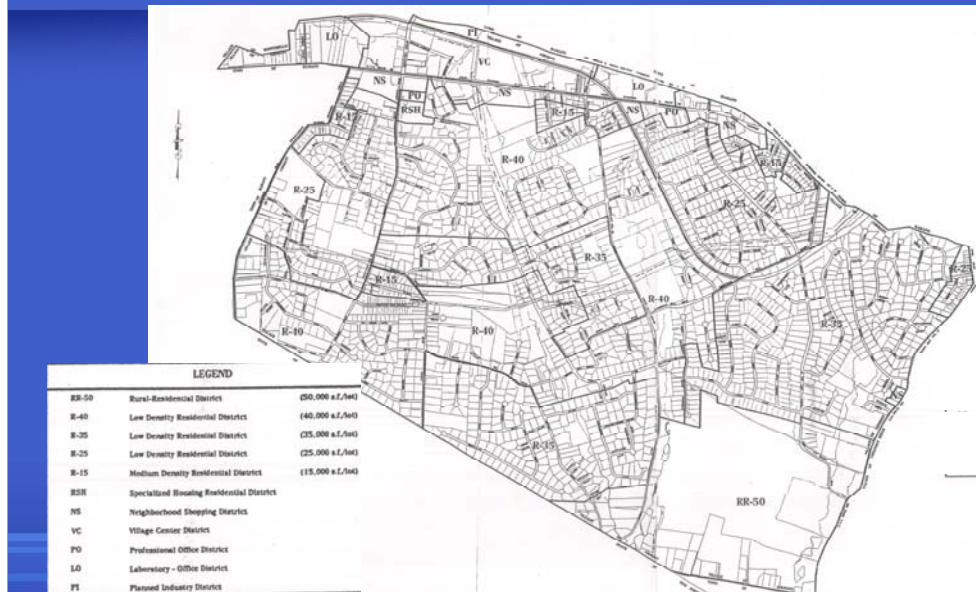
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### Slide 10

Airmont has a zoning ordinance and a master plan. The zoning had some major changes in 2004, reflecting proposals from the Master Plan.

## Airmont: Zoning



### Slide 11

The zoning map shows six residential districts based on density and including a Specialized Housing district (for seniors, etc.), which cover most of the village except near Route 59, where Neighborhood Shopping, Planned Light Industry, Profession Office, and a Village Center District are located.



## Airmont: Comprehensive Plan

### Development Goals:

- to maximize quality of life
- protect natural environment
- preserve the suburban character of the village
- improve village traffic flow on Route 59, as well as secondary routes
- coordination of development with adjoining villages and the Town of Ramapo

Plan recommends creating a village center on Route 59, generally on its northside, between Airmont Road and Spook Rock Road.



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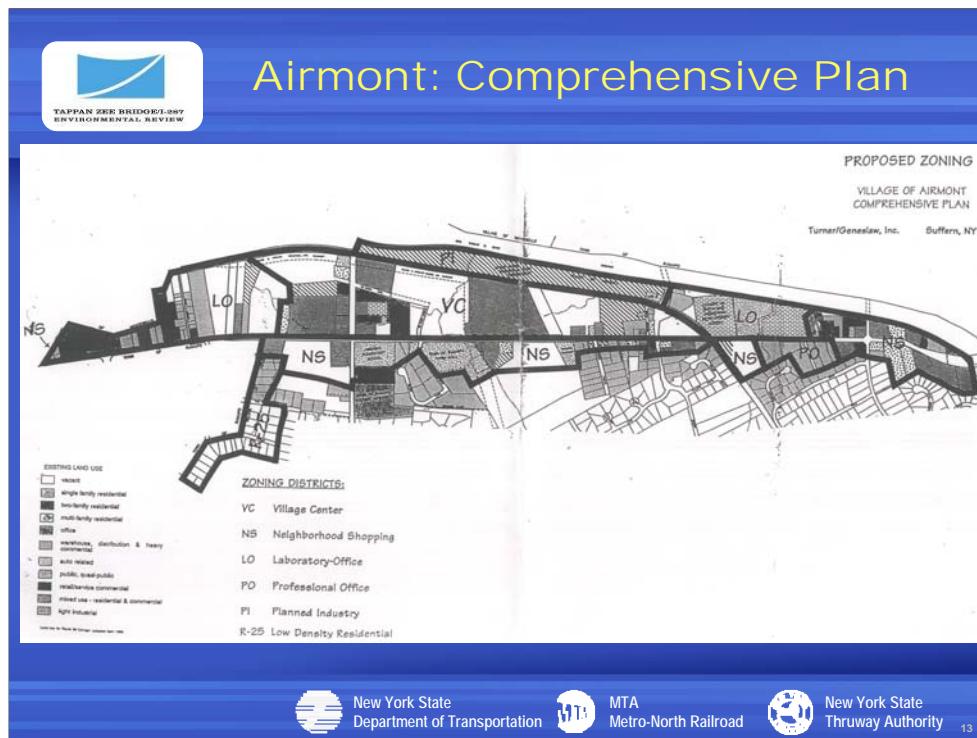


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### Slide 12

The Comprehensive Plan exhibits typical goals, e.g. maximize quality of life & protect the natural environment. They also include creating a “Village Center” between Airmont Road and Spook Rock Road, generally on the north side of Route 59.



