

Town of Cortlandt Town Board Work Session

September 24, 2007

AKRF, Inc.
IQ Landscape Architects

Town of Cortlandt, Project Components

Annsville and Rezoning Study:

- Annsville Area Enhancement Plan
- Annsville and Verplanck; Rezoning to Waterfront Light Industrial and Waterfront Tourism

Traffic Overlay Districts:

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

Agenda

- Overview of materials received by AKRF
- Photo tour of Annsville Area
 - Challenges and recommendations for Annsville
- Photo tour of Verplanck
 - Challenges and recommendations for Verplanck
- Photo tour of proposed Traffic Overlay Districts
- Description of Traffic Analysis
 - Existing and Future Conditions
- Vision for the Annsville Area Enhancement Plan

Materials Received by AKRF

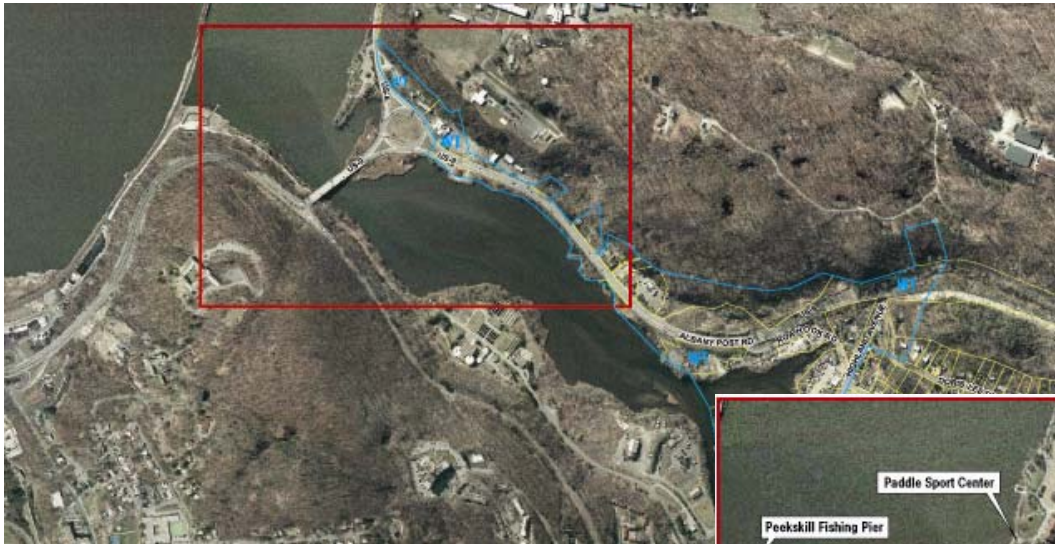
- 2004 Master Plan
- Master Plan Base Studies
- Development plans for Annsville hotel
- Development plans for 9 Corporate Drive
- GIS layers including Cortlandt blocks and lots
- 1998 Route 9A Corridor Study
- Open Space Preservation Plans and Further Controls on Development Progress Report

Traffic Studies Received by AKRF

- Route 6/Westbrook Drive Improvement Plan
- SYNCHRO files for Route 6
- Cortlandt Route 6 Streetscape Plan (Cortlandt Boulevard Plan)
- Best Buy Traffic Study
- Adler Consulting, Residential Developments Study
- Routes 202/35/6 Bear Mountain Parkway Sustainable Development Plan
- Cortlandt Train Station Traffic Study
- Westbrook Development Plan
- Hirsh Proposal
- Midas Muffler Development Plan
- Mohegan Mews Development Plan
- Big box Development Plan (Mendelowitz property on the west side of Lexington Avenue)

