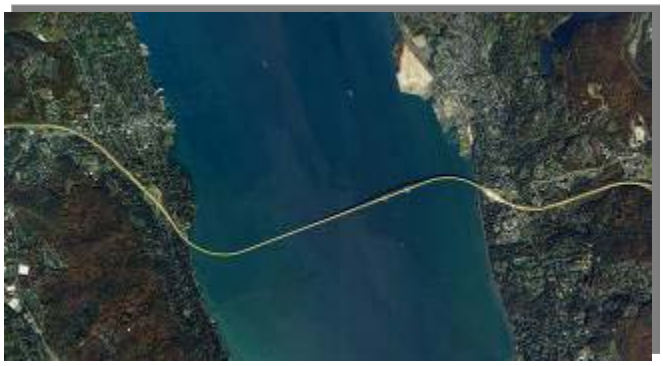
New York State Department of Transportation
Metropolitan Transportation Authority Metro-North Railroad
New York State Thruway Authority

Presentation - Part I

Stakeholders' Advisory Working Groups (SAWGs)
Smart Growth and TOD Land Use (#11) SAWG Meeting

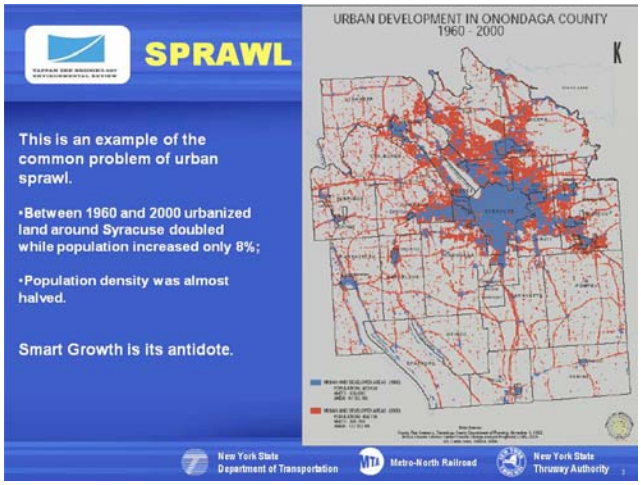
Tappan Zee Bridge/I-287 Corridor Project



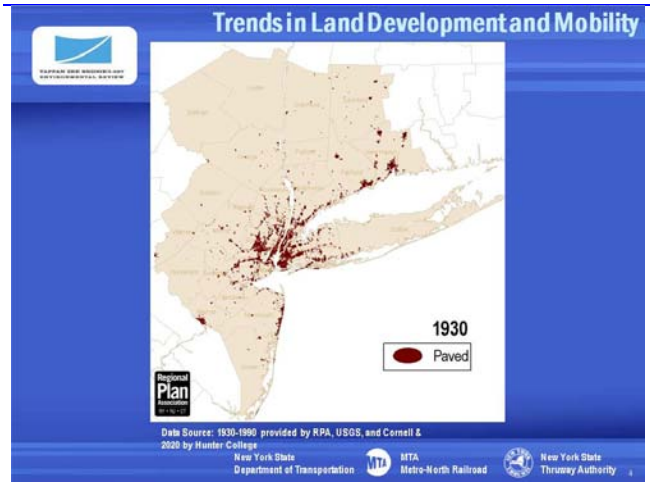
July 21, 2010

Slide 1. Title slide for Land Use SAWG #11, held at Palisades Center Mall Community Room July 21, 2010.

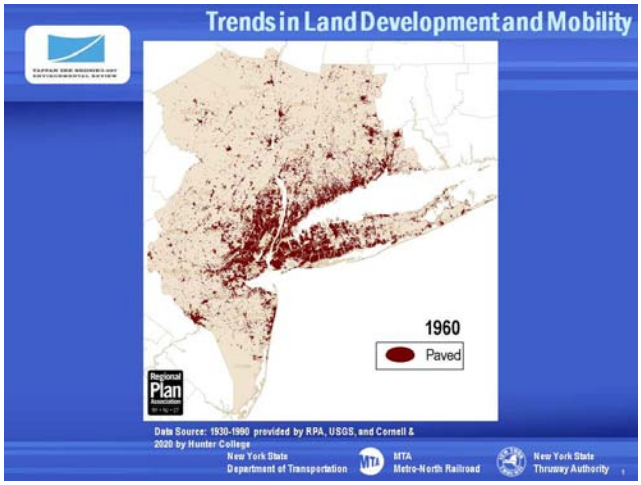
Slide 2. Agenda focuses on Smart Growth: issues, trends and concepts as the first part of the evening, and Transit-Oriented Development (TOD) opportunities along the I-287 Corridor.



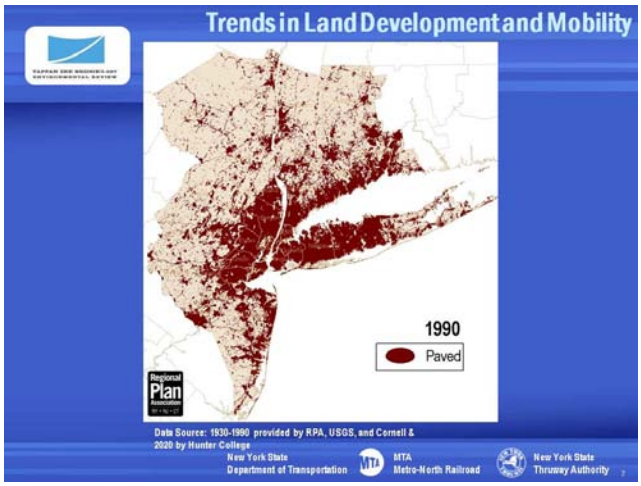
Slide 3. This slide shows an example of the common problem of urban sprawl, citing Syracuse NY, the urban area doubled over 1960-2000 when the population increased only 8%.



