

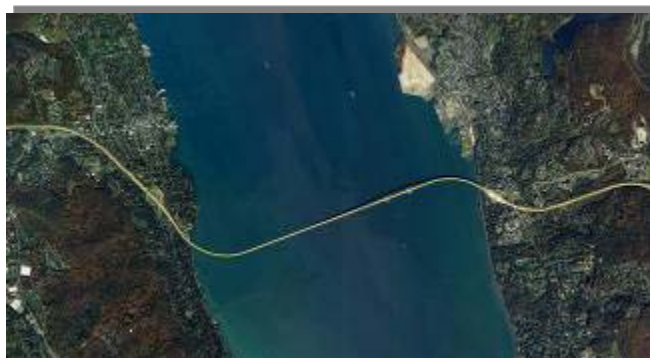


**New York State Department of Transportation
Metropolitan Transportation Authority Metro-North Railroad
New York State Thruway Authority**

Presentation - Part II

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

Tappan Zee Bridge/I-287 Corridor Project



July 21, 2010

TOD in the Tappan Zee Corridor



Slide 1. David Kooris (Regional Plan Association) welcomed members of the Land Use Stakeholders' Advisory Working Groups (SAWGs) and began his portion of the night's presentations on TOD in the Tappan Zee Corridor.

TOD Opportunities from the Community Perspective

- Lower Housing and Transportation Costs
- Jobs and Value Premiums
- Preservation of Community Identity
- Social Engagement
- Public and Environmental Health
- Multi-Generational Communities



Slide 2. TOD can improve economic development and expanded tax base, mitigate congestion, reduce greenhouse gas emissions, improve air quality, preserve Open Space, and create efficient transportation investments.

TOD Opportunities from the Municipal Perspective

- Economic Development and Expanded Tax Base
- Congestion Mitigation
- Reduced Greenhouse Gas Emissions
- Air Quality Improvements
- Open Space Preservation
- Efficient Transportation Investments



Slide 3. From a regional perspective, transit offers the opportunity to address greenhouse gas emissions, focus sustainable economic growth, and make long-term transportation investments that serve all citizens and workers. Through this technical assistance program, we're primarily addressing the Community and Local Government perspectives, but, because the TZB/I-287 corridor is a regional investment, we are also keeping this perspective in mind as we work with municipalities and citizens to plan for the future.

TOD Workshops

TWO Different Programs

- Transit-Oriented Development Technical Assistance Program
 - Part of the Tappan Zee Bridge Project
 - Coordinated by New York State DOT with the Thruway Authority, the Metropolitan Transportation Agency, and MetroNorth Railroad
- Rockland County TOD Workshop
 - Regional Plan Association and Rockland EDC
 - Steering Committee of REDC, County Planning and County Executive's Office
 - With Funding from Orange & Rockland Utility

Slide 4. Two different kinds of TOD Workshops include: Transit-Oriented Development Technical Assistance Program, and the Rockland County TOD Workshop.

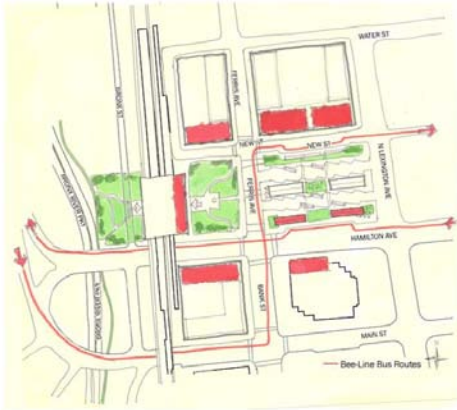
Communities Covered Today

- White Plains
- Tarrytown and Greenburgh
- Nyack and S. Nyack and Orangetown
- Clarkstown
- Airmont and Montebello
- Suffern

Slide 5. The first three case studies are from the ongoing Tappan Zee TOD training sessions.

Slide 6. White Plains





Slide 7. Frame station with plaza or other open space as gateway to downtown. Depress some local buses, shuttles, taxis, and kiss-and-ride on block bound by New, Lexington, Hamilton, and Bank. Deck that block with a building or at least wrap it with buildings along Hamilton. Wrap existing office buildings with new retail or other active uses at ground floor to bring them down to the street. Bring BRT up to existing bus station.



Slide 8. Bring BRT closer to rail station. Same plaza idea as in previous. Mixed-use building on block bounded by New, Lexington, Hamilton, and Bank and on block to south of station.

