

02

02 Current & Future Land Use, Zoning, & Design

Land Use Existing Conditions

Existing Land Use Policies

Zoning Existing Conditions

Land Development and Environmental Regulations

Community Views on Land Use and Zoning

Vision, Goals, and Objectives



South Nyack © AKRF

Introduction

Orangetown is the southernmost town in Rockland County, New York. It is bordered to the east by the Hudson River, to the south by New Jersey (Bergen County), to the west by the Town of Ramapo (and its Village of Chestnut Ridge), and to the north by the Town of Clarkstown. Land uses throughout the Town include residential communities of single-family houses, various Town, County, and State parks and open spaces, and centers of retail, restaurant, and office commercial activity generally located in hamlet centers and along major roads. The NYS Route 303 corridor, which runs north-south through the Town, is heavily developed and is predominantly a mix of commercial and industrial uses, including various warehouse, distribution, and manufacturing centers. Other major roadways include the Palisades Interstate Parkway, a limited access highway which runs southeast to north-west through the Town, and US Route 9W, a two-lane road which runs north-south through the Town along the western cliffs of the Hudson River.

The Comprehensive Plan establishes the overall land use vision for the Town, and sets forth strategies and objectives to achieve that vision.

Existing Land Use Overview and a Future Land Use Vision

The vision is influenced by the historic growth of the community, existing travel patterns and transportation networks, and current land use regulations that govern the location, scale, and intensity of uses. The future land use vision considers zoning, design, and community character; transportation, mobility and parking; demographic trends and socioeconomic conditions; economic development; and open space and recreation, sustainability, green infrastructure, and climate resiliency.

This chapter provides an overview of the existing land use patterns within the Town. It discusses existing development trends, and land use and zoning regulations. It then sets forth a future land use vision and goals, and objectives and implementation strategies which evolved from an extensive public engagement process that included surveys, workshops, and online opportunities for involvement in the planning process.

Several land use objectives emerged through the public engagement process which included an online survey and two public workshops:

- Encourage an appropriate balance of residential and non-residential development.
- Update and modernize the zoning code to simplify enforcement and remove inconsistencies.
- Develop design guidelines for façades, signage, and streetscapes to preserve, protect, and enhance the unique characteristics of each hamlet.
- Develop measures to increase the efficiency of the code/zoning enforcement process.
- Discourage new warehouse and distribution center land uses in certain zoning districts, particularly near residential areas.
- Develop design guidelines and performance standards to better regulate certain land uses, and to protect open space, viewsheds, historic resources, and community character.
- Strengthen zoning and code protections for natural resources such as wetlands, trees, stormwater, flooding, steep slopes, and ridgelines.



Historic Homes, Tappan © AKRF

During this process the public provided observations and recommendations on the types of land uses that should be encouraged or discouraged in the Town’s residential areas, hamlets, and commercial corridors. These included development concerns along the NYS Route 303 corridor, calls for open space preservation, a desire for the Town’s six hamlets to retain their unique character, and an interest in maintaining the single-family housing typology, the most prominent land use throughout the Town, as the principal means of residential housing. These observations and recommendations resulted in the following land use goals:

- Maintain the Town’s community and neighborhood character while balancing the need for growth and development.
- Preserve history, open space, and hamlet center character, while promoting a diversity of housing options in appropriate neighborhoods to ensure members of the community have access to quality housing.
- Promote sustainable development and plan for climate resiliency.
- Preserve the Town’s natural resources and increase access to parks and open space.
- Provide a healthy economic environment for community-based businesses that maintain the Town’s tax base and provide jobs and services to the Town’s residents.

Land Use Existing Conditions

The Town of Orangetown encompasses four incorporated villages: Nyack, South Nyack, Grand View, and Piermont. The remaining unincorporated areas include seven hamlets, each with its own character and beloved by its residents as evidenced by public feedback throughout the planning process: Upper Grand View, Sparkill, Palisades, Tappan, Orangeburg, Blauvelt, and Pearl River. On March 31, 2022, the Village of South Nyack will be officially dissolved and absorbed by Orangetown.¹ Upon dissolution, land use and zoning regulations related to South Nyack would transfer to the Town of Orangetown.

¹ The dissolution of South Nyack passed with a vote of 508 in favor, to 292 against, on December 17, 2020. <http://southnyack.ny.gov/project/dissolution/> (accessed January 6, 2022).

Henry Kaufmann Campgrounds © AKRF



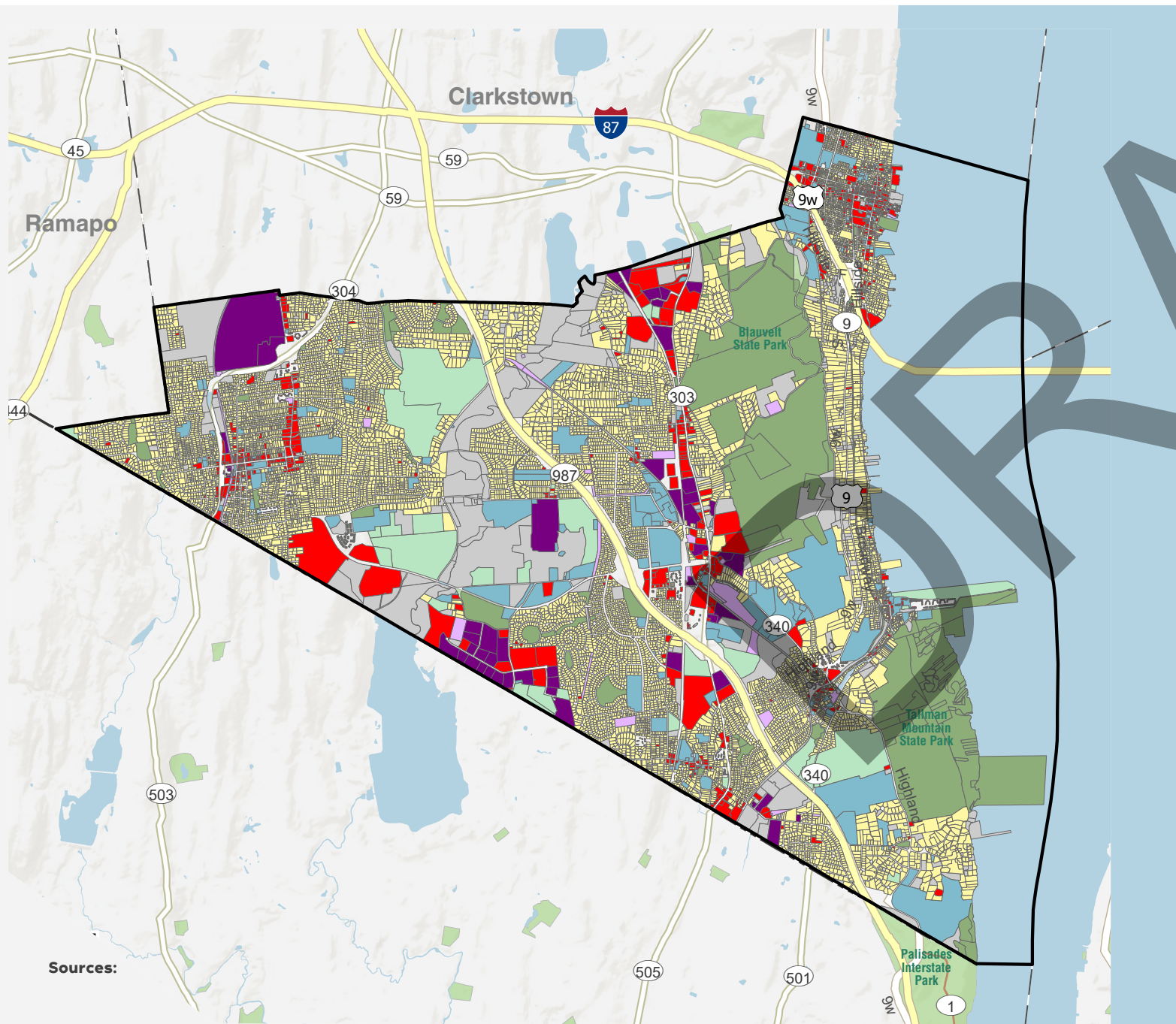
Existing Land Use Patterns and Development Trends

The existing land uses in the Town of Orangetown fall into nine (9) main categories (see **Figure 2-1, Land Use Map** and **Table 2-1** and **Table 2-2**):

- **Single-family residential:** Individual homes on distinct parcels. This is the predominant use of land in the Town, and represents approximately thirty-six (36) percent of land in the Town;
- **Multi-family residential:** Residential structures containing more than one housing unit;
- **Commercial:** Generally, property used for the sale of goods or provision of services, including restaurants and dining establishments, hotels, retail shopping centers, office and professional buildings. Major retail areas include the NYS Route 303 corridor, and the hamlet downtowns of Pearl River (N. Middletown Road & E. Washington Avenue), Sparkill (Main Street), Orangeburg (Orangeburg Road), Blauvelt (E. Erie Street), and Tappan (Washington Street, Main Street, and Oak Tree Road). Major areas of office or professional use include Blue Hill Plaza along the New York-New Jersey state line;
- **Institutional:** This category includes land devoted to government functions, libraries, schools, colleges and universities, civic and religious functions, hospitals, and police, fire, and EMS facilities. Significant properties within this category include the Rockland Psychiatric Center, Orangetown Town Hall, Dominican College, St. Thomas Aquinas College, and schools comprising the South Orangetown Central School District, Pearl River Union Free School District, Nanuet Union Free School District, and Nyack Union Free School District;
- **Industrial:** These uses include traditional industrial uses as well as warehousing and distribution facilities. They are located primarily, and somewhat densely, along the NYS Route 303 corridor, but also include the Pfizer campus in northwest Orangetown, and multiple facilities clustered near the New York-New Jersey state line to the east of Lake Tappan;
- **Infrastructure:** Property used to provide infrastructure services to the general public, including the Rockland County Sewer Facility (located near the intersection of NYS Routes 303 and 340);
- **Recreation & entertainment:** This category includes public and private golf courses, camps, and camping facilities. It includes the Henry Kaufmann Campgrounds, Blue Hill Golf Course, Broadacres Golf Club, Manhattan Woods Golf Club, Rockland Country Club, and Tappan Golf Center;
- **Vacant land:** This includes property not in use, in temporary use, or lacking improvement (most often due to land constrained by steep slopes, wetlands, or a lack of roadway access), much of which can be found along Lake Tappan and the Hackensack River which feeds it; and
- **Public parks & open space:** This category is the second largest land use in the Town, at approximately 17 percent, and includes Blauvelt State Park, Tallman Mountain State Park, Veteran’s Memorial Park, Clausland Mountain Park, and various other, smaller parks throughout the Town, such as Veteran’s Memorial Park.

