

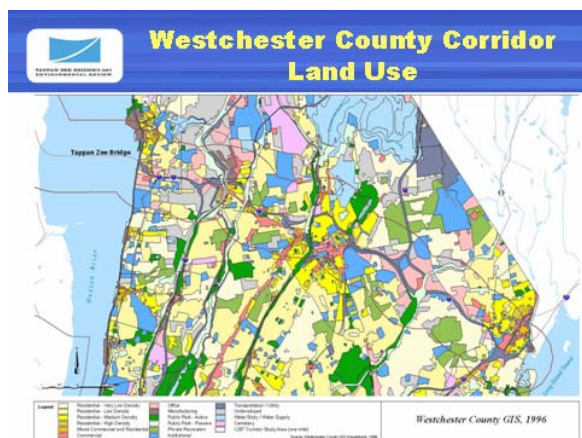
Slides 1 & 2

Present the evening's agenda. This evening focuses on the towns of Greenburgh and Ramapo and the villages of Chestnut Ridge and Spring Valley.



Slides 1 & 2

We follow our usual approach with the first part of the evening reviewing existing land uses and land use policies in each community, followed by a second part reviewing project alternatives' alignments using large scale aerial photos and with the benefit of detailed engineering drawings.



Slides 3

For a change, we begin this evening looking at Westchester. This slide shows the land uses near the I-287 Corridor in Westchester (a hard copy of this map was distributed). The map is from the Westchester County Planning Department's Geographic Information System (GIS) from 1996.



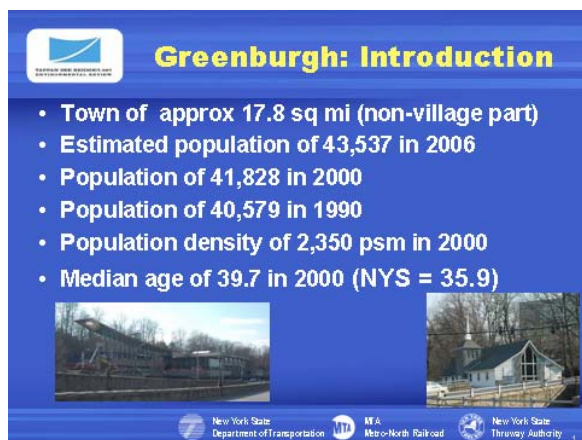
Slides 4

We begin with the Town of Greenburgh – this slide showing the Town Hall, on Hillside Avenue near I-287.



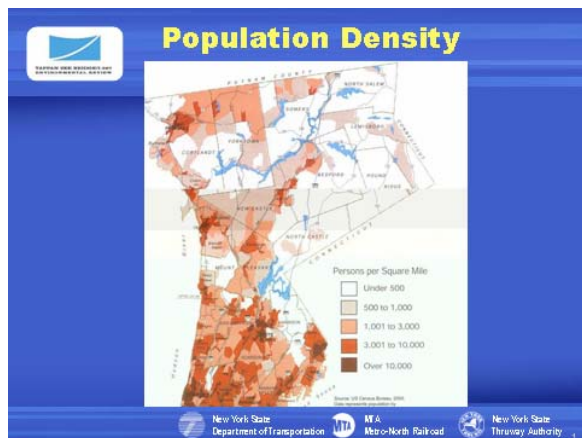
Slides 5

This map locates the town in the central western part of the county and its accounting for a large part of the I-287 Corridor. However, the town has several incorporated villages (see inset map) that occupy the Hudson River waterfront, as well as Elmsford, that divides the portion of the town along the I-287 Corridor.



