

# **TOWN OF CORTLANDT MASTER PLAN**

## **CHAPTER 3 LAND USE: COMMERCIAL/INDUSTRIAL USES**

### **A. INTRODUCTION**

***Goal: Strengthen the tax base and provide continued opportunities for new investment and economic activity in the Town.***

As residential development embodies our homes and neighborhoods, commercial uses provide us with opportunities to shop and work, as well as strengthening our tax base and affording opportunities for investment and economic growth.

Historically, it has been difficult to develop varied commercial opportunities in Cortlandt because of the distance of available commercial land from major highways, lack of sizeable development tracts and a lack of density in the market area. Over the last twenty years, the New York City commuting radius has grown and development density has increased within and around the Town. New development in surrounding communities including Peekskill, Yorktown as well as Putnam, northern Rockland and Orange Counties has increased the viability of our market area. In addition, proposed roadway improvements, such as the completion of the Bear Mountain Parkway extension, will change the environment for Commercial development in the future.



**Cortlandt Town Center - Route 6**

This section of the Master Plan addresses these topics and goals for the future. Within the context of an overwhelmingly residential land use pattern, the Master Plan specifically seeks to achieve the following:

- **Promote a jobs/housing balance in the Town.** In order to promote a variety of employment opportunities in the community, commercial/industrial areas of the Town should accommodate a diverse range of businesses that support a variety of occupations.
- **Balance the Town's ratable base.** Encourage business development and expansion in appropriate areas to generate sales and property tax revenues within the community. Nonresidential uses generally provide net property tax revenues that help offset the net costs typically generated by residential development.
- **Target appropriate business niches.** The Master Plan Committee closely reviewed the findings of Town of Cortlandt Economic Development Strategy (EDS) report which identified several business niches to pursue, including research and development, business services, tourism-related uses, health and medical services, and white-collar professional office uses, including finance, real estate, and insurance businesses. The master plan suggests a variety of mechanisms to encourage these types of uses

## **B. BASE STUDIES**

### **1. Existing Zoning**

The nonresidential uses that are allowed in Cortlandt are set forth in the Town zoning ordinance. Nonresidential uses are permitted in certain zoning districts that fall into one of two broad categories: commercial districts and industrial districts whose purposes are as follows:

- (1) Community Commercial (CC) Districts are “designed to provide shopping facilities and services for persons residing in immediately adjacent areas. The sizes of business are restricted in order to limit traffic volumes to a level appropriate to the character of the districts”. While identified as a “commercial district”, the CC district also permits residential uses and is probably more appropriately referred to as a “mixed use” district. CC districts are scattered throughout the Town in areas such as Verplanck, Montrose, and Oregon Corners. In some instances, the CC district applies to parcels of land in locations that do not meet the intent of the district. For example, the Cortlandt Yacht Club is zoned “CC”, although this use and its location is not consistent with the intent expressed previously.

- (2) Highway Commercial (HC and HC-9A) Districts are “designed to accommodate automobile-oriented commercial facilities serving a wide area.” The HC zone is found along Routes 6, 35/202, 9, 9A, and 129. Like the CC district, the HC zones are also mixed use districts as they permit residential uses. While the HC district allows pre-existing one and two-family dwellings, the HC-9A district also permits buildings with three- and four-family dwellings. These two districts are adjoining or near one another along the Route 9A and Route 202/35 corridors.
- (3) The Designed Commercial (CD) districts located on Route 6 and Route 202/35 are intended to “provide a means for the establishment of well-designed, efficient and convenience retail shopping centers and complementary activities serving a wide area.” To some extent, the market area of the CD and HC zones are complementary as they are both intended to provide commercial services and facilities that meet the demands of a wide area. The primary difference between the HC and CD zones is that the CD zone does not allow residential uses, and the CD zone requires a much larger minimum lot area (80,000 sf) than the HC district. The CD district also does not permit auto-related uses.

