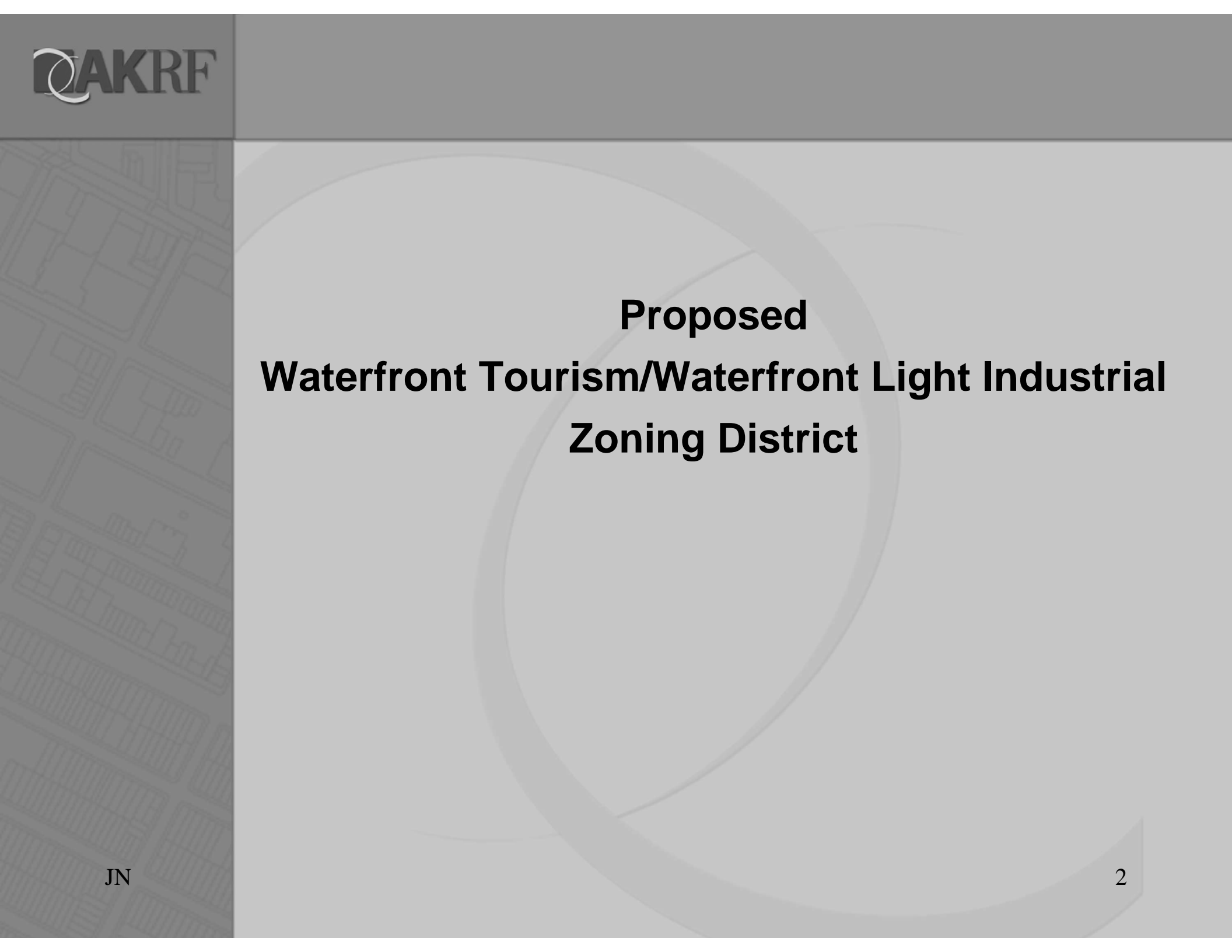




## **Update and Status**

**Project 1: Proposed Waterfront Tourism/Waterfront Light Industrial  
(WT/WLI) Zoning District/Annsville Area Enhancement Plan  
and**

**Project 2: Proposed Traffic Mitigation Special Permit (TMSP)**

The background features a large, faint, light-gray circular graphic that overlaps the text. On the left side, there is a vertical strip with a faint, light-gray architectural floor plan or street grid pattern.