Figure 2-1
Existing Land Use Map

- Orangetown
- Recreation and Entertainment
- Commercial
- Residential
- Institutional
- Vacant Land
- Industrial
- Public Parks and Open Space
- Public Services



Sources:

Table 2-1
Land Use in Orangetown 2010

Land Use Type	Acres ¹	Percentage
Commercial	764	5.9%
Institutional	1,152	8.9%
Industrial	505	3.9%
Infrastructure	161	1.2%
Recreation and entertainment	854	6.6%
Residential	5,081	39.4%
Vacant land	2,052	15.9%
Public parks and open space	2,320	18.0%
TOTAL	12,889	100%²

Notes: ¹ acreage rounded to nearest whole acre;
² total percentages add up to 99.8% due to rounding.
 Sources: NYS Tax Parcels Data Set

Table 2-2
Land Use in Orangetown 2020

Land Use Type	Acres ¹	Percentage
Commercial	897	6.9%
Institutional	1,216	9.3%
Industrial	622	4.8%
Infrastructure	161	1.2%
Recreation and entertainment	884	6.8%
Residential	5,073	39.0%
Vacant land	1,912	14.7%
Public parks and open space	2,248	17.3%
TOTAL	13,013	100%

Notes: ¹ acreage rounded to nearest whole acre;
 Sources: NYS Tax Parcels Data Set

Housing Patterns and Typologies

39%

of Town land is residential

92%

of that category is single-family

8%

multi-family

Table 2-2 illustrates the distribution of land uses throughout the Town among the various land use categories. Residential housing is the largest land use in the Town, comprising 39 percent of all Town land. Within that land use category, approximately 92 percent is single-family, the predominant housing typology throughout the Town. Single-family homes are primarily located on .25 to 1 acre lots in traditional suburban development patterns. Housing lot sizes tend to be smaller closer to hamlet centers, ranging from .10 to .50 acres. Eight (8) percent of residential land use in the Town is devoted to multi-family housing, and within that land use category the vast majority exists in the form of two-family residences. The Town has some, though not many, multi-family developments, including apartment complexes, attached condominiums, and senior housing developments.



Housing, Upper Grandview © AKRF

Commercial and Industrial Development Patterns

6.9%

Town land is commercial development

4.8%

industrial development

Commercial development comprises approximately 6.9 percent of land use within the Town, while industrial development comprises 4.8 percent (see **Table 2-2**). Commercial development is concentrated in hamlet centers, described further below, and along major thoroughfares. Commercial, manufacturing, and warehousing facilities are especially prominent along the NYS Route 303 from the hamlet of Tappan north to the edge of the Town.



NYS Route 303, Tappan © AKRF

In 2002 the Town established the Route 303 Overlay Zoning District to increase land use and zoning controls along the corridor in a manner consistent with the Route 303 Plan. Specifically, the legislative intent was to promote pedestrian safety and vehicular safety along the Route 303 corridor, protect and buffer existing residential areas and abutting districts, promote the most desirable use of land and viewsheds, ensure the harmonious and orderly growth of existing neighborhood commercial areas; and establish landscape screening and buffering provisions. Other areas of significant commercial and industrial development are the Pfizer campus in northwest Orangetown, and the commercial and industrial campuses along Corporate Drive and Blaisdell Road just east of Lake Tappan and near the New York/New Jersey state line.

Hamlets

Blauvelt

The hamlet of Blauvelt is located in the north central portion of the Town. It is centered around East Erie Street, West Erie Street, Western Highway North, Western Highway South, and NYS Route 303. The hamlet has a total land area of approximately 4.6 square miles, and a population of 5,548 as of 2020.² The hamlet is predominantly comprised of residential development and open space (in the form of Blauvelt State Park). The limited commercial development in the hamlet is located around the intersection of East Erie Street and NYS Route 303. On the northern and southern edges of the hamlet, along NYS Route 303, there are large commercial and industrial businesses in the form of warehouses and manufacturing facilities.

⁴ 2020 Census.

Blauvelt Public Library © AKRF



Orangeburg

Orangeburg is located in the center of Orangetown and is home to many of the Town’s institutional uses. The hamlet of Orangeburg is centered around the intersection of Western Highway South and Orangeburg Road, and generally extends from the Palisades Interstate Parkway eastward and past NYS Route 303. The hamlet has a total land area of approximately 3.1 square miles, and a population of 4,565 as of 2020.³ There are several major educational facilities in Orangeburg, which include Tappan Zee High School, Dominican College, and St. Thomas Aquinas College. Orangetown’s Town Hall, the Orangeburg Library, and the Rockland County Sewer Facility are also located in Orangeburg. The hamlet does not have a distinct downtown area, but there is a mix of commercial development along Orangeburg Road and NYS Route 303, including department and grocery stores, and some large manufacturing and warehousing facilities. Residential development is primarily located in the western portion of the hamlet. The eastern portion of the hamlet contains Clausland Mountain Park.

³ 2020 Census.

Pearl River

The hamlet of Pearl River is the largest hamlet in Orangetown by size and population, with a total land area of approximately 6.8 square miles, and a population of 16,567 as of 2020.⁵ The main roads forming the downtown of the hamlet include North Middletown Road, East Central Avenue, and North and South Main Street. Major institutional uses in the hamlet include Pearl River High School and Middle School, and the Pearl River Public Library. The hamlet includes a stop on the New Jersey Transit, Pascack Valley Line. Commercial clusters along East Central Avenue are composed of mostly one- and two-story buildings. Larger commercial buildings, including gyms, drug stores, and grocery stores, are prominent on North Middletown Road. Outside of these areas of commercial concentration, the hamlet is mostly single-family homes on individual lots and tree-lined streets, save for a few larger commercial/industrial developments in the form of the Pfizer campus (in north-west Pearl River) and Blue Hill Plaza (in southeast Pearl River).

⁵ 2020 Census.

Palisades

The hamlet of Palisades is located in southeastern Orangetown, and is almost entirely residential. It is relatively isolated from the rest of the Town, bordered to the north by Tallman Mountain State Park, as well as other areas of preserved open space. Single-family homes in Palisades are generally sited on larger lots than in other hamlets, ranging from one-half to two acres. The hamlet has a historic district known as the Closter Road-Oak Tree Road Historic District, which was added to the National Register of Historic Places in 1990.⁴ That historic district includes 19 residential, commercial, religious, and civic properties of architectural and historic significance dating from the late 1700s to the early 1900s.

⁴ <https://npgallery.nps.gov/AssetDetail/NRIS/90001014>

South Nyack

The Village of South Nyack has a total land area of approximately 1.7 square miles, and a population of 2,699 as of 2020.⁶ As discussed above, on March 31, 2022, the Village of South Nyack will be officially dissolved and absorbed by Orangetown. South Nyack does not have its own distinct downtown, and is predominantly composed of one- and two-story, single family homes. It is roughly bisected by Interstate 287, and is the western terminus of the Governor Mario M. Cuomo Bridge (Tappan Zee Bridge). South Nyack contains Nyack Middle School and South Nyack village Hall. Spa

⁶ 2020 Census.

Industrial Park in Orangeburg © AKRF

South Nyack Village Hall © AKRF



Sparkill

The hamlet of Sparkill is among the smallest hamlets in Orangetown, with a total land area of approximately 0.5 square miles, and a population of 1,581 as of 2020.⁷ There is limited commercial development in the hamlet, and that development is found concentrated along Main Street, where it crosses Depot Square/Union Street. The Joseph B. Clarke Rail-Trail runs close to the hamlet’s center.

⁷ 2020 Census.

Tappan

The hamlet of Tappan has two general areas of commercial development; along Old Tappan Road at Main Street, and more prominently, along NYS Route 303 south of Oak Tree Road to the New York-New Jersey state line. The hamlet has a total land area of 2.8 square miles, and a population of 6,673 as of 2020.⁸ The majority of the hamlet is residential, although there are a handful of large commercial and industrial properties in the northwest corner of the hamlet. The hamlet includes the 85-acre Tappan Historic District, which was established by Orangetown local law in 1965 (see Chapter 12 of Orangetown Town Code), and subsequently added to the National Register of Historic Places in 1990.⁹ The Historic District includes the DeWint House, one of the oldest surviving structures in Rockland County, and a temporary headquarters of George Washington during the American Revolution.

⁸ 2020 Census.

⁹ <https://npgallery.nps.gov/AssetDetail/NRIS/90000689>

Sparkill Main Street © AKRF



Upper Grand View

Upper Grand View is a small hamlet located in the northern portion of Orangetown, west of the Village of Grand View on Hudson and east of the hamlet of Blauvelt. It is primarily a residential area centered along Route 9 W, Tweed Boulevard, and Clausland Mountain Road. Homes in this area are built into the steep hillside and many have sweeping views of the Hudson River.

Public Parks, Open Space, and Vacant Lands

The second largest land use category in the Town is public parks and open space, comprising approximately 17 percent of total land use. Most of that land use is composed of three large parks: Blauvelt State Park and Tallman Mountain State Park, both NYS parks, and Clausland Mountain Park, a Rockland County park. All three of these parks are located in the more steeply sloped region of the Town, generally east of NYS Route 303, and near to the Hudson River (see **Figure 2-2, Steep Slopes Map**). Various smaller parks spread throughout the Town make up much of the remainder of this land use category, and include, among others: Veteran’s Memorial Park, Tackamac North and South Park, Pascack Brook Town Park (open space along the Pascack Brook, preserved for fishing, walking, and passive enjoyment), and Clarke Trail (a walking trail located along a former rail line).