### Slide 13

This is the Village Center district in the present zoning, which does not permit housing here, with the exception of the specialized housing for seniors etc., rationalized because of their access to transit and shopping here. The plan does not address transit directly or mixed uses. There is mention of a possible bypass road from Route 59 (opposite Ramapo Town Hall) to Airmont Road, avoiding the present intersection of these two busy highways.



## Airmont: Village Center Actual



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### Slide 14

Actual recent development of vacant parcels in the Village Center has produced a Wal-Mart, and the senior housing at the Retreat in Airmont.



## Land Use SAWG

# Montebello



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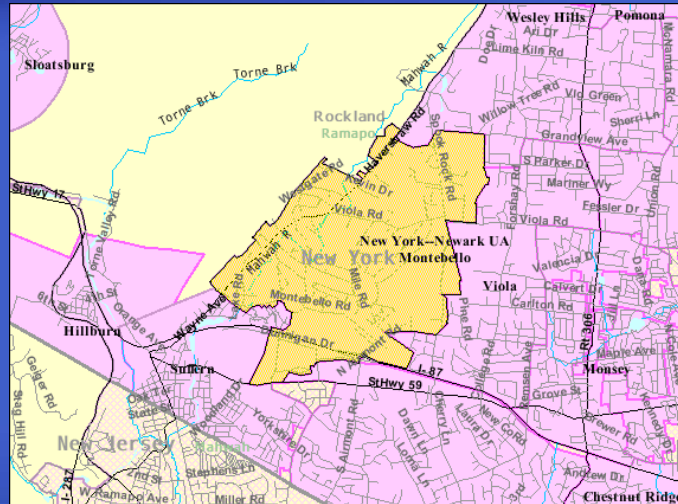
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### Slide 15

Turning to Montebello the village to the north of Airmont.



## Montebello: Boundaries



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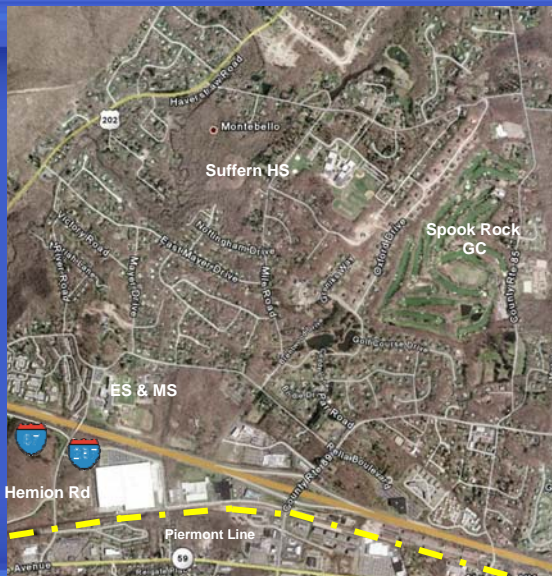
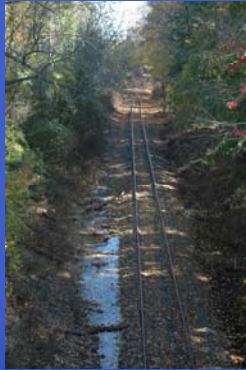
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### Slide 16

The slide shows the boundaries of Montebello, with the Ramapo Mountains and Suffern to the west, Airmont to the south and Ramapo to the east. Montebello does extend south of the Thruway west of Airmont Road, partly following the Piermont Line and extending to Route 59 in the vicinity of Hemion Road.



## Montebello: Aerial



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### Slide 17

The aerial photo further helps orient the village, with features such as the Piermont Line (see photo), I-287 and Interchange 14B. The low density suburban land use pattern is also clearly shown, along with institutions such as the schools, and the municipal Spook Rock Golf Club, also shown.



