



**New York State Department of Transportation
Metropolitan Transportation Authority Metro-North Railroad
New York State Thruway Authority**

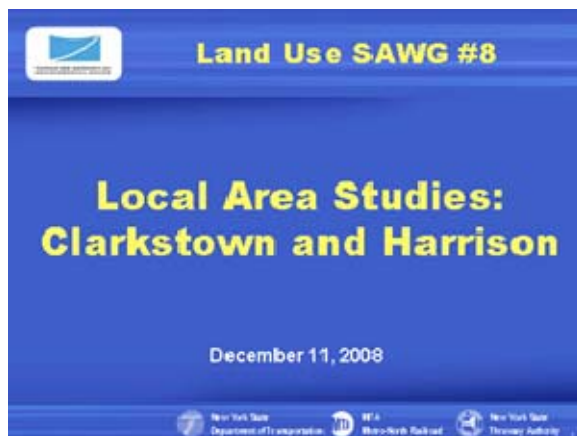
Presentation

***Stakeholders' Advisory Working Groups (SAWGs)
Land Use SAWG Meeting #8***

***Tappan Zee Bridge/I-287 Corridor
Environmental Review***

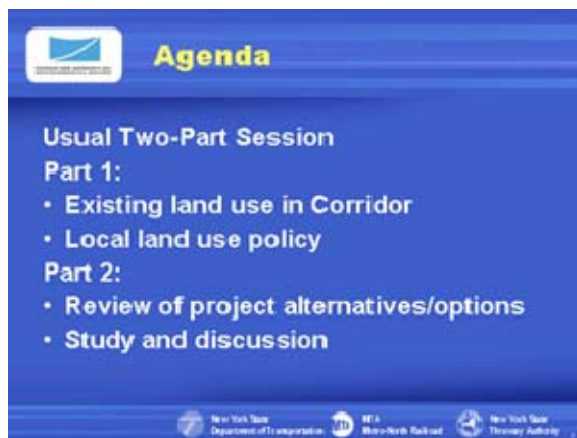


December 11, 2008



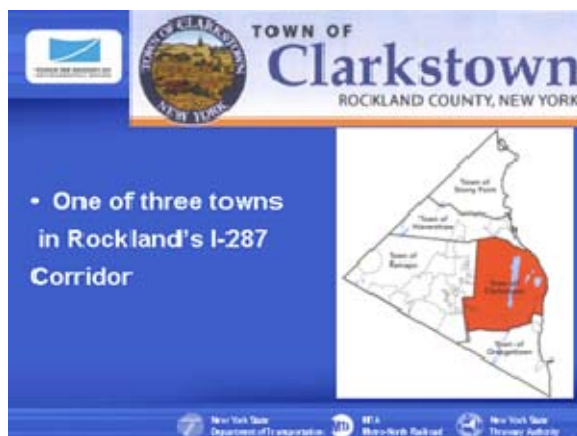
Slide 1

Welcome to the Stakeholder Advisory Working Group #8, on Land Use, December 11, 2008.



Slide 2

Our usual agenda is followed, addressing first existing conditions in these two communities, particularly near the I-287 Corridor, followed by a review of local land use policies, and subsequent review of project alternatives and options in the two communities. Study and discussion accompanies and follows the presentations.



Slide 3

Focus on Orangetown in Rockland County, one of the three towns on the I-287 Corridor in Rockland. Note the small parts of Spring Valley and Nyack in the Town. The only independent village within the town is Upper Nyack.

Clarkstown: Introduction

- Town established by NYS Legislature in 1791 as part of Orange County (Rockland County established in 1798)

COLONIAL CLARKSTOWN
Ancient Indian trails intersected at this place adjoining a large Indian village which extended to the Hackensack River. Early in the 18th century the De Clark family built a gristmill on these premises, scene of the last witchcraft trial in New York state c. 1818. The hamlet surrounding the De Clark farm was called Clarkstown. In 1780 George Washington and his troops encamped on the drill grounds east of the mill pond.

