

Village of Airmont

DRAFT COMPREHENSIVE PLAN UPDATE



Prepared by:

VILLAGE OF AIRMONT
COMPREHENSIVE PLAN UPDATE COMMITTEE

Prepared with technical assistance from:



AIRMONT, NY
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Acknowledgments

The Board of Trustees of the Village of Airmont

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- Hon. Paul Marchesani, Deputy Mayor
- Hon. Anthony Valvo
- Hon. Peter Blunnie
- Hon. Kevin Warbrick

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Introduction

Preface

Under New York State Village Law, Section 7-722 provides guidelines for comprehensive planning, describing it as a document that will “identify the goals and objectives, principles, guidelines, policies, standards, devices and instruments for the immediate and long-range protection, enhancement, growth and development” of a village. Preparation of a comprehensive plan is not mandatory; however, if a plan is prepared and subsequently adopted by the Village Board of Trustees, subsequent land use regulation must be in accord with the adopted comprehensive plan. The Board of Trustees, the Planning Board, Zoning Board of Appeals, Building Inspector and other municipal, as well as county and regional officials and agencies, make decisions related to site plans, subdivisions, streets, locations for public buildings, expansion of community facilities, and other services and capital improvements that impact the overall pattern and character of development in the Village of Airmont. This Comprehensive Plan Update provides a framework for this decision-making, *i.e.*, specific actions that should be measured and reviewed against the goals and objectives of the plan to determine their consistency with the Village’s preferences for development and conservation.

Before the Village Board of Trustees adopts this updated plan, or any amendments to the zoning law, the Board will hold a public hearing in order to solicit comments from Village residents. This updated comprehensive plan will be subject to the provisions of the State Environmental Quality Review Act under article eight of the New York State Environmental Conservation Law and will require a generic environmental impact statement if impacts from the plan are determined to have significant adverse impact on the Village. Once the plan is adopted by the Village Board, it will remain on file in the office of the Village Clerk and with the Rockland County Planning Office. The adopted Comprehensive Plan Update shall be reviewed for relevance every five years to ensure the document continues to adequately meet the needs of the Village and a new Comprehensive Plan shall be adopted at a minimum interval of every ten (10) years.

2017 Update Process

The Village of Airmont Comprehensive Plan was originally developed and recommended to the Board of Trustees on December 10, 2007; however, adoption of the Plan was delayed until September 19, 2011, after several revisions were incorporated. The plan has remained in place as the current land use policy guidance document within the Village since, noting that several periodic zoning chapter updates were implemented in the years since. Recognizing that a Comprehensive Plan is a living document that should be reviewed and updated on a regular basis, the Village adopted a moratorium on development in March 2017 and was subsequently appointed a Comprehensive Plan Update Committee (CPUC) later that month. The Committee was charged with evaluating conditions within the Village of Airmont and recommending an updated Comprehensive Plan and associated amendments to the Zoning Law to the Village Board. The Committee began regular, bi-weekly meetings in March 2017, and were provided with copies of the 2007 Comprehensive Plan. References to the Village of Airmont within Rockland County’s 2007 Comprehensive Plan, *Rockland Tomorrow*, were also discussed among the Committee.

This updated plan relies on the development of a Vision Statement for the Village, with an accompanying framework of Goals and Objectives placing specific emphasis on managing land use along and extending out from the Route 59 Corridor as well as policies relating to balanced development, environmental protection,

transportation, sustainability, community facilities and design. The Goals and Objectives of this Comprehensive Plan Update are provided following the Vision Statement for the Village of Airmont, and are intended to determine the most appropriate land uses and corresponding densities for future development in the Village, protect sensitive environmental resources, as well as assess the need for improvements or expansions with respect to infrastructure, utilities, community facilities, and aesthetics within the Village.

A Public Open House Workshop was held on July 19, 2017, soliciting public input in the following areas:

- “Keep It Green” Infrastructure
- Traffic, Transportation and Commuting
- Housing
- Future Development of the Route 59 Corridor
- Future Recreation & Open Space
- Future Development
- Community Services, Facilities & Shared Services
- Architectural Design

Additional CPUC meetings continued to be held bi-monthly, with specific action item tasks assigned and completed between meetings.

In preparing this Plan Update, the Committee relied on a number of sources including:

- Updated information on flood zones, wetlands, steep slopes, aquifers, and public lands from various governmental mapping sources;
- Updated demographic data from Esri mapping software and data analysis and the US Census Bureau;
- Village staff who identified major residential and commercial properties that had been developed in Airmont and the surrounding communities since 2007 and ones that are currently pending;
- The Village Building Inspector and Village Engineer who provided comment on regulations they feel require modification based on practical experience;
- Input from owners of key properties with significant development potential;
- Research on planned New York State DOT and planned New York State Thruway projects;
- The 2007 Comprehensive Plan and status update of implementation;
- A review of vehicular accident locations within the Village; and
- Public input gathered at two separate public workshops on July 19, 2017, and October 25, 2017.

On October 25, 2017, the CPUC held a second Public Participation Workshop focused on confirming the proposed goals and objectives with community stakeholders, and soliciting their feedback and implementation suggestions. This event allowed the public to actively engage in discussions of design, functionality, and relevance for various concepts and proposals; these were presented as draft objectives around which recommendations of the Comprehensive Plan Update could be centered.

This process will culminate in a public hearing of the Draft Comprehensive Plan Update. The Village Board of Trustees will then hold a hearing to discuss the formal adoption of the plan, its vision and recommendations, by

the Board. Following adoption, appropriate modifications to Village regulations to implement the plan will be undertaken.

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Executive Summary

This Airmont Comprehensive Plan Update is an update to the 2007 plan, reflecting changes in community conditions and expectations. Significant changes in this document include:

- An updated build out analysis for residential and non-residential properties
- An updated Village Center Concept plan, including graphics
- A focus on sustainability and smart growth principles

Many recommendations from the 2007 plan have not yet been implemented. Where appropriate, those recommendations were re-included in this Plan Update or modified to reflect the realities that may have led to their not being implemented.

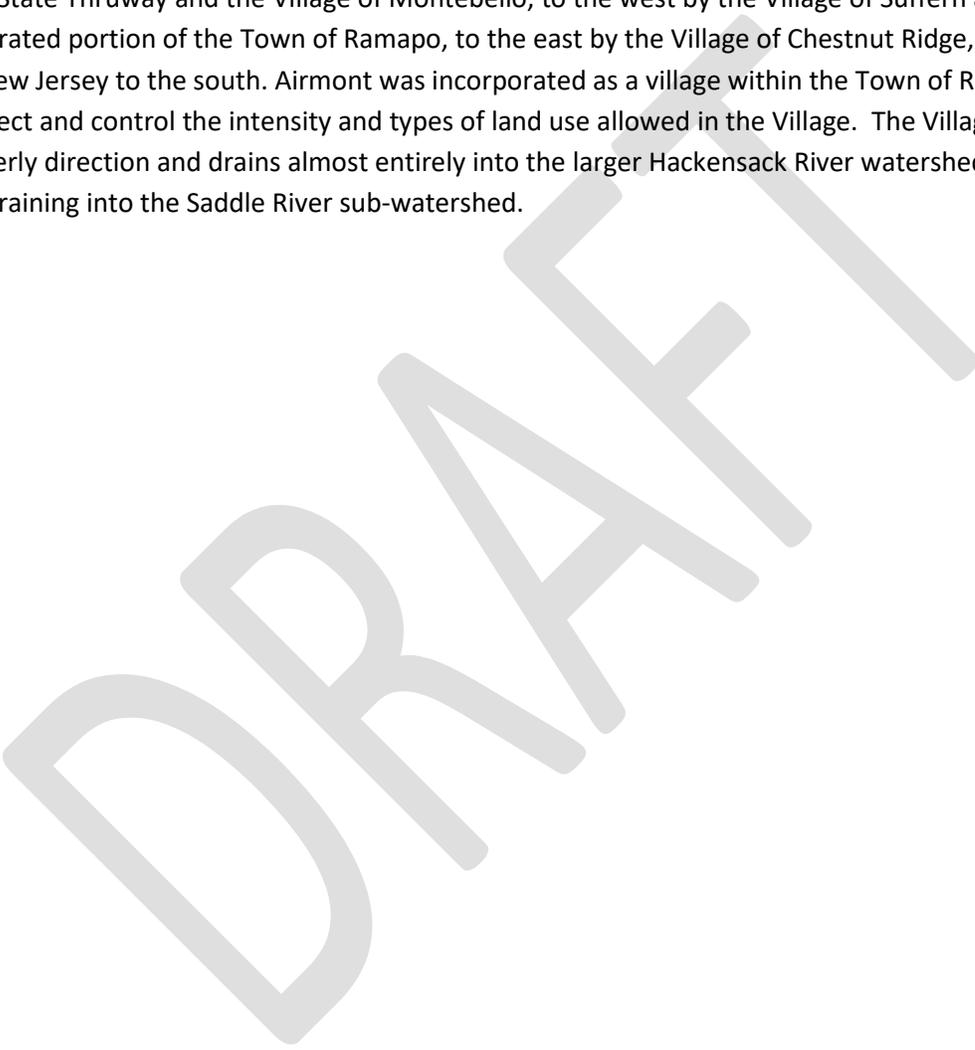
Overall Observations

The Committee felt that generally, the 2007 Comprehensive Plan had identified key elements that defined the Village and recommended courses of action where appropriate. Some issues in the 2007 Comprehensive Plan have become more relevant in the present day, such as traffic and redevelopment along the Route 59/ Airmont Road intersection, and the intensity of land use in certain zoning districts. This update addresses those modern concerns of the Village.

Existing Conditions

Regional Setting

The Village of Airmont is located along the southern boundary of Rockland County in New York State, within the scenic Hudson River Valley. Rockland, the smallest County in New York State outside of New York City, is approximately 176 square miles and is located on the west bank of the Hudson River approximately 33 miles north of New York City. The Village, which is approximately 4.64 square miles, is bordered to the north by the New York State Thruway and the Village of Montebello, to the west by the Village of Suffern and an unincorporated portion of the Town of Ramapo, to the east by the Village of Chestnut Ridge, and Bergen County, New Jersey to the south. Airmont was incorporated as a village within the Town of Ramapo in 1991 in part to direct and control the intensity and types of land use allowed in the Village. The Village watershed flows in a southerly direction and drains almost entirely into the larger Hackensack River watershed, with larger portions draining into the Saddle River sub-watershed.



An extensive network of streams, ponds and wetlands characterize the natural and open character of many of the lower-density areas in the central and southern portions of the Village. The majority of the northern boundary of the Village is defined by the New York State Thruway (I-87), which includes entrance and exit ramps for exit 14B to North Airmont Road, and provides direct access to the Village. Along the northern boundary of the Village, both I-87 and State Route 59 parallel one another, running east-west through the majority of southern Rockland County. Circulation within Airmont and to destinations outside the Village is primarily by car and is dependent on small local roads that connect housing to retail centers and to the New York State Thruway. There has been increasing local bus service along the Route 59 corridor and express bus service via the Tappan Zee Express from Rockland to Westchester County. Two north-south New Jersey Transit lines are located east and west of the Village, the nearest stations include Suffern and Mahwah, New Jersey (west of Airmont), and Spring Valley, Nanuet and Pearl River (east of Airmont). These lines run to Secaucus and Hoboken where transfers can be made to reach New York City.

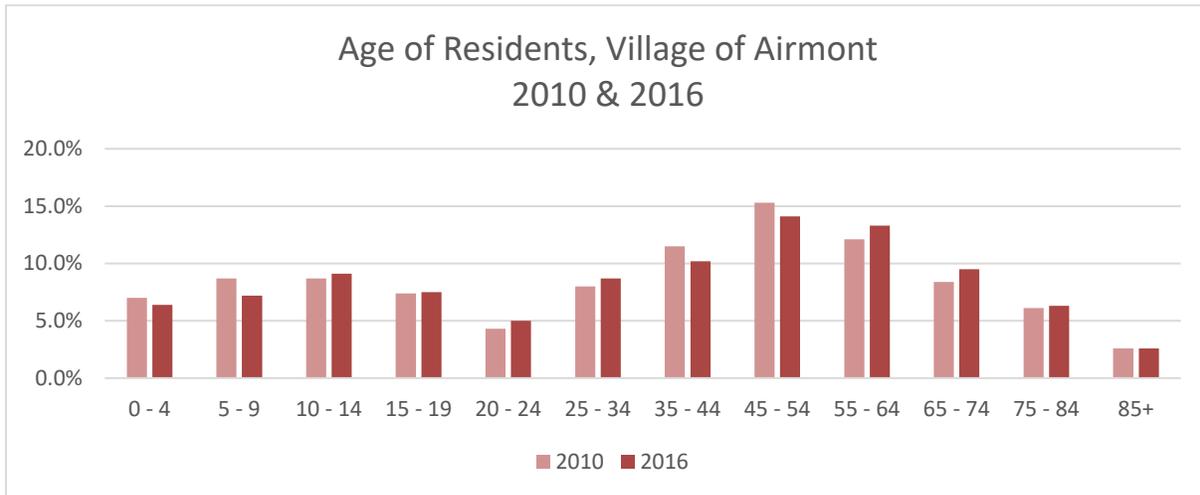
Demographics & Economy

TABLE 1: Village Population & Households¹

| Year | Population | Households | Families | Average Household Size |
|-------------------------------------|-------------------|-------------------|-----------------|-------------------------------|
| 1990 | 7,835 | - | - | - |
| 2000 | 7,799 | 2,342 | 2,034 | 3.2 |
| 2010 | 8,628 | 2,699 | 2,154 | 3.13 |
| 2016 | 8,899 | 2,742 | 2,197 | 3.2 |
| % Change 2000- 2016 | 14.10% | 17.08% | 7.57% | |
| 2021 | 9,196 | 2,813 | 2,247 | 3.22 |
| Projected % Change 2016-2021 | 3% | 3% | 2% | - |

As observed within **Table 1**, the resident population of the Village has generally been rising since its incorporation in 1991, with a particularly large increase occurring between the 2000 and 2010 Censuses from 7,799 to 8,628. This growth may be due in part to three multi-family housing complexes constructed during this period, containing an approximate total of 330 units. Recently, from 2010 through 2016, the population grew by approximately 3% to 8,899 as estimated by the US Census, five-year American Community Survey (ACS). This modest growth could be attributed to the Village largely being built-out, as well as aging of the resident population. The ACS also projects a population of 9,196 persons in 2021 indicating that modest growth in Airmont is expected to continue as the region grows. This is important for Airmont when planning for future service needs.

¹ Sources: U.S. Census Bureau 2000 and 2010; 2010-2016 ACS Estimates; 2016-2021 ACS Estimates

FIGURE 2: Age Breakdown

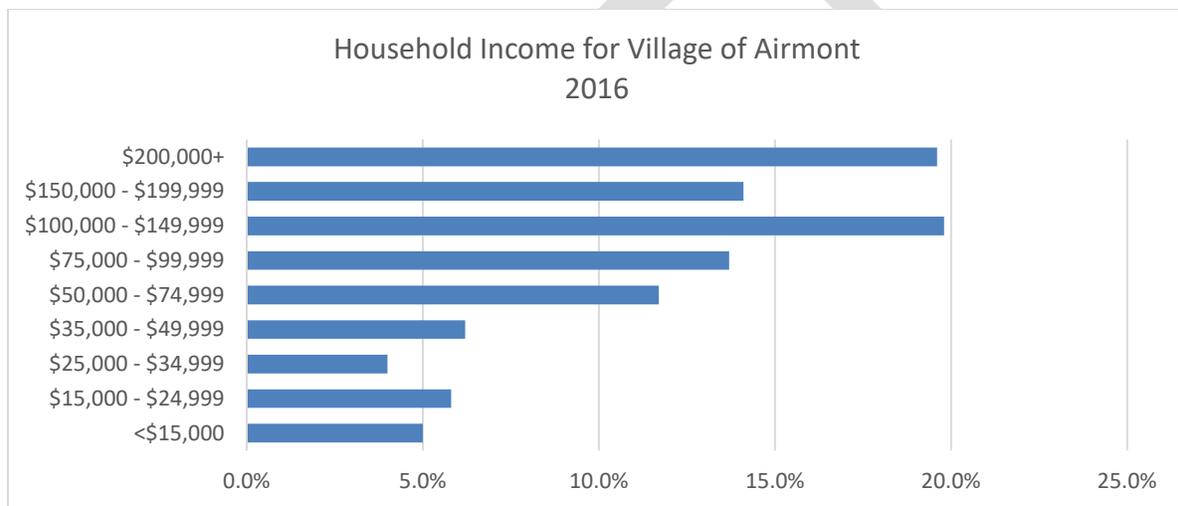
Like many suburban communities, the Village of Airmont is aging. **Figure 2** shows that a majority of residents are between 45 and 74 years old, with the population of 55 and older increasing since 2010. This is a significant demographic trend to consider – an aging population requires specific planning consideration as more communities realize the importance of “aging in place”, a concept that emphasizes the ability to live in one's own home and community safely, independently, regardless of age, income, or ability level. AARP reports that 90 percent of adults over the age of 65 prefer to live in their current residence or community as they age.² Airmont has made strides in this effort by collaborating with developers to add 139 affordable housing units for adults aged 55 and older at Airmont Gardens, and a 55 and older condominium retirement community at The Retreat at Airmont. Aging communities benefit from alternative transportation options and proximity to healthcare and other community services to foster a healthy and active aging population.

Similarly, aging populations point to a forthcoming demographic shift, as housing occupied by the elder population eventually comes back on the market. The Village should consider this when planning for future generations.

² AARP, National Conference of State Legislatures. *Aging in Place: A State Survey of Livability Policies and Practices*. 2011. P 1. <https://www.aarp.org/home-garden/livable-communities/info-11-2011/Aging-In-Place.html>

TABLE 2: Race & Ethnicity, 2016³

| | Village of Airmont | Town of Ramapo |
|-----------------------------------|--------------------|----------------|
| White Alone | 83.4% | 74.3 % |
| Black Alone | 5.8% | 15.4% |
| American Indian Alone | 0.3% | 0% |
| Asian Alone | 5.9% | 2.9% |
| Pacific Islander Alone | 0.1% | 0% |
| Some Other Race Alone | 1.9% | 6.4% |
| Two or More Races | 2.6% | .9% |
| Hispanic Origin (Any Race) | 10.4% | 12.8% |

FIGURE 3: Household Income⁴TABLE 3: Educational Status⁵

| 2016 Educational Status | |
|-------------------------------------|--------------|
| Total | 5,749 |
| Less than 9th Grade | 5.3% |
| 9th - 12th Grade, No Diploma | 5.6% |
| High School Graduate | 17.2% |
| GED/Alternative Credential | 2.0% |
| Some College, No Degree | 17.4% |
| Associate Degree | 6.1% |
| Bachelor's Degree | 23.3% |
| Graduate/Professional Degree | 23.1% |

³ Environmental Systems Research Institute. *Community Profile, Airmont Village, 2016*. Prepared by ESRI Business Analyst, July 2017.

⁴ Ibid.

⁵ Ibid.