In addition to its commercial districts, the Town also has two types of industrial districts. They are as follows:

- (1) The Designed Industrial (M-D) district is “*intended to permit and encourage industrial development and compatible commercial activities that will be so located and designed as to constitute a harmonious and appropriate part of the physical development of the Town and contribute to the soundness of the economic base of the Town...*”. Three M-D districts exist: one is located on Arlo Lane, another is located at the corner of Furnace Dock Road and Croton Avenue, and the third is located along the Hudson River shoreline within Verplanck. The minimum lot size for the M-D district is 5 acres.
- (2) The Light Industrial (M-1) district is intended to “provide a means for the establishment of industries and compatible commercial activities in appropriate portions of the Town.” Six M-1 districts are located in the Town: one located along the Hudson River shoreline at the end of Roa Hook Road, one on Crugers Station Road, two in Montrose along the railroad right-of-way, one along Route 9 south of Welcher Avenue and one at the end of Regina Avenue that only permits storage. Minimum lot sizes are 20,000 square feet. While many of the properties within the Roa Hook Road M-1 district maintain river frontage, many of the industrial uses found here do not utilize or rely on this valuable waterfront location. Waterfront access is limited by the existing rail right-of-way that borders the river in this location.

Generally the existing boundaries of the Town’s commercial and industrial districts encompass already developed areas of commercial and industrial uses that can no longer provide for significant expansion of the Town’s ratable base.

However, some exceptions include a limited amount of vacant land within the HC zone at the easternmost extension of the Route 6 corridor, and in a CD district with frontage on Route 202/35. Otherwise, nonresidential development is currently limited to in-fill development of existing commercial corridors, or reuse of already developed parcels.

As indicated in the base studies and as derived utilized GIS technology, vacant land zoned for commercial use in the CC, HC, HC/9A and CD zones total 123.49 acres. If developed in accordance with existing zoning, approximately 2.3 million square feet of office/retail/commercial building area may be generated. Vacant land zoned for industrial use in the MD and M-1 zones totals 24.12 acres that under existing zoning would yield approximately 871,000 square feet of building area.

In addition, it is expected that reuse of underutilized parcels will occur over time, as existing parcels that are still in residential use are converted to commercial uses or that as existing buildings are enlarged. It should be noted that recent commercial development has been much less intense than the maximum amount of development allowable in commercial districts as currently defined in the zoning ordinance. For example, a recently approved two-story office building on Albany Post Road in a HC zone has a floor area ratio (FAR) of 0.35, compared with the estimated 0.5 FAR allowable under the zoning ordinance. Similarly, the Cortlandt Town Center was developed at an FAR of 0.15, compared with the 0.4 FAR permitted under the zoning.

Thus, in past practice commercial development has not come close to the FAR that could be achieved under the zoning ordinance. This indicates that the density permitted under the zoning ordinance if actually utilized, may be inappropriately high in certain areas. Therefore, the Master Plan suggests significant reductions in density as a result of these findings.

## **2. Growth Trends**

Since adoption of the 1991 Master Plan, much of the nonresidential growth in the Town has occurred along the Route 6 corridor, the Town's primary commercial center. A number of policies in the 1991 plan were implemented to improve the Town's economy. In particular, the New York State Department of Transportation's reconstruction of Route 6 has helped improve traffic flow and circulation within this center. These improvements, coupled with continued increases in the region's population, have fueled the demand for additional retail development. Major national retail chain stores have been introduced or expanded.

Additions to the Route 6 commercial center include an expanded and renovated Cortlandt Town Center which contains major retail stores such as Home Depot and Walmart. Other commercial development which has occurred since 1991 along Route 6 includes, a new Circuit City store, an expanded and renovated Shop Rite, completion of Pike Plaza and the conversion and renovation of the former Caldor's department store to Kohl's. The Cortlandt Town Center as a regional destination is one of the largest shopping centers in northern Westchester County.

### **3. Economic Development Strategy**

To assess the broader health of Cortlandt's economy, the Town commissioned a study entitled the Town of Cortlandt Economic Development Strategy (EDS) report that was completed in 1999. The study investigated the prospects for various types of commercial and industrial uses.