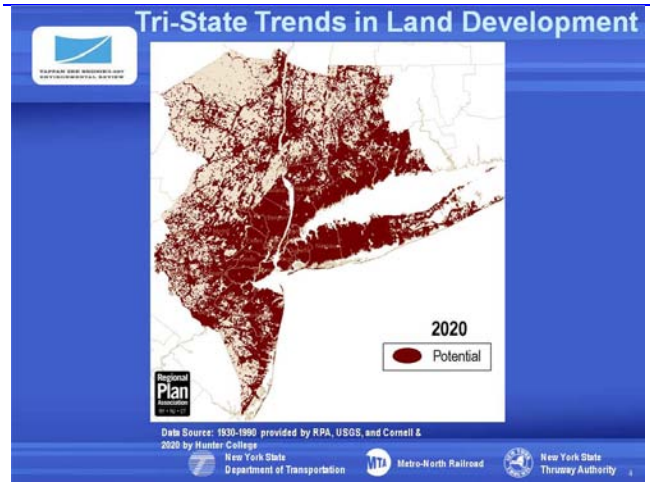
Slide 4. Recent growth trends in the New York metropolitan region are shown in this series of four slides from the Regional Plan Association shows developed areas at three time points: 1930, 1960, and 1990 and projects to 2020. (NYMTC forecasts now extend to 2035). Growth has been dramatic in the past and seems inexorable for the future too. We see the way the region has sprawled in the past, the question is how will it develop in the future?



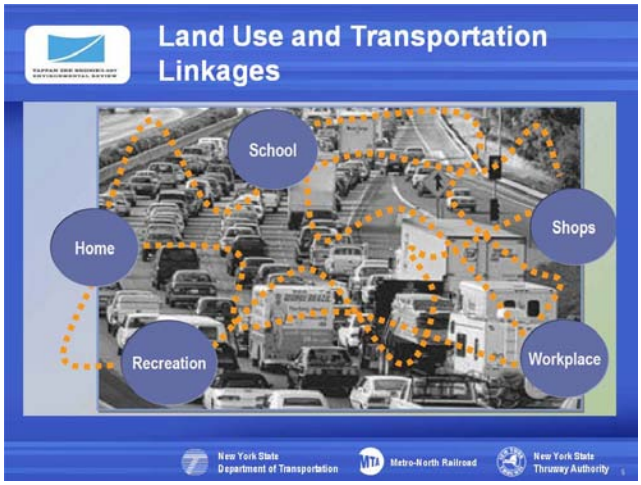
Slide 5. 1960.



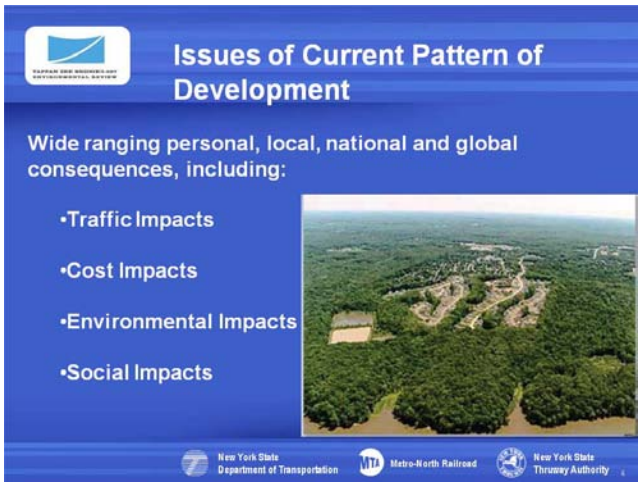
Slide 6. 1990.



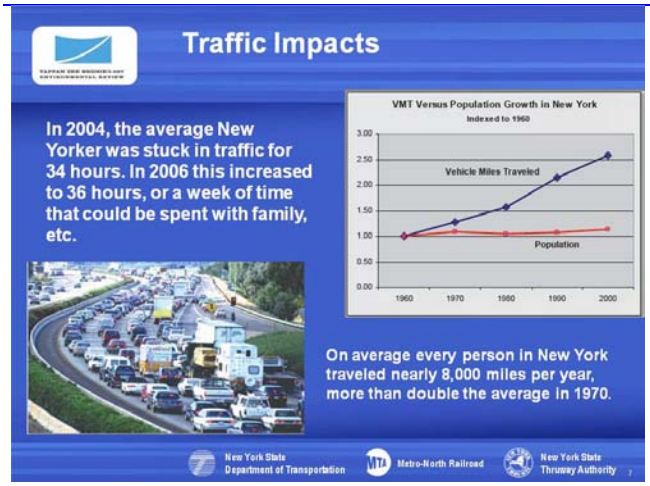
Slide 7. 2020.



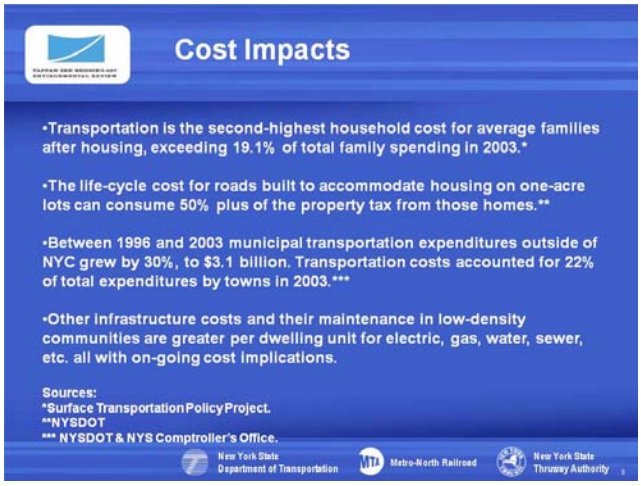
Slide 8. The growth pattern of the last 60 years with separated locations for daily activities has impacts that we now recognize as undesirable: traffic congestion, environmental degradation, high public and private costs, and a diminished quality of life.