# **Proposed Waterfront Tourism/Waterfront Light Industrial Zoning District**

## *Existing Zoning Districts*

- CC - Community Commercial
- HC - Highway Commercial
- MD - Designed Industrial
- M1 - Light Industrial
- R-15 - Residential, 15,000 sf

## *GOALS Expressed in the 2004 Comprehensive Master Plan update*

### **Waterfront Tourism District (WT):**

- Encourage water-dependent and water-enhanced uses - specifically marinas, boat yards, restaurants, gift shops, restaurants, bed & breakfasts, and other tourist type 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”.
- Link the areas with the Hudson River Greenway trail system, the Hudson Highlands Gateway Park and the Steamboat Riverfront Park and Trail.
- Link the Town’s waterfront with the waterfront in Croton, Buchanan and Peekskill.
- The Town should include specific requirements for public access to any approvals for proposed rezoning, special permits or certain types of variances along the waterfront.
- 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.

*GOALS Expressed in the  
2004 Comprehensive Master Plan update*

**Waterfront Light Industrial District (WLI):**

- The Plan suggests that heavier industrial type uses be “phased-out” in these locations.
- 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 - which would be permitted by Special Permit only.
- It should be noted that all uses permitted in the Waterfront Tourism districts will be permitted by Special Permit in the Light Industrial areas.

## ***Preferred Uses in WT***

*(Incentives to encourage Preferred Uses and Waterfront Amenities)*

- 1. *Bed & Breakfast & small hotels*
- 2. *Marina*
- 3. *Museum, Art Gallery, Art Dealers*
- 4. *Boat, Kayak, Canoe Rentals*
- 5. *Fishing Piers and Bait Shops*
- 6. *Miniature Golf*
- 7. *Indoor Ice Skating Rinks*
- 8. *Gift Shops*
- 9. *Clothing Boutiques*
- 10. *Specialty Shops such as antique, collectibles, hobbies, crafts, hand-made goods*
- 11. *Small food shops such as ice cream, coffee house, tea room, etc.*
- 12. *Bookstores*
- 13. *Jewelry, Camera or Toy Shops*
- 14. *Restaurants including outdoor eating area*

## Special Permit Uses:

- Existing and Proposed Residential Uses
- Large Hotel or Restaurant Use (>8,000 sf)
- Kennel
- Nursery School
- Public Utilities
- All Development in the Annsville Enhancement Area
- Increases in Building Size up to 25%

## As of Right Uses:

- *Light industrial workshops and services - metal working, artisan's shops, etc.*
- *Boat and watercraft sales and rental*
- *Marine trade businesses - construction, maintenance, repair*
- *Sale of boat materials, parts, and supplies*
- *Storage of registered recreational and commercial boats (date restrictions)*
- *Commercial and recreational fishing operations*
- *Charter and sightseeing operations*



## Special Permit Uses:

- Warehousing, wholesaling and storage of finished products
- Freight distribution centers and terminals
- Recreation Facilities
- Business and Professional Offices
- Existing wholesale trade operations legally operating as of the date of the adoption of this ordinance (excluding contractors yards and bulk oil storage)
- All uses allowed as-of-right in the Waterfront Tourism district



# Use Regulations Comparison Table

<b>District</b>	<b>Residential</b>	<b>Automotive</b>	<b>Hotels &amp; Lodging</b>	<b>Food &amp; Restaurants</b>	<b>Misc. Retail &amp; Shops</b>	<b>Sports, Theatres, Museums</b>	<b>Construction &amp; Manufacturing</b>
<b>M1</b>	No	Yes	No	No	No	Yes	Yes
<b>MD</b>	No	Yes	No	No	No	Yes	Yes
<b>CC</b>	Yes	No	No	Yes	Yes	Yes	No
<b>HC</b>	Yes	Yes	Yes	Yes	Yes	Yes	No
<b>R-15</b>	Yes	No	No	No	No	No	No
<b>WT</b>	Yes - 2nd Floor	No	Yes	Yes	Yes	Yes	No
<b>WLI</b>	No	No	Yes (Special Permit)	Yes (Special Permit)	Yes (Special Permit)	Yes (Special Permit)	Yes (No Bulk Storage)



