Partnerships & Connections –
Town of Clarkstown Commercial Corridor
Transportation & Land Use Study

presented to
Makeover Montgomery II

presented by
Cambridge Systematics, Inc.
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May 9, 2014
Clarkstown, NY

- Town in Rockland County
- 25 miles northwest of New York City
- Mostly suburban growth patterns
- Four major transportation/commercial corridors
- Updated Comprehensive Plan – 2009
- Tappan Zee Bridge Project
Commercial Corridor Transportation & Land Use Study

- Ensure future development and growth are appropriate and coincide with community needs and activities.

- Provide an opportunity for flexible and creative zoning that addresses the operation of modern businesses and protects land owners.

- Make sound decisions on transportation infrastructure improvements along State corridors that reduce vehicle miles traveled, mitigate congestion, improve access management, and support the accessibility and use of all modes of transportation.

- Maintain the economic prosperity and mobility needs of a critical community asset.
Study Area Selection Criteria

Corridor study boundaries were defined by parcels that are completely or partially within zoning districts that abut the corridors.

The study areas were comprised of land parcels that included:

» Non-residential zoning districts;
» High-density residential zoning districts (MF-1, MF-2, MF-3, RG-1, RG-2, and R-10);
» Zoning districts that allow (through special permit) the conversion of residential to nonresidential uses; and
» Those selected due to their proximity to major transit and/or park-n-ride facilities.
Commercial Corridor
Transportation & Land Use Study

Town of Clarkstown
Rockland County, New York
Commercial Corridor Study
Data Source: Town of Clarkstown - GIS
January 2011

Legend
- Wetlands
- Lakes
- Streams
- Parks
- Buildings
- Commercial Office and Retail
- Residential Low Density
- Residential Medium Density
- Industrial
- Planned Econ. Development

Cambridge Systematics
Examine existing zoning code in relations to Comprehensive Plan goals and objectives.

Perform parcel level analysis of historical and current land uses and zoning activities.

Survey corridor businesses and landowners to establish development opportunities and transportation infrastructure needs.

Develop corridor concepts and community visions.

Analyze alternative land use tools and transportation investments to support corridor concepts and community visions.

Coordinate with Rockland County, NYSDOT, and the NYS Thruway Authority.

Present recommended zoning code changes.
Issues & Concerns
Issues & Concerns:

- Zoning Code
- Housing
- Economic Redevelopment
- Transportation/Mobility
Zoning Code

- Did not align with or support Town’s goals and objectives outlined in newly adopted Comprehensive Plan

- Out-of-date and not reflective of reality

- Inflexible and limited redevelopment opportunities

- Neighborly Compatibility
Housing

- Limited housing stock other than single family homes
- Grandfathered mixed-use
- Baby Boomers & Millennials
Economic Redevelopment

- Flexibility to meet market demands
- “Onerous” parking requirements
- Lack of identifiable “places”
- Encourage maximum utilization of underperforming/vacant properties
Transportation/Mobility

- Leveraging existing transportation assets to greatest potential
- Improve multi-modal connectivity
- Transportation-land use connectivity
Proposed Solutions
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- Commercial Office (CO) District – light industrial and office park uses
- Neighborhood Shopping (NS) – pocket retail/mixed-use development
- Nanuet Hamlet Center – commercial retail and light industrial office to mixed-use and transit supportive zoning
Commercial Office (CO) District
Commercial Office (CO) - Purpose

- District provides for areas of mixed-use commercial services in “office park” or “executive park” settings along major transportation corridors.

- The primary use is intended to be commercial offices with a variety of commercial activities.

- Light industrial uses, such as technology manufacturing that operate enclosed in office-like settings are also allowed.

- Permits limited retail uses which complement the established character and scale of the area.
Commercial Office (CO) – Retail Uses

Related Retail

» A retail use that sells goods, products, or services that are produced or warehoused onsite in the CO district

» Up to 25% of floor area, not to exceed 5,000 sq. ft.

Unrelated Retail

» A retail use that sells goods, products, or services that are not produced or warehoused onsite in the CO district

» Up to 25% of floor area, not to exceed 3,000 sq. ft.