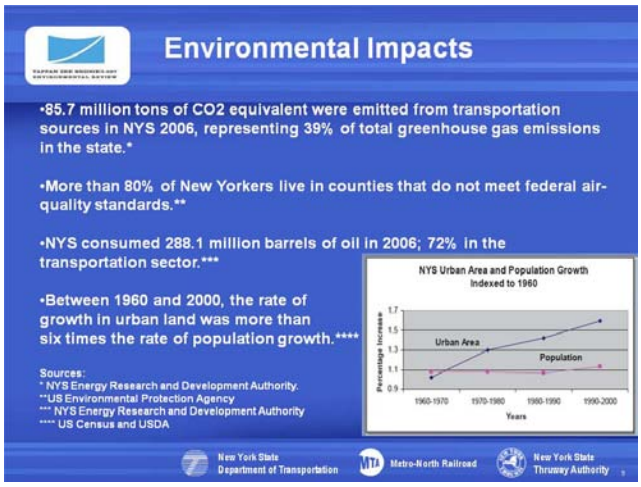
Slide 9. The wide-ranging consequences of the current pattern of development include traffic, cost, environmental and social impacts.



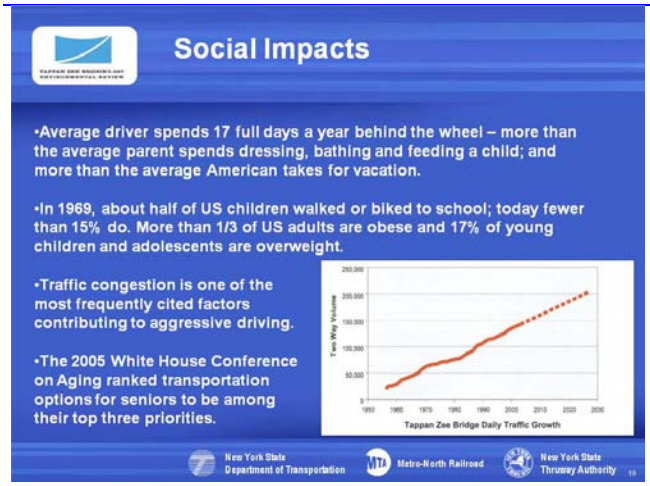
Slide 10. Traffic consequences are the result of ever increasing vehicle miles traveled. The graph shows this travel pattern in relationship to population in New York State.



Slide 11. Cost impacts include those shown on the slide: to households, and municipal and state budgets. Utilities and business in general also experiences inefficiencies when serving low-density populations

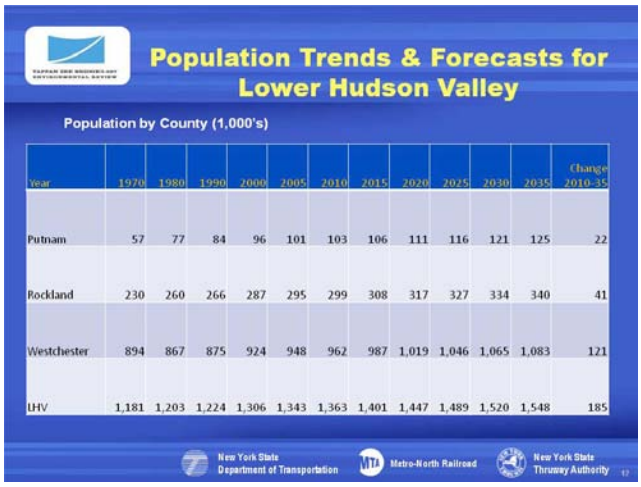


Slide 12. Environmental consequences of sprawl include increased green-house gas emissions, poor air quality and health impacts, and dependency on foreign oil. The graph shows that in NYS the growth of urban land was six times the rate of population growth.

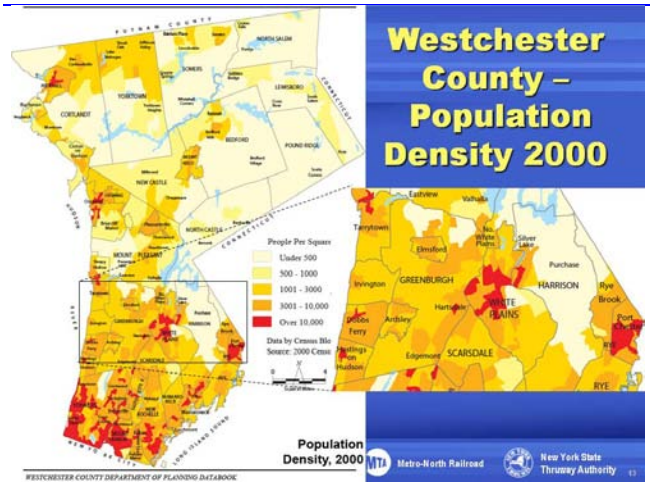


Slide 13. Social impacts include: the increased time spent in traffic , often resulting in frustration and aggressive behavior; dependency on vehicles contributes to unhealthy lifestyles and obesity; seniors are often isolated when driving becomes a problem.