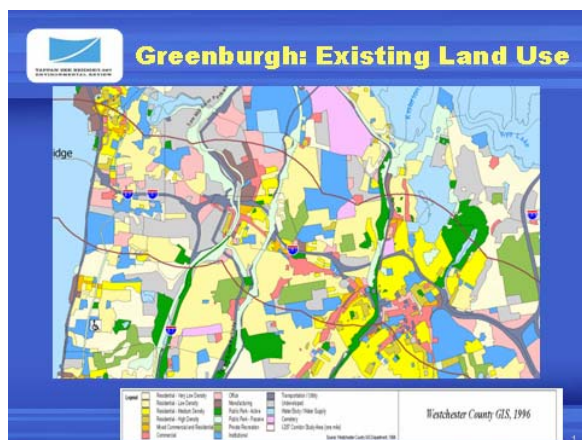
Slides 6

This slide provides some key data on the character of the unincorporated part of the town, noting its continued large size and population, and its continued population growth (4% between 2000 and 2006). Its density is quite high but is even higher in that portion of the town along the I-287 Corridor. This is apparent in the next slide.



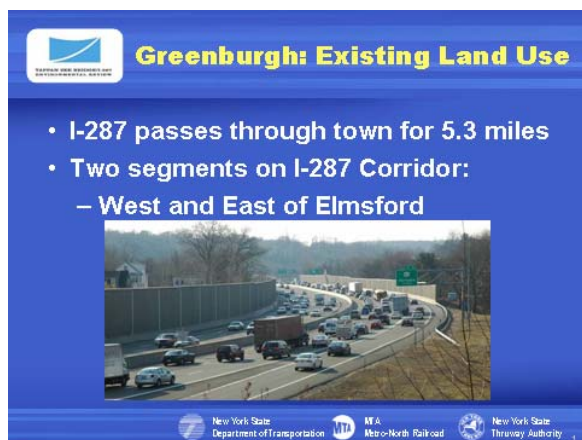
Slides 7

The density of Westchester county is shown in this map. Note the high densities recorded for White Plains, Port Chester and Tarrytown, as well as Greenburgh and Elmsford near the I-287 Corridor.



Slides 8

This shows the land use map in more detail. Because its source data was from 1996, some updates were provided, in particular how the vacant land at Taxter Ridge and Glenville Woods has become park land, as well as some proposals for new development, e.g., Avalon II, just east of Exit 8, and a Super Shop and Stop off Route 119 near Benedict Avenue.



Slides 9

This slide notes how areas of the town are adjacent to I-287 both east and west of Elmsford.

- I-287 passes through town for 5.3 miles
- Two segments on I-287 Corridor:
 - West and East of Elmsford



Greenburgh: Existing Land Use

- West part includes:
 - the new offices and hotels on Route 119
 - new townhouse developments
 - open space preserves (Taxter Ridge and Glenville Woods)



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Slides 10

The western part includes some of the recent office and hotel growth along Route 119, as well as some townhouse developments, e.g., Watch Hill, and the recent park land acquisitions noted earlier.

Greenburgh

- East part includes:
 - strip and big box retail
 - older residential
 - newer assisted housing
 - new offices near I-287
 - Yosemite Park
 - Institutions



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Slides 11

The eastern part includes another busy segment of Route 119 with lots of big box, strip retail, including a growing automobile dealers' row, offices, as well as the older residential community of Fairview and nearby assisted housing and institutions, including the New York School for the Deaf, Westchester Community College, and the County Center.

Greenburgh: Existing Land Use

- North of Elmsford:
 - industrial and distribution district (Elmsford Distribution Center)
 - office parks
 - older residential neighborhoods
 - South County rail trail



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Slides 12

While not adjacent to I-287, the area of the town north of Elmsford is strategic because of Route 9A and its large distribution center, office parks, and the old Putnam Valley Line conversion to a rail trail. The proposed Route 9A Bypass would also affect this area.

Greenburgh: Land Use Policy


- Comprehensive Plan, adopted 2000
- Major revisions 2003
- New Comprehensive Plan begun 2008, expected completion 2009
- Zoning ordinance adopted 1980



Slides 13

The town has both a comprehensive plan and zoning, and is underway with an update to its comprehensive plan.

Greenburgh : Zoning



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Slides 14

This slide shows zoning in the I-287 Corridor. It is generally consistent with existing land uses, although some areas, including Fairview, have housing mixed in with light industry. Note also the CD (Conservation District) overlays that attempt to protect natural resources, by requiring clustering and avoidance of natural features.