# Bulk Zoning Regulations Comparison Table

District	Min. Lot Area	Max. Building Coverage	Max. Building Size (Floor Area)	Max. Residential Density	Max. Height	Min. Lot Width
<b>M1</b>	20,000 sf	0.35	none	N/A	40 ft	100
<b>MD</b>	5 acres	0.25	none	N/A	40 ft	300
<b>CC</b>	15,000* sf	0.30	12,000 sf	1 unit/15,000 sf	35 ft	100
<b>HC</b>	20,000 sf	0.25	none	1 unit/20,000 sf	35 ft	100
<b>R-15</b>	15,000 sf	(65% of FAR)	FAR	1 unit/15,000 sf	35 ft	80
<b>WT</b>	15,000 sf	0.20	15,000 sf	50% of floor area	35 ft	75 ft
<b>WLI</b>	20,000 sf	0.30	40,000 sf	N/A	40 ft	100 ft
*7,500 sf w/ public sewer						

## Role of Planning Board and Town Board:

- Town Board would have permitting authority for Special Permits related to:
  - large restaurant or hotel uses (exceeding 8,000 sf)
  - public or private schools
  - increases in maximum building size
  - all development in the Annsville Enhancement Area
  
- Planning Board would have permitting authority for Special Permits related to:
  - residential development
  - Kennels
  - nursery schools
  - utilities

## ***SEQRA - 6 NYCRR Part 617***

The Proposed “Actions” are:

1. The Rezoning of:
  - 60 acres of land to WLI
  - 248 acres of land to WT
  
2. The adoption of the Annsville Area Enhancement Plan as an Amendment to the Town’s 2004 Comprehensive Master Plan.

## *SEQRA - 6 NYCRR Part 617*

### Type I Actions:

- “the adoption of changes in the allowable uses within any zoning district, affecting 25 or more acres...”
- “the adoption of a municipality’s land use plan...”

## *SEQRA - 6 NYCRR Part 617*

- GEIS's are typically used for broad-based actions, such as rezonings, at a generic or conceptual level.
- GEIS may present and analyze a few hypothetical scenarios.
- GEIS's set forth specific criteria under which future actions and specific site impacts are to be analyzed for subsequent SEQRA compliance (traffic studies, natural resource studies, etc.).
- GEIS's commonly used for zoning actions, comprehensive plans.
- GEIS an opportunity to assess cumulative impacts of the larger action.

## Next Steps:

- Finalize WT/WLI Zoning Regulations: Summary memo of outstanding issues and Town Board comments to be discussed at Staff Level meeting.
- GEIS: Prepare GEIS to analyze/inventory existing conditions (uses, constraints, etc.) and assess potential impacts of the proposed action at the Generic Level.
- Acceptance of GEIS and Public Comment
- Modification to proposed WT/WLI District Regulations
- Modification to proposed WT/WLI District Boundaries
- FGEIS



# Proposed Traffic Mitigation Special Permit (TMSP)

## Background

Traffic and transportation issues were identified by Town residents as one of the top three issues facing the Town during the development of the 2004 Comprehensive Master Plan.