Vacant or undeveloped properties occupy approximately 15 percent of the Town. Much of those lands are located along Lake Tappan and the Hackensack River, with other, smaller undeveloped lands interspersed throughout the Town more broadly.

17%

of Town land is public parks and open space

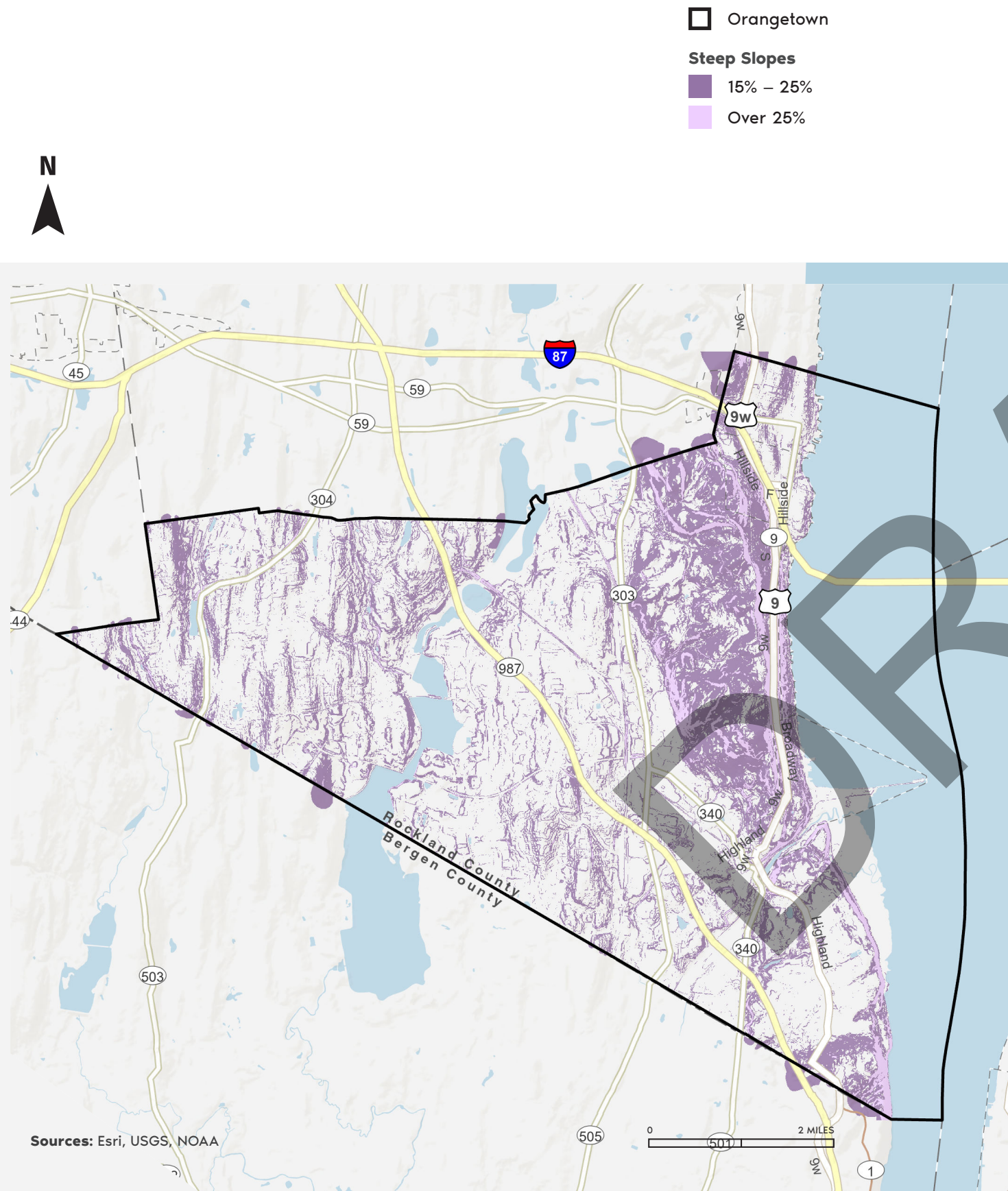
15%

Vacant or undeveloped properties

Blauvelt State Park © AKRF



Figure 2-2
Steep Slopes Map



Intersection of Orangeburg Road and Dutch Hill Road, Orangeburg © AKRF

Existing Land Use Policies

Several existing studies address land use, development, and community improvements in the Town of Orangetown including the Route 303 Sustainability Development Study (2002), the 2003 Orangetown Comprehensive Plan, the 2011 Rockland County Comprehensive Plan, the 2018 Orangetown Bike Study, and the 2018 Pearl River Opportunities Analysis. Each of these plans and studies are summarized below.

Route 303 Sustainability Development Study (2002)¹⁰

Released in December 2002, the Route 303 Sustainability Development Study was a joint intergovernmental effort undertaken by The Town of Orangetown, the Orangetown Citizens Advisory Committee, Rockland County, The New York State Department of Transportation, and the New York Metropolitan Transportation Council starting in 1999. The basis of the study was to perform corridor planning from a community perspective, through mutual, cooperative efforts of residents, state and local officials. The study sought to incorporate input from residents, businesses, and landowners along the corridor. Guiding principles of the study included improving quality of life for residents, encouraging sustainable growth and development, and providing effective transportation solutions.

¹⁰ Route 303 Sustainability Development Study, <http://rocklandgov.com/departments/planning/transportation-planning/studies/> (accessed December 22, 2021).

Route 303 Sustainability Development Study (2002)

The study revealed serious resident concerns including traffic safety, roadway travel speed, increasing traffic volumes along Route 303 (including truck shipping traffic), and development pressures along the corridor, including uses (such as manufacturing and warehousing facilities) deemed by residents to be incompatible with existing residential developments nearby.

Study participants identified opportunities for open space preservation and landscape enhancement. Longer-term land use issues identified through the study process included the need to limit and control large-scale commercial development along Route 303, and to buffer existing residential areas adjacent to commercial zones. The ultimate objective of the study was to design a path for future improvements that balanced the need for safety, accessibility, mobility, and sustainable development and land use goals. During the course of the study, the creation of the Route 303 Overlay Zoning District was identified as an early recommendation, and was adopted on January 29, 2002, as Article XIII of the Town’s Zoning Code.

Despite the adoption of the Route 303 Overlay Zoning District, many Orangetown residents remain concerned with development of manufacturing, warehouse, and distribution center uses along NYS Route 303. These uses, according to the residents, are incompatible with nearby residential neighborhoods, and have caused increases in traffic volume, noise, and pollution in the area, lowering the quality of life and damaging the community character of the area (see Appendix xx [Community Survey]).



Route 303 © AKRF

2003 Orangetown Comprehensive Plan

The Town Board of Orangetown adopted the Town of Orangetown Comprehensive Plan on May 12, 2003.¹¹ The 2003 Comprehensive Plan was the result of an approximately two-year

¹¹ Town of Orangetown Comprehensive Plan, <https://www.orangetown.com/document/comprehensive-plan/> (accessed December 20, 2021).

2003 Orangetown Comprehensive Plan

planning process that included participation of various Town officials, representatives, and departments, in conjunction with public and private groups and the general public.

Land use goals established under the 2003 Comprehensive Plan included: (i) provide additional open space and recreational facilities to serve existing and anticipated population needs, (ii) maintain existing quality of life through separation and buffering of uses considered incompatible with residential neighborhoods, (iii) permit a broad range of housing types, densities, and locations, and encourage higher residential densities in and around the Town’s hamlets, (iv) update zoning regulations to help facilitate housing options for a growing senior population; (v) select areas for economic development that avoid conflicts with residential neighborhoods, and (vi) control strip commercial development on Route 303 through more restrictive zoning and lot and bulk revisions.

Ultimately a Town-wide Land Use Plan was developed as part of the Comprehensive Plan, reflecting the goals developed during the comprehensive plan process. The Land Use Plan was comprised of broad categories intended to guide future land use and development throughout the Town. It envisioned fourteen proposed land use categories, based on existing land uses and anticipated land use trends – some of the land uses already existed, while others were proposed as new categories. The categories are summarized in **Table 2-3** below.

**Table 2-3
2003 Land Use Plan Suggested Categories**

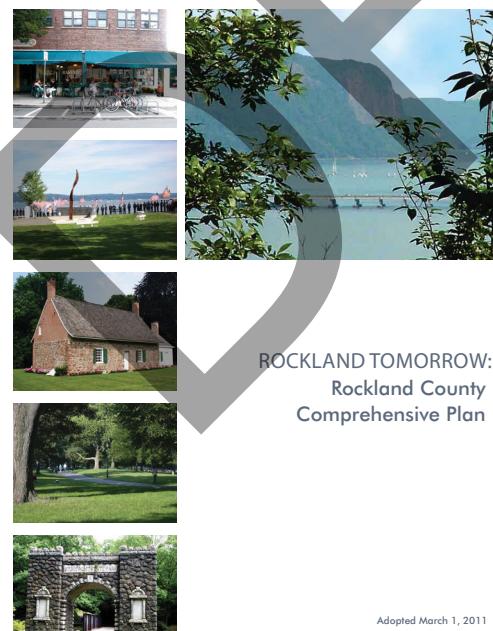
Category	Sub-Category (if applicable)	Details
Residential	Very Low Density Residential	The most environmentally sensitive areas of the Town, including the eastern portion of the Town, adjacent to and within the Clausland Mountain Park. Minimum lot sizes would be 1 to 2 acres, with clustering encouraged to preserve open space. Includes exiting R-40 and R-80 Zoning Districts.
	Low Density Residential	Predominant land use category in the Town. This would continue to be the most prevalent type and intensity of development. Includes existing R-15 and R-22 Zoning Districts.
	Medium Density Residential	Concentrated mainly near the Town’s hamlet centers.
Open Space	Public Park/Open Space	Found throughout the Town at the location of every existing and proposed public park and open space area.
	Private Recreation/Open Space	Found throughout the Town and including Blue Hill Golf Course, Kaufmann Campgrounds, Manhattan Woods Golf Course.
Development in Open Space Setting		Found throughout some of the Town’s larger vacant or underutilized parcels, and designed to accommodate development that maintains significant open space and preservation on the parcel.