## Montebello: Introduction

- Village incorporated in 1986
- Area of 4.75 sq miles
- Population of 3,688 in 2000
  - 25% increase from 1990 (2,950)
  - Median age 37.8 in 2000
- Mostly residential (92 % single-family)
- Non-residential near Thruway



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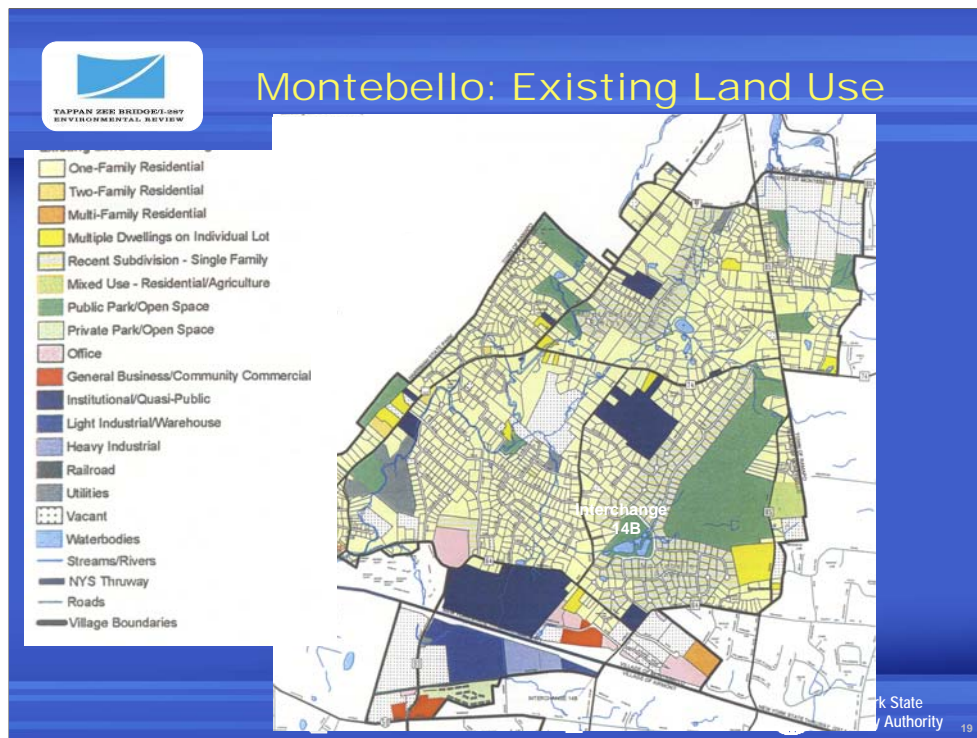


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### Slide 18

Montebello is also a newer village, separating from Ramapo and incorporating in 1986. Its population in 2000 was 3,688, with a median age of 37.8 The only commercial and industrial uses are located near the Thruway.



## Slide 19

This slide shows land use in the village, comprising mostly low-density residential, with the only neighborhood shopping on Route 59 at Hemion Road, and some industrial and commercial uses also located near the Thruway and Interchange 14B. Several vacant parcels are also identified near the interchange and Hemion Road.



## Suffern: Land Use Policy

**Regulates land use by:**

- **Zoning Law –1987**
- **Comprehensive Master Plan - 2002**



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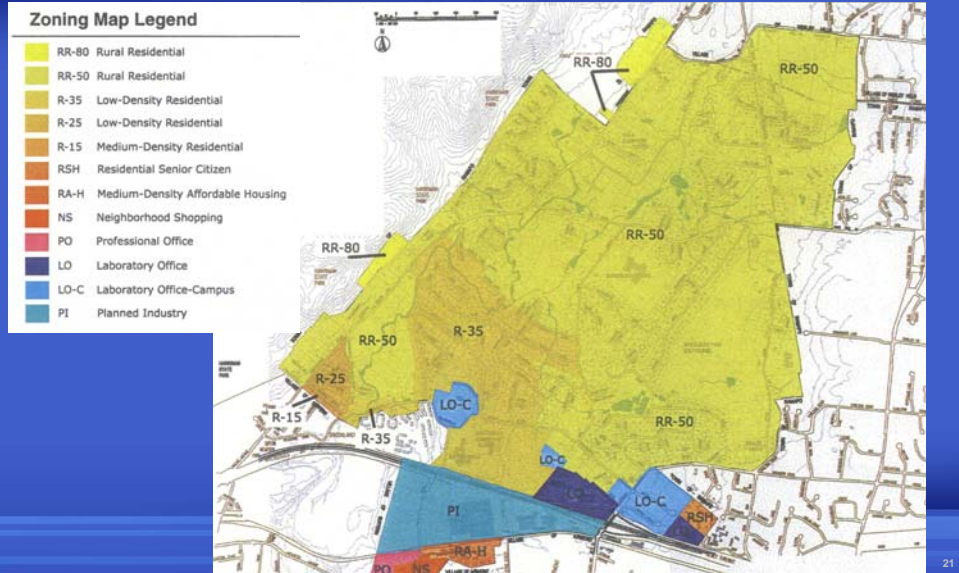
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### **Slide 20**

Land use policy in Montebello is regulated by zoning and a comprehensive plan.