TABLE 4: Airmont Residents' Occupational Sectors, 2016⁶

| Employed Population 16+ by Occupation | |
|--|-------|
| Total | 4,105 |
| White Collar | 78.5% |
| Management/Business/Financial | 18.6% |
| Professional | 34.2% |
| Sales | 9.3% |
| Administrative Support | 16.5% |
| Services | 8.4% |
| Blue Collar | 13.1% |
| Farming/Forestry/Fishing | 0% |
| Construction/Extraction | 5.9% |
| Installation/Maintenance/Repair | 3.8% |
| Production | 2.1% |
| Transportation/Material Moving | 1.2% |

TABLE 5: Housing Summary⁷

| Year | Total Housing Units | % Owner Occupied | % Renter Occupied | % Vacant |
|-------------|---------------------|------------------|-------------------|----------|
| 2010 | 2,791 | 81.9% | 14.8% | 3.3% |
| 2016 | 2,875 | 75.4% | 24.6% | 5.0% |

The Village of Airmont is a largely white, well educated, upper middle-class community of homeowners. These individuals are older, current, or soon-to-be empty nesters who combine two incomes in older suburban communities. Residents spend time and money on home upkeep, gardening, outdoor recreation, food and wine and cultural events.⁸ This population description is supported by the information in **Tables 2 through 5** and **Figures 2 and 3**. Airmont is populated by a high percent of residents with bachelors (23%) or master's degrees (23%), who are employed in professional (34%) and managerial occupations (18%), and earn an income above \$65,000.

Land Use & Zoning

Land Use

The Land Use Pattern for the Village of Airmont has remained virtually unchanged since the previous comprehensive plan was adopted in 2011. The Village is comprised essentially of two parts: The Route 59 Corridor,

⁶ Ibid.

⁷ US Decennial Census. *Profile of General Population and Housing Characteristics: 2010*. Accessed October 2017.
American Community Survey. *Selected Housing Characteristics 2015 ACS 5-year estimate*. Accessed October 2017.

⁸ Environmental Systems Research Institute. *Tapestry Segmentation Report: Exurbanites*.
http://downloads.esri.com/esri_content_doc/dbl/us/tapestry/segment5.pdf. Accessed October 2017
Environmental Systems Research Institute. *Tapestry Segmentation Report: Pleasantville*.
http://downloads.esri.com/esri_content_doc/dbl/us/tapestry/segment7.pdf. Accessed October, 2017.
Environmental Systems Research Institute. *Tapestry Segmentation Report: Savvy Suburbanites*. Accessed October, 2017.

developed with a combination of local and regional commercial centers, offices, civic uses, and industry; and the remainder of the Village, devoted to primarily single family residential neighborhoods of varying density. The remainder of the Village also contains day camps, cemeteries, parks and open space, schools and utility uses. **Table 6** and **Figure 4** show the breakdown and distribution of land uses in Airmont.

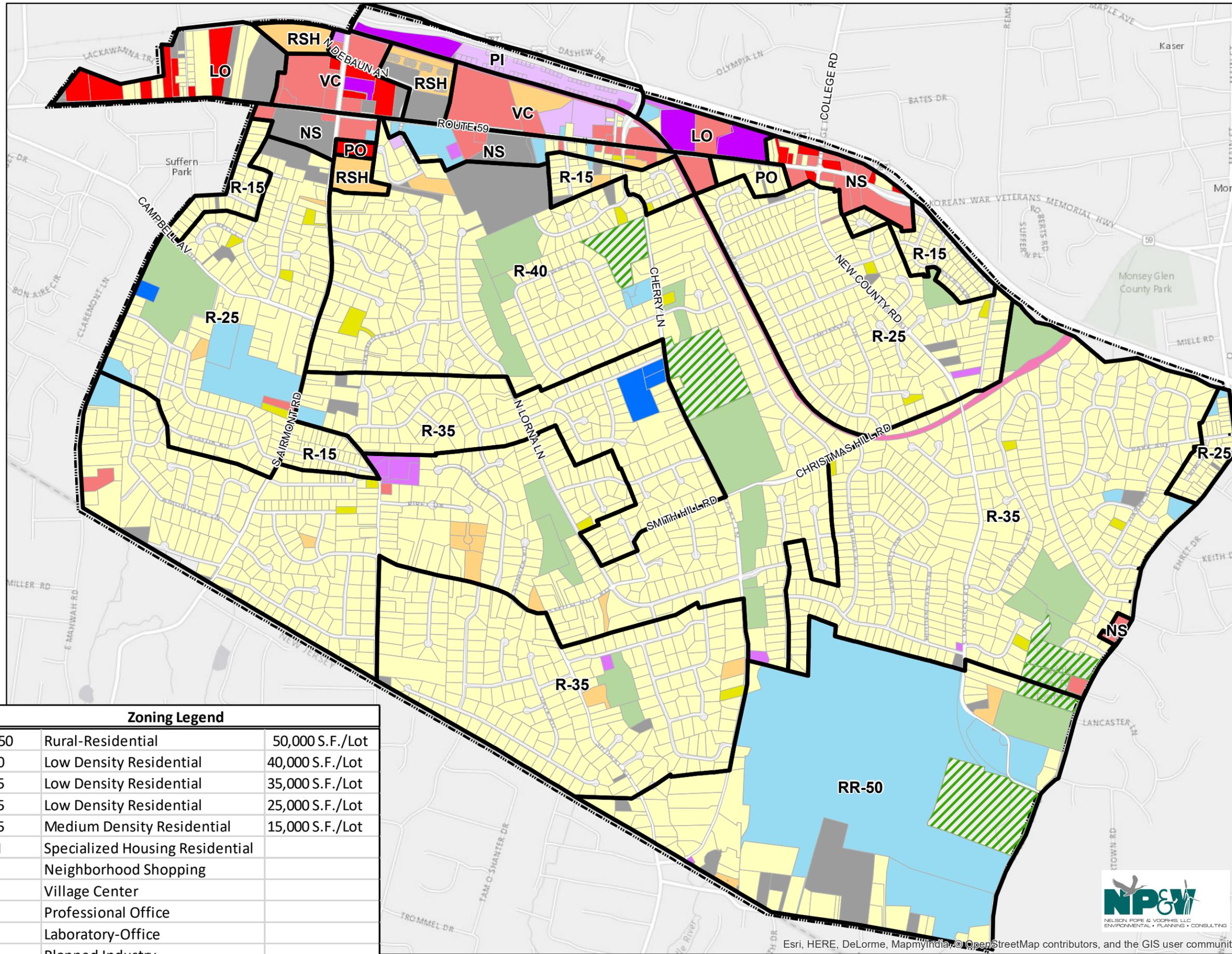
TABLE 6: Land Uses Found in Airmont

| Land Use | Acres | % Total Area |
|---------------------------------------|--------------|--------------|
| One Family Residential | 1,749 | 67% |
| Institutional/Quasi-Public | 279 | 11% |
| Private Recreation/Private Open Space | 220 | 8% |
| Vacant | 112 | 4% |
| Business/Community Commercial | 80 | 3% |
| Multi-Family Residential | 52 | 2% |
| Utilities/Railroad | 30 | 1% |
| Office | 29 | 1% |
| Heavy Industrial | 19 | 1% |
| Two Family Residential | 15 | 1% |
| School | 9 | 0% |
| Light Industrial/Warehouse | 8 | 0% |
| Road | 6 | 0% |
| No Land Use Code | 3 | 0% |
| Total | 2,612 | 100% |

Note: difference in totals due to rounding errors

Village of Airmont Comprehensive Plan DRAFT

Figure 4 Existing Land Use & Zoning



- Land Use**
- Single Family Residential
 - Two Family Residential
 - Multi Family Residential
 - General Commercial
 - Office
 - Institutional/Quasi-Public
 - School
 - Park/ Open Space
 - Private Recreation/Private Open Space
 - Heavy Industrial
 - Light Industrial/Warehouse
 - Railroad
 - Utilities
 - Vacant
 - Airmont Boundary
 - Zoning Boundary

| Zoning Legend | | |
|---------------|---------------------------------|-----------------|
| RR-50 | Rural-Residential | 50,000 S.F./Lot |
| R-40 | Low Density Residential | 40,000 S.F./Lot |
| R-35 | Low Density Residential | 35,000 S.F./Lot |
| R-25 | Low Density Residential | 25,000 S.F./Lot |
| R-15 | Medium Density Residential | 15,000 S.F./Lot |
| RSH | Specialized Housing Residential | |
| NS | Neighborhood Shopping | |
| VC | Village Center | |
| PO | Professional Office | |
| LO | Laboratory-Office | |
| PO | Planned Industry | |



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

Source: ESRI Web Mapping Service
1 inch = 0.33 miles
February 2018

Zoning

TABLE 7: Village of Airmont Zoning Districts

| District | Acres | % Total Acres |
|----------|-------|---------------|
| LO | 69 | 2% |
| NS | 83 | 3% |
| PI | 38 | 1% |
| PO | 12 | 0% |
| R-15 | 77 | 3% |
| R-25 | 419 | 14% |
| R-35 | 848 | 29% |
| R-40 | 880 | 30% |
| RR-50 | 397 | 14% |
| RSH | 33 | 1% |
| VC | 78 | 3% |

Land in the Village of Airmont is regulated by 11 zoning districts, with commercial and industrial zones largely located along Route 59 and residential districts making up the bulk of regulated land area (**Figure 4**). The Village recently assessed variance requests and found that 45 area variances were granted between 2012 and 2017, most located within residential districts. These include yard setback variances, lot area, parking and garage conversion requests. A request for a variance is a request to deviate from the zoning law either in terms of the area (such as lot size, setbacks, building size or parking requirements) or the use that is allowed (placing a deli in a residential zone), and a low rate of variances granted is an indicator of an effective zoning law. Area variances are more common, and more acceptable than use variances, which erode the intention of the zoning law to specifically permit or restrict certain land uses in certain areas. The low number of area variances recorded by the Village of Airmont indicates that the zoning is not overly restrictive, and that the Zoning Board of Appeals is responsible in its discretion to grant requested variances.

Residential Districts

- RR-50, Rural Residential (50,000 SF minimum lot)
- R-40, Residential (40,000 SF minimum lot)
- R-35, Residential (35,000 SF minimum lot)
- R-25, Residential (25,000 SF minimum lot)
- R-15, Residential (15,000 SF minimum lot)
- RSH, Specialized Housing

The residential portion of the Village extends south from the Route 59 corridor to the New Jersey border (**Figure 4**). According to the 2015 American Community Survey, there are approximately 2,875 residential units in the Village with 79 percent single family detached units. Two multi-unit complexes are located within the Specialized Housing Zone, to the east and west of North Airmont Road, just off the NYS Thruway exit. These contain a low-income housing complex for adults 55 and over, and a retirement condominium community for active adults.

Another small, low-income multi-unit complex is located just south of Route 59 on Airmont Road, also zoned for specialized housing.

TABLE 8: Age of Housing Units, 2015⁹

| Year Built | Percent |
|----------------------------|--------------|
| Total housing units | 2,875 |
| 2014 or later | 0.0% |
| 2010 to 2013 | 0.0% |
| 2000 to 2009 | 10.7% |
| 1990 to 1999 | 11.9% |
| 1980 to 1989 | 7.9% |
| 1970 to 1979 | 18.8% |
| 1960 to 1969 | 31.5% |
| 1950 to 1959 | 6.4% |
| 1940 to 1949 | 2.1% |
| 1939 or earlier | 10.6% |

Since the previous Comprehensive Plan, a number of single family residential subdivisions have been approved, most between two and six lots.¹⁰ The largest of these subdivisions is known as the Cardinal Hill Subdivision which consisted of 20 new homes just west of Lorna Lane. Few additional opportunities for residential subdivisions still exist, and the majority of existing homes in Airmont tend to be older, built before 1970. While the majority of these housing units are owner occupied, discussion with local professionals and demographic data presented above indicates that these older homes are attractive to new home buyers who may wish to renovate or rebuild on existing lots. Based on workshop feedback, Airmont residents are proud of the winding streets and vegetated landscape of the suburban residential pattern in the Village and wish to see the density and community character of these areas maintained.

Commercial Districts

- NS, Neighborhood Shopping
- VC, Village Center Shopping
- PO, Professional Office
- LO, Laboratory Office

The Route 59 corridor is home to the bulk of office, commercial, light industrial, and most other nonresidential activity within Airmont. Retail uses are generally of a local convenience orientation, comprised of small capacity restaurants and delis, drug stores, gas station and auto repair shops, laundromats, banks, dry cleaners and hair salons. Other commercial uses serve a larger area or region and are located here as well, including Shop Rite

⁹ American Community Survey. 2015 5- year estimates. Table B25034

¹⁰ This may not be indicated in Table 6 because the data is an estimate based on a trend over five years, therefore a small number of units may not be captured in the data set.

Supermarket and Walmart. Office uses along the corridor generally consist of relatively small multi-tenant buildings for medical or general office use. In addition, both Ramapo Town Hall and a number of municipal services such as fire and ambulance services are located along this corridor. One larger, underutilized complex formerly containing a super market and large discount store occupy a prime site west of North Airmont Road on Route 59.

Some residential uses are located along the corridor as well. A majority of these are currently nonconforming and may have preceded the creation of zoning controls for the area. Some houses have been at least partially converted to nonresidential uses, occupied by office or retail uses.

Industrial Districts

- PI, Planned Industry

The Village of Airmont contains one zoning district for planned industry, located south of the NYS Thruway and north of the Piermont (Norfolk Southern) Freight Train track, which ends service at the eastern portion of the district. This area contains a paper recycling center and the Spook Rock Industrial Park which contains suites for light industrial/commercial activities such as bakeries, tool and hardware manufacture, a perfumery, meat wholesale and other similar industries.

Environmental Conditions

Topography and Soils

According to the Rockland County Soil Survey compiled by the U.S. Department of Agriculture, the Village's terrain can be generally characterized as gently to moderately rolling topography. Approximately 75 percent of the Village has slopes between 0 and 10 percent and only approximately 12.5 percent of the Village has slopes of greater than 15 percent. Elevations in the Village range from 290 feet to 640 feet.

The soils most common in Airmont are classified as Wethersfield Series consisting of very deep, well drained soils formed in reddish glacial till derived mainly from Triassic sandstone, shale, and conglomerates. The soils are typically found on smooth ridges on uplands. Slopes range from 0 to 25 percent. Wethersfield soils are very deep and well drained with a dense substratum. Permeability is moderate in the upper part and slow to very slow in the lower part. The water table commonly is perched above the substratum at a depth of 1.5 to 2.5 feet from February to April.

Rock outcrops appear as ledges on side slopes and as angular and pointed blocks on ridge crests and hilltops. Rock outcrops are dominantly basalt, red sandstone, conglomerates or shale. Slopes and shallowness to bedrock are the main development limitations of Wethersfield soils.

Geology and Water Resources

a. Geology

The Village occurs in the glaciated portion of the Newark Basin of the Piedmont Province of North America. As such, it is underlain by geologic materials ranging in age from youngest to oldest of about 10,000 to 300 million years old. The breaking point for these geologic deposits was some point between 4.2 and 4.9 million years ago.

The younger geologic materials were deposited by glacial ice which invaded the area starting about 30,000 years ago from the north, and that subsequently retreated from the area about 12,000 years ago. These materials consist primarily of clay through boulder-size unconsolidated deposits that were derived through erosion of overburden and bedrock occurring in areas to the north of the Village. These deposits are primarily classified as “till” and “stratified drift”, which reflect the nature of their placement by either glacial ice and meltwater emanating from the glacial ice, respectively. The movement of the glaciers through the area, not only resulted in the deposition of these unconsolidated materials, but also helped shape the local topography, by scouring bedrock surfaces and filling in low-lying areas. The glacial deposits comprise the majority of the parent materials for the naturally occurring overlying soils in the Village, which consists of organic material and the split zones.

The bedrock underlying the Village is primarily “sedimentary” in nature, and consists of a vertical sequence, hundreds of feet thick, of reddish-brown, shale and sandstone, and sandstone and conglomerate. The western half of the Village is underlain primarily by conglomerate (a cemented mixture of primarily gravel and cobble size material) belonging to the Hammer Creek Formation, while the eastern half is underlain by conglomerate, sandstone, and shale (cemented mixture of clay through sand size material) belonging to the Brunswick Formation. The bedrock units comprising the respective formations were deposited during the Triassic through Jurassic Periods. Besides the horizontally to sub-horizontally inclined bedding planes which reflect the sedimentary nature of the comprising bedrock units, vertical to sub-vertical “fractures” (breaks and cracks) frequently penetrate the comprising rock layers. These bedrock units constitute the majority of the source materials for the overlying glacial deposits, as reflected by their dominant reddish-brown color.

b. Surface Water

The naturally-occurring topography or land surface of the Village is primarily reflective of the underlying geologic formations and the processes responsible for their occurrence. Being occupied by some of the higher elevation areas (in excess of 600 feet above mean sea level) in the Piedmont Province of Rockland County, almost all of the land in the Village occupies the headwaters of one of four watersheds: the Masonicus Brook, Ramsey Brook, the East and West Branches of the Saddle River, and an unnamed tributary of the Mahwah River. All of the corresponding streams, with the exception of the unnamed tributary, flow south into Bergen County, New Jersey.

Water in the streams and wetlands occurring in the Village is derived from precipitation runoff and natural groundwater discharge (“base flow”). As such, local land use can affect the quantity and quality of water in these resources. Currently, the conditions of these resources are of good quality. For instance, the East and West branches of the Saddle River have been designated by the State of New Jersey, just south of the Village border as being “wild trout” streams. This designation attests to the quality of the local water to be of adequate conditions to support indigenous fish which are considered to be representative of some of the more environmentally sensitive biota in the region. The maintenance of such conditions is typically contingent upon adequate vegetative buffers (50 to 100 feet wide), adequate base flow, and thermal refuges (stream bed seeps from ground water).

The main aquifer underlying the Village and tapped by many private and public wells (Suez New York) consists of the sedimentary bedrock units (shale, sandstone and conglomerate) of the Brunswick Formation, which generally underlie all of the unconsolidated materials occurring in the Village. This “rock” aquifer relies primarily on precipitation infiltration both directly and through the overburden, accumulated storm-water runoff (e.g., floodplains and local wetlands), and man-made features (e.g., dry wells and septic systems) originating within the

County and the Village for recharge.

Recharge to the aquifer underlying the Village is derived from infiltration of precipitation and runoff, and constitutes a fraction of overall amount of ground-water recharge. Ground-water recharge consists of the amount of precipitation and storm water runoff which infiltrates below the “root zone” of the local vegetation. Some of the ground-water recharge will move laterally through the local geologic formations and possibly “daylight” in local wetlands and surface-water bodies (“base flow”), while some will continue vertically downward until it is realized as “aquifer recharge.” As a result, generally only a fraction of ground-water recharge is available as aquifer recharge. Previous studies by the County indicate that average recharge rate for the bedrock aquifer underlying the Village is about 200,000 gallons per day per square mile (gpd/mi²). This reported value is based on “average” hydrologic conditions (normal precipitation amounts and patterns), and reflective of the land usage (e.g., amounts of impervious surface and storm water management techniques) existing at the time of the evaluations. Consequently, variations in hydrologic conditions and future development in the Village can affect local ground-water recharge which in turn can affect local aquifer recharge.