Annsville Area Enhancement Plan and Rezoning

Annsville Area Enhancement and Rezoning: Annsville Circle Area



Annsville Area Enhancement and Rezoning: Annsville Circle Area



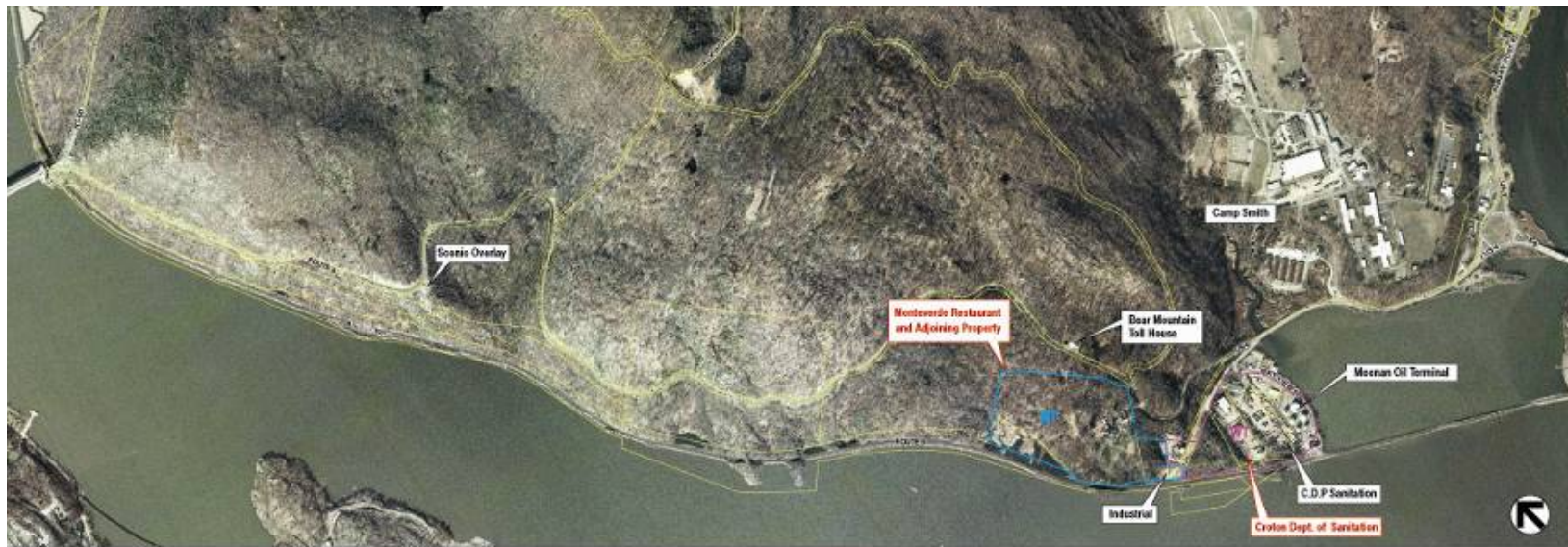
Annsville Area Enhancement and Rezoning: Highland Avenue/ Albany Post Road



