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.
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.

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.

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.
Slides 13
The town has both a comprehensive plan and zoning, and is underway with an update to its comprehensive plan.

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.

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.
**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.

**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.

**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.
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.

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

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.

Slides 26

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

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.
Slides 28

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

Slides 29

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.

Slides 30

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.
Slides 31
These statements capture the general intent of the comprehensive plan.

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.

Slides 33
Other goals of the plan emphasize a balanced pattern of growth and preservation, and the provision of diverse housing opportunities.
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.

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

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.
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.

The final village for discussion this evening is Chestnut Ridge.

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

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.

This slide describes the land uses noted on the previous slide.
Slides 49

The village has zoning controls but no comprehensive plan.

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.

Slides 51

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