## Montebello: Zoning



### Slide 21

The slide shows the zoning in the village, mostly residential of various low-densities but also including a senior and an affordable housing category. Planned Industry and Laboratory-Office districts are located along the Thruway. The small area of neighborhood shopping is located along Route 59.



## Montebello: Comprehensive Plan

**“Maintain and enhance the existing natural and residential character of the Village of Montebello, exemplified by winding roads framed by mature trees, homes set apart, rock walls and hedges, and the beautiful views of the mountains surrounding the village.”**



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### **Slide 22**

Montebello's Comprehensive Plan eloquently states its vision.





## Montebello: Comprehensive Plan

Additional goals include:

- Plan and design a mixed use village center on Route 59 at Hemion Road
- Preserving parkland, natural areas, and create a village-wide trail system
- Provide safe and efficient access to the NYS Thruway and a traffic-calmed road network throughout the village, and
- Provide safe pedestrian and bicycle connections throughout the village.



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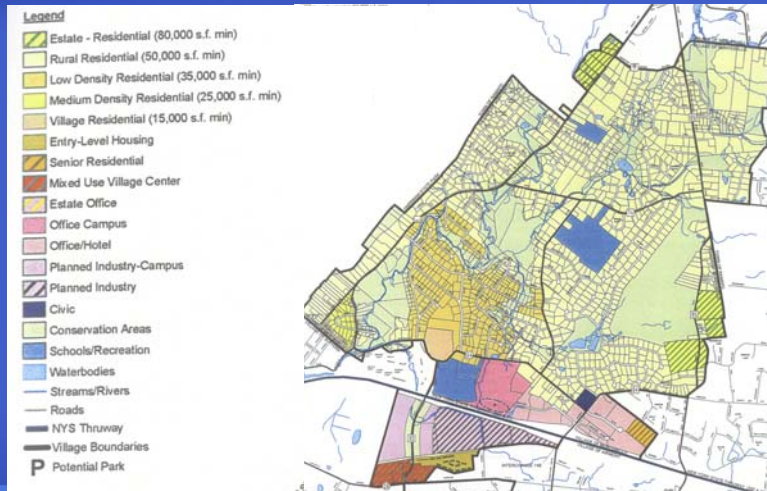
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### Slide 23

Additional goals of the plan are noted, particularly its intent to plan and design a mixed use village center on Route 59 at Hemion Road.



## Montebello: Proposed Land Use Plan



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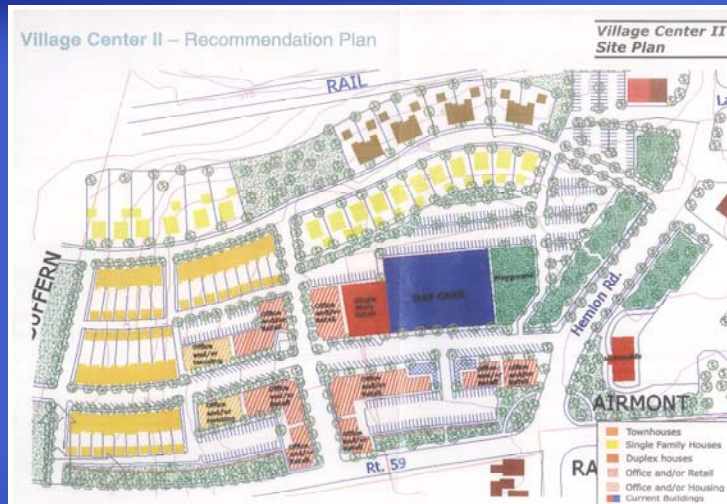
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### Slide 24

This slide shows the proposed land use plan. Note particularly its proposed land use along Hemion Road, to provide an environmental buffer and to permit Office Campus development. Office Campus development is also proposed on the vacant sites near Interchange 14B.