Annsville Area Enhancement and Rezoning: Highland Avenue/ Albany Post Road



Annsville Area Enhancement and Rezoning: Roa Hook and Route 6 North



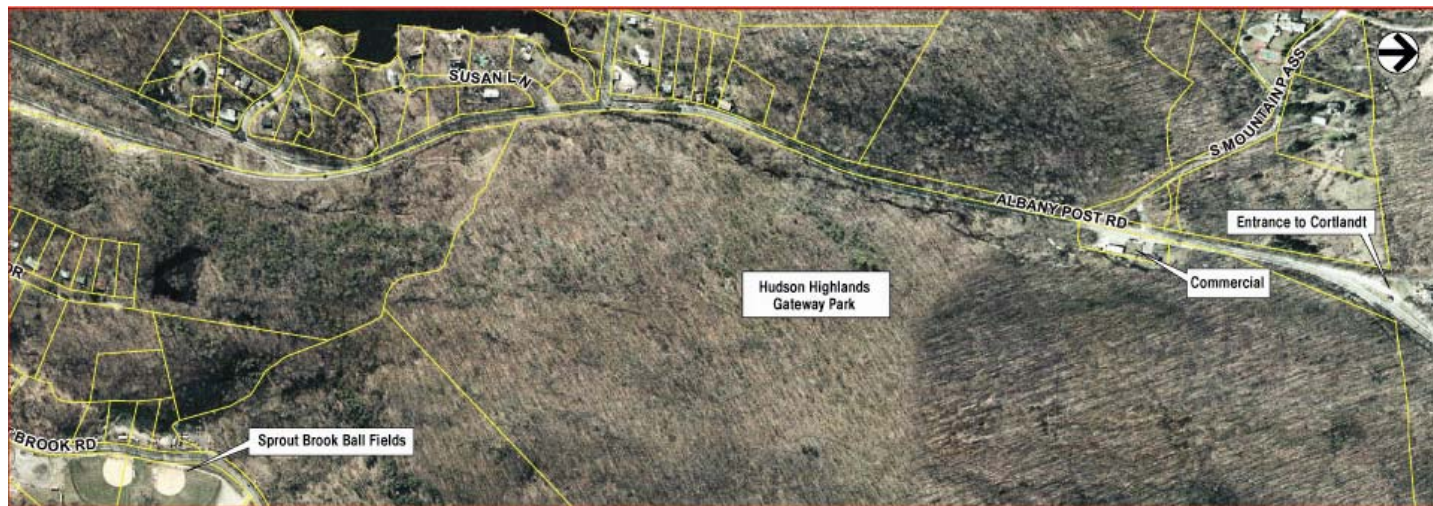
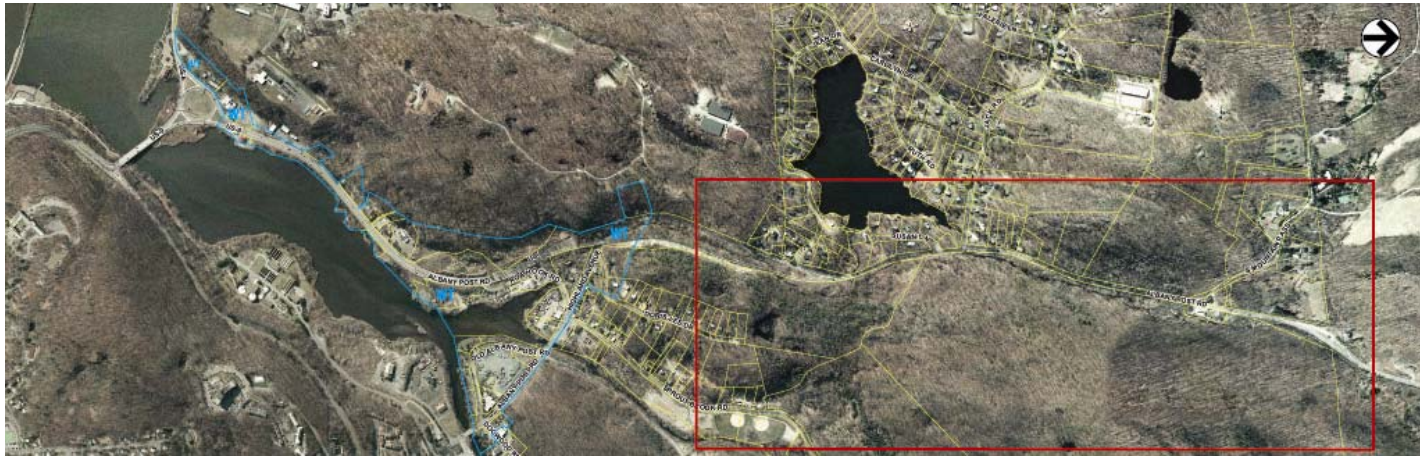
Annsville Area Enhancement and Rezoning: Roa Hook



Annsville Area Enhancement and Rezoning: Route 6 North



Annsville Area Enhancement and Rezoning: Route 9 North



Annsville Area Enhancement and Rezoning: Route 9 North



Annsville: Master Plan Recommendations

- Create a new waterfront tourism area that would encompass the Annsville Circle hamlet
- Allow water-dependent and water-enhanced uses in this location, and link the area with the Hudson River Greenway trail system

Annsville: Master Plan Recommendations

- Allow community commercial uses in this area to meet the local needs of the Town's neighborhoods
- Transform the area into a tourist destination with uses such as antique and gift shops, restaurants, marinas, overnight accommodations, catering establishments, and similar uses

Annsville Area Enhancement and Rezoning

Challenges:

- Infrastructure: lack of municipal sewer and water
- Railroad line prevents access
- Annsville Creek; no deep water at low tide
 - Dredging would require ACOE/DEC permits
- Traffic safety and speed