The remaining floor area must be occupied by one or more of the commercial and light industrial uses permitted as-of-right in this district.
Commercial Office (CO) – Additional Features

- **Shared parking space credits**

<table>
<thead>
<tr>
<th>Total Number of Shared Parking Spaces</th>
<th>Total Number of Parking Credits</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>2 properties shared</td>
</tr>
<tr>
<td>2-10</td>
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</tr>
<tr>
<td>10-19</td>
<td>3</td>
</tr>
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<td>20-29</td>
<td>4</td>
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<tr>
<td>30-39</td>
<td>5</td>
</tr>
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<td>40-49</td>
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</tbody>
</table>

- **Staggered parking demand schedule credits**

<table>
<thead>
<tr>
<th>Use Type</th>
<th>Weekday Parking Needs</th>
<th>Weekend Parking Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>8 a.m. - 6 p.m.</td>
<td>6 p.m. to midnight</td>
</tr>
<tr>
<td></td>
<td>6 p.m. to midnight</td>
<td>Midnight to 8 a.m.</td>
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<tr>
<td>Office</td>
<td>30 (100%)</td>
<td>2 (5%)</td>
</tr>
<tr>
<td></td>
<td>6 (20%)</td>
<td>3 (5%)</td>
</tr>
<tr>
<td>Retail</td>
<td>27 (90%)</td>
<td>24 (80%)</td>
</tr>
<tr>
<td></td>
<td>30 (100%)</td>
<td>30 (100%)</td>
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<tr>
<td>TOTAL SPACES</td>
<td>57</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>32</td>
<td>22</td>
</tr>
</tbody>
</table>
Commercial Office (CO) – Additional Features

- Targeted Buffering & Yard Requirements
- Electric Motor Vehicle Charging Station (parking lots)
- Private Fleet Alternative Fueling Stations:
  - Gasoline, petro-diesel, biodiesel, propane, CNG, hydrogen and level 3 electric
Neighborhood Shopping (NS) District
Neighborhood Shopping (NS) - Purpose

- Targeted location at a major nexus along a commercial corridor that houses limited neighborhood shopping and services as a transit access location.

- Commercial activities are designed to service local surrounding neighborhoods through enhanced pedestrian and bicycle facilities.

- Compliment design guidelines on major transportation corridors to orient buildings to street, enhanced pedestrian facilities, and reduce paved areas and driveways through shared parking.

- Support accessible housing choices.
Neighborhood Shopping (NS) - Features

- Retail and Services Uses:
  - Retail establishments – pharmacy, food, or goods stores
  - Dining establishments – restaurants, cafes, and coffee shops
  - Personal service stores – beauty salons, tailors, and cleaning drop-off centers
  - Community centers, libraries, art galleries, artist studios and similar shared-use facilities or workshops

- Professional, Administrative, and Business Offices

- Mixed-Use Residential via Special Permit
Neighborhood Shopping (NS) Mixed-Use Special Permit

Provides land owners with alternative development opportunities

Requirements:

» MF-2 - maximum density of 11.3 dwelling units per acre

» Dwelling units shall be a minimum of 700 square feet and maximum of 1,200 square feet.

» 1 bedroom minimum (no studios) and up to no more than 2 bedrooms.

» Maximum of 25 percent of dwelling units may be 2 bedrooms.

» Must be located within ½ mile of a publicly accessible, fixed-route transit shelter, officially demarcated bus stop, or rail station.
Nanuet Hamlet Center
Conceptual Zoning – Commercial Shopping to Main Street-Mixed Use
Please select a Custom CS Theme from the Design Tab . . .
then Delete this Slide
Conceptual Zoning
Light Industrial Office to Transit Supportive
Please select a Custom CS Theme from the Design Tab ... then Delete this Slide
Please select a Custom CS Theme from the Design Tab... then Delete this Slide.
Takeaways
Takeaways

- Get the public thinking, talking, and then listen
- Use zoning as a catalyst for new transportation investment
- Take every opportunity – no matter how big or small
- Be deliberate in the combination of polices, regulations, and approaches used
Thank You

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