## Montebello: Proposed Village Center



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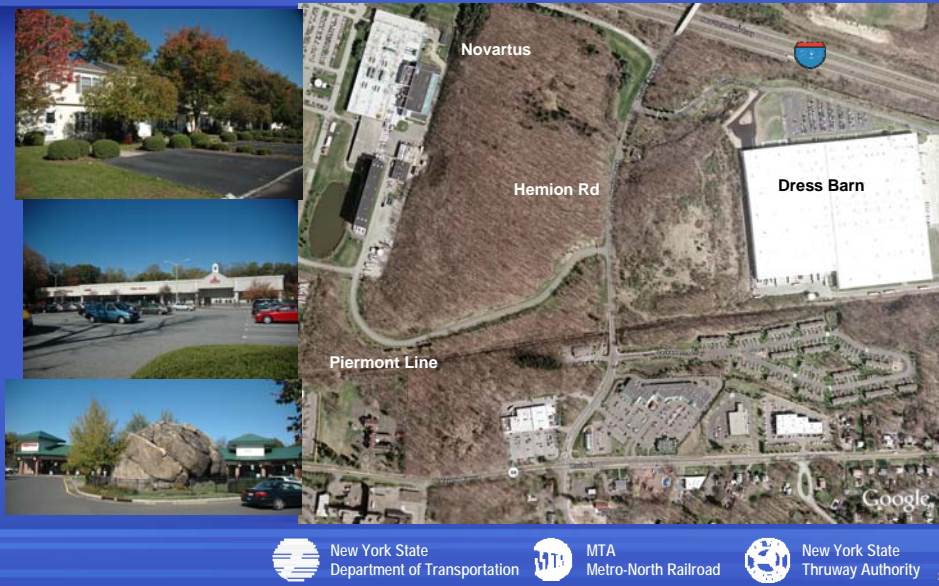
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### Slide 25

The slide shows a scenario developed in the Comprehensive Plan for the proposed mixed use Village Center, located between the Piermont Line and Route 59 at Hemion Road.

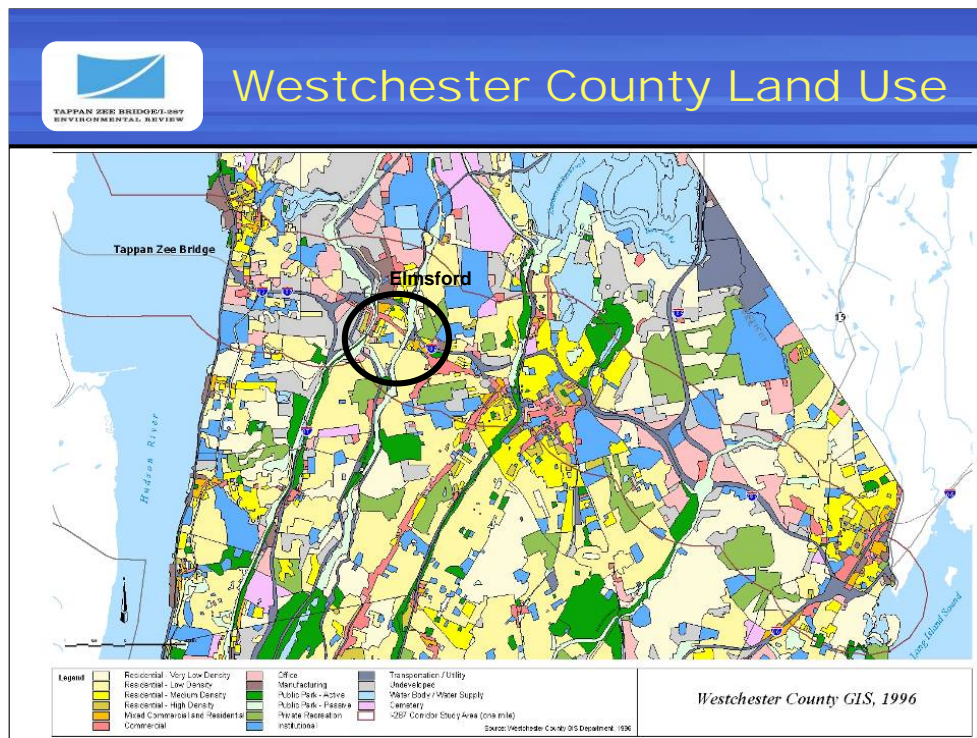


## Montebello: Village Center Actual



### Slide 26

This aerial photo shows the Village Center area as it has recently developed with strip shopping. However, enough vacant land remains to make this location more of a village center and possibly a Transit Oriented Development if the Piermont Line and a station at Hemion Road were to be adopted.



## Slide 27

Now turn to Westchester County and our focus on the Village of Elmsford.