The amount of ground-water recharge available in a particular area is dependent on several factors. One of the more important determining factors is the prevailing land use and land cover (LULC). Another important factor controlling ground-water recharge is the type of soil underlying an area. The type of soil controls in part the ability of precipitation runoff to infiltrate beyond the root zone of the local vegetation and into the underlying geologic formations. Besides the LULC and soil type, the amount of ground-water recharge available for a particular area is also dependent on the local climate. The climate reflects the average annual precipitation, temperature, and wind velocity for a particular area, which when considered together can control the amount of precipitation that is ‘not available as ground-water recharge due to its loss to evaporation and plant transpiration processes (i.e., evapotranspiration).

c. Ground Water

Water demands for the Village are primarily met by the public community water supply provided by Suez North America and in a few instances, individual private wells. The Suez supply is developed entirely from the surface-water and ground-water resources occurring within Rockland County. Though none of its surface-water supply is located in the Village, three (3) of its ground-water supply wells are located in the Village most of which tap aquifers that underlie the Village. All three of these wells are capable of relatively high yields, on the order of several hundred gallons per minute (gpm) each. Besides the Suez wells, several large capacity private wells also exist in the Village and are sources of water for numerous users. Based on the respective locations of these wells and relative yields, they are all anticipated to tap the local bedrock aquifer. Finally, numerous private residential wells are located throughout the Village (e.g., Provost Road area, Shuart Road area). Most of these wells also tap the local bedrock aquifer. Given the local geologic conditions and typical related well-construction considerations, most of the wells in the Village are approximately 100 to over 300 feet deep.

Each of these wells derives its supply from ground-water resources in the Village and as such can potentially be impacted by local changes in recharge and water quality. As such, hydrologic and land use changes which affect recharge mechanisms available to these sources can impact the quantity of supply available for use by Suez and the local private wells. Given this relationship, the potential impacts of current zoning and future land use changes on ground-water recharge should be considered relative to Village land use ordinances. Specifically, ordinances

geared towards maintaining and/or enhancing ground-water recharge (i.e., 0% loss of recharge) should be considered. These can include the use of storm water recharge basins, promotion of pervious surfaces and limitations on impervious surface areas associated with new and rebuilt construction.

Land use can impact water quality of a ground-water supply as well. Each of the wells in the Village can be expected to draw water from portions of the local bedrock aquifer extending several hundred to over 1,000 feet away. As such, land use regulations focused on controlling activities that can potentially impact the underlying ground water, can help protect a community's public and private wells. Airmont, similar to other surrounding municipalities, regulates development in and around its wetlands and water courses. Chapter 206 of the Village Code prohibits a number of activities including drainage, excavation, and development of any kind within 100 feet of the boundary of such resources unless a permit is obtained.

Endangered Wildlife and Plants

The New York State Department of Environmental Conservation's Natural Heritage Program reported that there are no known occurrences of rare or state-listed animals, plants or other significant habitats within the Village of Airmont or in its immediate vicinity.¹¹

Recreation and Open Space

As the Village becomes more developed and population continues to increase, the need to take an inventory of the existing facilities that serve Village residents, ensure they are maintained, and provide a basis for the acquisition of new land for either recreation or conservation of sensitive natural resources is increasingly important. Recognizing this, the Village Board authorized the preparation of an Open Space and Recreation Plan in 1999. Although that plan was not adopted, information from that report is included in this document as the basis for recommendations related to both recreation and open space and the conservation of sensitive environmental lands.

At one point, a Preservation and Open Space Committee was formed to identify opportunities within the Village for the preservation of natural open space resources and advise the Board of Trustees on how open space within the Village should be utilized, as well as how the Village may be able to fund the acquisition of additional parcels. While the Village website links to the committee and its mission, it lacks membership, and the website is advertising for local resident volunteers to lend time and skills to the mission.

Airmont is located in close proximity to a number of excellent parks that provide residents with a variety of recreational opportunities. There are six (6) state parks within a half hour drive of the Village, including Harriman State Park, Sterling Forest State Park and Bear Mountain State Park, which are large natural reserves that provide for swimming, camping, hunting, backpacking, biking and a variety of other activities. There are also seven (7) parks maintained by Rockland County that are located within the Town of Ramapo, all of which are within a half

¹¹ This information should not be substituted for on-site field surveys that may be required for individual project environmental impact assessment.

hour drive of the Village. Two (2) County parks, namely Monsey Glen Park and Schwartz Park, are located within the Village (See **Table 9**).

Between 2000 and 2010, the Town of Ramapo acquired new land and recreational facilities within the Village of Airmont: The Swim and Tennis Facility at Rustic Brook and Camp Scuffy. Since the Village is within the Town of Ramapo, Village residents are eligible to participate in all recreational opportunities offered by the Town at the same rates as all Town residents. A complete list of Town parks located within the Village is shown in **Table 10**. Along with these park facilities, the Town also maintains camps and two (2) swimming pool complexes, the Ramapo Cultural Arts Center, Joseph T. St. Lawrence Community Health and Sports Center, and an Equestrian Center. Town and County recreation facilities are also supplemented by recreational facilities of local school districts, as well as several passive, public- and privately-owned forested areas.

Town programs are popular, and in most cases there is enough capacity to meet the needs in most areas. It had been determined in 2000 that additional field space for team sports was necessary to relieve some scheduling problems.¹² The Town has recently opened Torne Valley Sports Complex in nearby Hillburn to address this demand. In addition to turf fields, this complex features a community center with racquetball courts, basketball courts, and a running track.

The Town of Ramapo also owns land within the Village that has remained unimproved. Much of this land is located within the floodplain and was acquired through dedication as part of the subdivision review process before the Village was formed. These parcels may represent opportunities to extend conservation areas, or create passive open space recreational areas within the Village.

TABLE 9: Rockland County Parks Within The Town Of Ramapo

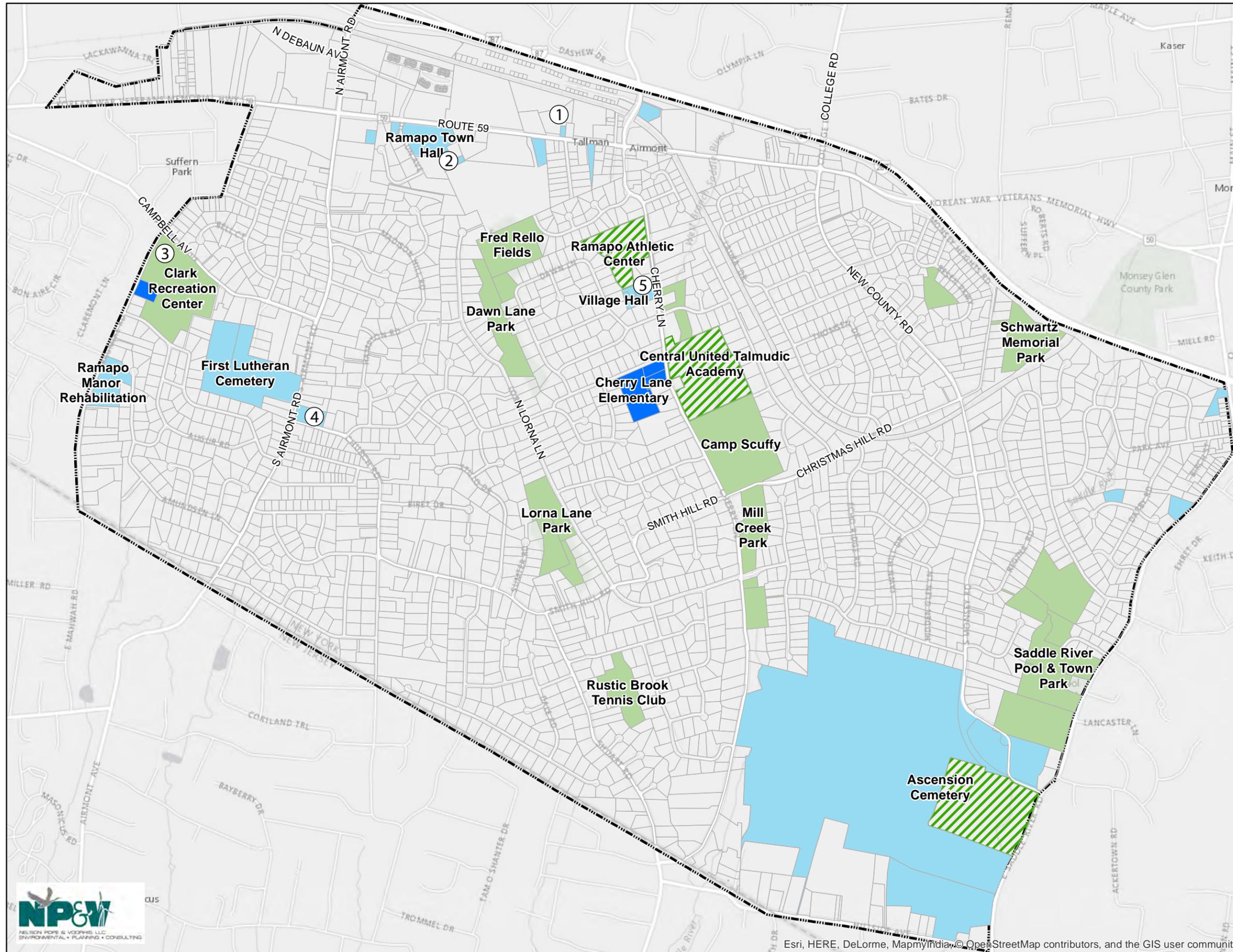
| Name | Village | Acreage | Facilities Offered |
|----------------------------------|------------|---------|--|
| Dater Mountain Nature Park | Sloatsburg | 350.5 | Hiking |
| Eleanor Burlingham Memorial Park | Sloatsburg | 45 | Fishing, canoeing, bird watching and hiking. |
| Flat Rock Park | Hillburn | 1 | Fishing, canoeing, and wild life observation |
| Kakiat Park | Suffern | 353 | Hiking, Horseback riding, picnicking, fishing and guided tours |
| Monsey Glen Park | Airmont | 25 | Hiking Trails |
| Samuel Fisher / Mount Ivy Park | Pomona | 272 | Hiking, Wildlife observation |
| Schwartz Park | Airmont | 11 | Wildlife Preserve |

Source: Rockland County Parks Commission, 2005

¹² According to the Town of Ramapo Parks and Recreation Department website.

**Village of Airmont
Comprehensive Plan
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**Figure 5
Public Land & Historic Sites**



- Institutional/Quasi-Public
- School
- Park/ Open Space
- Private Recreation/Private Open Space
- Airmont Boundary

Historic Sites

- ① DeBaun Mill
- ② Dogwoods Homestead
- ③ Clark Family Summer Home
- ④ Christ Evangelical Lutheran Church
- ⑤ Valentine House

N
February 2018
Source: ESRI Web Mapping Service
1 inch = 0.33 miles



TABLE 10: Town Parks And Recreational Facilities Within Airmont

| Name | Location | Acreage | Facilities Offered |
|---------------------------------|---------------------|---------|---|
| Saddle River Pool | Saddle River Road | 13 | Swimming |
| Ramapo Tennis and Swim Facility | Rustic Drive | 10 | Swimming, tennis courts |
| Camp Scuffy | Christmas Hill Road | 25 | 3 multi-purpose buildings, a swimming pool, mini-golf, tennis courts, basketball courts, soccer and baseball fields |
| Clark Recreation Facility | Campbell Avenue | 18 | Tennis Courts, bocce, shuffleboard, picnic area, basketball courts, playgrounds |
| Lorna Lane Park | Lorna Lane | 9 | Basketball Court, children's playground |
| Dawn Lane Park | Dawn Lane | 12 | Playground, footpath , naturally preserved area |
| Fred Rello Athletic Field | Annette Lane | 11 | Baseball fields |
| Besen Park | Besen Parkway | 3.5 | Baseball fields, basketball courts, playground |

Source: Town of Ramapo Department of Parks and Recreation, 2006

Historic Preservation

The Village of Airmont has a number of older, historic homes, buildings and landscapes reminiscent of its agricultural heritage. These homes as well as outbuildings, stone walls and other features provide the community with its own unique character and sense of place. While there is an awareness among residents as to this historic character, only the DeBaun Grist Mill/Harvey Property (east of the Shop Rite between Route 59 and Spook Rock Road) is formally designated "historic" on the National Register of Historic Places.

Several sandstone houses along Cherry Lane date back to the eighteenth century. The DeBaun Mill site, behind the Waterwheel Restaurant, contains a fully intact grist mill.

Clark Park was originally the summer home of the Clark family who founded the Avon Cosmetics Company. The house and property were donated to the Town of Ramapo for recreation purposes.

The Dogwoods Homestead, located to the rear of Ramapo Town Hall, was designed and constructed by author, economist, and philosopher, Ralph Borsodi in the 1920's. This model of cooperative living communities which originally consisted of an enclave of five buildings was built utilizing native field stone.¹³

Christ Evangelical Lutheran Church, located at the corner of Church Road and Airmont Road, was built by a congregation of Palatine Germans who settled in Ramapo in 1713. The congregation was incorporated in Rockland County in March 1855 and the present building was constructed later that year.

Valentine House is located on Cherry Lane and some sections are over a century old. The site contains three (3) Colonial style dwellings. The Village Hall is currently located in one of these buildings.

While the Village does not have a process for designation, Rockland County is a participant in the Certified Local Government (CLG) program, a status which it obtained in 2002 upon recommendation from the New York State Historic Preservation Office and the National Park Service, and can designate properties as historic. The CLG program consists of grants and technical assistance provided to support local historic preservation efforts. In order

¹³ Rockland Historical Society, 1994.

to participate, a local government is required to adopt a local law that meets certain standards and to establish a qualified preservation board. Instead of requiring that Rockland County have the power to approve or disapprove of demolitions and new construction affecting designated historic properties, as is the case for cities, towns and villages, the New York State guidelines make special requirements for County CLGs. The New York State guidelines specify that each county CLG must, at least, have the power to review and comment upon all undertakings that might affect historic properties and to report to the pertinent county agency or municipality whenever the county is called upon to formulate planning advice concerning actions that may affect historic properties.

The main functions of the Rockland County Historic Preservation Board are to: provide advice and guidance to property owners and government agencies concerning historic preservation issues, recommend designation of properties and historically sensitive areas as worthy of preservation, and participate in and support the nomination of worthy properties to the State and National Registers of Historic Places.¹⁴ In order to be eligible for designation on the County Register, properties must be, “Associated with persons, events, physical design, broad cultural patterns, archeology or natural events significant to the development of the county, and which significance was achieved at least fifty years or more ago.”¹⁵

Utilities

1. Electricity

Orange and Rockland Electric & Gas provide electricity and gas to residences and businesses within the Village of Airmont. They have recently upgraded the Tallman Substation on Airmont Road which is projected to significantly improve the electric delivery system reliability in the area. The additional capacity will also function as a backup for adjacent communities in the event that the need arises.

2. Cable Television and Land-line Telephone

Cable television, land-line telephone and recently approved broad-band services are available to all residents and businesses by a range of options. Service can be obtained from private carriers based on the individual needs of each customer.

3. Cellular Telephone Service

Cellular telephone service currently requires the presence of an antenna to send receive and / or boost and re-transmit signals. Currently there are two cell towers located within the Village of Airmont and a number of towers are located outside the Village which provide partial coverage extending into the Village. The existing towers are located at Airmont Lutheran Cemetery on Airmont Road and at the Gates of Zion Cemetery on Saddle River Road. Traditionally towers have been viewed as obtrusive and detrimental to the local landscape. However, recently advances in technology have allowed for the construction of stealth towers which are constructed to minimize impacts to the landscape as much as possible. The Village places a high level of importance on the appearance of

¹⁴ Rockland County Historic Preservation Board website: www.co.rockland.ny.us/planning/historic_board.htm

¹⁵ “Rules and Regulations of the County of Rockland Historic Preservation Board”, adopted November 2005.

these and other large utility structures and the need for them to be as unobtrusive as possible to the local landscape and local residents.

4. Water Supply

Water in the Village is primarily supplied by a series of wells and surface water resources throughout Rockland County, piped and maintained by Suez New York (formerly United Water). The company is a subsidiary of Suez North America which is one of the nation's largest water suppliers. The company supplies water to approximately 90 percent of Rockland County, with the remainder provided by smaller companies and individual private wells.¹⁶ Due to the interconnectivity in municipal water service the Rockland County Health Department (RCDOH) has taken a lead role in determining the availability of this resource. In 2015 the Public Service Commission ordered Suez (the United Water) to work with a County Task Force on Water Resources Management in response to long term water supply strategies. The Task Force commissioned a study titled *Water Losses and Customer Water Use in the United Water New York System* which found that water demand in the utility's service area has been largely flat since 2000 despite a growing population, and that an estimated 2-3 million gallons per day of leakage exists within the system. The report concludes that improvements to service as well as user conservation and green infrastructure practices would drive down water demands while achieving increased water supply independence, and prevent any need for increased capacity into the foreseeable future.

Since the resource is shared by all municipalities in the County, the Village of Airmont does not have total control over the allotment of water that is available for any single municipality in the system, but it does have the ability to encourage residents to conserve, and businesses to utilize green infrastructure measures.

5. Sewer Service

Sanitary sewer service is provided to the Village of Airmont through a series of pipes operated by Rockland County Sewer District #1. Village effluent is collected in the local system and conveyed to trunk lines which then convey sewage to a treatment plant located in Orangeburg, NY. The local collection system is regulated and operated by the Town of Ramapo Sewer Department. The County Sewer District operates the treatment plant as well as 22 pump stations, 530 miles of pipes and over 16,000 manholes. The Sewer District encompasses approximately 73 square miles in most of the Town of Ramapo and Town of Clarkstown. The Rockland County Sewer District Treatment Plant in Orangeburg, NY has a current capacity of 38.9 million gallons per day. In 2000, an advanced wastewater treatment plant was completed in the nearby Village of Hillburn, and is in the process of connecting the Villages of Hillburn, Sloatsburg and unincorporated portions of the Town of Ramapo to the system. This plant is operating well under capacity and is expected to operate well under capacity once the designated municipalities are connected.

In 2007, the Collection System Evaluation Report noted that inflow and infiltration into the sanitary sewer system was a major problem causing occasional overflows of the system during heavy rain events.¹⁷ Since then, the district has reduced this inflow by approximately 3 million gallons of water per year through intensive mitigation efforts. The County's Sewer Use Law prohibits the discharge of any storm water, surface water, groundwater, roof

¹⁶ Amy Vickers & Associates, Inc. *Water Losses and Customer Water Use in The United Water New York System*. Prepared for Rockland County Task Force on Water Resources Management. July 2015.

¹⁷ Collection System Evaluation and Engineering Report for Order on Consent Compliance. RCSD No. 1, June 2007.

runoff, cellar drains, subsurface drainage, excessive infiltration, cooling water or unpolluted industrial waters to any sanitary sewer. As a result, identification and reduction of inflow and infiltration, as well as system repairs are an ongoing element of the Sewer District's maintenance plan. Aging conveyance infrastructure is still noted to be an issue for the Town of Ramapo and Sewer District #1.

When additional sewerage is generated above that projected in the original design of the system, the Rockland County Sewer District can assess a fee for the additional usage. These fees can then be used to upgrade the system or otherwise provide for the additional demand. The two recent senior citizen residential developments in the Village were assessed such a fee because of their higher density. Impact fees for developments which propose to expand the district or which will cause increased hydraulic or treatment demands than a development that would comply with existing zoning are currently assessed \$1,850 per unit.

