

SECTION IV
PROPOSED LAND AND WATER USES
PROPOSED PROJECTS

IV. PROPOSED LAND AND WATER USES AND PROPOSED PROJECTS

A. Proposed Land and Water Uses

The Land and Water Use Plan for the coastal area is consistent with the policies established in Section III. It also reflects the existing well established land use pattern and zoning district designations which were established in the major zoning update completed in 1985. The Plan, illustrated on Map No. 7, indicates five general land categories, which represent groupings of related zoning districts, and, except for the Waterfront Area, does not suggest any change in the land use pattern established by the current Zoning Law.

Each land use category is briefly described below. Specific projects recommended to implement plan objectives are described in part B of this section and proposed legislative action is discussed in Section V, Techniques for Implementing the Program.

1. Low Density Residential

This category includes the R-1, R-1A and R-1B one-family zoning districts which cover the largest portion of the Village of one category.

2. Moderate Density Residential

This category consists of the R-2 Multi-family residential district in which most of the post-war garden apartment type development has taken place. A three-story height limit prevails.

3. Mixed Urban Development

The core of the Village's business and high density residential development is incorporated into this one broad category which includes the R-4 Multi-family (eight story) residential district, the C-1, C-1A and C-2 Commercial districts, the R-M Mixed Use and R-O Residence-Office districts, the M Manufacturing district and the Downtown Development district. The area encompassed by this category includes the entire length of Main Street and the downtown area from Franklin Street to Broadway.

4. Institutional

This category, located in the northwestern area of the Village, includes the school, hospital, and cemetery properties.

5. Waterfront

This category applies to the area between Gedney Street/Piermont Avenue and the River--the area is which uses most directly affect and are affected by the coastal waters. Because of the significance of this area, it has been subject to closer scrutiny. A series of sub-categories have been defined which are described below and illustrated on Map No. 8.

a. High Density Residential

This area at the northern end of the waterfront area includes the two major high rise apartment complexes on the river. Multiple residences 6 stories in height are located here. Private boat and yacht clubs, such as the existing Hook Mountain Yacht Club are special permit uses. This area is included in the C-3 Waterfront Development District.

b. Mixed Waterside Development

The area from Second Avenue south to Memorial Park is included in this category. Most of the vacant and underutilized land in the waterfront area is included, as well as the mixed use, high density Clermont project. This area is designated as the location of moderate density mixed uses with a waterfront orientation and is governed by the C-3 District which promotes water-dependent uses and allows water-enhanced uses with public access.

Development of the sewage treatment plant site, whether by the Village or upon lease to a private party, or a combination thereof, shall require that public access to the water be provided and facilities for commercial fishing be made available in conjunction with other permitted uses (see Section V.B.).