Annsville Area: Access Challenges



Detailed accident analysis to be performed to determine additional improvements and traffic calming measures

Annsville Area Enhancement and Rezoning

Opportunities:

- Water access
- Vacant and underutilized parcels
 - Former State Trooper Station
 - Former Bait and Tackle Shop and other parcels northbound on Route 9
 - Department of Sanitation Site in Roa Hook
- Hamlet zoning for Highland Avenue Area

Verplanck Rezoning

Verplanck Rezoning Sub-Area 1 Boundaries



Verplanck Rezoning: Sub-Area 1



Verplanck Rezoning Sub-Area 2 Boundaries



Verplanck Rezoning: Sub-Area 2



Verplanck: Master Plan Recommendations

- Create waterfront tourism areas along the Verplanck shoreline with uses such as boutiques, antique and gift shops, restaurants, marinas, bed & breakfasts, and similar tourist-related activities
- Allow for mixed uses on the same lot

Verplanck Rezoning

Challenges:

- Poor condition of some waterfront parcels
- Connections (pedestrian and vehicular) to nearby retail and commercial
- Lack of public bathroom facilities and parking
- Current zoning and allowable uses
 - Residential development that limits public views and access

Verplanck Rezoning

Opportunities:

- Recently acquired and improved waterfront park lands - focal point of revitalization
- ConEdison site and other large, underutilized waterfront parcels
- Proximity of WT and WLI rezoning areas to existing commercial, retail and residential
- Recent pedestrian improvements and Broadway streetscaping - hamlet center by post office

Verplanck Rezoning

Opportunities continued:

- Multitude of historic buildings and structures
- Fabulous viewsheds of underutilized waterfront land
- Maintain and enhance existing water dependent uses that are thriving
- Provide for flexible dimensional regulations

Final Products of Annsville Enhancement and Rezoning

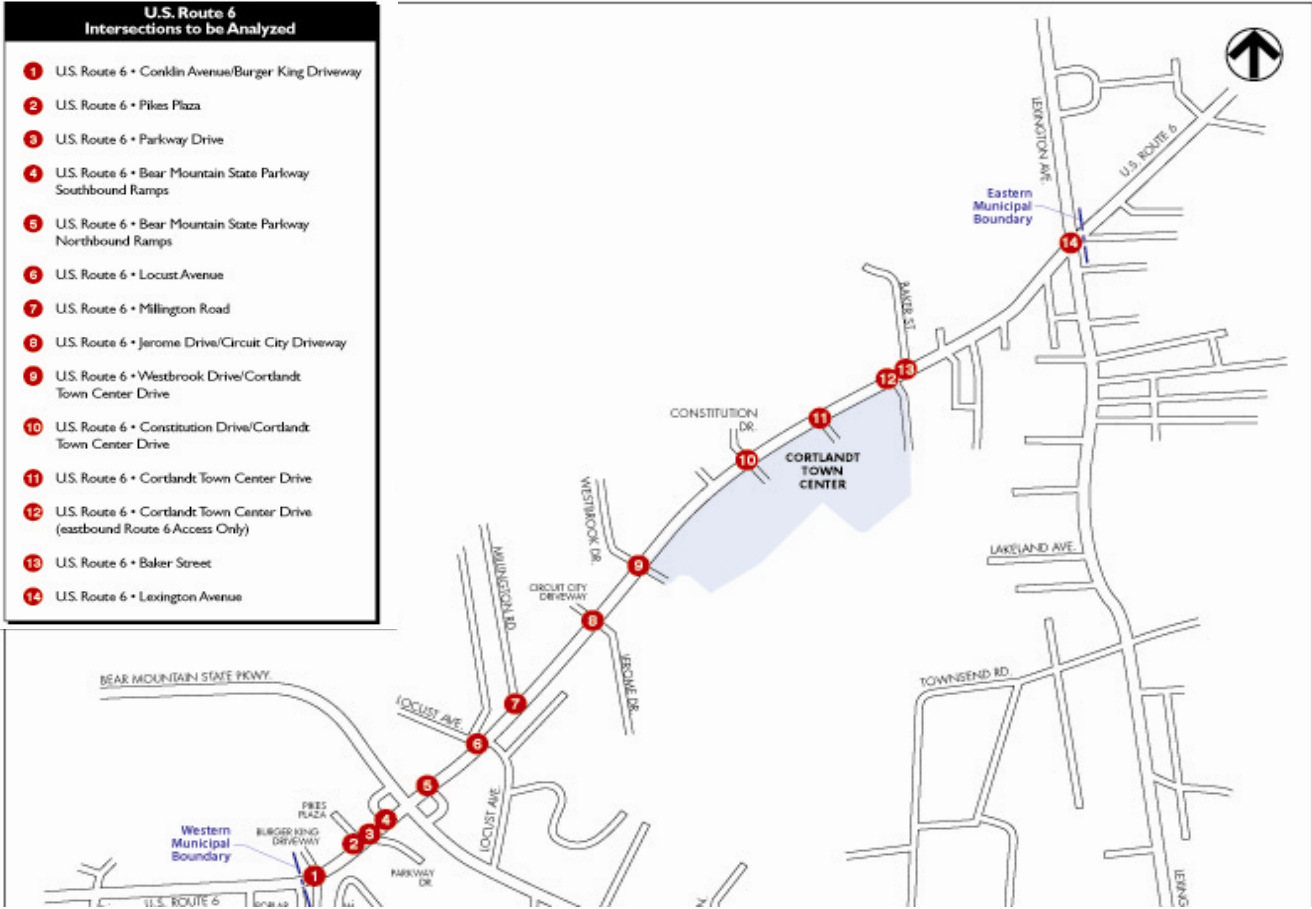
- New zoning text
- Environmental Assessment Form
- Annsville Area Enhancement Plan
- Final report