Greenburgh: Comprehensive Plan

2000 Plan & 2004 Addendum Goals:

- Primary focus on preserving the town's open space resources, including:
 - Extension of the Conservation District
- New zoning, including:
 - New Recreational District
 - New Planned Campus District
 - New Steep Slopes and Hillside Zoning
- Revised local wetland mapping
- Targeted program of open space preservation
- Recommended program of trail-right-of-way designations

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Slides 15

This slide notes the characteristic features of the town's comprehensive plan, with its particular emphasis on preservation and conservation of natural resources and recreation.



Greenburgh: Comprehensive Plan

Also reaffirms town's Affordable Housing Program

Other Identified Issues:

- Traffic issues at:
 - Route 119 near Route 100
 - Route 9A
 - Central Park Avenue
- Major concern of local roads being used as shortcuts






Slides 16

The plan also reaffirmed the town's dedication to providing affordable housing. Several traffic-related congestion issues are noted as well as the safety issues of local roads used as shortcuts, e.g., Taxter Road and Benedict Avenue.



Greenburgh: Comprehensive Plan – new planning effort

Town has started a new community vision-based Comprehensive Plan:


- Begun a series of neighborhood visioning meetings to identify issues and define vision
- Anticipates a draft Plan by end of 2009








Slides 17

The town's new planning initiative is partly in response to a series of lawsuits from developers claiming the existing plan is too preservationist and allows for inadequate growth. NYSDOT and project team members attended the first of a planned series of community visioning meetings to develop input for the new plan. The first meeting covered the western part of the town and was held in Irvington March 11.



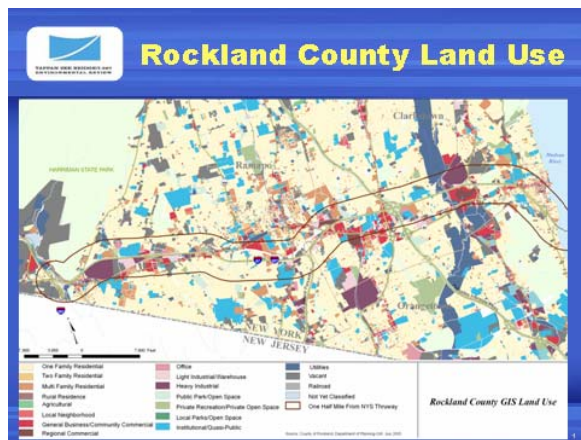
Greenburgh: Potential Land Use Concerns from TZB/I-287 Project

- Alignments of BRT and LRT alternatives on Route 119
- Potential effects on residential neighborhoods (e.g., Fairview)
- Potential station locations (to be identified in later Tier 2 Transit EIS)

Slides 18

This slide notes the issues to keep an eye out for when considering the project alternatives in Greenburgh. They are mostly to do with fitting LRT and/or BRT on Route 119 in the western and eastern portions of the town, as well as potential impacts to residential neighborhoods such as Fairview. Station locations are deferred to the Tier 2 Transit EIS but the community should begin considering if and where they would want transit stations.



Slides 19

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



Slides 20

The Town of Ramapo is the first Rockland community to examine.

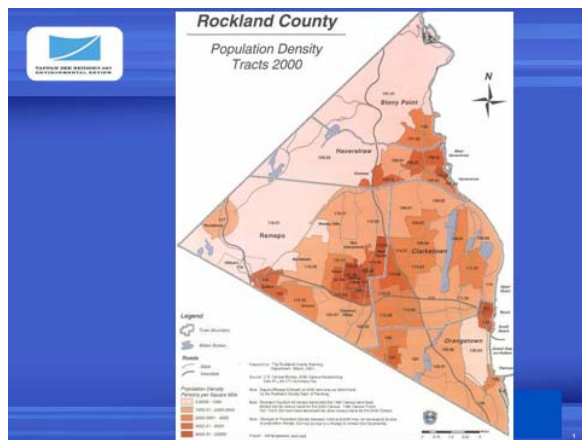
Ramapo: Introduction

- Town of approx 21.9 sq mi (non-village part) – 12 villages within town
- Westernmost town in I-287 Corridor
- Population of 31,643 in 2000
- Population density of 1,021psm in 2000
- Median age of 31.6 in 2000 (NY = 35.9)