WASHINGTON'S ENCAMPMENT
This property on lot 13 in the 1777 division of the Kakiat Patent was part of the DeClark farm from which the name Clarkstown originated. In August 1780 General Washington and his troops encamped here on an ancient Indian village site. In 1800 the first train of the fledgling New York & Albany Railroad crossed the farm land below where a station platform was built.

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Clarkstown was incorporated in 1791. As these historic markers show, there is a pre-colonial, colonial and Revolutionary War history associated with the town. Note the origins of De Clark's farm west of the Hackensack River early in the 18th century, near a large Indian encampment; later the site of George Washington's camp in 1780. This is near the historic Strawtown Road area.

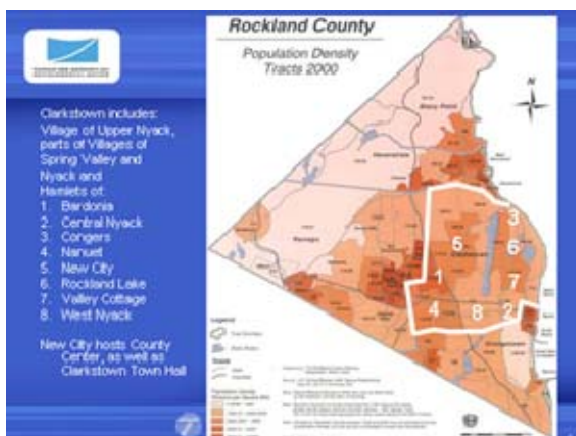
Clarkstown Demographics

Year	Clarkstown	% Change	Rockland County	% Change
1955	15,000 (est)		89,276 (1950)	
1970	61,653	311%	229,903	158%
1980	77,091	25%	259,530	12.90%
1990	79,346	2.80%	265,475	2.30%
2000	82,092	3.40%	296,753	8%
2006	82,747	0.80%	294,965	2.90%

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Slide 5

Population grew rapidly after the opening of the Tappan Zee Bridge in 1955. Growth continued strong in the 1970s (25% growth), but slowed thereafter. 2000-2006 population growth was slower compared with Rockland County.



Slide 6

This slide shows a density map of Rockland and the higher densities of the Nyacks, and Suffern can be seen, as well as those of Spring Valley, and Monsey in Ramapo. Clarkstown has no high density areas. With approx. 38.5 sq. mi., population density is 2,132 per square mile (psm); Rockland has 1,648.4 psm. The map also shows the hamlet areas of the town.




Clarkstown Demographics

2000 Census	Clarkstown	Rockland
White	80.0%	76.9%
African-American	7.9%	11.0%
Asian	7.9%	5.5%
Hispanic	6.9%	10.2%
Median Age	37.2	36.2
Ave. Household Size	2.90	3.01
Ave. Family Size	3.27	3.47
Median Household Income	\$82,107	\$67,971
Median per capita income	\$34,430	\$28,082

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Slide 7

The town's demographics may be seen as somewhat more White, with smaller percentages of minorities, than the county as a whole. Households are a little older and smaller, but with higher incomes than county medians. The only Environmental Justice population concentration is of minorities in Central Nyack, with no concentrations of low-income populations.



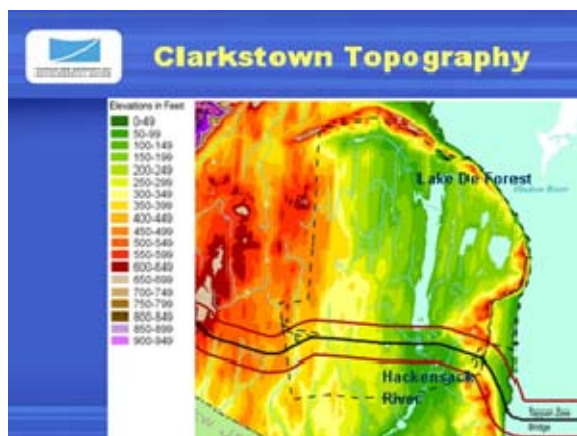
Clarkstown Demographics Cont.