The report recommended that the following business niches be targeted:

- (1) Health Services
- (2) Finance, Insurance, Real Estate and Legal
- (3) Computers and Communications
- (4) Business Services
- (5) Research and Development and Allied Industries
- (6) Consultants and Self-Employed Professionals
- (7) Artists and Designers
- (8) Tourism

The Town's ability to attract businesses within these targeted niches will depend on the availability of property with adequate infrastructure but also the Town's willingness to market these alternative uses proactively and be creative and receptive to various proposals.

It is notable that the Strategy Report **did not** identify manufacturing or warehouse/distribution uses as business niches – this reflects the distance of the Town to major transportation corridors that can accommodate major truck traffic, e.g., I-684 or I-84.

The following Master Plan policies focus economic development, redevelopment and revitalization within appropriate geographic areas of the Town. The policies are based on the assumption that economic development is desirable to provide varied employment opportunities in the community, meet the demand for commercial services generated by the Town's expanded population, and as a means to provide a balanced ratable base within Cortlandt.

### **C. RECOMMENDED COMMERCIAL/INDUSTRIAL LAND USE PATTERN**

The purpose of this section is to provide an overview of the intended land use pattern for commercial and industrial uses in the Town of Cortlandt. The specific objectives and policies to achieve this land use pattern follow this section. The Master Plan proposes to reinforce and refine the hierarchy of commercial and industrial areas that are allowed in the Town.

In addition, the Plan proposes special districts that would target specific business niches within areas that have unique location characteristics, i.e., the riverfront and the VA Hospital. The following provides a description of the recommended nonresidential land use areas.

Any new construction must conform to other objectives of this plan, including environmental protection, traffic mitigation and improvements, and strengthened design standards. Potential impacts associated with any proposed development, both on an individual and cumulative basis will continue to be evaluated through the State Environmental Quality Review (SEQR) process.

There are nine (9) types of Commercial/Industrial Zones suggested in the Master Plan and they are:

**1. Community Commercial Mixed Use Areas.**

The Master Plan proposes retaining the existing “Community Commercial” mixed use areas. The primary purpose of the Community Commercial area is to accommodate the service commercial and retail uses that meet the local convenience needs of residents in adjoining neighborhoods. These areas would allow retail, residential and service type commercial uses at a “village-scale” character of development. Most automotive-related uses would be discouraged in these areas. These areas are also targeted for other improvements, including sidewalks, streetscape design updates such as decorative lighting, and signage which would reinforce the pedestrian orientation that is intended for these areas, and help establish a unified character to each locale.

Where a Community Commercial area encompasses a historic hamlet area, the design of these centers should complement the existing historic character of its surrounds. The Community Commercial areas have been strictly limited to concentrate retail and personal service establishments within specific “centers” in order to discourage the expansion of strip commercial development in the Town. The Community Commercial areas are located as follows:

- ❖ **Oregon Road:** Four Community Commercial areas are along Oregon Road. One area would be located along the Town’s boundary with the Town of Putnam Valley within the Oregon Corners hamlet. The second area would be located in the vicinity of Westbrook Drive and Oregon Road. The third would be located in the vicinity of Town Hall within the Van Cortlandtville hamlet area. The fourth area would be reduced to include Homestead Plaza but eliminate part of the Hollowbrook Golf Course. These four areas are currently zoned “CC”. An additional small “CC” zone adjacent to the Hampton Oaks Shopping Center would also remain as Community Commercial.

- ❖ **Crompond Road (Route 202/35):** As the Route 6 corridor is built out over time, it is anticipated that pressure will be exerted to further develop the Route 202/35 corridor. To meet the retail demands of adjoining neighborhoods, the Master Plan recommends that two Community Commercial areas would exist:
  - Located between Croton Avenue and the Bear Mountain Parkway.
  - Located between Rick Lane and Clinton Avenue.
  