Transportation

1. Transportation Network

The Village's transportation network is made up primarily of State Route 59 and a series of local neighborhood roads with one moving lane in each direction. Route 59 is a State highway which serves as the main thoroughfare for the Village and represents the only major east-west road. Despite serving as a major arterial roadway moving traffic throughout Rockland County, it generally has only one lane for travel in each direction with a turning lane in the center. Additional turning lanes are present at intersections and at entrances to larger commercial plazas. There are four main north-south roads throughout the Village, all of which are County highways; Airmont Road (County Highway 89), Cherry Lane (County Highway 85), New County Road, also known as South Monsey Road (County Highway 81) and Saddle River Road (County Highway 73). (See **Figure 6**: Transportation Network)

As described in the Village Overview, the New York State Thruway (Interstate 87/287) runs along and constitutes nearly the entire northern municipal boundary of the Village, except for a portion in the northwestern part of the Village which follows the Lackawanna Railroad and several tax parcels. At Exit 14B, the New York State Thruway interchanges onto Airmont Road immediately north of the Village of Airmont in the Village of Montebello. A large percentage of traffic enters the Village from this interchange, proceeds south on Airmont Road, and is further split east, west, and south by the signal at Route 59. The high volume of vehicles entering this intersection has rendered it particularly notorious for motor vehicle accidents, poor levels of service during the PM peak hour timeframe, and a lack of alternative or bypass routes.

Table 11 shows accident data which was obtained from the Town of Ramapo Police Department for major intersections throughout the Village since 2015. The table illustrates that the major intersection located at Airmont Road and Route 59 by far experiences the highest number of accidents both annually and in total since 2015.

The Village has a contract with CSB Contracting to plow its local roads and a contract with Bellville Landscaping Inc. to repair Village roadways and to maintain local storm drains. County and State roads are maintained by Rockland County Highway Department and New York State DOT respectively.

TABLE 11: Vehicular Accident Study Data

| Intersection | 2015 | 2016 | 2017 |
|--|------|------|------|
| Route 59 at Cherry Lane | 7 | - | 2 |
| Route 59 at Airmont Road | 20 | 22 | 13 |
| New County Road at Monsey Heights Road | - | - | 1 |
| Cherry Lane at Smith Hill Road / Christmas Hill Road | 6 | 5 | 1 |

Source: Town of Ramapo Police Department

2. Regional Transportation Projects

The New York Metropolitan Transportation Council (NYMTC), the regional Metropolitan Planning Organization (MPO) for the New York City Metropolitan Area, including Rockland County, prepares a five-year comprehensive Transportation Improvement Program (TIP) which identified nearly \$36 billion in proposed federally funded transportation improvement projects in the Metro Area. The current TIP which is proposed for implementation from 2017-2021 recommends the following improvements within the Village of Airmont or which may impact Village residents:

- The finalization of the Tappan Zee Hudson River Crossing Project
- The development of the Lower Hudson Transit Link Project, which consists of specific enhancements for the bus transit system along the I-87/I-287/Route 59/Route 119 corridors between Suffern and White Plains. This includes new stations, new buses, improvements to intersections and pedestrian safety, upgraded traffic signals, ramp metering, bus queue jump lanes, transit signal priority, Integrated Corridor Management (ICM), and improved access to the White Plains Metro-North station.
- Route 45 reconstruction project, scheduled from the New Jersey Line to Route 59 to repave, add sidewalks and improve drainage in the Town of Ramapo and Villages of Chestnut Ridge and Spring Valley.
- Add turning lanes along Route 59 for 3/10 of a mile as it approaches the intersection with Airmont Road.
- Rockland County will continue on-going replacement for the Transport of Rockland, and TRIPS paratransit vehicles. This may include purchase of alt fuel buses. Rockland County will begin the implementation of Intelligent Transportation Systems (ITS) technology for the Rockland County Transport of Rockland including real-time bus location information for passengers and other ITS components. Rockland County has also programmed projects implementing the County's ongoing bus shelter improvement program.

- Development of a pedestrian/bicycle trail on the abandoned Piermont Line from Monsey Glen Park to Robert Pitt Drive in the Village of Airmont and the Town of Ramapo.
- Implementation of the Rockland County Commute Alternatives Plan focusing on strategies to reduce congestion thereby improving mobility and air quality.

Efficient circulation is key for a municipality to be able to continue to attract quality development. Both people and goods need to be able to travel within its borders and to regional destinations. The Village of Airmont is conveniently accessible by a number of major regional roadways such as the New York State Thruway and Route 59. Other major roads such as Route 202, Route 306, the Palisades Interstate Parkway and New Jersey Route 17 are also easily accessible. The Village is located in close proximity to both the Metro-North Railroad via the Suffern station and the Bergen County Rail Road, operated by New Jersey Transit, via two stations located in Ramsey, New Jersey. Local bus service is provided by County-run Transport of Rockland (TOR) which provides intra-county service. The County also provides express bus service via TOR's Tappan Zee Express to Tarrytown and White Plains in Westchester County. **Table 12** shows the means of travel Village residents use to get to work (2014). Based on the table, it is clear the vast majority of workers drive alone to work leading to local and regional congestion and delays. More recent transportation studies published by the County show that travel time to work has slightly decreased since 2000, which was previously 37.9 minutes for Village workers and has decreased to 31.4 minutes; this is commensurate with similar increases in the use of public transportation.

TABLE 12: Commuting to Work, 2014 Estimate

| | # | % |
|---|--------------|------------|
| Workers 16 years and over | 3,726 | 100 |
| Car, truck, or van -- drove alone | 2,920 | 78.4 |
| Car, truck, or van -- carpooled | 229 | 6.1 |
| Public transportation - including taxicab | 338 | 9.1 |
| Walked | 12 | 0.3 |
| Other means | 0 | 0 |
| Worked at home | 227 | 6.1 |
| Mean travel time to work (minutes) | 31.4 | - |

Source: ACS 5-Year Community Estimates, 2010-2014

Route 59, primarily used for intra-county travel, has been identified by the County's Master Plan as having major roadway capacity constraints, particularly the segment between the Villages of Suffern and Nyack. The Plan cites bottlenecks and a lack of integrated local land use decisions as leading to these problems.

2. Tappan Zee Bridge / I-87 Corridor Project

The Tappan Zee Hudson River Crossing Project is a collaborative effort of the NYS Department of Transportation, the NYS Thruway Authority, and Metro-North Railroad. Officially named the "Mario M. Cuomo Bridge", but colloquially still referred to as the "New Tappan Zee", this project is expected to impact Airmont and adjacent municipalities in Rockland County. As part of the project, the New York State Department of Transportation

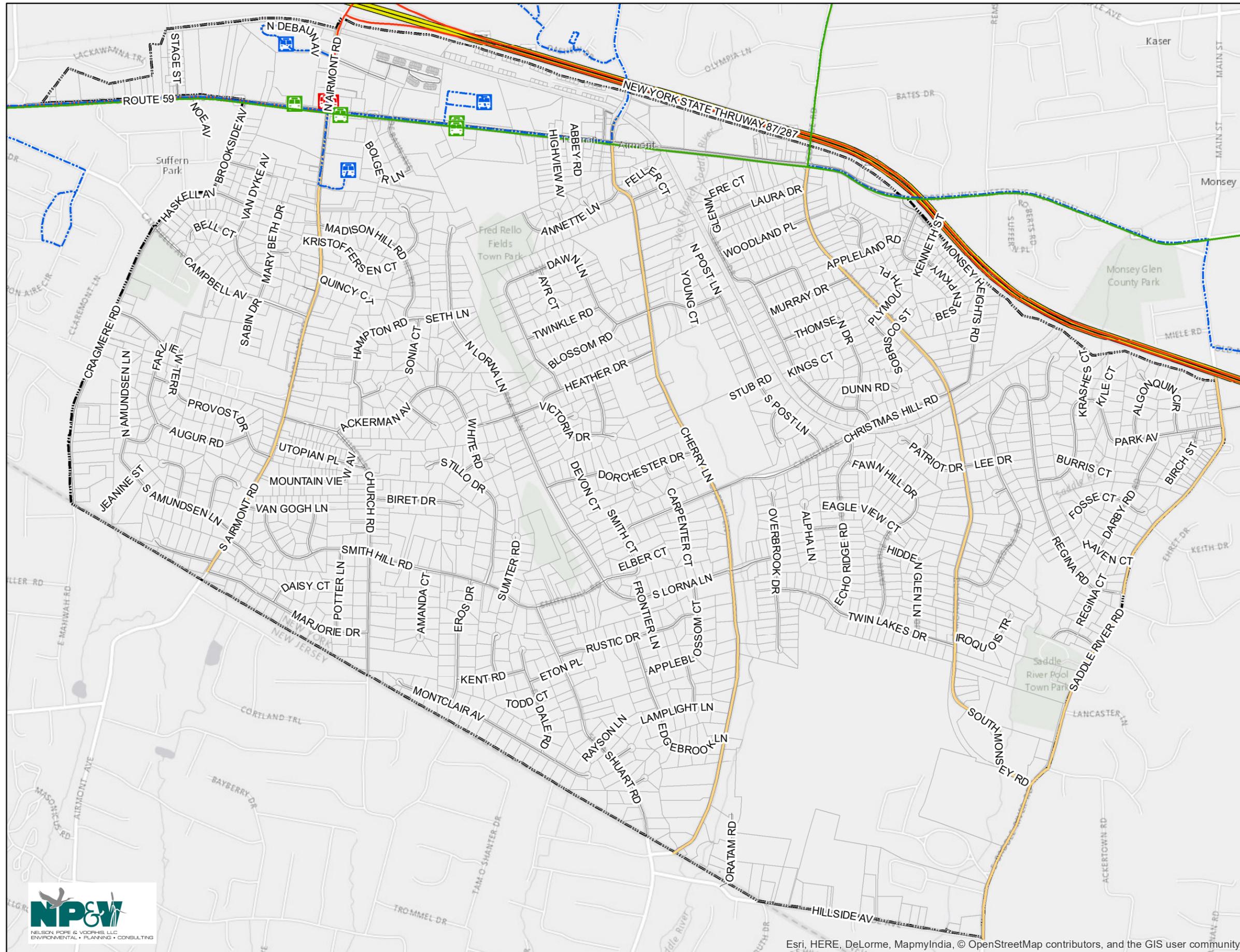
(NYSDOT) has proposed to address major congestion issues along the corridor through a bus rapid transit (BRT) service connecting Suffern to downtown White Plains, with stops in Airmont located along Route 59 near the Airmont Road intersection. This main bus route, which received \$10 million in federal funding in October 2015, could be expanded to up to six more routes in the future. The service, called the “Lower Hudson Transit Link,” is planned to replace the Tappan ZExpress (TZx) bus service when the bridge completely opens in 2018.

With one of two spans opened in the summer of 2017, the “old” Tappan Zee bridge is no longer in use. The new bridge will be four lanes of traffic in each direction, with a shared use path for bike and pedestrian access and wide shoulder lanes for emergency access and bus rapid transit use.

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Figure 6 Transportation



-  TOR Route 59
-  TOR Route 59 Stops
-  TOR Loop 3
-  TOR Loop 3 Stops
-  Tappan Zee Express
-  Tappan Zee Express Stops
-  Local Roads
-  County Route
-  State Route 59
-  NYS Thruway



February 2018
 Source: ESRI Web Mapping Service
 1 inch = 0.25 miles

Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

Development Potential

An analysis of development potential helps to highlight where and how new commercial and residential development might occur, barriers to new development or re-development and strategies for encouraging development consistent with the Village vision.

This is done first by conducting a build out analysis for residential and commercial zones, which measures how many new square feet or additional dwelling units, or what kinds of uses might still be built in the Village based on current zoning district requirements.

Build Out Analysis

Residential Districts

TABLE 13: Residential Vacant Parcel Analysis

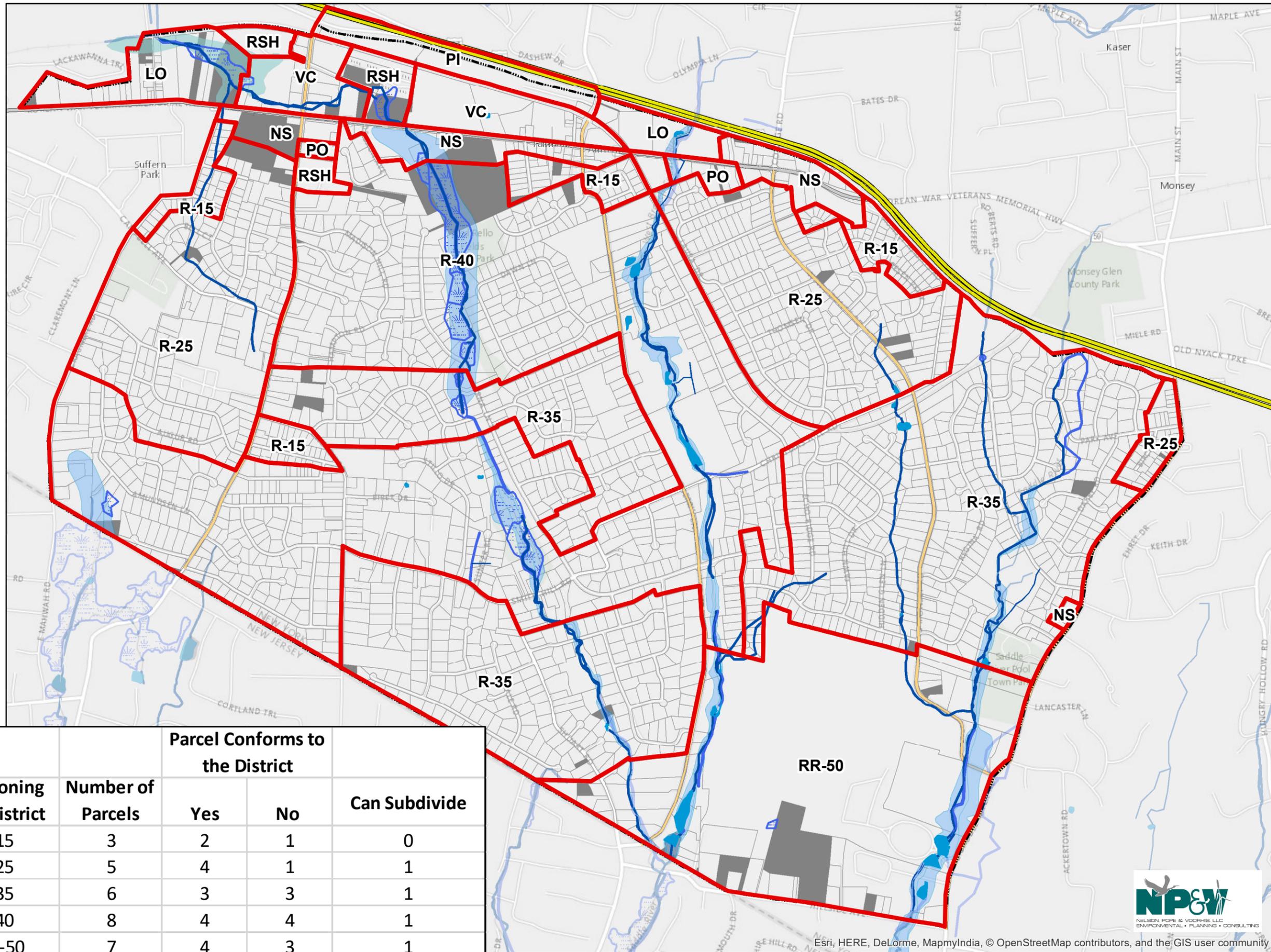
| Zoning District | Number of Vacant Parcels | Parcel Conforms to the District? | | Can Subdivide |
|-----------------|--------------------------|----------------------------------|-----------|---------------|
| | | Yes | No | |
| R-15 | 3 | 2 | 1 | 0 |
| R-25 | 5 | 4 | 1 | 1 |
| R-35 | 6 | 3 | 3 | 1 |
| R-40 | 8 | 4 | 4 | 1 |
| RR-50 | 7 | 4 | 3 | 1 |
| TOTAL | 29 | 17 | 12 | 4 |

The residential build out analysis was performed in order to assess the residential development potential under current development policies. This only looks at vacant parcels within residential zoning districts to determine if vacant parcels are conforming, can be subdivided and how many residential or non-residential units could be produced from these vacant parcels. It should be noted that this analysis does not consider all non-residential uses, in residential districts or consider environmental constraints, setbacks and other situational limitations, therefore the potential unit yield is a conservative estimate. This analysis also does not include built-out parcels within the Village, although it should be noted that some of these built-out parcels can still be re-developed, expanded or subdivided within the restrictions of the current zoning law.

Within the Village of Airmont there are approximately 29 parcels totaling 41 acres of vacant land within residential districts. Of these, 12 parcels do not conform to the lot size required for a single-family house and 17 do. Four lots are large enough to accommodate subdivision, however, one of these in the R-40 zone is encumbered by a wetland, floodplain and a stream (**Figure 7**).

**Village of Airmont
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**Figure 7
Residential Development
Potential**



- Freshwater Wetland
- Pond/Lake
- Riverine
- Federal Wetland
- 100 Year
- Vacant
- Airmont Boundary
- Zoning Boundary

| Zoning District | Number of Parcels | Parcel Conforms to the District | | Can Subdivide |
|-----------------|-------------------|---------------------------------|-----------|---------------|
| | | Yes | No | |
| R-15 | 3 | 2 | 1 | 0 |
| R-25 | 5 | 4 | 1 | 1 |
| R-35 | 6 | 3 | 3 | 1 |
| R-40 | 8 | 4 | 4 | 1 |
| RR-50 | 7 | 4 | 3 | 1 |
| Total | 29 | 17 | 12 | 4 |



Source: ESRI Web Mapping Service
February 2018
1 inch = 0.26 miles

Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

In total, the development potential within the Village’s residential districts, including the sites that could be subdivided, could yield 70 single family units. Including non-conforming lots, 81 units could potentially be built on the vacant land within Airmont.¹⁸

Compared to the number of housing units already built in the Village of Airmont, the additional units that could be added (as the addition of environmental constraints and bulk requirements are likely to further limit development yield) are not highly impactful. Based on this and other elements of the existing conditions analysis, the current zoning for residential districts is an effective tool to maintain the desired densities within the Village.

Non-Residential Districts

The non-residential, or commercial, build out analysis looks at vacant or underutilized parcels within non-residential zoning districts (districts along Route 59) to determine if vacant parcels are conforming, and what uses might be accommodated on these parcels. An underutilized parcel for the purpose of this analysis is one in which the majority of commercial units are not occupied by a tenant, and is an indication that the uses provided by the development are not compatible with the needs of the community, or is not achieving the “highest and best use” for the site.