Slide 9. Tarrytown





Slide 10. Challenges: topography presents significant challenges linking surrounding neighborhoods to station area; need to link rail station with downtown further up the hill, cul-de-sac office and residential developments have few sidewalks and make walking difficult; and discontinuity in greenway network.



Slide 11. Opportunities: open spaces and aqueduct trail can be stitched together and completed; Riverwalk can be completed; significant redevelopment potential along 119 in Greenburgh; new TOD at station can be expanded and stitched together with downtown through infill strategy.



Slide 12. Targeted infill can act as a bridge up the hill between the station area and new TOD and the traditional downtown. Public housing site presents an opportunity for mixed-income redevelopment. Parcel just north of new Village Hall could be developed or an amphitheatre or Spanish steps style park could bring residents down to the waterfront.

Bus Service Diagram



Slide 13. Structured parking would free up land area for redevelopment. Coupled with currently vacant sites, these parcels could house residential and commercial infill oriented around the BRT station. This office park with existing buildings could transition into a mixed-use activity hub located between White Plains and Tarrytown.

Trails Diagram



Slide 14. A greenway network could stitch together the existing surrounding open spaces into a public realm that would add value to adjacent development and provide recreational opportunities for residents and workers.



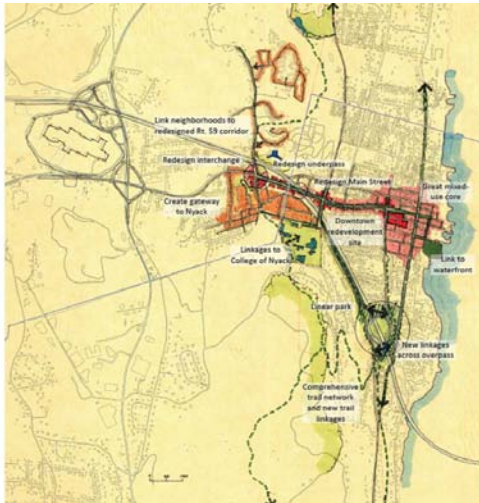
Slide 15. Orangetown/Nyack/South Nyack



Slide 16. Challenges: topography makes connection between downtown Nyack and potential BRT station area with surrounding neighborhoods difficult; some areas on the edges of the main street need investment; the “gateway” to the village along Route 59 is auto-oriented, pedestrian unfriendly and an unwelcoming entrance; the South Nyack interchange creates a significant barrier as does the intersection of Mountainview and 59.



Slide 17. Opportunities: many people live within walking distance of the station area and downtown if their walk could be made easier; downtown is a great mixed-use neighborhood heart; underpass redesign and redevelopment in proposed station area would make a great gateway; chance around South Nyack interchange to link and expand trail networks.



Slide 18. Intersection improvements at 59 and Mountainview (with potential reconfiguration of exit ramp to eliminate 5-way intersection), including sidewalk improvements, cross walks, and landscaping would serve as gateway. Redevelopment along 59 between Mountainview and Highland Ave would extend village fabric to east. BRT station could be used to bridge the poor pedestrian conditions under the highway by activating that frontage.





Slide 19 reate a bike and pedestrian route parallel to the thruway linking 9W with 59 and the BRT. Deck over the thruway at the Interchange 10 and create a park that stitches together the community. Create a connection from bridge to river road for cyclists and pedestrians.



Slide 20. The new parkland would need to only cover a portion of the thruway that is most crucial to create a visual and physical linkage. Limited commercial development in newly created parcels could provide a node of amenities for the village without becoming a draw from outside.



Slide 21. The final four case studies were produced at a Regional Plan Association-led workshop with support from Rockland County Planning, Rockland County Economic Development Corporation, and Orange & Rockland Utility in 2007.



Palisades Mall Site

Slide 22. Rockland County Tappan Zee Corridor Transit-Oriented Development Study, Workshop Report, February 2007, Palisades Mall Site



Palisades Mall Site

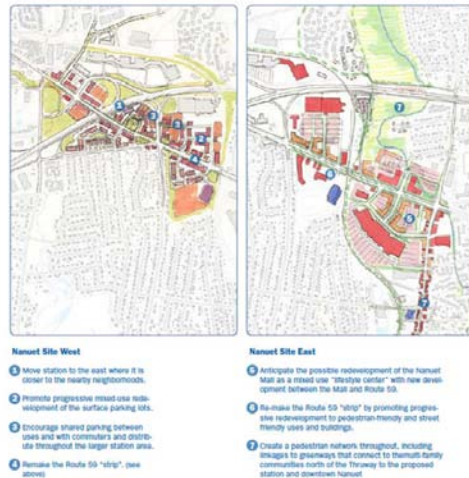
- 1 Move station farther east to minimize interference with mall "ring road" traffic.
- 2 Provide car access from the east by using road along edge of quarry and new bridge across to the proposed station area.
- 3 Provide a direct pedestrian link across the parking lots from an easterly station location to the upper level of the mall. Create pedestrian routes between the park-and-ride site and the mall.
- 4 Promote mixed use development at the proposed station location. Anticipate possible mixed-use development on surface parking lots around the mall. Consolidate surface parking into lots to enable future mixed-use development around the mall.
- 5 Reestablish wetlands along Route 59 to mitigate flooding from impermeable surfaces.