- ❖ **Albany Post Road (Route 9A):** Albany Post Road is an historic road which meanders through older hamlets, including Montrose and Crugers, as well as established villages, including Buchanan and Croton-on-Hudson. These communities have established “main street” environments that should be preserved and revitalized. The area of Montrose along Route 9A currently zoned “CC” would remain “CC” or Community Commercial. The Master Plan seeks to continue to encourage revitalization of the Verplanck hamlet by continuing a Community Commercial area at the intersection of Broadway and 6th Street that is currently zoned “CC”.

## **2. Business Mixed Use Areas**

A Business Mixed Use area (hereinafter referred to as the “Business Mixed Use” areas) is envisioned along Route 9A as a transitional mixed use environment separate from the Community Commercial area in Montrose.

The purpose of the Business Mixed Use area is to allow business, services, and offices, as well as small-scale multifamily housing, retail and personal service uses. The Business Mixed Use area would be linked to the Community Commercial area via sidewalks and trails. Business Mixed Use Area is proposed on Albany Post Road in the areas currently zoned “HC” and “HC-9A”.

To implement the objectives of the EDS report, the Business Mixed Use area would permit business offices for health, finance, insurance, real estate, and legal, computers and communications, and other professional office uses. These uses would be compatible with the limited multifamily residential development which may occur in these locations.

Within these areas, limited types of automotive-related uses would be allowed in accordance with strict design guidelines.

### **3. General Commercial Areas**

General Commercial Areas are intended to allow offices, business and service commercial uses, as well as automotive-related uses within select areas of the Town. These areas would not allow residential uses. Retail uses would also be permitted. General Commercial areas are proposed within the Route 6 and Route 202/35 commercial corridors currently zoned HC Highway Commercial.

### **4. Regional Commercial Center**

Route 6 will continue to be the Regional Commercial Center in the community. Uses that would be allowed within the Regional Commercial Center include:

- Shopping centers
- Offices
- Movie theatres
- Restaurants
- Big Box Retailers such as Walmart and Home Depot

It should be noted that there are no new areas proposed for “Regional Commercial Centers” in the Town. It should also be noted that the minimum lot area needed for this use is 80,000 square feet.

### **5. Office/Research Area (By Special Permit)**

The EDS report identified several business niches to pursue including Office/Research Areas. It is anticipated that the office research area uses will be permitted by Special Permit on lots of at least 50 acres

### **6. Designed Industrial Area**

The designed industrial area would apply only to 2 existing industrial complexes located along Furnace Dock Road and Arlo Lane. No new planned industrial areas are proposed for the Town. In general, the Town lacks suitably large flat sites for light industrial uses that would be in close proximity to major transportation facilities that accommodate truck traffic.

### **7. Light Industrial Area**

With one exception, the existing M-1 districts scattered throughout the Town would continue to operate as heavy commercial/industrial areas. For the most part, these areas would continue to allow the same uses allowed in the M-1 zone. The one exception is the M-1 district at the end of Roa Hook Road that is proposed for Waterfront Light Industrial.



### **8. Waterfront Light Industrial Area**

The waterfront light industrial area is proposed in two locations: the M-1 district at the end of Roa Hook Road, and the M-D district located in Verplanck.

All current uses allowed in the M-1 zone would be allowed in the new Waterfront Light Industrial zone with the exception of contractor's yards and wholesale trade such as oil storage. Contractor's yard and whole sale trade uses will be permitted by Special Permit only. It should be noted that all existing contractor's yards or wholesale trade operations located within the waterfront light industrial zones shall without further action, be deemed to have been granted a Special Permit. Any proposed expansion of such use shall require a Special Permit.

The plan envisions that waterfront light industrial areas will require a minimum of 40,000 square feet. The Plan acknowledges that the existing railroad right-of-way limits shoreline access in some locations. Other water dependent uses, including marinas and boatyards, would also be allowed by right. Additionally, all uses in the waterfront tourism zone that are not included uses in the Waterfront Light Industrial zone will be permitted by Special Permit only.