2000 Census	Clarkstown	Rockland
Housing:		
Owner occupied	82.0%	71.7%
Median year built	1969	1967
Median gross rent	\$1,034	\$884
Median value	\$248,500	\$234,300
Journey to work:		
Car, truck or van	87.1%	84.6%
Public transportation	6.6%	8.2%
Average commute time	33 minutes	34 minutes

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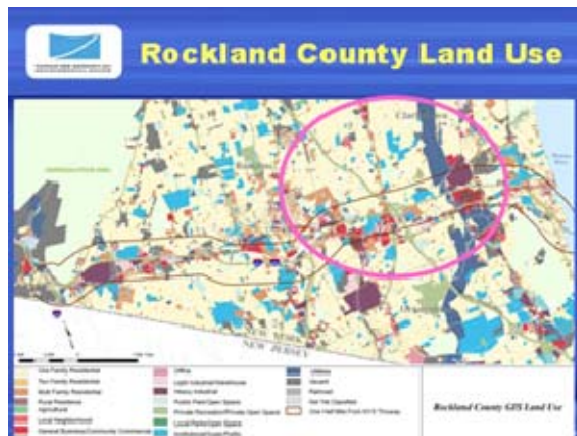
Slide 8

The town also has more owner-occupied housing, with higher home values and rents than the county as a whole. There is also less use of public transportation to journey to work.



Slide 9

Shows the topography of the Corridor in Clarkstown with the one-mile study area centered on the highway. The major features are the Palisades Ridge, now mostly the Palisades Interstate Park, (protecting it from further quarrying). Another major feature is/was the Great Swamp of the Hackensack River, from which Lake de Forest was created. The low-lying lands of the river create occasional flooding issues. Lesser physiographic elements include the Pascack and Naurashaun Brooks.



Slide 10

This slide shows the land uses in Rockland along the I-287 Corridor. A hard copy of the map was distributed.



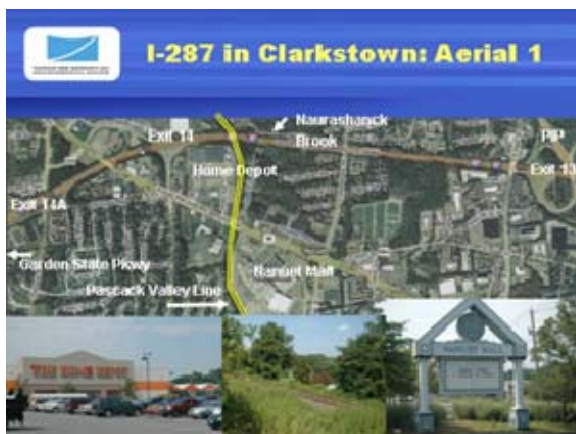
Slide 11

Topography plays a major role in the network of transportation in the town. Clarkstown's transportation corridors are shown in this slide from the County's River to Ridge Plan, which designates them by use. East-west corridors are the limited-access Thruway, and Route 59 designated in Clarkstown mostly as a Business Corridor. North-south routes include the limited access Palisades Interstate Parkway, as well as (from east to west) Routes 9W, 303, 304 and 33. Rail corridors include the West Shore Line for freight, and the Pascack Valley Line for commuter transit.



Slide 12

I-287 traverses Clarkstown for approximately 5.5 miles. In order to view segments along this corridor in more detail, we segment it into western, central and eastern portions.