## Land Use SAWG

# Elmsford



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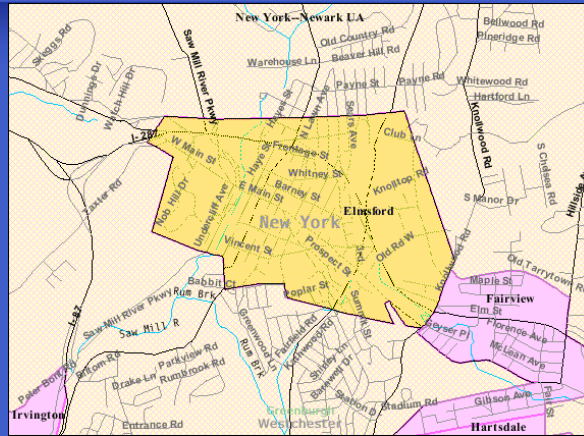
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### Slide 28

Village of Elmsford farther to the east than Tarrytown, the subject of last month's Land Use SAWG.



## Elmsford: Boundaries



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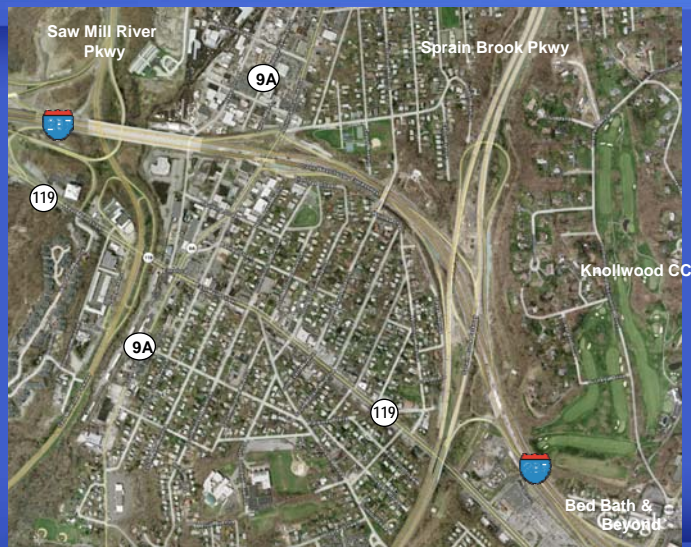
### Slide 29

The slide shows the boundaries of the village, which is entirely surrounded by the Town of Greenburgh.





## Elmsford: Aerial



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### Slide 30

This aerial photo helps further orient the village with major highways criss-crossing its area: I-287; Routes 9A and 119; and the Saw Mill River and Sprain Brook Parkways. The Knollwood Country Club is a major feature in the eastern part of the village.



## Elmsford: Introduction

- Historic village, incorporated 1910
- Approximately one sq. mile with population of 4,619 in 2000 (3,938 in 1990)



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### Slide 31

Elmsford is an older village, incorporated in 1910. It is relatively small at one square mile, and had a growing population of 4,600 in 2000. The photos show the village center at the intersection of Routes 9A and 119, and the newer big box stores at the eastern edge of the village between Route 119 and I-287.



## Elmsford: Introduction

- **Transportation node:**
  - Saw Mill River
  - Former Putnam Branch of New York Central Railroad
  - Routes 9A and 119
  - Parkways - Saw Mill River & Sprain Brook
  - I-287
- **Neighborhoods divided by parkways**



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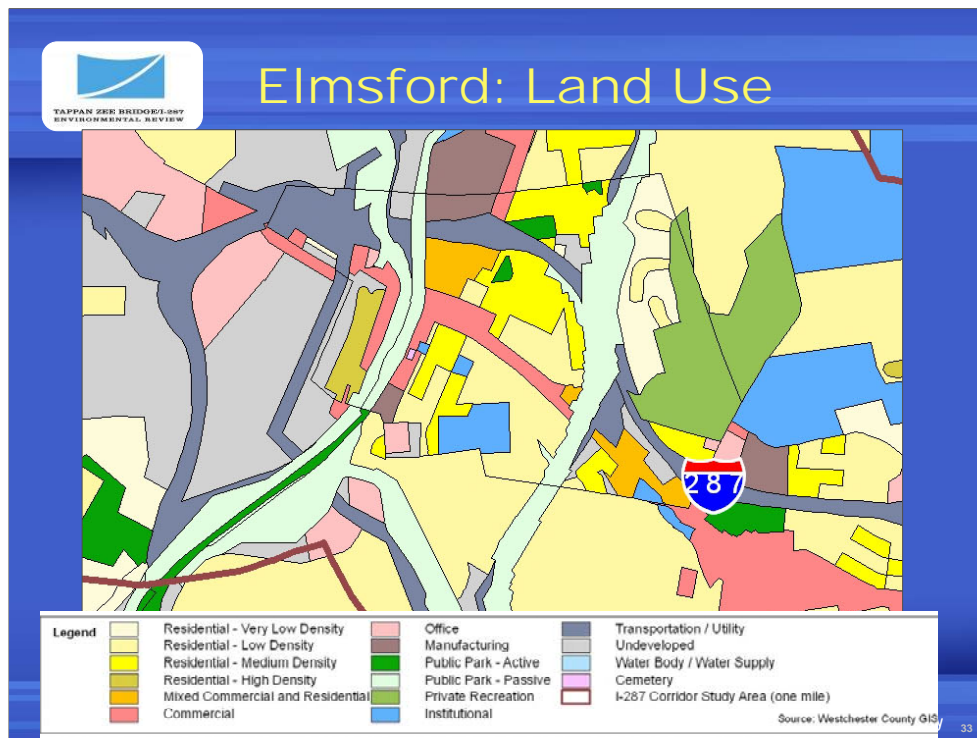