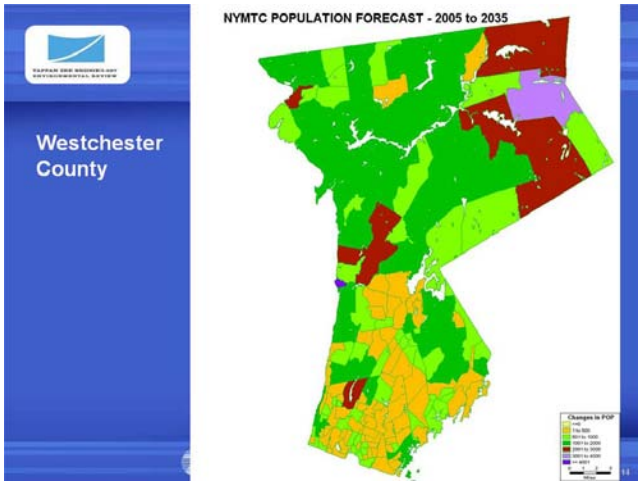
Slide 14. The New York Metropolitan Transportation Council (NYMTC) generates population and employment forecasts (presently to 2035). For both Westchester and Rockland counties, NYMTC forecasts similar rates of growth to those of recent decades as the graph shows.



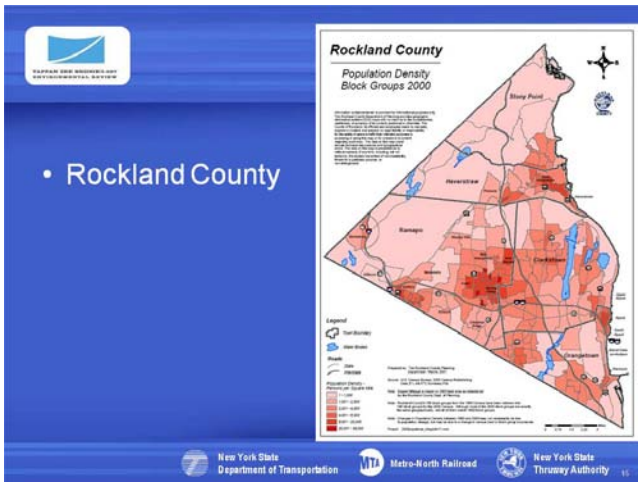
Slide 15. Among the three counties of the Lower Hudson Valley subregion, forecast population growth is led by Westchester, adding 121,000, an increment three times that of Rockland's 41,000.



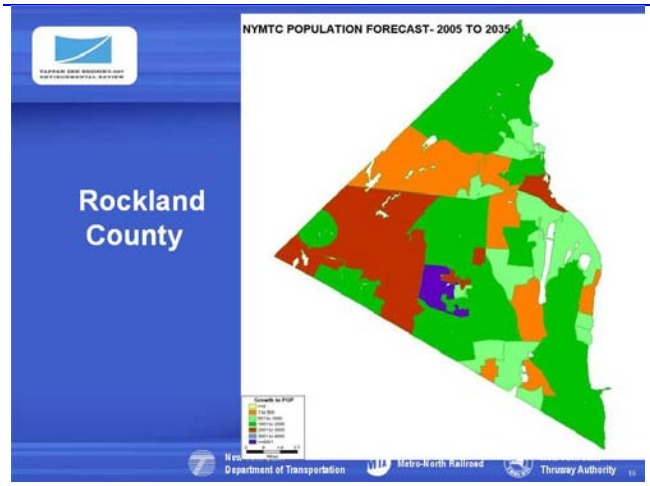
Slide 16. This map from Westchester County Planning shows the distribution of population from the 2000 Census. The insert blow-up of the I-287 Corridor portion clearly shows the existing population centers of White Plains, Port Chester and Tarrytown. Note also the low density areas of Harrison, northern Greenburgh, and much of the county's north country.



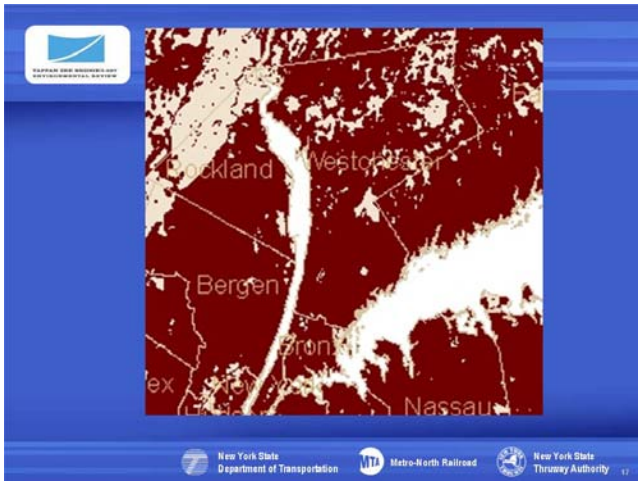
Slide 17. In this map NYMTC's forecast data are shown at the traffic analysis zone (TAZ) level for Westchester County. The greatest growth is shown in the purples and reds. Specific large-scale projects are picked up, e.g., Ridge Hill in Yonkers and the proposed former GM site in Sleepy Hollow, but elsewhere the greatest growth is forecast in the presently less developed north and northeast of the county, e.g., Lewisboro, Pound Ridge, and North Salem.



Slide 18. Rockland County Planning Department provide this map of population density in the county. Notes the relatively higher densities of Nyack, Spring Valley and Suffern along the I-287 Corridor.



Slide 19. In this map NYMTC's forecast data are shown at the traffic analysis zone (TAZ) level for Rockland County. The greatest growth is shown in the Spring Valley area, together with Ramapo, and Haverstraw.