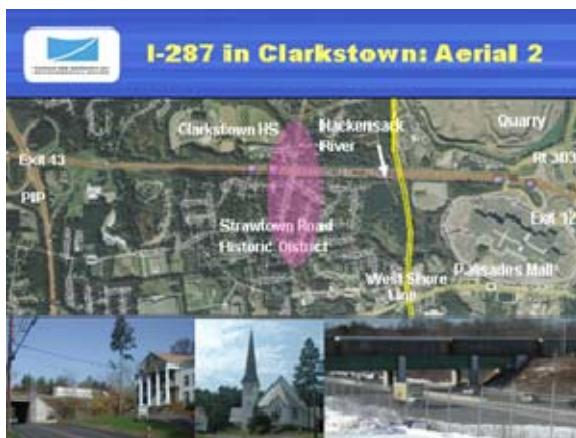
Slide 13

The western section begins to the east of the Garden State Parkway, and is distinguished by the intersection of Route 59 and the Thruway. Service on the Pascack Valley Line has recently been upgraded but is still limited and runs on a single track. The Pascack and Naurashanck Brooks experience occasional flooding. Pascack Road suffers congestion, and may become a TIP project, particularly the replacement of the one lane rail bridge. This area is a critical role in the road network but the town proposes to preserve the bridge as a historic structure.



Slide 14

The two malls (Market Place and Nanuet) represent regional commercial centers with additional big box retail surrounding Route 59 and the Thruway. There is also more multi-family housing in this area combined with the low-density housing prevalent throughout Clarkstown, but few green spaces. The Nanuet Mall is being considered for redevelopment into a Lifestyle Center.



Slide 15

In central Clarkstown, Strawtown Road is a historic zone and center for the area. The area is has a lower density and is less developed than neighboring areas. The river is low lying in this area and there is a large retention basin. Other uses include the Tilcon Quarry and the CSX (West Shore) freight railway, and the Palisades Mall.

The central area extends east from the Palisades Parkway to Exit 12 (Route 303). It also features the Clarkstown South High School, Lake De Forest, the Hackensack River, and a former landfill. The area is generally low density residential and there is little vacant land, unless the quarry was to be redeveloped.



Slide 16

In the central area there is the Palisades Parkway Interchange, a high school, Lake De Forest, the Hackensack River, and a former landfill. The area is generally low density, and there is little vacant land. The quarry is being considered for future development.



Slide 17

Eastern Clarkstown features the Mountainview Nature Park, to the north of the ridge that the Thruway cuts through. Mountain View Avenue presents difficult challenges for engineering because of its grades, interchange 11 and Route 59. The road serves as access for nearby higher density development.



Slide 18

Vacant land located east of the Tilcon Quarry, (reportedly owned by them) is noted. Part of this land is the ridge. Note the institutional uses in the area, including Nyack College, high school, hospital, and cemetery.



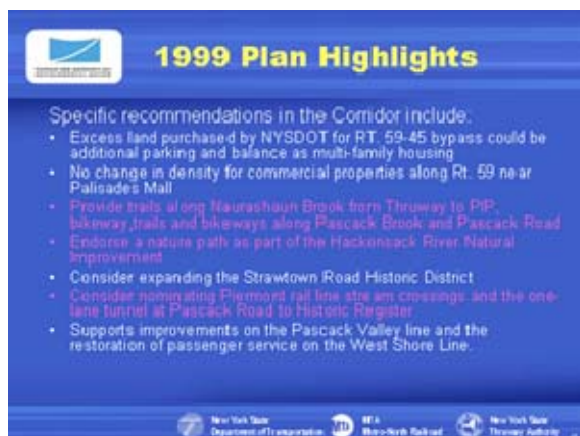
Slide 19

Updates to Clarkstown's Comprehensive Plan are expected mid to late 2009.



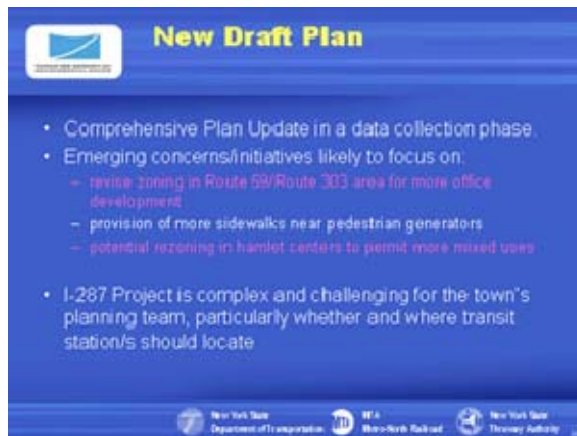
Slide 20

The current Comprehensive Plan dating from 1999 recommends, with few exceptions, maintaining present land uses and densities. Highlights of the Plan's goals and missions statements are shown. Most of these goals are typical but, with most of the town built out, some present potential conflicts and difficult choices, e.g., protecting single family neighborhoods, and providing a range of housing choice, as well as encouraging economic development.