Category	Sub-Category (if applicable)	Details
Commercial Development	Downtown Area	Strictly downtown Pearl River, because that is more like a traditional downtown. Existing CS zoning in Pearl River could be broadened to encourage additional development.
	Commercial Centers	
	Hamlet Centers	Located in Orangeburg, Blauvelt, Sparkill, and Tappan. Areas with these designations would be smaller than the Downtown Area designation.
	Mixed-Use Corridor	Would be sited along certain portions of NYS Route 303, and would amend existing CS and CC zoning controls with new regulations designed to limit strip development.
	Commercial/Mixed-Use Area	Would be sited along certain portions of NYS Route 303, and would amend existing CS and CC zoning controls with new regulations designed to limit strip development.
	Other Commercial	Other existing commercial properties not captured in the above four categories.
Office/Industrial/Related		Distributed throughout the Town is large blocks, and would include the LI, LO, and LIO Zoning Districts.
Institutional/Quasi-Public		Includes schools, colleges and universities.
Public Parkway		Encompasses Palisades Interstate Parkway in its entirety.

Sources: 2003 Town of Orangetown Comprehensive Plan, pages III-1 to III-3.

2011 Rockland County Comprehensive Plan

The Rockland County Legislature adopted a county-wide comprehensive plan, "Rockland Tomorrow: Rockland County Comprehensive Plan," on March 1, 2011.¹² The land use and sustainability goals established under the Rockland County Comprehensive Plan included: (i) conserve open space, (ii) promote conservation (cluster) subdivision design, (iii) reinforce existing county centers through investment in infrastructure and housing, (iv) foster and maintain well-designed business and industrial corridors and clusters, and (v) encourage smart growth while preserving quality-of-life and existing community and neighborhood character.



ROCKLAND TOMORROW: Rockland County Comprehensive Plan

Adopted March 1, 2011

Rockland Tomorrow: Rockland County Comprehensive Plan

¹² Rockland County Comprehensive Plan, <http://rocklandgov.com/departments/planning/comprehensive-plan/> (accessed December 20, 2021).

2011 Rockland County Comprehensive Plan

To achieve the Plan's land use goals, it outlined a three-party strategy to guide land use patterns: "Conservation, Centers, and Corridors and Clusters." That strategy recognized the overall public appreciation of Rockland County's semi-rural character, and advocated for preservation of those qualities by conserving land areas existing outside commercial centers and corridors. The strategy suggested encouraging a mix of uses in existing municipal centers, including multi-family residential housing, finding that concentrating limited growth and development within existing centers will protect against out-of-scale development elsewhere in the County. Finally, the strategy did not encourage expanding existing commercial corridors and clusters, but recommended preservation, redevelopment, and enhancement of existing ones.

2018 Orangetown Bike Study



Joseph B Clarke Rail Trail, Sparkill © AKRF

In August 2017, the Town of Orangetown engaged Parks & Trails New York, an organization that develops trails and plans bike and pedestrian networks, to conduct a bike study of the Town. The final plan, "Orangetown Bike Study: A Comprehensive Plan for a Safer and More Welcoming Cycling Environment on Orangetown's Roads and Trails" (Bike Study), was presented to the Town Board in June 2018.¹³ The primary goal of the Bike Study was to create a community vision for the local cycling network, with a focus on connecting residents with local business districts and community facilities including schools, libraries, and parks.

While the Bike Study did not make recommendations specific to land use patterns in Orangetown, many of the Bike Study's implementation steps to create a safer and more accessible Orangetown implicate land use patterns, namely (i) creating neighborhood bike-ways, (ii) establishing a Town-wide complete streets policy, (iii) strengthening east-west connections across the Town, and (iv) improving the local roadway network.

¹³ Orangetown Bike Study, <https://www.orangetown.com/document/orangetown-bike-study-final-report/> (accessed December 20, 2021).

Blauvelt State Park © AKRF



2018 Pearl River TOD Opportunities Analysis

In 2018, the Pace Law School’s Land Use Law Center, together with Kevin Dwarka LLC, submitted the “Pearl River TOD Opportunities Analysis” to the Town of Orangetown.¹⁴ The purpose of the study was to establish a downtown revitalization strategy for the hamlet of Pearl River. Concerning land use, specifically housing, residents had mixed views on how future development of Pearl River’s downtown should proceed. While some residents were concerned that encouraging development would alter downtown character, others expressed a desire for a greater variety of housing types, including condos, townhomes, and accessory dwelling units. Ultimately, the analysis concluded that Pearl River was well positioned physically and economically for downtown infill development, especially in an around its train station, and the report’s land use assessment found that the existing urban form around the train station could accommodate a greater mix of uses, higher intensity of land use, and taller buildings.

¹⁴ Pearl River TOD Opportunities Analysis, <https://www.orangetown.com/wp-content/uploads/KDLLC-LULC-2018-Nov-23-PRTOA-OA.pdf> (accessed December 20, 2021).



Tappan © AKRF

"Pearl River: The Town of Friendly People" Entry Sign © AKRF



Zoning Existing Conditions

Land use ordinances, which include zoning and subdivision codes, procedures for reviewing development applications through site plan review, and local laws for stormwater management, historic preservation, and natural resource protection, form a community’s toolbox for guiding growth and development.

These local land use regulations should reflect the vision and goals established in the comprehensive plan and guide development in a manner that respects the existing community character and the community’s vision for its future. Building on the comprehensive plan, the zoning code should clearly establish what types of uses are permitted in combination with similar and dissimilar uses. Zoning districts should be used to separate the dissimilar uses and encourage mixes of other similar uses. Performance standards and other metrics can be used to further guide development in an appropriate manner. Orangetown’s base zoning regulations were adopted by the Town Board in 1969, and have been amended extensively since that time (see Town Code, Part I, Chapter 43 (§43-1.0 to §43-17.13)). The Town’s current zoning map is presented in **Figure 2-3 [zoning map]**.

Figure 2-3
Zoning Map

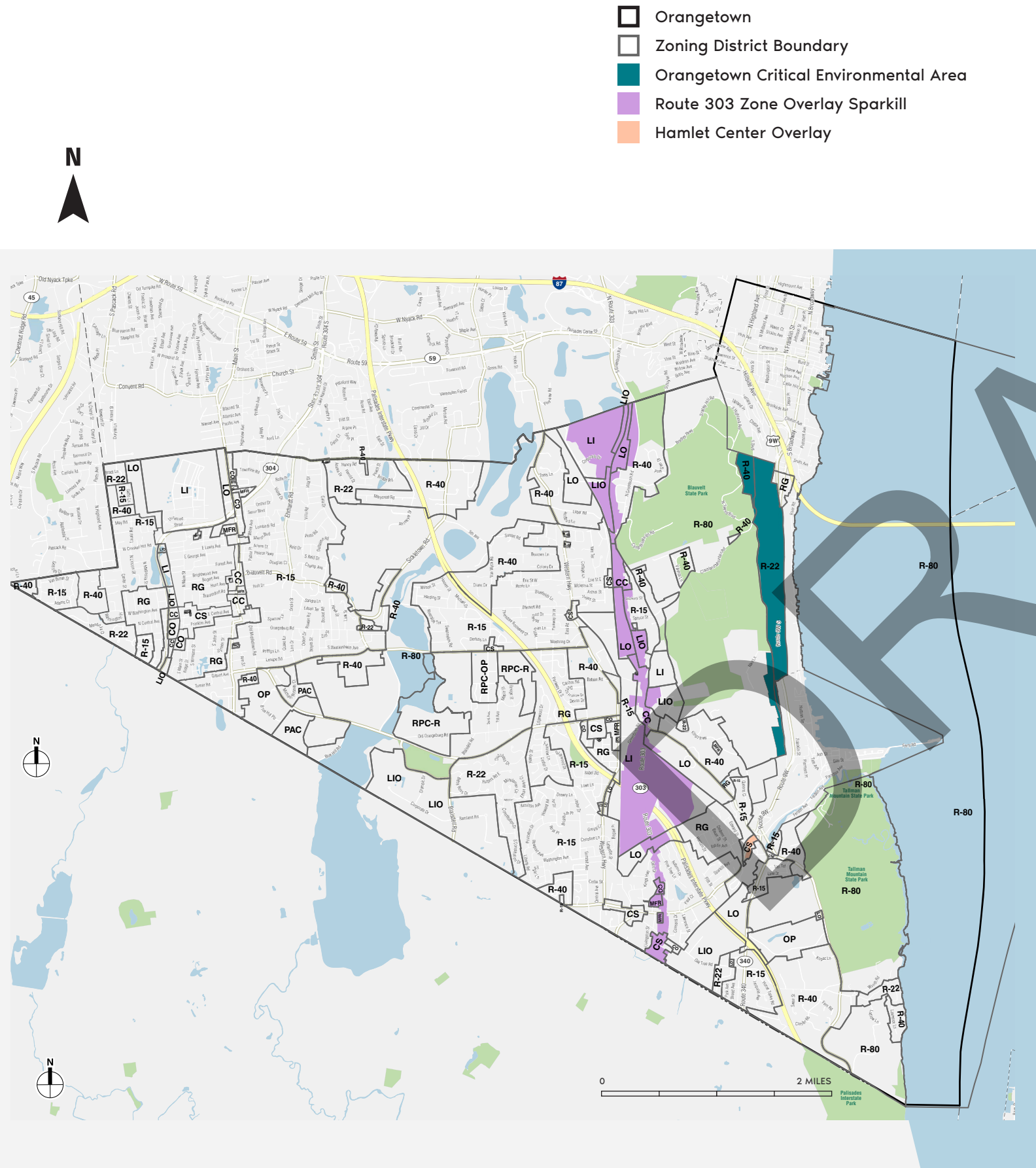


Table 2-4
Zoning Districts in Orangetown

Zoning District Type	Acres	Percentage
R-80 (Rural Residence District)	4,455	30.88%
R-40 (Low-Density Residence District)	1,825	12.65%
R-22 (Medium-Density Residence District)	768	5.32%
R-15 (Medium-Density Residence District)	3,415	23.67%
RG (General Residence District)	942	6.53%
MFR (Multi-Family Residence District)	50	0.35%
LO (Laboratory-Office District)	417	2.89%
LIO (Light Industrial-Office District)	624	4.32%
OP (Office-Park District)	287	1.99%
CS (Community Shopping District)	145	1.01%
CC (Retail-Commerce District)	122	0.85%
CO (Commercial-Office District)	94	0.65%
LI (Light Industrial District)	908	6.29%
RPC-OP (Rockland Psychiatric Center - Office Park District)	64	0.44%
RPC-R (Rockland Psychiatric Center - Recreation District)	228	1.58%
PAC (Planned Adult Community)	84	0.58%
TOTAL	14,228¹	100%

Notes: ¹ Zoning Districts acreage includes land under water and roadways. As such, total acreage exceeds the acreage in the previous Land Use Table 2-2.
Sources: Rockland County GIS.