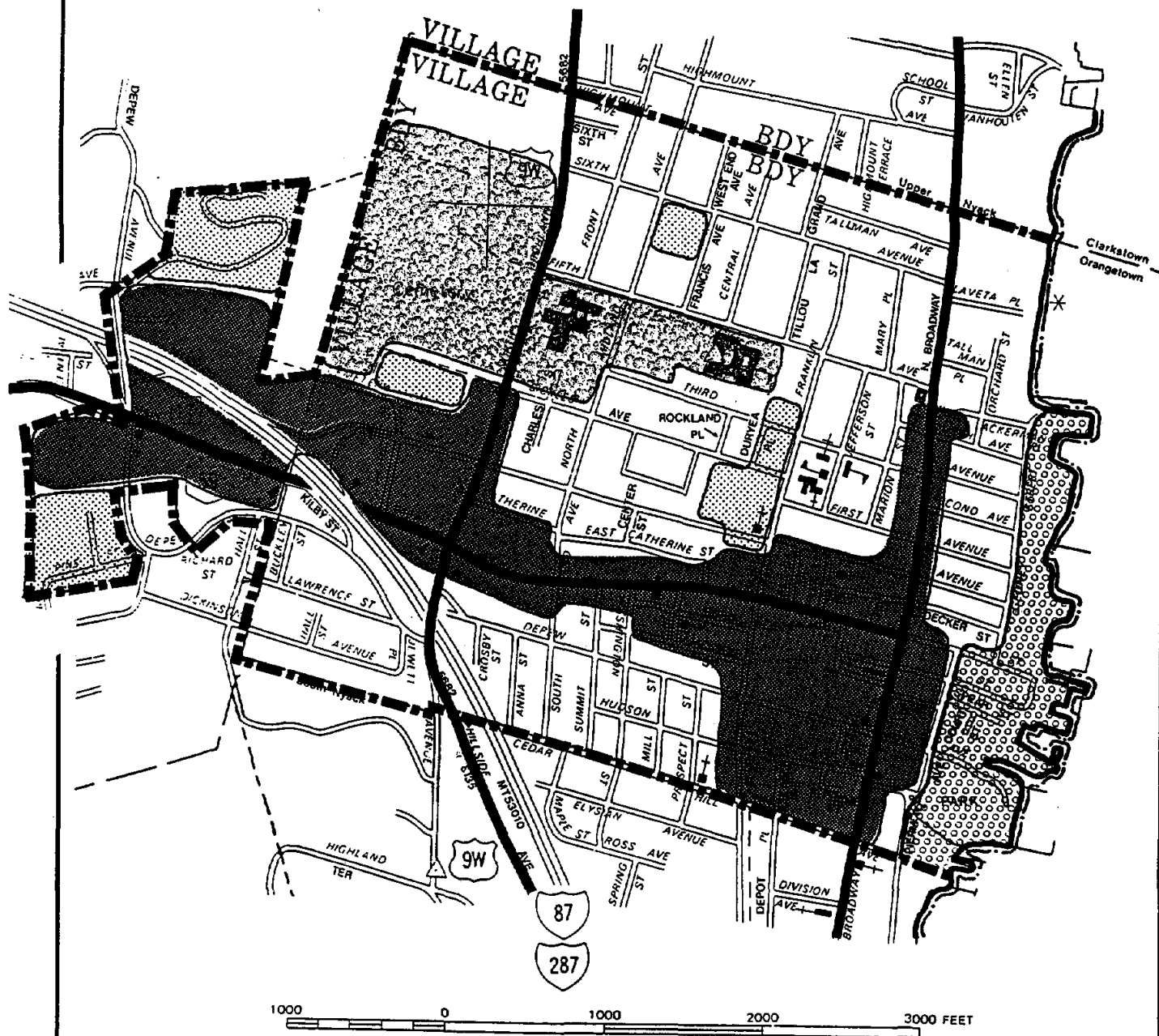
c. Park






Memorial Park is the only such area designated. It is an important asset to the community which would be improved (see Section B below) and maintained to provide waterfront access and recreational opportunities to all residents of the Village.

d. Low Density Residential

The small area south of Memorial Park will remain residential in character; however, it does include an existing boatyard which is

presently limited in its use by inadequate water depth. This area of the Village will be considered in greater detail when the Memorial Park Master Plan is developed (See Section IV.B.1).



-  Low Density Residential
-  Moderate Density Residential
-  Mixed Urban Development
-  Institutional
-  Waterfront Area (See Map No. 8)

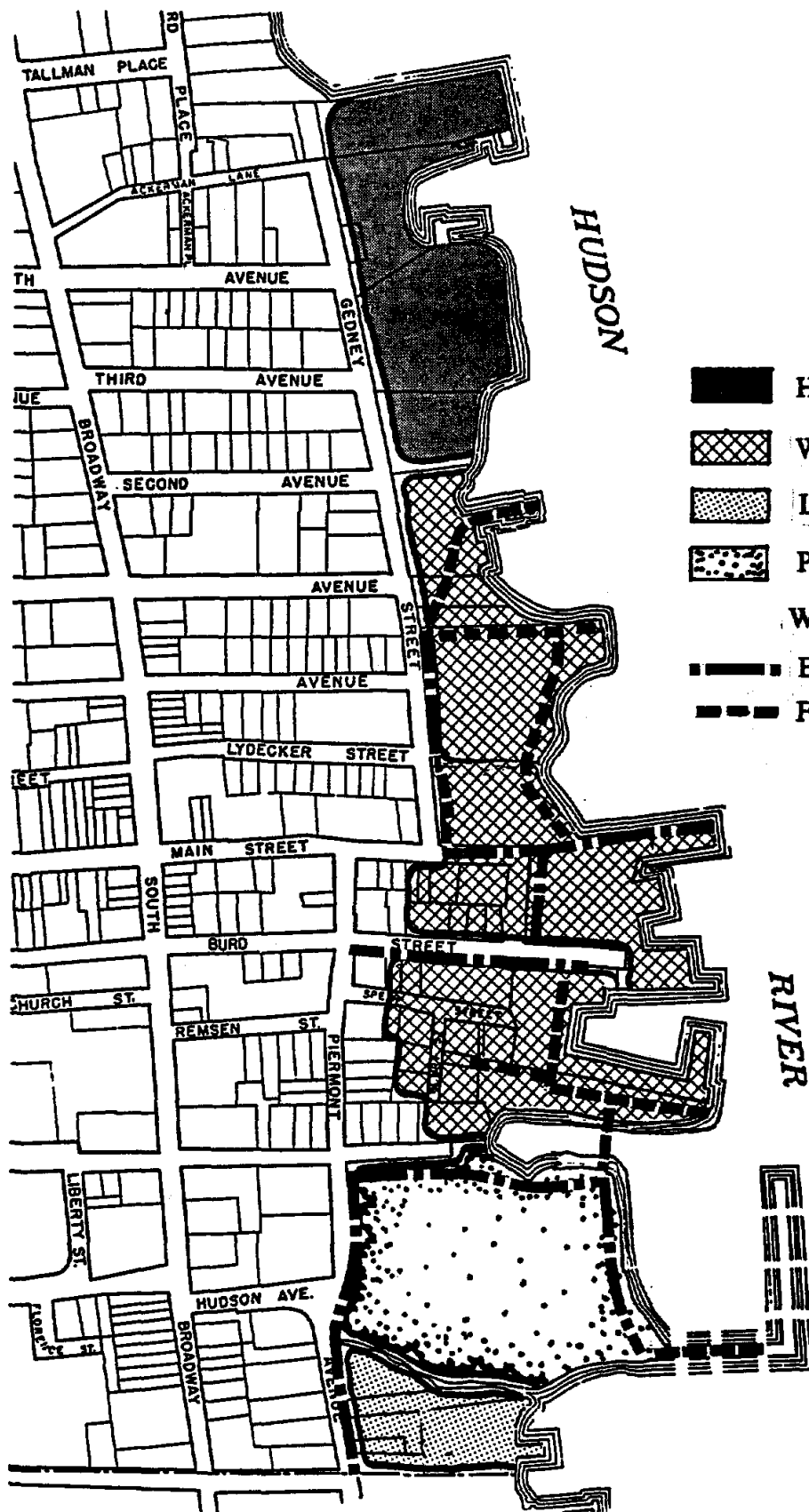
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GENERAL LAND AND WATER USE PLAN