Slide 23. New road linkages and station location must be designed to minimize conflict and overlap between station and mall traffic. Opportunity to transition the mall from single-use retail to mixed-use by decking parking and incorporating residential uses. Passive stormwater management (green roofs, blue streets, and wetland reconstruction) should be employed to mitigate flooding.



Nanuet Site

Slide 24. Rockland County Tappan Zee Corridor Transit-Oriented Development Study, Workshop Report, February 2007, Nanuet Site

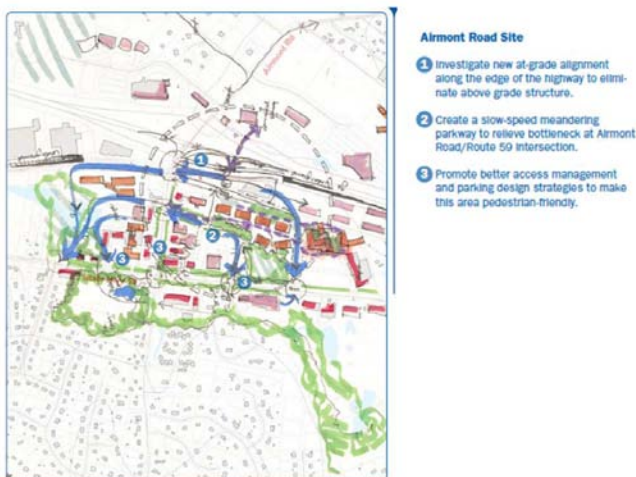


Slide 25. The Nanuet Mall presents one of the greatest opportunities for redevelopment and infill along the corridor that will be within walking distance of future transit and is within walking distance of a current rail line. This stretch of Route 59 could be "remade" into a town center for Clarkstown with bike and pedestrian improvements and buildings that front on the street and are pedestrian oriented incrementally infilled within existing retail parcels. The station was proposed to be move further east where it is more central to the redevelopment possibilities along 59 and at the Mall.

Slide 26. Rockland County Tappan Zee Corridor Transit-Oriented Development Study, Workshop Report, February 2007, Airmont-Montebello Site



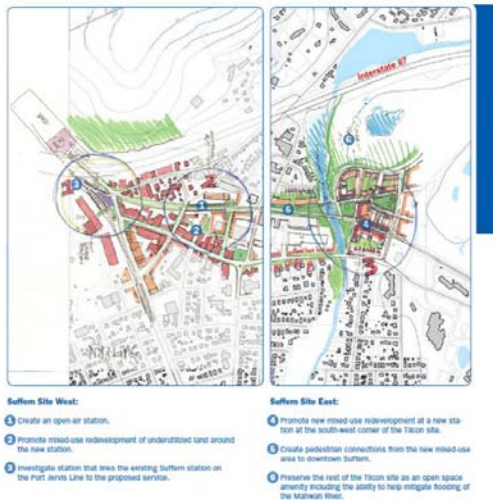
Airmont-Montebello Site



Slide 27. Limited redevelopment potential here but targeted residential and office infill could transition this into a more mixed-use and walkable node. Create a slow speed ring road to bypass the intersection for users. Implement access management to interconnect adjacent parking lots, minimize curb cuts, and enable shared parking to ease traffic flow and minimize points of conflict between cars and between cars and pedestrians.

Rockland County
Tappan Zee Corridor
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**Transit-Oriented
 Development Study**
 Workshop Report - February 2007

Suffern Site



Slide 29. Build off of Suffern's walkable and transit-oriented village fabric. Target infill to the existing Port Jervis line station area. Bring more residential into the downtown. Explore opportunities to create a transfer station here between the Port Jervis line and the new TZB cross-county rail line. Ensure that redevelopment at the quarry site is linked to the downtown and designed as an extension of the Village rather than a disconnected appendage. Preserve a large piece of the Tilcon site for open space and recreational uses.



Slide 30
 Moving Forward