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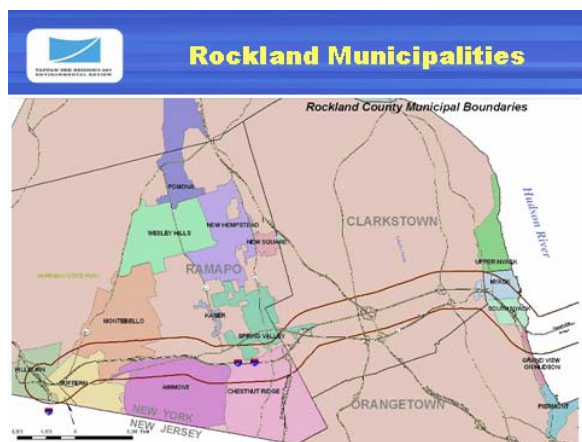
Slides 21

The unincorporated part of the town occupies a large area but its 12 incorporated villages have created a mosaic of jurisdictions. It is the westernmost town in the Corridor, with a large area of park land (Palisades Interstate Park) in its western portion. It is difficult to tabulate trends in the town's population because of its continuing change in jurisdiction, as villages have seceded over recent decades. Overall population density is of a low suburban density, however, with much of the town as parkland, this masks the higher densities noted along the Corridor. Median age is quite young reflecting recent growth, as well as demographic patterns, e.g., Orthodox Jewish and Hispanic households with larger numbers of children.



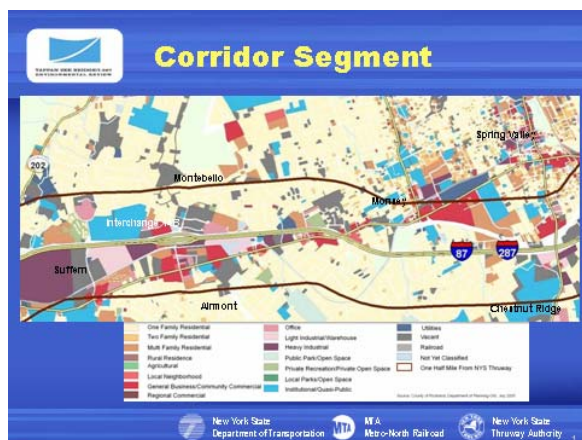
Slides 22

This slide shows a density map of Rockland and the higher densities of Nyack and Suffern can be seen, as well as those of Spring Valley, and Monsey in Ramapo.



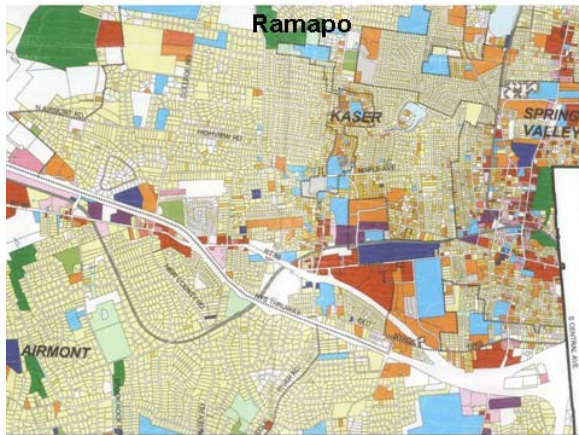
Slides 23

This slide shows the patchwork quilt character of the township and its incorporated villages.



Slides 24

This slide is a detail of the earlier land use map of Rockland, showing land uses in the I-287 Corridor that are within the unincorporated part of the town of Ramapo.



Slides 25

This is a still more detailed land use map of Ramapo along the Thruway. Note the residential dominance, mostly of lower density housing but with some multi-family developments. Also the commercial corridor that is Route 59.

Ramapo: Existing Land Use

- Western part of town largely parkland (Palisades Interstate Park) but some undeveloped land
- North of I-287 unincorporated part of town for 2.4 miles (Monsey) between Spook Rock and Hungry Hollow Roads
- Monsey area mostly residential (mostly low density, some multi-family)
- Commercial uses along Route 59
- Rockland Community College to north (College Rd)

Slides 26

This slide provides some description of the land use features in the town. Note that College Road leads to Rockland Community College.