### **9. Waterfront Tourism Area**

Two areas of the Town are envisioned as Waterfront Tourism Areas: Annsville Circle and Verplanck:



*Annsville Creek Paddlesport Center*

### *Annsville*

The Town's westerly boundary at the Bear Mountain Bridge is a main gateway to the Hudson Highlands on the east side of the Hudson River. Traveling east along Bear Mountain Bridge Road (Route 202/6) or south along Route 9 from the Town's border with Philipstown towards Annsville Circle, a visitor is afforded beautiful views of the Hudson Highlands and/or the Hudson River. These two major thoroughfares meet at Annsville Circle, which is surrounded by the tidal creeks associated with the river and Annsville Creek. At this location, visitors have already passed the Town's new Visitor Center located at the historic tollhouse on Bear Mountain Road, the Monteverde Restaurant, and the recently constructed Paddlesport Center - all uses that cater to tourists and recreational visitors. This is further reinforced by the presence of the Reef Restaurant located at the Annsville Creek and the recent acquisition of the 352 acre Hudson Highlands Park which provides scenic trails and is located less than 1 mile up Route 9 from Annsville Circle. However, as a result of the existing HC zoning in these areas, Route 9/202/6 has the potential to evolve into an automotive-repair use dominated corridor that would detract substantially from the Town's waterfront character in this location.

The Master Plan envisions creating a new waterfront tourism area that would encompass the Annsville Circle hamlet. The intent is to allow water-dependent and water-enhanced uses in this location, and to link the area with the Hudson River Greenway trail system.

The Annsville hamlet would also allow Community commercial uses which would meet the local retail needs of the Town's neighborhoods north and west of Annsville Circle as well as serving as a quaint tourist destination where antique and gift shops, restaurants, marinas, overnight accommodations, catering establishments, and similar uses would be encouraged.

### *Verplanck*

The Master Plan envisions the creation of waterfront tourism areas along the Verplanck shoreline. The waterfront tourism area encompasses properties located at the western terminus of 6<sup>th</sup> Street, and properties at the end of Broadway in the vicinity of Steamboat Riverfront Park. Properties along Kings Ferry Road between Riverview Avenue and Sunset Road, including the Kings and Cortlandt Yacht Clubs, would be included in the waterfront tourism area.

Uses could include boutiques, antique and gift shops, restaurants, marinas, bed & breakfasts and similar tourist-related activities. More detail on permitted and special permit uses for property within the Waterfront Tourism District will be specified in the Zoning Code and could include mixed uses on the same lot.



**D. OBJECTIVES AND POLICIES**

The Master Plan envisions a hierarchy of land use areas that are intended to accommodate a range of commercial and industrial uses to accomplish the Town's economic objectives. The Plan recognizes that the majority of the Town's commercial and industrial areas are currently developed and that any future development should be reduced by lowering the maximum amounts of building coverage, floor area and parking lots permitted by zoning.

The objectives and policies for commercial and industrial uses are as follows.

**OBJECTIVE: Improve the economic health and the environment of existing commercial and industrial areas.****Policy 44: Provide infrastructure and aesthetic improvements to existing commercial areas.**

Public improvements to commercial areas involve road and traffic improvements, including streetscapes, sidewalks and pedestrian connections, landscaping, decorative lighting, sewer and water availability and storm water management as well as development of shared parking areas.

The Town should continue to obtain funding and assist the New York State Department of Transportation in making needed improvements to the major State roads that provide access to the Town's commercial areas. Transportation improvements include those recommended in the adopted Sustainable Development Study (SDS) as well as those identified by the Plan.

In addition, the Master Plan recommends that the Town continues to commit to a capital improvement program that prioritizes infrastructure to areas targeted for business development. In particular, the Plan recommends that infrastructure be first targeted to the office/research areas and the Town Regional Commercial Center. Secondly, Community Business and Community Commercial areas should also be targeted as areas where centralized sewer and water should be studied and funded.

Overall, the Plan anticipates that the infill development of vacant and underutilized land along the Town's major road corridors, i.e., Route 6, Routes 202/35, and Route 9A will be the focus of growth over the next 10-20 years. Development and redevelopment affords the Town the opportunity to improve and upgrade the aesthetics of the Town.