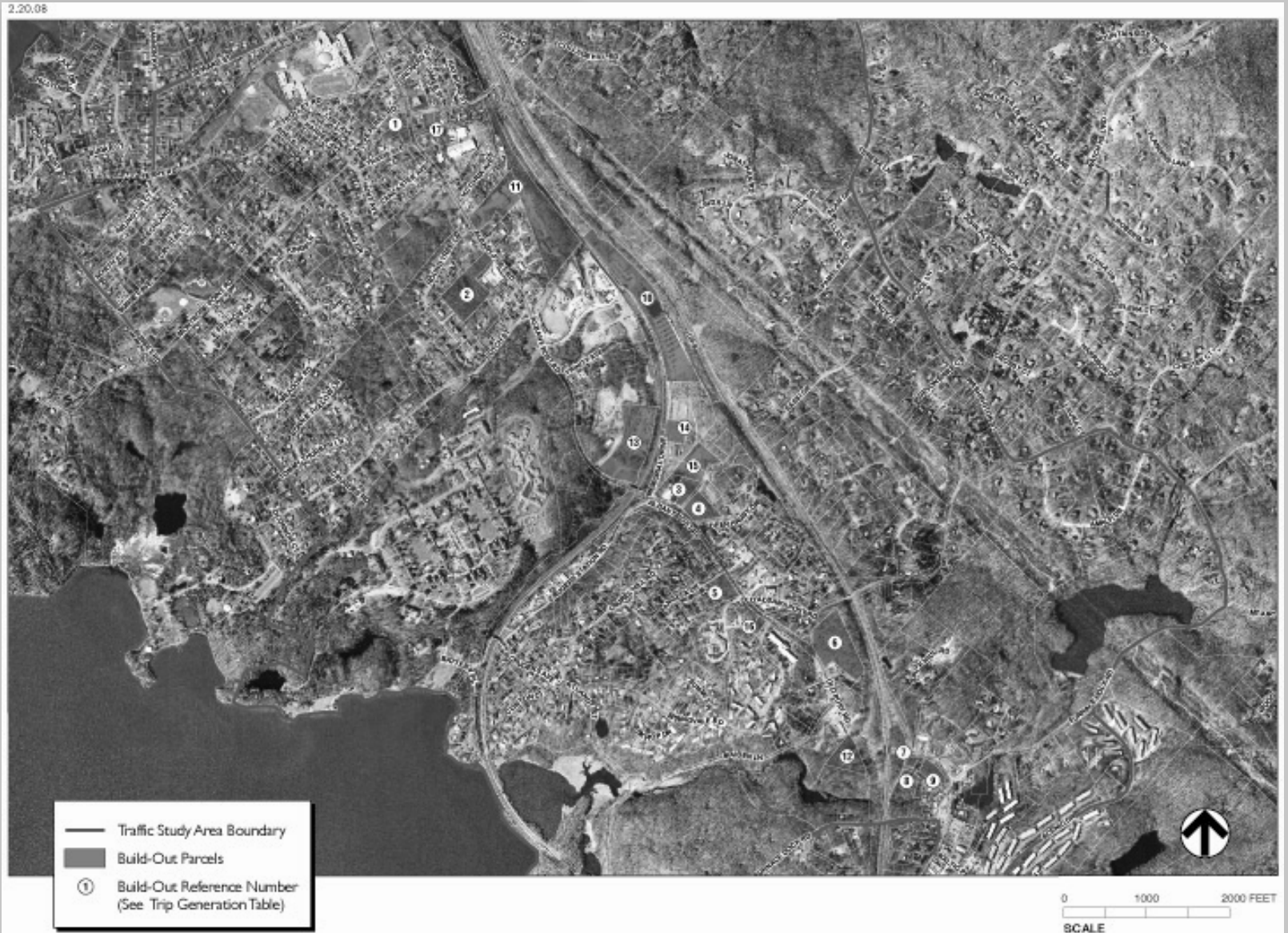
Specifically, there was concern over the effects of future development in Cortlandt and the surrounding communities on traffic congestion along the Town's three main traffic corridors:

- Route 9A
- Route 6
- Routes 202/35

The Town conducted a detailed traffic modeling analysis:

- 2007 Existing Conditions
- 2022 Build Out Conditions under Existing Zoning
- 2022 Reduced Build Out Conditions with Revised Zoning
- 2022 Reduced Build Out Conditions with Revised Zoning and Roadway Improvements