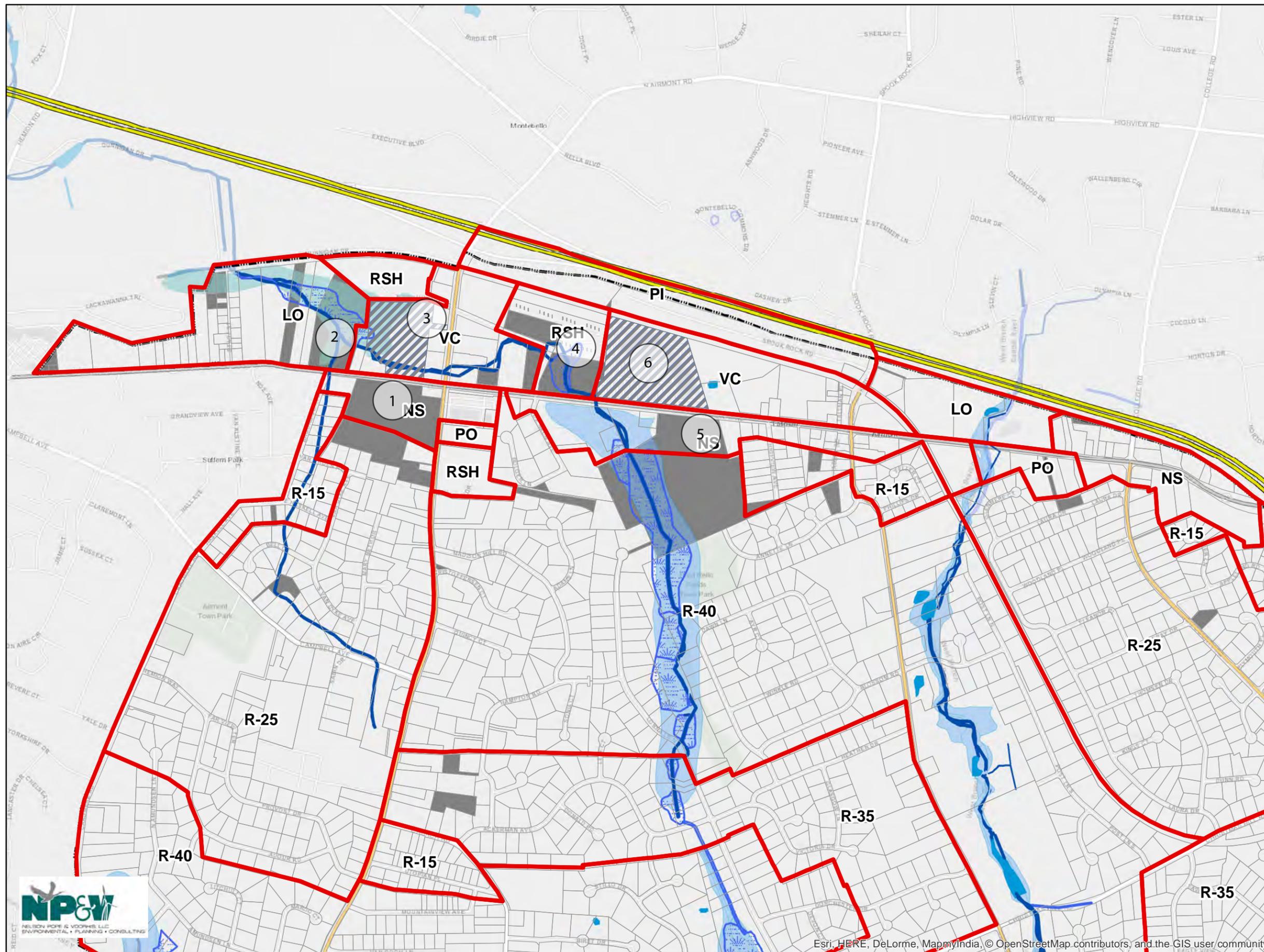
This analysis does not include built-out parcels within the non-residential zones, although it should be noted that some of these built-out parcels can still be re-developed, expanded or subdivided within the restrictions of the current zoning law. See **Appendix 1** for a detailed summary of all non-residential vacant parcel acreage.

An analysis of vacant parcels in non-residential districts is important, as there is a fixed amount of land within these districts that could contribute to the economic development and comprehensive plan vision of a Village Center in the Village. In non-residential districts along Route 59, shown in **Figure 8**, there is a total of approximately 62 acres, or 31 vacant or underutilized parcels. At least three of these (numbered 2, 3 and 4) are environmentally constrained by federal or state wetlands, however, the underutilized parcel containing environmental constraints (number 3) is already disturbed and can be redeveloped. Additionally, parcel number 1 is constrained by hydric, poorly drained soils on the majority of the site. Site number 4, which refers to the two parcels touching the numbered icon, are managed by the homeowner’s association of the Retreat at Airmont retirement community and are protected from further development. Removing parcels numbered 2, and 4 reduces the acreage viable for economic development from 62 acres to 45 acres.

¹⁸ As per §210-132.D of the Village Zoning Chapter, *Nonconforming buildings, structures or lots*.

**Village of Airmont
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**Figure 8
Non-Residential
Development Potential**



-  Vacant
-  Underutilized
-  Freshwater Wetland
-  Pond/Lake
-  Riverine
-  Federal Wetland
-  100 Year Floodplain
-  Airmont Boundary
-  Zoning Districts



Parcel Specific Build Out: Non-Residential

Refer to **Figure 8** for map reference.

Parcel 1- Parcel 1, in the current NS district could, at maximum, yield approximately 134,250 square feet (SF) of local convenience shopping, restaurant, office/business or medical offices as permitted by the current zoning law. However, business/medical offices and restaurants may not exceed 12,000 SF per building and parcels may not include more than three separate commercial establishments.

Parcel 5- Also within the current NS district, parcel 5 could at maximum accommodate approximately 83,550 SF of local convenience shopping, restaurant, office/business or medical office. As with parcel 1, businesses other than local convenience shopping are limited to 12,000 SF per building and may not include more than three separate commercial establishments.

Parcel 3- The underutilized parcel within the current VC district, which currently contains an outdated shopping plaza without an anchor tenant, could at maximum accommodate approximately 161,550 SF of commercial space including restaurants/taverns, medical/business office, retail or service establishments, shopping center or hotel. No single building in this district shall exceed 80,000 SF.

Parcel 6 - The underutilized parcel within the current VC district currently contains a Wal-Mart and separate shopping plaza including a Shop Rite with a vast parking lot. This is the largest parcel within the VC district and could at maximum accommodate 265,368 SF of commercial space including restaurants/taverns, medical/business office, retail or service establishments, shopping center or hotel. No single building in this district shall exceed 80,000 SF.

Future Economic Development in Airmont

Airmont residents enjoy quick access to multiple local and state parks, public schools and proximity to multiple regional transportation options such as the NYS Thruway, NJ Transit/Metro North in the Village of Suffern and several bus routes. It is surrounded by economic “drivers” such as Good Samaritan Hospital and other medical offices, Avon Research & Development, major office and headquarter complexes in Mahwah, NJ (MacArthur Boulevard) and in Westchester County, and is even proximate enough to commute into New York City, though a large proportion of Airmont residents do work within Rockland County (**Appendix 4**).

Locally, the Village and surrounding communities rely on Route 59 as an east-west transportation corridor, as well as to provide amenities close to home such as the grocery stores, gas stations, medical uses, restaurants and other similar goods and services. As a result, Route 59, especially at Airmont Road, is plagued with car traffic congestion due to the regional nature of the road and its proximity to a NYS Thruway interchange. The Village of Airmont does not have a “Village Center” in the traditional sense of a mixed-use, walkable area where people might live, work and shop. Rather, it evolved with a separation of suburban residential areas, with commercial uses located along a busy roadway. This encouraged a land use pattern reliant on automobile transportation and large parking lots.

This Comprehensive Plan update incorporates the idea of a Village Center as a social and economic hub and emphasizes a vision of Airmont, and Route 59 in particular, as a mixed-use economic driver which will accommodate multimodal, pedestrian and bicycle movement.

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Vision for Airmont

Vision Statement

Long range planning begins with a community's vision for its future. The vision statement provides a short succinct statement against which all planning and development policies can be tested. The Village of Airmont's vision statement is based on significant public input received at a Public Open House Workshop held on July 19, 2017, which was advertised throughout the Village inviting residents, stakeholders, and community members to participate in the Comprehensive Plan Update process. At this exercise, members of the public were first introduced to the Village Comprehensive Plan Update Committee (CPUC) and informed of the effort to update the 2007 Comprehensive Plan. The public was then asked to join one of several breakout tables in order to provide feedback on and discuss a set of discussion topics developed by the CPUC. Members of the CPUC served as both facilitators and note-takers at each table to gather public perception regarding the positive attributes of the community, document ideas for improvement, and address concerns for the Village's future. This helped to lead the public to an understanding of how they would like to see their community grow and develop over the next ten to fifteen years, and how the Comprehensive Plan will formalize a set of goals, objectives, and recommendations for policy implementation within the Village. The CPUC distilled this public input into the following Vision Statement:

In 2030, the Village of Airmont will be a balanced community which provides economic development opportunities while accommodating diverse land uses and diversity among the resident population. The Route 59 corridor will represent the economic backbone of the Village as the majority of businesses, offices, and stores are located here. Airmont will rely on the use of a smart, modern zoning law to set itself apart and remain economically competitive in attracting new and innovative businesses. These future uses will include mixed-use centers, to incorporate both traditional and specialty shops, and other innovative manufacturing or production uses. Through this, employment opportunities will be diverse: from local government, light industry and commercial uses to medical/dental office uses, and other service-based commercial opportunities including retail and restaurants. Pedestrians and bicyclists will move safely through Airmont, on streets that have incorporated Complete Streets¹⁹ principles. In residential areas, lower densities of well-maintained, predominantly owner-occupied, single-family homes will dominate, in harmony with the abundance of natural features, waterways, historic structures, and protected lands and parks throughout the Village. Religious institutions and places of worship, the active use of trails and sidewalks and maintenance of the various historic structures throughout the Village will contribute to a highly unique sense of place.

This Vision is of a balanced community providing various economic development opportunities; residential neighborhoods and communities with a range of housing types and services based on their ability to

¹⁹ The New York State Complete Streets Act of 2011 states that any road improvement that receives State funding shall consider multiple modes of transportation in the redesign of that roadway.

accommodate additional growth; and preservation of the Village's natural, scenic and historic qualities without overburdening the Village's infrastructure system and the environment.

Goals and Objectives

In consideration of public participation and input received throughout the Comprehensive Plan process, including two public workshops, as well as the findings of various background studies, this section sets forth six overarching goals for the Village's Comprehensive Plan update, consistent with the Villages long term vision. Corresponding objectives for each goal are provided. The goals are arranged by subject rather than order of priority.

Goal 1: Community Character and Development

Maintain a responsible level of development within the Village which emphasizes the value of Airmont's community character and considers the availability of natural environmental resources and physical infrastructure to support additional development.

Objectives:

- a. Ensure that residential and commercial density and land use is authorized only within the capabilities of natural resources, utilities, transportation and infrastructure to support them, and concentrate future development along existing thoroughfares in the Village.
- b. Minimize the negative impacts of new development to surrounding properties, especially concerning traffic, storm water and lighting impacts.
- c. Maintain a robust commercial tax base and accommodate non-residential and mixed-use development along the Route 59 corridor.
- d. Promote diversity in the Village's housing stock as permitted under current zoning regulations. Additional residential development should be located so as to minimize disturbance to natural areas and surface water resources, and be developed at densities consistent with the current zoning law.
- e. Coordinate planning and development with adjoining Villages, the Town of Ramapo and New Jersey communities.
- f. Develop lines of communication with providers of all utilities and infrastructure to ensure that they function correctly and are capable of supporting the growth that zoning permits without adversely impacting existing development.

Goal 2: Natural Resources

Protect and Conserve Existing Natural Resources throughout the Village of Airmont.

Objectives:

- a. Encourage Stormwater Best Management Practices (BMP's) throughout site development to ensure that the functionality of the local drainage systems and natural drainage basins are maintained and not overwhelmed.

- b. Protect, preserve, and enhance existing stream corridors, natural landscapes, local wetlands, and regulated buffer areas.
- c. Situate development in a manner that protects the Village’s water resources and conserves meaningful expanses of forested land and ecological habitat.
- d. Ensure that new development proposals demonstrate no negative impact to existing natural resources upon application and during construction.
- e. Protect and preserve natural barriers that act as buffers to the New York State Thruway, Route 59, and between residential and non-residential development.

Goal 3: Transportation

Provide a more aesthetically enhanced, safe and efficient transportation network which improves traffic circulation, as well as pedestrian safety and accommodation along a street network.

Objectives:

- a. Encourage off-street connections between adjacent businesses through coordinated site development and the interconnection of parking areas.
- b. Evaluate potential alternate routes that may improve auto-circulation and provide bypass around major roadway intersections.
- c. Encourage types of development that will have a minimal impact on traffic, or encourage alternative modes of transportation.
- d. Invest in Smart Technologies for bus kiosks throughout the Village in anticipation of the Lower Hudson Transit Link bus transit project.
- e. Provide continuous pedestrian and bicycle corridors strategically throughout the Village to enhance connectivity, pedestrian safety, and facilitate a walkable community; pursue funding sources and research programs for doing so.

Goal 4: Sustainability

Encourage the expanded use of renewable energy sources, green building practices, and the principles of Leadership in Energy and Environmental Design Neighborhood Development (LEED-ND) and smart growth throughout the Village in order to promote green, eco-friendly, and sustainable development standards.

Objectives:

- a. Regulate and encourage the installation of renewable energy infrastructure, such as solar and geothermal heat, within the Village’s zoning districts, which are appropriate and in balance with the unique character and scale of the Village.
- b. Emphasize the importance of energy efficiency, sustainability, and green building design standards to reduce the adverse environmental and economic impacts associated with reliance on fossil fuels.

- c. Review and revise portions of the Village’s Zoning Law to encourage sustainable development and the incorporation of new, innovative techniques in site planning and building design.

Goal 5: Community Connection

Encourage community development and socialization by connecting park land through off-street trails, organizing a Recreation Committee for youth and young adult programming, and developing wi-fi hotspots at bus kiosks and other public spaces.

Objectives:

- a. Commission a recreation and walkability study to understand the potential of connecting key nodes throughout the Village via off-street trails.
- b. Organize a Recreation Committee and/or a Cultural Committee to begin brainstorming youth and young adult programming, culture sharing programs and local entrepreneurship.
- c. Research methods to bring free wi-fi into the community and develop a marketing plan to promote the Village and programs using the free wi-fi.
- d. Encourage the formation of a local Chamber of Commerce/ Business Association.

Goal 6: Non Residential Character and Development

Determine the desired architectural appearance for non-residential development within the Village and codify it to provide guidance and consistency amongst the Planning Board, Architectural Review Committee, and new applications.

Objectives:

- a. Develop a set of design guidelines that lends to the historic architecture found in Airmont and which promotes a downtown feeling through parking locational requirements, height limits and building frontage requirements.
- b. Continue to reduce the negative visual impact of signage through zoning and design regulations, and encourage natural / landscaped buffers.
- c. Determine thresholds for the amount of lighting on non-residential developments, and take steps to reduce the cumulative impact of artificial lighting on neighboring properties.

Airmont Village Center Concept Plan

The Route 59 and Airmont Road intersection is considered by many to be the gateway to the Village of Airmont. As Route 59 forms the economic backbone of the Village, lined with commercial uses from office buildings, large-scale retail franchises and local services such as nail studios and auto repair shops; Airmont Road connects the artery of New York State: the NYS Thruway, to the heart of the Village and beyond.

The “gateway to Airmont” is marked by several vacant or underutilized parcels, which, as discussed in the *Development Potential* section of this plan, offers a rare opportunity in the largely built out Village of Airmont for renewed economic development, and presents an opportunity for the Village to realize the vision of an innovative mixed-use center which accommodates economic development through a combination of commercial opportunities and pedestrian oriented design with small-scale residential housing particularly for seniors and/or young professionals. The existing conditions and uses of the area show the potential for this vision to be realized to form a true local downtown or, “Airmont Center”.

Airmont Village Center Potential

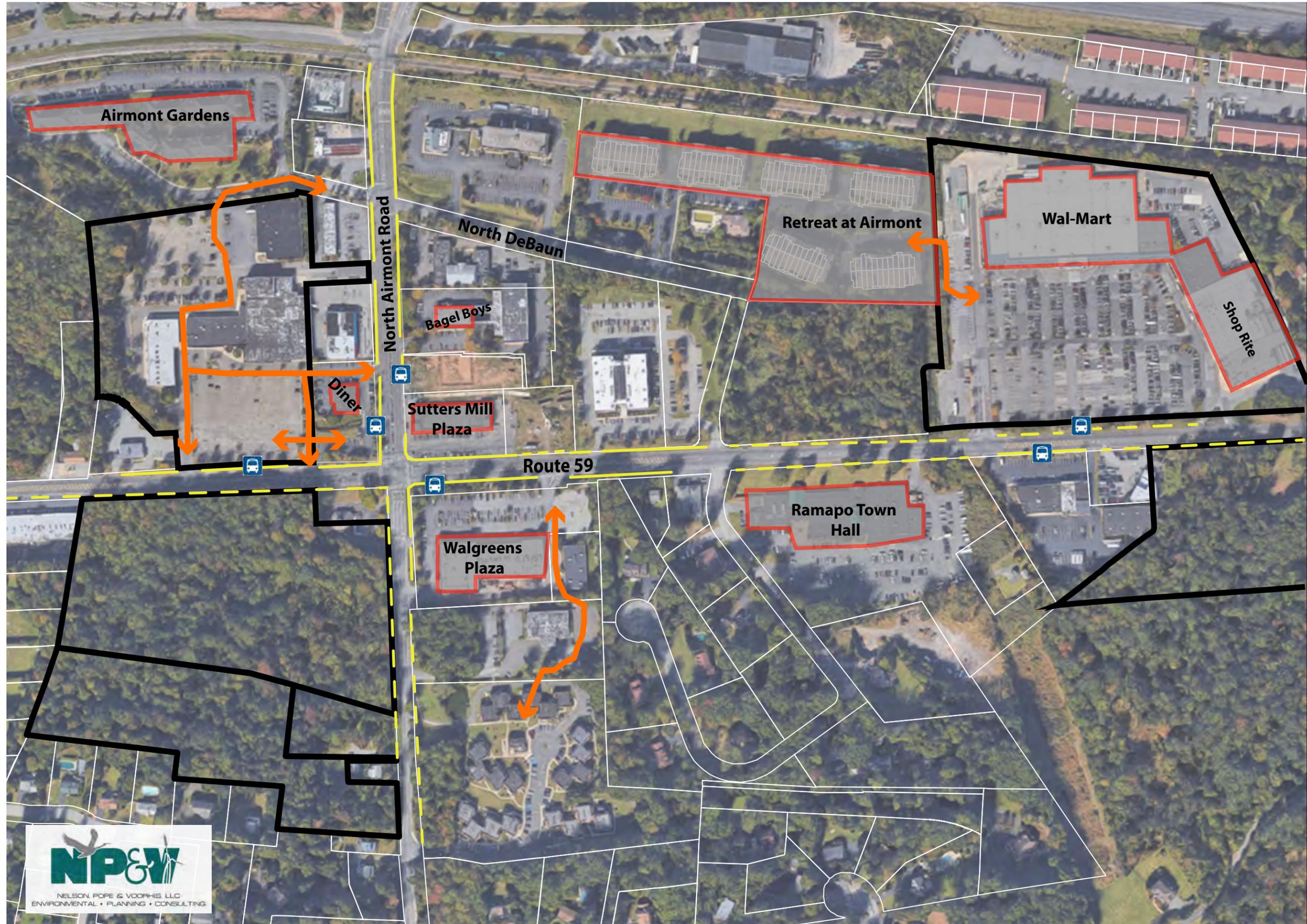
The existing conditions of the Route 59/Airmont Road intersection in **Figure 9**, shows a typical suburban commercial land use pattern including large parking lots and segmented sidewalks, some of which connect to bus stops. Pedestrians are often seen walking along the shoulder of Route 59 from the bus stop to their destination, and traffic during peak hours can be very congested. Additional sidewalks are needed in Airmont along Route 59 to fill the gaps between existing sidewalks- this will vastly improve the safety of pedestrians, and as a result, may encourage nearby residents to walk instead of drive to local services.