Ramapo: Existing Land Use

- New residential developments serving Jewish Orthodox community
- Recent withdrawal of proposed Super Walmart on Route 59 in Monsey

Slides 27

One photo shows newly built multi-family housing in Monsey near I-287; the other shows the former drive-in that was recently abandoned as a project for a Super Wal-Mart store.

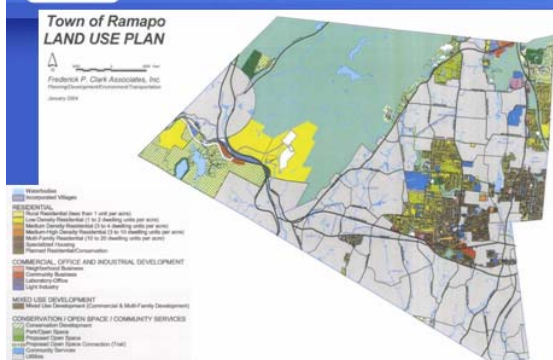
Ramapo: Land Use Policy

- **Zoning ordinance adopted 1930**
(significantly amended 1985)
- **Comprehensive Plan, adopted 2004**

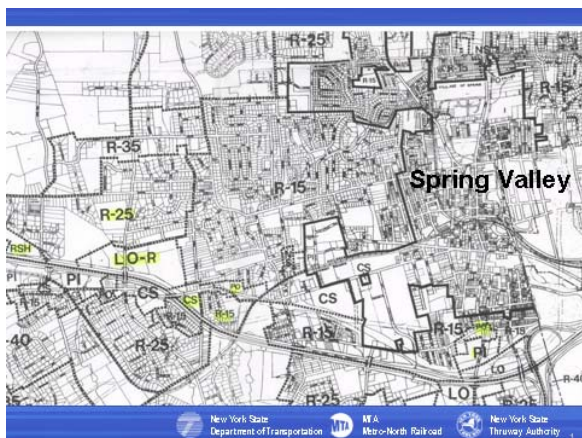


The town has both zoning and a relatively recent comprehensive plan.

Ramapo: Land Use Plan



The comprehensive plan's proposed land use map shows both the noncontiguous nature of the geography for which the town has land use controls, as well as the emphasis on residential areas with a new emphasis on conservation, as shown by the hatched areas.



Zoning the I-287 Corridor area generally reflects existing uses, with various residential densities and commercial uses, e.g., CS (community shopping) along the Route 59 corridor



Ramapo: Land Use Policy

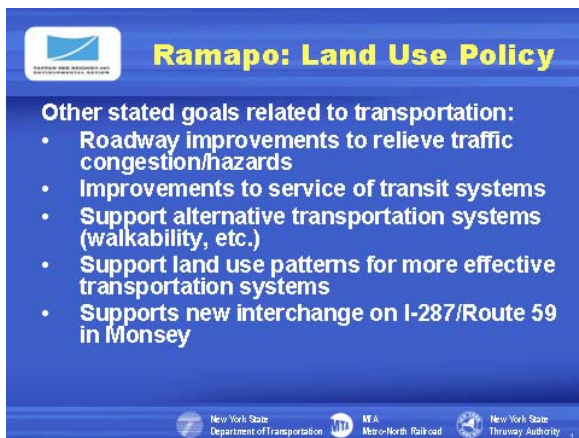
Comprehensive Plan Goals emphasize:

- “providing a balance between the need to accommodate anticipated growth and the need to preserve the quality of life that make Ramapo a special place to live.”
- “maintain the quality of life in the town by enhancing and preserving the character of Ramapo’s neighborhoods and commercial corridors, maintaining the high quality of community services and facilities... and providing an integrated and efficient transportation system.”

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Slides 31

These statements capture the general intent of the comprehensive plan.