Slide 20. By 2020, Regional Plan forecasts that only the lakes, parks and highlands will remain undeveloped in both Rockland and Westchester counties. This evening's discussion will examine how some of this anticipated growth could be steered towards TOD development along the proposed transit corridor of I-287.

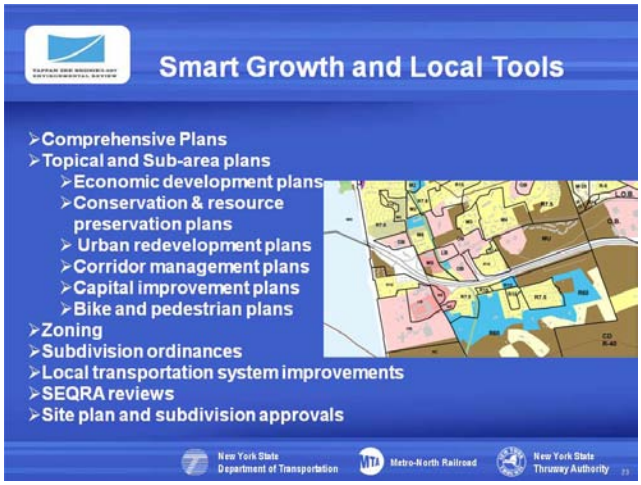
Slide 21. The term Smart Growth involves lots of concepts. It is sensible, planned efficient growth that integrates economic development and job creation with community quality of life by preserving and enhancing the built and natural environment. It encourages growth in developed areas with exisiting infrastructure, particularly in centers, downtowns, urban cores, and historic districts. This kind of growth does not magnify our traffic problems or increase tax burdens, consume opens space or needlessly pollute.

Slide 22. These smart growth concepts or principles can be tailored for specific community's context and goals; cities will be different than their suburbs and more rural areas.

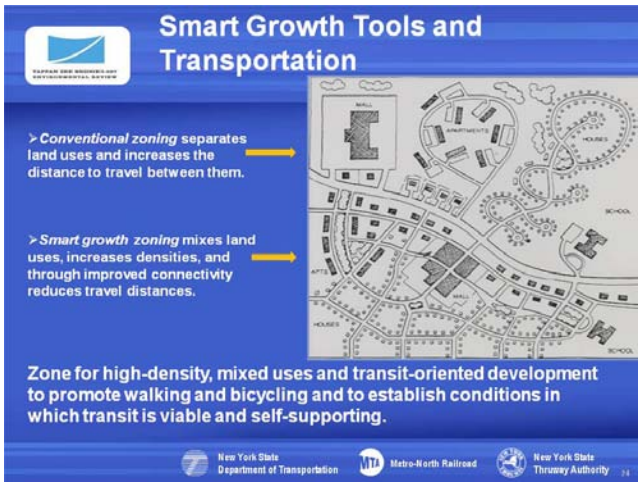
Slide 23. With New York State being a "home rule" state, one community's Smart Growth Vision and implementation plans will not be the same as another's but each can consider whether a proposed project is more economically efficient, attractive, and contributes to a user-friendly community.

Slide 24. Communities should think comprehensively when addressing smart growth. Comprehensive Plans are an excellent means to integrate the variety of perspectives, resources and conditions that need to be considered.

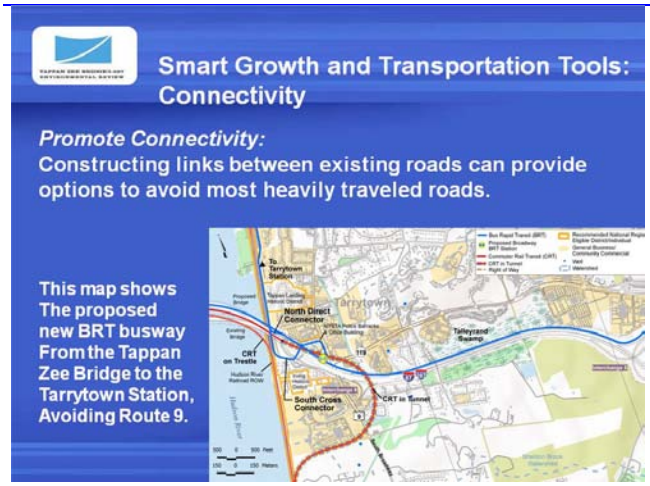
Slide 25. Broad community participation is the basis of a successful smart growth vision. This can be facilitated by the use of outside experts, ranging from DOT officials, special initiatives such as the TOD Training presently being conducted across the I-287 Corridor, metropolitan planning organizations (NYMTC in our region), universities, regional and county planning agencies, and special interest groups, such as the NY Bicycling Coalition .



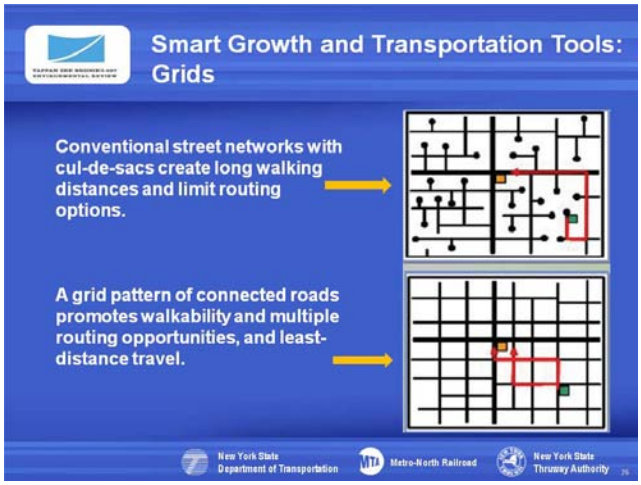
Slide 26. Local land use policies are shaped through a variety of plans, resolutions, ordinances, reviews and approvals and capital investments.