Slide 21

This slide notes the Plan's specific recommendations with relevance to the Thruway Corridor. The first bullet refers to lands north of the Thruway, south of Pipetown Hill Road and west of Pascack Road.



Slide 22

We have recently met with the Town's planners to discuss the Project and the town's Plan Comprehensive Plan Update and will continue to coordinate as the DEIS is developed and the Town's Comprehensive Plan is finalized.



Slide 23

We shall discuss the specifics of the Project Alternatives using the aerials on the wall, during the second part of the presentation.



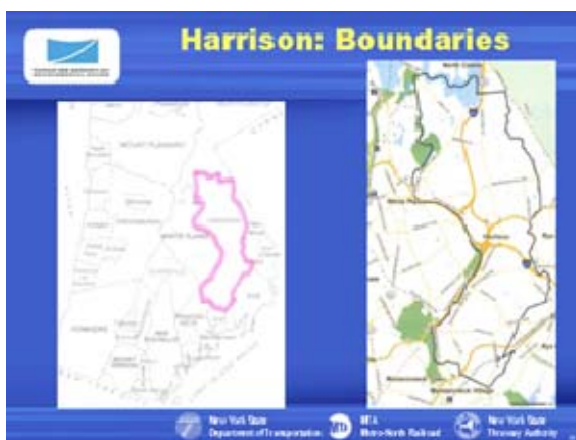
Slide 24

Our focus now turns to Harrison in Westchester County.



Slide 25

This slide locates Harrison in the I-287 Corridor and shows generalized land use in the I-287 Corridor in Westchester (Hard copy map provided). Harrison lies to the east of White Plains.



Slide 26

These two maps show the boundaries of the town/village of Harrison. The boundary to the west is mostly the Mamaroneck River and to, the east, the Blind Brook. Note White Plains to the west, North Castle to the north, Rye, Rye Brook and Port Chester to the east and south, and Scarsdale and Mamaroneck to the southwest. The slide to the right shows the major features of the transportation network, particularly the intersection of the Hutchinson River Parkway and Interstates 287 and 684 creating a major node at the Platinum Mile. I-95 and the MNR New Haven Line are located in the southern part of the town, and the county airport in the north of the town. Other arterials to note are Purchase Street, Anderson Hill Road, and North Street/Harrison Avenue.



Slide 27

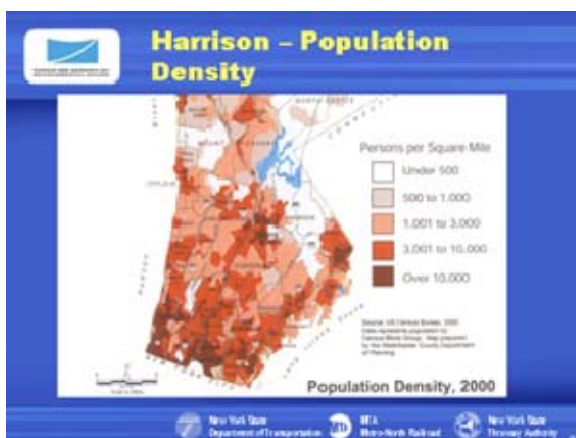
Strong highway accessibility (especially the node where I-287, I-684 and the Hutchinson River Parkway intersect) contributed to the development of the corporate office center known as the Platinum Mile. Well south of the I-287 Corridor, the traditional downtown of Harrison is a station on the New Haven Line. I-95 has no exit in Harrison.