Existing Zoning Regulations

The Town of Orangetown’s zoning regulations can be found in Chapter 43 of the Town’s code, “Zoning.” There are sixteen (16) different districts in the Town. The Town’s Zoning Code currently includes the following residential zoning districts:

— **R-80 (Rural Residence) District**

Primarily a single-family detached dwelling unit with a minimum lot area of 80,000 square feet (i.e., just under 2 acres). Other permitted principal uses include farms, places of worship, government buildings and facilities (e.g., libraries, public parks and playgrounds, schools). Camps, museums, and nursery schools are allowed by Conditional Use Permit from the Planning Board. Agency group and boarding homes, and radio and television towers are allowed by Special Permit from the Town Board, and family day-care and group-family daycare homes, nursing homes, and hospitals and sanitoriums primarily for special medical care are allowed by Special Permit from the Zoning Board.

- **R-40 (Low-Density Residence) District** Primarily a single-family detached dwelling unit with a minimum lot area of 40,000 square feet (i.e., just under 1 acre). Other permitted principal uses are generally the same as in the R-80 District. And, similar to the R-80 District, there are a number of uses permitted as Conditional Use Permits from the Planning Board or Special Permit from the Town Board or Zoning Board.
- **R-22 (Medium-Density Residence) District** The same principal uses are permitted in this district as in R-80, with a decrease in the minimum lot area to 22,500 square feet per residence.
- **TR-15 (Medium-Density Residence) District** The same principal uses are permitted in this district as in R-40, with a decrease in the minimum lot area to 15,000 square feet per residence.
- **RG (General Residence) District** The same principal uses are permitted in this district as in R-40, with a decrease in the minimum lot area to 10,000 square feet per single-family detached dwelling.
- **MFR (Multifamily Residence) District** MFR (Multifamily Residence) District—Dwelling units of all types, except single-family and 2-family detached residences, with a minimum lot area of 40,000 square feet.



Residential Development, Pearl River © AKRF

The Town’s other Zoning Districts are as follows:

- **LO (Laboratory-Office District)** (maximum FAR of 0.40, minimum lot area of 2 acres per lot). The LO District is designed for institutional and office type uses. Permitted principal uses include business and professional offices, fire, police, and ambulance stations, schools of general instruction, executive conference centers, and government offices and office buildings.
- **LIO (Light Industrial-Office District)** (maximum FAR of 0.40, minimum lot area of 2 acres per lot). The LIO District is designed for light industrial and office types uses. It permits the same principal uses as the LO District

- **OP (Office-Park District)** (maximum FAR of 0.40). The OP District is designed for office park uses. It permits the same principal uses as in the LIO District, plus hotels/conference centers.
- **CS (Community Shopping District)** (maximum FAR of 1.0, minimum lot area of 2,500 square feet per lot). The CS District supports neighborhood commercial, retail, and institutional uses. It is generally mapped in the hamlet areas.
- **CC (Retail-Commerce District)** (maximum FAR of 0.30, minimum lot area of 2,500 square feet per lot). The CR District is designed for retail and commerce. It permits the same principal uses as the CS District, plus trade schools and theatres.
- **CO (Commercial-Office District)** (maximum FAR of 0.20, minimum lot area of 30,000 square feet per lot). Uses in the CO District include business, medical, and other professional offices, public buildings (e.g., libraries, museums), banks, and neighborhood and community centers.
- **LI (Light Industrial District)** (maximum FAR of 0.50, minimum lot area of 2 acres per lot). Uses in the LI District include theaters, commercial recreation establishments, manufacturing uses, warehouses, and business and professional offices.
- **OZ (Route 303 Overlay Zone)** (variable dimensional regulations per §§13.1 to 13.10). The OZ Zoning District was established in 2002 to, among other things, improve pedestrian safety along the NYS Route 303 corridor, limit truck traffic, and protect and buffer existing residential areas and the viewshed of the Palisades.
- **RPC-R (Rockland Psychiatric Center Recreation Sparkill Hamlet Center Overlay District)** –(minimum lot area of 5 acres). This Zoning District designation is specific to the site of the Rockland Psychiatric Center, and allows for public and not-for-profit active recreation uses (e.g., playgrounds, athletic fields, swimming facilities, public recreation centers), as well as commercial recreation uses.
- **RPC-OP (Rockland Psychiatric Center Office Park)** (minimum lot area of 10 acres). This Zoning District designation is specific to the site of the Rockland Psychiatric Center, and allows for data centers, business offices, and executive conference/lecture centers.



Rockland Psychiatric Center © AKRF

Table 2-5 below lists the permitted principal, special permit, and conditional use permit uses currently allowed in non-residential Zoning Districts.

**Table 2-5
Permitted Principal, Special Permit, and Conditional Use Permit Uses Currently Allowed**

P - Permitted as of right
SP - Special Permit
C - Conditional

	LO	LIO	OP	CS	CC	CO	LI	RPC-R	RPC-OP
fire, police, community-owned ambulance stations	P	P	P	P	P	P	P		
government offices and office buildings	P	P	P	P	P	P			
municipal parking lots and similar public buildings and government uses	P	P	P	P	P				
schools of general instruction	P	P	P	P	P				
schools of religious instruction				P	P				
executive conference lecture facilities	P								P
business/professional office	P	P	P	P	P	P	P		P
research, experiment, and testing labs	P	P	P						
airports and heliports	SP	SP							
undertakers		SP	SP	SP	P	SP			
sand pits and gravel pits		SP	SP						
public utility substations and pump stations		C	C	C	C	C			
light manufacturing uses		C							
automobile sales and service agencies		C					P		
hotels/conference centers			P						
churches and similar places of worship				P	P	P			
retail drug, variety, food, auto supply, tobacco stores, clothing and department stores, physical fitness, personal service stores				P	P				
restaurants, except fast-food				P	P	C			
jewelry stores and art shops				P	P	P			
senior citizen housing				SP	SP	SP			
theatres (not drive-ins)				SP	SP	SP	P		
pet shops				SP	P				

	LO	LIO	OP	CS	CC	CO	LI	RPC-R	RPC-OP
hotels and motels				C	C	C			
schools of special instruction				C	P				
bars				C					
auditoriums and drive-in theatres					SP				
medical offices in existing residential structures					C				
fast-food restaurants					C	C			
gas stations, night clubs					C		C		
hospitals						P			
banks				P	P	P			
commercial recreation such as bowling, billiards, driving ranges							P		
commercial dog kennels and animal hospitals							P		
all manufacturing uses except those prohibited under §4.4 of Zoning Code							P		
wholesale sales or storage, and warehouses							P		
mixed-use developments 10+ acres (and other conditions)							SP		
adult uses							SP		
car washes							C		
public and not-for-profit recreation								P	
commercial recreation (some exclusions)								P	
Data Center									P

Notes: Information compiled in this Table 2-3 can be found in the Orangetown Zoning Code, Attachments 1-12a.
P - Permitted as of right
SP - Special Permit
C - Conditional

Performance Standards

Chapter 43, Section 4.1 of the Town’s Zoning Code sets out performance standards. This section of the Zoning Code was amended in 1988, 2018, and 2021. The performance standards are applicable to all nonresidential uses (§4.11), and require that “no land or building shall be used or occupied for a nonresidential use in any manner as to create any dangerous, injurious, noxious or otherwise objectionable fire, explosive, radioactive or other hazard; noise or vibration; smoke, dust, odor or other form of air pollution; electrical or other disturbance; glare; [or] liquid or solid refuse or wastes.” These are all considered to be “dangerous or objectionable elements.” All uses subject to performance standards

Performance Standards

must conform to restrictions set out in §§ 4.16-4.18, which establish methods to measure dangerous or objectionable elements. Continued compliance with these performance standards is required of every nonresidential use (Town Code §4.13).

The Town's Industrial Use Committee (IUC) is responsible for reviewing applications seeking a determination of conformity with these performance standards, prior to the granting of a building permit. The IUC is made up of five (5) members: Commissioner of the Town's Department of Environmental Management and Engineering (DEME), the Town's Chief Fire Safety Inspector, the Director of the Town's Office of Building, Zoning and Planning Administration and Enforcement, the Town's Public Health Engineer, and the Deputy Commissioner of DEME.

Special Permit Uses

As identified in **Table 2-5** (existing zoning district use table, above), uses in certain districts are only permitted when a special permit is granted (by the Town Board or Zoning Board of Appeals). Chapter 43, Sections 4.32(A)-(Q) establish additional requirements and conditions for the granting of those special permits (in addition to baseline requirements for development in those Zoning Districts), including but not limited to hours of operation, lot areas, lot frontages, distances to lot lines, access roads, fencing, screening, landscaping, density, parking, and buffer areas.

Prohibited Uses

Sections 4.41 to 4.47 of the Zoning Code establish certain uses which are prohibited in the Town. Those prohibited uses include the following:

- Certain manufacturing uses, including those involving primary production of certain raw materials (e.g., asphalt, cement), chemicals (e.g., ammonia, chlorine, nitrates, resins), petroleum products, fertilizers, paint, explosives, and rubber;
- Certain manufacturing processes, including reduction and refining of metals, refining of petroleum products, and processing of wood pulp and fiber;
- Operations involving stockyards and slaughterhouses, grain elevators and slag piles;
- Storage of explosives;
- Dumps, junkyards, sewage treatment plants, incinerators, and sanitary landfill operations (except those municipally owned and operated);
- Quarries and stone crushers; and
- Trailer camps and summer colonies.