Ramapo: Land Use Policy

Other stated goals related to transportation:

- Roadway improvements to relieve traffic congestion/hazards
- Improvements to service of transit systems
- Support alternative transportation systems (walkability, etc.)
- Support land use patterns for more effective transportation systems
- Supports new interchange on I-287/Route 59 in Monsey

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Slides 32

These plan goals relate to transportation elements. Note the support for a new interchange on I-287 near Route 59 – this is something that project planners are considering.



Ramapo: Land Use Policy

Generalized land use goals:


- To promote balanced pattern of land use that encourages concentration of future development with adequate infrastructure and encourage efficient transportation
- Preserve town’s environmental and scenic resources
- Provide variety of housing opportunities

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Slides 33

Other goals of the plan emphasize a balanced pattern of growth and preservation, and the provision of diverse housing opportunities.



Ramapo: Potential Land Use Concerns from T2B/I-287 Project

- No direct issues anticipated from transit or highway alternatives
- Possible new interchange 14X – to be considered



Slides 34

No major direct issues from the project are anticipated in this segment of the Corridor. A new interchange (14X) is being studied by the project team.



Ramapo Aerial on Corridor




Slides 35

This aerial photograph shows the segment of the Corridor under discussion. (Larger aerial photographs were available to SAWG members)



Village of Spring Valley



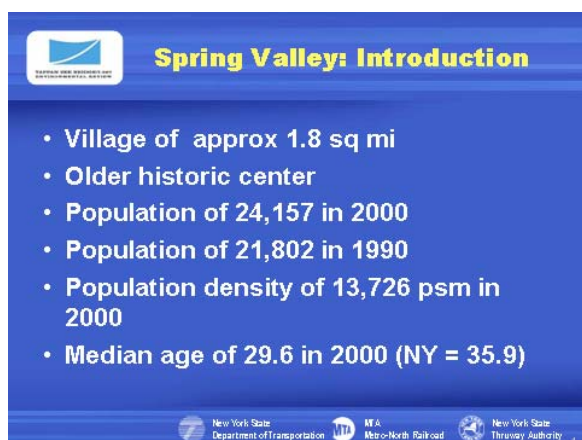

Slides 36

Turn now to the Village of Spring Valley.



Slides 37

This slide shows the peculiar boundaries of the village, including the part that is in Clarkstown, rather than Ramapo.



Slides 38

These key characteristics of the village note its small size but also its large and growing population. It is clearly one of the more dense communities in Rockland County and has a relatively young population.



Slides 39

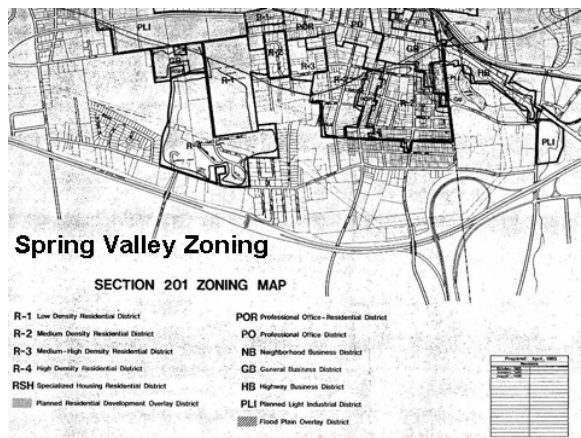
These detailed land use Maps show the portion of the village near the Thruway. This map shows the more dense residential areas as well as the commercial spine along Main Street (Route 45). The insert map shows the portion of the village in Clarkstown and the very small frontage of the village on the Thruway; this area is dominated by the Marketplace Mall (Target, etc.).

Slides 40

This slide presents some of the key land use characteristics noted on the prior slide.


Slides 41

The land use controls in the village include only zoning and a Downtown Urban Renewal Area.






Slides 42

This slide shows the zoning in proximity to the Corridor, which is mostly residential but with Highway Business (HB) and General Business (GB) and Planned Light Industry (PLI) along Route 59. The PLI is the zone in which the Marketplace Mall is located.



Spring Valley: Potential Land Use Concerns from TZB/I-287 Project

- No direct issues anticipated from transit or highway alternatives
- Potential connection for new transit with NJ Transit Pascack Line

Slides 43

No direct issues are likely for the village from project alternatives. There is a potential for a connection with the Pascack Valley Line, which originates in Spring Valley.