Residents noted during the workshop that off-street pathways between commercial sites already exist within the study area and could be formalized to provide safer pedestrian access to key locations. Residents of the three medium density apartment complexes to the north and south of Route 59 are known to move through some underutilized parcels via these pathways, which indicates that inter-parcel movement may be preferred to walking along the street.

Vacant or underutilized parcels within the study area indicate where future development that is consistent with the Community Vision might be encouraged. As discussed in *Development Potential*, this includes approximately 30 gross acres of property that could be developed or redeveloped, and more that could include infill development. Infill development occurs when additional buildings are added to a parcel, or underutilized parcels are further built out. This also includes converting old buildings to new, or multiple, uses. Many communities in the Hudson Valley that have little vacant land for development are finding that infill is an important way to continue economic growth.

**Village of Airmont
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**Figure 9
Existing Conditions in
Airmont Center**



-  Sidewalk
-  Business/ Community Hub
-  Bus Stop
-  Vacant/ Underutilized Parcels
-  Informal Pathways
-  Potential Sidewalks

Off-Street Trails for Economic Development

Mapping activities from Workshop #2 (**Appendix 3**) looked at how people move through Airmont Center currently, and revealed the true potential for the area to serve as a walkable, mixed-use center. **Figure 10** shows the results of a mapping activity done with residents interested in an off-street trail system for walking and biking through the Village. Residents at the workshop were interested in off-street trails for recreation, entertainment and safety, and a few agreed that they would visit a Village Center to go to a restaurant, attend a cultural gathering such as a movie or show, and to window shop.

Encouraging alternative forms of transportation through an off-street trail and sidewalks may prove to be an important strategy to reduce traffic in the Village- residents using a car for a short trip may find it more expedient to bike or walk, leaving the car at home and off the road. Additionally, walkability, or the ability for residents to access goods and services safely by non-motorized transportation, is known to increase when a “critical mass” of density is reached. This means that a group of people within walking/biking distance to a cluster of goods and services are more likely to utilize those goods and services by non-motorized transport. It also means that those goods and services will require a “critical mass” of patrons to remain economically viable.

Studies show that investing in bike and pedestrian infrastructure can increase the use of that infrastructure by between 20 and 50 percent, and proximity to this infrastructure can increase home values, attract businesses and create jobs.²⁰ Simply put, if you build it, they will come. These studies emphasize the importance of the Village of Airmont’s Vision in preparing for the future: attracting businesses and creating a social and economic hub for Airmont can be achieved by connecting residents to the Village by alternative modes of transportation, an added value to the physical health, culture and economy of the Village.

The map in **Figure 10** shows potential routes for a trail that could be created to connect Village residents to local parks and to Route 59, and **Figure 11** illustrates that much of these potential trails are within a two-mile radius of the Village Center. In the field of transportation planning, ½ mile is considered a functional (for commuting or running errands) walking distance for people of a wide range of ages and abilities. Biking distance is not as widely quantified, but averages indicate that a leisurely two-mile bicycle ride might last as long as a ½ mile walk.

A utility easement identified through the aerial image could provide a connection between two public space corridors: Camp Scuffy and the Saddle River to Fred Rella Field and on to Ramapo Town Hall, adjacent to Airmont Village Center (see **Figure 10**). The abandoned portion of the Piermont Rail Line (also see **Appendix 5**) west of Cherry Lane offers a similar opportunity to connect Village residents to the future Airmont Village Center.

²⁰ John L. Crompton. *The Impact of Parks on Property Values: A Review of the Empirical Evidence*. National Recreation and Park Association. 2001.

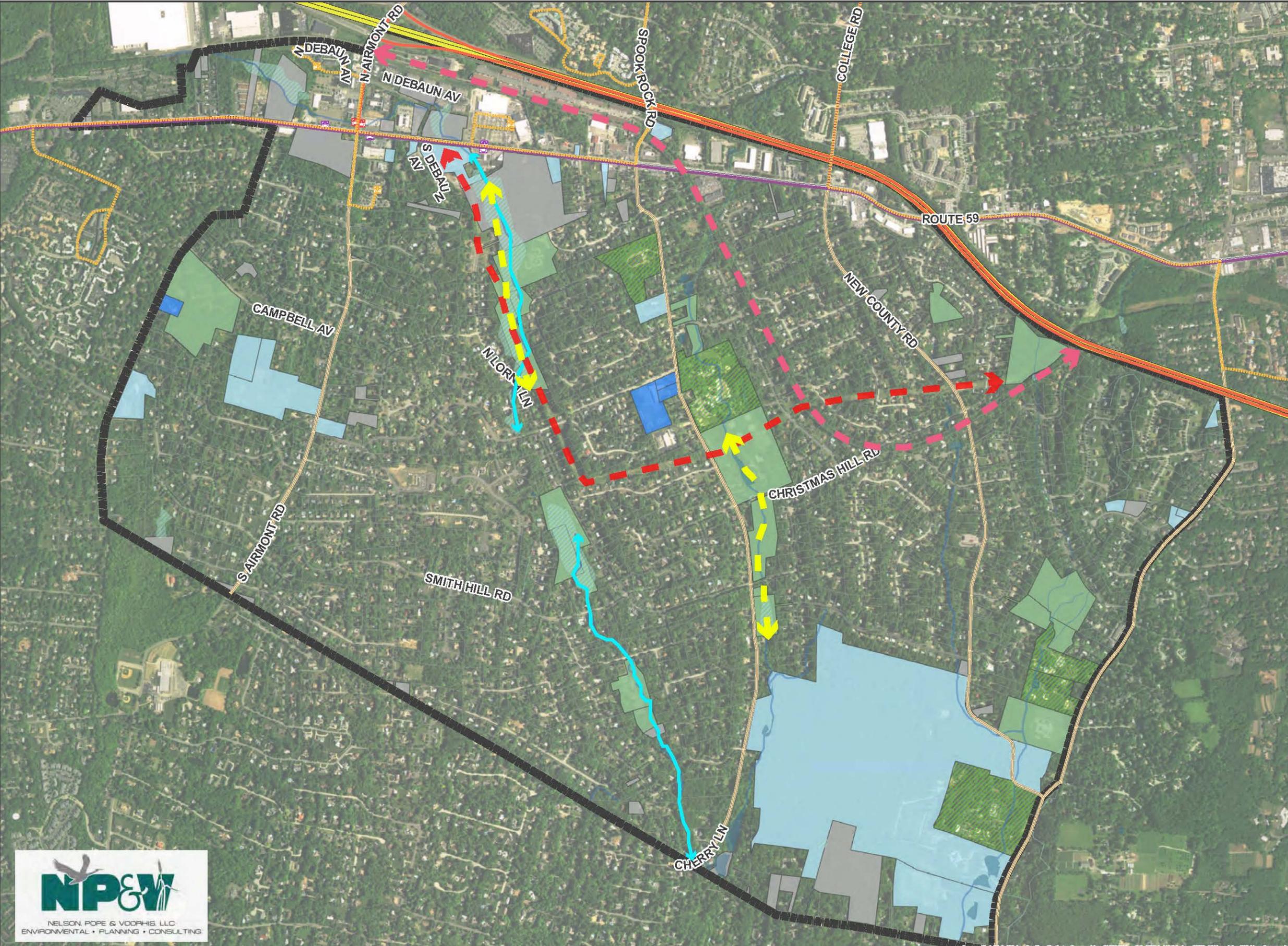
Flusche, Darren. *Bicycling Means Business: The Economic Benefits of Bicycle Infrastructure*. The League of American Bicyclists. 2012.

Utility easements and rail lines are ideal to convert to walking and biking trails, as the right of way is already established. Linking adjacent public lands are also a viable way to create walking trails, but this can lead to segmented pathways where public land ends. Similarly, streams and the regulated buffer around them can provide another trail location.

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Village of Airmont Comprehensive Plan DRAFT

**Figure 10
Potential Routes for
Village-Wide Trail System**



- Abandoned Rail
- Public Land Utility
- Easement Rivers/Streams
- Streams

- TOR Loop 3
- TOR Loop 3 Stops
- TOR Route 59
- TOR Route 59 Stops
- Tappan Zee Express
- Tappan Zee Express Stops

NYS Wetlands and Water Bodies

- Wetlands
- Lakes/Ponds
- River

Public Land & Open Space

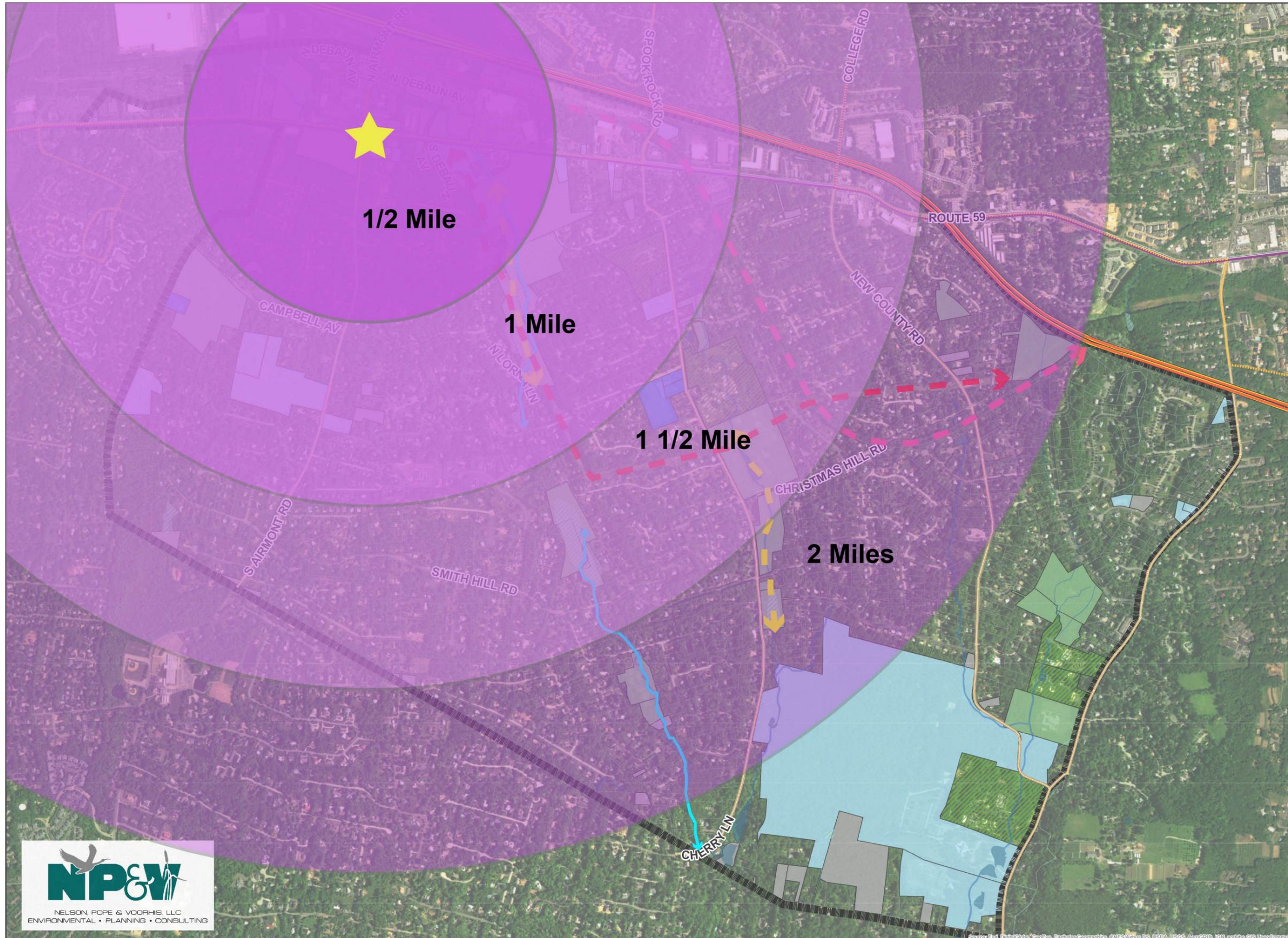
- Institutional/Quasi-Public
- School
- Park/Public Recreation
- Private Recreation/Open Space
- Vacant



Source: ESRI Web Mapping Service
February 2018
Not to scale

**Village of Airmont
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**Figure 11
Distance to Airmont
Village Center**



- Abandoned Rail
- Public Land Utility
- Easement Rivers/Streams
- Streams
- TOR Loop 3
- TOR Loop 3 Stops
- TOR Route 59
- TOR Route 59 Stops
- Tappan Zee Express
- Tappan Zee Express Stops

NYS Wetlands and Water Bodies

- Wetlands
- Lakes/Ponds
- River

Public Land & Open Space

- Institutional/Quasi-Public
- School
- Park/Public Recreation
- Private Recreation/Open Space
- Vacant



Source: ESRI Web Mapping Service
February 2018
Not to scale

Concept for Airmont Village Center

Based on workshop discussions, residents in Airmont generally feel that the secluded suburban feel of existing residential neighborhoods are a defining trait of the community, and maintaining this character is important. These old winding suburbs should not include sidewalks or similar pedestrian amenities, although trails and off-street pathways are well received by workshop participants. Residents also agree, however, that the Route 59 corridor and roadways adjacent to commercial uses need better pedestrian amenities. While they note that many of their daily tasks require the use of a car, many residents surveyed would like to have a place in their community to gather with their family and neighbors to spend leisurely time. Outdoor eateries and entertainment venues were among the uses that residents wished they could find closer to home and would walk or bike to with their families if it were safe and not too far.

Residents have also shared that the only suitable place for mixed-use development would be along the Route 59 corridor. While this Comprehensive Plan incorporates these concepts, traffic is still a major concern and solutions need to be addressed as a priority. Some have suggested that a transit-oriented development that encourages public transportation would be preferred if new residential units were introduced. A visual preference survey showed interest in encouraging green infrastructure and solar panels within commercial development; well-landscaped areas, plazas or large courtyards that could act as a “Village Green”, parking that is screened from view, and traditional storefronts with minimal setbacks from the sidewalk. Many residents are reticent to see development over 35 feet, or three stories, as they value their view of surrounding forested hillsides and the natural, suburban feel of the Village.



Figure 12- Examples of gathering spaces that may be suitable for development within Airmont Village Center²¹

Planning research, community and stakeholder feedback is consistent with the vision of creating a vibrant place of multiple and mixed uses in the area around the Airmont Road/Route 59 intersection which has become the centerpiece of this updated Comprehensive Plan.

The cornerstone of this concept lies in the critical mass of opportunity offered in a compact space: a diversity and mix of modern uses where residential units may be mixed with contemporary office space,

²¹ Image: Mashpee Commons, MA: http://mashpeecommons.com/wp-content/uploads/2017/09/170819_MashpeeCommons_EDITS_009-e1504808158917.jpg
Great Falls Town Center, VA: <https://modernreston.com/wp-content/uploads/2015/07/20150712-236-Great-Falls-Village-Concert-on-the-Green-740x300.jpg>

local retail shopping and service opportunities such as, restaurants, gyms or health clubs, educational or cultural institutions, medical facilities and other forms of family entertainment. This concept would ensure that the outcome is well-designed to consider environmental constraints, viewshed, pedestrian walkways, open space and heavy landscaping which screens parking from view. This idea is similar to a “transit-oriented development” concept, or the idea that people will utilize public transportation to enter and exit the site. While the County bus service currently connects the Village of Airmont to the Suffern Train Station, a more regularly scheduled jitney or shuttle service to similar transportation hubs would push this concept towards a truly visionary plan.

Currently the Village of Airmont zoning law does not allow mixed use development denser than three uses to a building, and the two retail districts that exist- Neighborhood Shopping and Village Center (NS and VC)- differ in use and bulk. Laying the groundwork for allowing mixed-use development in Airmont may require some changes in the uses permitted in the current Village Center and Neighborhood Shopping district, at approximately the same scale as now permitted.

A second tier of consideration for this concept is to add a floating zone²² element to the code to allow only large parcels (between 8-10 acres) within the Village Center zoning district to develop a more extensive, mixed use plan in exchange for public amenities such as parks, playgrounds, community centers, public gathering space, enhanced landscaping and design or enhanced environmental standards. In this way the Village will have control over the scale of development approved in the area: a special permit will require that a meticulously well-planned mixed-use development, with limited housing, may be built in Airmont, provided traffic impacts can be mitigated, in exchange for amenities that Airmont residents have noted are lacking in the Village, such as public gathering spaces for community events including concerts or farmers markets.

²² A Floating zone is a zoning district that delineates conditions, including an impact assessment, which must be met before that zoning district can be approved for an existing piece of land

Comprehensive Plan Update Recommendations & Implementation

The final section of this Comprehensive Plan Update is a set of recommendations and steps for how these recommendations may be implemented, and the amount of time this implementation may take. The Comprehensive Plan is a “living document”, which may change as the goals of the Village change. This document should be re-evaluated and amended if necessary every 5 to 10 years. The text of this plan, once adopted, is not a law in itself, but a framework that will be used by the Village to guide future land use decisions. This plan is a statement of intent, and the recommendations outline how the Village might act on that intent through the adoption of policies or development of programs. The policies recommended in this section are yet to be written and should only be adopted upon thorough public comment and legal process.

This section is organized by goal category, including a summary of findings followed by a list of recommendations. An implementation matrix follows that, where recommendations on the y-axis (left side) are numbered according to the goal and recommendation number, and the amount of time each recommendation is expected to take to implement is denoted by the colored bars. Some bars have a light shade and a dark shade which indicates that there is a short and a long-term element to implementing the recommendation.

1. *Community Character & Development*

Residents of the Village of Airmont are clear that they value the secluded suburban feel of the Village’s residential neighborhoods. As redevelopment and new development is incorporated into the Village, it will be important that this community character be maintained including well-buffered, single family homes in a wooded landscape where non-residential uses occur. Within the largely built out residential districts, the goal is to ensure that neighbors are respectful of each other, and that traffic safety and congestion be mitigated. Outside of the built-out residential districts, new construction must be conscious of impacts to shared resources such as the environment, public utilities, and roadways as well as impacts to private land.

Non-residential development along Route 59 should incorporate smart growth principles, such as mixed use residential and commercial, and be cognizant of the development occurring in adjacent communities. This will ensure that new development within the Village will thrive and provide a healthy living environment for the residents of Airmont.

Recommendations:

- A. **Maintain the current residential zones but evaluate the zoning chapter** to promote development and redevelopment consistent with the Community Vision, goals and objectives.
 - 1) Review the extent to which flexibility should be allowed for non-residential uses to remain consistent with the intensity and bulk of development in these areas.
- B. **Incorporate a residential lighting policy** in the Village zoning chapter designating appropriate residential lighting, appropriate lighting types, sensor or timer requirements and placement of lighting.