# Traffic Mitigation Special Permit (TMSP)



# Traffic Mitigation Special Permit (TMSP)

2.20.08





# Traffic Mitigation Special Permit (TMSP)

## TRIP GENERATION

CORRIDOR	MAP LOCATION <sup>(1)</sup>	ZONING	BUILD OUT BUILDING PROGRAM <sup>(2)</sup>	BUILD-OUT UNDER EXISTING BUILDING COVERAGES			CORRIDOR TRAFFIC VOLS. <sup>(3)</sup>			% INCREASE IN TRAFFIC, COMPARED TO EXISTING		
				AM	PM	Sat.	AM	PM	Sat.	AM	PM	Sat.
<b>ROUTE 9A</b>												
	1	CC/R-15	1,428 sf retail	2	6	8						
	2	HC 9A/R-15	6,890 sf retail	5	26	39						
	3	HC 9A	8,393 retail	5	32	48						
	4	HC 9A/R-40	2,631 sf retail	2	10	15						
	5	HC 9A	9,145 retail	6	35	52						
	6	HC 9A /R-40	<b>Proposed:</b> 15,000 sf retail, 10,000 sf office	25	72	90						
	7	HC	2,568 sf retail	2	10	15						
	8	HC	1,378 sf retail	2	5	8						
	9	HC	<b>Approved:</b> 20,775 sf office, 2 stories	33	31	9						
	10	HC 9A	<b>Metro North Expansion</b>	306	155	35						
	11	HC9A/M1	37,238 sf retail, 98,420 manufacturing	68	145	155						
	12	HC 9A/R-40	<b>Proposed:</b> 2,400 sf greenhouse; 2,400 sf barn with first floor retail; 1,367 ground floor retail in existing building	5	23	35						
	13	HC 9A	52,115 sf retail	41	147	195						
	14	HC 9A	<b>Approved:</b> will be 5,000 sf youth center	10	29	61						
	15	HC 9A	19,668 sf retail	13	75	113						
	16	HC 9A	3,007 sf retail	2	11	17						
	17	CC/R-G	4,811 sf retail	3	18	27						
			<b>Route 9A Total Trips</b>	<b>528</b>	<b>830</b>	<b>922</b>	<b>1,338</b>	<b>1,379</b>	<b>1,343</b>	<b>39%</b>	<b>60%</b>	<b>69%</b>
<b>ROUTE 202/35</b>												
	18	CC	5,863 sf retail	4	23	33						
	19	CC	<b>Under Construction:</b> 3,382 sf retail	2	14	20						
	20	HC	<b>Proposed:</b> car storage, maximum size retail 4,009 sf	2	2	1						
	21	HC	<b>Proposed:</b> car storage, maximum size retail 11,713	5	5	2						
	22	HC	10,335 sf retail	7	40	59						
	23	R-20	<b>Approved:</b> 70,800 sf patient tower; 45,000 sf Ambulatory Care Center; 16,000 sf surgery center; 1,400 sf addition to the emergency room; additional parking for 458 cars	75	73	60						
	24	CD/R-40	176,963 sf retail.	137	498	660						
			<b>Route 202/35 Total Trips</b>	<b>230</b>	<b>653</b>	<b>834</b>	<b>2,385</b>	<b>2,465</b>	<b>1,795</b>	<b>10%</b>	<b>26%</b>	<b>46%</b>
<b>ROUTE 6</b>												
	25	CD	<b>Proposed:</b> Building 1: 2 floors; 7,000 sf retail; 7,000 sf office; Building 2: 2 floors; 8,500 sf retail; 8,500 sf office	34	82	94						
	26	CD	<b>Proposed:</b> 6,600 sf auto service use	7	9	54						
	27	CD/R-40	<b>Proposed:</b> 5,000 sf bank with drive thru; 85,000 retail	71	286	324						
	28	HC/R-40	234,391 sf retail	181	659	874						
	29	HC	2,568 sf retail	2	11	15						
			<b>Route 6 Total Trips</b>	<b>294</b>	<b>1,047</b>	<b>1,361</b>	<b>1,951</b>	<b>2,661</b>	<b>3,052</b>	<b>15%</b>	<b>39%</b>	<b>45%</b>

Notes:

(1) See Figures \*\* and \*\* for Parcel Locations

(2) As Calculated Based on Existing Zoning Code for the Town of Cortlandt

(3) Represents the existing maximum 2-way traffic volumes along the corridor.

- Proposed modifications to the zoning code to reduce the allowable building coverage in all commercial and manufacturing zoning districts (HC, HC-9A, CC, CD, M-1, MD)





# Proposed Modifications to Allowable Building Coverage

<b>BUILDING COVERAGES</b>				
<b>Zoning District</b>	<b>Existing Code</b>	<b>A</b> <b>Proposed Building Coverage</b> <b>(Existing Code reduced by</b> <b>approximately 70 percent)</b>	<b>B</b> <b>Lots 0.75 acres in size or less</b> <b>(Existing code reduced by</b> <b>approximately 60 percent)</b>	<b>C</b> <b>TMSP</b> <b>(Existing code</b> <b>reduced by</b> <b>approximately 40</b> <b>percent)</b>
<b>HC</b>	25%	8%	10%	15%
<b>HC-9A</b>	25%	8%	10%	15%
<b>CC</b>	30%	9%	12%	19%
<b>CD</b>	20%	6%	8%	12%
<b>MD</b>	25%	8%	10%	15%
<b>M-1</b>	35%	11%	14%	22%

Under the TMSP, the Town Board would be given the discretion to determine the actual development potential of each property based on their evaluation of the traffic impacts and any potential for mitigation of these impacts.