Harrison: Introduction

- Historic settlement
 - Settlement began in 1696 (after John Harrison's "purchase" of the land from native Americans – the area he rode around in a day)
 - Early farming community of Quakers (e.g., Meeting House 1727)
- Separated from Rye and incorporated as Town 1778
- Coterminous town & village in 1975
- Major destination of "corporate exodus" in 1960s & 1970s reusing former estate properties.

Slide 28

This slide notes: the "purchase" of the land from native Americans in 1695 - the story is that John Harrison was sold the land he could ride around in a day; the early settlement of the town, particularly by Quaker farmers; and that it separated from the Town of Rye in 1778 and became a coterminous town and village in 1975. The town incorporates 17.4 square miles with a Census estimated population in 2006 of 26,337. Density in Harrison is notably lower than Westchester as a whole, and particularly so in the southern tier of the county.



Slide 29

In this slide Harrison shows as a much lower density area, particularly in the Corridor between White Plains and Port Chester. Within Harrison, only West Harrison and Downtown Harrison have more urban densities. Harrison, with approx 17.4 sq. miles has a resident population of 26,337 (estimate) in 2006, with a population density in 2000 of 1,388 psm. (Westchester density in 2000 was 2,061 psm.)

Harrison: Demographics – Population Trends

Population	Total	% Change
1980	23,046	
1990	23,308	1.1
2000	24,154	3.6
2006 (estimate)	26,337	9.1

Slide 30

Census demographics show Harrison to recently be growing rapidly, compared to its almost stable population in the 1980s and 1990s. It experienced a rapid population increase of 9.6 percent since 2000. Growth in the 1990s was only 3.6 percent.

Harrison – Demographics

2000 Census	Harrison	Westchester
White	89.8%	71.3%
Black	1.4%	14.2%
Asian	5.4%	4.5%
Hispanic	6.7%	15.6%
Median Age	37.2	37.6
Ave. Household Size	2.72	2.67
Ave. Family Size	3.2	3.21
Median Household Income	\$80,738	\$63,582
Median per capita income	\$49,652	\$36,726

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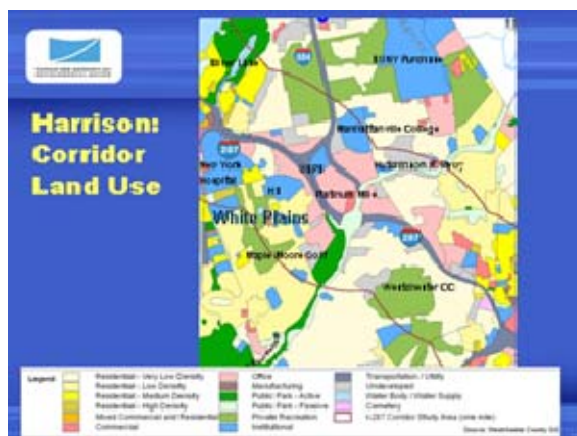
Slide 31

Census demographics also show Harrison to be more White than is typical for Westchester, and although median age, family and household size are similar to the rest of Westchester, Harrison households are much more affluent, and with per capita incomes 35 percent higher.



Slide 32

Focusing on the Study Corridor, I-287 passes generally east-west through the town for 2.5 miles. Four distinct subareas may be defined: West Harrison (aka as Silver Lake) is essentially an extension of urban White Plains; Purchase (e.g., SUNY Purchase and Manhattanville College is an area of former estates and country clubs now experiencing further subdevelopment; the Platinum mile is a swath of corporate office parks on the north side of I-287 from West Harrison to Rye Brook; and the Westchester Country Club area south of I-287 near Polly Park Road.



Slide 33

Land uses along I-287 in Harrison feature: corporate office parks on the north side of I-287; low density residential (except for medium density in West Harrison [Silver Lake]); institutional uses (religious) on south side of I-287, as well as SUNY Purchase and Manhattanville College in Purchase to the north; and open space primarily in the form of private country clubs and golf courses. Note the absence of any commercial retail centers.