In particular, the major objective is to avoid site design and improvements that reinforce the "strip commercial" appearances. To improve the attractiveness of commercial corridors, multiple curb cuts should be avoided and shared driveway access should be planned, particularly along Routes 9A and 202/35 and Route 6.

Shared interior access roadways to help eliminate multiple curb cuts along Route 9A, 202/35 and Route 6 should also be strongly encouraged as areas are re-developed and seek Site Development Plan approval from the Planning Board. The Town encourages the Master Planning of several parcels or groups of parcels to achieve improved landscaping and a unified architectural design and signage as well as more efficient traffic and pedestrian circulation and access systems through service roads, shared driveways and sidewalks. Within the Community Commercial areas, the Plan recommends that improvements include shared parking areas.

The Plan recommends that the zoning ordinance enable the Planning Board to request applicants to examine, as part of subdivision or site plan review, vehicular and pedestrian connections with adjoining parcels. The zoning ordinance should also be revised to give the Planning Board the authority to require easements for these future connections.

**Policy 45: Attract new business uses as needed to existing developed areas.**

Consistent with the recommendations of the EDS report, the Town should attract businesses within the niches identified in that report. The Town should encourage these businesses in locations where adequate land and infrastructure exists or is anticipated and where potential environmental impacts are limited or adequately mitigated.

As necessary, the Town should re-zone eligible properties to achieve this objective. The land use plan identifies potential locations for encouraging office, research and development, tourism, neighborhood and regional retail, and health-related uses as follows:

- Tourism: Creation of gateway waterfront districts at Annsville Circle/Hamlet and on the Verplanck waterfront
- Regional Retail: Town Regional Commercial Center
- Local Retail Office Uses: Community Commercial Areas
- Small Business, Office and Retail Uses: Community Business areas

New commercial and industrial development will be focused in areas that are already developed with such uses with the goal of improving the aesthetic character of existing commercial corridors, while discouraging the creation of new strip commercial areas.

The Master Plan introduces 2 new areas for possible future commercial and industrial development – Camp Smith Re Use B and the FDR VA Hospital. These new areas provide an opportunity for a different mix and combination of uses near the Hudson River. By encouraging a more appropriate mix of uses based on the unique characteristics of various geographic areas of the Town, additional economic opportunities will be generated.

**Policy 46: Encourage the reuse and redevelopment of vacant commercial and industrial buildings.**

While the Master Plan reinforces a land use hierarchy and proposes to shift the overall intent of several areas, e.g., convert the highway commercial nature of the Annsville Circle area to a waterfront tourism destination, the Plan overall does not propose to increase significantly the amount of land dedicated to non-residential use. The Plan proposes to concentrate retail development within existing hamlet and village centers in order to encourage reuse and redevelopment of vacant properties and buildings within these long-established business and retail centers rather than opening up new property to commercial development.

**Policy 47: Revise dimensional regulations for commercial and industrial zoning districts to introduce floor area ratio regulations (in some cases sliding scale) and limit impervious coverage.**

Currently, the Town's zoning ordinance restricts building coverage, i.e., the amount of land area that may be covered by buildings. The regulations also establish the minimum amount of lot area that must be landscaped. The remaining land may be developed with parking and other impervious surfaces.

The Master Plan recommends that development on individual lots be controlled through restrictions on development coverage and the imposition of floor area ratios (FAR). Total building area would be regulated in accordance with maximum floor area ratios to control the overall bulk of a building on a lot. The floor area ratio (FAR) is the product of the total building floor area divided by the lot area. In the cases of Special Permits for Commercial/Industrial Uses, it is recommended that a sliding scale Floor Area Ratio (FAR) be used. For example, proposed projects located adjacent to residential areas would have a lower FAR than if a project was located adjacent to non-residential uses.