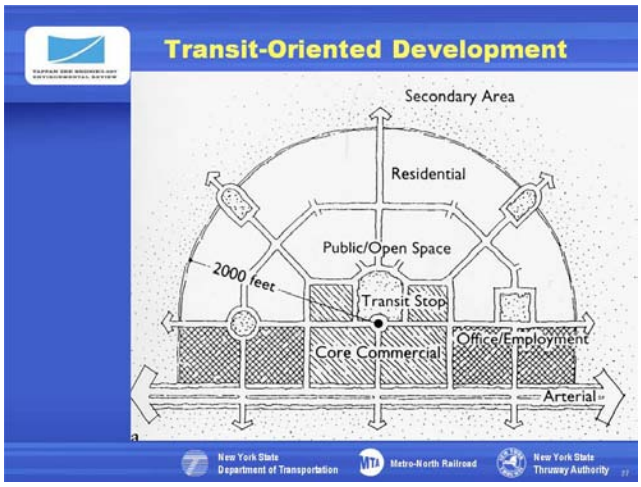
Slide 27. Zoning has long been a basic land use tool but traditional zoning has contributed to patterns of sprawl by separating land uses. More mixed uses and higher densities enable residents to make fewer vehicular trips.



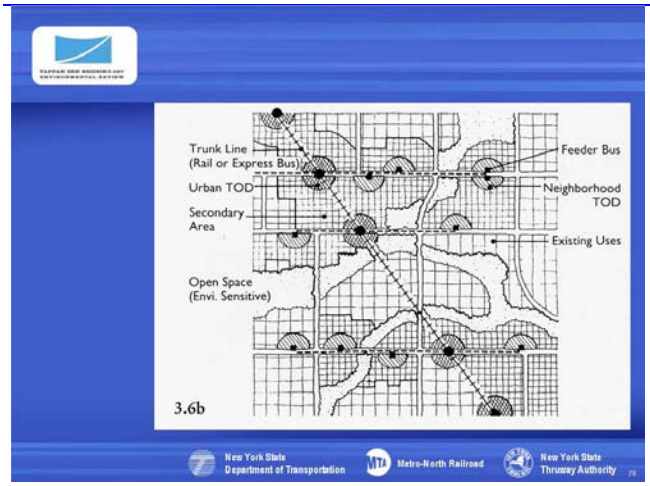
Slide 28. An example of improving connectivity is the proposed new busway from the Tappan Zee Bridge to the existing Tarrytown Station, allowing buses to avoid the congested Route 9/Broadway corridor.



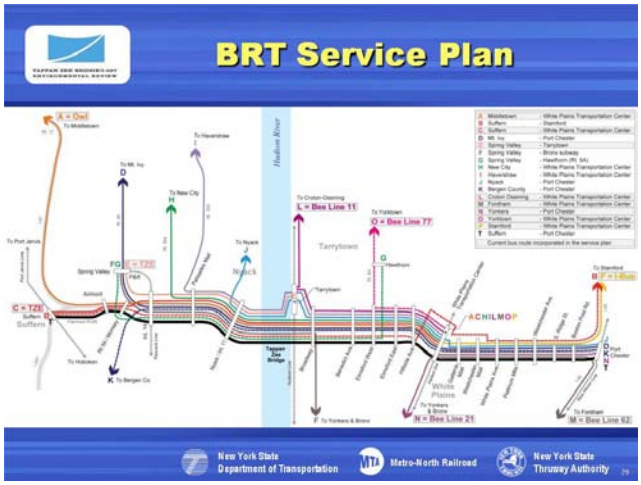
Slide 29. Local subdivision regulation have often encouraged settlements that emphasize separation, cul-de-sacs, and poorly connected street networks. The traditional grid pattern has been shown to provide greater connectivity, routing options and reduce travel distances.



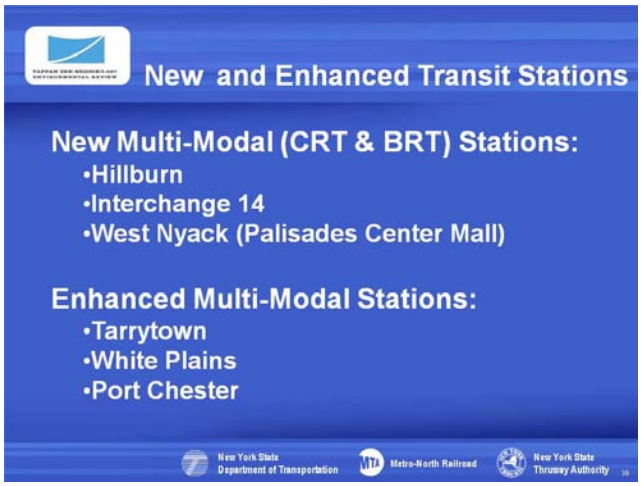
Slide 30. One major direction to facilitate Smart Growth has been to improve public transit and use the improved accessibility to facilitate higher densities and mixed uses within ¼ to ½ mile of rail and bus stations. These images from Peter Calthorpe show the generic layout of a TOD



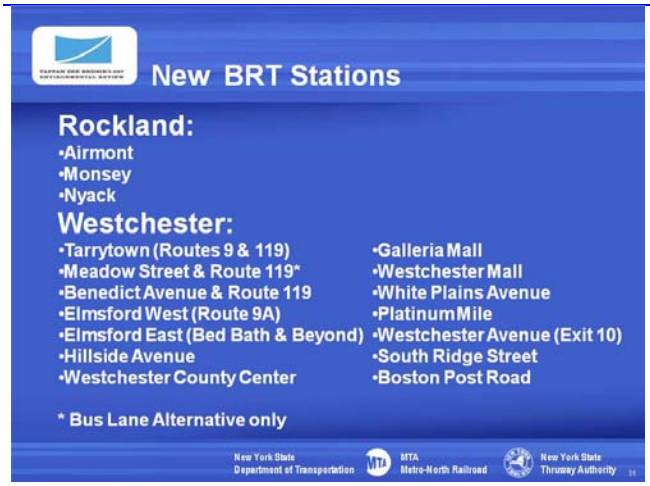
Slide 31. TOD could be part of a regional network, with TODs on feeder lines as well as on the trunk line.