Village of Chestnut Ridge










Slides 44

The final village for discussion this evening is Chestnut Ridge.




Village of Chestnut Ridge




Slides 45

This village extends east of Airmont, north of New Jersey and west of both Orangetown and Clarkstown. Spring Valley and unincorporated Ramapo lie to the north.



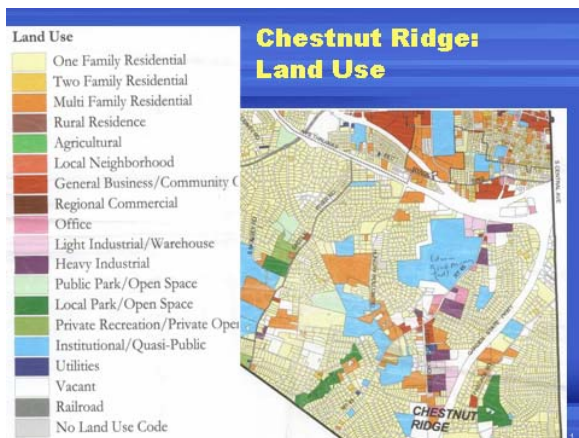
Chestnut Ridge: Introduction

- Village of approx 5.0 sq mi
- Population of 7,829 in 2000
- Population of 7,517 in 1990
- Population density of 1,578 psm in 2000
- Median age of 41.5 in 2000 (NY = 35.9)


Slides 46

The village is quite large but with a relatively small population, resulting low suburban densities. The village has a somewhat older population and has not experienced much recent growth.






Slides 47

This map shows detailed land uses in proximity to the Corridor. Aside from the low density residential uses, the Route 45/Red Schoolhouse Road corridor exhibits a series of industrial uses south of I-287, while the small portion of the village north of the Thruway has commercial uses (mostly auto-related). The former Edwin Gould Academy is vacant and together with other underutilized properties near the Route 45/I-287 crossing represents one of the less developed areas along the Rockland portion of the Corridor.



Chestnut Ridge: Existing Land Use

- Village adjacent to I-287 for 1.7 miles, mostly to the south
- In I-287 Corridor mix of office, residential and industry
 - Low density residential about 75%
 - Portion north of I-287 about 50% office and industry
- Commercial and industrial corridor along Route 45 & Red Schoolhouse Road
- Industrial and vacant land near I-287/Route 45

Slides 48

This slide describes the land uses noted on the previous slide.



Chestnut Ridge: Land Use Policy


- Zoning ordinance adopted 1987
- No Comprehensive Plan (in preparation)









Slides 49

The village has zoning controls but no comprehensive plan.



Chestnut Ridge: Zoning



Slides 50

The zoning map shows the districts close to the Thruway. Note the PI, LO and NS districts along Route 45 and near the Thruway. The former Edwin Gould Academy is zoned R-40. Various density residential districts account for the remainder



Chestnut Ridge: Potential Land Use Concerns from TZB/I-287 Project

- Potential minor ROW impacts

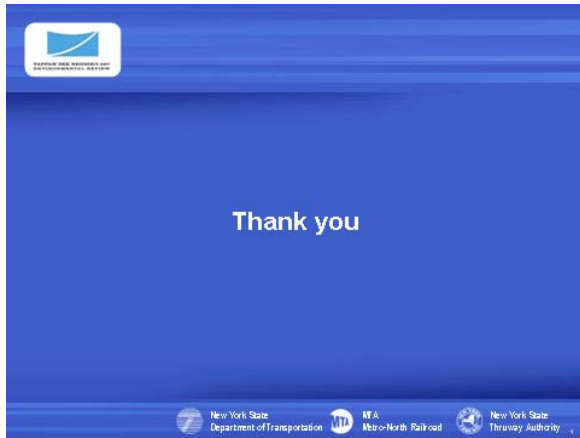






Slides 51

This slide notes the lack of any anticipated impacts from project alternatives in this segment of the Corridor.



Slides 52

End of presentation.