# Traffic Mitigation Special Permit (TMSP)

SATURDAY CORRIDOR SUMMARY  
 Number of Intersection Movements/Lane Groups <sup>(1)</sup>  
 Operating at LOS E & F <sup>(2)</sup>

Intersection	Saturday Peak Hour			
	2007 Existing	2022 Build-Out	2022 Reduced Build-Out <sup>(3)</sup>	2022 Reduced Build-Out with Improvements <sup>(4)</sup>
<u>NYS ROUTE 9A CORRIDOR TOTAL</u>	0	3	2	0
<u>ROUTE 202/35 CORRIDOR TOTAL</u>	3	6	5	2
<u>U.S. ROUTE 6 CORRIDOR TOTAL</u>	8	23	17	10
<b><u>TOTAL, ALL CORRIDORS</u></b>	<b>11</b>	<b>32</b>	<b>24</b>	<b>12</b>
<u>Percent Change in LOS from 2022 Build-Out LOS, All Corridors</u>			<b>-25.0%</b>	<b>-62.5%</b>
<u>Average Intersection Delay (seconds), All Corridors</u>	<b>12.9</b>	<b>40.4</b>	<b>24.2</b>	<b>20.4</b>
<u>Percent Change in Average Intersection Delay from 2022 Build-Out Delay, All Corridors</u>			<b>-40.0%</b>	<b>-49.5%</b>
<u>Fuel Consumption in gallons per hour</u>	<b>483 gal/hr</b>	<b>1,147 gal/hr</b>	<b>774 gal/hr</b>	<b>684 gal/hr</b>

**Notes:**

- (1) Lane Group movements within a particular intersection (e.g. left-turn movement/lane group)
- (2) LOS E reflects delays between 55 and 80 seconds at signalized intersections and between 35 and 50 seconds at unsignalized intersections.  
LOS F reflects delays greater than 80 seconds at signalized intersections and greater than 50 seconds at unsignalized intersections.
- (3) Reflects recently reduced building coverages.
- (4) Reflects recently reduced building coverages and assumes future roadway improvements in place, see Figure 5

## Mitigation/Improvement Measures TMSP

- Retiming and phasing changes to signalized intersections
- Shared access driveways
- Restriping and road widening
- Creation of exclusive turn lanes and protected phasing
- Signalization of unsignalized intersections
- Installation of Stop and Yield Signs
- Intersection redesign including Roundabouts
- Changes in parking regulations
- Upgrade traffic signal equipment
- Establish and improve a computerized traffic signal system in the Town Hall as part of the Town's emergency management system. (a control room in the Town Hall where the staff can implement changes to traffic signal operations and monitor/view roadway operating conditions).
- Change in the operation of the project to reduce traffic generation
- Public Transit enhancement
- Travel Demand Management (TDM) including increased bicycle and pedestrian usage and carpooling
- Establish and improve the Town of Cortlandt shuttle service system
- Contribute to the traffic improvements (shown on Figures 1, 2, and 3 of the TMSP GEIS), which may be required be completed prior to the approved project receiving a certificate of occupancy.
- As-Built traffic monitoring (Post monitoring to determine site traffic generation. Post monitoring program to be established by CDOTS)

## Requirements

All applicants would be required to provide the following as part of the TMSP application:

- An estimate of the traffic generation of the proposed new uses or modified/expanded existing uses.
- A Traffic Impact Study (TIS) identifying all traffic impacts.
- Mitigation for all identified traffic impacts.
- Unmitigated impacts must be identified and other measures that reduce traffic generation must be implemented.
- Site design to minimize traffic conflicts.

A GEIS is currently being prepared to assess the potential impacts of implementing the TMSP. The GEIS will present an analysis/inventory of existing conditions (uses, constraints, etc.) and will assess potential impacts of the proposed TMSP.

# Synchro Simulation