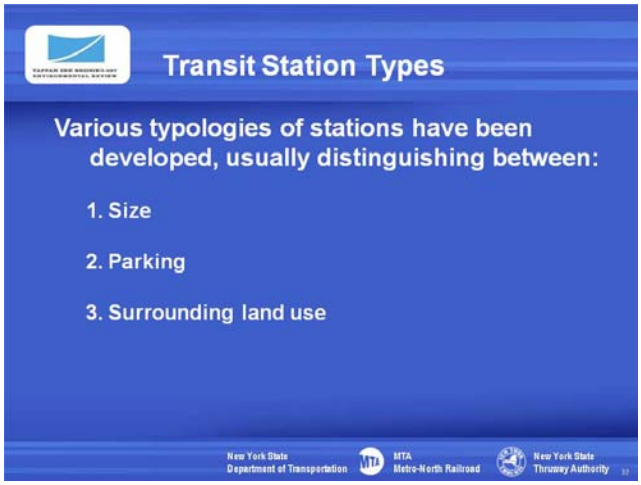
Slide 32. The BRT Service Plan will connect with CRT at Hillburn, Interchange 14, and Palisades Mall, with additional stops/stations along its 30-mile Trunk line, where service is all day at frequent intervals. All other bus routes can be feeders to the trunk off-peak, but provide one seat rides during peak periods. Some lines proposed are modifications to existing routes, Bee Line, Tappan Zee Express and OWL.



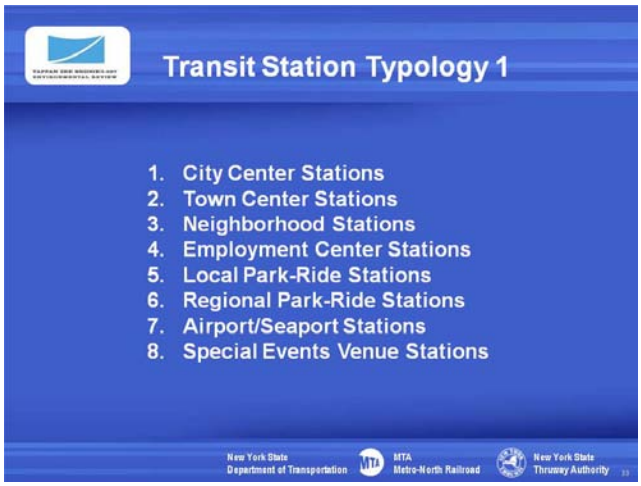
Slide 33. Three entirely new multi-modal stations are proposed in Rockland County; and the existing CRT stations in Westchester will be enhanced with the new BRT services.



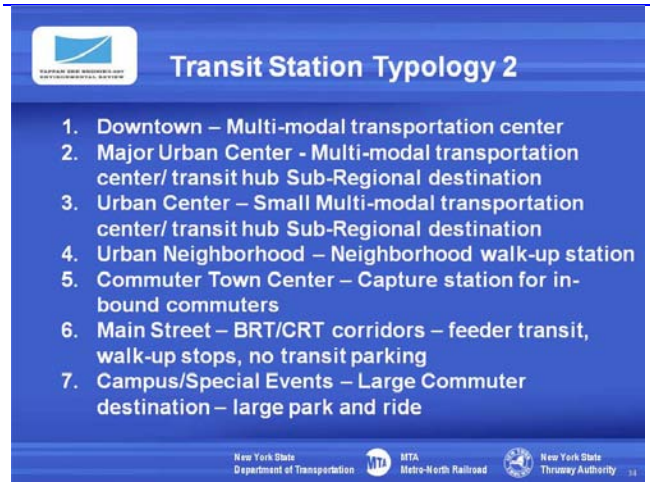
Slide 34. New BRT stations are proposed: 3 in Rockland and up to 14 in Westchester. Development of stations will be determined in the Tier 2 Transit analysis, when location and specific ciommunity-sensitive designs will be developed.



Slide 35. Stations will impact, and are impacted by, their surroundings. Stations should be located and designed to respond to existing and planned land uses. Criteria, such as parking, vehicular access, acreage and zoning will define the station . Some criteria such as acreage requirements and vehicular access will reflect existing station-area conditions. Other criteria, notably zoning, reflect the need to look forward and encourage new transit-oriented development.



Slide 36. There is no one-size fits all, cities and regions are complex and sophisticated with a wide variety of conditions to serve. This first "typology" of stations shown here is derived from a South Florida transit corridor study.