Revised dimensional regulations would also limit the total amount of impervious surfaces on any lot regardless of whether it consists of building or parking surfaces. Compared to current zoning the proposed revised regulations will result in a reduction in the amount in building and parking areas and an increase in landscaping. To illustrate these changes the Master Plan Committee and staff prepared a Revised Table of Dimensional Regulations and conducted a build out of commercial and industrial uses that resulted in smaller buildings than currently permitted by the Zoning Code.

**Policy 48: Encourage creative campus style office uses and research and development by Special Permit on large parcels of land over 50 acres.**

The Plan envisions creative campus style offices on large parcels over 50 acres in size with buildings set in park-like surrounds. Development coverage would be limited to encourage preservation of open space within these campus settings.

In areas where campus style development is to occur, encourage parking under the buildings to reduce impervious surfaces. It is important to note that proposed campus-style office uses should fit into the character of the area in which it is proposed.

These types of uses are considered to be attractive industries that would introduce white-collar employment, provide alternate traffic patterns compared to retail development, and introduce additional property tax revenues.

**Policy 49: Encourage a mix of residential and nonresidential uses along Route 9A from Montrose south to the Croton Line with retail and service commercial uses concentrated in existing hamlet centers.**

The Route 9A corridor presently includes a diverse mix of local retail, residential, and miscellaneous office and business uses. The Master Plan envisions continuing the Community Commercial area in Montrose that would be targeted for pedestrian and aesthetic improvements and shared parking facilities. The Community Commercial zone would be adjacent to residential zones and Business Mixed Use areas but linked to one another via sidewalks and trail connections.

The intent is to limit commercial sprawl along this corridor and concentrate uses that generate a significant amount of vehicular trips (e.g., convenience retail) to community commercial areas. The Business Mixed Use area will provide for residential and commercial uses on larger lots with less building and parking lot coverage and more landscaped areas than the current HC/9A & HC zone. Parks, landscaping and recreation areas should also be included for residential uses.

**Policy 50: Improve existing Community Commercial areas along Oregon Road by implementing design standards to enhance visual appearance.**

Oregon Road is a busy Town road that is mostly residential in character. Since existing commercial uses are not extensive, the historical character of many of the properties and old hamlet centers are still apparent.

Some local retail uses are scattered along the frontage of this road but generally concentrated in four locations:

- ❖ Van Cortlandtville
- ❖ Oregon Corners
- ❖ Oregon Road & Westbrook Drive
- ❖ Homestead Plaza on Oregon Road

To discourage strip commercial development of this corridor, the Plan recommends that Community Commercial areas be focused and limited to the four existing hamlet centers. Architectural and site development plan design standards would be implemented to preserve the small-scale and historic character of the Community Commercial areas. Shared parking, landscaped buffer areas, sidewalks, and unified architectural themes would enhance the overall appearance of these centers.

**Policy 51: Create commercial design standards and guidelines for the Route 6 and Route 202/35 commercial areas to unify the appearance of commercial uses along these corridors.**

Route 6 is the Town's most visible, intensively used and developed regional commercial corridor. With the reconstruction of Route 6 completed in 1995 by the New York State DOT, this commercial corridor has attracted new development and remains the focus of new development proposals. Route 6's position as a major destination is reinforced by new commercial development also occurring in Yorktown and Peekskill.

The Master Plan desires to create a unified theme for the Route 6 and Route 202/35 corridors to improve its visual appearance. It also encourages pedestrian activity between the center and adjoining neighborhoods in order to reduce overall vehicular trips.

The Master Plan also discourages the addition of any future big box retail uses on vacant parcels along Route 6, 202 or Route 9A.

In order to enhance the visual quality of the corridor, the Master Plan recommends that the Town work with NYSDOT to explore the possible creation of a tree-lined median along Route 6. This has been accomplished along other major transportation corridors in the region, including Route 59 in Nanuet (Rockland County) and Route 9 in Fishkill (Dutchess County).

Lastly, the Master Plan recommends that to discourage the perception of Route 6 as a "highway", the Town should actively promote a "signature" name for this corridor, e.g., "the Boulevard" or "Cortlandt Boulevard" rather than "Route 6". Pedestrian sidewalks, banners, decorative lighting, and similar architectural elements should be introduced to unify the corridor's appearance.