- C. **Review the uses permitted within the Village Center and Neighborhood Shopping zoning districts to encourage a diversity of uses**, and the flexibility to incorporate modern uses that may not be listed within the current zoning code.
- 1) Consider all four corners of the Airmont Road/Route 59 intersection as one study area in terms of continuity of design interconnection. This will help to provide continuity between uses across Route 59 and could promote development that can be utilized by neighbors within walking distance. Extending this consideration east along Route 59 might further encourage the realization of a cohesive vision for Airmont by 2030.
- D. **Consider a mechanism such as a floating overlay zone, for a planned mixed or multi-use development in non-residential zones, which requires that the project be designed within parameters set by the Village, which adheres to the Vision set forth in this plan.** This provision would provide a route to achieve a more compact, mixed-use complex that accommodates residential housing, appropriate for seniors who wish to age in place, or for young professionals employed at nearby job centers.
- 1) The provision should require a traffic study (as required by the State Environmental Quality Review Act, SEQRA), buffers and additional screening and a requirement for a percent of the residential units to include affordable or senior housing.
 - 2) The provision should also include incentives to developers in exchange for community amenities.
 - i. Elements that may be required for a development incentive may include: US Green Building Council LEED certification, solar installation, space to be used for larger, publicly accessible community events, design elements which highlight natural features and/or act as a buffer or screen for neighbors, a shuttle service to the train station or the inclusion of other similar community amenities (discussed within the Plan).
 - ii. Incentives for the developer often include percentage increases in maximum height allowance, maximum allowable floor area ratio, residential unit increases, or percentage decreases in parking requirements.
 - 3) The provision might also limit residential apartment units over two bedrooms or limit the size of apartments to a given square footage.
 - 4) The provision could also require a specific mix of uses, and adherence to a given set of design guidelines.

Implementation:

| | | | | | | | | | | | | | | |
|-----------------|-----|----------|----------|------|------|------|------|------|------|------|------|------|------|------|
| Recommendation | 1.A | [Shaded] | | | | | | | | | | | | |
| | 1.B | [Shaded] | | | | | | | | | | | | |
| | 1.C | [Shaded] | | | | | | | | | | | | |
| | 1.D | [Shaded] | [Shaded] | | | | | | | | | | | |
| | | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Timeline | | | | | | | | | | | | | | |

1.A: The zoning code should be regularly re-evaluated to ensure that the current code is relevant to the goals of the Village. While a review of zoning is typically accompanied by a Comprehensive Plan update, which informs the recommendations seen in this section, the zoning code should be revisited for relevance on a regular basis before the next Comprehensive Plan update.

1.B: The incorporation of a residential lighting policy should be done within the year as enacting new zoning is both low-cost and not a time-consuming task.

1.C: A review of the uses permitted within the Village Center and Neighborhood Shopping Districts is important to ensure that economic development in Airmont progresses appropriately. It is a time-consuming but very important task that should be completed by 2019.

1.D: Developing the law that will permit mixed-use development in the Airmont Center is complex, time consuming but very important to realizing the Community Vision. This concept should be explored at the adoption of this plan, so that a written law might be adopted by 2019.

2. Natural Resources

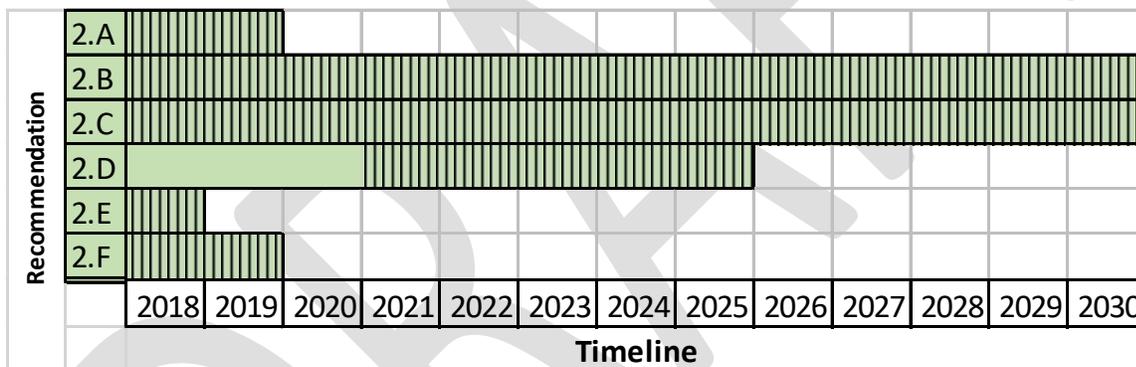
Airmont regulates its natural resources through wetland, tree removal and flood protection laws, and adheres to the State Environmental Quality Review Act (SEQRA), however, residents feel that more could be done to protect the natural resources within the Village. Further regulating stormwater reclamation and supporting the landscape will ensure that the Village’s aquifer is replenished and provides a sustainable source of water for future generations.

Recommendations:

- A. **Encourage development that balances natural systems** through stormwater reclamation and landscaping
- B. **Continue to utilize and enhance landscaped and natural buffers** as a way to protect the Village aesthetic and natural resources.
 - 1) Consider increasing the wetland buffers from 100 feet to 150 feet in order to further protect the Village from flooding due to climate change.

- C. **Strengthen the use of State Environmental Quality Review (SEQR) as a tool for natural resource protection.** Any application for subdivision or site development should consider natural resource protection as part of SEQR review.
- D. **Inventory environmentally constrained parcels** and protect them through conservation easements. These parcels may become passive recreation uses for local residents.
- E. **Involve sewer and water suppliers in future land use decisions** to ensure that development within Airmont is considerate of water supply limitations. Ensure that the water company has read and commented on the comprehensive plan update and Generic Environmental Impact Statement.
 - 1) Add a regulation to the Village Code which requires Suez to comment on future development proposals.
- F. **Adopt a soil protection map based on Soil & Water Conservancy data to guide development decisions.** Future development should be compatible with the soil profiles in the Village of Airmont.

Implementation:



2.A: Along with recommendation 1.C, the Village should consider including incentives for stormwater reclamation within commercial zoning. This should be considered within the timeline of recommendation 1.C, recognizing that it is an element of site plan design that should be included within any new commercial development.

2.B: An ongoing recommendation that should be maintained and re-evaluated through the next Comprehensive Plan update.

2.C: Again, this is an ongoing, and important recommendation that should be maintained and re-evaluated through the next Comprehensive Plan update.

2.D: The inventory and protection of environmentally constrained parcels is an important, long-term project, therefore inventory should begin immediately, followed by an analysis of options for protection, so that legal protection of these parcels might be achieved within the next 5-7 years.

2.E: Involving sewer and water suppliers in future land use decisions is a high impact, low input administrative change that the Village can make at little cost and within the year.

2.F: The Soil and Water Conservancy maintains a national database of soils that can be easily accessed and adapted for the Village of Airmont. Adopting this map will help decision makers in the Village factor soil health into development criteria for all future projects.

3. Transportation

As the municipalities surrounding Airmont become denser, addressing the resultant traffic congestion and safety issues in Airmont has become a top priority. Workshop participants specifically note safety issues related to the Route 59 and Airmont Road intersection, and school bus traffic on local roads. While the predominant mode of transportation for Airmont and surrounding areas is by personal vehicle, the Village is served by several County bus routes and the Tappan Zee Express commuter bus and is proximate to the Suffern train station. Additionally, public workshops revealed an interest from residents in developing off-street bike paths, and in walking to a future village center for dinner or entertainment. Redesigning the ingress and egress of new development, diverting traffic using bypasses and even the development of a park and ride are all strategies to limit car traffic within the Village. Utilizing complete streets, a state-wide policy as well as a design concept, will help the Village to achieve its goal of becoming a walkable and bikeable area. The Village has myriad opportunities to encourage residents to walk or bike to local destinations, and to encourage commuters to utilize public transportation that already exists, which may reduce the number of cars on the road within the Village.

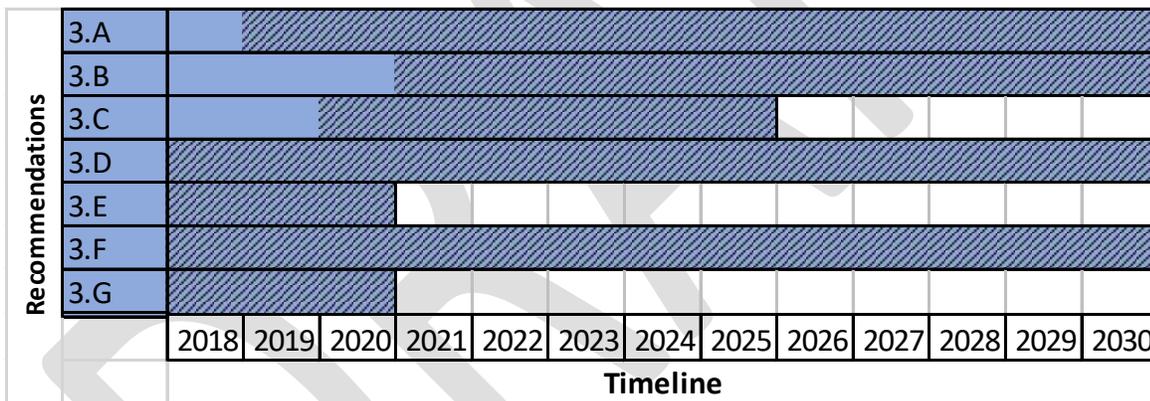
Recommendations:

- A. **The Village should coordinate street improvements with adjacent municipalities.** The Village should be aware when the Town of Ramapo and Rockland County as well as the NYS Department of Transportation, NJ Department of Transportation and Bergen County Highway Department are undergoing street updates nearby.
- B. **Enact a Village-wide complete streets policy** which, by New York State Law requires that any street improvement receiving funding from New York State consider multiple modes of transportation in the design, including sidewalks, bike lanes, traffic calming and landscaping improvements.
 - 1) Through this, the Village can ensure that public road improvements within the commercial zoning districts that do not have existing sidewalks be accompanied by sidewalks to the maximum practical extent to achieve pedestrian connections- especially along Route 59 and North and South Airmont Road.
- C. **Introduce a sidewalk policy to the zoning law** to require non-residential uses to include sidewalks and maintain them when abutting to main thoroughfares.
 - a. Consider sidewalk maintenance models, the most traditional being that the property owner maintains sidewalks or submits to a fine. Alternatively, sidewalk improvement

districts allocate a portion of commercial property tax to the public maintenance of those sidewalks.

- D. **Re-Evaluate previously proposed transportation solutions such as the proposed DeBaun bypass and exit “X” off of Hemion Road** as a viable alternative route to and from the NYS Thruway.
- E. **Codify pedestrian and bike amenities** into the zoning chapter by requiring new business which are built or significantly redeveloped within the commercial zoning districts to include sidewalks, pedestrian safety features within parking areas, including off street pedestrian access, and bike racks.
 - 1) Benches or gathering space within landscaped areas should be considered pedestrian and bike amenities.
- F. **Work with Rockland County and NYS DOT to perform a transportation study for the re-route or limitation of trucks.**
 - 1) Grant funding may also be sought to support this recommendation.
- G. **Work with the Town of Ramapo Police Department to install and monitor traffic cameras on local Village roads** to hold speeding drivers accountable.

Implementation:



3.A: Coordinating street improvements with adjacent municipalities is both a short and long-term recommendation. The Village should review how they communicate with adjacent municipalities and improve that communication in the short term. In the long term, the Village of Airmont can capitalize on adjacent street improvements by noting these when seeking street improvement grants.

3.B: The New York State Complete Streets Act of 2011 states that any road improvement that receives State funding shall consider multiple modes of transportation. By adopting this comprehensive plan, Airmont recognizes this as an important policy for the welfare of the Village (short-term) and ensures that any road improvements done with State funding can be designed to meet the vision of this Comprehensive Plan update.

3.C: The introduction of a sidewalk policy which requires commercial development to include sidewalks is a short-term, low-cost amendment to the Village code. The Village can explore innovative models of

sidewalk maintenance in the long-term, or simply committee to a traditional model mentioned in the above recommendation.

3.D: Present the evaluation of the DeBaun Bypass or additional Thru-way exit to the Village Board and work with NYS DOT towards a solution.

3.E: Along with recommendation 1.C, the Village should include pedestrian and bike amenities in site design standards for new commercial development. This is a short-term, low-cost policy for the Village with long-ranging positive impacts.

3.F: Transportation studies are high-cost, long-term projects even without the implementation of a transportation study. This task should be initiated as soon as possible to help keep the Village's streets functioning safely, and at a high level.

3.G: Have the Mayor meet with the Town of Ramapo Police to discuss the feasibility and details of placing traffic cameras strategically on local roads.

4. Sustainability

Airmont seeks to reduce its carbon footprint and become a sustainable community. Steps must be taken to encourage private home owners and businesses to install alternative energy systems such as solar energy and geothermal heating, to convert to high efficiency lighting and to participate in programs such as Leadership in Energy and Environmental Design (LEED). The Village also cannot ignore the implications that site design has on sustainability - from encouraging walking to capturing and reusing stormwater as irrigation, sustainable practices in the home and businesses will ensure that Airmont is prepared for the future.

Recommendations:

- A. **Codify green infrastructure requirements** for commercial and residential development in the zoning law. Green infrastructure includes pervious pavement, rain gardens or swales, retention basins and cisterns or similar storm water catchment technology that allows for infiltration of storm water to groundwater, or allows the facility to reuse storm water for irrigation purposes (also known as greywater recycling)
 - 1) A method for allowing FAR bonuses or parking reductions could be included in the zoning law to implement this recommendation.
 - 2) Additionally, the Village could institute larger coverage or disturbance thresholds than the DEC to trigger green infrastructure requirements in both commercial and residential districts.
- B. **Codify alternative energy and LEED standard incentives within the zoning law.** Provide a FAR bonus to new commercial development that incorporates alternative energy or LEED standards within its design.
 - 1) Provide a FAR bonus or similar incentive for residential units.

- C. **Codify alternative energy production and siting in the zoning law.** The law should determine requirements for solar, including the exact use allowed (accessory or principle), solar capacity (personal or large-scale production), mounting (ground, pole, roof) and the location and size/height of the panels.
- D. **Encourage residents who cannot install solar to participate in community solar.** The Village or a committee can work with Solarize Hudson Valley to help educate and transition village residents about community solar, where residents can consume solar from a solar farm, even if they do not produce it themselves.
- E. **Review local and national sustainability programs** including, but not limited to NY Climate Smart, STAR Communities, LEED Neighborhood, Smart Growth America, and determine if any in principle or in practice, might benefit the Village of Airmont. This may help Airmont secure funding or organize around simple initiatives that may improve the welfare of Village residents and visitors.

Implementation:

| | | | | | | | | | | | | | | |
|-----------------|-----------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Recommendations | 4.A | | | | | | | | | | | | | |
| | 4.B | | | | | | | | | | | | | |
| | 4.C | | | | | | | | | | | | | |
| | 4.D | | | | | | | | | | | | | |
| | | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| | Timeline | | | | | | | | | | | | | |

4.A: Along with recommendation 1.C, the Village should include green infrastructure requirements in site design standards for new commercial development. This is a short-term, low-cost policy for the Village with long-ranging positive impacts.

4.B: Along with recommendation 1.C, the Village should include alternative energy or LEED standards in site design standards for new commercial development. This is a short-term, low-cost policy for the Village with long-ranging positive impacts.

4.C: It is now common practice for municipalities to include zoning provisions for solar installation in their code. This is a short-term, low-cost policy for the Village that will ensure new energy production is installed aesthetically and is incentivized when appropriate.

4.D: Reviewing sustainability programs is a low-cost, long-term recommendation that should culminate in a list of sustainability objectives for the Village, or the Village actively participating in a program. Progress on this recommendation should be regularly evaluated through the next Comprehensive Plan update.

5. Community Connection

The Village of Airmont is a community of diverse cultures and backgrounds. As such, physically and socially connecting the community will be an important strategy to foster community spirit and cooperation as well as for achieving better public and economic health. Community connection is a goal that relies on programmatic and citizen initiative to drive Airmont into the future, and is in line with county and state goals of complete streets, rails-to-trails and business improvement.

Recommendations

- A. **Encourage active participation from the Commercial and Business committee, Preservation and Open Space committee and Community Outreach committee.** Skilled participation within these committees will help to push Airmont towards its vision of mixed-use centers and complete streets.
 - 1) Encourage the exploration of business improvement districts, sidewalk improvement districts, educational series or other programs that might help Airmont to realize the comprehensive plan vision.
- B. **Advocate for an off-street trail or rail trail from the abandoned Piermont Rail Line and linking to local parks.** The Village should work with a revitalized Open Space Committee to advocate for this project.
 - 1) Communicate with Orange & Rockland Electricity regarding the conversion of utility easements within the Village to an off-street trail from Schwartz Memorial Park to Camp Scuffy, North along N. Lorna Lane into Lorna Lane Park, Dawn Lane Park and Fred Rella Fields.
 - 2) Research potential information and funding sources from the Federal and State programs and advocacy organizations such as People for Bikes, Rails to Trails Conservancy or the League of American Bicyclists. The Rails to Trails Conservancy website contains a wealth of information on where to start.

Implementation:

| | | | | | | | | | | | | | | |
|-----------------|-----------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Recommendations | 5.A | | | | | | | | | | | | | |
| | 5.B | | | | | | | | | | | | | |
| | | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| | Timeline | | | | | | | | | | | | | |

5.A: Committees are low-cost, long-term mechanisms to keep the Village vision relevant.

5.B: Advocating for an off-street trail or rail trail is an important task for the Open Space Committee to work on to help realize the Village of Airmont vision, and the goals for community connection. This is a long-term recommendation which will initially be low-cost, until advocacy can become action.

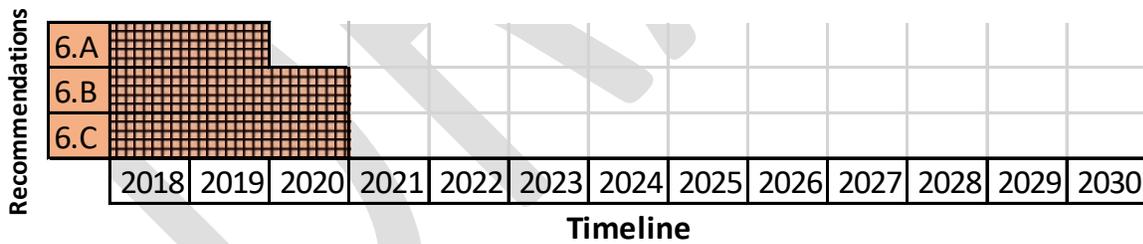
6. Non-Residential Character & Development

As Airmont seeks commercial development that is walkable, mixed-use and economically diverse, the Village should regulate new development to ensure the outcomes are in line with the goals of the comprehensive plan. Issues of parking, traffic, sustainability and environmental impact can be mitigated through site design guidelines and a clear vision for the future. The Village must ensure that new development is consistent with the community character of Airmont, and in-line with how the Village wants to grow.

Recommendations:

- A. **Codify that any extra lighting be on a sensor** which responds to movement and can be on a timer. This not only reduces light pollution but reduces energy use.
- B. **Codify sign design guidelines** to ensure that signs within the Village are in keeping with the character of the Village.
- C. **Develop a set of design guidelines that focus on site design and architectural design.** These designs should then be codified as examples that developers should draw from when developing or redeveloping a site.
 - 1) Consider regulating setbacks, parking design and driveway requirements to facilitate car traffic while keeping pedestrians safe; relating bulk requirements to the type of use and allowing for responsible cluster development where environmentally sensitive land is present can allow for a more natural development pattern that accommodates social and economic interaction.