Traffic Overlay District

Route 6

Route 6 T.O.D. Study Area Boundaries

- U.S. Route 6
Intersections to be Analyzed**
- 1 U.S. Route 6 • Conklin Avenue/Burger King Driveway
 - 2 U.S. Route 6 • Pikes Plaza
 - 3 U.S. Route 6 • Parkway Drive
 - 4 U.S. Route 6 • Bear Mountain State Parkway Southbound Ramps
 - 5 U.S. Route 6 • Bear Mountain State Parkway Northbound Ramps
 - 6 U.S. Route 6 • Locust Avenue
 - 7 U.S. Route 6 • Millington Road
 - 8 U.S. Route 6 • Jerome Drive/Circuit City Driveway
 - 9 U.S. Route 6 • Westbrook Drive/Cortlandt Town Center Drive
 - 10 U.S. Route 6 • Constitution Drive/Cortlandt Town Center Drive
 - 11 U.S. Route 6 • Cortlandt Town Center Drive
 - 12 U.S. Route 6 • Cortlandt Town Center Drive (eastbound Route 6 Access Only)
 - 13 U.S. Route 6 • Baker Street
 - 14 U.S. Route 6 • Lexington Avenue



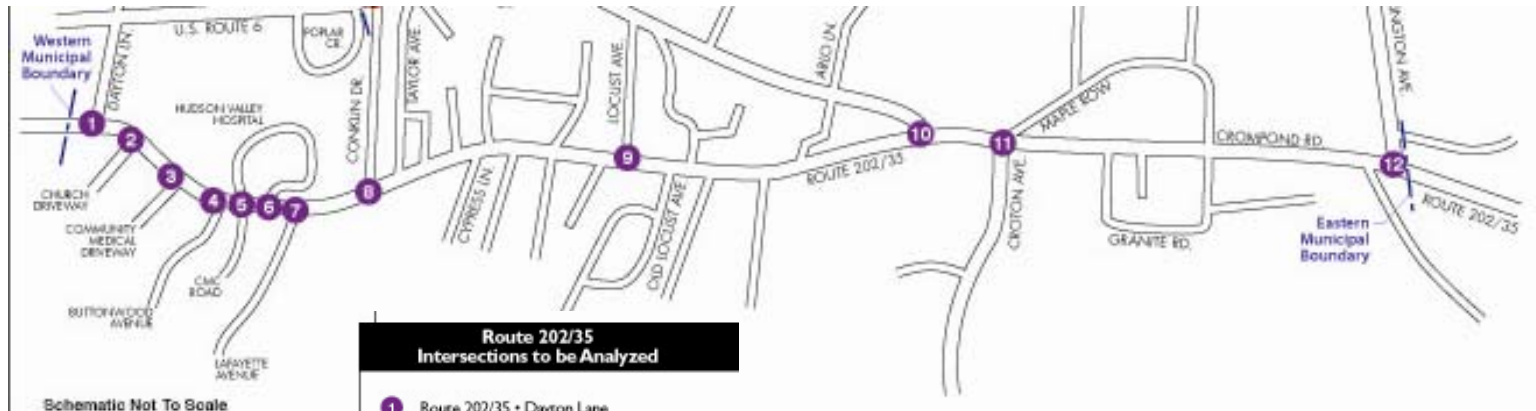