Palisades Free Library © AKRF

Land Development and Environmental Regulations

In addition to zoning regulations, the Town Code offers protection of historic resources, quality of life, natural resources and environmentally sensitive areas through supplemental land development and environmental regulations.

The existing regulations are described below.

Land Development Regulations

Regulations on land development, Chapter 21 of the Town's Code, were adopted in 1967. The chapter restrains land clearing operations, requiring a plan submitted to the Planning Board for any clearing, grading, filling, excavation, or topsoil stripping, save for parcels already containing existing one or two-family residents and certain sizes and densities (Town Code § 21-1). The Planning Board is also authorized to require a conservation easement on certain properties seeking Planning Board approval under Chapter 21.

Historic Preservation

The Town’s Code also contains provisions protecting historic roads (see Town Code §§ 19-1 to 19-8, “Historic Road Preservation”). Adopted in 1993, the purpose of that chapter is to protect, preserve and maintain roads in Orangetown that qualify as historic roads (as defined under the Town Code), in order to maintain the Town’s rich historical, architectural, aesthetic and cultural resources. The Town Code also protects historic areas (see Town Code §§ 12-1 to 12-8, “Historic Areas”). The areas protected are within the hamlets of Tappan and Palisades, and are protected through restrictions on use, development, and renovations/alterations.



Historic District, Tappan © AKRF

Affordable Housing

Chapter 19B of the Town’s Code was adopted in 1995 and concerns affordable housing. Section 19B-3 of the Town Code authorized the Town Board to purchase the Tappan Military Housing (single-family housing located at the Tappan Military site in the Hamlet of Tappan) and make it available to former members of the military who once resided in the housing, members of volunteer services of the Town, and homeless families within the Town who are able to purchase the housing.

Noise

Chapter 22 of the Town Code, adopted in 1981, concerns noise, and is designed to limit the creation of excessive, unnecessary or unusually loud noises within Orangetown. Town Code § 22-2 prohibits “unnecessary noise,” which is defined as “any excessive or unusually loud sound or any sound which either annoys, disturbs, injuries or endangers the comfort, repose, health, peace or safety of a reasonable person.” The Town Police Department and the Town Office of Building, Zoning, Planning, Administration and Enforcement are empowered to enforce this provision of the Town Code (Town Code § 22-5.1).



Tappan Lake © AKRF

Stormwater Management

Chapter 30C of the Town Code concerns stormwater management practices. These are intended to protect the health, safety, and general welfare of Town residents by regulating non-stormwater discharges into the municipal storm sewer system (MS4) to the maximum extent practicable as required by law. This chapter includes methods for controlling the introduction of pollutants into the MS4 to comply with the Town’s State Pollutant Discharge Elimination System (SPDES) permit. The ordinance prohibits the discharge of any materials other than stormwater into the storm sewer system, save for certain exceptions outlined in Town Code § 30C-5 (such as landscape irrigation and lawn watering, potable water sources, pumped groundwater). A violator may be required to undertake best management practices to control illicit discharges and activities (Town Code § 30C-8). The Town’s Stormwater Management Officer (SMO) is responsible for administering, implementing, and enforcing these protections. The SMO is empowered to, if necessary, suspend a violator’s connection to the storm sewer system.



Flooding Signage © AKRF

Sediment and Erosion Control and Stormwater Management

Chapter 30D of the Town Code, concerning sediment and erosion control and stormwater management, was an environmental protection adopted by the Town Board in 2007. Per the ordinance’s findings of fact (Town Code § 30D-1), the Town adopted the ordinance after determining that increases in impervious land coverage, stormwater runoff, clearing and grading, and improper design and construction of stormwater management practices was negatively impacting the Town. The ordinance requires that no application for approval of a land development activity shall be approved until the appropriate board has received a stormwater pollution prevention plan (SWPPP), and established the required elements of an SWPPP (Town Code § 30D-8). Land development activities are subject to performance and design criteria which are to be guided by technical standards such as the New York State Stormwater management Design Manual, and New York State Standards and Specifications for Erosion and Sediment Control. If land development is not in conformity with Town Code requirements, the Town’s Stormwater Management Officer may issue a stop-work order and assess penalties in the form of fines (Town Code § 30D-19(B)).



Tallman Mountain State Park © AKRF



Signage, Palisades Interstate Parkway © AKRF

Signs

Chapter 31D of the Town Code, the Sign Law of the Town of Orangetown, was adopted by the Town Board in 2021. Its purpose is to establish a framework for signage that protects the safety and welfare of the public by maintaining an attractive appearance in the community and ensure signs are compatible with their surroundings and consistent with objectives of proper design and zoning considerations. The chapter is administered by the Town’s Building Inspector, who is responsible for inspection, investigation, and ensuring compliance of signs with the chapter.

Trees and Shrubbery

Town Code Chapter 35, the Town’s tree preservation ordinance, was adopted in 1964 and last amended in 1973. The ordinance requires a written permit from the Shade Tree Commission for tree planting or removal along public highways, parks, parkways, or public places (see Town Code § 35-1(A)-(E)). It also requires the placement of certain protections around trees when work is performed in the same public areas, but the ordinance does not apply to work done by the Sewer Department or Highway Department of the Town. The ordinance does not regulate the removal of trees on private property.

Watercourse Diversion and Pollution

Chapter 41 of the Town Code, concerning watercourse diversion and pollution, was adopted in 1970 and last amended in 1976. The ordinance prevents anyone from diverting any watercourse within the Town (outside the limits of any incorporated village) without first obtaining a permit from the Town Board. The ordinance establishes water quality standards to protect streams from pollution, including Sparkill Creek (Town Code § 41-10), and requires a permit from the Department of Public Works for the discharge of any liquid into a stream, drain, or watercourse, other than from a one- or two-family dwelling (Town Code § 41-11). This chapter does not contain supplemental regulations for the protection of freshwater wetlands.



Palisades Community Center © AKRF

Community Views on Land Use and Zoning

Community Survey

As part of the public engagement process, a digital community survey including multiple choice questions and short descriptive inputs was available for public response from September 29 to November 3, 2021 (Community Survey) (see Appendix ___, for a full report of the findings from the Community Survey).¹⁵ The survey included questions about existing and future conditions in the Town including land use, transportation, open space, and sustainability. The results of that survey offered insight into how residents view land use regulations, patterns, and issues throughout the Town.

The majority of survey respondents (72 percent) expressed concerns regarding recent development patterns in the Town (see Appendix ___, Community Survey, Q11). Residents reported the following concerns:

- The Town is experiencing overdevelopment;
- The Town should preserve more open space;

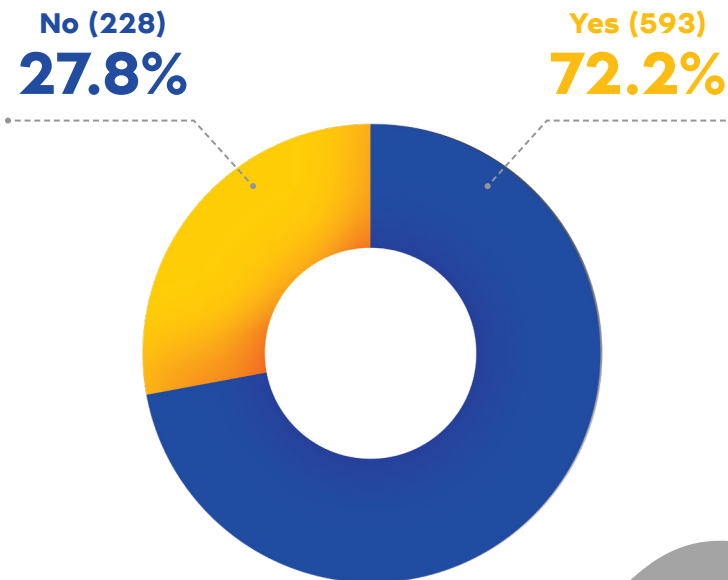
¹⁵ <https://www.orangetown.com/orangetown-comprehensive-plan/>

Community Survey

- The Town should enhance efforts to mitigate the environmental impact of development;
- Inconsistency of development approvals with the 2003 Comprehensive Plan;
- High-density and out of character development within the Town’s hamlets;
- Availability of water, sanitary sewer, and stormwater infrastructure to support current development patterns and trends; and
- Noise, pollution, traffic, and pedestrian safety concerns related to the development of warehouse and distribution centers along NYS 303.

Question 11

Do you have any concerns about recent development patterns in the Town?