Slide 34

This slide shows environmental features and protected areas in Harrison. Note the state-designated Critical Environmental Areas (CEA), particularly the airport noise contour, and the watershed protection for Kensico Lake. Other environmental concerns identify steep slopes, flood plains and wetlands



Slide 35

Slide shows aerial of West Harrison with its relatively dense housing. Platinum Mile begins on the north side of I-287 east of Anderson Hill Road.



Slide 36

Slide shows map of West Harrison with its typical urban grid and relatively dense housing at R-75 (min. 7,500 sq ft. lot). The hamlet's commercial area is along Harrison Blvd. opposite from the park and lake.



Slide 37

Slide shows map of West Harrison with the more urbanized portion near Silver Lake. The Park Lane section of West Harrison to the north is an area of newer large subdivisions (min. one-acre lots).



Slide 38

The Westchester Country Club area is marked by a row of religious institutions with schools on the south side of Westchester Avenue (service Road of I-287) east of the Hutchinson River Parkway. South of Polly Park Road is the landmark Westchester Country Club, with its residential community. This is surrounded by more recent subdivisions of grand homes.



Slide 39

The Platinum Mile area: Harrison has been a major destination of the “corporate exodus” from New York City with major firms, e.g., Pepsico, Texaco, Morgan Stanley, Verizon, Mastercard, etc. having established offices here. Aerial shows central section of the Platinum Mile with office buildings, and associated parking lots. The complex of office parks begins at Anderson Hill Road and in Harrison extends east on the north side of I-287 to Rye Brook.

Estimated 9 million sq ft and 45,000 employees; approx. 29,000 in Harrison portion.



Slide 40

Office rents in Harrison are the highest in the county (e.g., \$27.02 psf in 2005, according to CB Richard Ellis); White Plains stood at \$26.32 and Greenwich CT at \$41.11). In May 2005, 2 & 4 Gannet Drive sold for \$42 million, almost \$200 psf. Westchester Avenue on both sides of I-287 serves the Platinum Mile with average annual daily traffic of 119,200. Census 2000 reports only 0.2% of Harrison's workforce commutes by bus.



Slide 41

This slide shows the major properties in both the Platinum Mile and Purchase areas of Harrison. Note the airport, colleges, country clubs and corporate office parks. Despite the high level of transportation access, note the absence of retail and high density residential. Note also the limited “under-developed” land near I-287: the Lehman-Loeb property and the Church of Latter Day Saints. Note proposed road connector at Manhattanville Road/Corporate Park Drive that would better link the northern portion with I-287/Westchester Avenue.



Slide 42

This slide notes the long use of zoning and comprehensive planning in Harrison, beginning in 1924. A new Draft Plan (2006) awaits the final approvals of the Town/Village.



Slide 43

From Harrison's Draft Comprehensive Plan (2006). Map to the right shows the whole Plan and the inset to the left enlarges the map in the I-287 Corridor.

Town-wide goals include:

- Preserve housing quality through zoning.
- Expand housing choice in targeted way.
- Respect environmentally sensitive areas, reduce hazards to property and preserve scenic quality.
- Upgrade and expand open space and recreation.
- Encourage cluster development with open space.
- Proposals contemplate a protective "Recreation Overlay" for the golf courses.

In West Harrison, goals include: design guidelines for Silver Lake commercial area; encouraging accessible and pedestrian friendly commercial core; and improve the quality and range of community and recreational facilities. In Purchase and Platinum Mile, goals include: Preserving existing low-density, open and rural character; address existing traffic conflicts and minimize conflicts from future development; sustain the important tax base from corporate offices.



Slide 44

Zoning proposals from the Draft Comprehensive Plan include: maintaining the present geographic boundaries of the Special Business districts (e.g. Platinum Mile); and provide for more flexible on-site parking arrangements. Presently appears to be too much parking (photo to left). If parking requirements were to be reduced if public transit were provided, there would be more opportunities for more office and mixed-use development. Present zoning prohibits many usual accessory uses, e.g., food-related, which presently result in some makeshift solutions (photo to the right).



Slide 45

Turn now to address the Project Alternatives and Options in Harrison.



Slide 46

Tentative subject of the next SAWG meeting.