Route 6 T.O.D. Existing Uses



Traffic Overlay District

Route 202/35

Route 202/35 T.O.D. Study Area Boundaries



Route 202/35 Intersections to be Analyzed

- 1 Route 202/35 • Dayton Lane
- 2 Route 202/35 • Holy Spirit Church Driveway
- 3 Route 202/35 • Community Medical Driveway
- 4 Route 202/35 • Burtonwood Avenue
- 5 Route 202/35 • Hudson Valley Hospital Entrance/CMC Road
- 6 Route 202/35 • Hudson Valley Hospital Exit
- 7 Route 202/35 • Lafayette Avenue
- 8 Route 202/35 • Conklin Avenue
- 9 Route 202/35 • Locust Avenue
- 10 Route 202/35 • Bear Mountain State Parkway
- 11 Route 202/35 • Croton Avenue/Maple Row
- 12 Route 202/35 • Lexington Avenue

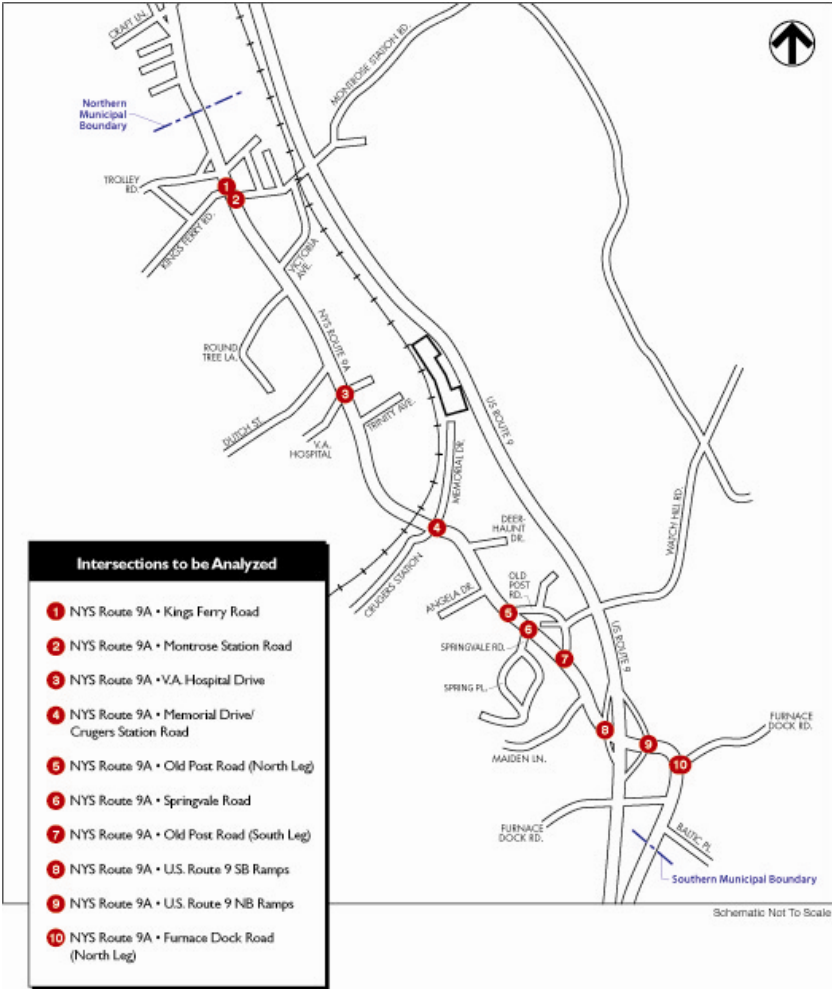
Route 202/35 T.O.D. Existing Uses



Traffic Overlay District

Route 9A

Route 9A T.O.D. Study Area Boundaries



Route 9A T.O.D.