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### Slide 32

Like Suffern and Hillburn, the village's origins are as a transportation node, beginning with the New York Central Railroad's Putnam Division that followed the Saw Mill River valley. Now defunct, the rail line has become a rail trail, north and south of the village, while a portion of its ROW in the village is proposed by DOT as a bypass to the busy Route 9A corridor in the village center. The other major highways, interstate, and parkways tend to separate the village's neighborhoods. In particular, the Knollwood C.C. east of the Sprain Parkway, the older village core, and the more industrial area north of I-287.



### Slide 33

The Land Use map shows the commercial corridors of Route 119 and 9A, the industrial area to the north, the mixed uses near the village center, and the generally residential and institutional uses elsewhere.



## Elmsford: Existing Land Use

- Older central part of village with modified street grid
- Largely built out
- Residential - mostly relatively dense single-family
- Route 119 as general commercial strip
- Route 9A more mixed commercial/industrial
- Knollwood Country Club East of Sprain Pkwy



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### Slide 34

This slide underscores this existing land use pattern and shows some of the diverse character of the village, including: the Knollwood C.C., the I-287 crossing over Route 9A near the village center, and part of the industrial area north of I-287.



## Elmsford: Land Use Policy

- Comprehensive Development Plan - 1995
- Zoning – 1930 updated 2005



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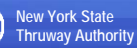
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### Slide 35

The village's land use policies have long been guided by a zoning ordinance, updated in 2005, and a comprehensive plan.



- 
- RD 1 Family - 1/2 Acre  
 R-1 1 Family  
 R-2 1 Family  
 R-3 2+ Family  
 RCD Residential Cluster Development  
 B Business  
 LO Limited Office  
 LI Light Industrial  
 HI Heavy Industrial
- Exhibit 5  
 EXISTING ZONING



Existing zoning provides for five residential districts and a variety of business, office, and industrial districts. The map from the village has north to the right.





## Planning Factors



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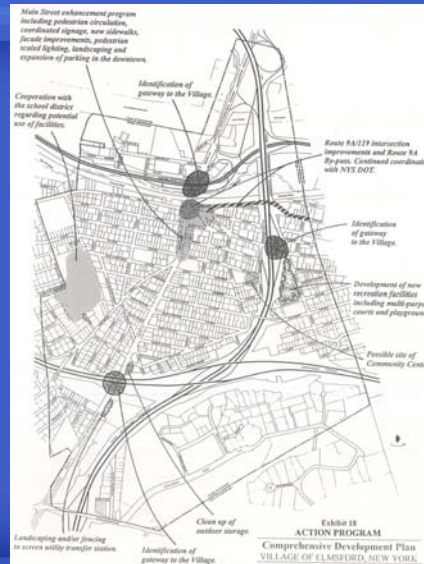
## Slide 37

37, 38 & 39 show maps from the Comprehensive Plan. The emphasis is on improving the “gateway” areas to the village and enhancing the appearance of downtown. The proposed zoning changes appear to have been largely adopted in the 2005 revisions.