**Policy 52: Identify areas along Route 202/35 to serve several specific economic development objectives such as Community Commercial, general commercial, medical offices and other medical-related uses.**

The Master Plan envisions that uses along Route 202/35 be focused on medical-related uses to achieve a number of economic development objectives. Starting along the road's western border with the City of Peekskill, the Plan envisions medical office and health-related facilities in the vicinity of the Hudson Valley Hospital Center.

Between Tamarack Lane and Clinton Avenue, residential uses would continue to predominate. Between Clinton Avenue and Rick Lane, a Community Commercial area would be retained to continue the existing local retail and service uses that serve adjoining neighborhoods. Another Community Commercial area would be located between the Bear Mountain Parkway and Croton Avenue to encompass existing retail and service commercial uses. Outside of the Community Commercial areas, business offices, service and retail uses would be encouraged on larger lots for the existing HC zone as a new General Commercial Zone .

New development or expansion of commercial areas should be carefully evaluated for impacts on adjacent residential areas, including utilizing special permits for business and professional offices in "transitional locations".

The informal Catskill Aqueduct trail should continue to provide a pedestrian connection that links adjoining residential neighborhoods to the Community Commercial areas.

**Policy 53: Establish waterfront use areas by the creation of a Waterfront Tourism Zone and a Waterfront Industrial Zone in the areas of Verplanck and Annsville.**

The Master Plan proposes two distinct waterfront areas: a waterfront tourism area, and a waterfront industrial area.

**Waterfront Light Industrial:**

The waterfront light industrial area would encompass properties at the end of Roa Hook Road near Annsville, and a portion of the large existing MD zone located in Verplanck. The purpose of the Waterfront Industrial area is to support water dependent uses, i.e., uses that rely on a shoreline location to transport or receive materials or otherwise rely on the Hudson River water as part of their business.

All current uses allowed in the M-1 zone would be allowed in the new Waterfront Light Industrial zone with the exception of contractor's yards and wholesale trade such as oil storage. Contractor's yard and whole sale trade uses will be permitted by Special Permit only. It should be noted that all existing contractor's yards or wholesale trade operations located within the waterfront light industrial zones shall without further action, be deemed to have been granted a Special Permit. Any proposed expansion of such use shall require a Special Permit.

The plan envisions that waterfront light industrial areas will require a minimum of 40,000 square feet. The Plan acknowledges that the existing railroad right-of-way limits shoreline access in some locations. Other water dependent uses, including marinas and boatyards, would also be allowed by right. Additionally, all uses in the waterfront tourism zone that are not included uses in the Waterfront Light Industrial zone will be permitted by Special Permit only.

**Waterfront Tourism**

The Plan envisions creating two waterfront tourism areas: one at the Annsville Circle and hamlet, and the other along the shoreline in Verplanck. In these two locations, the Plan recommends that tourism-related uses be encouraged. Tourism-related uses would include: fishing, boating and similar water-dependent recreation uses, bed & breakfasts, spas, restaurants with outdoor decks, gift shops, boutiques, marinas, and similar uses. Both residential and commercial components are encouraged in the Waterfront Tourism areas for a "mixed-use" type approach. i.e. "living above the store".

As a condition of approval, properties that are developed for these purposes would be required to give easements to the Town for the purpose of continuing the Hudson River Shoreline Trail and a Riverwalk which provides public access to the Hudson River. These plans should be coordinated with the Hudson River Valley Greenway trail system



The Annsville hamlet would also permit Community Commercial type uses to meet the local retail and service commercial needs of adjoining neighborhoods, including those located to the north and west of the hamlet.

Overall, the waterfront tourism areas would focus tourism type uses to those unique areas of in the Town where waterfront access is not encumbered by railroad tracks and where opportunities exist to enhance the Town's gateway (Annsville) and preserve the historic character of the hamlets of Verplanck and Annsville.