Traffic Analysis

Traffic Analysis: 2007 Existing Conditions

AKRF will:

- Utilize existing data from the Town and other consultants, AKRF to quantify:
 - Existing Levels-of-Service (LOS)
 - Vehicular delay and queue lengths for the three arterials to be studied (Route 6, Route 9A and Routes 202/35)
- Obtain intersection and roadway (between intersections) accident data from NYSDOT and analyze the data
- Perform a qualitative assessment of pedestrian, bike and mass transit conditions for three arterials
- Identify problem locations

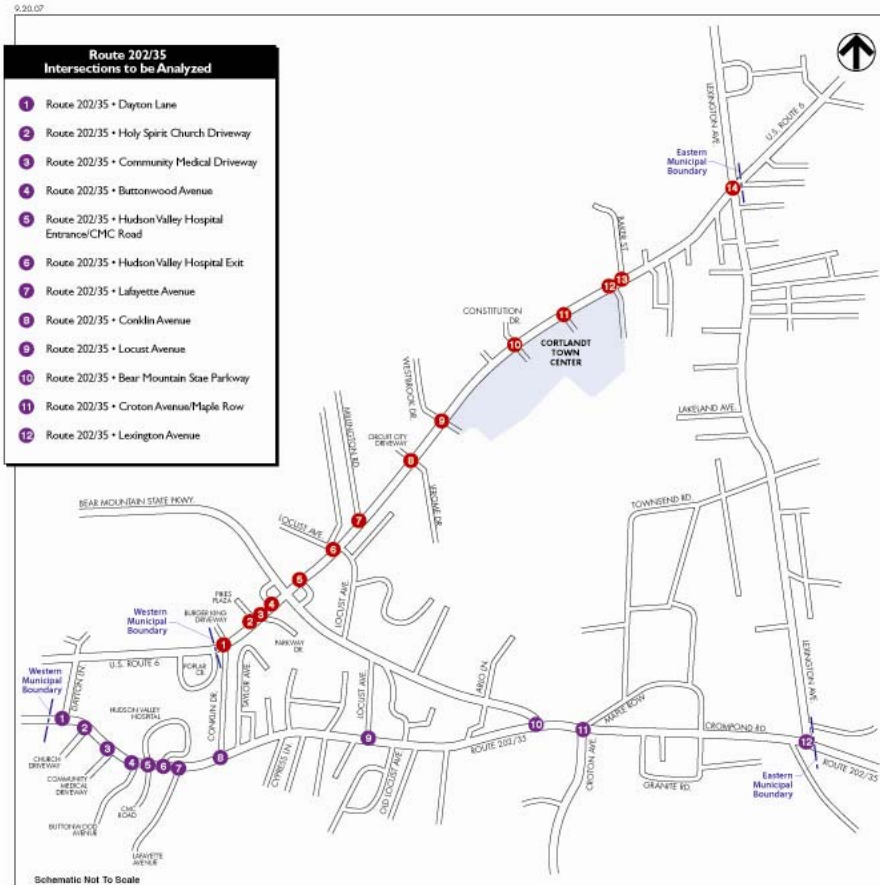
Route 6 and Route 202/35: Intersections to be Analyzed