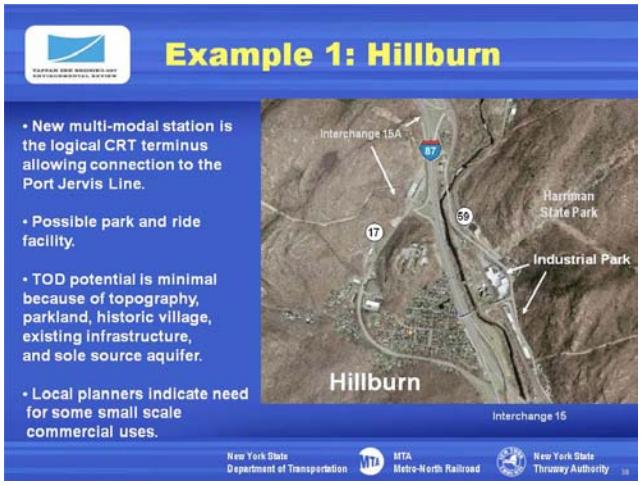


Slide 37. This second typology from a Denver area transit study emphasizes whether a stations is multi-modal and its regional-local nature. Both station typologies are shown to indicate the variety of "customized" station types and design that will be appropriate for the I-287 Corridor.

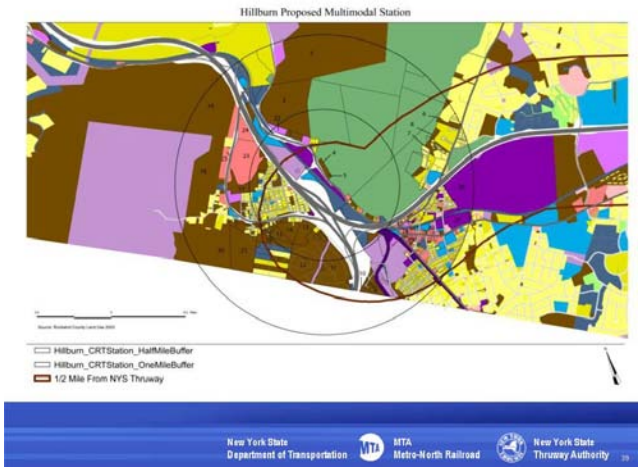
Slide 38. Multi-modal and multi-purpose stations are appropriate for downtowns and regional centers. Two existing multi-modal stations on the I-287 Corridor (White Plains and Tarrytown) are shown in the lower photos. White Plains is of course a major regional transit hub,; Tarrytown is more of a traditional commuter center. In both cases there are many opportunities to enhance their integration with local land uses and create more special, user-friendly places.

Slide 39. At the other extreme are walk-up stations and bus stops; several proposed BRT stations on the I-287 Corridor are likely to be at this scale, e.g., Meadow Street, Westchester Mall, South Ridge Street. Even small stations would provide high-tech information about service conditions, and pre-boarding fare collection.

Slide 40. Park and ride stations are more likely to serve regional populations than traditional TOD communities, where residents within ¼ to ½ mile could walk or bike to the station. Parking Lot J of the Palisades Center Mall and Interchange 14 are both existing bus park and ride facilities with good regional transportation access. These would be enhanced with both the BRT and CRT. Future design of these stations would be in collaboration with local planners.

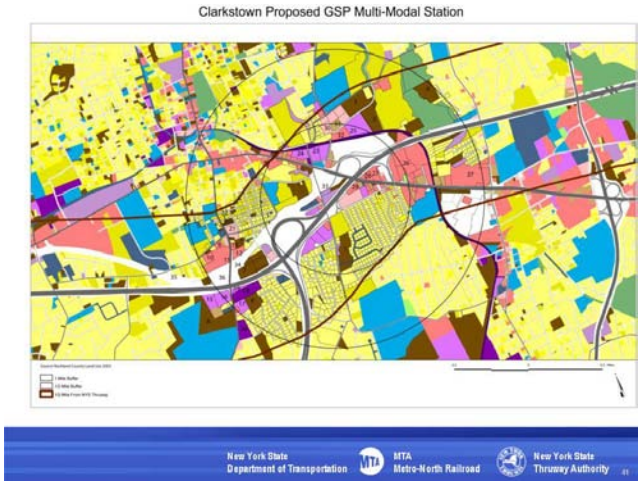


Slide 41. The proposed multi-modal station at Hillburn would be at the industrial park located between the Port Jervis Line and Route 59. Route 59 here is pressed close to the mountain and park. I-87 and I-287 together with Routes 59, 17 and 202 provide good regional access. Parking facilities could be integrated with the station and/or at Interchange 15A.



Slide 42. This figure shows ¼-mile and ½-mile radii from the proposed Hillburn Station overlaid on a land us map. The ¼-mile buffer reaches the Village of Suffern and the ½-mile covers most of its downtown. The brown parcels are vacant land but the great majority of these are on steep slopes and are zoned for low density residential. The large purple area (#26) is the former Tilcon Quarry for which development proposals are presently being considered.

Slide 43. The proposed station at Interchange 14 is in Clarkstown in the Nanuet/Spring Valley area. This aerial map shows the existing bus routes serving the are and the park and ride lots. The area is well served by I-287, Route 59 and other north-south routes (Routes 306, 45 and 33) and already functions as a bus park and ride. The design and final locations will be developed in close cooperation with local planners.



Slide 44. The proposed multi-modal station near Interchange 14 (Garden State Parkway) is shown with the ¼-mile and ½-mile radii. The ¼-mile area is mostly within the Town of Clarkstown, while the ½-mile extends to include the Village of Spring Valley. The radii are super-imposed on the land use map with the vacant parcels colored brown. Other commercial (pink) and industrial parcels (purple) that could be redeveloped are also identified. The area surrounding the station is already substantially developed, including medium density residential (darker yellow). Nonetheless, there are several opportunities for reuse and infill, including the existing Nanuet Mall, to enhance the areas TOD potential. The scale of this station should match the potential ridership demand, especially from Spring Valley, as well as existing feeder buses, and park and ride commuters taking advantage of the area's vehicular access.

Slide 45. End slide.