Implementation:



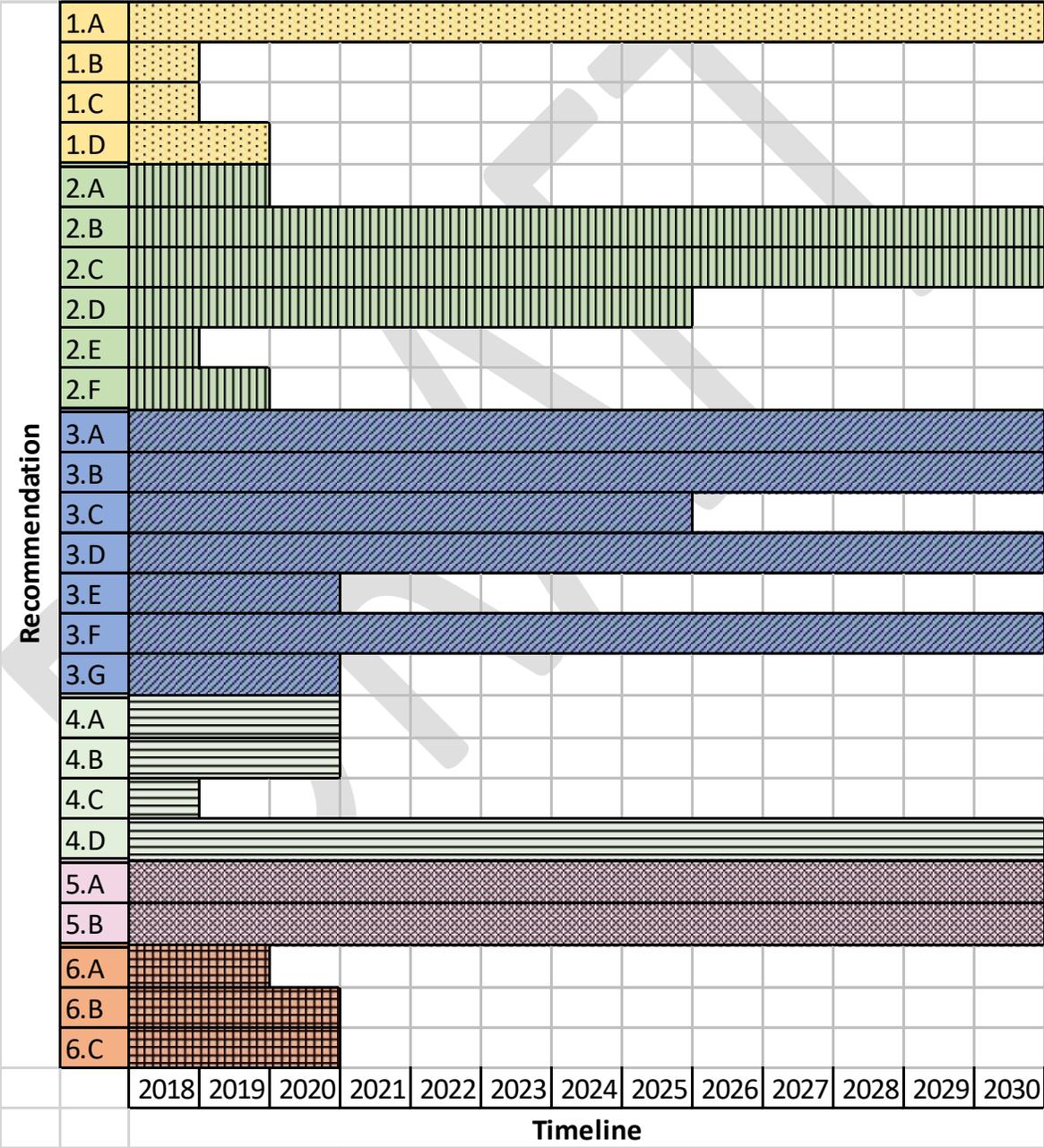
6.A: Amending the Village Code to include lighting techniques appropriate for commercial development is a low-cost, short-term recommendation.

6.B: Amending the Village Code to include sign design guidelines is a low-cost, mid-term recommendation.

6.C: Developing a set of design guidelines for commercial development is a low-cost, mid-term recommendation which may also be considered while implementing recommendation 1.C, above.

Implementation Matrix

The matrix below summarizes the recommendations, so they can be viewed as short, medium and long-term recommendations. Recommendations which are long-term require action continuously from the adoption of this plan, and suggestions for implementation are detailed in the above numbered sections. Many recommendations may be implemented together, or may build on each other such that one recommendation, once implemented, may make another recommendation easier to implement.



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APPENDICES

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Appendix 1: Vacant Non-Residential Parcel Summary

It should be noted that for the purpose of this table, use categories that do not apply to any vacant parcels have been removed, and some use categories are not applicable to every zoning district.

For an in-depth look at the uses allowed in each zoning district, see the bulk tables: table 7 through 11 in the Village of Airmont Zoning Chapter.

| | Neighborhood Shopping | | Village Center | | Professional Office | | Laboratory/Office | | Planned Industry | | |
|--|-----------------------|-------|----------------|-------|---------------------|-------|-------------------|-------|------------------|-------|---------|
| Total Vacant/Underutilized Parcels | 3 | | 6 | | 1 | | 7 | | 2 | | |
| Total nonconforming parcels | 1 | | 1 | | 1 | | 6 | | 2 | | |
| Total Vacant Acres | 16.45 | | 18.8 | | 0.35 | | 10.65 | | 0.06 | | |
| | Units | Acres | Parcels | Acres | Parcels | Acres | Parcels | Acres | Parcels | Acres | Parcels |
| Public Utility Building | | 16.2 | 2 | 18.04 | 4 | - | - | 8.64 | 1 | - | - |
| Child Day-Care | | 16.2 | 2 | 18.04 | 4 | - | - | 8.64 | 1 | - | - |
| Local convenience shopping, office, medical, library/museum, laundromat, specialty shop | | 16.2 | 2 | NA | - | - | - | NA | - | - | - |
| Restaurant/Tavern, Medical, Retail, Office, Library, School of Special Instruction | | NA | - | 18.8 | 5 | - | - | 8.64 | 1 | - | - |
| Neighborhood Restaurant | | 16.2 | 2 | - | - | - | - | NA | - | - | - |
| Gas Station/Auto Repair | | 16.2 | 2 | 18.04 | 4 | - | - | NA | - | - | - |
| Auto Rental | | NA | - | 18.04 | 4 | - | - | NA | - | - | - |
| Catering, social halls, animal kennels/Vet | | NA | - | 18.04 | 4 | - | - | NA | - | - | - |
| Shopping Center, Hotel/Motel, Fast Food | | NA | - | 10.64 | 3 | - | - | NA | - | - | - |
| Hotel/Motel | | NA | - | - | - | NA | - | 8.64 | 1 | - | - |
| Office, labs/research, Medical, Outdoor rec., Commercial Rec, Schools of Special Instruction, Industrial uses, Wholesale/warehouse, Manufacturing of prototypes | | NA | - | NA | - | NA | - | 8.64 | 1 | - | - |
| NA= Use category not applicable for given district | | | | | | | | | | | |
| - = Nonconforming for use category | | | | | | | | | | | |
| "nonconforming" parcels do not conform to any bulk requirements for uses listed under current zoning | | | | | | | | | | | |



RAW RESULTS OF PHASE ONE PUBLIC INPUT MEETING

Prepared by

Nelson, Pope & Voorhis, LLC

Suffern, New York

INTRODUCTION

On July 19th 7:00 PM, the Village of Airmont Comprehensive Plan Steering Committee held a meeting for the purpose of collecting background data, views and opinions from community residents and stakeholders. Given that this was the first public meeting at the outset of the Comprehensive Planning Process, the purpose of this meeting was to identify public and stakeholder sentiment regarding existing conditions within the Village.

To accomplish this, Nelson, Pope & Voorhis, LLC - the Comprehensive Plan consultants - coordinated with the Comprehensive Plan Steering Committee to design a meeting that would consist of numerous break-out groups.

This meeting was well-attended by roughly 65 members of the public. The meeting began with a background presentation by the Village Planner, Matt Ryan, and a welcome and overview of the project by the Chairman of the Comprehensive Plan Steering Committee – Paul Marchesani. Matt provided a short description of what a Comprehensive Plan was and why the Village was undertaking its update. He explained the purpose of the public meeting, introduced the process that the committee had undertaken thus far, and provided a framework for the workshop procedure.

METHOD

Prior to the meeting, a number of tables had been set up around the Challenger Learning Center. After the introductory presentation, attendees chose places at various tables based on their areas of interest. Session 1 included focus groups on:

- Traffic, Transportation and Commuting
- Housing
- “Keep it Green” Infrastructure
- Future Development of Route 59 Corridor

Session 2 included focus groups on:

- Future Development
- Community Services, Facilities & Shared Services
- Architectural Design
- Future Recreation & Open Space



Break-out Groups, July 19, 2017

Two members of the Comprehensive Plan Steering Committee were assigned to each group as a facilitator and note-taker. These facilitators started by introducing themselves and having the members of the group introduce themselves and record their names and contact information on a sign-in sheet. Ground rules for respectful conduct were given and enforced.



The facilitators then prompted conversation around the given topic, guided by facilitation questions developed by the Village Planner as well as poster sized maps showing aerial images of the town, zoning, land use, public space, transportation and water resources. These resources were referenced throughout the workshop.

Groups were given an hour to discuss issues while the note-taker consolidated this discussion in bullets on poster paper. After 45 minutes, groups were encouraged to switch tables. Five minutes was then allotted for facilitators to read the groups discussion outcome out loud, and another five minutes was given for attendees to “sticker vote”, by placing one of four sticker dots on statements they agree with.

Following the group voting, the workshop had a break for refreshments and the four new topics for session 2 were introduced at the tables.

Session 2 was run in the same manner as session 1, although this time attendance was much lower. Upon completion of visioning and voting of each table’s results, the meeting was informally ended. A suggestion box was provided at the meeting for those that wished to provide more input. A hand out of upcoming Village meeting dates and times was also provided, along with the Village website.

Since the Steering Committee members and consultant team were directly involved as facilitators, these discussions will be reflected by the continuing involvement of the group facilitators as Steering Committee members.

RESULTS

The results of this workshop are now being reviewed by the Comprehensive Planning Committee and will be discussed at the next open house, which will focus on how to solve issues in specific areas within the Village through a “design charrette”. Thank you to those who participated on July 19th, and keep an eye out for the next one on the Village website!

All are welcome to attend! Visit www.airmont.org for more info.



Break-out groups, July 19, 2017



Break-out groups, July 19, 2017



Appendix 3: Phase Two Workshop



RESULTS OF PHASE TWO PUBLIC INPUT MEETING

DRAFT

Prepared by
Nelson, Pope & Voorhis
Suffern, New York

INTRODUCTION

On October 25th at 7:00 PM, the Village of Airmont Comprehensive Plan Steering Committee held the second public meeting of the comprehensive planning process. The first public meeting, held in July, focused on resident and stakeholder sentiment regarding existing conditions within the Village. Using the results of the July meeting, the committee developed a set of goals and objectives, which will be used to frame the implementation of future policies and programs for the Village of Airmont. These goals and objectives were presented to the public at the most recent October 25th meeting.

To accomplish this, Nelson, Pope & Voorhis - the Comprehensive Plan consultants - coordinated with the Comprehensive Plan Steering Committee to design a meeting that allowed the public to vote and comment on each goal and objective, and offer more detailed feedback at specific activity tables.

The meeting began with a background presentation by the Village Planner, Adriana Beltrani, and a welcome and overview of the project by the Chairman of the Comprehensive Plan Steering Committee – Paul Marchesani. Adriana provided a short description of what a Comprehensive Plan was and why the Village was undertaking its update. She explained the purpose of the public meeting, introduced the process that the committee had undertaken thus far, and provided an outline for how the workshop would proceed.

METHOD

Prior to the meeting start time, poster sized charts of the goals and their objectives were taped to the walls of the Airmont Village Hall Community Center, including columns where participants could vote: “I agree”, “I disagree” and in a third column, offer comments. Each poster stated the goals and their subsequent objectives. Each set of goals and objectives has an overarching theme such as “Sustainability” or “Natural Resources”. The Goals presented are as follows:

Goal 1: Community Character and Development-

Maintain a responsible level of development within the Village which emphasizes the value of Airmont’s community character and considers the availability of natural resources and physical infrastructure to support additional development

Goal 2: Natural Resources- Protect and conserve existing natural resources throughout the Village of Airmont.

Goal 3: Transportation- Provide a more aesthetically enhances, safe and efficient transportation network which improves traffic circulation, as well as pedestrian safety and accommodation along the street network.



Village Planner Presents About the Plan-
October 25, 2017

Goal 4: Sustainability- Encourage the expanded use of renewable energy sources, green building practices, and the principles of Leadership in Energy and Environmental Design Neighborhood Development (LEED-ND) and smart growth throughout the Village in order to promote green, eco-friendly, and sustainable development standards.

Goal 5: Community Connection- Encourage community development and socialization by connecting park land through off-street trails, organizing (or reviving) a Recreation Committee for youth and young adult programming, and developing wi-fi hotspots at bus kiosks and other public spaces.

Goal 6: Commercial Character and Development- Determine the desired architectural appearance for non-residential development within the Village and codify it to provide guidance and consistency among the Planning Board, Architectural Review Committee and new applications.

A member of the Comprehensive Plan Steering Committee was assigned to each goal in order to offer clarification and facilitate discussion around each objective listed. Some objectives included breakout activities for participants to expand on the ideas within each objective: Maps were provided to supplement objectives relating to natural resources, and visual preference surveys accompanied objectives relating to commercial design and solar installation. The Village planning consultants facilitated mapping activities that looked at the feasibility of a Village-wide off-street trail system or greenway, and that looked at pedestrian safety among businesses along Route 59.

The meeting was run as an open house, where participants could move between goal posters and activities however they wish, and spend as much time at each as needed. Participants used colored stickers to vote for whether they agree or disagree with an objective, and used post-its to offer comments on the objectives. Facilitators were able to help answer questions about the objectives and direct participants to the activities that might interest them.



Pedestrian Safety Activity Table – October 25, 2017

The presentation given at the beginning of the meeting was running on the television in the background throughout the night, and handouts of the presentation were provided to participants, as well as the results report from the first public meeting in July. A suggestion box was provided at the meeting for those that wished to provide more input, participants were added to the Village email list and encouraged to check back often for updates on the process. Since the Steering Committee members and consultant team were directly involved as facilitators, these discussions will be reflected by the continuing involvement of the group facilitators as Steering Committee members.

RESULTS

The Comprehensive Plan Update Committee and Village Planning Consultant found the public comments at the October meeting very helpful and will be taking the comments and voting into account as they continue to write the plan. Stay tuned for the draft Comprehensive Plan to be released for public comment in early 2018! Updates and meeting dates will be posted to the Village website: www.airmont.org

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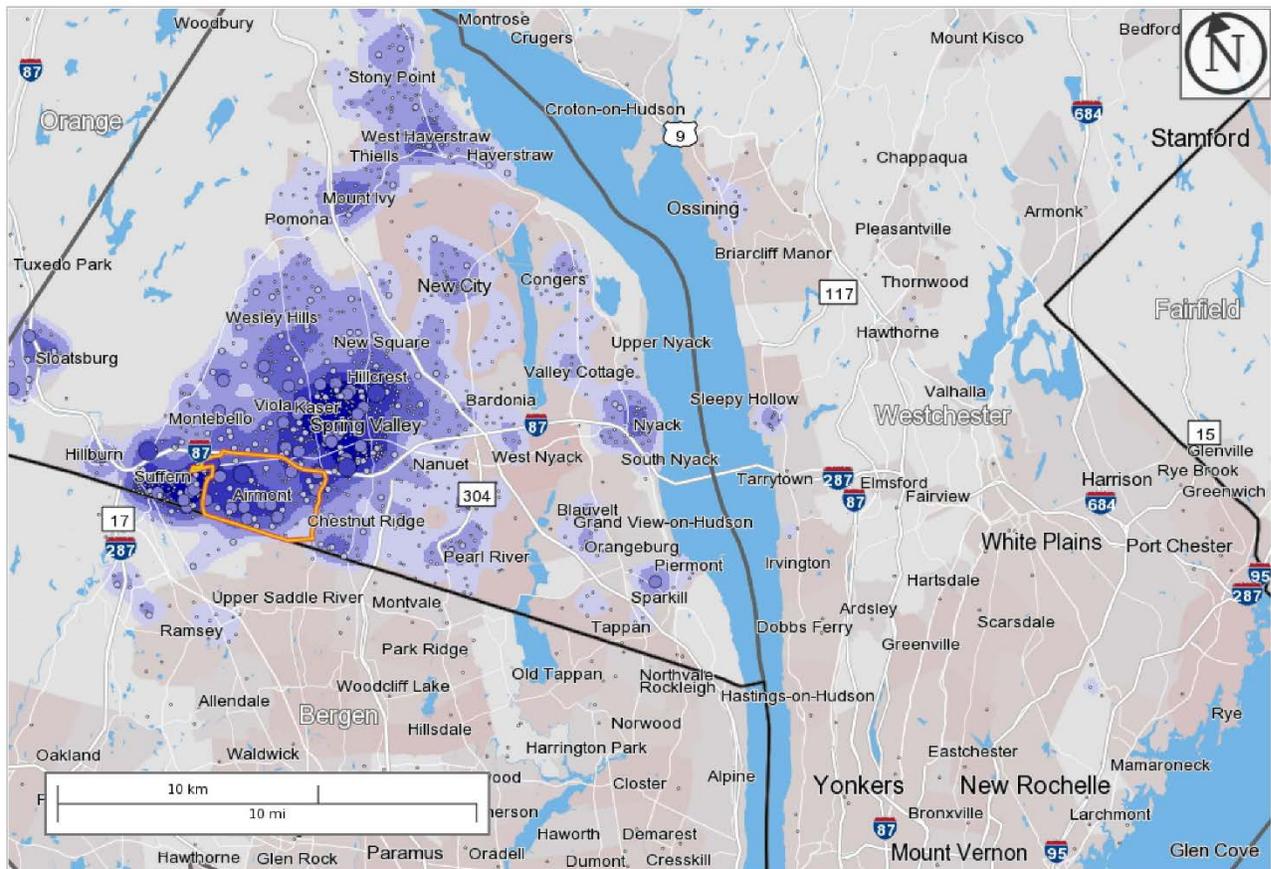
Appendix 4: On the Map Commuter Data, 2014

OnTheMap

Distance/Direction Report - Work to Home
 All Jobs for All Workers in 2014

Created by the U.S. Census Bureau's OnTheMap <http://onthemap.ces.census.gov> on 09/13/2017

Counts and Density of Home Locations for All Jobs in Work Selection Area in 2014
 All Workers



Map Legend

Job Density [Jobs/Sq. Mile]

- 5 - 10
- 11 - 25
- 26 - 51
- 52 - 87
- 88 - 134

Job Count [Jobs/Census Block]

- 1 - 2
- 3 - 5
- 6 - 11
- 12 - 20

Selection Areas

- 📍 Analysis Selection



DRAFT

Appendix 5: Abandoned and Active Rail Lines- Rockland County, NY