Local Waterfront Revitalization Program



Shuster Associates

Planning Consultants



-  High Density Residential
-  Waterside Development
-  Low Density Residential
-  Park

WALKWAY SYSTEM

-  Existing
-  Future [Schematic; detail to be implemented on a site by site basis.]



WATERFRONT AREA PLAN

Local Waterfront Revitalization Program

Shuster Associates, Emanuel Associates Planning Consultants

B. Proposed Public and Private Projects

The following projects have been identified as supporting the policies and objectives of this LWRP, although they cover a wide range of feasibility and priority. Other, non-physical actions which are also part of the program to implement the LWRP are discussed in Section V.

1. Memorial Park Master Plan

In order to coordinate development plans for various components of Memorial Park development, a master plan must be prepared to identify specifications necessary, design elements, priorities, cost estimates, staging and possible funding sources. Such a plan will establish a long range program for Village action, including some of the elements listed below. The plan should also evaluate the feasibility of introducing swimming facilities in the river and weigh the merits of permanent marina slips versus launching facilities. The plan should be designed to provide greater pedestrian access and to limit encroachment of the waterfront by automobiles. In June of 1991, the Village received a Model Town's Grant from the Open Space Institute to prepare a concept plan for Memorial Park, as well as other waterfront areas.

2. Barge Removal

The sunken barges in front of Memorial Park are a potential hazard to safety and navigation. They detract from the function and beauty of one of Nyack's finest waterfront assets. Interestingly, although only 23% of the respondents to the Waterfront Questionnaire were boaters, 87% favored removal of the barges. This task requires the use of large, specialized equipment at a substantial cost.

3. Fishing Dock

The sunken barges are no longer safe for use as docks for fishing and walking. Such a dock offers additional recreation opportunities that are in substantial demand. Fishing already takes place in a variety of unsanctioned locations. Although only 14% of the respondents to the questionnaire presently use the waterfront for fishing, 70% favored provision of a fishing pier. Upon removal of the barges, a dock should be constructed which provides space for fishing, strolling and short term docking. Construction with stone filled gabions topped by a catwalk is an appropriate method of construction supplemented by wave screens to protect the boat launch and shore facilities.

4. Riverfront Walks

The principle of a riverfront walk has been set forth in the Village's C-3 zoning district, and the physical reality has begun in the construction at Clermont and the Village's Memorial Park. An overwhelming 95% of the Questionnaire respondents favored such action. A continuous walkway would provide a unique recreational facility. Much of the walkway can be provided as part of private development through use of special permit use approval and site plan review.

5. Maintenance Dredging

An accumulation of silt in the broad shallow western portion of Tappan Zee Bay has reduced depths in some locations to a point where navigation is hampered, particularly at low tide. This is true at Peterson's Marina and at the mouth of Nyack Brook. Dredging to remove this material is required in conjunction with measures to assure that natural movement is not impeded and that siltation from upland areas is curtailed.

6. Parking Expansion

Increased access to and popularity of the waterfront places additional burdens on parking facilities both at Memorial Park and the recently built waterfront commercial facilities. Development standards will be strictly enforced so that parking requirements will be met. However, some public action is required at Memorial Park to accommodate demand at peak periods. Overflow parking should be designed in a manner that permits other use, since the peak demands occur on only a small number of occasions during the year. As an alternative, parking should be provided off-site, away from the waterfront, and some sort of shuttle system provided to meet peak demand on major cultural occasions.