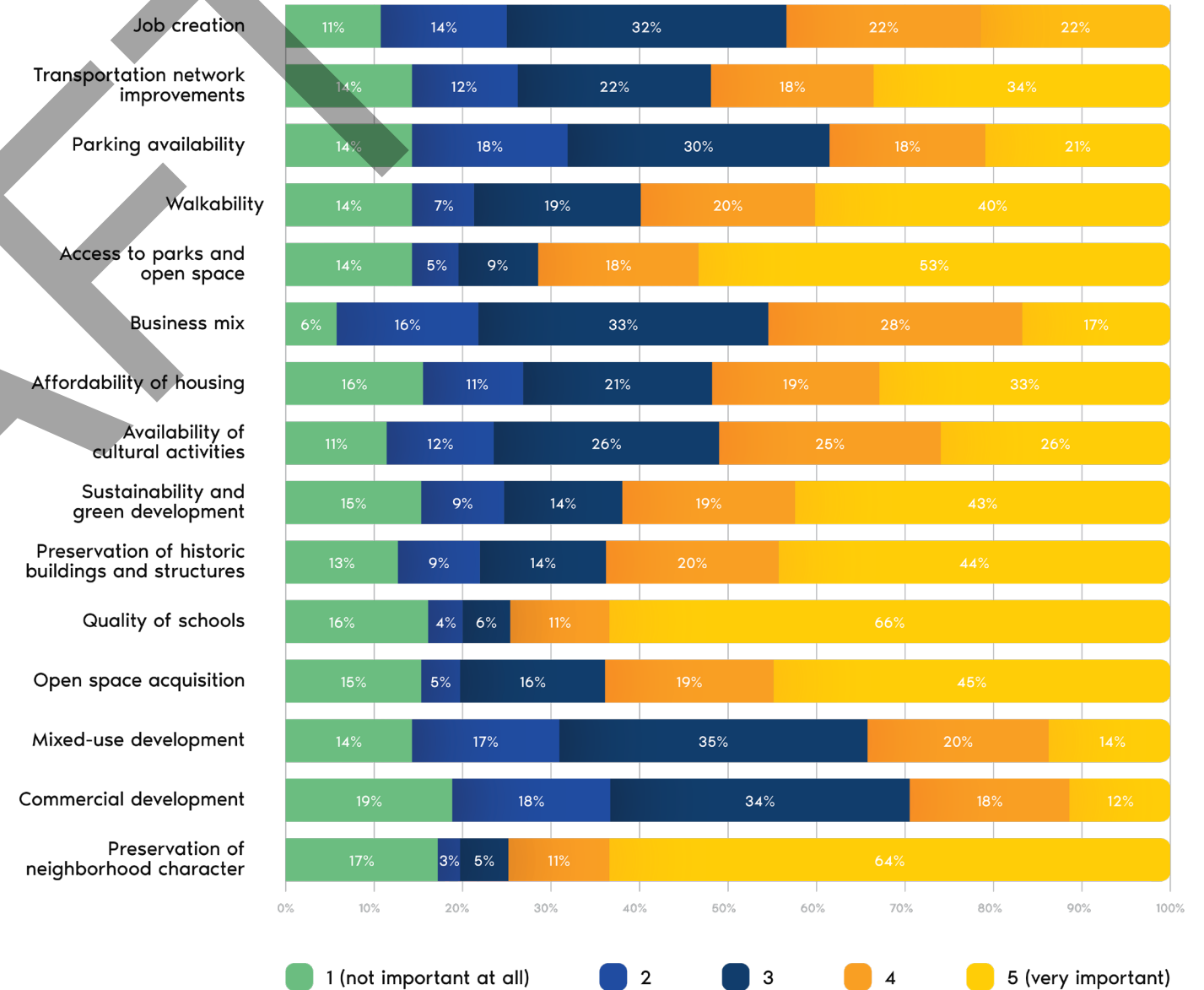


Metropolitan Urban Design (MUD) Workshop

The top land use areas which Community Survey respondents indicated as important to future development were (i) preservation of neighborhood character, (ii) access to parks and open spaces, (iii) open space acquisition, and (iv) preservation of historic buildings and structures (see Appendix __, Community Survey, Q12). Respondents were not supportive of mixed use development or commercial development.

Question 12

Please rate how important the following factors are to you in terms of future development in the Town of Orangetown from 5 (very important) to 1 (not important at all):



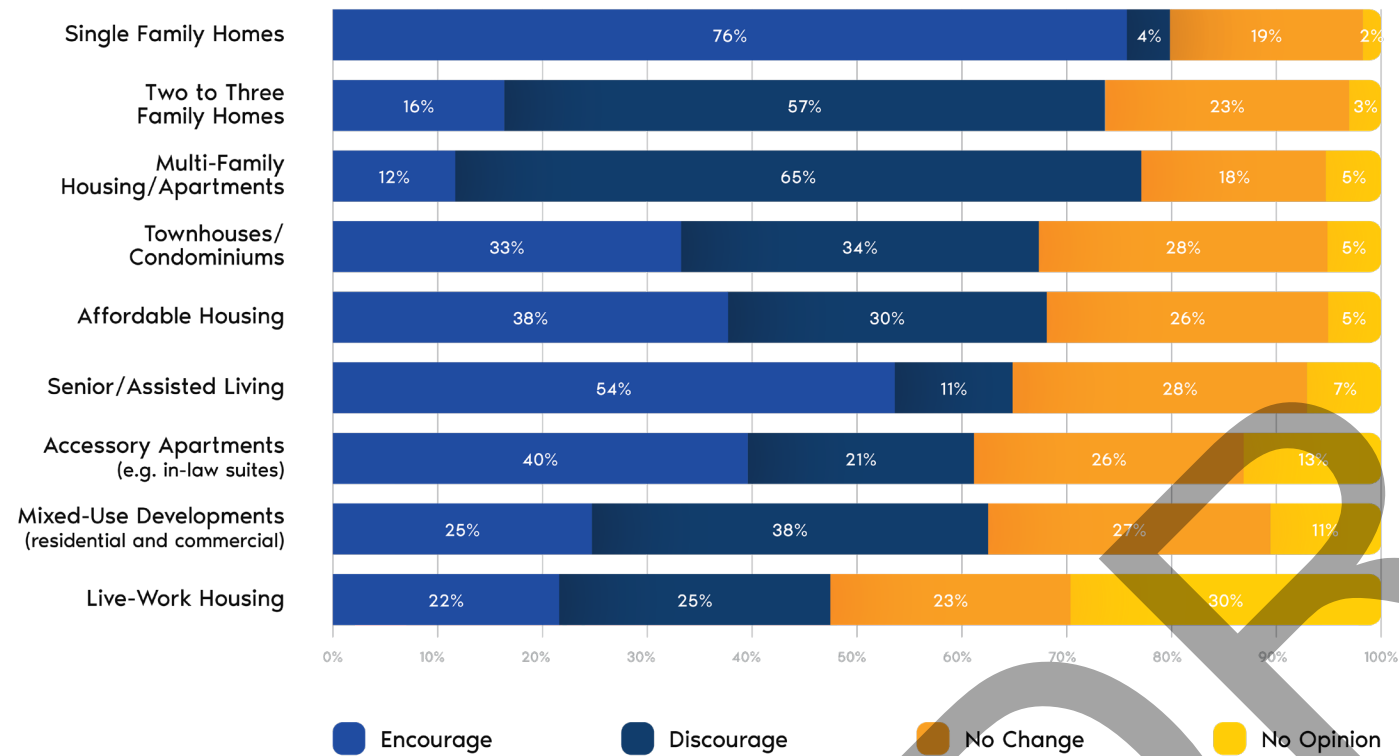
Metropolitan Urban Design (MUD) Workshop

Among the top residential land uses encouraged by respondents were (i) single-family homes (76 percent encouraged), (ii) senior/assisted living (54 percent encouraged), and (iii) accessory apartments (40 percent encouraged). The top residential land uses discouraged by residents were (i) multi-family housing/apartments (65 percent discouraged), (ii) two or

three family homes (57 percent discouraged), and (iii) mixed-use developments (38 percent discouraged) (see Appendix __, Community Survey, Q13).

Question 13

Thinking about the Town as a whole, for each of the residential land uses listed below, please indicate whether you think the use should be encouraged, discouraged, no change, or no opinion.



Metropolitan Urban Design (MUD) Workshop

Concerning commercial land use, and expansion of uses that offer public amenities in the Town, respondents would like to see restaurant/food service, elder care, renewable energy production, and theatre/performing arts uses encouraged. The most strongly discouraged uses were outdoor storage facilities, light industrial/manufacturing, and automobile dealerships.

Residents were especially concerned with the proliferation of manufacturing and warehousing facilities being developed along the NYS Route 303 corridor. These concerns were raised during public workshops and throughout the open-ended responses to the Community Survey. Residents identified the new warehouses and manufacturing facilities

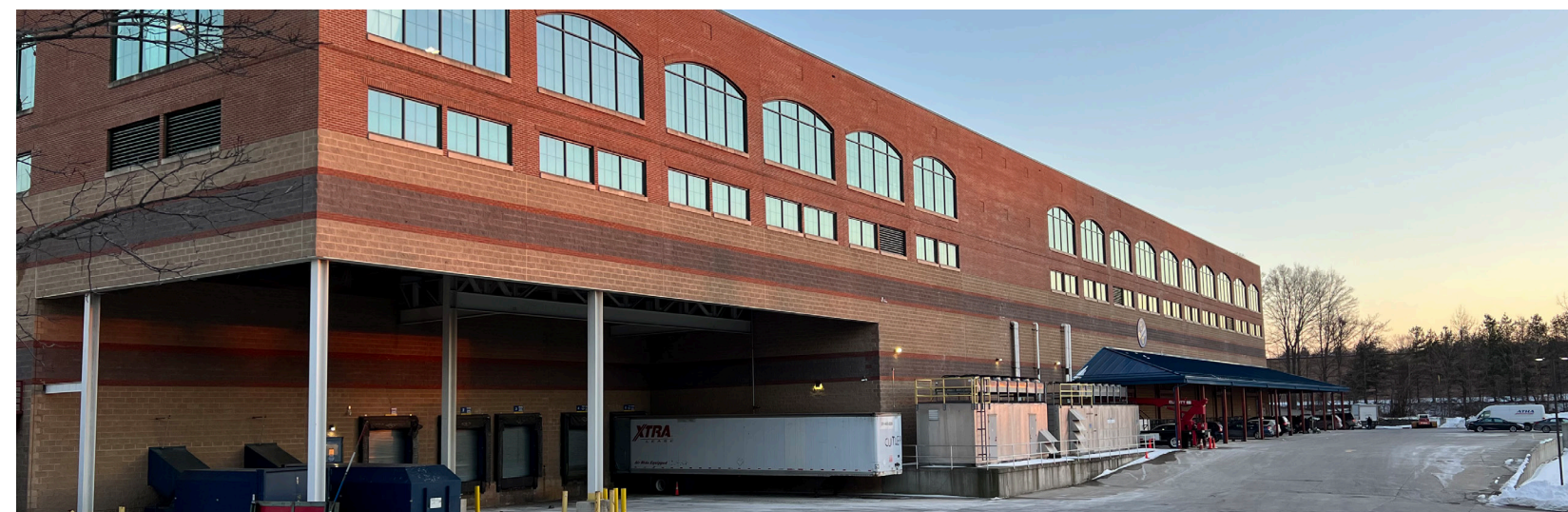
as contributing to noise and pollution in their neighborhoods, taxing on local infrastructure, inducing increased truck traffic, and incompatible with nearby residential land uses.