# Elmsford: Development Plan

## Action Program



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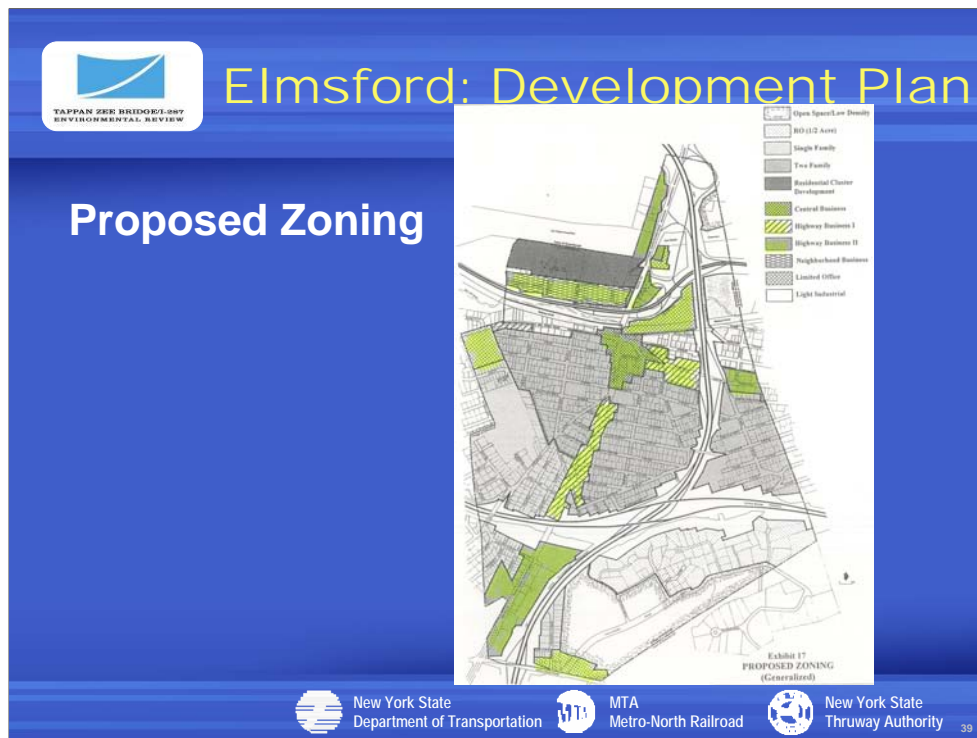


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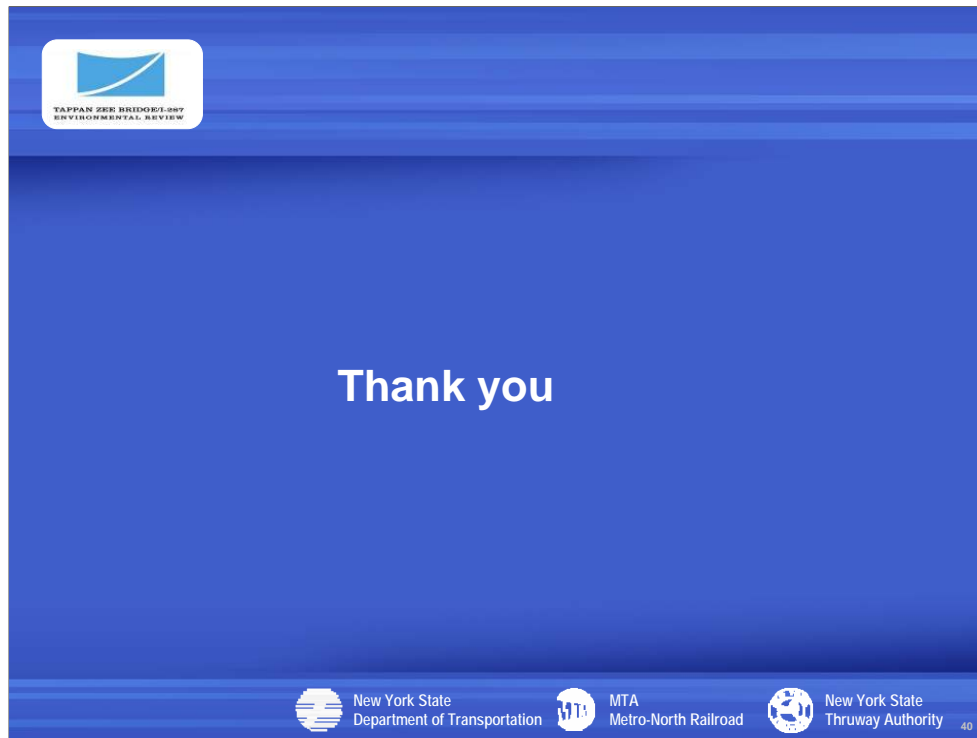
### Slide 38

37, 38 & 39 show maps from the Comprehensive Plan. The emphasis is on improving the “gateway” areas to the village and enhancing the appearance of downtown. The proposed zoning changes appear to have been largely adopted in the 2005 revisions.



### Slide 39

37, 38 & 39 show maps from the Comprehensive Plan. The emphasis is on improving the “gateway” areas to the village and enhancing the appearance of downtown. The proposed zoning changes appear to have been largely adopted in the 2005 revisions.



**Slide 40**

The presentation is concluded and the discussion turns to the Project Alternatives in these three villages.