U.S. Route 6 Intersections to be Analyzed

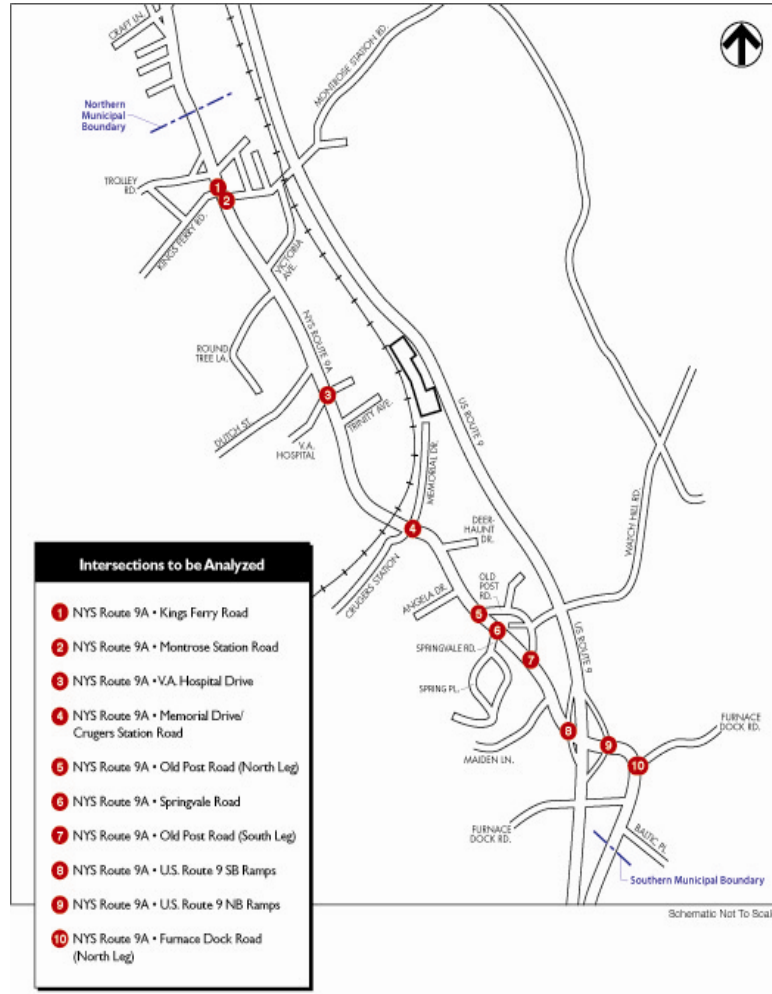
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Route 202/35 Intersections to be Analyzed

- 1 Route 202/35 • Dayton Lane
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- 10 Route 202/35 • Bear Mountain State Parkway
- 11 Route 202/35 • Croton Avenue/Maple Row
- 12 Route 202/35 • Lexington Avenue



Route 9A: Intersections to be Analyzed



Traffic Analysis: 2022 Future Conditions

AKRF will:

- Assess 2022 Future Conditions (15 years into the future and 1 or 2% per year background growth factor)
- Account for proposed developments currently before the Town, potential development sites (vacant land), and potential redevelopment sites
- Assess potential development sites on the major cross streets (collector roads: Lexington Avenue, Conklin Avenue, Locust Avenue, etc.)
- Incorporate known roadway improvements (e.g., Route 202/35/Hudson Valley Hospital improvements, Route 6/Westbrook Drive improvements, etc.)

Traffic Analysis: Future Conditions

- Identify improvement measures
 - Simple measures (re-timings, re-striping)
 - Development of a Town-wide computerized traffic signal system (Intelligent Transportation Systems, ITS)
 - Establishment of a Town Traffic Engineering Department and Command Center
 - Physical improvements (addition of turn lanes, street direction changes)
 - Create bypass routes (e.g. Route 6 bypass from Lexington Avenue to Regina Avenue)
- Identify persistent problem locations
- Examine Land Use and Traffic
 - Shared Access Driveways and Internal Connections
 - Rezoning
 - Change bulk and lot requirements to reduce building program (scale back size of future developments)
- Potentially establish a Special Improvement District (provide funds for transportation improvements)
- Produce Generic Environmental Impact Statement

IQ Landscape Architects

Annsville Area Enhancement Plan

1

Annsville Creek



Annsville Area Enhancement Plan 2 Option A: Cultural



0 400 800 FEET
SCALE

Annsville Area Enhancement Plan 2
Option A - Cultural

Annsville Area Enhancement Plan

3

Option B - Industrial



0 400 800 FEET
SCALE

Annsville Area Enhancement Plan 3
Option B - Industrial

Existing Design Vocabulary for Annsville Circle



Existing Bridge Condition



Proposed Bridge Condition with Pedestrian Connection



Q & A