The Community Outreach Survey also asked respondents to indicate their agreement or disagreement with various statements concerning the Town’s Zoning Code, enforcement of Zoning Code provisions, and conflicts between different land uses in the Town. When asked about the effectiveness of zoning and local laws in regulating development in the Town, more residents (43 percent) disagreed than agreed (35 percent). The disparity in opinions was even more pronounced concerning enforcement of existing zoning regulations – only 24 percent of respondents agreed while 46 percent disagreed. Respondents also felt strongly that conflicts between commercial and residential neighbors, and institutional and residential neighbors, are a significant problem (see Appendix __, Community Survey, Q15).

These same opinions were echoed during the Public Workshop on December 6, 2021. Multiple residents expressed dissatisfaction with the level of zoning enforcement in their neighborhoods, especially in the hamlets. Residents living in neighborhoods near NYS Route 303 expressed concerns that variances were being granted too frequently, without sufficient consideration of public input, and without regard to the incompatibility between existing residential use, and construction of new warehouses and manufacturing facilities, and their associated impacts on vehicle and semi-truck traffic in the area.

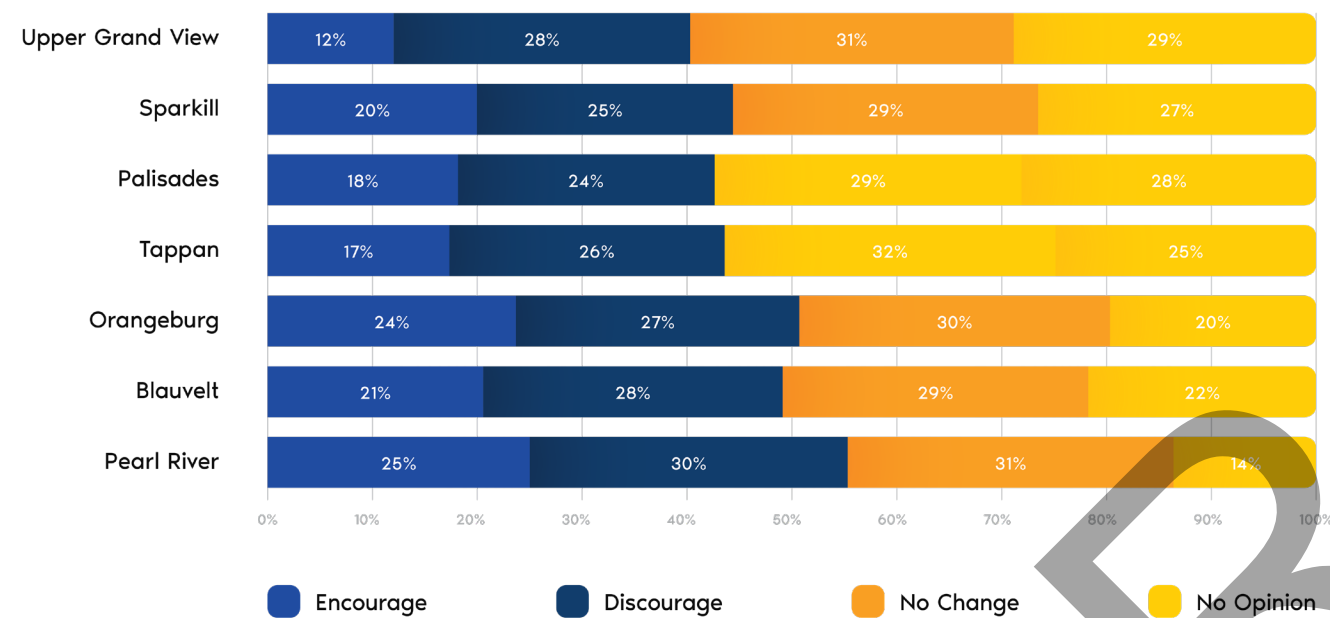
The Community Survey also solicited feedback on current land use and development trends within the hamlets. The general sentiment of residents of Orangetown’s hamlets is that the level of development, both commercial and residential, should not be changed. For each hamlet, the greatest percentage of residents indicated no need for change to current development levels. Following no change, for each of the hamlets, respondents discouraging residential development outnumbered those encouraging such development (e.g., in Tappan 32 percent recommend no change, 17 percent encourage residential development, and 26 percent discourage it; in Pearl River, 31 percent recommend no change, 25 percent encourage residential development, and 30 percent discourage it). In addition, survey

Industrial Park, NYS Route 303 © AKRF



respondents discouraging commercial development outnumbered those encouraging such development (and outnumbered those desiring no change) for every hamlet.

Question 16 Thinking about each of the following Hamlet areas, please indicate whether you think residential development should be encouraged, discouraged, no change, or no opinion.

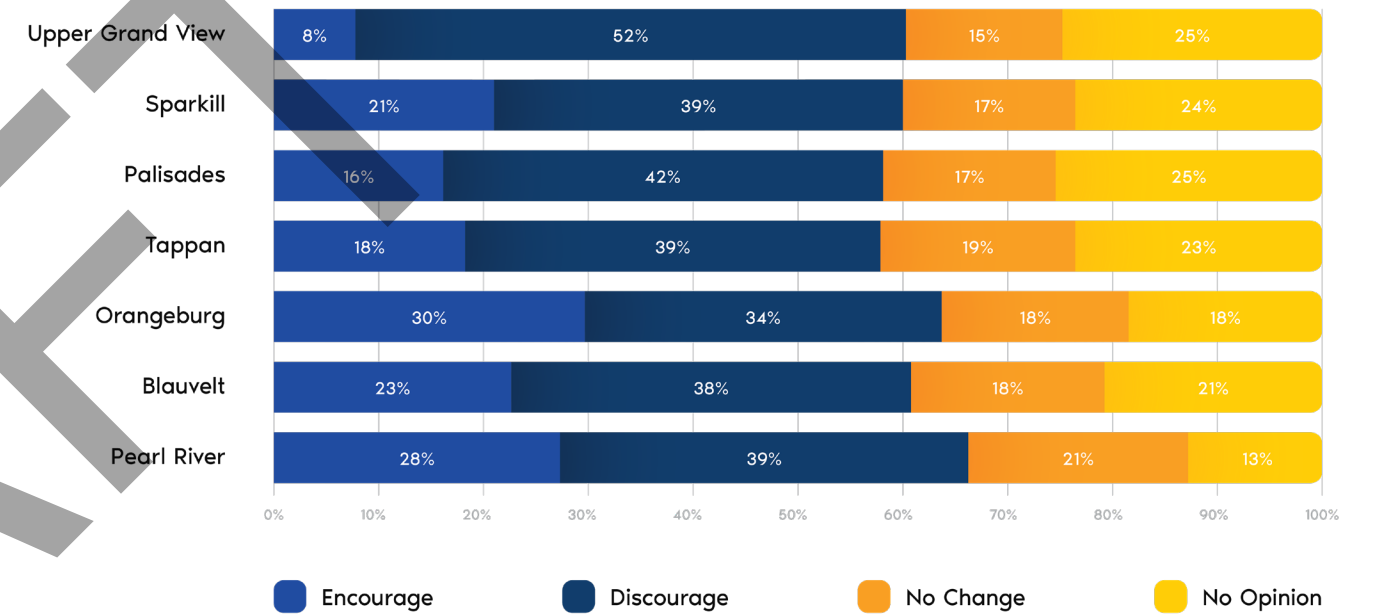


Metropolitan Urban Design (MUD) Workshop

Residential Housing, Pearl River © AKRF



Question 17 Thinking about each of the following Hamlet areas, please indicate whether you think commercial development should be encouraged, discouraged, no change, or no opinion.



Metropolitan Urban Design (MUD) Workshop

During public workshops, residents expressed similar concerns regarding development in the hamlets, namely that allowing residential development, especially multi-family construction, could disrupt the existing fabric of the hamlet communities, and would bring inappropriate density to hamlet centers. However, there were also several residents who note the lack of available housing options for young adults—in particular people who grew up in Orangetown and desired to start their career or family in Town. There was a noted lack of housing options for people looking to enter the housing market, and for those looking to downsize. These sentiments were considered when establishing the land use goals, objectives, and strategies presented at the end of this chapter.

Town Officials Survey

The Comprehensive Plan Committee (CPC) conducted a survey of town officials from September 28 to November 3, 2021 (Town Officials Survey). During that time, the survey received 70 responses from town officials across nineteen (19) different boards and departments.

Regarding current development patterns in the Town, 58.6 percent of respondents expressed concerns. The concerns fell into four main categories, namely (i) transportation,

(ii) housing/development, (iii) environmental, and (iv) infrastructure. Representative concerns included, among others:

- Increases in car and truck traffic throughout the Town, and increasing ‘through traffic’ in residential neighborhoods and hamlets;
- Significant warehousing and factory development near residential areas;
- Construction in environmentally sensitive areas, and a need to increase vegetated buffers and natural landscaping between developments;
- Insufficient infrastructure (e.g., sewers and flood preventions systems) for the current pace of development; and
- Insufficient multifamily housing stock for young adults and seniors seeking to downsize, with public pushback when zoning changes to facilitate these uses are suggested.



Historic Home, Tappan © AKRF

Vision, Goals, and Objectives

The goal of the future land use plan for Orangetown is to ensure that residential and commercial growth is sustainable and achieves the community’s vision and goals.

This 2022 Comprehensive Plan prioritizes protection of environmentally sensitive areas, protection of warehouse and industrial overdevelopment, especially near residential areas, preservation of open space, and contextual infill development where appropriate.

Future Land Use

The future land use map reflects the Comprehensive Plan goal of maintaining the Town’s community and neighborhood character while balancing the need for growth and development. The Future Land Use Map echoes the historical growth patterns of the Town of Orangetown, which large swaths of single-family residential neighborhoods and retail/commercial uses centered around the hamlets and major roadways like Route 303.

Central to the development of the Future Land Use Map was the consideration of Goal #2, to preserve history, open space, and hamlet center character, while promoting a diversity of housing options in appropriate neighborhoods to ensure members of the community have access to quality housing. The Future Land Use Map identifies a few new mixed-use areas, where a diversity of housing types (e.g. townhomes, duplexes, mixed-use buildings, and apartment building style condominiums) could be accommodated to meet the needs of first-time home buyers/renters and downsizing seniors looking to stay within the community.

[future land use map to come]

Proposed Implementation Strategies

[See draft recommendations memo]